Planning and Zoning Board Virtual Meeting Agenda
Monday, July 13, 2020 - 6:00 P.M.

Ways to Participate in this Public Hearing

By Zoom

www.zoom.us

Meeting ID: 825 5809 9248

Password: 088805

Email and Address required to sign-in and register for the meeting

By Phone

Phone: (646) 876-9923, (US Toll)

(301) 715-8592, (US Toll)

Press *9 to Raise Hand to Speak

To Watch, but Not Speak

Comcast Channel 77

Live stream on www.citynmb.com

By Email

NMBCOMDEV@CITYNMB.COM

Public comments will be accepted until 4:00 p.m. on the day of the meeting.

Emails submitted for public comments will be limited to 300 words, but no longer than 3 minutes. If you have a matter you would like to discuss regarding an item on this agenda, please send your public comment to the email above by 4:00 p.m. on the day of the hearing with the subject line "PUBLIC COMMENT" and the following information in the body of the email: your name, address, if you are a hired Consultant or City Employee, and/or if you are engaged in lobbying activities and/or representing an organization. All public comments received by 4:00 p.m. will be read into the record for no longer than 3 minutes during the public hearing. Any comments submitted after the deadline, will not be read into the record, but will be made a part of the record.

1. **Pledge Of Allegiance**

2. **Roll Call Of Board Members**
   Julian Kreisberg-Chair

Larry Thompson - Vice Chair
Larry Shinbaum
Joseph Litowich
Norman Edwards
Marc St. Vil
Donard St. Jean

2.I. PZB Meeting Minutes

Approval of the deferred June 8, 2020 meeting minutes

Documents:

PZB MEETING MINUTES.PDF

3. Quasi Judicial Public Hearings

3.I. Quasi Judicial Public Hearings

Development Agreement and Conceptual Master Plan for the Redevelopment of the "Intracoastal Mall" by Dezer Intracoastal Mall LLC - 3501 Sunny Isles Blvd, 3745 NE 163rd ST, and 3909 NE 163rd ST

AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF NORTH MIAMI BEACH, FLORIDA, PURSUANT TO SECTION 24-214 OF THE CITY'S ZONING AND LAND DEVELOPMENT CODE, APPROVING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY AND DEZER INTRACOASTAL MALL, LLC FOR A MIXED-USE PROJECT, KNOWN AS "INTRACOASTAL MALL," ON A ±29.08 ACRES PARCEL OF LAND, GENERALLY LOCATED AT 3501 SUNNY ISLES BOULEVARD, 3745 NE 163 STREET, AND 3909 NE 163 STREET, IN THE MIXED-USE EASTERN WATERFRONT ZONING DISTRICT; APPROVING A CONCEPTUAL MASTER DEVELOPMENT PLAN FOR A PHASED DEVELOPMENT PROGRAM, CONSISTING OF A MAXIMUM OF 2,000 MULTIFAMILY RESIDENTIAL UNITS, 200,000 SQUARE FEET OF OFFICE SPACE, 375,000 SQUARE FEET OF COMMERCIAL SPACE, AND 250 HOTEL ROOMS, WITH MODIFICATIONS SUBJECT TO AN EQUIVALENCY MATRIX, ALONG WITH CORRESPONDING UNDERGROUND INFRASTRUCTURE, ±8.0 ACRES OF PUBLICLY ACCESSIBLE OPEN SPACE, AND PUBLIC SERVICES IMPROVEMENTS, ROADWAY IMPROVEMENTS AND SURROUNDING STREETSCAPE; PROVIDING FOR EFFECTIVE DATE OF THE DEVELOPMENT AGREEMENT; PROVIDING FOR RECORDATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

Documents:

PZ19-3 INTRACOSATAL MALL PZB STAFF REPORT.PDF
INTRACOASTAL MALL MASTER DEVELOPMENT ORDINANCE.PDF
INTRACOASTAL MALL DRAFT DEVELOPER AGREEMENT_TERM SHEET.PDF
INSTRACOASTAL MALL MASTER PLAN PART 1.PDF
INTRACOASTAL MALL MASTER PLAN PART 2.PDF
INTRACOASTAL MALL APPLICATION.PDF
INTRACOASTAL MALL FISCAL IMPACT STUDY_RESPONSES.PDF
INTRACOASTAL MALL TRAD RESPONSE.PDF
CITY TRAFFFIC ENGINEER TRAFFIC STUDY RESPONSE.PDF
JUNE 2020 TRAFFIC ANALYSIS.PDF
INSTRACOASTAL MALL CIVIL PLANS.PDF
INTRACOASTAL MALL LANDSACAPE PLANS.PDF
INTRACOASTAL MALL PLAT.PDF
INTRACOASTAL MALL PLAT_SURVEY.PDF
INTRACOASTAL MALL HURRICANE ANALYSIS.PDF
INTRACOASTAL MALL PUBLIC COMMENT EMAILS RECEIVED UP TO 7-7-20.PDF

3.I.i. Intracoastal Mall - Public Comment Emails Received As Of 7-13-20

Documents:

ALL PUBLIC COMMENT EMAILS RECEIVED UP TO 7-13-20 (491 PAGES).PDF

4. Legislation

4.I. Legislation

Zoning And Land Development Code Amendment Ordinance To Section 24-58, Mixed-Use And Section 24-58.7 Mixed-Use

ZONING AND LAND DEVELOPMENT CODE OF THE NORTH MIAMI BEACH CODE OF ORDINANCES, BY AMENDING CHAPTER XXIV "ZONING AND LAND DEVELOPMENT CODE" ARTICLE V "ZONING USE DISTRICTS," SECTION 24-58 "MIXED USE (MU) DISTRICT" TO UPDATE REGULATIONS TO THE MIXED-USE DISTRICT, SECTION 24-58.7 "EASTERN MIXED-USE WATERFRONT DISTRICT (MU/EWF)" TO PROVIDE FOR AND UPDATE REGULATIONS AND REGULATING PLANS; PROVIDING FOR CODIFICATION; SEVERABILITY; CONFLICTS; AN EFFECTIVE DATE.

Documents:

MU-EWF ZONING CODE AMENDMENT ORDINANCE.PDF
MU-EWF 24-58 24-58.7 PZB STAFF REPORT JULY 13 2020.PDF
CURRENT ZONING ORDINANCE - SEC._24_58___MIXED_USE__MU__DISTRICT.PDF
CURRENT ZONING ORDINANCE - SEC._24_58.7___EASTERN_MIXED_USE_WATERFRONT_DISTRICT__MU_EWF.PDF

4.I.i. Supplemental Memo

Documents:

PZB_SUPPLEMENTAL_MEMO.PDF

5. Discussion Item

Reschedule Special Meeting from June 22nd to July 30th, 2020

6. City Commission Update

6.I. City Commission Update

Deck Variance, 3261 NE 165th Street, June 16, 2020 – Approved
Humane Society, 16101 W. Dixie Hwy, June 16, 2020 – Approved
Regions Bank, 16051 W Dixie Hwy, June 16, 2020 – Approved
2020 Water Facilities Supply Workplan, First Reading, June 16, 2020 – Approved

7. Public / Citizen Comments

Next Meeting Date: Thursday, July 30, 2020

City of North Miami Beach, Florida

COMMUNITY DEVELOPMENT DEPARTMENT

Planning and Zoning Board Virtual Meeting Minutes
Monday, June 8th ,2020- 6pm

Attendees:

Board Members:	**Staff:**
Julian Kreisberg, Chair	Anthony Defillipo, Mayor
Joseph Litowich	Esmond Scott, City Manager
Mark St. Vil	Horace McHugh, Assistant City Manager
Norman Edwards	Justin Proffitt, Community Development Director
Larry Thompson	Sharon Cino, Planning & Zoning Manager
	Mario Duron, Associate Planner
	Daniel Espino, City Attorney

1. Pledge of Allegiance

Chair Kreisberg called the meeting to order at 6:11 p.m. The Pledge of Allegiance was recited.

2. Roll Call of Board Members

Roll was called. Donard St Jean and Larry Shinbaum was absent. It was noted that a quorum was present.

3. Approval of Minutes - Meeting of May 11th, 2020

4. Quasi-Judicial Public Hearings

A. Development Agreement and Conceptual Master Plan for the Redevelopment of the “Intracoastal Mall” by Dezer Intracoastal Mall LLC - 3501 Sunny Isles Blvd, 3745 NE 163rd ST, and 3909 NE 163rd ST

Motion made by Mr. Thompson, seconded by Mr. Litowich. The motion was passed 5-0 to defer: The city staff recommendation for a deferral to July 13,2020 Planning and Zoning meeting. Staff recommends the applicant work on responding to the traffic impact on 163rd St and Biscayne boulevard, the onsite transit provisions, outline the approval process with FDOT and relating to the second entrance of the property. This will give the applicant additional time to address the issues and meet the city standard, zoning codes, allow the traffic engineer (The Corradino Group) time to review the applicant responses and provide responses.

Motion to Approve:

Chair Julian Kreisberg	**YES**
Joseph Litowich	**YES**
Mark St. Vil	**YES**
Norman Edwards	**YES**
Larry Thompson	**YES**

B. Mixed-Use and Waterfront District (MU/EWF) Zoning Text Amendments Ordinance

Motion made by Mr. Thompson, seconded by Mr. Litowich. The motion was passed 5-0 to defer: The city staff recommendation for a deferral to July 13,2020 Planning and Zoning meeting. Staff recommends the applicant work on responding to the traffic impact on 163rd St and Biscayne boulevard, the onsite transit provisions, outline the approval process with FDOT and relating to the second entrance of the property. This will give the applicant additional time to address the issues and meet the city standard, zoning codes, allow the traffic engineer (The Corradino Group) time to review the applicant responses and provide responses.

Motion to Approve:

Chair Julian Kreisberg	**YES**
Joseph Litowich	**YES**
Mark St. Vil	**NO**
Norman Edwards	**YES**
Larry Thompson	**YES**

5. Legislation

- None

6. Presentations and Discussion Items

- None

7. Public/Citizen Comments

Margo Berman- Resident of eastern shores- the resident stated that many of the residents are not happy about the Intracoastal Mall project. It encroaches and invades the space of residents. Margo also mentioned that the traffic congestion will increase the time it will take to get to sunny isles and Biscayne blvd.

Resident #2- Agrees with Margo Berman comments.

Loren Baun- Loren Research should be taken into consider for the sun with the project height and the impact on the homes located on 35th Avenue.

Angela- Resident is calling from New York and wanted to know if she could be a part of the next meeting scheduled for July 13th, 2020.The resident also agrees with Margo Berman.

Diane Serna- Longtime resident, her house borders 35th avenue. Her statement is how are they going to accommodate the traffic for the intracoastal mall project and the guard gate leading to eastern shores residence.

Dan Vaulk- Dan brought his home 1 years ago in eastern shores because of low traffic and it's a safe neighborhood. Dan stated the traffic is going to be an issue and his concerns are impact it will have on the residents and traffic. Dan also agrees with Margo Berman.

David Templer (3260 Ne 16th St) -David stated that he did not receive any notice for the public hearing meeting. David is suggesting that the City notifies all residents within 500 feet of the notice of July 13th meeting with a notice by mail.

Bruce and Leslie Saraviana- Residents are not interested in the Intracoastal mall project. Leslie does not want the changes to occur and agrees with Margo Berman and David Templer.

Viviana Smith- Resident of 166st. The resident stated that she has parking concerns with the new developments. Vivianna wants to include that the city street parking is addressed in the next meeting.

James Samatis- Has been a resident for 20 years. His concerns are traffic and the ability to get in and out of his neighborhood within a reasonable time.

Mayling Ganuza- Has been a resident in eastern shores for 25 years. Her concerns are the environmental impact by adding more residents and large developments in the area.

David Fiofeti- David concern is about the development and the Texas turnaround being addressed in the next meeting and suggested a double turn around entrance like Mizner park where the access is multifaceted.

Alicia Beckerson- Resident is concerned about the exit on the one road that leads to both eastern shores and Sunny Isles in case of an evacuation or national emergency. She is concerned about the safety.

Edwardo and Clara- Resident will like to address the impact of the property value that will decrease from the overflow of traffic if the Intracoastal mall project is approved. Clara has suggested an independent traffic study be concluded.

8. City Commission Approval Update

a. Self-Storage Facility site plan with variances, 15699 West Dixie Highway – Approved

b. Taco Bell site plan and conditional use, 1650 NE 163rd Street – Approved

9. Adjournment

The next meeting will be July 13th, 2020.

PLANNING AND ZONING BOARD
STAFF REPORT

TO: Planning and Zoning Board Members
FROM: Justin Proffitt, AICP, Community Development Director
Sharon Cino, Planning & Zoning Manager
Mario Duron, AICP, Associate Planner
DATE: July 13, 2020
RE: Intracoastal Mall Redevelopment

P&Z ITEM # 19-3	**Redevelopment of Intracoastal Mall**
OWNER/DEVELOPER OF PROPERTY	Dezer Intracoastal Mall, LLC
ADDRESS OF PROPERTY	3501 Sunny Isles BLVD; 3745 NE 163 ST; 3909 NE 163 ST
FOLIO NUMBER(S)	07-2210-002-2640, 07-2210-002-2641 and a portion of the FDOT parcel to the south (no folio)
EXISTING ZONING	Eastern Mixed-Use Waterfront District (MU/EWF)
EXISTING LAND USE	Retail/Commercial
FUTURE LAND USE DESIGNATION	MU/EWF

UPDATES: At the June 8th, 2020 Planning and Zoning Board meeting, staff recommended to defer the item to the July 13th, 2020 meeting. The Planning and Zoning Board unanimously voted to defer the item. Staff recommended the Applicant work on responding to the traffic impact on 163rd St and Biscayne boulevard, the onsite transit provisions, outline the approval process with FDOT and relating to the 826/NE 163 ST entrance of the property. This will give the applicant additional time to address the issues and meet the city standard, zoning codes, allow the traffic engineer (The Corradino Group) time to review the applicant responses and provide responses. During the time between meetings, the Applicant addressed certain pending conditions that were included as part of the deferral recommendation.

- *Prior to site plan approval, the Applicant must obtain design approval from the FDOT Access Management Board. This approval shall be for the design presented in the Master Plan or a comparable design which satisfies Section 24-58.7(O)(e) - Eastern Mixed-Use Waterfront District (MU/EWF) pertaining to an access point with direct east and west*

access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

- The Applicant requested a meeting with the FDOT Access Management Board for July 2nd, but FDOT postponed the meeting until their August 6th, 2020 meeting. The applicant will be seeking FDOT approval for the proposed access design for NE 36th Avenue. This condition of approval is recommended to continue in order to ensure that the proposed access design is approved prior to the site plan approval.

- *Prior to the first site plan approval, the developer must provide mitigation measures to reduce project impacts at the intersection of Biscayne Boulevard and NE 163rd Street in order to not further degrade the overall intersection volumes during the P.M. peak hour under future total and future total with improvements conditions as outlined in the Traffic Impact Analysis dated and submitted to the City of North Miami Beach and the Florida Department of Transportation on February 2020 and updated July 2020.*
    - The Applicant updated the Traffic Impact Study to include language that clarifies the adopted level of service at this intersection and its mitigation as part of the study's narrative. Traffic analysis updated to include a 15% multimodal reduction. The Applicant's updated analysis and the Corradino Group's review are provided in this report.

- *Prior to the first Certificate of Occupancy, applicant shall demonstrate through its plans, improved or maintained levels of transit service to the development, including accessibility and transferability between existing transit lines. Applicant will maintain or enhance the current level of service by allowing for onsite access in the form of a premium transit facility with collocated transit stops for the North Miami Beach and Sunny Isles Beach, at that agency's option, trolley systems. The premium transit facility shall include features at a minimum, but not limited to, premium shelters or facilities; digital routing displays, including real time information; seating; and WiFi hotspots. The premium transit facility shall be ADA compliant.*
    - APPLICANT RESPONSE: The Applicant agrees to comply with this condition to the extent it is feasible. Transit stops to serve the project are located on NE 163 Street and NE 35 Avenue and premium shelter facilities are contemplated at these stops. It is important that the city acknowledge that transit routes do not typically enter private property or travel on private driveways. The Applicant has previously committed to providing premium transit shelters. Exhibit F-1 to the Development Agreement "Roadway Transportation Facilities," which has been submitted to the City for review, provides:
        - EXHIBIT F-1: PUBLIC FACILITIES: Roadway Transportation Facilities: In accordance with Section 163.3227(1)(d), Florida Statutes (2020), the proposed development will be serviced by those roadway transportation facilities currently in existence as provided by state, county, and local roadways. The proposed development will also be serviced by public transportation facilities currently in existence, as provided by Miami-Dade

County, the City of North Miami Beach, and such other governmental entities as may presently operate public transportation services within the City of North Miami Beach. Certain enhancements to the existing transportation and transit infrastructure, such as premium transit shelters, including, but not limited to, transit shelters with digital displays, Wi-Fi access, and/or seating accommodations, and traffic signalization be considered at the time of Site Plan review.

- CORRADINO RESPONSE: Acceptance of this comment is predicated on the applicant providing on-site premium shelters, in addition to any additional transit improvements for stops on NE 163rd Street and NE 35th Avenue.
- ADDITIONAL APPLICANT RESPONSE: Noted.
- CORRADINO RESPONSE: No further comments.
- **Staff recommends maintaining the condition of approval.**

PUBLIC NOTICING: The Applicant also mailed a Notice of Public Hearing to all property owners within 500 feet of the subject property as required by the city's code, and voluntarily mailed courtesy notices to all the residential property owners within the Eastern Shores community, including those properties located on the streets connecting to NE 35th Ave. A total of 2188 notices were sent out on July 2nd, 2020.

REQUEST: The Applicant/Property Owner, Dezer Intracoastal Mall, LLC, requests approval of a Development Agreement incorporating a Conceptual Master Plan (CMP) to construct a phased project called the Intracoastal Mall Redevelopment.

The CMP envisions 2,000 multifamily residential units, up to 375,000 square feet of commercial/retail space, 200,000 square feet of office space, and a 250-key hotel.

This project was reviewed by city staff at the TRAD, Technical Review of Applications for Development Committee on:

1. TRAD (Aug. 30,2019)
2. TRAD II (March 26, 2020)
3. TRAD Sign-off for PZB (May 15, 2020)

CITY NMB 2015 REZONING: On March, 17, 2015, the City of North Miami Beach adopted the mixed-use rezoning of eight districts. Included, were the waterfront districts established to encourage development orientated towards the waterfront that integrates housing, employment, shopping and recreation at the neighborhood level.

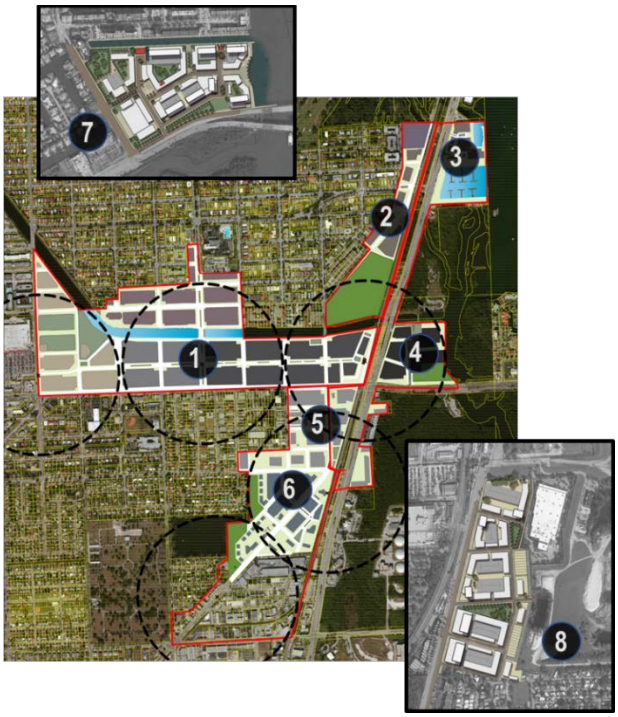


Figure 1 In 2015, the City adopted Mixed-Use zoning regulations for 8 areas of the City, including the North, South, and Eastern Waterfront Districts.

Prior to its current Mixed-Use Eastern Waterfront zoning designation, the subject property was zoned B-2, General Business District. At the time, the property's B-2 designation permitted 23 dwelling units per acre, buildings up to 150 ft tall or 15 stories, and over 16 million square feet of non-residential space. After the 2015 rezoning, the City adopted the concept of basket of rights. The basket of rights for each MU district is defined in the Comprehensive Plan. For the MU/EWF district, the basket of rights provides 2000 dwelling units and 2.5 million sf of non-residential space.

The rezoning of the property to MU/EWF introduced additional requirements for future developments in the district. Per the adopted rezoning code language in Sec. 24-58.7(O) Development Approval Conditions, all new development in the MU/EWF district is conditioned on the following requirements below:

(O) Development Approval Conditions.

(1) Public Infrastructure and Streetscape Assessment and Fund

a. All new residential development, or renovation or remodeling of residential units within the EASTERN MU/WF, where total vertical construction costs of the development, renovation or remodeling is equal to or greater than five hundred thousand ($500,000.00) dollars shall pay a public infrastructure and streetscape assessment per dwelling unit. Such public infrastructure and streetscape assessment shall be paid prior to issuance of a building permit for the development, renovation or remodeling. All public infrastructure and streetscape

assessments shall be deposited into the public infrastructure and streetscape fund.

b. Ordinary property maintenance is exempt from the public infrastructure and streetscape assessment. Repairs and restoration resulting from fire, flood, windstorm or other natural disaster, as determined by the building official, are exempt from the public infrastructure and streetscape assessment.

c. The amount of the public infrastructure and streetscape assessment shall be established by resolution of the City Council and may be adjusted from time to time.

d. A separate public infrastructure and streetscape fund shall be established by the City. All public infrastructure and streetscape assessment payments from residential development, or renovation or remodeling of residential units within the EASTERN MU/WF shall be deposited into this fund and the funds shall be kept separate from any other City funds. The public infrastructure and streetscape fund shall be used by the City for improvement to and maintenance of the public infrastructure and streets in the EASTERN Shores Neighborhood. Use of such funds shall be determined by the City Council. Any monies not expended in the fund in any fiscal year shall be carried over in the fund into the following year. Any interest earned on the funds shall be retained in the fund.

(2) Public Services.

a. The developer shall be required to relocate, rebuild, improve, enhance or otherwise address per the direction of the City/County, the existing fire rescue station onsite.

b. The developer shall be required to provide, or otherwise address per City direction, a police substation onsite.

c. The developer shall be required to develop and maintain in perpetuity a minimum of six (6) acres of publicly accessible open space in the District. Part of this six (6) acres shall be a new publicly accessible neighborhood park, conveniently located for access by residents of the Eastern Shores Neighborhood, a minimum of sixty-five thousand (65,000) square feet in size.

d. The developer shall be required to develop and maintain in perpetuity a publicly accessible waterfront promenade, the general location of which is approximately shown in the Designated Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3). The new publicly accessible waterfront promenade shall generally extend along the entire northern and eastern site boundary edges adjacent to the water.

e. The developer shall be required to provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.

f. The developer shall be required to provide streetscape improvements within the MU/EWF property generally in accordance with the Street Network Connectivity Regulating Plan and Street Standards.

Figure 2 Permitted build-out of the MU/EWF district based on adopted building heights and open space regulating plans.

	FUTURE LAND USE/EXISTING ZONING PRE 2015 REZONING	ADOPTED FUTURE LAND USE/EXISTING ZONING
ZONING	B-2 General Business District	Mixed-Use Eastern Waterfront District
ALLOWABLE BUILDING HEIGHT	15 stories, 150 ft	Varies between 3 to 40 stories, 35ft – 495ft
DENSITY PER ACRE	23 Units	N/A (Basket of Rights)
DWELLING UNITS PERMITTED	669	2000
NON-RESIDENTIAL SQUARE FOOTAGE PERMITTED	16.5 million	2.5 million

Table 1. Zoning and development entitlements for MU/EWF district pre and post-rezoning.

The 2015 rezoning initiatives took approximately two years, from visioning to adoption of the code language. During that time, the City held workshops in each study area to gauge the concerns and needs of these communities prior to the rezoning. The MU/EWF workshop was held on September 22, 2014 at the Eden Isles Condominium Auditorium. With the involvement of residents, city staff and consultants, the city completed the award-winning Mixed-Use Zoning Comprehensive Plan Initiative, recognized by the Florida Chapter of the American Planning Association (APA).

PLANNING AND ZONING DIVISION ANALYSIS:

The Planning and Zoning Division analyzed the Applicant's request against code requirements and provisions of the Comprehensive Plan. In the following sections, staff provides an analysis for the Development Agreement, Conceptual Master Plan, Public Benefits and Fiscal Impacts.

SITE, SURROUNDING ZONING & LAND USES

The Development Agreement and CMP involve two parcels under the ownership of Dezer Intracoastal Mall LLC, and a portion of the FDOT parcel south of the property. The property incorporates the entirety of the MU/EWF zoning district. Today, the site is developed with an office building and shopping center that includes a movie theater, supermarket, retail stores, and restaurants. Together, the three parcels account for approximately 29.08 acres.

The Site is typical of shopping centers found along NE 163rd Street. At 29.08 acres, the property is one of the largest assemblages under private ownership. To the west, the site abuts the B-2 commercial district and RS-1 single family residential district. To the north, the site abuts a canal and beyond that the multifamily RM-19 zoning district with properties constructed at 3-5 stories. To the south, the property fronts NE 163rd Street/SR 826, and beyond that the Oleta River State Park.

Figure 3 Site Location. Property consists of three parcels, with an approximate site area of 29.08 acres.

Location	Zoning Designations	Existing Land Uses	Future Land Use Designations
North	RM-19 Residential Low-Rise Multifamily (Medium Density) District	Multifamily	Multifamily
	CF	Eastern Shores Tot Lot	Park
South	SR 826, City Limits	Oleta River State Park	Conservation
East	Intracoastal Waterway	Waterway	Intracoastal Waterway

West	RS-1, Residential Single-Family District	Single Family	Low Density Residential
	B-2, General Business District	Commercial	Business

Table 2. Zoning and land uses surrounding the subject property.

DEVELOPMENT AGREEMENT FLORIDA STATUTES AND LOCAL ORDINANCES

The developer, Dezer Intracoastal Mall, LLC proposes a development agreement (DA) with the City of North Miami Beach. Sections 163.3220-163.3243, of the Florida Statutes entitled, the "Florida Local Government Development Agreement Act," permits local governments and developers to enter into development agreements for the purposes of outlining the roles, responsibilities, costs, public benefits, and timing of development projects. The City's Zoning and Land Development Code outlines the procedures for development agreements in Section 24-214, with the intent to encourage a stronger commitment to comprehensive and capital facilities planning, encourage the efficient use of resources, and reduce the economic cost of development.

Development agreements provide certainty to both the City and the developer of the development project's timeline. The DA may not extend beyond 30 years unless mutually agreed to by both parties of the agreement at a public hearing. Development agreements are especially appropriate when developers propose a phased CMP that will be built-out over a period of time. The CMP provides a conceptual layout of all phases of the project to guide future growth and development of the site.

DEVELOPMENT AGREEMENT REVIEW AND APPROVAL PROCESS

The CMP is incorporated into the development agreement and will guide all future development phases of the project. The following is a summary of the entitlement review process for this project:

- June 8, 2020 Planning & Zoning Board meeting: Public hearing to consider Development Agreement with the CMP and provide a recommendation to the City Commission.
- At the June 8th PZB meeting, the Board voted to defer the item to the July 13, 2020 meeting.
- July 13th, 2020 Planning & Zoning Board meeting: Second public hearing to consider Development Agreement with the CMP and provide a recommendation to the City Commission.
- August/September City Commission Meeting:
  1st Reading of an Ordinance to Consider Adoption of the Development Agreement and CMP.
- September/October or earlier City Commission Meeting:

2nd and Final Reading of an Ordinance to Consider Adoption of the Development Agreement and CMP.

All future phases of the project will require the following entitlements from the City of North Miami Beach:

- Site Plan Approval Public Hearings
- Building Permits
- Other federal, state, county permitting agencies.

INTRACOASTAL MALL DEVELOPMENT AGREEMENT

The current request is only for the Development Agreement and the incorporated CMP. The agreement and incorporated CMP provide the following:

- 30-year Development Agreement
- Conceptual Master Plan (CMP):
    - Development Program outlining the development densities, intensities, and building heights
    - Development Phases
    - Development Blocks
    - Roadway Improvements
    - Circulation Ingress/Egress
    - On and Off-site Streetscape Improvements
    - Traffic Circulation, Street Sections
    - Transit, First /Last Mile
    - Pedestrian/Bike Circulation
    - Publicly Accessible Open Space Program
    - Event Street Closure
    - Concept Illustrations
    - Conceptual Landscape Plan
    - Conceptual Civil Engineering Plans

- Traffic Impact Analysis
    - Roadway, Transit, Bicycle, Pedestrian improvements
    - Concurrency and levels of service analysis
    - Intersection Capacity Analyses
    - Queue Analysis
    - Signal Warrant Analysis

- Public Service Benefits (see attached Term Sheet)
    - Public Infrastructure Assessments:
    - Park Impact Fees
    - Improvement, relocation, and/or redevelopment of existing fire station
    - 1500 SF Police Substation

- Minimum ±8 acres of Publicly Accessible Open Space & Waterfront Promenade
- Roadway improvements: multiple access points to the property from SR 826/ 163rd ST, and traffic mitigation on NE 35th AVE
- Streetscape Improvements
- Community Center
- Water Taxi
- Improved bicycle and pedestrian connectivity within the property and the neighborhood-level
- Utility Lines to be buried underground on-site and adjacent right of way where feasible
- Extension of existing Gas Line from 3405 NE 163rd ST north along NE 35 AVE
- Relocation and Improvement of existing Lift Station
- Temporary and Permanent Job Creation

CONCEPTUAL MASTER PLAN PHASING

Based on development and predicted market conditions, the developer has divided the CMP into Phases 1-4. The four phases will be built-out as outlined on Sheet A1-28 of the CMP and in the Development Agreement Exhibit C.

- **Phase 1: Mixed-Use Building for Existing Tenant Relocation (3-5 yrs.)** Roadway improvements, both on-site and off-site, multi-level mixed-use building along NE 35 AVE, Fire Station, Police Substation, Community Center and transit stop. See condition of approval relating to providing park and open space improvements commensurate with each phase of development.
- **Phase 2: Infrastructure. Park and Open Space and Canal (ongoing).** Main Park at the NE 35th Avenue entrance to the development, approximately six acres of Public Open Space, canal, streetscape improvements and bay walk features.
- **Phase 3: Waterfront Promenade (1.5-2 yrs.)** Waterfront promenade along the canal, together with the retail, restaurants, and other commercial uses along the water.
- **Phase 4: Residential and Hotel Development.** Residential development of townhomes, rental apartments, and high-rise condominiums together with 250 key hotel room.

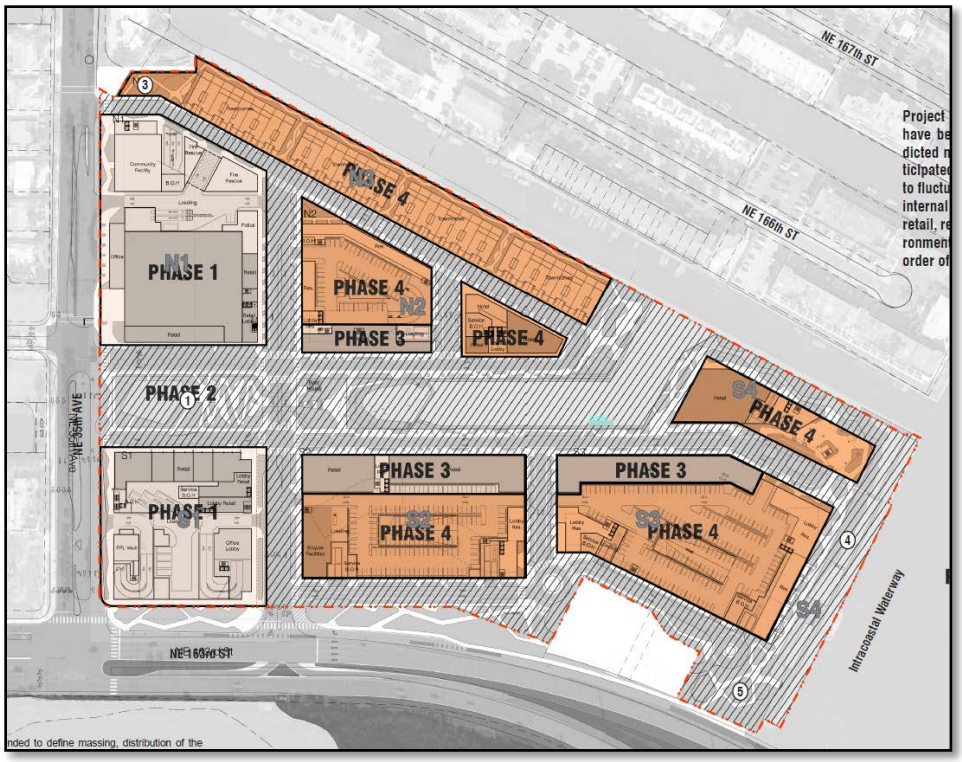


Figure 1 Phasing Plan as proposed in Sheet A1-28 of the Conceptual Master Plan

The first phase of the development consists of roadway improvements, both on-site and off-site, two new mixed-use buildings (N1 and S1) to relocate existing tenants, as well as a new fire station, police substation, community center and transit stop. The second phase includes additional infrastructure improvements, as well as six acres of Public Open Space, and canal and bay walk features. The third and fourth phases consists of the waterfront canal promenade, build out of the residential development (S2, S3, S4, and N2, N3), and a 250-room hotel.

Based on the phasing timeline, the required off-site roadway improvements, public open spaces and promenade are proposed under Phase II and Phase III of the development. To ensure that these benefits will be provided, staff is recommending a condition of approval:

- Prior to the issuance of a Certificate of Occupancy (C.O.) for the final building in Phase I, the NE 35th Avenue and SR 826/NE 163 Street off-site roadway improvements and the park and open space improvements shown in Blocks N1, S1, and the west half of C1 (Sheet A1-27) shall be completed. All other on-site roadway and parks and open space improvements shall be constructed commensurate with the phase of development as shown on the Phasing Plan (Sheet A1-28) of the Concept Master Plan entitled "Intracoastal Mall Redevelopment" as prepared by Zyscovich Architects.

Each phase of the CMP will require a site plan approval from the Planning and Zoning Board and City Commission at public hearings pursuant to Section 24-172 of the City's zoning code. Each site plan brought forward will be reviewed, advertised, and publicly noticed pursuant to the code.

The site plan will show compliance with all the requirements in the Development Agreement, CMP, and Traffic Impact Analysis. The site plan will also comply with Zoning and Land Development Code and in particular the urban design architecture standards, mixed use development standards, landscaping, parking, private and public streetscape improvements, and proposed parks. Other federal, state, and/or county permitting agency approvals would also need to be secured for applicable improvements that are regulated by those agencies.

TRAFFIC, CONCURRENCY

The Developer provided a Traffic Impact Analysis prepared by Kimley-Horn and Associates, dated March 2020. The City's concurrency and traffic engineering consultants the Corradino Group reviewed the final Traffic Impact Analysis and the CMP and concur with the analysis provided by Kimley-Horn and Associates. The Corradino Group also reviewed the concurrency requirements for potable water, sanitary sewer, solid waste, parks and recreation determined that they will be adequately maintained and serve the project pursuant to the adopted Levels of Service (LOS).

The developer proposes zoning code amendments to adjust the adopted Street Network Connectivity Regulating Plan, among other amendments, for the MU/EWF district (refer to Sheet A1-11 of the CMP). A separate staff report and agenda item will accompany this report that discusses the proposed zoning code amendments by the applicant.

The Traffic Impact Analysis evaluates the project's TRIP generation, circulation, transit, bicycle and pedestrian connectivity, and impact on the adjacent roadways. The study looked at the following topics:

- Project Access Driveway Analysis of:
    - NE 35th AVENUE
    - SR 826/ NE 163rd Street
- Evaluation of Existing Conditions vs. Future Post-Build Out Conditions (with and without roadway improvements) vs. Future Background Traffic, including committed projects
- TRIP Generation
- Intersection Capacity Analysis:
    - NE 163rd ST and Biscayne BLVD
    - NE 163rd ST and NE 26th AVE
    - NE 163rd ST and NE 28th AVE
    - NE 163rd ST and 2900 Block
    - NE 163rd ST and NE 34 AVE
    - NE 163rd ST and NE 35 AVE
    - NE 163rd ST and Intracoastal Mall DR
    - Intracoastal Mall S DR and 35th AVE
    - NE 164th ST and NE 35th AVE
    - NE 165th ST and NE 35th AVE
- Proposed Roadway Improvements

- Queue Length Analysis:
    - South bound left turn and right turn lanes along SR 826/NE 163rd ST at NE 35th Avenue
    - Intracoastal Mall Driveway and the westbound through lanes
- Comprehensive Plan and Zoning and Land Development Code consistency

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers Trip Generation Manual 10th edition. Kimley-Horn concluded the following for the proposed development:

- The development program anticipates 837 new net trips per day, with 364 trips entering and 473 trips exiting
- Multi-Modal Traffic Reduction (Public Transit, Bike, Pedestrian): 15%
- Internal Capture Rate of 5.9% in AM Peak Hour and 29.2% PM Peak Hour
- Pass-By Capture Rate of 34% Shopping Center and 36% for Supermarket
- Intersection Capacity Analyses for Biscayne Blvd. and NE 163rd Street determined a 4.52% demand
- Queue Analysis (95th Percentile) for NE 35th Avenue right and left turn queues expected to decrease under future total with improvements
- Queue Analysis (95th Percentile) for westbound through-lanes at Intracoastal Mall Driveway are not expected to extend to the bridge gates when the bridge is closed
- Signal Warrant Analysis recommends signal at intersection of NE 163rd Street and Intracoastal Mall Driveway.

In the MU/EWF District, regulations condition development upon required roadway improvements. Specifically, the developer shall be required to provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue. Currently, access to the existing development is provided via one (1) limited-access (right-in/right-out) driveway along NE 163rd Street east of NE 35th Avenue, one (1) full-access driveway at the signalized intersection of NE 164th Street and NE 35th Avenue, and one (1) limited-access (right-in/right-out/left-out) driveway at the intersection of NE 35th Avenue and Intracoastal Mall Driveway.

The following is a summary of the proposed Roadway Improvements:

- Signalization of the intersection of SR 826/NE 163rd ST and Intercoastal Mall Driveway
- Addition of 1 southbound left-turn lane, addition of 1 southbound eastbound left-turn lane and addition of 1 receiving lane to the west intersection of SR 826/NE 163rd ST and Intracoastal Mall Driveway
- Addition of 1 eastbound left-turn lane at the intersection of SR 826/NE 163rd ST and NE 35th AVE
- Elimination of the westbound left-turn only lane at the intersection of SR 826/NE 163rd ST and NE 35th AVE

- Modification of intersection of SR 826/NE 163rd ST and NE 35th AVE to remove partial continuous green T-intersection
- Reconfiguration of intersection of SR 826/NE 163rd ST and NE 35th AVE to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes
- Addition of sharrow pavement markings and a 10 FT shared-use path and a buffered bicycle lane along NE 163rd ST westbound, fronting the property.
- Addition of crosswalks on east and west side of NE 35th AVE at NE 164th ST.

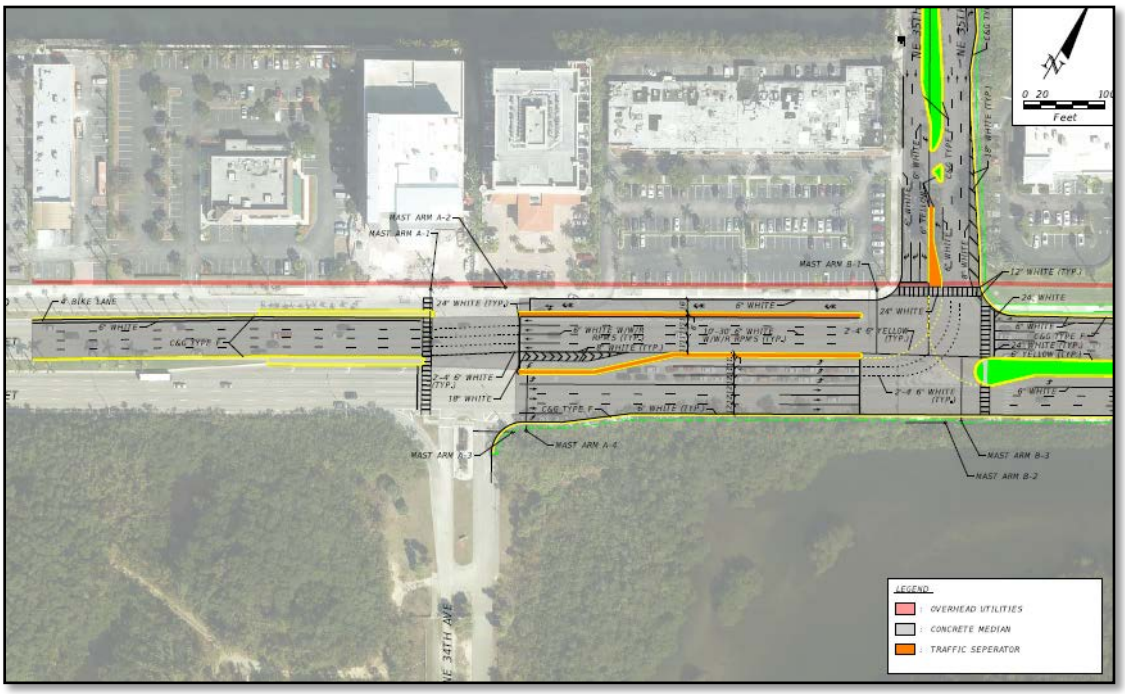


Figure 2 Improvements to SR 826/ NE 163rd ST and NE 35th AVE

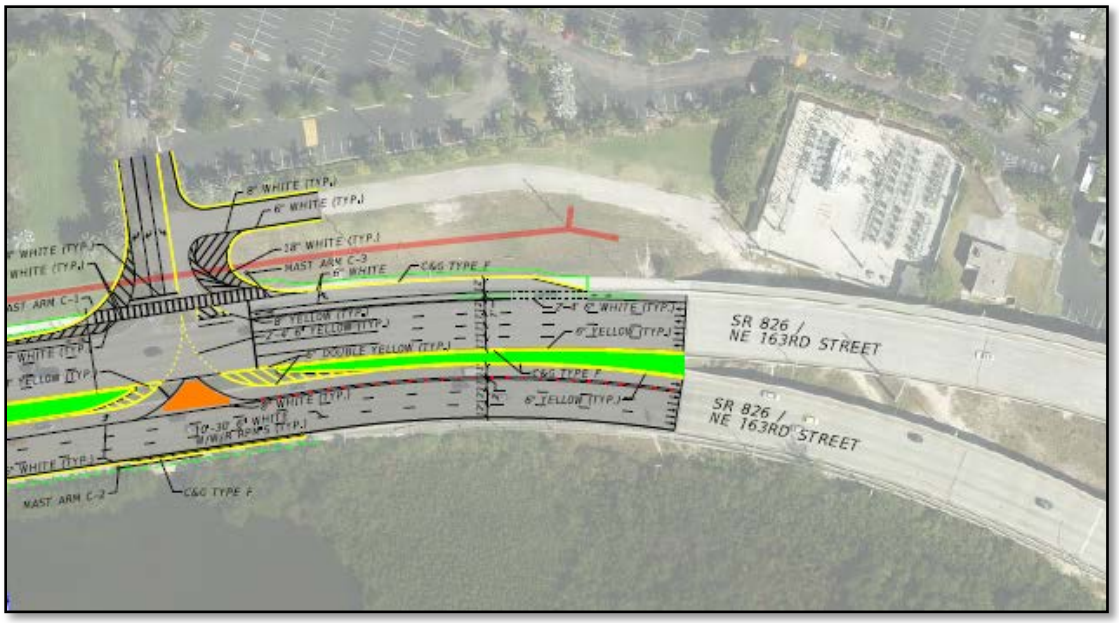


Figure 3 Improvements to SR 826/NE 163rd ST and Intracoastal Mall Driveway

With the above improvements, the levels of service for the roadways and intersections studied remain within the City's adopted Level of Service standards. However, the development's traffic study projects the LOS at the intersection of SR 823/NE 163rd Street and Biscayne Boulevard/US 1 will be close to operating at the maximum capacity set by the City's Comprehensive Plan. Although the development's impact on this intersection is not significant per the traffic study analysis, the developer addresses this concern, by providing a multimodal (public transit, bicycle, and pedestrian) reduction factor of fifteen percent (15%) in the traffic study to future total conditions with improvements. The project proposes a significant amount of multimodal improvements, and it is expected that some residents, employees and patrons will chose to walk/bike or use public transit to and from the development. Multimodal improvements include, improved bike lanes, premium transit shelters and enhanced pedestrian crossings.

Below is a table summarizing the overall level of service for each roadway and intersection analyzed, with future improvements built out:

INTERSECTION	OVERALL LEVEL OF SERVICE (AM)	OVERALL LEVEL OF SERVICE (PM)	ADOPTED LEVEL OF SERVICE
SR 826/NE 163rd Street and Biscayne Boulevard/US-1	E+11%	E+49%	E+50
SR 826/NE 163rd Street and NE 26th Avenue	A	C	E+50
SR 826/NE 163rd Street and NE 28th Avenue	A	A	E
SR 826/NE 163rd Street and NE 2900 Block	A	B	E

SR 826/NE 163rd Street and NE 34th Avenue	B	B	E
SR 826/NE 163rd Street and NE 35th Avenue	B	B	E
SR 826/NE 163rd Street and Intracoastal Mall Driveway	B	C	E
NE 164th Street and NE 35th Avenue	C	C	E
Intracoastal Mall North Drive/NE 165th Street and NE 35th Avenue	E (Two Way Stop-controlled intersection)	E (Two Way Stop-controlled intersection)	E
Intracoastal Mall South Drive and NE 35th Avenue	E (One Way Stop-controlled intersection)	E (One Way Stop-controlled intersection)	E

Table 3. Level of Service for intersections studied in Traffic Study, compared to City's adopted level of service for roadways.

During the time between PZB meetings the Applicant addressed the following traffic related condition:

- *Prior to the first site plan approval, the developer must provide mitigation measures to reduce project impacts at the intersection of Biscayne Boulevard and NE 163rd Street in order to not further degrade the overall intersection volumes during the P.M. peak hour under future total and future total with improvements conditions as outlined in the Traffic Impact Analysis dated and submitted to the City of North Miami Beach and the Florida Department of Transportation on February 2020 and updated March 2020.*
    - APPLICANT RESPONSE: The Applicant has worked with the City's traffic consultants to re-analyze the existing and future level of service at the intersection of Biscayne Boulevard and NE 163 Street based on enhanced multi-modal facilities agreed to during the review process. The revised analysis is dated June 2020 and is attached to this response. The current level of service at the intersection is LOS E+50. The project is unique in many respects but, most importantly, it emphasizes and encourages multi-modal transportation and has thus incorporated transit, bicycle, and pedestrian facilities into the design. Therefore, the multimodal factor utilized in the updated traffic impact analysis is 15%. As a result of the incorporation of this enhanced multi-modal factor in the analysis, the future projected level of service for intersection of Biscayne Boulevard and NE 163 Street with the project will be LOS E+49. Based on this updated analysis, the project results in an improved level of service for the intersection, has no negative impacts on the intersection, and no mitigation measures are required.
    - CORRADINO RESPONSE: This condition has been addressed. The Adopted Level of Service for this intersection is LOS E+50 per the City of North Miami Beach Transportation Master Plan and prior traffic studies conducted with the City of North Miami Beach. As the response above demonstrates, the mitigation measures taken based on the enhanced multi-modal facilities along the corridor improves the level of service at the intersection of Biscayne Boulevard and NE 163rd Street to LOS E+49.

The applicant should include language that clarifies the Adopted Level of Service at this intersection and its mitigation as part of the narrative in the Traffic Impact Study.

- ADDITIONAL APPLICANT RESPONSE: The traffic study was updated to account for all the multimodal improvements requested by the City of North Miami Beach and Florida Department of Transportation and is contained in Attachment A. A multimodal (public transit, bicycle, and pedestrian) reduction factor of 10 percent (10%) multimodal factor was applied to future total conditions without improvements. Note that a 15.0 percent (15.0%) was applied to the trip generation calculations for future total conditions with improvements as the project proposes a significant amount of multimodal improvements. These improvements will make it easier and encourage residents, employees, and patrons to walk/bike or use public transit to and from the development and surrounding areas. These multimodal improvements include:
    - A westbound buffered bicycle lane fronting the project on SR 826/NE 163rd Street.
    - A shared bicycle lane in the frontage road west of NE 35th Avenue on SR 826/NE 163rd Street.
    - Providing transit shelters at the bus station on SR 826/NE 163rd Street at NE 35th Avenue
    - Providing an enhanced pedestrian crossing and refuge island on SR 826/NE 163rd Street at NE 35th Avenue.
    - A shared use path fronting the project on SR 826/NE 163rd Street.
    - An enhanced bus station along northbound NE 35th Avenue north of 826/NE 163rd Street

Furthermore, a water taxi, shuttle, or other transient water borne transportation is proposed to operate along the Intracoastal Waterway. Miami-Dade Transit (MDT) and the City of North Miami Beach provide bus service to and from the project area via three (3) routes:

- Route 105/Route E operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves the Golden Glades Park & Ride Lot, Aventura Mall, and the Gulfstream Park. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 13 additional MDT bus routes.
- Route 108/Route H operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves Haulover Park and the 163rd Street Mall. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 14 additional MDT bus routes.
- North Miami Beach's free trolley NMB-Line Route A operates along SR 826/NE 163rd Street within the vicinity of the project. The route originates at the Intracoastal Mall and offers connections to other routes serving City Hall, Fulford Elementary, Florida International University, and Nova University. This route operates with 60-minute headways during the A.M. and P.M. peak hours and provides connecting service to 12 additional MDT bus routes.

The intersection capacity tables 3 and 4 were updated to include the adopted level of service at each intersection. Note that the results of the intersection capacity analyses indicate that the study intersections are expected to operate at City of North Miami Beach's adopted levels of service (LOS) or better under existing, future background without project, and future total with project and improvements during the A.M and P.M. peak hours. Note that the intersection of SR 826/NE 163rd Street and Biscayne Boulevard/US-1 is expected to operate at LOS F under future total conditions without improvements.

- CORRADINO RESPONSE: Acknowledged.

Staff Finding - Altogether, the project satisfies the objective measures for transportation concurrency with the conditions of approval.

COMPREHENSIVE PLAN CONSISTENCY

The City's Comprehensive Plan and the Florida Statutes establish that a development order and development approved by the City is consistent with the adopted comprehensive plan if the land uses, densities or intensities, capacity or size, timing, and other aspects of development permitted by such order or approval are compatible with and further the objectives, policies, land uses, and densities or intensities established in the comprehensive plan and land development regulations.

The development agreement and CMP are consistent with the City's Comprehensive Plan and Zoning and Land Development Code. All future phases of the project will provide a site plan that will also be evaluated against the requirements of the Comprehensive Plan, Zoning and Land Development Code, Development Agreement, and the CMP.

The following are relevant policies of the North Miami Beach Comprehensive Plan:

Future Land Use Element:

- ***Policy 1.1.4 -*** *The Land Development Regulations shall continue to specify that no development permit shall be issued unless assurance is given that the public facilities necessitated by the project in order to meet adopted level of service standards will be in place within the required time period. A concurrency management system shall be included that specifies the latest DCA criteria for what constitutes assurance other than budgeted projects or signed development agreements.*

- ***Policy 1.6.5 -*** *Create mixed-use land use categories including a MU/Town Center; MU/Employment Center, MU/Neighborhood Center; MU/Corridor and MU/Waterfront to facilitate and encourage the creation of beautiful, safe and livable places in the downtown and along major corridors including West Dixie Highway, Hanford Boulevard, 19th Avenue, Biscayne Boulevard and 163rd Street.*

- ***Policy 1.6.9*** *The Mixed-Use/Waterfront District (MU/WF) is similar in intent as the MU/NC, however, it must be located on a significant water body and be designed to maximize the economic and aesthetic resource created by its waterfront location. Public access to and beautification of the waterfront is a primary principal of the MU/WF district while also providing for multifamily housing that enables residents to live on the waterfront. Development patterns shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five minute walk, primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. Permitted uses within a MU/WF shall include residential uses and park land and/or open space, and must include one or more other uses such as commercial, civic, institutional, or employment-based uses. Every project adjacent to the water in a MU/WF district will be encouraged to provide one or more public access-ways to the waterfront with the intent to create public, active waterfront uses along all or the majority of the waterfront with pleasing views from both the land-side and water-side of the development.*

- ***Policy 1.8.1 -*** *Each individual Mixed-Use Project within the MU/Town Center; MU/Employment Center; MU/Neighborhood Center; MU/Corridor and MU/Waterfront District land use categories shall assist the City in addressing the following goals to the extent they are applicable and reasonably feasible:*
  (a) Create and/or enhance community-benefiting assets. These community benefiting assets can include: increased parks to accommodate new residents particularly east of US 1, cultural institutions, public art, open space, gazebos, fountains, plazas, seating areas, colonnades, shaded landscaped areas, or similar features.
  (b) Address needs for affordable housing by providing various housing types and price ranges or contributing to an affordable housing fund.
  (c) Foster walkability by interconnecting to the network of pedestrian friendly streets, creating a network of sidewalks within their property, and creating or enhancing community-benefiting assets within their development.
  (d) Promote distinctive, attractive projects with a strong sense of place through its unique architecture, site planning, walkability, connection to a variety of transportation choices, enhancement of neighborhood identity, and its choice of landscape materials, or similar.
  (e) Assist the City in accomplishing its park and open space goals by contributing impact fees, creating rooftop gardens, creating recreation, park and open space opportunities, particularly additional parks east of US 1 to accommodate additional residents.
  (f) Create quality of place through building and supporting the local economy, through nurturing and defining neighborhood identity, fostering frequent and meaningful contact, creating improved accessibility, promoting a sense of comfort, and drawing a diverse population.
  (g) Assist in providing a variety of transportation choices by providing bicycle amenities, by accommodating various modes of transit shelter, stops, and stations, by assisting in making roadways on-site and off-site pedestrian friendly, aesthetically pleasing, and bicycle friendly, and through its use of transit oriented design.

(h) By going green through the use of such techniques as water reuse, reduced energy usage, recycling, the conservation of building materials and resources, and increased water efficiency.

- ***Policy 1.8.2*** *- The following land use densities, intensities and approaches shall be incorporated in the Land Development Code. Building height is defined as the vertical distance above the centerline of the adjacent fronting road to the highest point of the building, except that in a Special Flood Hazard Area (SFHA) the building height shall be measured from the minimum finished flood elevation required in the SFHA, less those structures permitted elsewhere in these regulations to extend beyond the height of the building. Home occupation uses are conditionally allowed in all residential categories.*
    - *<u>Eastern MU/WF, Mixed-Use Waterfront:</u> This district is on the 31.2 acre site of the Intracoastal Mall in Eastern Shores bounded by NE 35th Avenue on the west, NE 163rd Street on the south, the Intracoastal waterway on the east and the first finger canal in Eastern Shores on the north. The maximum allowable residential development is 2,000 units and 2.5 million square feet of nonresidential development. The MU/WF zoning district is the only zoning classification applicable under the Eastern MU/WF land use category.*

Transportation Element:

- ***Policy 1.1.2*** *- The City hereby adopts traffic circulation level of service standards based on peak period conditions consistent with those standards established in the Miami-Dade CDMP for arterials and collectors. Peak period means the average of the two highest consecutive hours of traffic volume during a weekday…Arterials and Collectors – Within the Urban Infill Area (UIA):*
    - *Where no public mass transit service exists, roadways shall operate at or above LOS E;*
    - *Where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, roadways shall operate at no greater than 120 percent of their capacity;*
    - *Roadways parallel to and within ½ mile distance of I-95/Tri-Rail, US 1, or any other corridors where extraordinary transit service such as commuter rail or express bus service exists, shall operate at no greater than 150 percent of their capacity.*

<u>MU/EWF BASKET OF RIGHTS</u>

Per Policy 1.8.2, the MU/EWF district is capped at 2,000 residential units and 2,500,000 square feet of non-residential development. The chart below outlines compliance with this policy and shows the remaining amount of development expected for this district:

MU/EWF Development	Residential Units	Non-Residential in Square Feet
Maximum	2000	2,500,000
Pre-existing Development	0	300,000
Subtotal	**0**	**300,000**

Remainder	**2000**	**2,200,000**

Table 4. Basket of Rights. Per Policy 1.8.2. Maximum Development Densities, Intensities for Eastern MU/WF, Mixed-Use Waterfront

Existing development in this district consists of zero residential units and 300,000 square feet existing nonresidential development. Subtracting the existing and proposed development in the CMP from the district total in the Comprehensive Plan results in over 2 million SF of non-residential space for development and 2000 dwelling units. The developer intends on using the entirety of the available residential units, and 575,000 SF of the available non-residential space in the Basket of Rights for the MU/EWF District.

ZONING AND LAND DEVELOPMENT CODE

The Zoning and Land Development Code outlines a form based zoning code to encourage a variety of additional public benefits, such as roadway improvements, public open spaces and greenways, public access to the waterfront, streetscape improvements, undergrounding of utilities where possible, and other tangible improvements to surrounding neighborhoods.

The MU/EWF, Eastern Mixed-Use Waterfront District, Future Land Use designation and zoning regulations were created with the purpose of:

- Ensuring high quality, architecturally compatible, consistently landscaped development throughout the District;
- Ensuring that new development or redevelopment projects enhance the visual character of the District and does not create incompatibility with the adjacent single-family properties in terms of massing and scale;
- Stimulating neighborhood commercial and retail activities;
- Ensuring the mitigation of traffic issues such as providing additional access points into the site, where feasible;
- Ensuring public access to and the beautification of the waterfront;
- Ensuring the development and maintenance of new publicly accessible open space; and
- Retaining and enhancing the existing rescue station and addition of a police substation

The developer's project team worked over the past year to provide a development program for the Intracoastal Mall that is consistent with the MU/EWF purpose, intent, and district regulations.

Specifically, the development pushes intensity of uses and massing towards 163rd Street, and the Intracoastal Waterway. As a result, the development capitalizes on the economic and aesthetic resources created by its waterfront location. The development achieves this by providing for multifamily housing that enables residents to live on the waterfront and emphasizing the waterfront by the provision of open spaces.

Publicly Accessible Open Spaces are contemplated in the development program. Approximately 6 of the ±8 acres will be green areas. The 6 acres of green area includes the Main Park, a

playground, a dog park, mangroves and other green spaces throughout the property. These green areas will be enhanced with lush landscaping, and outdoor public amenities and preservation of environmentally protected mangroves. Included in the ±8-acre total is also the proposed canal cut into the development, the waterfront promenade around the north and east perimeters of the property, and waterfront open spaces throughout. The proposed CMP complies with MU/EWF district regulations by providing multiple public access-ways to the waterfront with the intent to create public, active waterfront uses along the majority of the waterfront, with pleasing views from both the land-side and water-side of the development. In total, the project proposes approximately ±8 acres of publicly accessible open space.

To further mitigate traffic concerns beyond the roadway improvements, the development has been designed to echo principles of smart growth and new urbanism. The development reflects the planning and design principles of walkable neighborhoods, oriented around the five-minute walk, and integrates housing, employment, shopping and recreation at the neighborhood level. A variety of transportation options have also been contemplated into the CMP. Sheet A1-24 demonstrates the proposed improvements to bicycle and pedestrian connectivity within the property and the neighborhood-level, and Sheet A1-25 the proposed water taxi route and public transit facilities as part of the development.

The EWF District conditions development approvals on the provision of additional Public Benefits. In particular, as they relate to the open spaces, the police substation and the existing fire rescue station. The district requires the developer to provide a police substation onsite, and to relocate, rebuild, improve, enhance the existing fire rescue station on-site per city direction. In the development agreement the applicant has proposed a 1500 SF NMB Police substation and will work with the MD County Fire Department for direction on the proposed fire rescue station. At this time, the Fire Station is anticipated to accommodate two fire trucks, which is not a part of the existing station. As for the open spaces, in addition to developing and maintaining in perpetuity approximately ±8 acres of publicly accessible open space in the District, the developer is also proposing a community center. The Community Center will be conveniently located for access by residents of the Eastern Shores Neighborhood and the developer will work with the resident of Eastern Shores to fashion a Community Center reflective of the community's wishes. The community center is expected to be constructed in Phase 1.

Summary of Public Benefits

REQUIRED BY CODE PER SEC. 24-58.7(O) DEVELOPMENT APPROVAL CONDITIONS	**ESTIMATED COST**
1) Public Infrastructure and Streetscape Assessment and Funds 2) Fire Rescue Station. 3) Police Substation. 4) Six (6) acres of publicly accessible open space and waterfront promenade	1) $800,000 2) $1,8000,000 3) $750,000 4) *Included in overall Development Cost.* 5) $7, 500,000

5) Multiple access points to and from SR 826 and traffic mitigation on NE 35th Avenue 6) Streetscape improvements	6) *Included in overall Development Cost*.
ADDITIONAL CONTRIBUTIONS	**ESTIMATED COST**
1) Relocation and Improvement of Existing Lift Station 2) Extension of Existing Gas Line 3) On-site Community Center 4) Dredging Canal into the Site for Additional Public Open Space *5)* Premium Transit Shelters with Digital Displays, Wi-Fi Access	1) $1,000,000 2) $800,000 3) *Included in overall Development Cost*. 4) $35,000,000 5) *Included in overall Development Cost.*

Table 5. Summary of public benefits required by code and additional contributions by developer. Estimated costs based on Fiscal Study and findings by the Applicant.

FISCAL IMPACT STUDY

The Developer provided a Fiscal Impact Study (FIS) prepared in connection to the review of the proposed Intracoastal Mall Master Plan. The FIS was prepared by Integra Realty Resources, dated March 25, 2020. The City's Economist, Lambert Advisory peer-reviewed the study and agree with the study's findings. The following is a summary of findings based on the scope of work in the Conceptual Master Plan:

*Public Infrastructure Benefits**

- Relocation and Improvement of Existing Lift Station (estimated cost $1,000,000)
- Extension of the Existing Gas Line along NE 35 Ave from 3405 NE 163 ST ($800,000)
- Roadway Improvement to 35th AVE and other Off-Site Roadway Improvements (estimated cost $7,500,000)

*Public Facilities**

- Relocate, Enlarge and Improve Existing Fire Station (estimated cost $1,800,000)
- 1500 SF Police Substation (estimated cost $750,000)
- Dredging Canal into the Site for additional Publicly Accessible Open Space (estimated cost $35,000,000)

Job Creation

- Existing Conditions: 633 retail/office job
- During Construction: 11,800 temporary jobs
- After Redevelopment: 2,700 permanent jobs

**Capital improvements are creditable toward applicable impact fees.*

The FIS estimated the construction of the project will generate $7.2 million in Impact Fees for the City, and upon completion and stabilization, an increase of the Ad Valorem Taxes to $11 million per year. Based on the findings in the FIS, the estimated Developer Contributions to the project total over $54,850,000.

HURRICANE PREPAREDNESS STUDY

The Developer provided a Hurricane Preparedness (HP) analysis prepared by Kimley-Horn and Associates, dated December 2019. The HP analysis determined that the redevelopment is located within the MDC Department of Emergency Management Hurricane Storm Surge Planning Zones. Based on the proposed 2000 residential units and 250-room hotel, the study determined that sufficient public shelter space and excess capacity on designated evacuation routes are provided to accommodate the proposed redevelopment. The study concluded that no mitigation is required, as to roadway capacity and shelter availability.

Staff Finding - The proposed future development's design, layout, compatibility with surrounding land uses, densities, intensities, traffic impacts and mitigation strategies, required public services/benefits, levels of service and capacities are consistent with and further numerous goals, objectives, and policies of the City's Comprehensive Plan and Land Development Code.

COMMUNITY DEVELOPMENT DEPARTMENT RECOMMENDATION:

The Community Development Department recommends the board APPROVE the Development Agreement with the associated CMP with the following conditions of approval:

1. Prior to the site plan approval related to the phase of development including the temporary event space, applicant must provide design schematics, including any mechanisms for closures, for streets designated for potential temporary closures that demonstrates the ability to effect emergency access for all buildings at all times. Bollards and any other devices used to temporarily close primary and secondary streets shall be easily removable so as to effect quick and direct emergency vehicle access to all buildings on site.
2. Applicant will maintain or enhance the current level of service by allowing for onsite access in the form of a premium transit facility with collocated transit stops for the North Miami Beach and Sunny Isles Beach, at that agency's option, trolley systems. The premium transit facility shall include features at a minimum, but not limited to, premium shelters or facilities; digital routing displays, including real time information; seating; and WiFi hotspots. The premium transit facility shall be ADA compliant.
3. Within one year following the adoption of the development agreement or prior to the approval of the first site plan, whichever comes first, the Developer shall reimburse the City of North Miami Beach in an amount not to exceed $100,000 for the cost to conduct a study to determine the assessment required by the Public Infrastructure and Streetscape Assessment and Fund as outlined in Section 24-58.7(O)(1) and agree to pay the assessment if adopted by the City Commission minus any eligible credits related to public infrastructure and streetscape improvements as outlined in the development agreement.

4. Prior to the issuance of the first Certificate of Occupancy, the developer and city shall enter into an agreement to address developer's the development and ongoing maintenance of onsite and streetscape improvements required by the mixed use zoning ordinance in Section 24-58 and Section 24-58.7.
5. Prior to the issuance of a Certificate of Occupancy (C.O.) for the final building in Phase I, the NE 35th Avenue and SR 826/NE 163 Street off-site roadway improvements and the park and open space improvements shown in Blocks N1, S1, and the west half of C1 (Sheet A1-27) shall be completed. All other on-site roadway and parks and open space improvements shall be constructed commensurate with the phase of development as shown on the Phasing Plan (Sheet A1-28) of the Concept Master Plan entitled "Intracoastal Mall Redevelopment" as prepared by Zyscovich Architects.
6. Prior to the issuance of a Certificate of Occupancy (C.O.) for the final building in Phase I, the developer shall provide a bike lane on eastbound 826/NE 163rd Street between NE 34th Avenue and NE 35th Avenue that will consistent with FDOT's standards and the proposed FDOT RRR roadway improvement project.

REVIEW HISTORY:

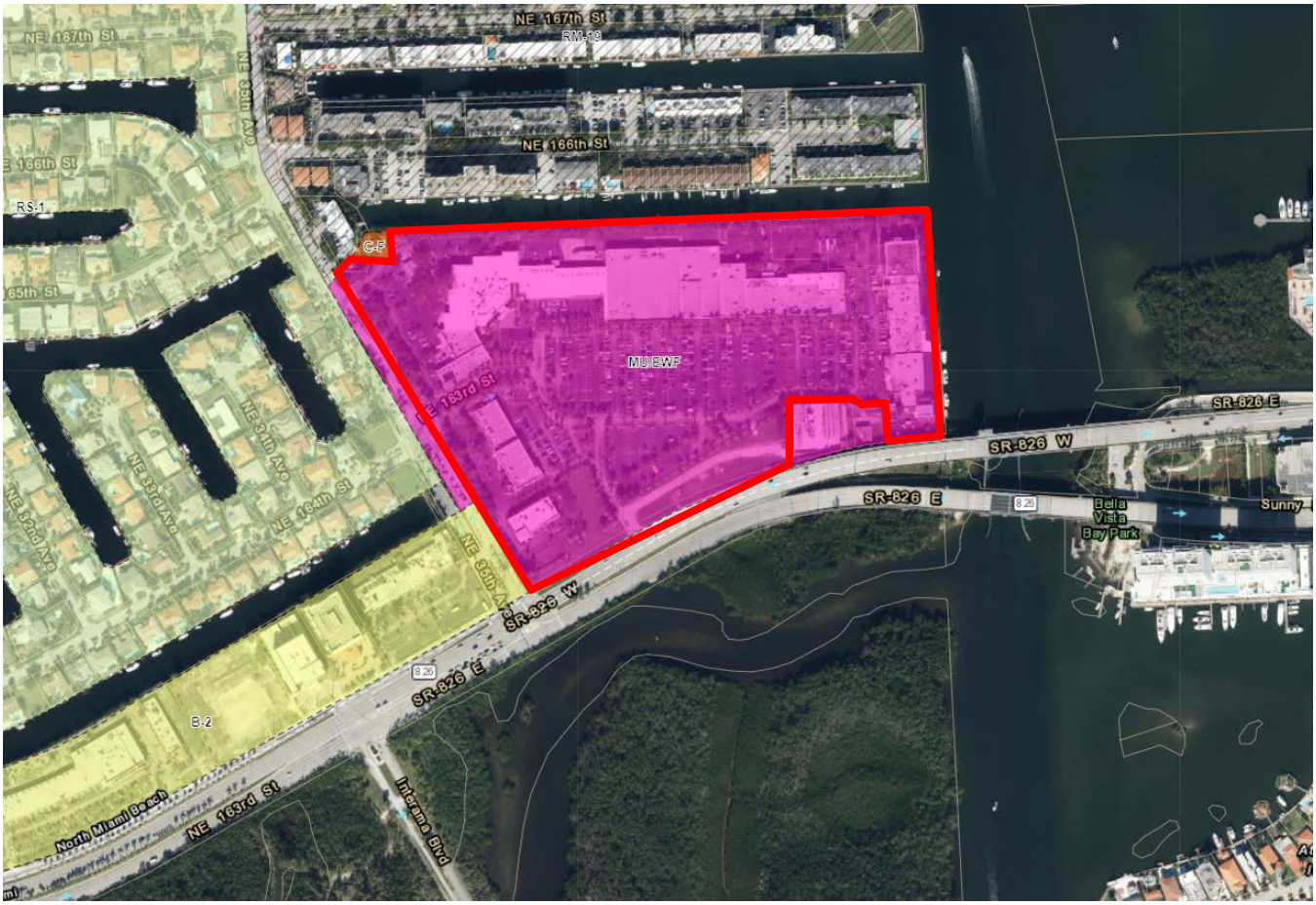
- TRAD (Aug. 30,2019)
- TRAD II (March 26, 2020)
- TRAD SIGN-OFF FOR PZB (May 15, 2020)
- PLANNING & ZONING BOARD (June 8, 2020)
- DEFERRED PZB Meeting (JULY 13, 2020)
- CITY COMMISSION (TBD)
- 2ND READING (TBD)

Attachments:

- Ordinance
- Development Agreement
- Conceptual Master Plan
- Letter of Intent & Application Package
- Traffic Impact Analysis, by Kimley Horn & Associates

LOCATION AND AERIAL MAP

ZONING MAP


NE 167th St
RM-19
NE 166th St
NE 86th Ave
RS-1
C-F
MU EWF
NE 183rd St
SR-826 E
SR-826 W
Bella Vista Bay Park
NE 34th Ave
NE 33rd Ave
NE 32nd Ave
NE 164th St
NE 86th Ave
B-2
North Miami Beach
NE 163rd St
Interama Blvd

ADVERTISEMENT
(Published 7/6/2020)

7/6/2020

CITY OF NORTH MIAMI BEACH
VIRTUAL PUBLIC HEARING NOTICE

The City of North Miami Beach will hold a virtual public hearing on: Monday, July 13, 2020 6:00 P.M.

The meeting agenda and a copy of the developer agreement is available online at:
WWW.CITYNMB.COM

Members of the public may speak, watch, attend, or listen to the virtual public hearing by following these instructions:

Ways to Watch and Speak during the Virtual Public Meeting:
Comcast Channel 77
Watch Live stream on WWW.CITYNMB.COM

Participate and Speak via Zoom Meeting: WWW.ZOOM.US
By Phone, Press *9 to Raise Your Hand to Speak: (646) 876-9923, (US Toll) (301) 715-8592, (US Toll) Enter the Meeting ID/Password

Zoom Meeting ID: 825 5809 9248: Password: 088 805
Your email/address will be requested to register for the meeting
Any person requiring special accommodations to access this hearing is asked to advise the City at least 5 days before the hearing by contacting the City Clerk at 305-787-6001

PUBLIC COMMENTS
Public comments will be accepted by the following means:
Via e-mail to:
NMBCOMDEV@CITYNMB.COM

Public comments will be accepted until 4:00 p.m. on the day of the meeting.

CATEGORY	Hearings FL
AD NUMBER	0000476922-01

Emails submitted for public comments will be limited to 300 words. If you have a matter you would like to discuss during public comments, please send your public comment to the email above by 4:00 p.m. on the day of the hearing with the subject line "PUBLIC COMMENT" and the following information in the body of the email: your name, address, if you are a hired Consultant or City Employee, and/or if you are engaged in lobbying activities and/or representing an organization. All public comments received by 4:00 p.m. will be read into the record by the City Clerk at the beginning of the meeting. Any comments submitted after the deadline, will not be read into the record, but will be emailed to the Planning and Zoning Board Members and City Commission.
Virtual Public Hearing(s):
The City of North Miami Beach Planning & Zoning Board shall consider the following item(s):

I. Development Agreement and Conceptual Master Plan for the Redevelopment of the "Intracoastal Mall" by Dezer Intracoastal Mall LLC, consisting of the following:
1. Addresses: 3501 Sunny Isles Blvd, 3745 NE 163rd ST, and 3909 NE 163rd ST
2. Tax Folios: 07-2210-002-2640, 07-2210-002-2641, and a portion of the FDOT parcel to the South (no folio number)
3. Development Program:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade4. Maximum Building Heights:
i. 40 Stories or 495 Feet in the Core Sub-Area;
ii. 32 Stories or 425 Feet, or 20 Stories or 286 Feet in the Transition Sub-Area; And
iii. 12 Stories or 150 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)
5. Ordinance Title:
AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF NORTH MIAMI BEACH, FLORIDA, ("CITY") APPROVING A DEVELOPMENT AGREEMENT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY'S ZONING AND LAND DEVELOPMENT CODE CHAPTER 24, ARTICLE XIX, SECTION 24-214 "DEVELOPMENT AGREEMENTS" BETWEEN THE CITY AND DEZER INTRACOASTAL MALL LLC. FOR A MIXED-USE PROJECT KNOWN AS "INTRACOASTAL MALL" IN THE MIXED-USE EASTERN WATERFRONT ZONING DISTRICT ("MU/EWF") ON ±29.08 ACRES, LOCATED AT 3501 SUNNY ISLES BOULEVARD; 3745 NE 163 STREET; 3909 NE 163 STREET, NORTH MIAMI BEACH, FLORIDA; REQUESTED BY DEZER INTRACOASTAL MALL, LLC, FOR A CONCEPTUAL MASTER DEVELOPMENT PLAN PROPOSED IN A PHASED DEVELOPMENT PROGRAM, CONSISTING OF A MAXIMUM OF 2,000 MULTIFAMILY RESIDENTIAL UNITS, 200,000 SQUARE FEET OF OFFICE SPACE, 375,000 SQUARE FEET OF COMMERCIAL SPACE, 250 HOTEL ROOMS, CONSTRUCTION OF UNDERGROUND INFRASTRUCTURE, APPROXIMATELY ±8.0 ACRES OF PUBLICLY ACCESSIBLE OPEN SPACE, WITH MODIFICATIONS SUBJECT TO AN EQUIVALENCY MATRIX, AND PUBLIC SERVICES IMPROVEMENTS, ROADWAY IMPROVEMENTS AND SURROUNDING STREETSCAPE, PROVIDING FOR FINDINGS OF FACT; CONFIRMING EXPIRATION AND LIMITATION OF APPROVAL; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE. ***The items are on file and available for an examination at the Community Development Department, 17050 N.E. 19 Avenue, North Miami Beach, Florida 33162-3194, Monday through Friday 8:00AM-5:00PM.***

II. Mixed-Use and Waterfront District (MU/EWF) Zoning Text Amendments:
AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI BEACH, FLORIDA AMENDING THE ZONING AND LAND DEVELOPMENT CODE OF THE NORTH MIAMI BEACH CODE OF ORDINANCES, BY AMENDING CHAPTER XXIV "ZONING AND LAND DEVELOPMENT CODE" ARTICLE V "ZONING USE DISTRICTS," SECTION 24-58 "MIXED USE (MU) DISTRICT" TO UPDATE REGULATIONS TO THE MIXED-USE DISTRICT, SECTION 24-58.7 "EASTERN MIXED-USE WATERFRONT DISTRICT (MU/EWF)" TO PROVIDE FOR AND UPDATE REGULATIONS AND REGULATING PLANS; PROVIDING FOR CODIFICATION; SEVERABILITY; CONFLICTS; AN EFFECTIVE DATE.
PUBLIC RECORDS

The hearing will be recorded for later viewing and is a public record. The virtual chat, if any, will be saved and is a public record. Minutes of the hearing will be taken and will be made available.
Virtual Public Hearing/Meeting Findings
The hearing will be recorded for later viewing and is a public record. The virtual chat, if any, will be saved and is a public record. Minutes of the hearing will be taken and will be made available.
Virtual Public Hearing/Meeting Findings

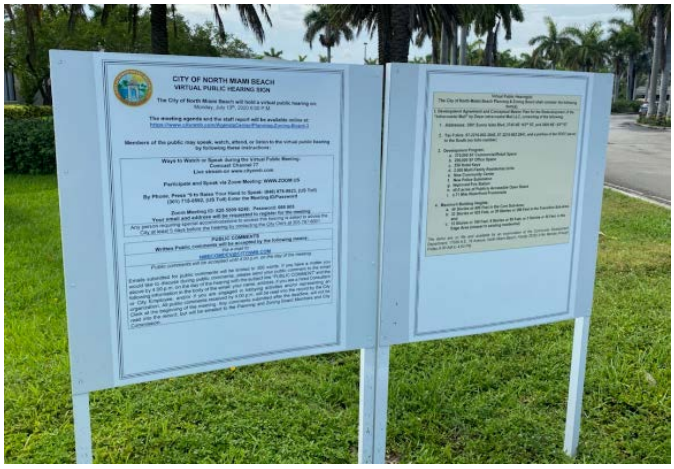
The City finds that it is necessary to hold a virtual public hearing due to the CDC's guidance and government orders related to COVID-19/novel coronavirus. Specifically:
□ Pursuant to Governor DeSantis' Executive Orders 20-51 and 20-52, in which the Governor declared a public health emergency and a state of emergency, there is a recommendation to limit public gatherings.
□ On March 20, 2020, Governor DeSantis issued Executive Order 20-69, suspending the quorum requirements for public meetings held by a local government body, and the requirement that a local government body must meet at a specific public place.
□ Consistent with the authority contained in the Governor's Executive Orders, and in order to ensure the health, safety, and welfare of the public and City employees, the City finds that it is in the best interest of the City to hold a virtual public meeting.
□ Therefore, the City will hold a virtual meeting or hearing through the use of electronic communication.
NOTICE PURSUANT TO §286.0105, FLORIDA STATUTES

IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE BOARD, AGENCY, OR COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE, HE OR SHE MAY 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.
AMERICANS WITH DISABILITIES ACT
Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting is asked to advise the City at least 5 days before the hearing by contacting the City Clerk at 305- 787-6001.
LOBBYING ACTIVITIES

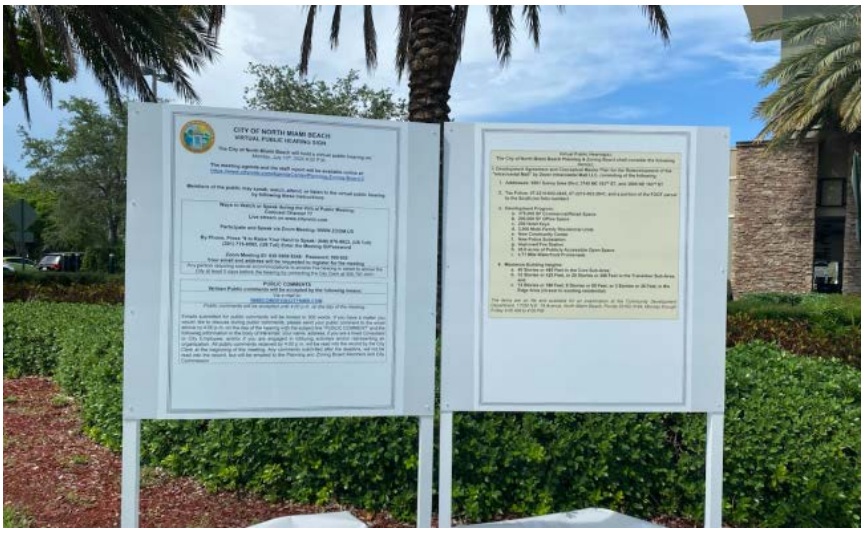
In accordance with Section 2-161 of the City Code, adopting Section 2-11.1(s) of the Miami-Dade County Code, any person engaging in lobbying activities, as defined therein, must register at the City Clerk's Office before addressing the City Council on the agenda items or engaging in lobbying activities.
Have questions or need additional information signing into the Zoom meeting?
Email: NMBCOMDEV@CITYNMB.COM
Call: 305-948-2966
Written or physical evidence will be accepted no later than July 13, 2020 by 4:00 p.m. To submit written or physical evidence intended to be offered into evidence during the Communication Media Technology proceedings:
Email: NMBCOMDEV@CITYNMB.COM
Call: 305-948-2966

7/6 20-35/0000476922M

PROPERTY NOTIFICATION SIGNS



INSTALLED ON NE 163rd ST



INSTALLED ON NE 35th AVE

INSTALLED ON CORNER OF NE 165 ST AND NE 35th AVE

COURTESY NOTICES
(Mailed 7/2/2020)

June 28, 2020

City of North Miami Beach
Planning & Zoning Department
17050 N.E. 19th Avenue
North Miami Beach, FL 33162-3194

RE: Property Owners List within 500 feet of:

LOCATION: 3501 Sunny Isles Blvd., 3745 NE 163rd Street, and 3909 NE 163rd Street, North Miami Beach, FL
FOLIO: 07-2210-002-2640 and -2641

PREPARED FOR: HOLLAND & KNIGHT LLP
ORDER: 200216

TOTAL NUMBER OF LABELS WITHOUT REPETITION: 2188

This is to certify that the attached ownership list in Excel format, map and mailing matrix are a complete and accurate representation of the real estate property and property owners, within the city of North Miami Beach. That said list encompasses property owners that are lying within 500 feet of the subject property and use a portion of NE 35th Avenue located west and adjacent thereto.
This reflects the most current records on the file in Miami-Dade County Tax Assessor's Office.

Sincerely,
THE ZONING SPECIALISTS GROUP, INC.

Omara R. Lopez

Omara R. Lopez,
For the Firm

MAP OF AREA TO ACCOMPANY LABELS

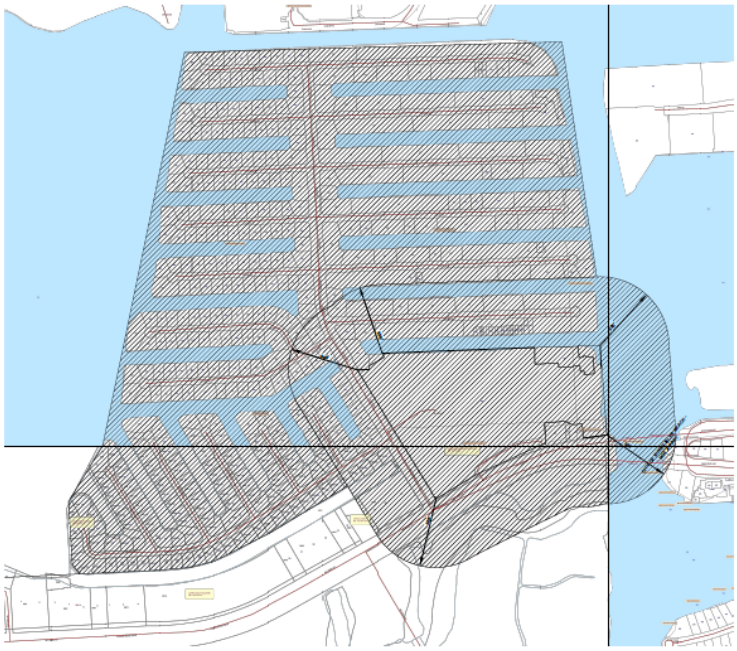
PROJECT LOCATION: 3501 Sunny Isles Blvd., 3745 NE 163rd Street, and 3909 NE 163 Street, North Miami Beach, FL

FOLIO: 07-2210-002-2640 and -2641

PREPARED FOR: HOLLAND & KNIGHT LLP

ORDER: 200616
DATE: June 28, 2020

SCALE: 1"= 500'



The Zoning Specialists Group, Inc.
7729 NW 146th Street
Miami Lakes FL 33016
Ph: (305)828-1210
www.thezoningspecialistsgroup.com

ORDINANCE NO. 2020-

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AN ORDINANCE OF THE MAYOR AND CITY COMMISSION OF THE CITY OF NORTH MIAMI BEACH, FLORIDA, PURSUANT TO SECTION 24-214 OF THE CITY'S ZONING AND LAND DEVELOPMENT CODE, APPROVING A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY AND DEZER INTRACOASTAL MALL, LLC FOR A MIXED-USE PROJECT, KNOWN AS "INTRACOASTAL MALL," ON A ±29.08 ACRES PARCEL OF LAND, GENERALLY LOCATED AT 3501 SUNNY ISLES BOULEVARD, 3745 NE 163 STREET, AND 3909 NE 163 STREET, IN THE MIXED-USE EASTERN WATERFRONT ZONING DISTRICT; APPROVING A CONCEPTUAL MASTER DEVELOPMENT PLAN FOR A PHASED DEVELOPMENT PROGRAM, CONSISTING OF A MAXIMUM OF 2,000 MULTI-FAMILY RESIDENTIAL UNITS, 200,000 SQUARE FEET OF OFFICE SPACE, 375,000 SQUARE FEET OF COMMERCIAL SPACE, AND 250 HOTEL ROOMS, WITH MODIFICATIONS SUBJECT TO AN EQUIVALENCY MATRIX, ALONG WITH CORRESPONDING UNDERGROUND INFRASTRUCTURE, ±8.0 ACRES OF PUBLICLY ACCESSIBLE OPEN SPACE, AND PUBLIC SERVICES IMPROVEMENTS, ROADWAY IMPROVEMENTS AND SURROUNDING STREETSCAPE; PROVIDING FOR EFFECTIVE DATE OF THE DEVELOPMENT AGREEMENT; PROVIDING FOR RECORDATION; PROVIDING FOR IMPLEMENTATION; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, Dezer Intracoastal Mall LLC, a Florida limited liability company ("Developer"), has a legal or equitable interest in property located at 3501 Sunny Isles Boulevard, 3745 NE 163rd Street, and 3909 NE 163 Street in North Miami Beach, Florida (the "Property legally described in Exhibit B") and intends to develop the Developer's Property as a mixed-use project that may include retail, hotel, office, and residential uses substantially in accordance with the master development plan entitled "Intracoastal," attached hereto and included as part of Exhibit "A," (the "Proposed Development"); and

WHEREAS, in contemplation of the Proposed Development, the Developer is seeking to enter into a development agreement with the City of North Miami Beach ("City"), in accordance

with the City's Zoning and Land Development Code Section 24-214, attached hereto as Exhibit "A" ("Development Agreement"), to memorialize the terms and conditions of the Proposed Development; and

WHEREAS, the Development Agreement, is intended to and shall constitute a development agreement between parties pursuant to and consistent with the requirements of the Florida Local Government Development Agreement Act (Sections 163.3220-163.3243, Florida Statutes); and

WHEREAS, the Development Agreement provides for the enumerated requirements set forth in Zoning and Land Development Code Section 24-214(C), including general and specific requirements, improvements and related conditions of the Developer in order to assure that the Proposed Development complies with the City's Zoning and Land Development Code and is consistent with the City of North Miami Beach Comprehensive Plan ("Comprehensive Plan"); and

WHEREAS, the Planning and Zoning Board, sitting as the Local Planning Agency, has reviewed the proposed Development Agreement at a duly noticed public hearing on July 13, 2020, and recommend _____ by a ___to __ vote; and

WHEREAS, the Mayor and City Commission have reviewed the proposed Development Agreement at a duly noticed public hearing on August 10, 2020 and find that the Development Agreement is consistent with the City's Comprehensive Plan and approval of the Development Agreement is in the best interests of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF NORTH MIAMI BEACH, FLORIDA, AS FOLLOWS:

Section 1. **Recitals.** The foregoing findings and recitals are true and correct and incorporated by reference.

Section 2. **Approval.** Pursuant to Section 24-214 of the City's Zoning and Land Development Code, and in accordance with Sections 163.3220–163.3243, Florida Statutes, the Development Agreement between the City and Dezer Intracoastal Mall LLC and related exhibits, attached hereto as Exhibit "A", which are incorporated herein and made a part hereof by this reference, is hereby approved. The City Manager is authorized to execute the Development Agreement, subject to approval by the City Attorney as to form and legal sufficiency.

Section 3. **Effective Date of Development Agreement.** The Development Agreement shall become effective upon mutual execution by the City and Developer and proper recordation of the Development Agreement in the public records of Miami-Dade County, pursuant to Section 163.3239, Florida Statutes.

Section 4. **Recordation.** The City Clerk is hereby directed, upon second reading, to record a certified copy of this Ordinance and the Development Agreement in the Public Records of Miami-Dade County, Florida at the expense of Dezer Intracoastal Mall LLC.

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

Section 6. **Conflicts.** All ordinances or parts of ordinances in conflict therewith be and the same are hereby repealed.

Section 7. **Severability.** If any section, subsection, clause or provision of this Ordinance is held invalid, the reminder shall not be affected by such invalidity.

Section 8. **Effective Date.** This Ordinance shall become effective immediately upon adoption.

APPROVED on **first reading** at a duly noticed meeting of the City Commission on _____, 2020.

APPROVED AND ADOPTED on **second reading** at a duly noticed public hearing before the Mayor and City Commission on this **___** day of **_____, 2020**.

[SIGNATURE PAGE TO FOLLOW]

ATTEST:

_____
ANDRISE BERNARD
CITY CLERK

_____
ANTHONY F. DEFILLIPO
MAYOR

(CITY SEAL)

APPROVED AS TO FORM &
LANGUAGE & FOR EXECUTION

_____
WEISS SEROTA HELFMAN COLE &
BIERMAN, PL
CITY ATTORNEY

SPONSORED BY: Mayor and City Commission

Commissioners	YES	NO	ABSTAIN	ABSENT
Mayor. Anthony F. DeFillipo				
Vice-Mayor Phyllis S. Smith				
Commissioner McKenzie Fleurimond				
Commissioner Barbara Kramer				
Commissioner Frantz Pierre				
Commissioner Michael Joseph				
Commissioner Fortuna Smukler				
Commissioner Paule Villard				

Exhibit "A"
DEVELOPMENT AGREEMENT

Exhibit "B"
LEGAL DESCRIPTION

Tract "A", Lots 2 through 18 and a portion of Lots 1, 19 and 20, Block 19 and also that vacated street known as NE 165th Street extending from NE 35th Avenue Eastward to the Western Boundary of Lots 5 and 6; thence Southerly to State Road 826, all in Block 19 of EASTERN SHORES 2nd ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, and that portion of Lessee's interest in that certain Sovereignty Submerged Lands Lease between the Board of Trustees' of the Internal Improvement Trust Fund of the State of Florida and MSW Intracoastal Mall, L.L.C., recorded on February 2, 2009 in Official Records Book 26738, Page 946, all being recorded in the Public Records of Miami-Dade County, Florida and being more particularly described as follows:

Begin at the Southwest corner of Lot 20 of said Block 19; thence N 00°53'14" E along the West line of said Lot 20 for 30.41 feet; thence N 58°36'22" E for 128.16 feet; thence N 31°23'42" W for 33.10 feet to a point on the North line of said Lot 20; thence N 86°46'13" E along the North line of said Block 19 for 1605.47 feet to the Northeast corner of said Lot 6; thence

N 04°46'53" W for 1.86 feet; thence N 39°53'07" E for 1.99 feet; thence N 05°06'53" W for 5.99 feet; thence N 86°29'12" E for 25.80 feet; thence S 04°59'49" E for 144.76 feet; thence

N 86°44'31" E for 9.64 feet; thence S 04°42'35" E for 496.02 feet; thence S 85°31'00" W for 36.72 feet; thence S 04°46'53" E along the East line of Block 19, for 31.70 feet to a point on the Northerly Right-of-Way line of State Road 826, per Official Records Book 12103, Page 1685, of the Public Records of Miami-Dade County, Florida; the following two (2) courses being along said Northerly Right-of-Way line; (1) thence S 83°09'49" W for 77.17 feet to a point of curvature of a 1952.86 foot radius curve leading to the left; (2) thence Westerly along said curve through a central angle of 02°49'34" for an arc of 96.32 feet; the following two (2) courses being along the Easterly and Northerly lines of the Warranty Deed granted to Miami Dade Water and Sewer Authority as described in Official Records Book 11323, Page 1086, of the Public Records of Miami-Dade County, Florida; (1) thence N 04°50'25 W for 102.70 feet; (2) thence S 86°46'13" W for 75.11 feet (75.19 feet Deed); thence N 64°54'39" W along said Northerly line of Miami Dade Water and Sewer property and the Northerly line of the property granted to Florida Power and Light Company as described in Official Records Book 6829, Page 118, of the Public Records of Miami-Dade County, Florida for 57.61 feet (57.66 feet Deed) to the Northeast corner of the corrective Warranty Deed granted to Florida Power and Light Company as recorded in Official Records Book 270, Page 60 of the Public Records of Miami-Dade County, Florida; the following (2) courses being along the Northerly and Westerly boundaries of said Florida Power and Light property; (1) thence

S 85°09'35" W for 150.00 feet; (2) thence S 04°50'25" E for 150.33 feet (Deed 150.00 feet) to a point on the Northerly Right-of-Way line of State Road No. 826 per property described in Parcel

103, Case Number 84-15796, Miami-Dade County, Florida, said point lying on a circular curve of a 1757.28 foot radius, leading to the left and whose point bears S 07°24'51" E; thence Westerly along said Northerly Right-of-Way line through a central angle of 6°48'46" for an arc of 208.95 feet to a point on a non-tangent line; thence S 58°36'07" W along said Northerly Right-of-Way line of State Road No. 826 as described in Parcel 103 per said Case 84-15796, said line also being the Southeasterly line of said Tract "A" for 675.36 feet to a point of curvature of a 25.00 foot radius curve leading to the right; thence Westerly and Northerly along said curve being along the Southerly line of said Tract "A" through a central angle of 90°00'00" for an arc of 39.27 feet to a point of tangency; thence N 31°23'53" W along the Southwesterly line of said Tract "A" and its Northwesterly prolongation thereof, said Westerly line also being the Easterly Right-of-Way line of NE 35th Avenue for 1006.59 feet to a point on the centerline of said vacated and abandoned NE 165th Street; thence N 86°46'13" E along said centerline for 35.79 feet; thence N 03°13'47" W for 30.00 feet to the POINT OF BEGINNING

TAB 4

Dezer Intracoastal Mall LLC
North Miami Beach Development Agreement
Term Sheet

1. Parties. The City of North Miami Beach ("City") and Dezer Intracoastal Mall LLC, a Florida limited liability company ("Developer") intend to enter into a F.S. Ch. 163 development agreement (the "Development Agreement") for the redevelopment of the "Property."

2. Property Subject to Development Agreement. Developer directly, or indirectly through its affiliates, is the legal or equitable owners of ±29.08 acres of real property located at 3501 Sunny Isles Boulevard, 3745 NE 163 Street, and 3909 NE 163 Street (the "Property").

3. Scope of Project.

   a. City and Developer intend to enter into the Development Agreement for the redevelopment of the Property with a multi-use project that may include retail, hotel, office, and residential uses substantially in accordance with the master development plan entitled "Intracoastal Mall Redevelopment," as prepared by Zyscovich Architects, dated _____, 2020 provided in Exhibit "A" hereto (the "Project).

   b. Development Program: The Project contemplates an initial development program of up to 375,000 square feet of commercial/retail space, 200,000 square feet of office space, 2,000 multi-family residential units, and 250 hotel keys (the "Development Program"). The actual development program and combination of uses and intensities may vary from the initial approved Development Program in accordance with the Equivalency Matrix provided in Exhibit "B" hereto.

   c. Phasing: It is anticipated that the Project will be constructed in phases. Preliminary phasing is identified as follows:

      i. Phase 1: *Mixed-Use Buildings for Existing Tenant Relocation*. Multi- level mixed-use building along NE 35 Avenue, Fire Station, Police Substation, Community Center and transit stop;

      ii. Phase 2: *Infrastructure, Park and Open Space and Canal*. Roadway improvements, both on-site and off-site, main park at the NE 35 Avenue entrance to the development, approximately six acres of Public Open Space, canal, streetscape improvements and bay walk features;

      iii. Phase 3: *Waterfront Promenade*. Waterfront promenade along the canal, together with the retail, restaurants and other commercial uses along the water; and

      iv. Phase 4: *Residential and Hotel Development*. Residential development of townhomes, rental apartments, and high-rise condominiums together with 250-key hotel.

      It is recognized that phases may overlap in light of market and other external forces (such as retail, residential and/or office market forces, environmental factors, or other issues). The timing and order of phases may be modified administratively. In addition, Development Program and Uses identified in in each phase may be modified

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administratively in accordance with the Equivalency Matrix and subject to site plan approval.

d. Roadway Improvements: Prior to the issuance of a temporary certificate of occupancy for the first new vertical building within Phase 1 of the Project, the Developer shall construct or cause the construction of the following roadway improvements (the "Roadway Improvements"):

i. The signalization of the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway.

ii. The addition of one (1) southbound left-turn lane, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg of the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway.

iii. The addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue

iv. The elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street.

v. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase.

vi. The reconfiguration of the intersection of SR 826/NE 163rd Street and NE 35th Avenue to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes.

vii. The addition of sharrow pavement markings, a 10-foot shared-use path, and a buffered bicycle lane on NE 163rd Street westbound fronting the site.

viii. The addition of crosswalks on both the east and west sides of NE 35th Avenue at NE 164th Street.

e. Public Infrastructure and Streetscape Assessment and Fund:

i. Prior to the issuance of a building permit for any phase of the Project involving the construction of residential units, the Developer shall provide a Public Infrastructure Assessment on a per unit basis in the amount of Eight Hundred Thousand Dollars ($800,000), which is equivalent to four hundred dollars ($400.00) per residential unit (the "Public Infrastructure Assessment Payment"). This shall satisfy Subsection 24-58.7(O)(1) of the Land Development Regulations.

ii. The Public Infrastructure Payment fund shall be used by the City for improvement to and maintenance of that segment of NE 35th Avenue abutting the Project and that segment of NE 163rd Street abutting the Project. Use of such funds shall be determined by the City Council.

iii. The completion of the Roadway Improvements, which significantly exceed the required Public Infrastructure Assessment amount for the Project shall be

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considered a contribution-in-lieu of and/or credit against the Public Infrastructure Assessment in satisfaction of Subsection 24-58.7(O)(1) of the Land Development Regulations.

f. Public Services Benefit: The Developer shall make the following additional public service improvements (the "Public Services Benefit") at the appropriate phase of development of the Project as identified in the phasing plan described in paragraph 3.c. above, in satisfaction of Subsection 24-58.7(O)(2) of the Land Development Regulations:

i. The improvement, relocation, and/or redevelopment of the existing fire station on the Property as may be determined by the Miami-Dade Fire Rescue Department (the "Fire Station").

ii. An on-site police mini-station or substation office consisting of approximately one thousand five hundred (1,500) square feet of unimproved office space (the "Police Substation"). The Developer and City shall enter into a separate lease agreement establishing the terms of occupancy of the Police Substation.

iii. The development and maintenance, of a minimum of six (6) acres of publicly accessible open space in the MU/EWF zoning district of which a minimum of sixty-five thousand (65,000) square feet shall be designated as a new publicly accessible neighborhood park (the "Public Open Space").

iv. The development and maintenance, of a publically accessible waterfront promenade, which shall generally extend along the entire northern and eastern site boundary edges adjacent to the water. The general location of the publically accessible waterfront promenade is approximately shown in the Designated Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3) of the Land Development Regulations (the "Waterfront Promenade").

v. Multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the Project addresses impacts upon NE 35th Avenue, consisting of the Roadway Improvements referenced in paragraph 3.d. above.

vi. Streetscape improvements within the MU/EWF property generally in accordance with the Street Network Connectivity Regulating Plan and Street Standards.

vii. The construction of an on-site community center (the "Community Center").

g. Park Impact Fee:

i. The Developer shall pay a park impact fee in the amount of One Thousand Forty-Four Dollars and Forty-Two Cents ($1,044.42) per multi-family residential dwelling unit to the City in accordance with Article XVII of the Land Development Regulations; or, alternatively, make a park improvement contribution/payment to the City, creditable to the assessed Park Impact Fee, in satisfaction of a cash payment and in lieu of the Park Impact Fee as may be

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further agreed to in a future agreement of the parties, and which shall satisfy Subsection 24-190 et. seq. of the Land Development Regulations.

ii. The construction of the Public Open Space, Waterfront Promenade, and Community Center shall constitute a contribution-in-lieu of and/or credit against the Park Impact Fee in satisfaction of Subsection 24-190 et. seq. of the Land Development Regulations.

h. Police Impact Fee:

i. Prior to the issuance of a building permit for each building, the Developer shall pay the police impact fee associated with the development of said building to the City in accordance with Article XVIII of the Land Development Regulations.

ii. The construction of the Police Substation shall be considered a contribution-in-lieu of and/or credit against the Police Impact Fee in satisfaction of Article XVIII of the Land Development Regulations.

4. Site Plan Approval. In accordance with Chapter 24 of the City Code. Modification administrative within the scope of the Land Development Regulations.

5. Duration. The Development Agreement shall run for an initial term of thirty (30) years from the effective date, and may be extended by mutual consent of the City and the Developer subject to a public hearing pursuant to Section 163.3225, Florida Statutes.

6. Overview of Public Benefits. The following are some of the public benefits that will result in connection with the development of the Project:

a. Redevelop existing mall, restoring the Property with quality features including more than three times the required green space, over 6 acres of Public Open Space, including a Waterfront Promenade, dog park, and playground area, a Community Center, a canal, streetscape improvements, bay walk features, a Police Substation, an improved Fire Station, and other components that demonstrate the Project's high quality and which exceed Code requirements.

b. Expand the tax base of the City.

c. Provide the City and area with a Project that will activate, revitalize, enhance and bring new life and energy to this part of the City.

d. Improved existing roadway infrastructure.

e. Improved lighting, providing increased safety for area.

f. Improve pedestrian circulation and access to the adjacent Oleta River State Park.

g. Create temporary and permanent jobs.

h. Creation of a live, work, and play environment within the Project.

i. Economic stimulus to the City.

j. Encouragement of future development of area surrounding the Project.

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EXHIBIT "A"

MASTER DEVELOPMENT PLAN

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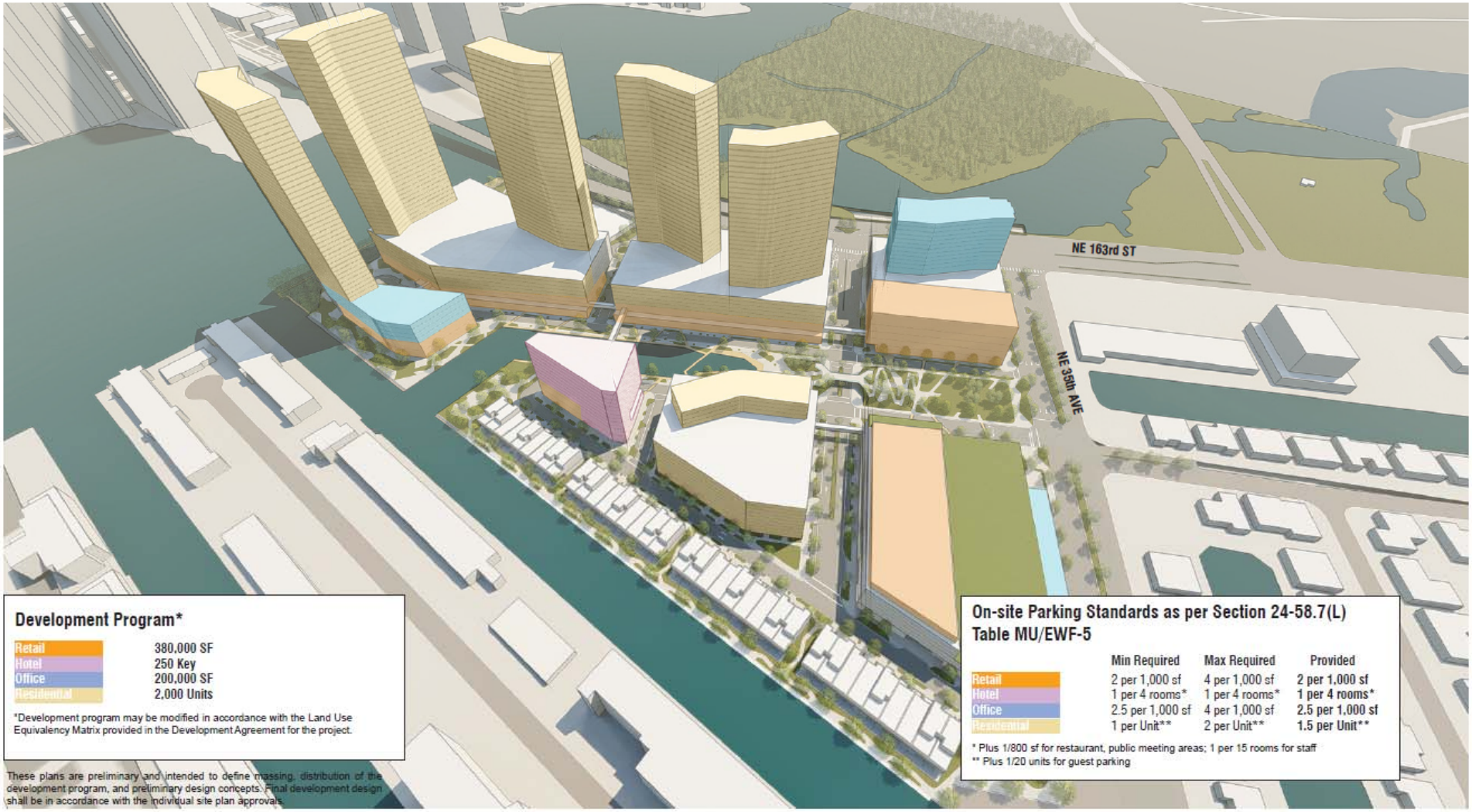

Development Program*

Retail	380,000 SF
Hotel	250 Key
Office	200,000 SF
Residential	2,000 Units

*Development program may be modified in accordance with the Land Use Equivalency Matrix provided in the Development Agreement for the project.

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

On-site Parking Standards as per Section 24-58.7(L) Table MU/EWF-5

	Min Required	Max Required	Provided
Retail	2 per 1,000 sf	4 per 1,000 sf	2 per 1,000 sf
Hotel	1 per 4 rooms*	1 per 4 rooms*	1 per 4 rooms*
Office	2.5 per 1,000 sf	4 per 1,000 sf	2.5 per 1,000 sf
Residential	1 per Unit**	2 per Unit**	1.5 per Unit**

* Plus 1/800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff
** Plus 1/20 units for guest parking

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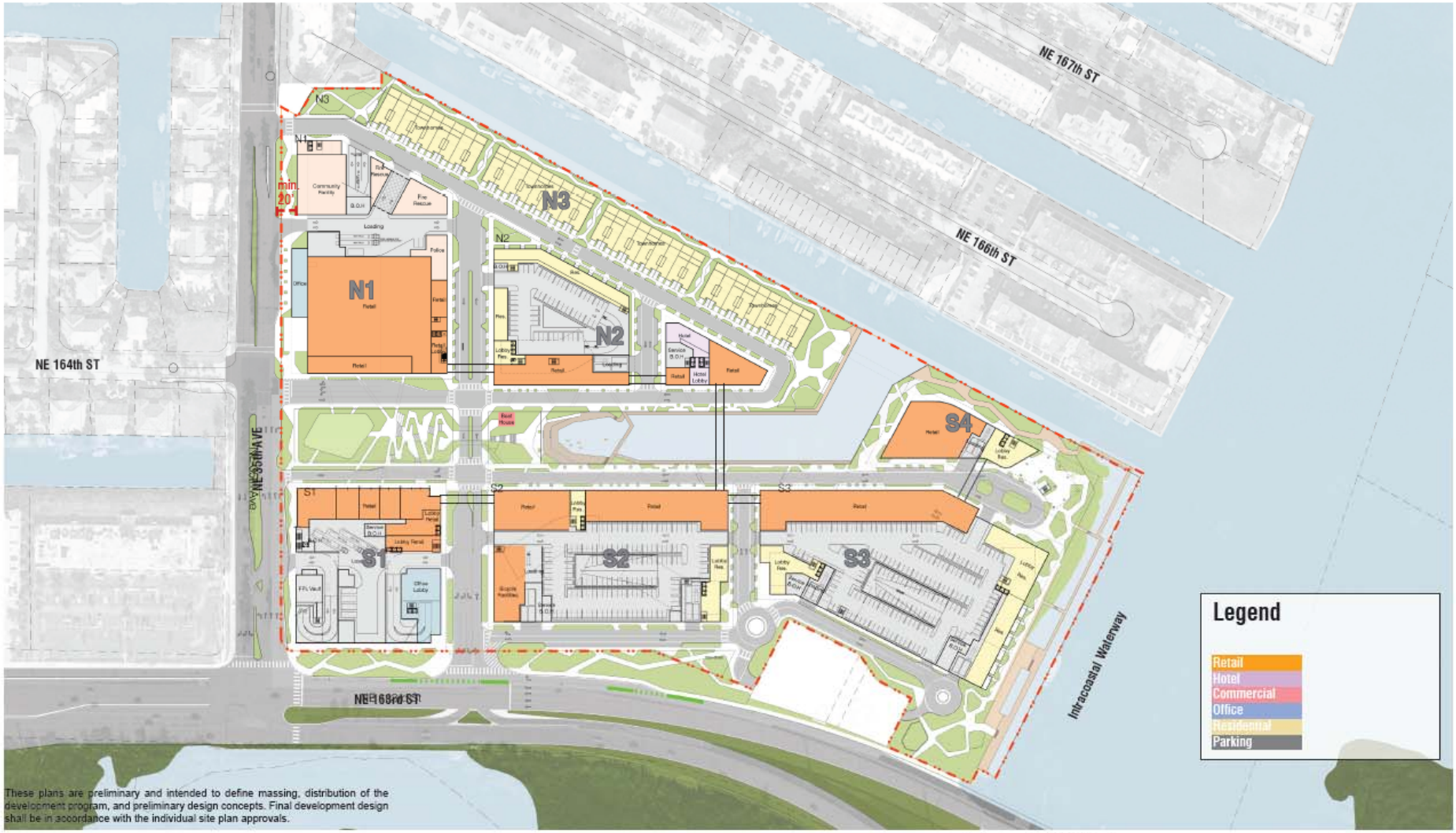

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida

Conceptual Site Plan/ Ground Level

Scale: 1"=180'

A1-18

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EXHIBIT "B"

EQUIVALENCY MATRIX

Intracoastal Mall Redevelopment

TABLE 1: Trip Generation Equivalency Matrix

	Net External PM Peak Hour	TO:	General Office Building	Shopping Center	Supermarket	Health/Fitness Club	High-Rise Apartment	Mid-Rise Apartment	Low-Rise Apartment	Hotel
Land Use	Equivalency Rates[1]	Units	ksf	ksf	ksf	ksf	du	du	du	room
FROM:			0.705	1.886	4.140	2.067	0.176	0.250	0.371	0.452
General Office Building	0.705	ksf	1.000	0.374	0.170	0.341	4.006	2.820	1.900	1.560
Shopping Center	1.886	ksf	2.675	1.000	0.456	0.912	10.716	7.544	5.084	4.173
Supermarket	4.140	ksf	5.872	2.195	1.000	2.003	23.523	16.560	11.159	9.159
Health/Fitness Club	2.067	ksf	2.932	1.096	0.499	1.000	11.744	8.268	5.571	4.573
High-Rise Apartment	0.176	du	0.250	0.093	0.043	0.085	1.000	0.704	0.474	0.389
Mid-Rise Apartment	0.250	du	0.355	0.133	0.060	0.121	1.420	1.000	0.674	0.553
Low-Rise Apartment	0.371	du	0.526	0.197	0.090	0.179	2.108	1.484	1.000	0.821
Hotel	0.452	room	0.641	0.240	0.109	0.219	2.568	1.808	1.218	1.000

Note: (1) Based on P.M. peak hour trip generation equivalency rate developed in Table 2.

Example Equivalency Calculations	
Shopping Center to General Office Building	The exchange rate between retail is 1 ksf of retail for every 2.675 ksf of office, where 1,000 sf of retail is equal to 2,675 sf of office and 10,000 sf of retail is equal to 26,750 sf of office.
Shopping Center to Hotel	The exchange rate between retail is 1 ksf of retail for every 4.173 hotel rooms, where 1,000 sf of retail is equal to 4.173 hotel rooms and 10,000 sf of retail is equal to 41.73 hotel rooms.
General Office to Supermarket	The exchange rate between office is 1 ksf of office for every 0.170 ksf of supermarket, where 1,000 sf of office is equal to 170 sf of supermarket, and 10,000 sf of office is equal to 1,700 sf of supermarket.
General Office to High-Rise Apartment	The exchange rate between office is 1 ksf of office for every 4.006 apartments, where 1,000 sf of office is equal to 4.006 apartments and 10,000 sf of office is equal to 40.06 apartments.
Supermarket to Low-Rise Apartment	The exchange rate between supermarket is 1 ksf of supermarket for every 11.159 apartments, where 1,000 sf of supermarket is equal to 11.159 apartments and 10,000 sf of office is equal to 111.59 apartments.
Mid-Rise Apartment to Office	The exchange rate between mid-rise apartment is 1 apartment for every 0.355 ksf of office, where 100 apartments is equal to 35.5 ksf of office and 250 apartments is equal to 88.75 ksf of office.
Health/Fitness Club to Shopping Center	The exchange rate between health/fitness club is 1 ksf of health/fitness club for every 1.096 ksf of retail, where 1,000 sf of health/fitness club is equal to 1,096 sf of retail and 10,000 sf of health/fitness club is equal to 10,960 sf of retail.
Hotel to Mid-Rise Apartment	The exchange rate between hotel is 1 hotel room for every 1.808 apartments, where 100 hotel rooms is equal to 181 apartments and 250 hotel rooms is equal to 452 apartments.

TABLE 2: P.M. Peak Hour Trip Generation for Proposed Development Program

Land Use	ITE Edition	ITE Code	Scale	ITE Units	Net New Trips[1]	Equivalency Rate	
General Office Building	10	710	200	ksf	141.00	0.705	trips/ksf
Shopping Center	10	820	280	ksf	528.00	1.886	trips/ksf
Supermarket	10	850	50	ksf	207.00	4.140	trips/ksf
Health/Fitness Club	10	492	45	ksf	93.00	2.067	trips/ksf
High-Rise Apartment	10	222	1917	du	337.00	0.176	trips/du
Mid-Rise Apartment	10	221	48	du	12.00	0.250	trips/du
Low-Rise Apartment	10	220	35	du	13.00	0.371	trips/du
Hotel	10	310	250	room	113.00	0.452	trips/room

Note: (1) Based on net new P.M. peak hour trip generation contained in the December 2, 2019 Trip Generation Analysis.

K:\FTL_TPTO\043796003-Intracoastal Mall Redevelopment\Calcs\Equivalency Matrix\ICM Equivalency Matrix.xlsx

This instrument was prepared by (record and return to):

Joseph G. Goldstein, Esq.
Holland & Knight LLP
701 Brickell Avenue, Suite 3300
Miami, Florida 33131
(305) 374-8500

(Space reserved for Clerk)

DEZER INTRACOASTAL MALL LLC
DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (the "Agreement") is made and entered into as of the _____ day of _____, 2020, by and among the CITY OF NORTH MIAMI BEACH, a Florida municipal corporation (the "City"), and DEZER INTRACOASTAL MALL LLC, a Florida limited liability company, its successors and/or assigns (the "Developer"):

Recitals

A. This Agreement is intended to and shall constitute a development agreement between the parties pursuant to Sections 163.3220-163.3243, Florida Statutes (2020), the "Florida Local Government Development Agreement Act" and Section 24-214 of the City of North Miami Beach Code of Ordinances.

B. The Developer directly, or indirectly through its affiliates, is the legal or equitable owners of approximately 29.08 acres of real property located at 3501 Sunny Isles Boulevard, 3745 NE 163 Street, and 3909 NE 163 Street in the City of North Miami Beach, Florida, and more particularly legally described on Exhibit A attached hereto (the "Property").[1]

[1] Includes a portion of the Florida Department of Transportation (FDOT) parcel to the south (no folio number available).

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C. The Property is designated Eastern MU/EWF Mixed-Use East Waterfront District on the City's Comprehensive Plan 2015 Future Land Use Map and located in the MU/EWF District on the official Zoning Map for the City of North Miami Beach.

D. The Developer intends to redevelop the Property with a multi-use Project (as described in Section 3.16 below) that may include and is planned to have retail, office, hotel, and residential uses substantially in accordance with the provisions contained in this Agreement, including, but not limited to, the Development Program and Project Approvals (as defined in Sections 3.10 and 3.17 below), and the MU/EWF district regulations of the City of North Miami Beach Code of Ordinances.

E. The City and Developer agree that the redevelopment of the Property with the Development Program (as defined below) in accordance with this Agreement is in the best interests of the City, and the permitted uses within the Project are to be construed in accordance with Section 24-58.7 of the City of North Miami Beach Code of Ordinances (2020).

F. The City is a Florida municipal corporation with power and authority conferred under the Florida Constitution, the Municipal Home Rule Powers Act, Florida Statutes, and the North Miami Beach City Charter and Code of Ordinances. The City has all governmental, corporate and proprietary powers to enable it to convey property, conduct municipal government, perform municipal and governmental functions, and render municipal services, including the authority to adopt, implement and enforce (together with any other required governmental approvals) comprehensive plans, zoning ordinances, redevelopment plans, this Agreement, along with all other proprietary and police powers and legislative measures necessary to assure the health, safety and general welfare of the City and its inhabitants.

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G. Having fully considered this Agreement at a duly noticed public hearing before the Planning and Zoning Board, and two duly noticed public hearings before the City Commission in compliance with Section 163.3225 of the Act (2020) and Section 24-214 of the City of North Miami Beach Code of Ordinances (2020); having determined that the Project and this Agreement are in compliance with the City's Comprehensive Plan and Land Development Regulations as of the Effective Date, in accordance with Section 163.3227(1)(g), Florida Statutes (2020), and having further determined that it is in the City's best interest to address the issues covered by this Agreement in a comprehensive manner, in compliance with all applicable laws, ordinances, plans, rules and regulations of the City, the City has agreed to enter into this Agreement with the Developer.

H. The Project has been analyzed for satisfaction of infrastructure improvements within the City, including roadways, mass transit, parks and open spaces, police, the provision of public services and providing for resiliency from the impacts of hurricanes, climate change, and sea level rise. Fire and school concurrency shall be addressed through separate agreements with the appropriate agencies.

I. All capitalized words herein shall be considered to be defined terms as defined in these Recitals, Section 3 or elsewhere in this Agreement.

NOW, THEREFORE, in consideration of the foregoing, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. Recitations. The foregoing Recitals are true and correct and are incorporated herein by this reference.

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2. Authority. This Agreement is entered into pursuant to the authority and procedures contained within the Act.

3. Definitions. All capitalized terms in this Agreement shall have the definitions set forth in this Section unless such terms are defined elsewhere in the body of this Agreement.

3.1 "Act" shall mean the Florida Local Government Development Agreement Act (Sections 163.3220 - 163.3243, Florida Statutes (2020)).

3.2 "City" shall mean the City of North Miami Beach, Florida.

3.3 "City Code" shall mean the Code of Ordinances adopted by the City as of the Effective Date.

3.4 "City Commission" shall mean the Mayor and City Commission of the City of North Miami Beach, Florida, the governing body of the City, or any successor commission, board or body in which the general legislative power of the City shall be vested

3.5 "Comprehensive Plan" shall mean the comprehensive plan which the City has adopted and implemented for the redevelopment and continuing development of the City pursuant to Chapter 163 Part II, of the Florida Statutes (2020).

3.6 "Default" means any condition or event, or failure of any condition or event to occur, which constitutes, or would after the giving of notice and lapse of time (in accordance with the terms of this Agreement) constitute, an Event of Default.

3.7 "Developer" means Dezer Intracoastal Mall LLC or any subsequent heir, successor or assignee responsible for undertaking the development of the Property, as defined in the preamble to this Agreement.

3.8 "Development Order" is as defined in Section 163.3164(15), Florida Statutes (2020).

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3.9 "Development Permit" shall have the meaning set forth in Section 163.3221(5), Florida Statutes (2020).

3.10 "Development Program" shall mean the initial permitted development program consisting of up to 375,000 square feet of commercial/retail space, 200,000 square feet of office space, 2,000 multi-family residential units, and 250 hotel keys. The total impact of all development in the Project based on this initial Development Program is projected to generate 679 net new external pm peak hour trips and 837 net new external am peak hour trips, which have been determined in connection with the traffic analysis for the Project. The actual development program and combination of uses and intensities may vary from the initial approved Development Program in accordance with the Equivalency Matrix provided in Exhibit B hereto and made a part hereof, without amending this Agreement. For the avoidance of doubt, this Development Program may be modified administratively by the City pursuant to Chapter 24 of the City Code.

3.11 "Effective Date" is the date when the City records the executed Agreement in the Public Records of Miami-Dade County, as provided in Section 163.3239, Florida Statutes (2020), and Paragraph 22 of this Agreement.

3.12 "Execution Date" is the date the last of the required parties executes this Agreement.

3.13 "Land Development Regulations" shall have the meaning set forth in Section 163.3221(8), Florida Statutes (2020) and shall also include, without limitation, the definition of "Development" in Section 24-22 of the City Code (2020) and the Project Approvals.

3.14 "Laws" means all ordinances, resolutions, regulations, the Comprehensive Plan, Land Development Regulations, and rules adopted by a local government having jurisdiction

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affecting the development of land, specifically including the City's Comprehensive Plan and the City's Land Development Regulations (2020).

3.15 "Mortgagee" means the holder of a mortgage encumbering the Property.

3.16 "Project" shall mean the construction and development of the Property in accordance with the provisions contained in this Agreement, including, but not limited to, the Development Program and Project Approvals (as defined in Sections 3.10 and 3.17 hereto), and the Eastern Mixed-Use Waterfront District (MU/EWF) zoning district regulations of Section 24-58.7 of the City Code (2020).

3.17 "Project Approvals" shall mean the Development Order issued by the City for the development of the Project, the Development Plan, and this Agreement.

3.18 "Property" shall mean the parcel of real property described in paragraph B of the Recitals hereto.

3.19 "Recognized Mortgagee" means a mortgagee who has notified City that it is a Recognized Mortgagee and provided an address for notices.

3.20 "Development Plan" shall mean that certain plan for the Project entitled "Intracoastal Mall Redevelopment" as prepared by Zyscovich Architects, dated _____, 2020, approved pursuant to City Ordinance No. _____, passed and adopted by the City Commission on _____, 2020, as may be amended from time to time.

4. Developmental Density, Intensity, and Height.

4.1 The development density and intensity (total number of residential and hotel units and retail/commercial/office floor area) permitted upon the Property shall not exceed those provided in the Development Program, as such Project may be modified from time to time pursuant to Section 3.10 of this Agreement, and as otherwise provided by the City's Land Development

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Regulations in effect as of the Effective Date, for the purposes of determining population densities and building intensities as required by the Act.

4.2 The height of any habitable building on the Property shall not exceed those heights provided in Figure MU/EWF-4: Building Heights Regulating Plan as provided in Sections 24-58, 24-58.7(E), and 24-58.7(J) of the Land Development Regulations (2020).

4.3 The uses permitted on the Property shall include (i) general business, retail, and service uses; (ii) office use; (iii) hotel and lodging uses; (iv) multi-family residential use; and (v) any use, including ancillary or accessory and other uses permitted pursuant to Section 24-58.7(G) of the Land Development Regulations (2020).

5. Parking. The Project shall include on-site parking in accordance with the provisions of the City's Land Development Regulations (2020).

6. Phasing. It is anticipated that the Project will be constructed in phases. It is recognized that phases may overlap in light of market and other external forces (such as retail, residential and/or office market forces, environmental factors, or other issues). Thus, the timing and order of phases may be modified administratively. See Phasing Plan, attached as Exhibit C hereto.

7. Roadway Improvements. Prior to the issuance of a temporary certificate of occupancy for the first new building within phase one of the Project, the Developer shall complete and construct and/or cause the construction of the roadway improvements along SR 826/NE 163rd Street, NE 35th Avenue, and NE 36th Avenue, as set forth in Exhibit D hereto (the "Roadway Improvements"). The Roadway Improvements satisfy the City's Eastern Mixed-Use Waterfront District (MU/EWF) Code requirements by providing for multiple access points with direct east

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and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not overburden NE 35th Avenue.

8. Public Infrastructure and Streetscape Assessment and Fund. Prior to the issuance of a building permit for any phase of the Project involving the construction of residential units, the Developer shall make a contribution of a public infrastructure and streetscape assessment on a per unit basis (the "Public Infrastructure Assessment") to mitigate the impacts of the Project on the City's public infrastructure. The total amount of the Public Infrastructure Assessment shall be Eight Hundred Thousand Dollars ($800,000), which is equivalent to four hundred dollars ($400.00) per residential unit (the "Public Infrastructure Assessment Payment").[2] This shall satisfy Subsection 24-58.7(O)(1) of the Land Development Regulations (2020). The City shall create a separate public infrastructure and streetscape fund and the Public Infrastructure Assessment Payment shall be deposited into this fund and the funds shall be kept separate from any other City funds. The public infrastructure and streetscape fund shall be used by the City for improvement to and maintenance of that segment of NE 35th Avenue abutting the Project and that segment of NE 163rd Street abutting the Project. Use of such funds shall be determined by the City Council. Any monies not expended in the fund in any fiscal year shall be carried over in the fund into the following year. Any interest earned on the funds shall be retained in the fund. The City acknowledges that the completion of the Roadway Improvements, which significantly exceed the required Public Infrastructure Assessment amount for the Project shall be considered a contribution-in-lieu of and/or credit against the Public Infrastructure Assessment in satisfaction of Subsection 24-58.7(O)(1) of the Land Development Regulations (2020).

[2] Calculated based on a $400 fee per residential dwelling unit.

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9. Public Services. The Developer shall make the following additional public service improvements (the "Public Services Benefit") at the appropriate phase of development of the Project as identified in the Phasing Plan provided in Exhibit C, which shall satisfy Subsection 24-58.7(O)(2) of the Land Development Regulations (2020):

9.1 The improvement, relocation, and/or redevelopment of the existing fire station on the Property as may be determined by the Miami-Dade Fire Rescue Department.

9.2 An on-site police mini-station or substation office consisting of approximately one thousand five hundred (1,500) square feet of unimproved office space (the "Police Substation"). The Developer and City shall enter into a separate lease agreement establishing the terms of occupancy of the Police Substation.

9.3 The development and maintenance, of a minimum of six (6) acres of publicly accessible open space in the MU/EWF zoning district of which a minimum of sixty-five thousand (65,000) square feet shall be designated as a new publicly accessible neighborhood park (the "Public Open Space").

9.4 The development and maintenance, of a publicly accessible waterfront promenade, which shall generally extend along the entire northern and eastern site boundary edges adjacent to the water. The general location of the publicly accessible waterfront promenade is approximately shown in the Designated Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3) of the Land Development Regulations (the "Waterfront Promenade").

9.5 Multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the Project addresses impacts upon NE 35th Avenue, consisting of the Roadway Improvements referenced above in Section 7 of this Agreement.

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9.6 Streetscape improvements within the MU/EWF property generally in accordance with the Street Network Connectivity Regulating Plan and Street Standards.

9.7 The construction of an on-site community center (the "Community Center").

10. Park Impact Fee. The Developer shall pay a park impact fee in the amount of One Thousand Forty-Four Dollars and Forty-Two Cents ($1,044.42) per multi-family residential dwelling unit to the City in accordance with Article XVII of the Land Development Regulations (the "Park Impact Fee"); or, alternatively, make a park improvement contribution/payment to the City, creditable to the assessed Park Impact Fee, in satisfaction of a cash payment and in lieu of the Park Impact Fee as may be further agreed to in a future agreement of the parties, and which shall satisfy Subsection 24-190 et. seq. of the Land Development Regulations (2020). The City acknowledges that the construction of the Public Open Space, Waterfront Promenade, and Community Center shall constitute a contribution-in-lieu of and/or credit against the Park Impact Fee in satisfaction of Subsection 24-190 et. seq. of the Land Development Regulations (2020).

11. Police Impact Fee. Prior to the issuance of a building permit for each building, the Developer shall pay the police impact fee associated with the development of said building to the City in accordance with Article XVIII of the Land Development Regulations (2020) (the "Police Impact Fee"). The construction of the Police Substation shall be considered a contribution-in-lieu of and/or credit against the Police Impact Fee in satisfaction of Article XVIII of the Land Development Regulations (2020).

12. Applications for Project Approvals and Development Permits. Following the Effective Date of this Agreement, the Developer will diligently pursue, subject to applicable tenant lease terms, appropriate applications for Development Orders and Development Permits for the

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horizontal site development of the Project, including site waste remediation, filling, and construction of infrastructure. It is expressly recognized that vertical construction is subject to market forces and that such development may be phased over time. The City shall process all Development Permits and the Development Order applications timely and join in application(s), as may be necessary. Notwithstanding the foregoing, Developer shall be solely responsible for obtaining all final, non-appealable Development Orders and Development Permits for the Project.

13. Site Plan Approval. The Development Plan has been designed to conform with the terms and criteria provided in this Development Agreement and with the Land Development Regulations in effect as of the Effective Date. Prior to development of the Property or portion thereof, the Developer shall seek and obtain approval of a site plan for that portion of the Property ("Site Plan"). Review of the Site Plan shall be to ensure that it is generally in accordance with Section 24-172 of the City Code (2020) and the Development Plan, except that the Site Plan and any modifications thereto shall be approved administratively wherever possible, within the scope of the Land Development Regulations of the City Code.

14. Downzoning. For the duration of this Agreement, the City shall not downzone or otherwise limit the ability of the Developer to develop the Property in accordance with the Project Approvals and nothing shall prohibit the issuance of further development orders and approvals in conformity with same. For the term of this Agreement, the City hereby agrees that it shall permit the development of the Project in accordance with the Land Development Regulations (2020), the Comprehensive Plan, and existing laws and policies as of the Execution Date which are or may be applicable to the Property, subject to the conditions of this Agreement. However, nothing herein shall prohibit an increase in developmental density or intensity within the Project in a manner consistent with the Comprehensive Plan and Land Development Regulations, or any change

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requested or initiated by the Developer in accordance with applicable provisions of law. Moreover, the City may apply subsequently adopted laws and policies to the Property that are essential to the public health, safety, or welfare pursuant to, and in accordance with, Section 163.3233(2), Florida Statutes (2020).

15. Further Development Review. This Agreement and the Project Approvals establish the criteria upon which the Project shall be developed and set forth the sole and exclusive limitation upon the development of the Project for the Term of this Agreement. Any Development Plan for the Project approved pursuant to the provisions of this Paragraph may be modified from time to time in accordance with Section 24-172, Section 24-58.7 and Section 24-214 of the City's Land Development Code (2020). Reasonable variations to the building placement, building style, and lot configuration may be approved administratively by the Director of the Community Development Department, or the executive officer of the successor of such Department, as provided in the City's Land Development Regulations.

16. Laws Governing this Agreement. For the entire term of this Agreement, the City hereby agrees that the City's Land Development Regulations governing the development of the Property as they exist as of the Effective Date of this Agreement shall govern the development of the Property and the Project during the Term. Notwithstanding the foregoing, the City may apply subsequently adopted laws or policies of Citywide applicability to the Property and the Project (particularly as they may relate to quality of life issues such as, but not limited to noise, litter, alcohol use and hours of operation) as permitted or required by the Act, including, without limitation, Section 163.3233(2), Florida Statutes (2020), as same may be amended from time to time; provided, however, that this provision shall not be deemed to apply to regulations governing height, floor area ratio (FAR), density, concurrency, parking requirements or permitted uses.

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17. Compliance with Local Regulations Regarding Development Permits. This Agreement is not and shall not be construed as a Development Permit, approval or authorization to commence any development, fill, or other land modification. Pursuant to Section 163.3227(1)(i), Florida Statutes (2020), the Developer and the City agree that the failure of this Agreement to address a particular permit, approval, procedure, condition, term or restriction in effect on the Execution Date of this Agreement shall not relieve Developer of the necessity of substantially complying with the regulation governing said permitting requirements, conditions, fees, terms or restrictions, subject to the terms of this Agreement.

18. Reservation of Rights. This Agreement shall not affect any rights that may have accrued to any party to this Agreement under applicable laws and each party hereto reserves any and all of such rights. Furthermore, nothing set forth in this Agreement shall in any way prohibit or restrict Developer's right to submit all or any part of the Property to a covenant in lieu of unity of title, condominium form of ownership and/or submit all or any part of the Property to any associations or other governing documents, so long as, in either case, the rights provided to City in this Agreement are not adversely reduced as a result of the creation of such condominium regime(s) or association(s) or the like. The mere conversion of style of ownership or subsequent conveyance of ownership shall not be deemed to be adverse. To the extent required, the City will execute any documents necessary to implement and consistent with this paragraph.

19. Consistency with the City's Comprehensive Plan. The City has adopted and implemented the Comprehensive Plan for the City of North Miami Beach ("Comprehensive Plan"). The City hereby finds and declares that the Project and the provisions of this Agreement dealing with the Property and the Project are consistent with the City's Comprehensive Plan and Land Development Regulations (subject to all applicable requirements, permits, and approvals).

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20. Concurrency. Developer shall be solely responsible for obtaining all land use permits, including, but not limited to, all permits and approvals required pursuant to Section 163.3180, Florida Statutes (2020), with respect to concurrency requirements for roads, sanitary sewer, solid waste, drainage, potable water, parks and recreation, and schools (the "Concurrency Requirements"). The City acknowledges that the Property is located within the City's traffic concurrency exception area and has determined that the Project meets the City's Concurrency Requirements for the term of this Agreement. Prior to the issuance of a building permit for any particular phase of the Project, Developer shall apply to the appropriate non-City Governmental Authorities with concurrency jurisdiction and obtain letters or other evidence that Developer has obtained all applicable Concurrency Requirements and shall pay such impact fees as may then be due or applicable to meet Concurrency Requirements with respect to such phase.

21. Effective Date and Duration (Term).

21.1 Within fourteen (14) business days following approval at two public hearings and execution by all parties, the City shall record the Agreement in the Public Records of Miami-Dade County. This Agreement shall become effective only after it has been recorded in the Public Records of Miami-Dade County, Florida. The Developer agrees that it shall be responsible for all recording fees and other related fees and costs related to the recording and delivery of this Agreement as described in this Section.

21.2 This Agreement shall run for an initial term of thirty (30) years from the Effective Date (the "Term"), and may be extended by mutual consent of the City and the Developer subject to a public hearing pursuant to Section 163.3225, Florida Statutes (2020). Consent to any extension of this Agreement is within the sole discretion of each party to this Agreement. No notice of termination shall be required by either party upon the expiration of this Agreement, and

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thereafter the parties hereto shall have no further obligations under this Agreement. All time frames provided herein may be extended pursuant to Sections 163.3229 and 16.3225, Florida Statutes (2020).

22. Presently Permitted Development. The development that is presently permitted on the Property, including population densities, and building intensities and height, which are subject to this Agreement, are more specifically set forth in Exhibit E hereto.

23. Public Facilities to Serve the Property. A description of the public facilities that will service the Project of the properties subject to this Agreement, including party responsible for providing such facilities; whether and when any new facilities, if needed, will be constructed; and a schedule to assure public facilities are available concurrent with the impacts of the development is included as Exhibits F-1 through F-5 hereto.

24. Reservation / Dedication of Land. A description of any reservation(s) or dedication(s) of land for public purposes is provided in Exhibit G.

25. Required Development Permits. Attached and made a part hereof as Exhibit H is a listing and description of all local development permits approved or needed to be approved for the development of the Project. City shall cooperate with Developer to assist in Developer's efforts to obtain the Permits and any other permits or entitlements that Developer may need from City, or any other governmental or quasi-governmental authority, in order to construct and operate the Project. The failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the developer of the necessity of complying with the law governing said permitting requirements, conditions, terms, or restrictions.

26. Notices. Any notices required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given if delivered by hand, sent by recognized

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overnight courier (such as Federal Express) or mailed by certified or registered mail, return receipt requested, in a postage prepaid envelope, and addressed as follows:

If to the City at:	City of North Miami Beach, City Hall 17011 N.E. 19th Avenue North Miami Beach, Florida 33162 Attn: City Manager
With a copy to:	City of North Miami Beach, City Hall 17011 N.E. 19th Avenue North Miami Beach, Florida 33162 Attn: City Attorney
If to Developer at::	Dezer Intracoastal Mall LLC 18001 Collins Avenue, 31st Floor Sunny Isles Beach, Florida 33160 Attention: Legal Department
With a copy to:	Joseph G. Goldstein, Esq. Holland & Knight, LLP. 701 Brickell Avenue Suite 3300 Miami, Florida 33131

Notices personally delivered or sent by overnight courier shall be deemed given on the date of delivery and notices mailed in accordance with the foregoing shall be deemed given three (3) days after deposit in the U.S. mails. The terms of this Section shall survive the termination of this Agreement.

27. Modification, Amendment or Release / Cancellation and Enforcement. Reasonable modifications of this Agreement as defined in the Land Development Regulations (requested by the Developer), including the assignment of the role of Developer to another party, shall be approved by the Director of the Community Development Department or his/her successor, or by the director or head of any successor department of the City that then has responsibility for development planning for the City. Such minor modifications shall be reflected in a recordable instrument prepared, executed and recorded by the Director or his/her successor. All other

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modifications of this Agreement may only be modified, amended, or released, by written instrument signed by the Director of the Department of Community Development or his/her successor, or by the director or head of any successor department of the City that then has responsibility for development planning for the City and Developer with respect to any portion of the Property that the Developer then has the power and authority to act on with regard to their respective individual portions of the Property, provided that such modification, amendment, or release has been approved by the City after public hearing, pursuant to Sections 163.3225, and 163.3229, Florida Statutes (2020).

28. Governing Laws, Construction and Litigation. This Agreement shall be governed and construed in accordance with the laws of the State of Florida, both substantive and remedial, without regard to principles of conflict of laws. The Developer and the City agree that Miami-Dade County, Florida is the appropriate and exclusive state court venue, and that the U.S. District Court, Southern Division of Florida is the appropriate and exclusive federal court venue, in connection with any litigation between the parties with respect to this Agreement. All of the parties to this Agreement have participated fully in the negotiation and preparation hereof; and accordingly, this Agreement shall not be more strictly construed against any of the parties hereto. In construing this Agreement, captions, and Section and paragraph headings shall be disregarded and the use of any gender shall include every other and all genders. All of the exhibits referenced in this Agreement are incorporated in, and made a part of, this Agreement. In the event of any litigation between the parties under this Agreement for a breach thereof, the prevailing party shall be entitled to reasonable attorney's fees and court costs at all trial and appellate levels. BY ENTERING INTO THIS AGREEMENT THE CITY AND DEVELOPER EXPRESSLY WAIVE ANY RIGHTS EITHER MAY HAVE TO A TRIAL BY JURY WITH RESPECT TO ANY

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CIVIL LITIGATION RELATED TO, OR ARISING OUT OF, THIS AGREEMENT. The terms of this Section shall survive the termination of this Agreement.

29. Severability. In the event any term or provision of this Agreement be determined by appropriate judicial authority to be illegal or otherwise invalid, such provision shall be given its nearest legal meaning or construed as deleted as such authority determines, and the remainder of this Agreement shall be construed to be in full force and effect.

30. Time of Essence. Time shall be of the essence for each and every provision hereof.

31. Entire Agreement. This Agreement, together with the documents referenced herein, constitutes the entire agreement and understanding among the parties with respect to the subject matter hereof, and there are no other agreements, representations or warranties other than as set forth herein. Neither party shall be bound by any agreement, condition, warranty nor representation other than as expressly stated in this Agreement. This Agreement may not be changed, altered or modified except by an instrument in writing signed by both parties hereto, subject to the requirements for the amendment of development agreements in the Act.

32. Other Agreements. This Agreement has no effect on any other agreement, the City's development orders, or declaration of restrictions otherwise encumbering the Property. Any and all agreements currently in the public records remain valid. The parties incorporate by reference each and every requirement set forth in the Act.

33. Binding Effect. The obligations imposed pursuant to this Agreement upon the Developer and upon the Property shall run with and bind the Property as covenants running with the Property, and this Agreement shall be binding upon and enforceable by and against the parties hereto, their personal representatives, heirs, successors, grantees and assigns.

34. Mortgagee Rights; Transfer and Assignment.

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34.1 City shall give to any Recognized Mortgagee a copy of each notice of Default at the same time as it gives notice of such Default to Developer, and no such notice of Default shall be deemed effective with respect to any Recognized Mortgagee unless and until a copy thereof shall have been so received by or refused by such Recognized Mortgagee. All such notices to a Recognized Mortgagee shall be sent as set forth herein. City shall also give the Recognized Mortgagee notice ("Notice of Failure to Cure") in the event Developer fails to cure a Default within the period, if any, provided in this Agreement for such cure, promptly following the expiration of such period (i.e., an Event of Default).

34.2 The Recognized Mortgagee shall have a period of ten (10) days as to monetary defaults and thirty (30) days as to non-monetary defaults after receipt of the Notice of Failure to Cure to (1) cure the Event of Default referred to in the Notice of Failure to Cure or (2) cause it to be cured. Nothing contained herein shall be construed as imposing any obligation upon any Mortgagee to so substantially perform or comply on behalf of Developer.

34.3 City shall accept performance by a Recognized Mortgagee of any covenant, condition or agreement on Developer's part to be performed hereunder with the same force and effect as though performed by Developer.

34.4 Notwithstanding the foregoing provisions of this Section, if a Recognized Mortgagee fails (for any reason) to cure any Event of Default by Developer within ten (10) days as to monetary defaults or thirty (30) days as to non-monetary defaults following receipt of the Notice of Failure to Cure (as extended or excused as herein above provided), then City may, but shall be under no obligation to, perform the obligation of Developer the breach of which gave rise to such Event of Default, without waiving or releasing Developer from its

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obligations with respect to such Event of Default and without waiving any remedies available to City at law or in equity or under this Agreement.

34.5 If there is more than one Recognized Mortgagee, only that Recognized Mortgagee, to the exclusion of all other Recognized Mortgagees, whose Mortgage is most senior in lien shall be recognized as having rights under this Section, unless such first priority Recognized Mortgagee has designated in writing to City a Recognized Mortgagee whose Mortgage is junior in lien to exercise such right.

34.6 City shall, from time to time within fifteen (15) days following such request of Developer, furnish to the Developer an estoppel letter containing such truthful information as the Developer may reasonably request pertaining to this Agreement or the transaction contemplated hereby.

34.7 The Developer shall only be entitled to assign or transfer its rights under this Agreement with the prior written consent of the City Manager whose consent shall not be unreasonably withheld, conditioned or delayed. Additionally, the City hereby agrees that it shall recognize any transfer to a Mortgagee who has acquired the Property through a foreclosure sale or deed-in-lieu of foreclosure. Any such transferee (including through foreclosure or deed-in-lieu thereof) shall assume all remaining obligations of the Developer under this Agreement including, without limitation (collectively "Pre-Assignment Obligations"):

(i) The Developer's obligation to pay the Public Infrastructure Assessment; and

(ii) The Developer's obligation to provide a Public Services Benefit and Infrastructure contribution.

Notwithstanding the foregoing, the Developer shall be permitted to assign this Agreement without City Manager approval to the Developer's affiliates, condominium associations, or any

other entity or person who is regularly engaged in the business of constructing, developing or owning commercial real estate properties ("Qualified Operator") subject to the Pre-Assignment Obligations.

35. Indemnification. In addition to the Developer's obligations set forth herein, the Developer shall defend, indemnify and hold harmless the City, its agents and employees, from and against any loss, cost, expense, claim, demand or cause of action of whatever kind or nature arising out of or related to the conduct, act or omission of Developer and/or its officers, directors, officials, employees, contractors and agents, related to (1) this Agreement, and/or (2) the Project, including its approval. Pursuant to the foregoing, the Developer shall directly pay all appropriate costs and expenses for legal defense of this Agreement and the Project as may be required of the City, using legal counsel and other necessary and appropriate professionals with requisite experience and at a fee arrangement reasonably acceptable to the City and the Developer. The City shall reasonably cooperate and collaborate (but not at any unreasonable expense to the City) with the Developer in connection with any legal proceeding in which the Developer is defending the City. This Section shall survive termination or expiration of this Agreement.

36. No Conflict of Interest. Developer represents and warrants that no member, official or employee of the City has any direct or indirect financial interest in this Development Agreement nor has participated in any decision relating to this Development Agreement that is prohibited by law. Developer represents and warrants that no officer, agent, employee, or representative of the City has received any payment or other consideration for the making of this Agreement, directly or indirectly, from Developer.

37. Police Power. The parties hereto recognize and agree that certain provisions of this Agreement require the City and its boards, departments or agencies, acting in their governmental

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capacity, to consider governmental actions, as set forth in this Agreement. All such considerations and actions shall be undertaken in accordance with established requirements of state statutes and municipal ordinances, in the exercise of the City's jurisdiction under the police power. Nothing contained in this Agreement shall entitle the Developer to compel the City to take any such actions, save and except the consents, if applicable, to the filing of such applications for Development Permits or Development Orders, as more fully set forth herein, and to timely process such applications. The parties further recognize and agree that these proceedings shall be conducted openly, fully, freely and fairly in full accordance with the law and with both procedural and substantive due process to be accorded the applicant and any member of the public. Nothing in this Agreement shall be construed to prohibit the City from duly acting under its police power to approve, approve with conditions, or reject any public hearing application dealing with the Property.

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

39. Cumulative Remedies. Nothing contained herein shall prevent the Developer from exercising its rights and remedies it may have under law.

40. Timing. Notwithstanding anything to the contrary herein, to the extent that any legal, or quasi-legal, action and/or proceeding (each an "Action") is necessary to defend or

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effectuate the obligations, covenants and/or objectives set forth in this Agreement or the Project Approvals, so long as the Developer is utilizing diligent good-faith efforts to address such Action(s) in a timely manner, all relevant time periods contemplated hereunder shall be tolled accordingly until such Action(s) has reached a final, non-appealable, conclusion. Furthermore, to the extent that the City's cooperation is necessary to effectuate the preceding, the City hereby agrees to shall utilize reasonable efforts to assist the Developer in resolving any such Action(s).

41. Dispute Resolution. Without limiting the provisions set forth in this Agreement, in the Event of Default by either of the parties, or if a dispute arises from or relates to this Agreement or the breach thereof, and if the dispute cannot be settled through direct discussions, the parties agree to endeavor first to settle the dispute by mediation. If the parties cannot settle the dispute by mediation, the parties agree to bring suit in equity or judicial proceedings for the enforcement of this Agreement or any provision hereof in the courts of the State of Florida or federal courts, and venue for any such actions shall be exclusively in a court of competent jurisdiction in Miami-Dade County, provided that nothing herein shall prevent arbitration by mutual consent of the parties.

[EXECUTION PAGES FOLLOW]

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EXECUTED as of the date first above written in several counterparts, each of which shall be deemed an original, but all constituting only one agreement.

Signed, sealed and delivered
in the presence of:

_____
Print Name:_____

_____

Print Name:_____

CITY OF NORTH MIAMI BEACH,
a Florida municipal corporation

By:_____

Name: _____

Attest:_____
City Clerk

STATE OF FLORIDA)
) ss:
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, ____, by _____, as _____ of _____, a _____, on behalf of the _____, who is personally known to me or who has produced _____ as identification.

[NOTARIAL SEAL]

_____
Print Name:_____
Notary Public, State of Florida
Commission #:_____
My Commission Expires:_____

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Signed, sealed and delivered
in the presence of:

_____

Print Name:_____

_____

Print Name:_____

DEZER INTRACOASTAL MALL LLC, a Florida limited liability company,

By:_____
Name: _____
Title:_____

STATE OF FLORIDA)
) ss:
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, ____, by _____, as _____ of _____, a _____, on behalf of the _____, who is personally known to me or who has produced _____ as identification.

[NOTARIAL SEAL]

_____
Print Name:_____
Notary Public, State of Florida
Commission #:_____
My Commission Expires:_____

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JOINDER BY MORTGAGEE

The undersigned, _____, the Mortgagee under that certain _____ executed as of the ____ day of _____,_____ by Dezer Intracoastal Mall LLC a Florida limited liability company, and recorded in Official Records Book ____, at Page ____, of the Public Records of Miami-Dade County, Florida, covering all/or a portion of the property described in the foregoing instrument, does hereby join in this Covenant for the purpose of subjecting the lien and operation of the above-described Mortgage to the terms of this instrument.

IN WITNESS WHEREOF, these presents have been executed this ____ day of _____, 2020.

WITNESSES:

[MORTGAGEE]

_____
Signature

By:_____

_____
Print or Type Name

Print Name: _____
Title: _____
Address: _____

_____
Signature

_____
Print or Type Name

(Corporate Seal)

STATE OF FLORIDA)
) ss:
COUNTY OF _____)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this ___ day of _____, ____, by _____, as _____ of _____, a _____, on behalf of the _____, who is personally known to me or who has produced _____ as identification.

[NOTARIAL SEAL]

_____
Print Name:_____
Notary Public, State of Florida
Commission #:_____
My Commission Expires:_____

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EXHIBIT A

LEGAL DESCRIPTION

OVERALL LEGAL DESCRIPTION:

Tract "A", Lots 2 through 18 and a portion of Lots 1, 19 and 20, Block 19 and also that vacated street known as NE 165th Street extending from NE 35th Avenue Eastward to the Western Boundary of Lots 5 and 6; thence Southerly to State Road 826, all in Block 19 of EASTERN SHORES 2nd ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, and that portion of Lessee's interest in that certain Sovereignty Submerged Lands Lease between the Board of Trustees' of the Internal Improvement Trust Fund of the State of Florida and MSW Intracoastal Mall, L.L.C., recorded on February 2, 2009 in Official Records Book 26738, Page 946, all being recorded in the Public Records of Miami-Dade County, Florida and being more particularly described as follows:

Begin at the Southwest corner of Lot 20 of said Block 19; thence N 00°53'14" E along the West line of said Lot 20 for 30.41 feet; thence N 58°36'22" E for 128.16 feet; thence N 31°23'42" W for 33.10 feet to a point on the North line of said Lot 20; thence N 86°46'13" E along the North line of said Block 19 for 1605.47 feet to the Northeast corner of said Lot 6; thence

N 04°46'53" W for 1.86 feet; thence N 39°53'07" E for 1.99 feet; thence N 05°06'53" W for 5.99 feet; thence N 86°29'12" E for 25.80 feet; thence S 04°59'49" E for 144.76 feet; thence

N 86°44'31" E for 9.64 feet; thence S 04°42'35" E for 496.02 feet; thence S 85°31'00" W for 36.72 feet; thence S 04°46'53" E along the East line of Block 19, for 31.70 feet to a point on the Northerly Right-of-Way line of State Road 826, per Official Records Book 12103, Page 1685, of the Public Records of Miami-Dade County, Florida; the following two (2) courses being along said Northerly Right-of-Way line; (1) thence S 83°09'49" W for 77.17 feet to a point of curvature of a 1952.86 foot radius curve leading to the left; (2) thence Westerly along said curve through a central angle of 02°49'34" for an arc of 96.32 feet; the following two (2) courses being along the Easterly and Northerly lines of the Warranty Deed granted to Miami Dade Water and Sewer Authority as described in Official Records Book 11323, Page 1086, of the Public Records of Miami-Dade County, Florida; (1) thence N 04°50'25 W for 102.70 feet; (2) thence S 86°46'13" W for 75.11 feet (75.19 feet Deed); thence N 64°54'39" W along said Northerly line of Miami Dade Water and Sewer property and the Northerly line of the property granted to Florida Power and Light Company as described in Official Records Book 6829, Page 118, of the Public Records of Miami-Dade County, Florida for 57.61 feet (57.66 feet Deed) to the Northeast corner of the corrective Warranty Deed granted to Florida Power and Light Company as recorded in Official Records Book 270, Page 60 of the Public Records of Miami-Dade County, Florida; the following (2) courses being along the Northerly and Westerly boundaries of said Florida Power and Light property; (1) thence

S 85°09'35" W for 150.00 feet; (2) thence S 04°50'25" E for 150.33 feet (Deed 150.00 feet) to a point on the Northerly Right-of-Way line of State Road No. 826 per property described in Parcel 103, Case Number 84-15796, Miami-Dade County, Florida, said point lying on a circular curve of a 1757.28 foot radius, leading to the left and whose point bears S 07°24'51" E; thence Westerly along said Northerly Right-of-Way line through a central angle of 6°48'46" for an arc of 208.95

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feet to a point on a non-tangent line; thence S 58°36'07" W along said Northerly Right-of-Way line of State Road No. 826 as described in Parcel 103 per said Case 84-15796, said line also being the Southeasterly line of said Tract "A" for 675.36 feet to a point of curvature of a 25.00 foot radius curve leading to the right; thence Westerly and Northerly along said curve being along the Southerly line of said Tract "A" through a central angle of 90°00'00" for an arc of 39.27 feet to a point of tangency; thence N 31°23'53" W along the Southwesterly line of said Tract "A" and its Northwesterly prolongation thereof, said Westerly line also being the Easterly Right-of-Way line of NE 35th Avenue for 1006.59 feet to a point on the centerline of said vacated and abandoned NE 165th Street; thence N 86°46'13" E along said centerline for 35.79 feet; thence N 03°13'47" W for 30.00 feet to the POINT OF BEGINNING.

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EXHIBIT B

Intracoastal Mall Redevelopment

TABLE 1: Trip Generation Equivalency Matrix

Land Use	Net External PM Peak Hour Equivalency Rates[1]	TO: Units	General Office Building ksf	Shopping Center ksf	Supermarket ksf	Health/Fitness Club ksf	High-Rise Apartment du	Mid-Rise Apartment du	Low-Rise Apartment du	Hotel room
FROM:			0.705	1.886	4.140	2.067	0.176	0.250	0.371	0.452
General Office Building	0.705	ksf	1.000	0.374	0.170	0.341	4.006	2.820	1.900	1.560
Shopping Center	1.886	ksf	2.675	1.000	0.456	0.912	10.716	7.544	5.084	4.173
Supermarket	4.140	ksf	5.872	2.195	1.000	2.003	23.523	16.560	11.159	9.159
Health/Fitness Club	2.067	ksf	2.932	1.096	0.499	1.000	11.744	8.268	5.571	4.573
High-Rise Apartment	0.176	du	0.250	0.093	0.043	0.085	1.000	0.704	0.474	0.389
Mid-Rise Apartment	0.250	du	0.355	0.133	0.060	0.121	1.420	1.000	0.674	0.553
Low-Rise Apartment	0.371	du	0.526	0.197	0.090	0.179	2.108	1.484	1.000	0.821
Hotel	0.452	room	0.641	0.240	0.109	0.219	2.568	1.808	1.218	1.000

Note: (1) Based on P.M. peak hour trip generation equivalency rate developed in Table 2.

Example Equivalency Calculations	
Shopping Center to General Office Building	The exchange rate between retail is 1 ksf of retail for every 2.675 ksf of office, where 1,000 sf of retail is equal to 2,675 sf of office and 10,000 sf of retail is equal to 26,750 sf of office.
Shopping Center to Hotel	The exchange rate between retail is 1 ksf of retail for every 4.173 hotel rooms, where 1,000 sf of retail is equal to 4.173 hotel rooms and 10,000 sf of retail is equal to 41.73 hotel rooms.
General Office to Supermarket	The exchange rate between office is 1 ksf of office for every 0.170 ksf of supermarket, where 1,000 sf of office is equal to 170 sf of supermarket, and 10,000 sf of office is equal to 1,700 sf of supermarket.
General Office to High-Rise Apartment	The exchange rate between office is 1 ksf of office for every 4.006 apartments, where 1,000 sf of office is equal to 4.006 apartments and 10,000 sf of office is equal to 40.06 apartments.
Supermarket to Low-Rise Apartment	The exchange rate between supermarket is 1 ksf of supermarket for every 11.159 apartments, where 1,000 sf of supermarket is equal to 11.159 apartments and 10,000 sf of office is equal to 111.59 apartments.
Mid-Rise Apartment to Office	The exchange rate between mid-rise apartment is 1 apartment for every 0.355 ksf of office, where 100 apartments is equal to 35.5 ksf of office and 250 apartments is equal to 88.75 ksf of office.
Health/Fitness Club to Shopping Center	The exchange rate between health/fitness club is 1 ksf of health/fitness club for every 1.096 ksf of retail, where 1,000 sf of health/fitness club is equal to 1,096 sf of retail and 10,000 sf of health/fitness club is equal to 10,960 sf of retail.
Hotel to Mid-Rise Apartment	The exchange rate between hotel is 1 hotel room for every 1.808 apartments, where 100 hotel rooms is equal to 181 apartments and 250 hotel rooms is equal to 452 apartments.

TABLE 2: P.M. Peak Hour Trip Generation for Proposed Development Program

Land Use	ITE Edition	ITE Code	Scale	ITE Units	Net New Trips[1]	Equivalency Rate	
General Office Building	10	710	200	ksf	141.00	0.705	trips/ksf
Shopping Center	10	820	280	ksf	528.00	1.886	trips/ksf
Supermarket	10	850	50	ksf	207.00	4.140	trips/ksf
Health/Fitness Club	10	492	45	ksf	93.00	2.067	trips/ksf
High-Rise Apartment	10	222	1917	du	337.00	0.176	trips/du
Mid-Rise Apartment	10	221	48	du	12.00	0.250	trips/du
Low-Rise Apartment	10	220	35	du	13.00	0.371	trips/du
Hotel	10	310	250	room	113.00	0.452	trips/room

Note: (1) Based on net new P.M. peak hour trip generation contained in the December 2, 2019 Trip Generation Analysis.

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EXHIBIT C

PHASING PLAN

PHASE	DESCRIPTION	TIMING
Phase 1	**Mixed-Use Buildings for Existing Tenant Relocation**. Phase I will include the multi-level mixed-use building along NE 35 Avenue, which will also include, the Fire Station, Police Substation, community center and the transit stop.	This will be the first phase of construction and may take 3 to 5 years.
Phase 2	**Infrastructure, Park and Open Space and Canal.** Phase 2 will involve the construction of roadway improvements, both on-site and off-site, the main park at the NE 35 Avenue entrance to the development, the nearly six acres of publicly accessible open space, the canal, the streetscape improvements and bay walk features.	Phase 2 will overlap with other phases of construction, will commence during phase 1 and will likely take the balance of the project.
Phase 3	**Waterfront Promenade**. Phase 3 will involve the construction of the waterfront promenade along the canal, together with the retail, restaurants and other commercial uses along the water.	The development of phase 3 will take 1.5 to 2 years.
Phase 4	**Residential and Hotel Development.** Phase 4 involves residential development of townhomes, rental apartments, and high-rise condominiums together with a 250-key hotel.	Phase 4 will likely overlap with Phase 3 and the timing will completely depend on market absorption of the residential units.

NOTE: It is recognized that phases may overlap in light of market and other external forces (such as retail, residential and/or office market forces, environmental factors, or other issues). The timing and order of phases may be modified administratively.

NOTE: Development Program and Uses identified in in each phase may be modified administratively in accordance with the Equivalency Matrix and subject to site plan approval.

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EXHIBIT D

ROADWAY IMPROVEMENTS

The Project proposes to construct or cause the construction of the following Roadway Improvements:

1. The signalization of the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway.

2. The addition of one (1) southbound left-turn lane, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg of the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway.

3. The addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue

4. The elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street.

5. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase.

6. The reconfiguration of the intersection of SR 826/NE 163rd Street and NE 35th Avenue to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes.

7. The addition of sharrow pavement markings, a 10-foot shared-use path, and a buffered bicycle lane on NE 163rd Street westbound fronting the site.

8. The addition of crosswalks on both the east and west sides of NE 35th Avenue at NE 164th Street.

The proposed improvements satisfy the City of North Miami Beach's Eastern Mixed-Use Waterfront District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

DRAFT

EXHIBIT E

PRESENTLY PERMITTED DEVELOPMENT

The Property currently legally developed and operating as a shopping center comprised of 272,240 square feet of retail use and 33,260 square feet of office use. Nothing herein shall be deemed to divest the Developer of continuing same. The Property is designated as MU/EWF Mixed-Use East Waterfront on the Comprehensive Plan Future Land Use Map and located in the MU/EWF district on the City Zoning Map, high density and intensity according to the City's adopted Comprehensive Plan. The Property can be developed with 2,000 dwelling units and approximately 2,500,000 sf of non-residential square footage pursuant to the Comprehensive Plan. The MU/EWF zoning district permits a mix of land uses consistent with the underlying zoning designation, pursuant to Section 24-58.7 of the City Code. The Property may be used for the purposes permitted and regulated in these land use designations and zoning districts, as further limited by the by the Project Approvals, City's Land Development Regulations and Comprehensive Plan.

THIS EXHIBIT DESCRIBES THE PRESENTLY PERMITTED DEVELOPMENT FOR PURPOSES OF THE ACT ONLY. THE PROJECT SHALL CONFORM TO THE DESCRIPTION OF THE DEVELOPMENT PROGRAM PROVIDED IN SECTION 3.10 OF THIS AGREEMENT.

DRAFT

EXHIBIT F-1

PUBLIC FACILITIES

Roadway Transportation Facilities:

In accordance with Section 163.3227(1)(d), Florida Statutes (2020), the proposed development will be serviced by those roadway transportation facilities currently in existence as provided by state, county, and local roadways. The proposed development will also be serviced by public transportation facilities currently in existence, as provided by Miami-Dade County, the City of North Miami Beach, and such other governmental entities as may presently operate public transportation services within the City of North Miami Beach. Certain enhancements to the existing transportation and transit infrastructure, such as premium transit shelters, including, but not limited to, transit shelters with digital displays, Wi-Fi access, and/or seating accommodations, and traffic signalization be considered at the time of Site Plan review.

DRAFT

EXHIBIT F-2

PUBLIC FACILITIES

Sanitary Sewer, Solid Waste, Drainage, and Potable Water Facilities:

Sanitary sewer, solid waste, drainage, and potable water services for the proposed development shall be those services currently in existence and owned or operated by Miami-Dade County, the Miami-Dade County Water and Sewer Department, and the City of North Miami Beach. Said sanitary sewers, potable water facilities may be enhanced by the provision of additional pipes and lift stations to serve the Project. Drainage and stormwater shall be developed in a manner consistent with federal, state and local requirements.

DRAFT

EXHIBIT F-3

PUBLIC FACILITIES

Educational Facilities:

The proposed development shall generally be serviced by those existing educational facilities owned or operated by the Miami-Dade Public Schools District, consistent with the Interlocal Agreement between the School District and the City.

DRAFT

EXHIBIT F-4

PUBLIC FACILITIES

Parks and Recreational Facilities:

The proposed development shall be serviced by those existing parks and recreational facilities owned or operated by the United States Government within Miami- Dade County, by the State of Florida, by Miami-Dade County, and by the City of North Miami Beach. Said existing facilities may be enhanced through the development of a publicly accessible open space within the Project. The proposed development shall be serviced by those existing and future park and recreational opportunities and facilities operated by the United States Government within Miami-Dade County, by the State of Florida, by Miami-Dade County, and by the City of North Miami Beach.

DRAFT

EXHIBIT F-5

PUBLIC FACILITIES

Other Facilities:

The proposed development will also be serviced by any and all public facilities, as such are defined in Section 163.3221(13) of the Act, that are described in the Comprehensive Plan, specifically including but not limited to those facilities described in the Infrastructure Element and the Capital Improvements Element therein, a copy of which is available for public inspection in the offices of the City Clerk of the City of North Miami Beach.

DRAFT

EXHIBIT G

LAND TO BE DEDICATED FOR PUBLIC PURPOSES

At this time, the Developer is expected or is contemplating the conveyance of the following and for public purposes:

1. Public road and easement right of way within and serving to provide access to the Property;
2. Potable water and sewer facilities, property conveyances and easements; and
3. Possible public park or recreational facilities.

DRAFT

EXHIBIT H

REQUIRED DEVELOPMENT PERMITS

Pursuant to Section 163.3227(1)(f), Florida Statutes (2020), the following constitutes a generalized list of local[3] permits minimally anticipated as necessary to be approved by the terms of this Agreement:

1. Design Review, Technical Review of Applications for Development (TRAD), Planning and Zoning Board, and City Commission approvals, pursuant to Chapter 24 of the City of North Miami Beach Code.
2. Miami-Dade County Shoreline Development Review Application.
3. Utility Permits
4. Demolition Permits
5. Building Permits
6. Subdivision/Plat approvals
7. Environmental Permits
8. Variances, pursuant to Chapter 118 of the City of North Miami Beach Code
9. Hazardous Materials Removal Permit, if removal of hazardous materials is found necessary.
10. Public Works Permit, Paving and Drainage
11. Public Works Permit, Water and Sewer
12. Certificates of Use and/or Occupancy
13. All other local governmental approvals as may be applicable to the subject Property from time to time pursuant to the terms of this Development Agreement.

[3] Permits from Federal, State, Regional and County agencies will also be required.

DRAFT

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CS102	Conceptual Off-Site Improvements Plan
CS103	Conceptual Off-Site Improvements Plan
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CP102	Conceptual Fire Truck Circulation Plan
CP103	Conceptual Fire Truck Circulation Plan
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CP106	Conceptual SU-30 Truck Circulation Plan

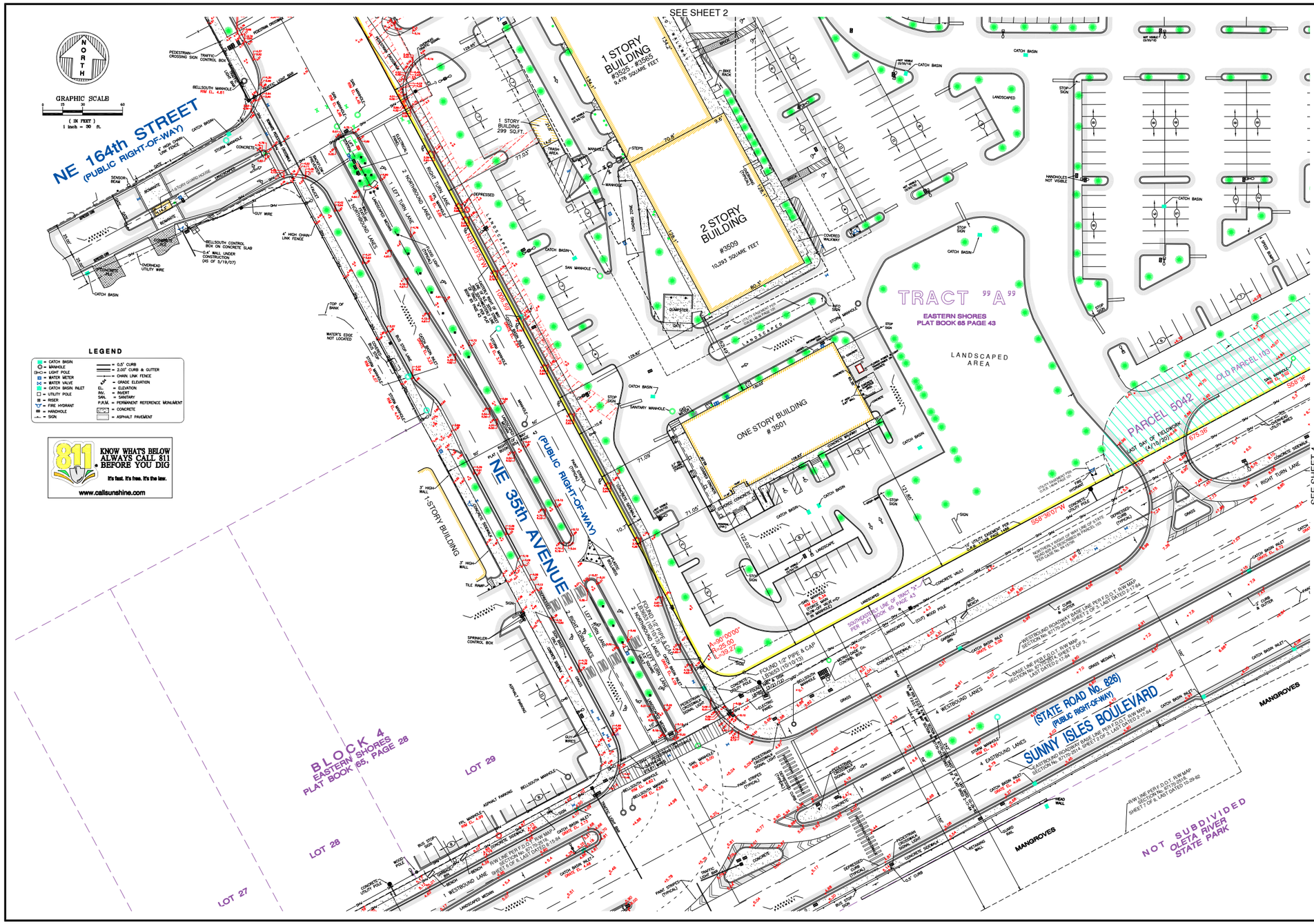
May 20, 2020

INTRACOASTAL

MASTER PLAN

Planning and Zoning Board Submittal

ZYSCOVICH
ARCHITECTS



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No.	Revision Description
O.N.	

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CONSULTING ENGINEERS, SURVEYORS & MAPPERS
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653
180 Northeast 168th Street / North Miami Beach, Florida 33162
Phone 305-653-4493 / Fax 305-651-7152 / Email flsi@flasurvey.com

BOUNDARY & TOPOGRAPHIC SURVEY
INTRACOASTAL MALL
CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA

Original Date	10/10/13
Scale	1"=30'
Drawn By	MAP
CAD No.	970818
Plotted	4/16/20 1:23p
Ref. Dwg.	296-163
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	5 of 5

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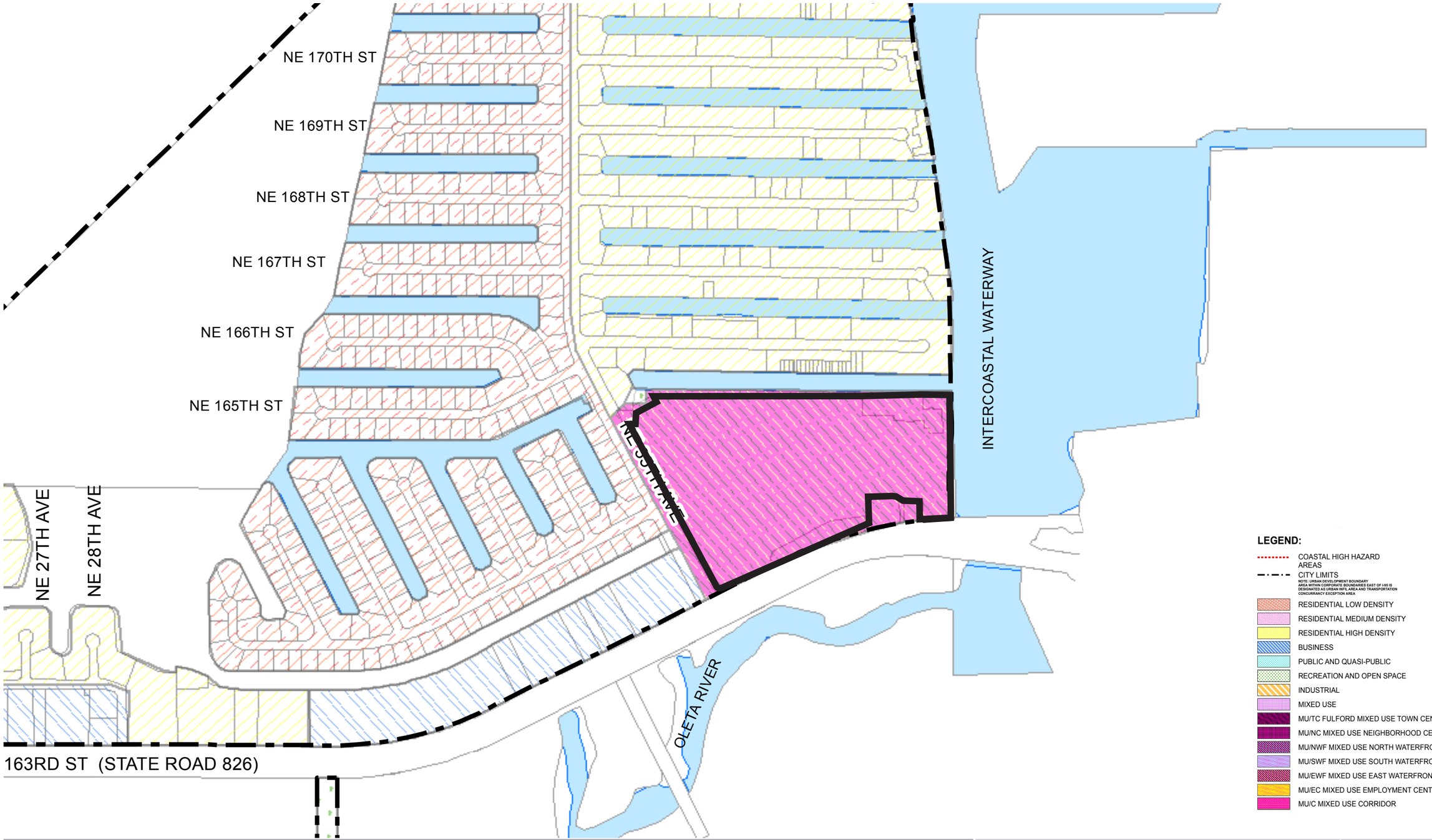

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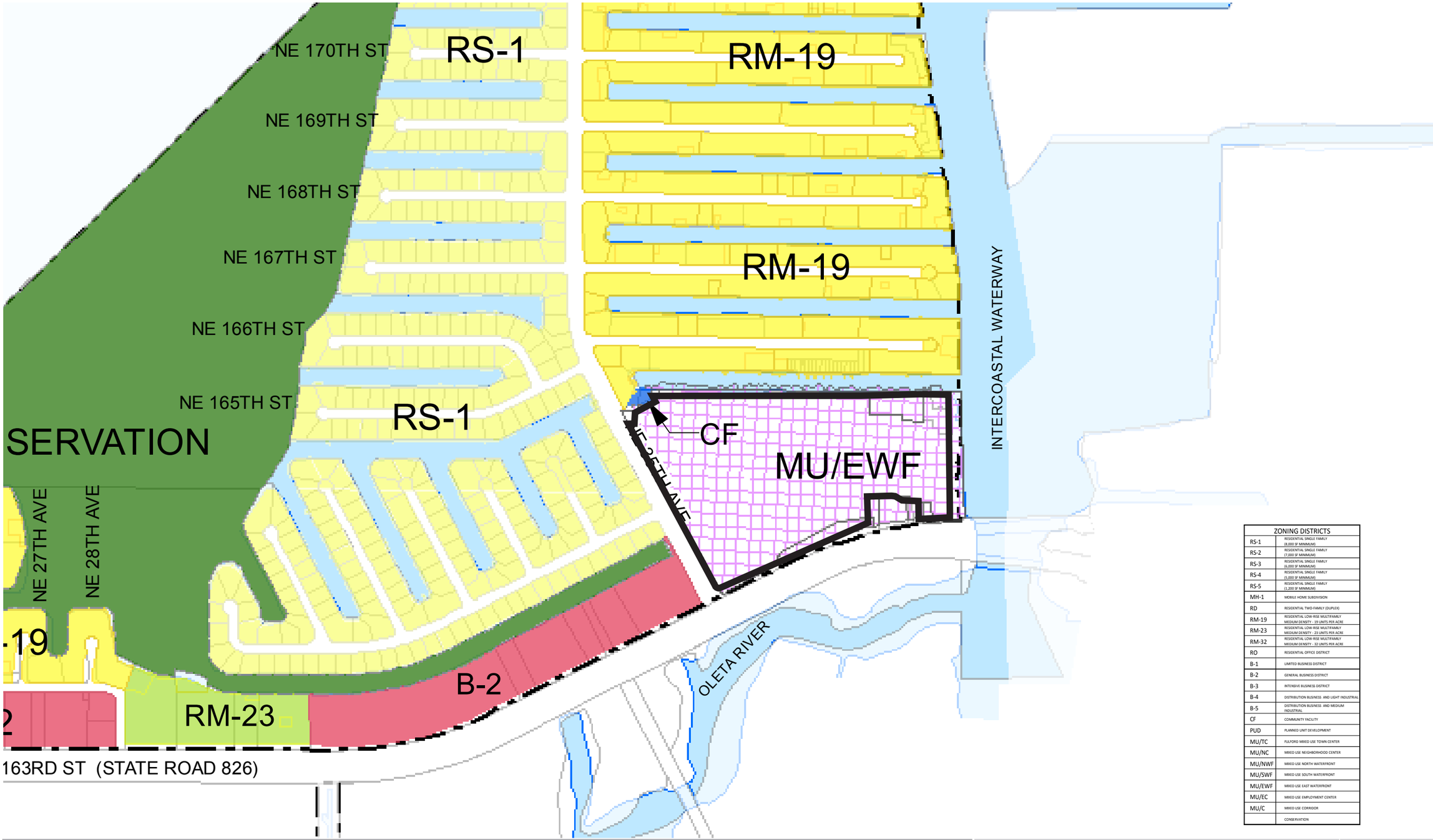

ZONING DISTRICTS	
RS-1	RESIDENTIAL SINGLE FAMILY (8,000 SF MINIMUM)
RS-2	RESIDENTIAL SINGLE FAMILY (7,000 SF MINIMUM)
RS-3	RESIDENTIAL SINGLE FAMILY (6,000 SF MINIMUM)
RS-4	RESIDENTIAL SINGLE FAMILY (5,000 SF MINIMUM)
RS-5	RESIDENTIAL SINGLE FAMILY (1,200 SF MINIMUM)
MH-1	MOBILE HOME SUBDIVISION
RD	RESIDENTIAL TWO-FAMILY (DUPLEX)
RM-19	RESIDENTIAL LOW-RISE MULTIFAMILY MEDIUM DENSITY - 19 UNITS PER ACRE
RM-23	RESIDENTIAL LOW-RISE MULTIFAMILY MEDIUM DENSITY - 23 UNITS PER ACRE
RM-32	RESIDENTIAL LOW-RISE MULTIFAMILY MEDIUM DENSITY - 32 UNITS PER ACRE
RO	RESIDENTIAL OFFICE DISTRICT
B-1	LIMITED BUSINESS DISTRICT
B-2	GENERAL BUSINESS DISTRICT
B-3	INTENSIVE BUSINESS DISTRICT
B-4	DISTRIBUTION BUSINESS AND LIGHT INDUSTRIAL
B-5	DISTRIBUTION BUSINESS AND MEDIUM INDUSTRIAL
CF	COMMUNITY FACILITY
PUD	PLANNED UNIT DEVELOPMENT
MU/TC	FULFORD MIXED USE TOWN CENTER
MU/NC	MIXED USE NEIGHBORHOOD CENTER
MU/NWF	MIXED USE NORTH WATERFRONT
MU/SWF	MIXED USE SOUTH WATERFRONT
MU/EWF	MIXED USE EAST WATERFRONT
MU/EC	MIXED USE EMPLOYMENT CENTER
MU/C	MIXED USE CORRIDOR
	CONSERVATION

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Regulating Plan

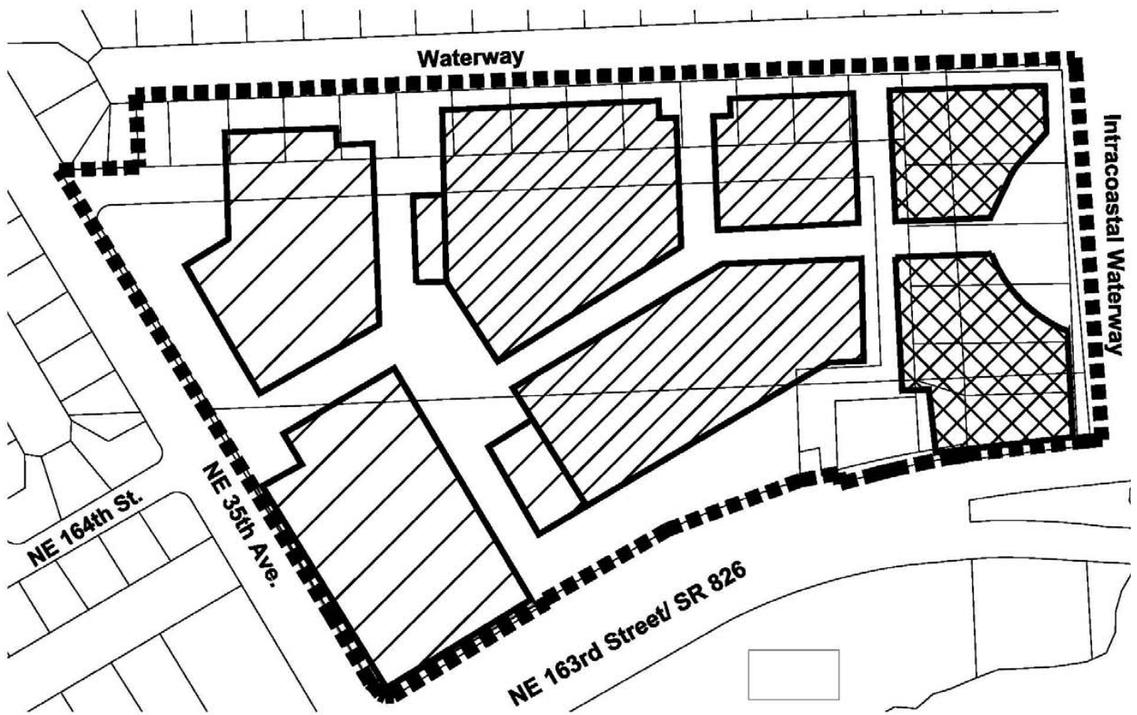
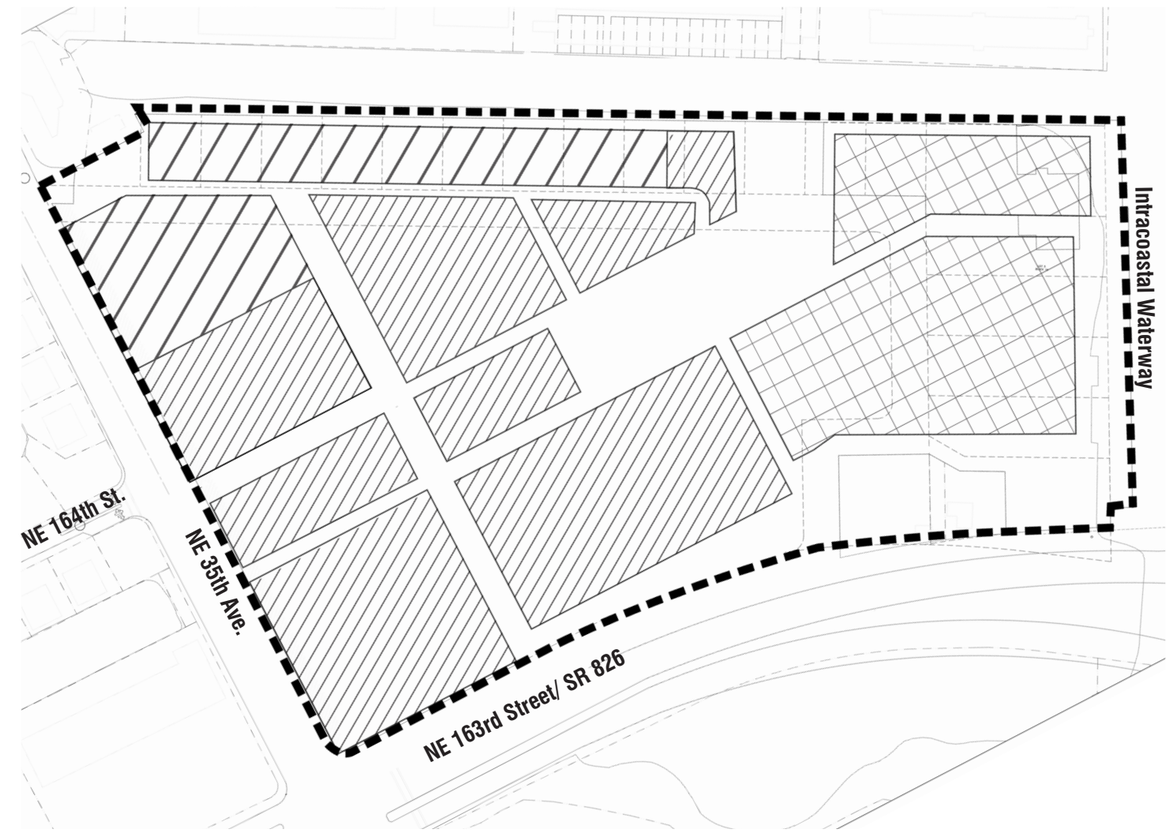


FIGURE MUEWF - 1:
SUB-AREAS REGULATING PLAN

CORE SUB-AREA
TRANSITION SUB-AREA
EDGE SUB-AREA
DISTRICT BOUNDARY

Proposed



Core Sub-Area
Transition Sub-Area
Edge Sub-Area
District Boundary

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Regulating Plan

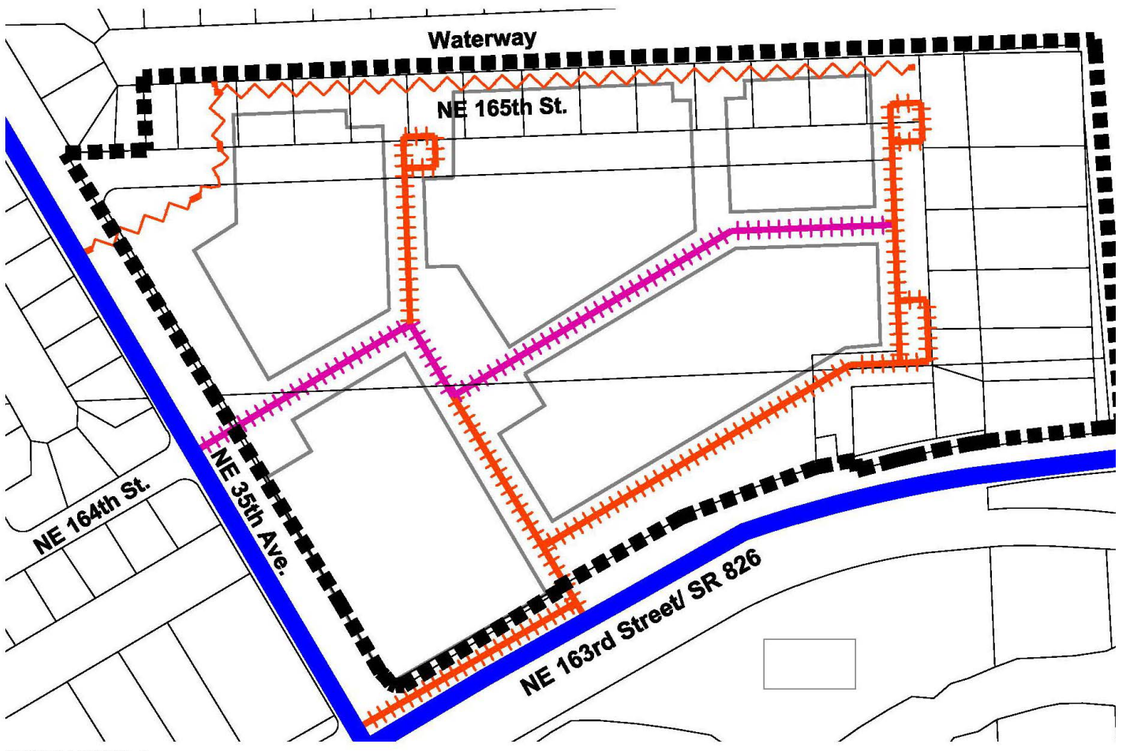
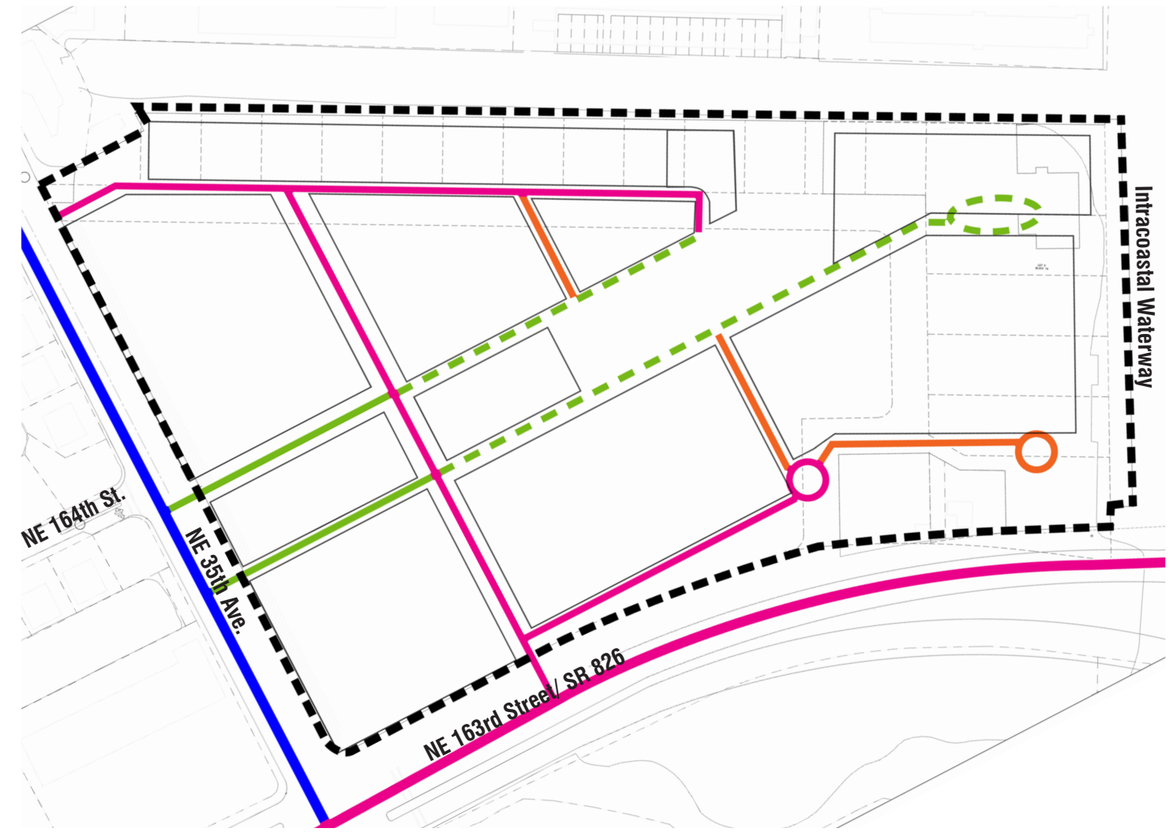


FIGURE MUEWF - 2:
STREET NETWORK CONNECTIVITY
REGULATING PLAN

EXISTING PRIMARY STREET
NEW SECONDARY STREET
EXISTING TERTIARY STREET TO BE VACATED (FOR ASSEMBLY OF PARCELS ONLY)
NEW TERTIARY STR
DISTRICT BOUNDARY

Proposed



Existing Primary Street
New Secondary Street
New Tertiary Street
Proposed Primary Boulevard
Proposed Primary Boulevard/ Promenade
District Boundary

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N

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Regulating Plan

NEW DESIGNATED OPEN SPACE = 3.96 ACRES
DESIGNATED WATERFRONT PROMENADE = 0.37 MILES

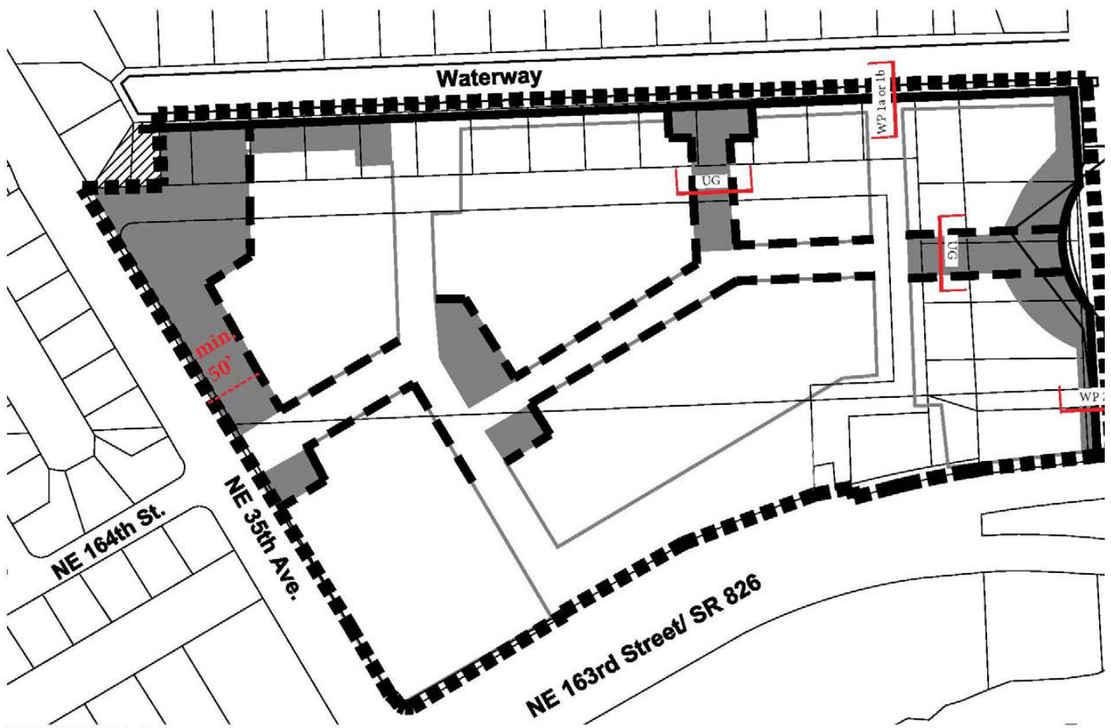
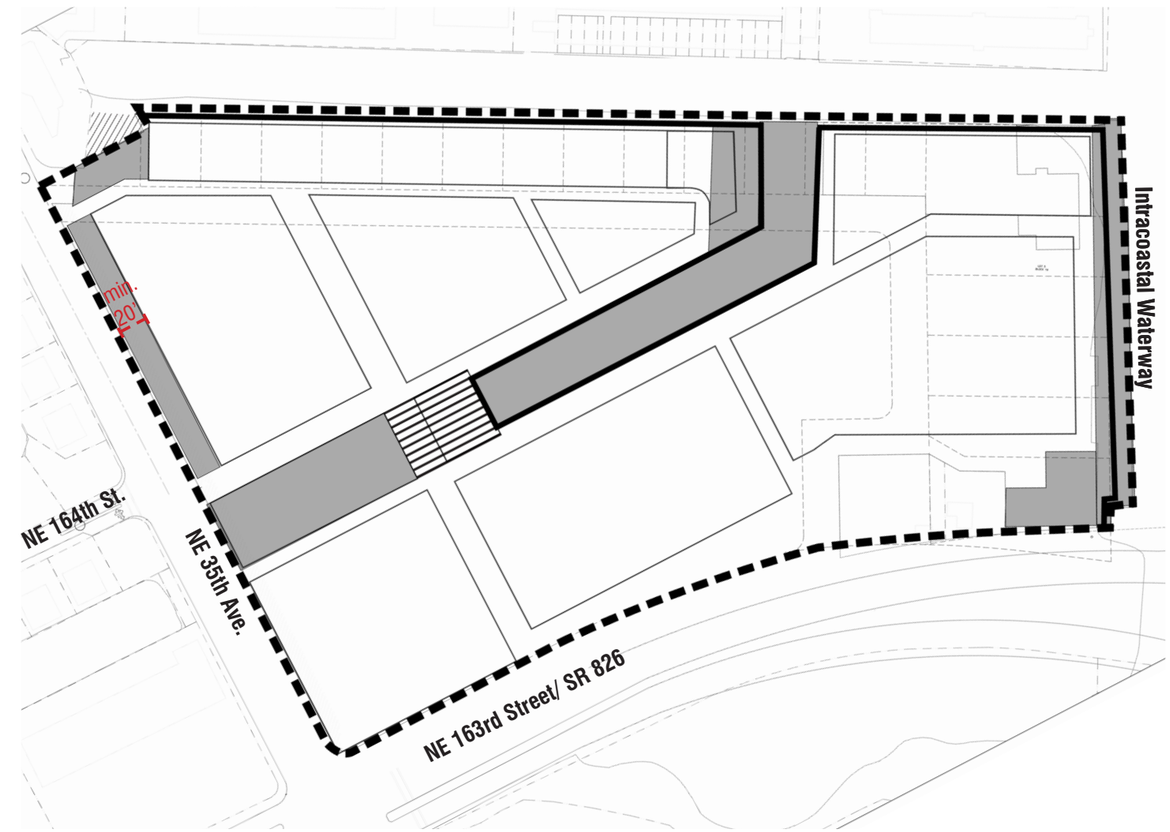


FIGURE MUEWF - 3:
DESIGNATED PUBLICALLY ACCESSIBLE OPEN SPACES AND GREENWAY SYSTEMS REGULATING PLAN

EXISTING DESIGNATED PUBLIC OPEN SPACE
NEW DESIGNATED OPEN SPACE
DESIGNATED URBAN GREENWAY
DESIGNATED WATERFRONT PROMENADE
DISTRICT BOUNDARY

Proposed

NEW DESIGNATED OPEN SPACE = 5.53 ACRES
DESIGNATED WATERFRONT PROMENADE = 0.72 MILES



Existing Designated Public Open Space
New Designated Open Space
New Elevated Open Space
Designated Waterfront Promenade
District Boundary

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

N

North Miami Beach, Florida

Designated Publically Accessible Open Spaces and Greenway Systems Regulating Plan

A1-12

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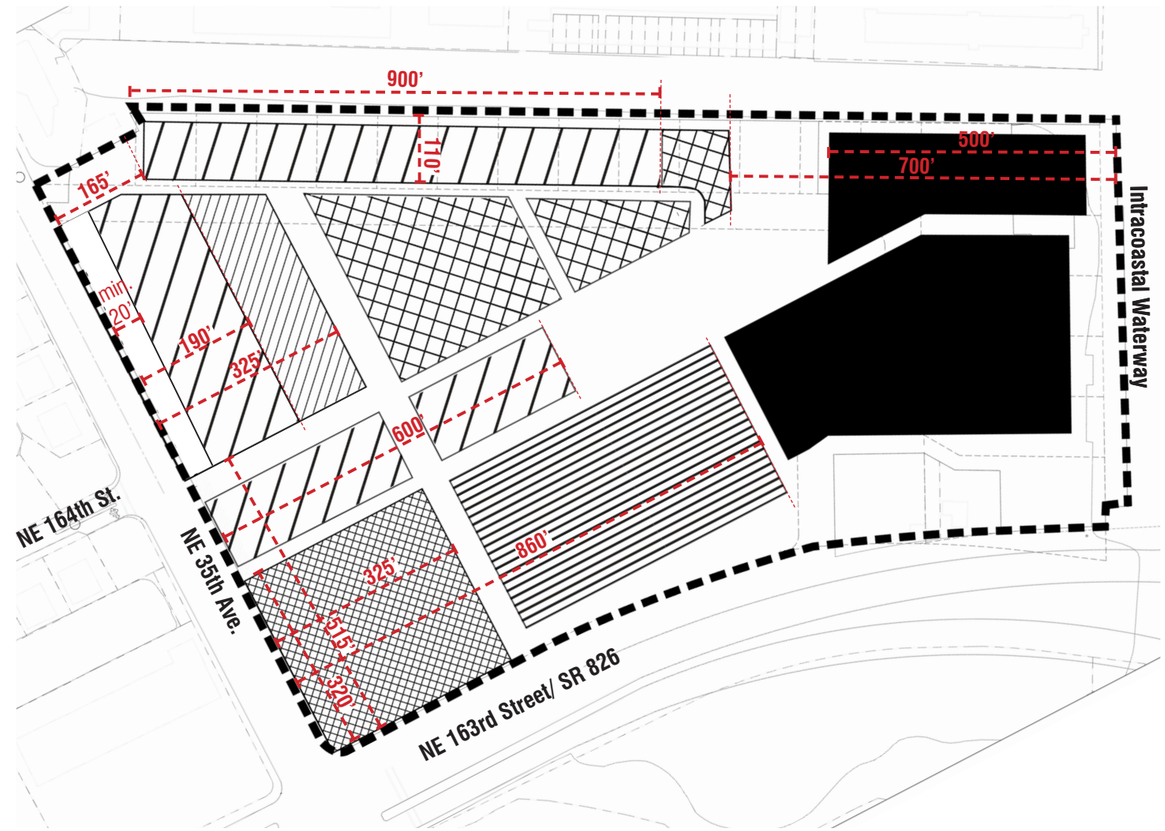
Regulating Plan

FIGURE MUEWF - 4:
BUILDING HEIGHTS REGULATING PLAN

MAXIMUM 40 STORIES/495 FEET
MAXIMUM 20 STORIES/255 FEET
MAXIMUM 12 STORIES/150 FEET
MAXIMUM 8 STORIES/110 FEET
MAXIMUM 6 STORIES/85 FEET
MAXIMUM 3 STORIES/35 FEET
DISTRICT BOUNDARY

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

Proposed



Maximum 40 Stories/ 495 Feet
Maximum 32 Stories/ 425 Feet
Maximum 20 Stories/ 286 Feet
Maximum 12 Stories/ 160 Feet
Maximum 6 Stories/ 85 Feet
Maximum 3 Stories/ 35 Feet
District Boundary

The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting intensity does not exceed the intensity that would otherwise be accommodated in the maximum number of stories permitted.

N

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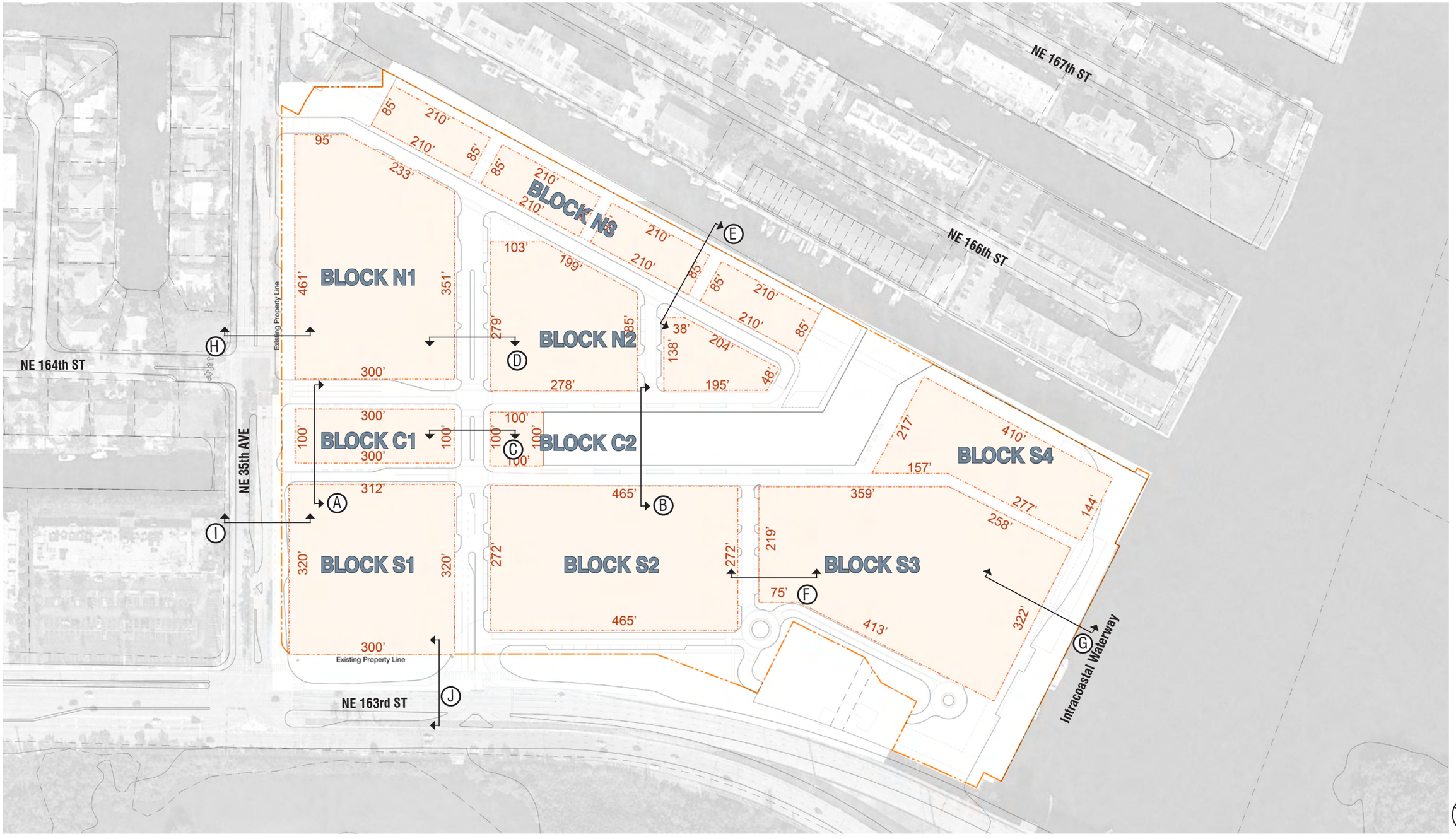

North Miami Beach, Florida | Parcel Diagram | Scale: 1"=180' | A1-14

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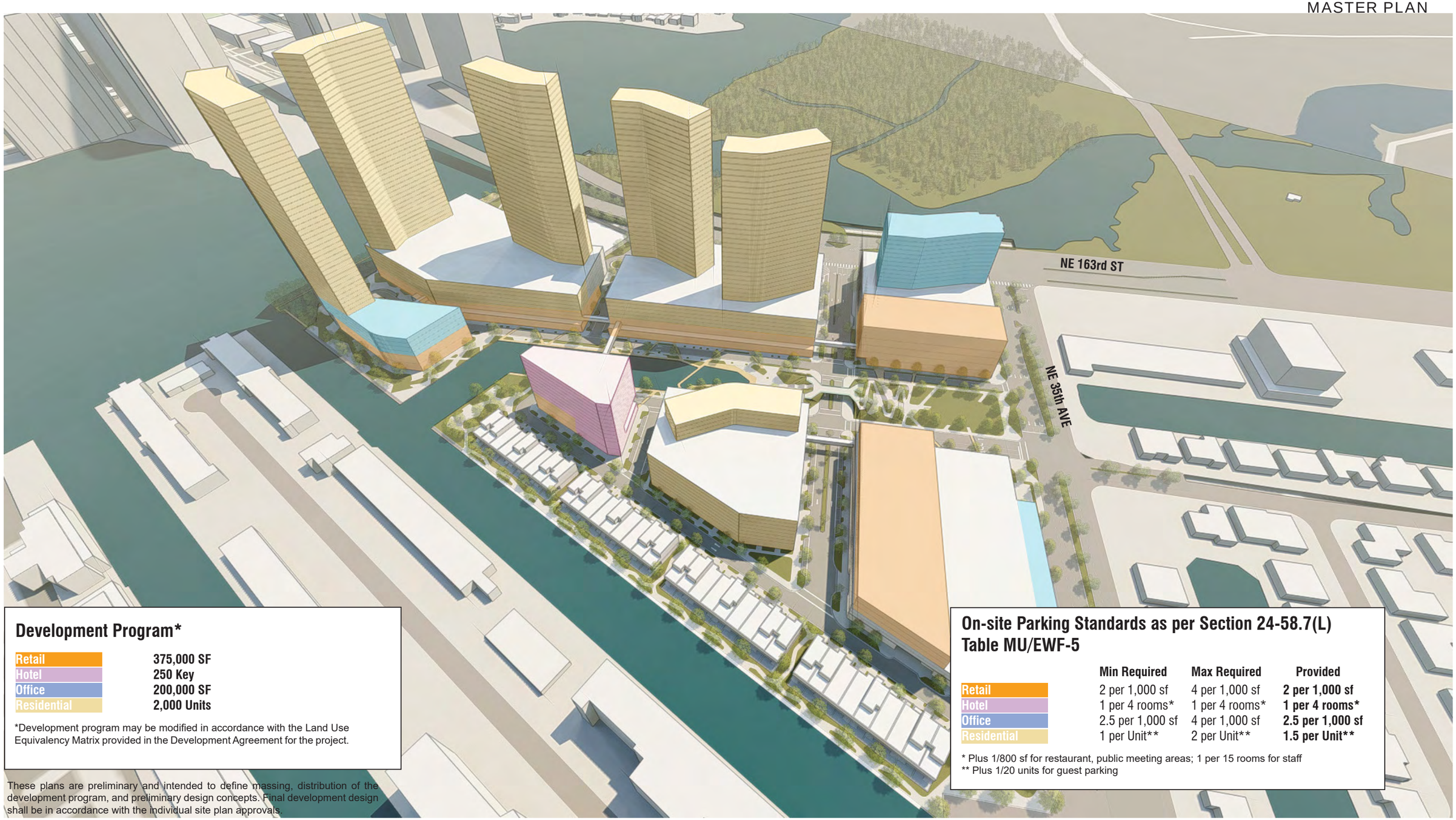

Development Program*

Retail	375,000 SF
Hotel	250 Key
Office	200,000 SF
Residential	2,000 Units

*Development program may be modified in accordance with the Land Use Equivalency Matrix provided in the Development Agreement for the project.

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

On-site Parking Standards as per Section 24-58.7(L) Table MU/EWF-5

	Min Required	Max Required	Provided
Retail	2 per 1,000 sf	4 per 1,000 sf	**2 per 1,000 sf**
Hotel	1 per 4 rooms*	1 per 4 rooms*	**1 per 4 rooms***
Office	2.5 per 1,000 sf	4 per 1,000 sf	**2.5 per 1,000 sf**
Residential	1 per Unit**	2 per Unit**	**1.5 per Unit****

* Plus 1/800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff
** Plus 1/20 units for guest parking

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L-207	Harbor Enlargement Plan
L-208	Northwest Corner Park
L-209	Northeast Harbor Entrance
L-210	Southeast Corner Park
L-500	Planting Image Board
L-501	Planting Image Board
L-502	Planting Image Board
L-503	Planting Image Board
L-504	Tree Canopy Diagram
L-505	Planting Schedule

Section C: Conceptual Civil Plan

CS101	Conceptual Stripping & Signage Plan
CS102	Conceptual Off-Site Improvements Plan
CS103	Conceptual Off-Site Improvements Plan
CG101	Conceptual Grading & Drainage Plan Partial View
CG102	Conceptual Grading & Drainage Plan Partial View
CP301	Typical Roadway Sections
CU101	Conceptual Water Plan
CU102	Conceptual Sewer Plan
CP101	Conceptual WB-67 Truck Circulation Plan
CP102	Conceptual Fire Truck Circulation Plan
CP103	Conceptual Fire Truck Circulation Plan
CP104	Conceptual Fire Truck Circulation Plan
CP105	Conceptual SU-30 Truck Circulation Plan
CP106	Conceptual SU-30 Truck Circulation Plan

INTRACOASTAL | SITE DIAGRAMS + REGULATING PLANS

North Miami Beach, Florida | *Context Map* | A1-1

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North Miami Beach, Florida

Aerial

A1-2

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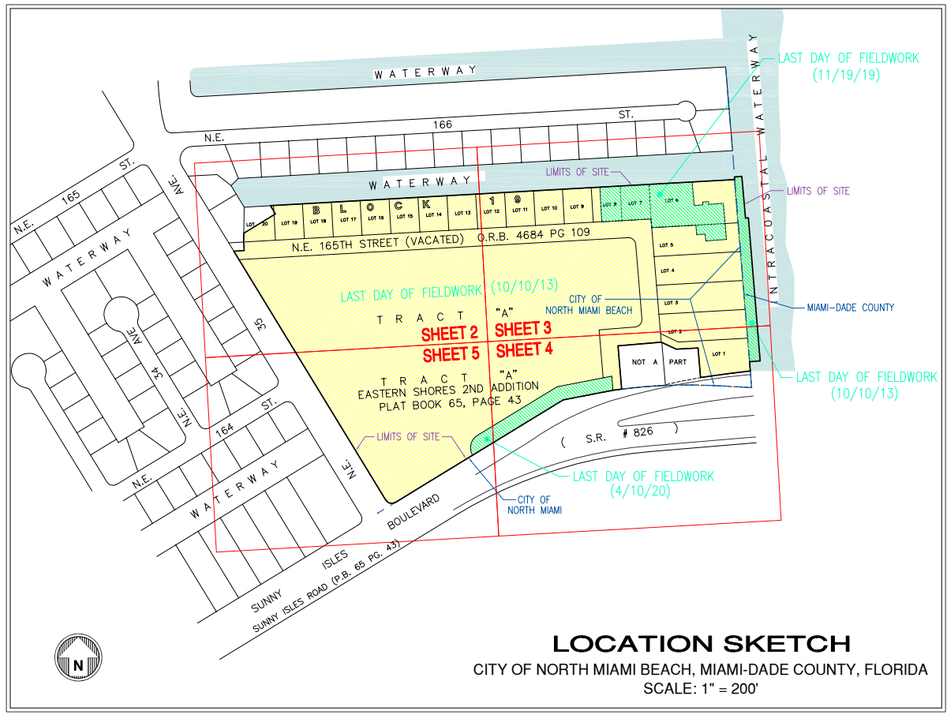
INTRACOASTAL MALL



LOCATION SKETCH

CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA
SCALE: 1" = 200'

OVERALL LEGAL DESCRIPTION:

Tract "A", Lots 2 through 18 and a portion of Lots 1, 19 and 20, Block 19 and also that vacated street known as NE 165th Street extending from NE 35th Avenue Eastward to the Western Boundary of Lots 5 and 6; thence Southerly to State Road 826, all in Block 19 of EASTERN SHORES 2nd ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, and that portion of Lessee's interest in that certain Sovereignty Submerged Lands Lease between the Board of Trustee's of the Internal Improvement Trust Fund of the State of Florida and MSM Intracoastal Mall, L.L.C., recorded on February 2, 2009 in Official Records Book 26738, Page 946, all being recorded in the Public Records of Miami-Dade County, Florida and being more particularly described as follows:

Begin at the Southwest corner of Lot 20 of said Block 19; thence N 00°53'14" E along the West line of said Lot 20 for 30.41 feet; thence N 58°36'22" E for 128.16 feet; thence N 31°23'42" W for 33.10 feet to a point on the North line of said Lot 20; thence N 86°46'13" E along the North line of said Block 19 for 1605.47 feet to the Northeast corner of said Lot 6; thence N 04°46'53" W for 1.86 feet; thence N 39°53'07" E for 1.99 feet; thence N 00°06'53" W for 5.99 feet; thence N 86°29'12" E for 25.80 feet; thence S 04°59'49" E for 144.76 feet; thence N 86°44'31" E for 9.64 feet; thence S 04°42'35" E for 496.02 feet; thence S 85°31'00" W for 36.72 feet; thence S 04°46'53" E along the East line of Block 19, for 31.70 feet to a point on the Northerly Right-of-Way line of State Road 826, per Official Records Book 12103, Page 1685, of the Public Records of Miami-Dade County, Florida; the following two (2) courses being along said Northerly Right-of-Way line; (1) thence S 83°09'49" W for 77.17 feet to a point of curvature of a 1952.86 foot radius curve leading to the left; (2) thence Westerly along said curve through a central angle of 02°49'34" for an arc of 96.32 feet; the following two (2) courses being along the Easterly and Northerly lines of the Warranty Deed granted to Miami Dade Water and Sewer Authority as described in Official Records Book 11323, Page 1086, of the Public Records of Miami-Dade County, Florida; (1) thence N 04°50'25 W for 102.70 feet; (2) thence S 86°46'13" W for 75.11 feet (75.19 feet Deed); thence N 64°54'39" W along said Northerly line of Miami Dade Water and Sewer property and the Northerly line of the property granted to Florida Power and Light Company as described in Official Records Book 6829, Page 118, of the Public Records of Miami-Dade County, Florida for 57.61 feet (57.66 feet Deed) to the Northeast corner of the corrective Warranty Deed granted to Florida Power and Light Company as recorded in Official Records Book 270, Page 60 of the Public Records of Miami-Dade County, Florida; the following (2) courses being along the Northerly and Westerly boundaries of said Florida Power and Light property; (1) thence S 85°09'35" W for 150.00 feet; (2) thence S 04°50'25" E for 150.33 feet (Deed 150.00 feet) to a point on the Northerly Right-of-Way line of State Road No. 826 per property described in Parcel 103, Case Number 84-15796, Miami-Dade County, Florida, said point lying on a circular curve of a 1757.28 foot radius, leading to the left and whose point bears S 07°24'51" E; thence Westerly along said Northerly Right-of-Way line through a central angle of 6°48'46" for an arc of 208.95 feet to a point on a non-tangent line; thence S 58°36'07" W along said Northerly Right-of-Way line of State Road No. 826 as described in Parcel 103 per said Case 84-15796, said line also being the Southeasterly line of said Tract "A" for 675.36 feet to a point of curvature of a 25.00 foot radius curve leading to the right; thence Westerly and Northerly along said curve being along the Southerly line of said Tract "A" through a central angle of 90°00'00" for an arc of 39.27 feet to a point of tangency; thence N 31°23'53" W along the Southwesterly line of said Tract "A" and its Northwesterly prolongation thereof, said Westerly line also being the Easterly Right-of-Way line of NE 35th Avenue for 1006.59 feet to a point on the centerline of said vacated and abandoned NE 165th Street; thence N 86°46'13" E along said centerline for 35.79 feet; thence N 03°13'47" W for 30.00 feet to the POINT OF BEGINNING.

SURVEYOR'S NOTES:

- This site lies in Sections 10, 11, 14 and 15, Township 52 South, Range 42 East, City of North Miami Beach and Unincorporated Miami-Dade, Miami-Dade County, Florida.
- All documents are recorded in the Public Records of Miami-Dade County, Florida unless otherwise noted.
- Lands shown hereon were NOT abstracted for restrictions, easements and/or rights-of-way of records.
- Bearings hereon are referred to an assumed value of S 58°36'07" W for the Northerly right of way line of State Road No. 826, and evidenced by (2) found 1/2" pipe & caps.
- Elevations shown hereon are relative to the National Geodetic Vertical Datum of 1929, based on Dade Miami-Dade County Bench Mark No. N-555, Elevation +4.82, located on April 24, 2019 at Sunny Isles Boulevard and N.E. 35th Avenue.
- Lands shown hereon are located within an area having a Zone Designation AE (EL 8) by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map No. 12086C0142L, for Community No. 120656 & 120635, dated September 11, 2009, and Index map revised September 11, 2009, and is relative to the National Geodetic Vertical Datum of 1929.
- Dimensions indicated hereon are field measured by electronic measurement, unless otherwise noted.
- Total lands containing 1,267,011 square feet, or 29.086 acres, more or less.
  Uplands containing 1,248,055 square feet, or 28.651 acres, more or less.
  Submerged lands containing 18,956 square feet, or 0.435 acres, more or less.
- This map is intended to be displayed at the graphic scale shown hereon or smaller.
- Roof overhang not located unless otherwise shown.
- Underground improvements and/or underground encroachments not shown unless otherwise indicated.
- The approximate location of all utilities shown hereon were determined from As-Built plans and/or on-site locations and should be verified before construction.
- Legal description shown hereon furnished by client and no claims as to ownership are made or implied.
- Tax Folio No.: 07-2210-002-2640 & 07-2210-002-2641.
- This is not a Mean High Water Line Survey.

SURVEYOR'S CERTIFICATION:

I hereby certify that this "Boundary and Topographic Survey" was made under my responsible charge on October 10, 2013, and meets the applicable codes as set forth in the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

"Not valid without the signature and original raised seal or a digital signature of the Florida Licensed Surveyor and Mapper shown below"

FORTIN, LEAVY, SKILES, INC., LB3653

By: _____
Daniel C. Fortin Jr, For The Firm
Surveyor and Mapper, LS6435
State of Florida.

Daniel C Fortin

Digitally signed by Daniel C Fortin
DN: c=US, o=Unaffiliated, ou=A01410D00000170A05CF5EE0000949F, cn=Daniel C Fortin
Date: 2020.05.05 14:27:23 -04'00'

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BOUNDARY & TOPOGRAPHIC SURVEY
INTRACOASTAL MALL
CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA

Original Date	10/10/13
Scale	1"=200'
Drawn By	MAP
CAD No.	970818
Plotted	4/16/20 1:23p
Ref. Dwg.	296-163
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	1 of 5

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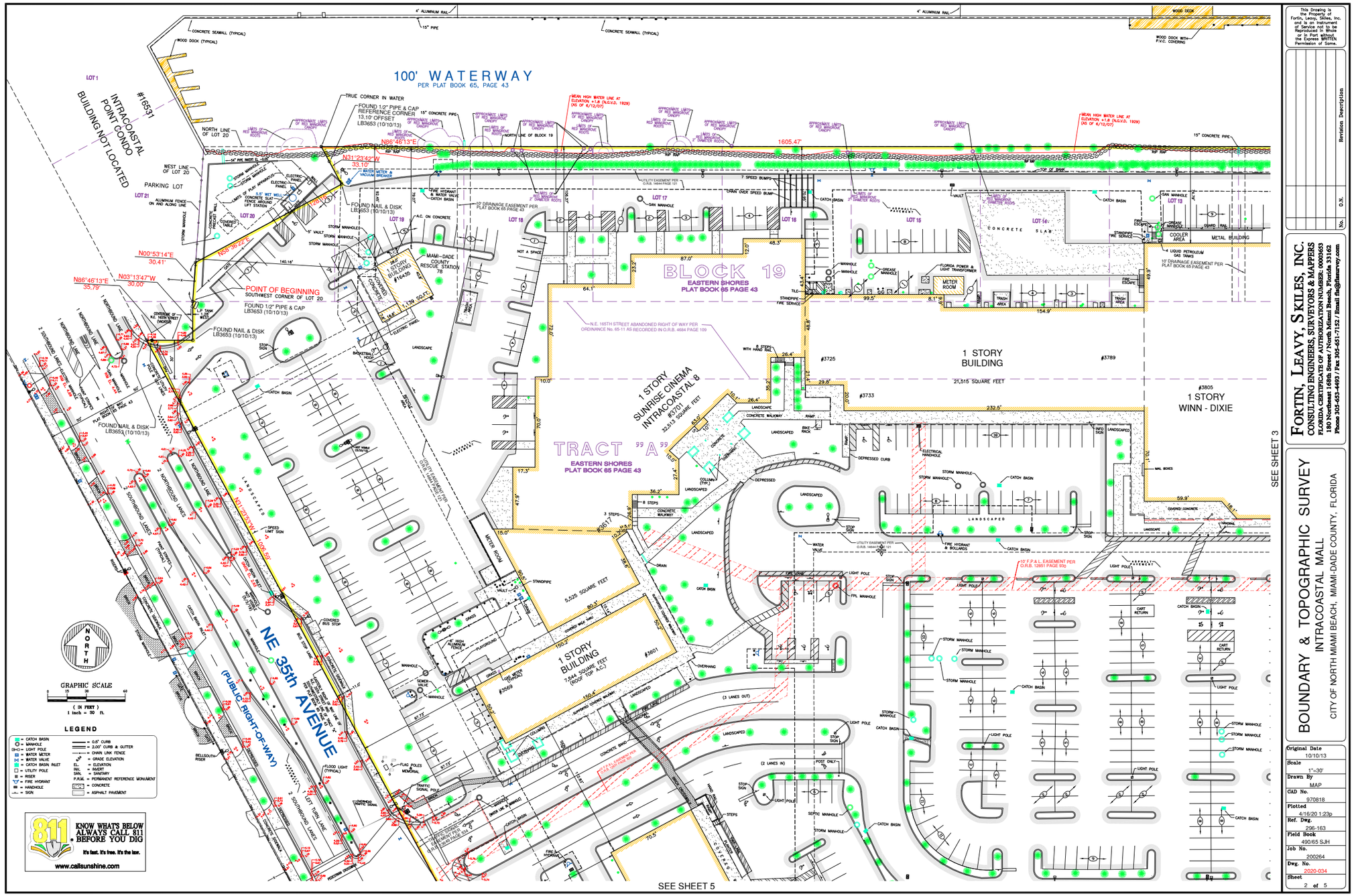

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BOUNDARY & TOPOGRAPHIC SURVEY
INTRACOASTAL MALL
CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA

Original Date	10/10/13
Scale	1"=30'
Drawn By	MAP
CAD No.	970818
Plotted	4/16/20 1:23p
Ref. Dwg.	296-163
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	2 of 5

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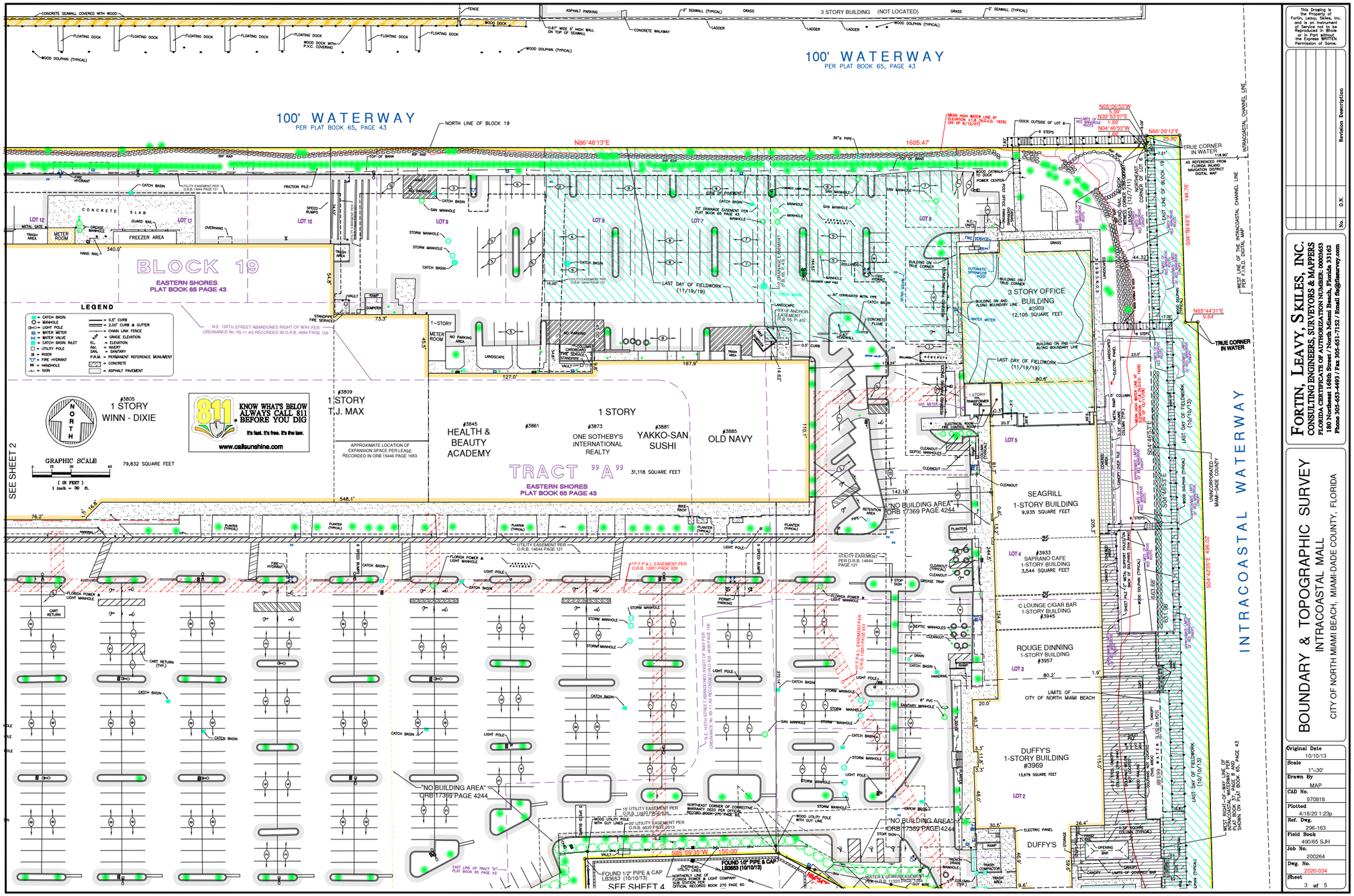

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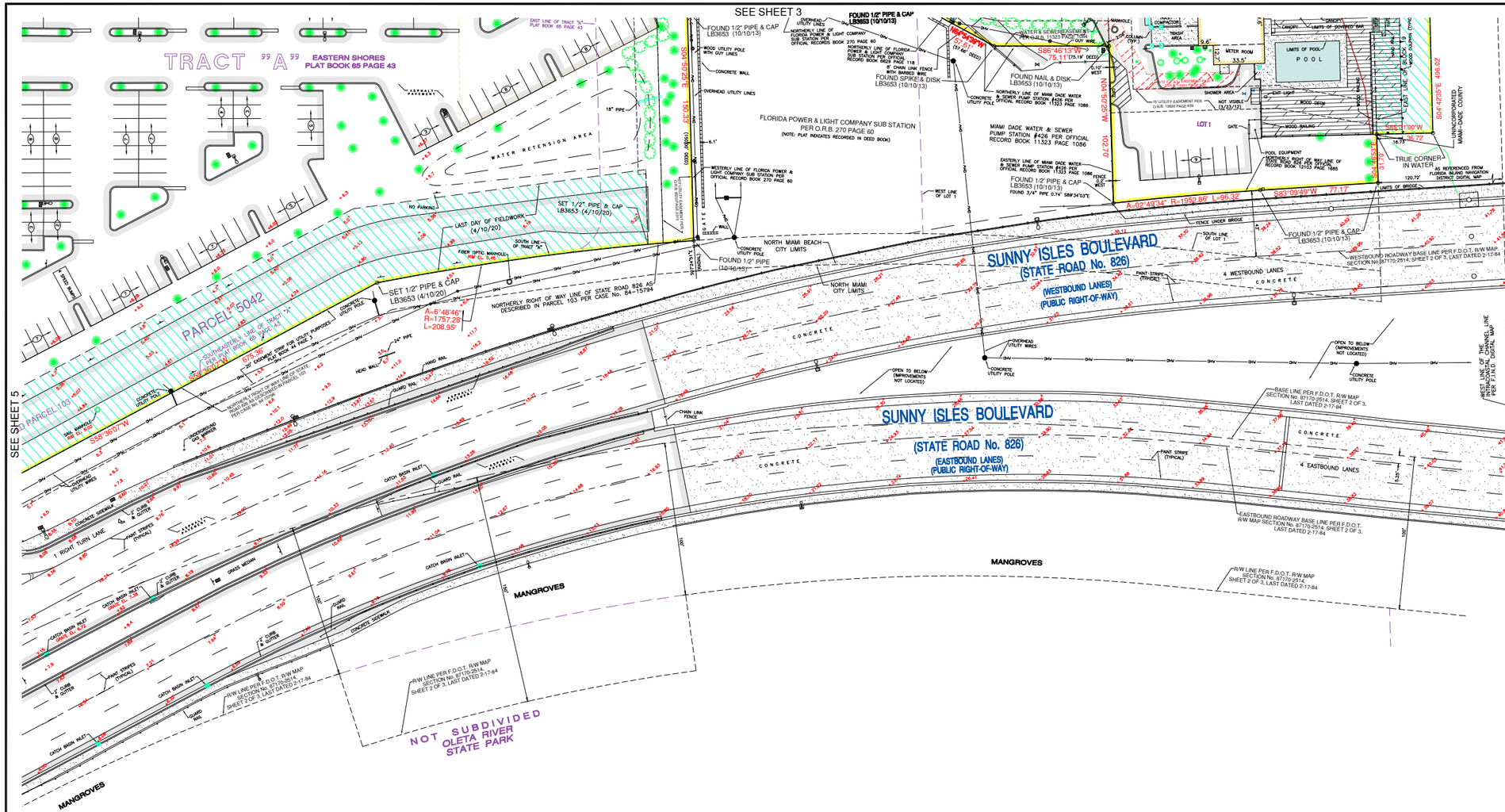

GRAPHIC SCALE

0 15 30 60

(IN FEET)
1 inch = 30 ft.

LEGEND

- = CATCH BASIN
- = MANHOLE
- = LIGHT POLE
- = WATER METER
- = WATER VALVE
- = CATCH BASIN INLET
- = UTILITY POLE
- = RISER
- = FIRE HYDRANT
- = HANDHOLE
- = SIGN
- = 0.5' CURB
- = 2.00' CURB & GUTTER
- = CHAIN LINK FENCE
- x.x' = GRADE ELEVATION
- EL. = ELEVATION
- INV. = INVERT
- SAN. = SANITARY
- P.R.M. = PERMANENT REFERENCE MONUMENT
- = CONCRETE
- = ASPHALT PAVEMENT

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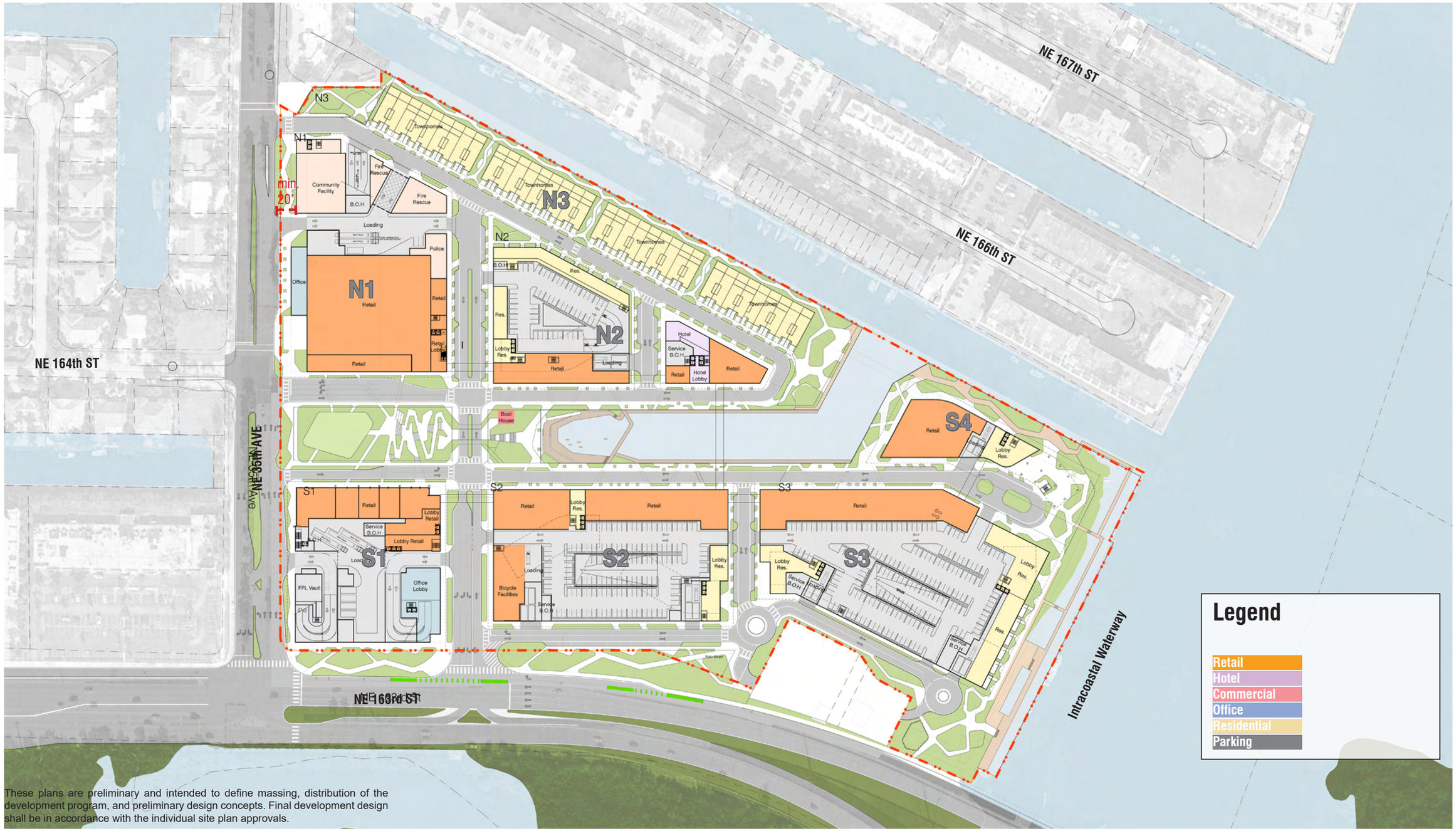

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida

Conceptual Site Plan/ Ground Level

Scale: 1"=180'

A1-16

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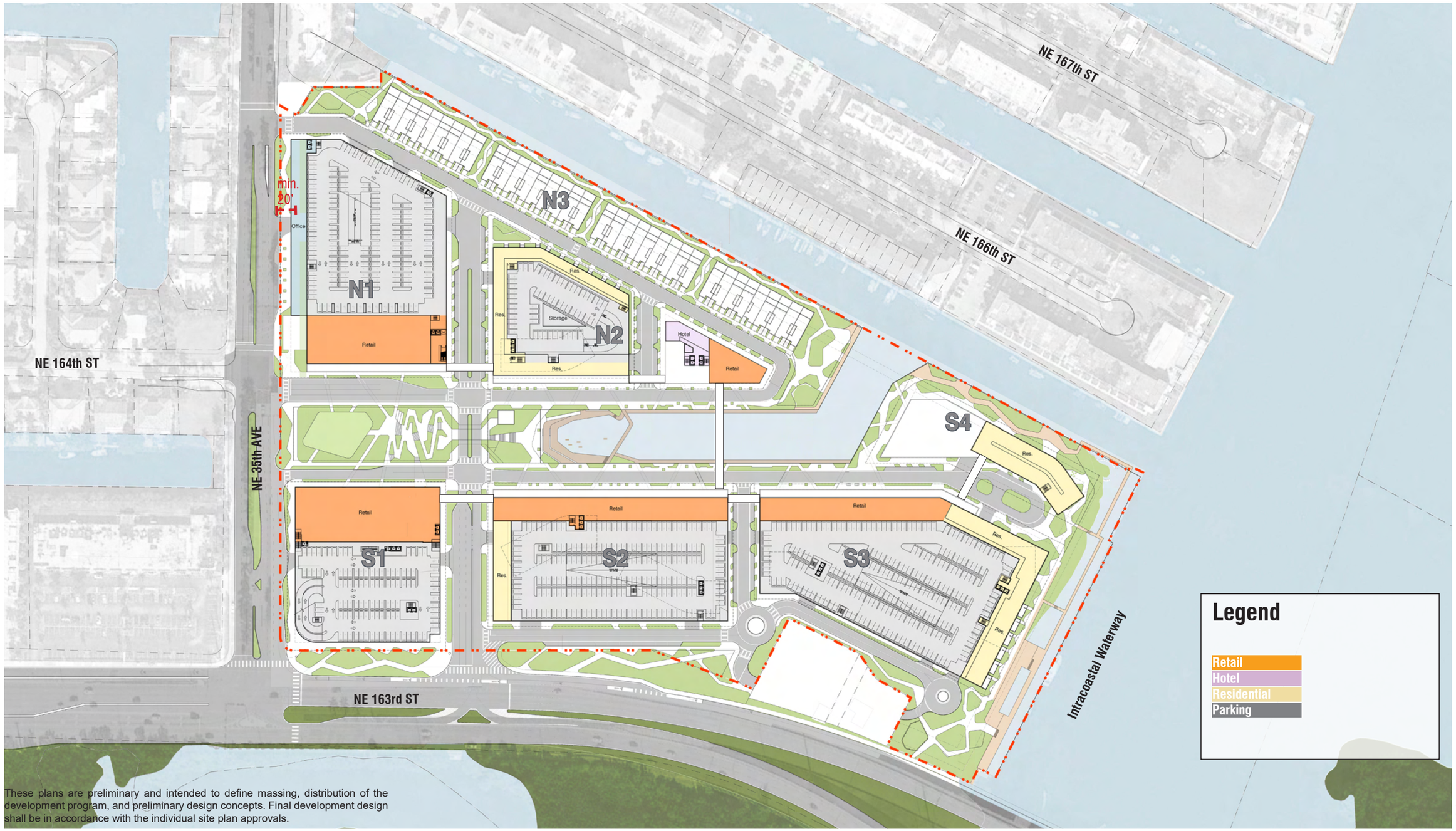

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North Miami Beach, Florida

Conceptual Site Plan/ Second Level

Scale: 1"=180'

A1-17

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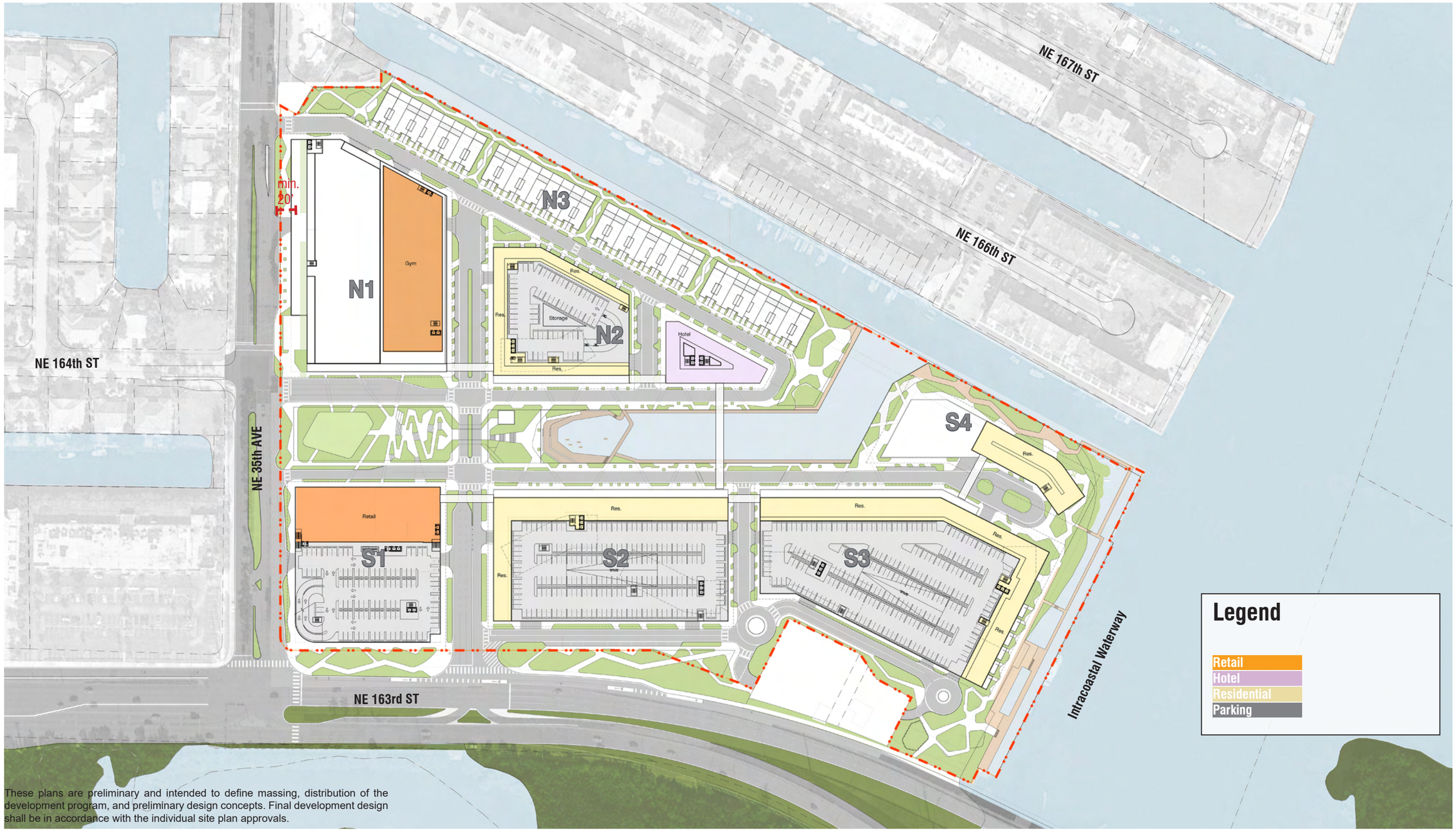

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North Miami Beach, Florida

Conceptual Site Plan/
Typical Podium

Scale: 1''=180'

A1-18

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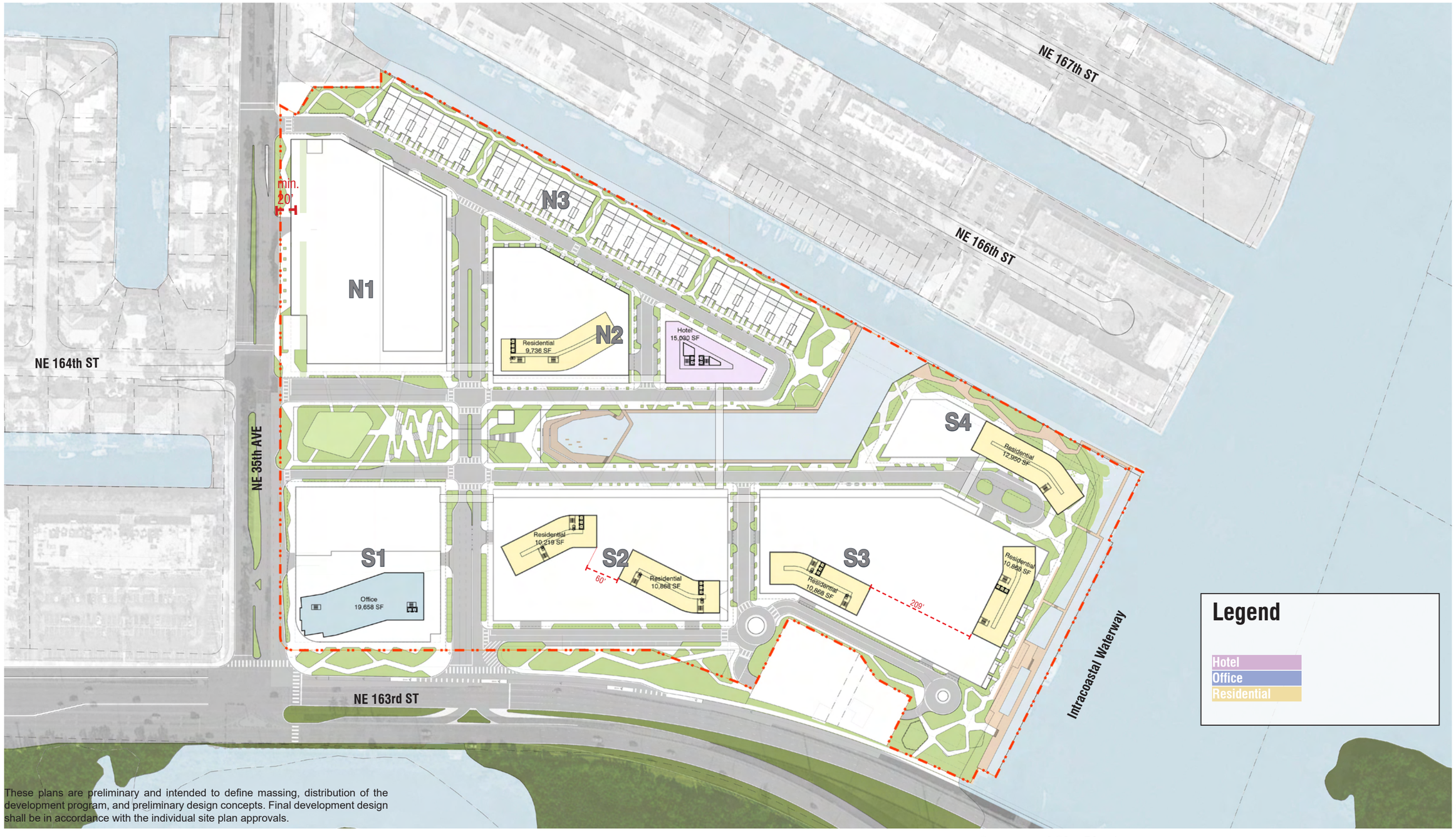

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North Miami Beach, Florida

Conceptual Site Plan/ Typical Tower

Scale: 1''=180'

A1-19

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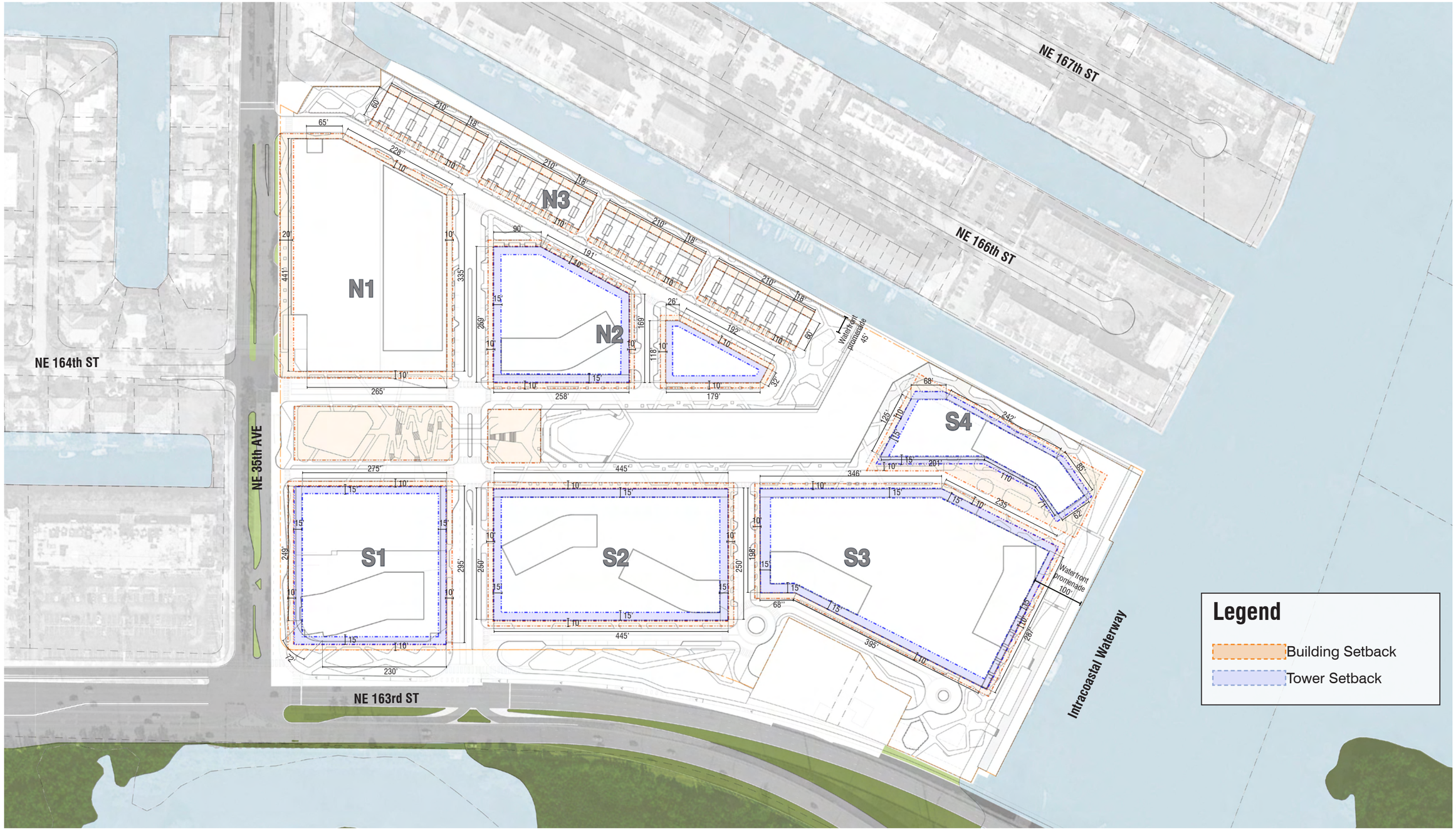

North Miami Beach, Florida | Setbacks | Scale: 1"=180' | A1-20

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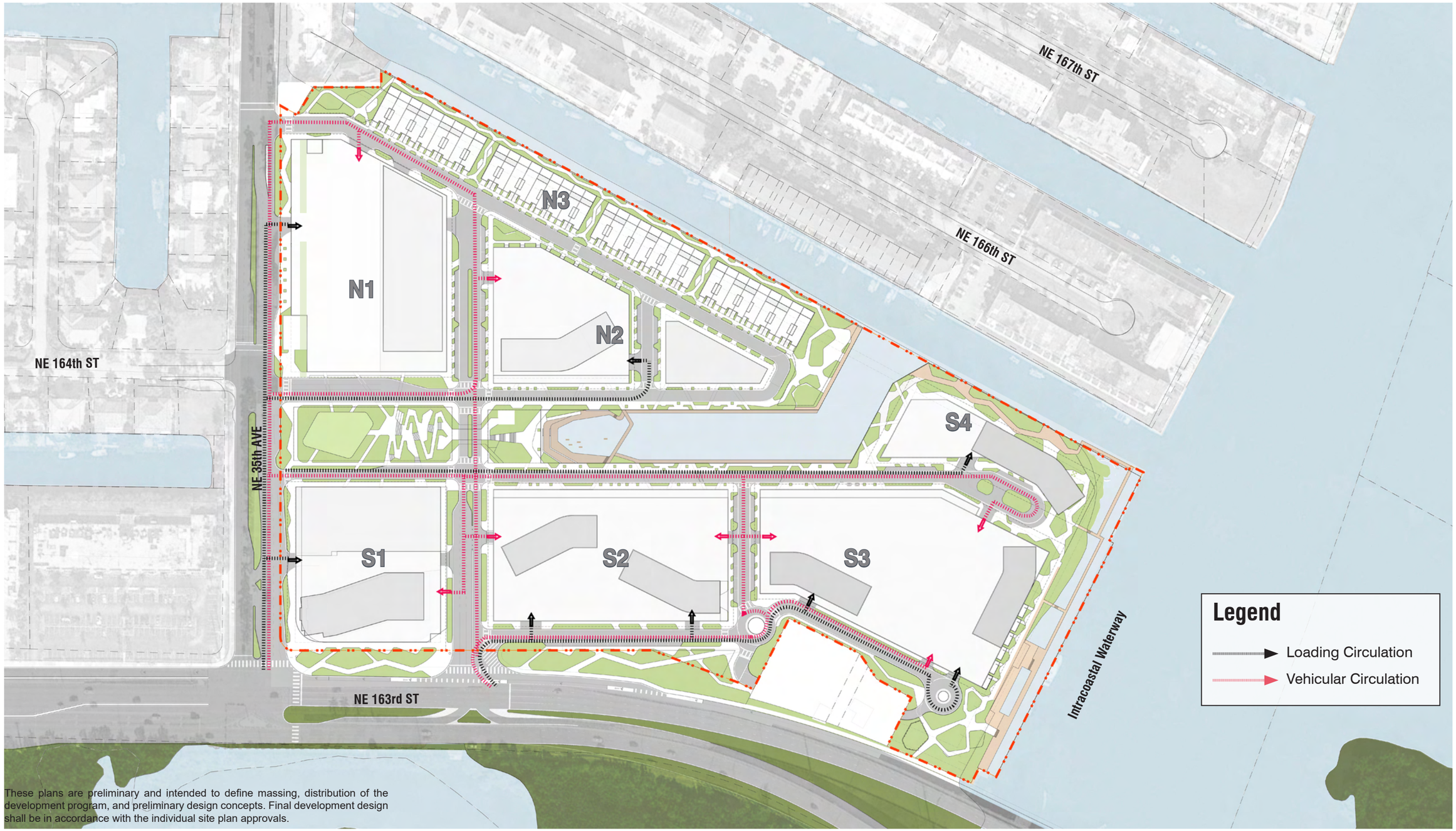

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida	Circulation Ingress	Scale: 1"=180'	A1-21

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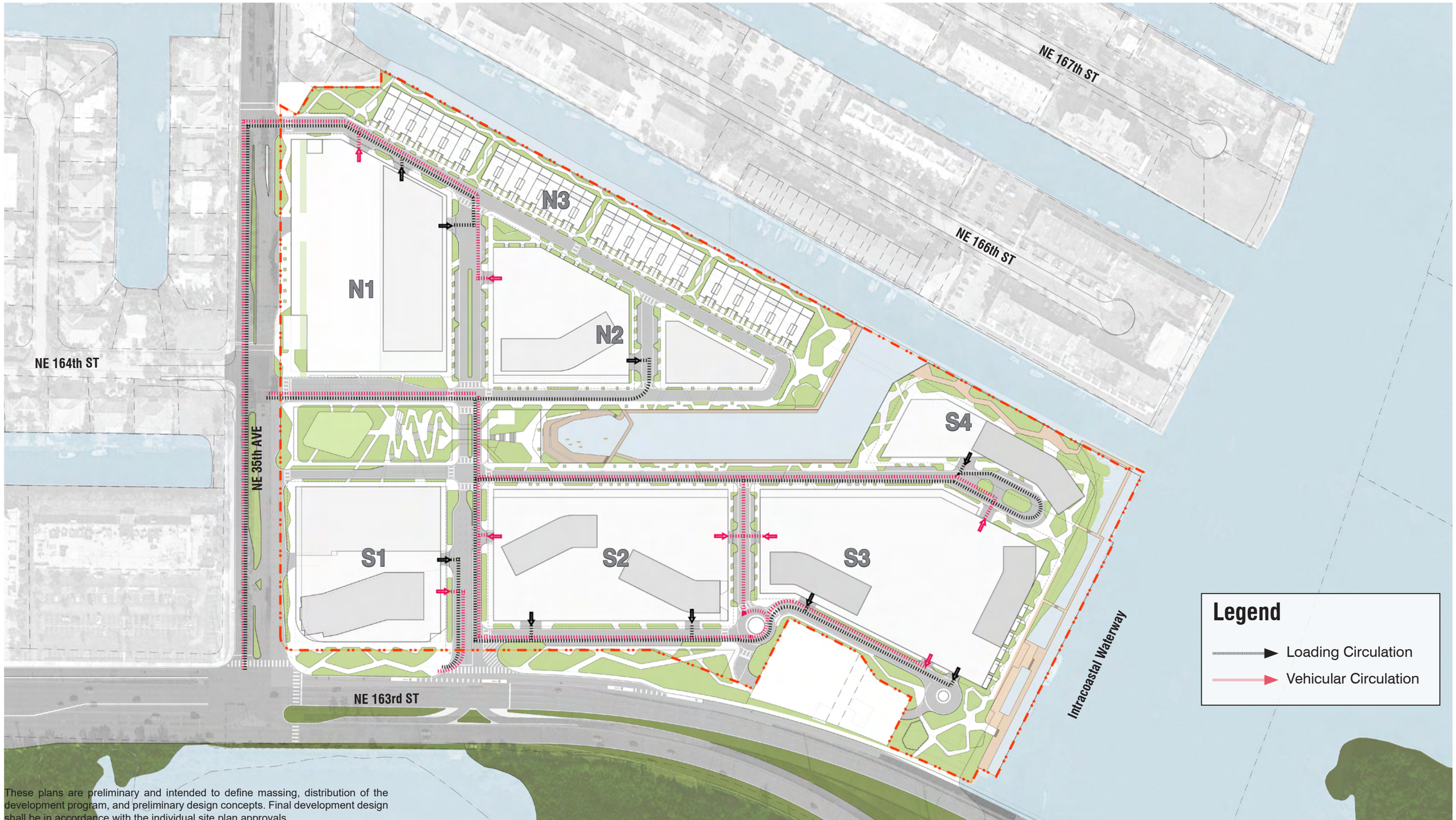

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North Miami Beach, Florida | Circulation Egress | Scale: 1"=180' | A1-22

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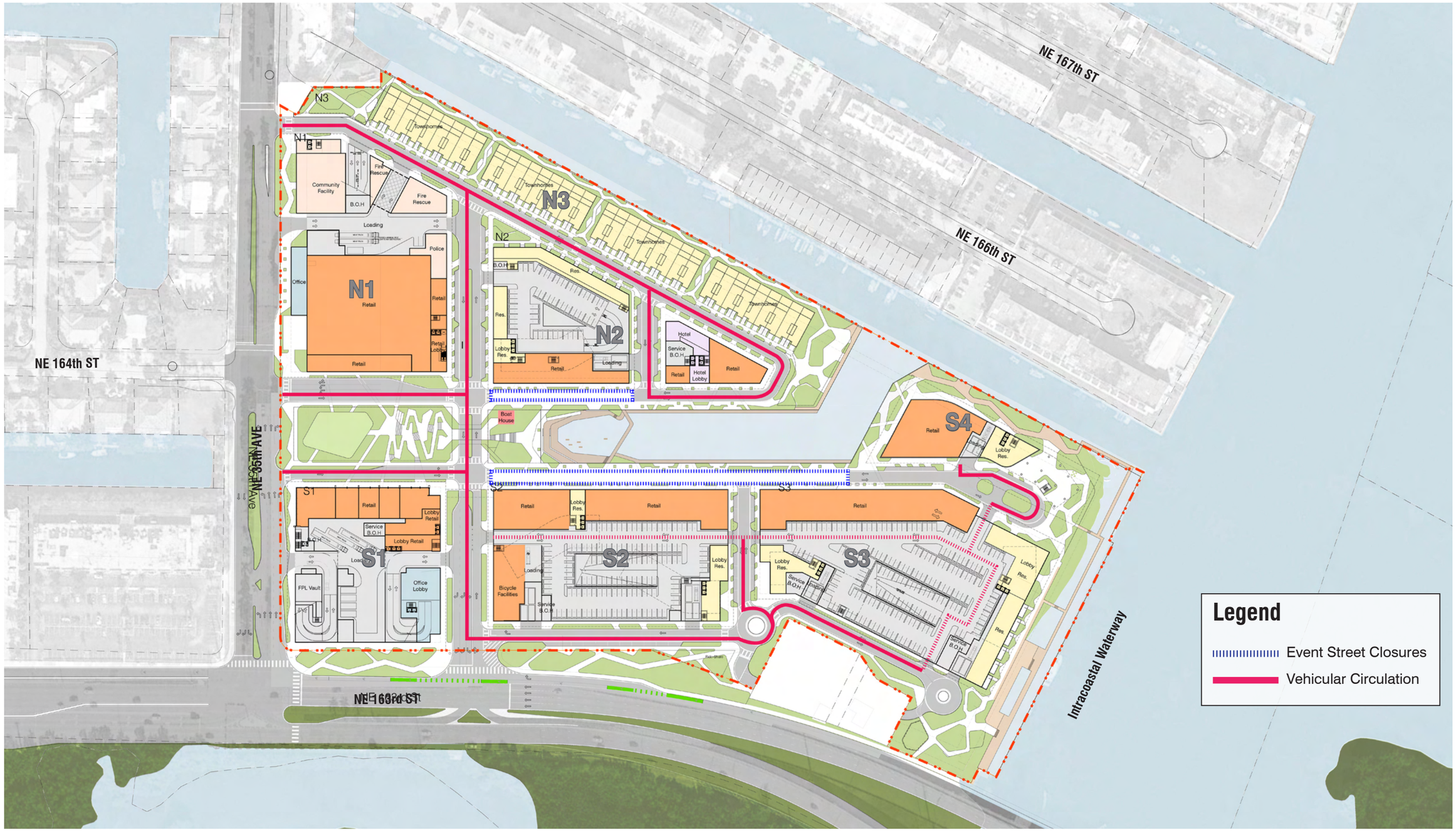

North Miami Beach, Florida | Event Street Closure | Scale: 1"=180' | A1-23

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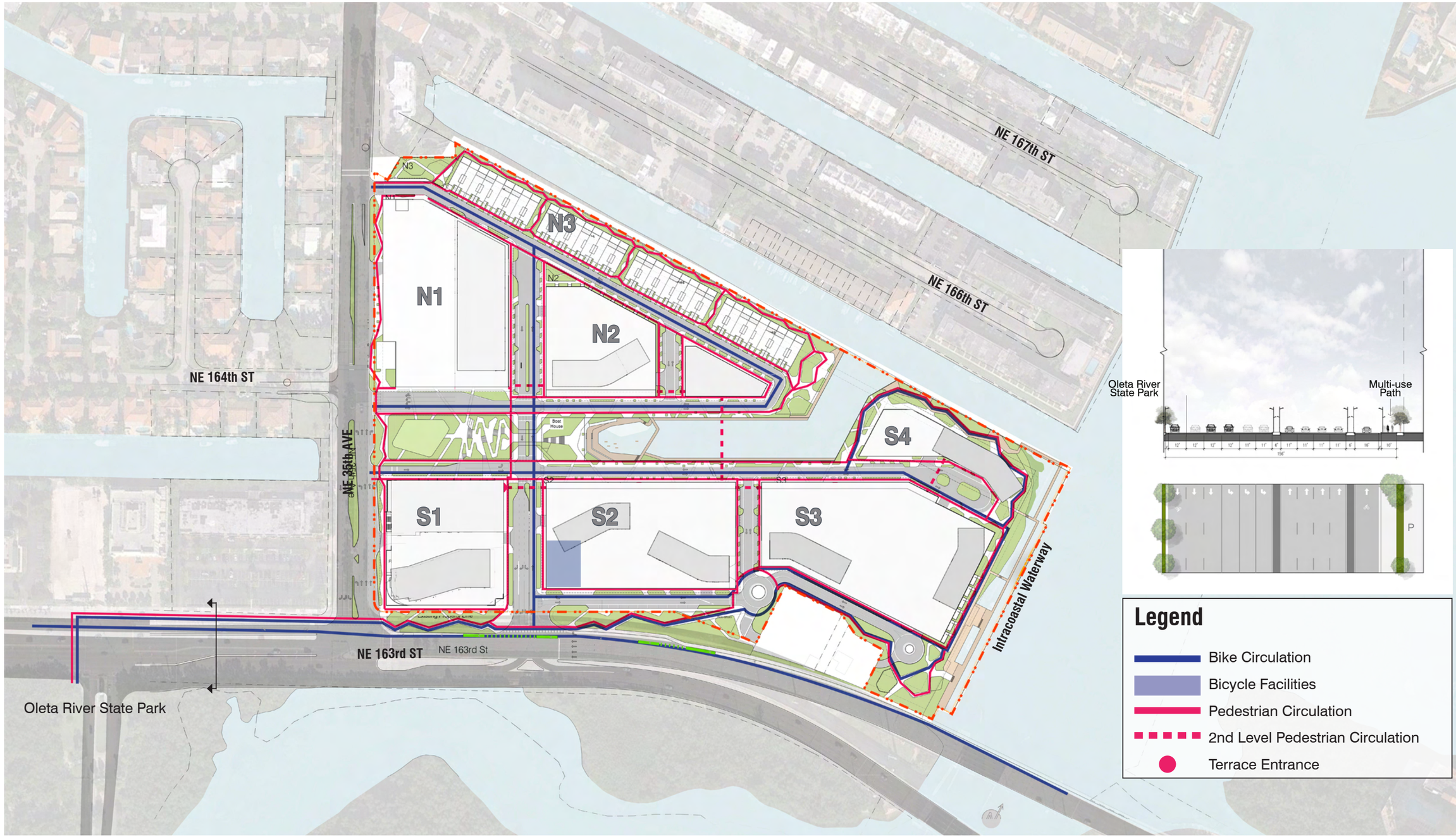

North Miami Beach, Florida

Pedestrian / Bike Circulation

Scale: 1"=225'

A1-24

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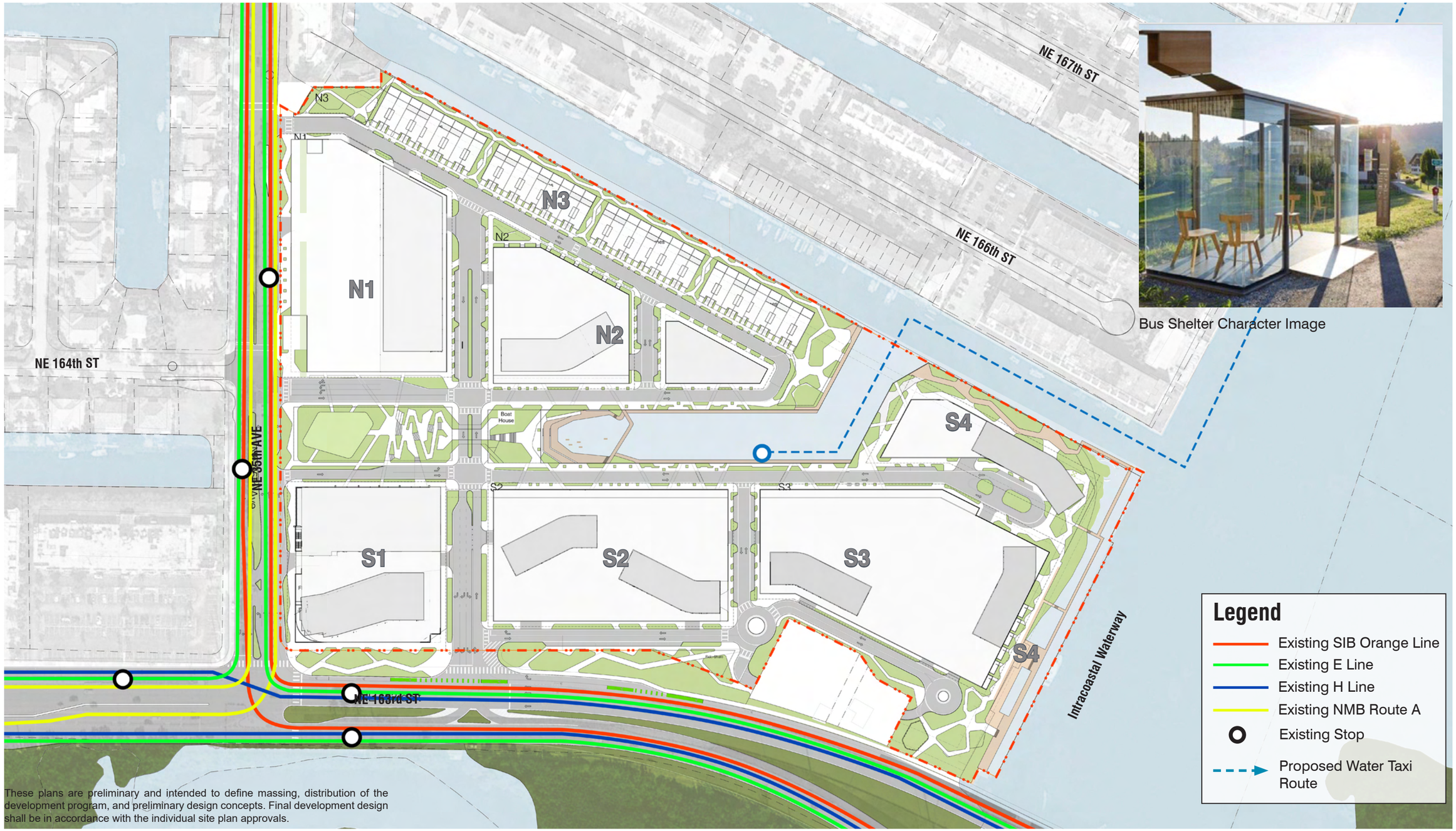

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida	Transit	Scale: 1"=180'	A1-25

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North Miami Beach, Florida | *First / Last Mile Stop* | *Scale: 1"=225'* | **A1-26**

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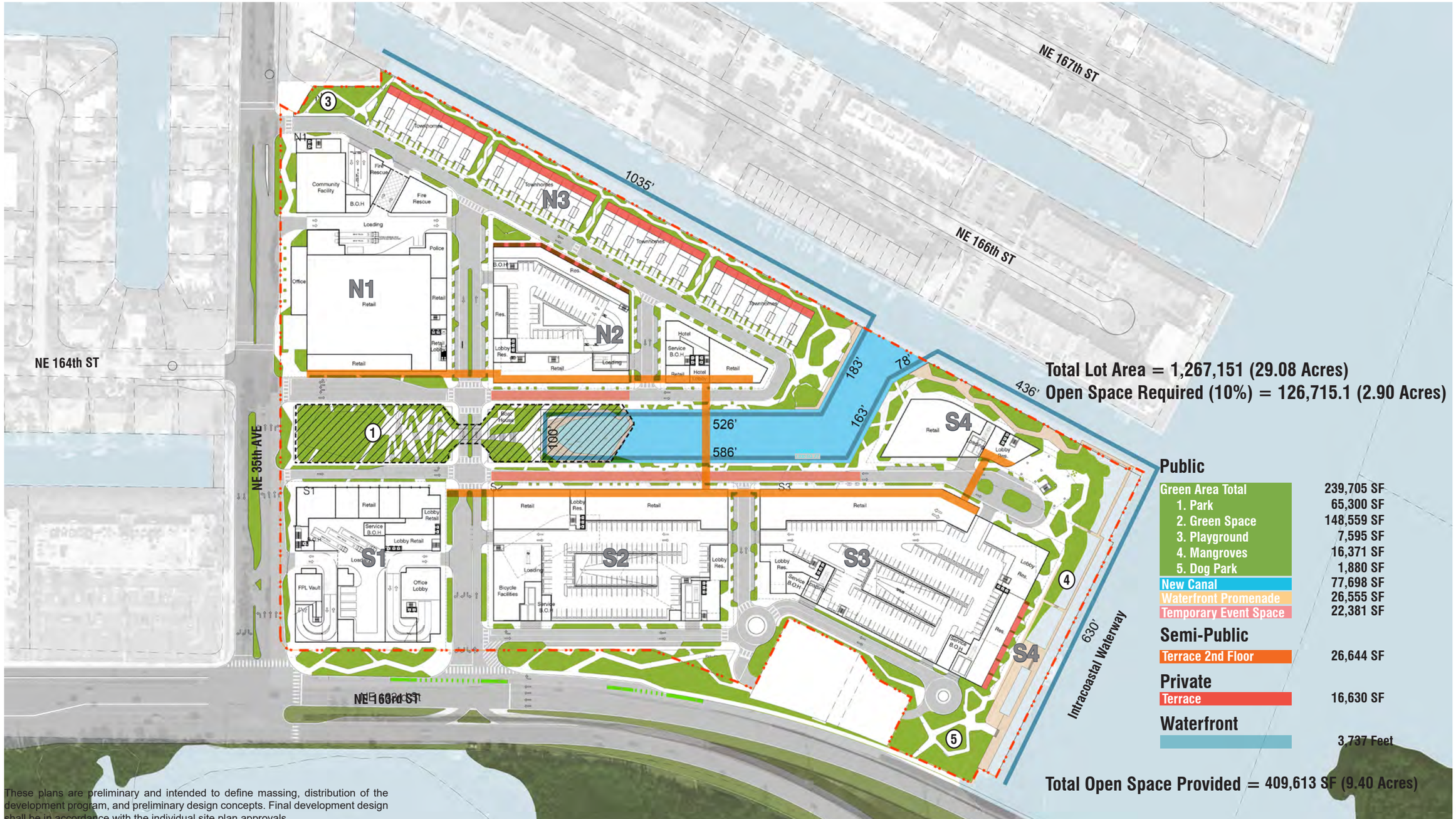

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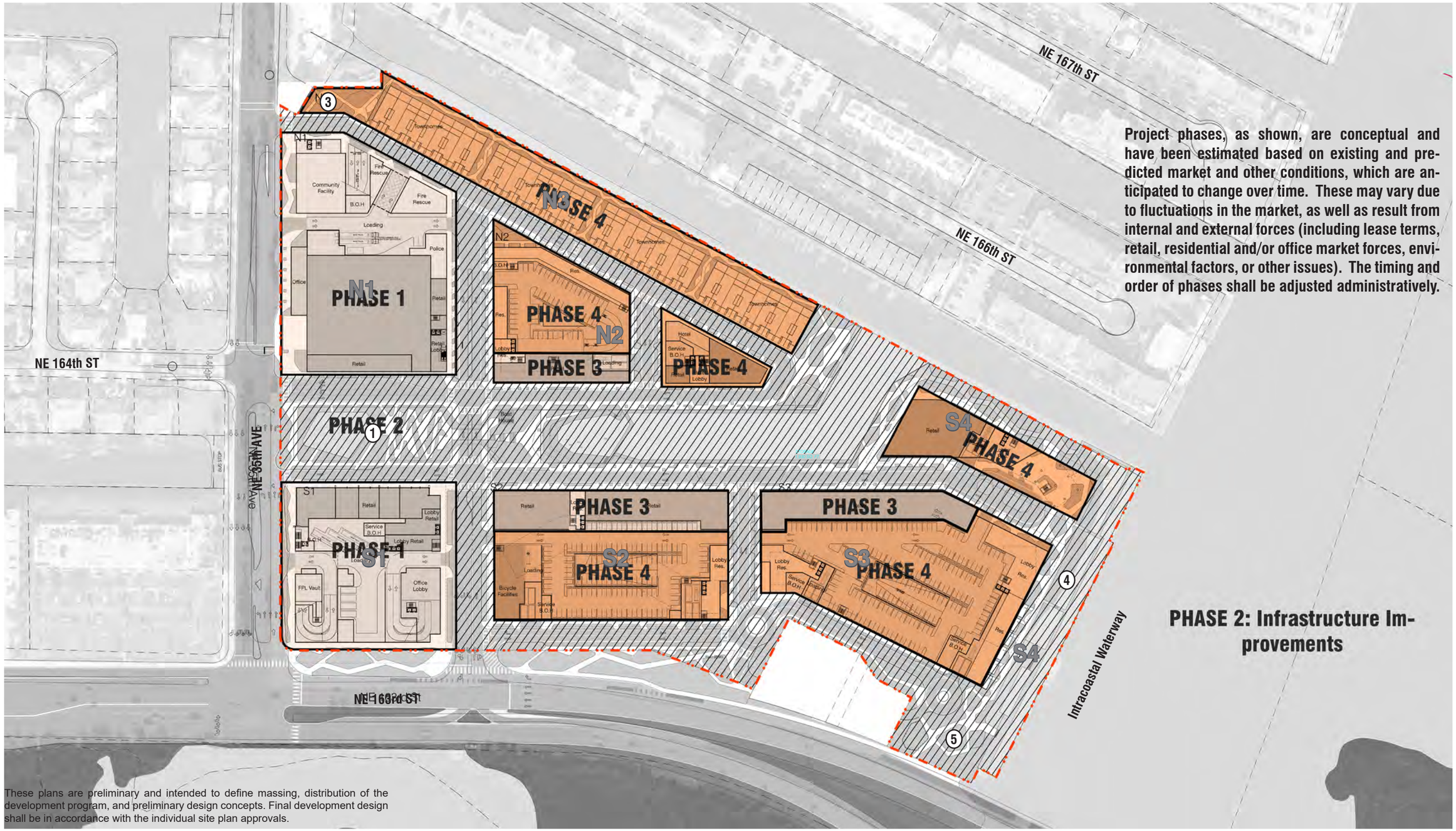

Project phases, as shown, are conceptual and have been estimated based on existing and predicted market and other conditions, which are anticipated to change over time. These may vary due to fluctuations in the market, as well as result from internal and external forces (including lease terms, retail, residential and/or office market forces, environmental factors, or other issues). The timing and order of phases shall be adjusted administratively.

PHASE 2: Infrastructure Improvements

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida	Phasing Plan	Scale: 1"=180'	A1-28

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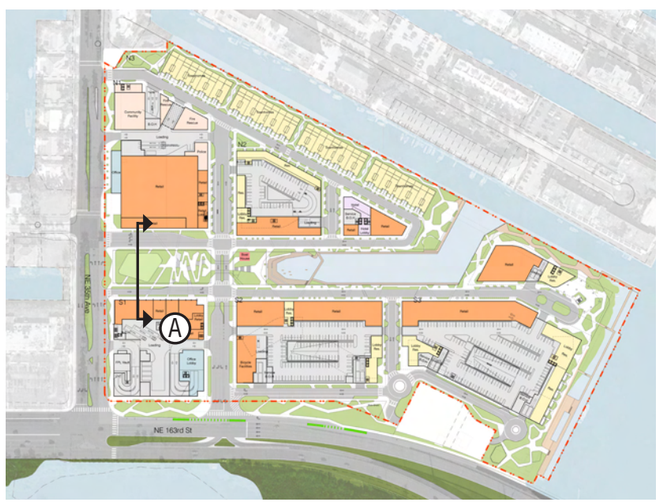
KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking



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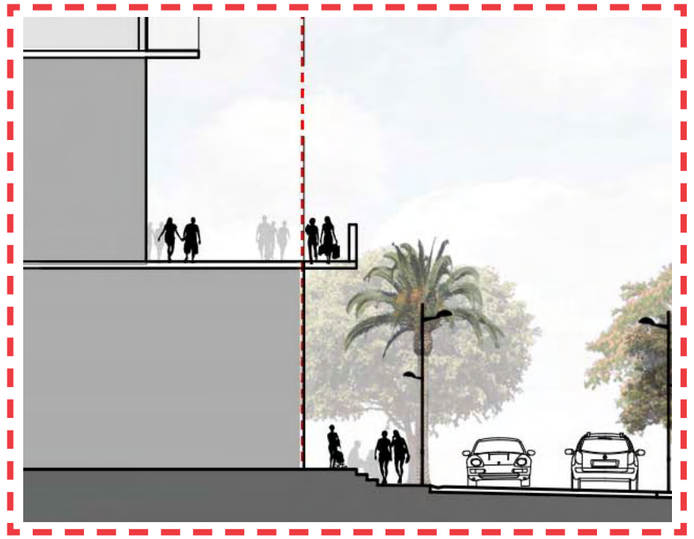

KEY

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G	Landscape Strip/Tree Grate
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P	Parking

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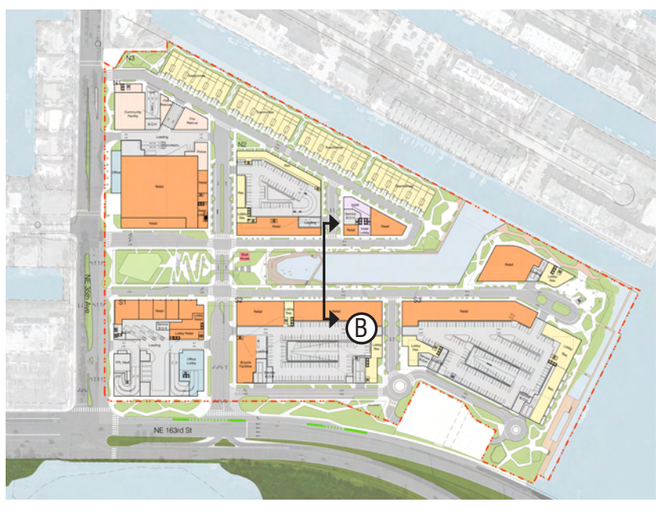

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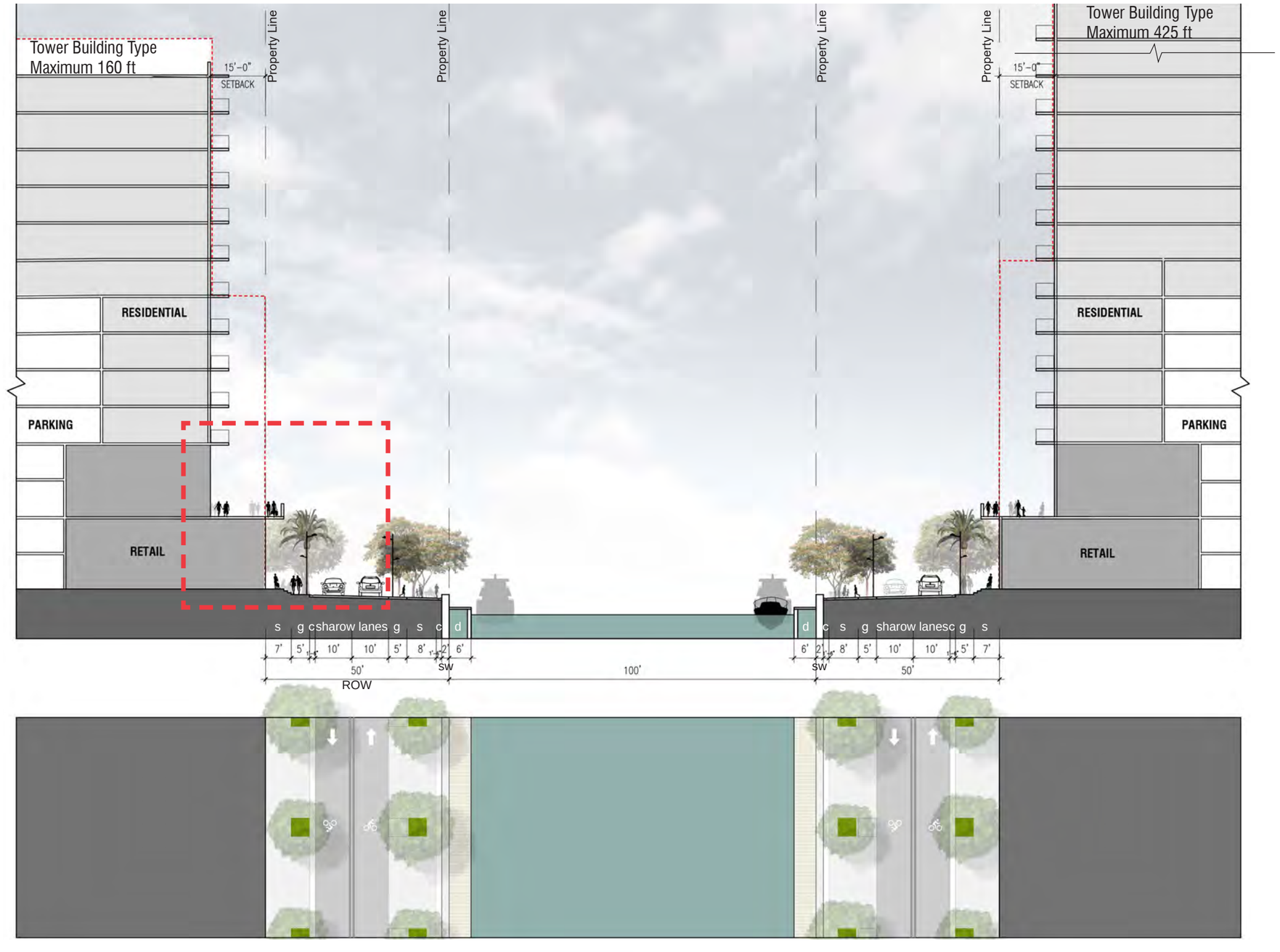

North Miami Beach, Florida

Street Sections Scale: 1"=30'

A1-30

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KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
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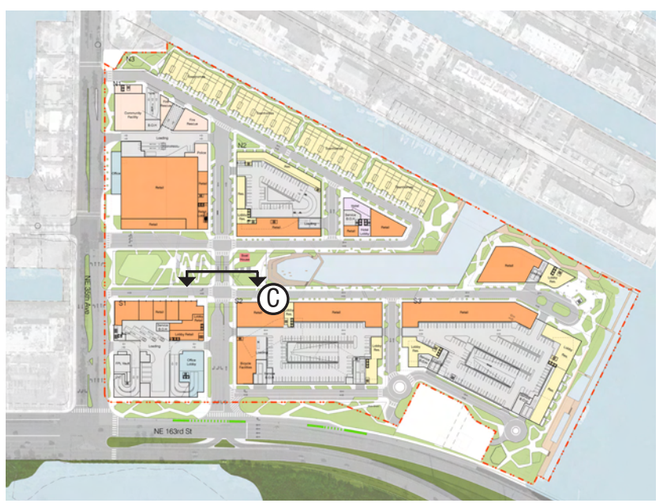
P	Parking



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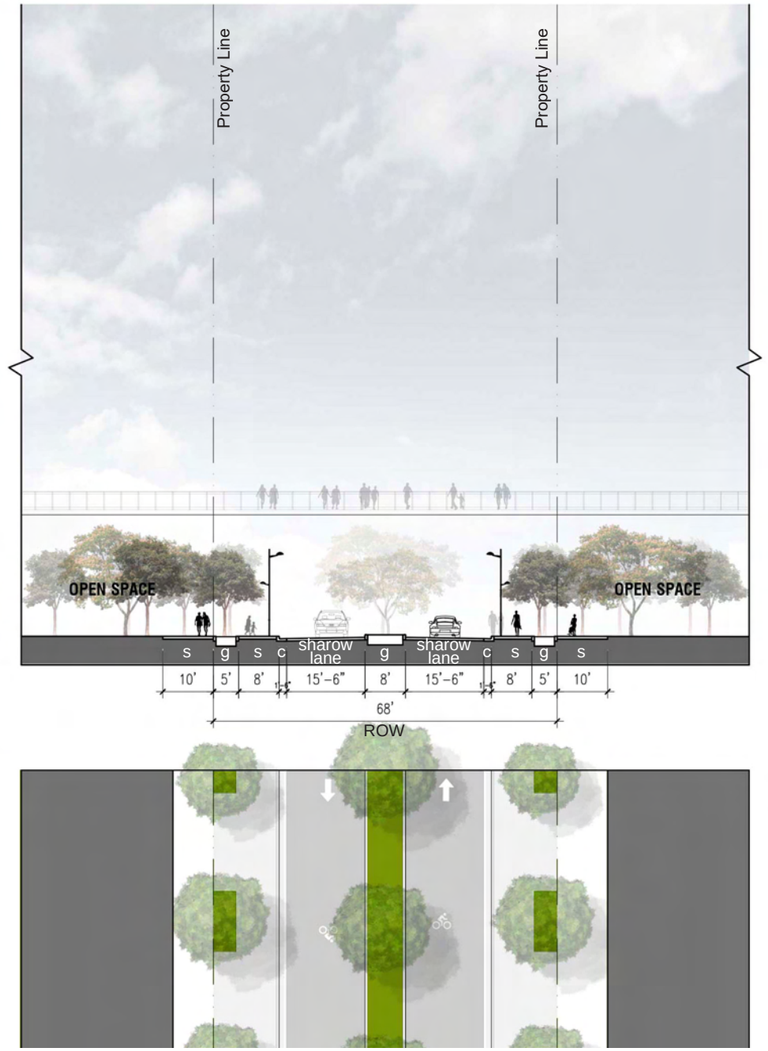

North Miami Beach, Florida | **Street Sections** | Scale: 1"=30' | **A1-31**

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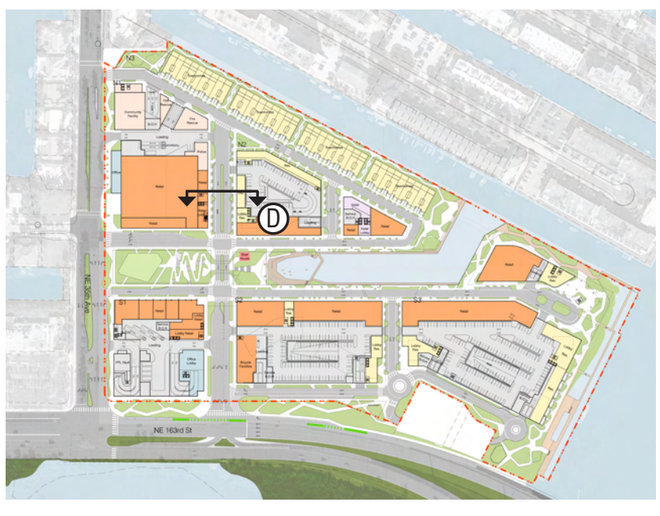
KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking



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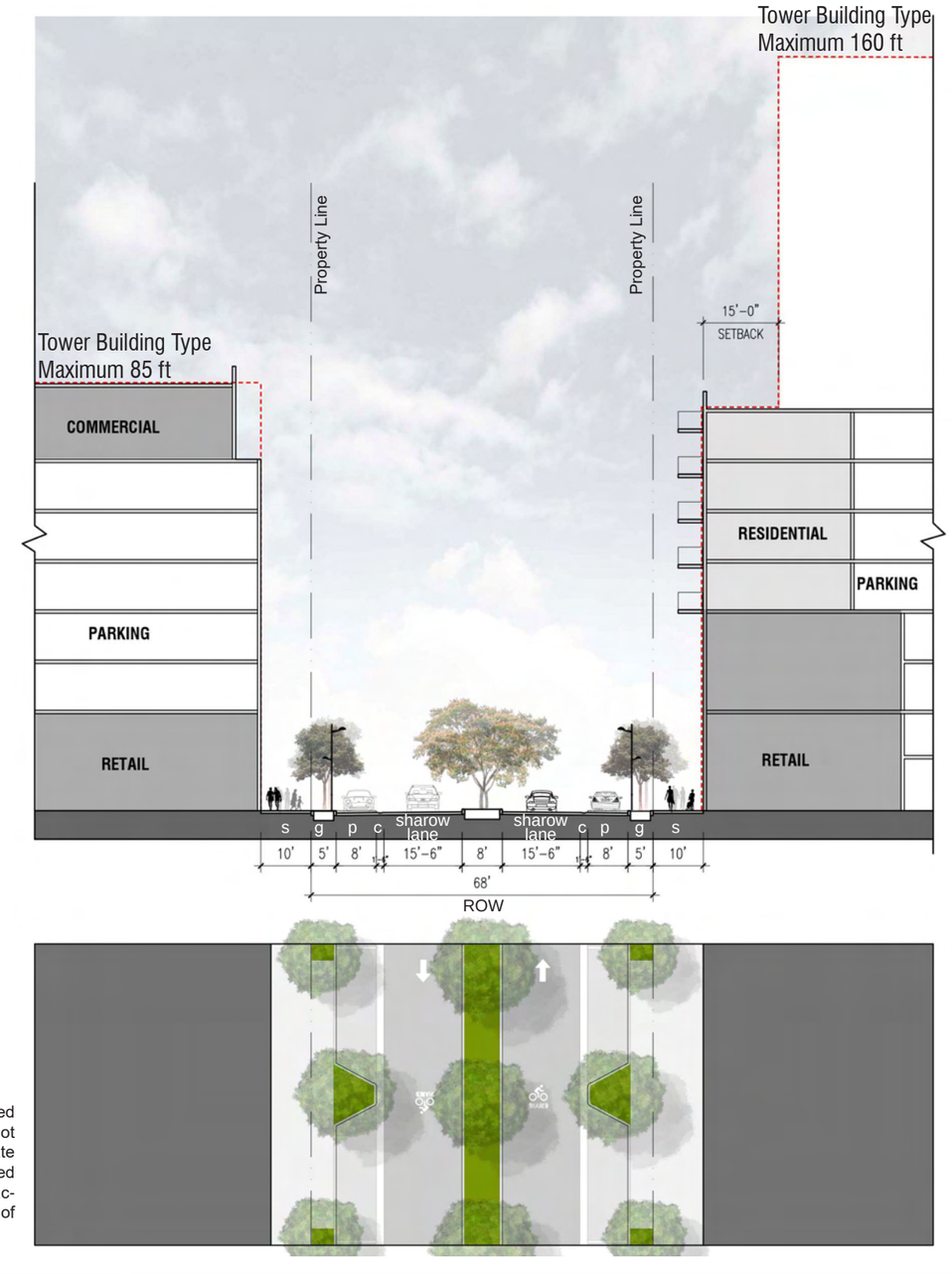

North Miami Beach, Florida | **Street Sections** | **Scale: 1"=30'** | **A1-32**

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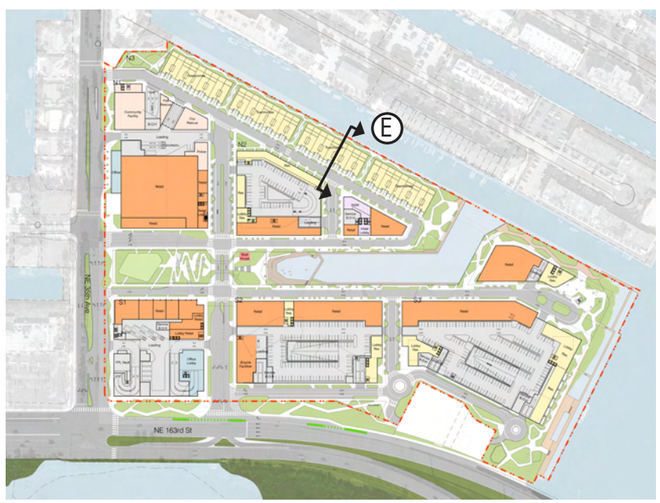
KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking



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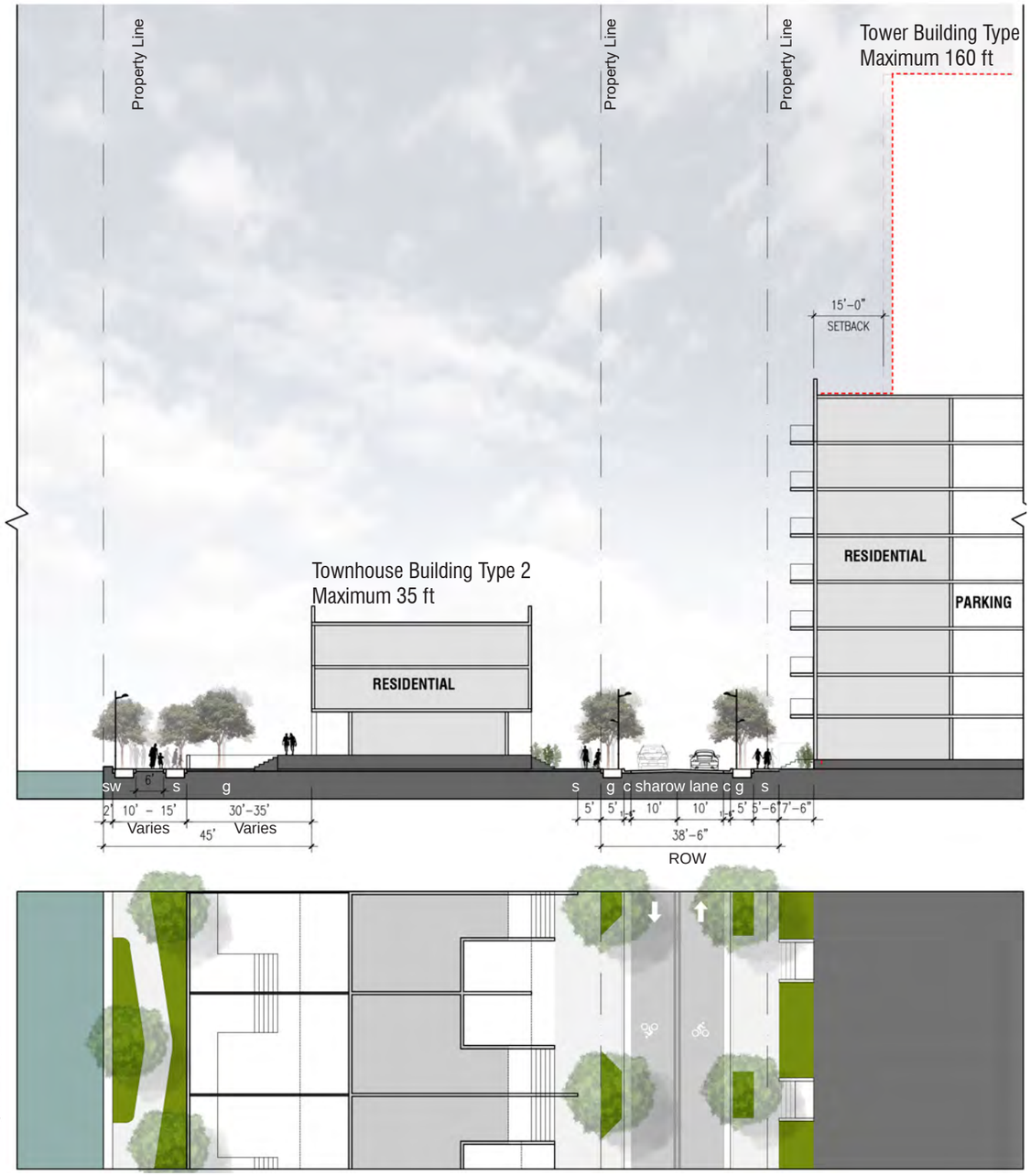

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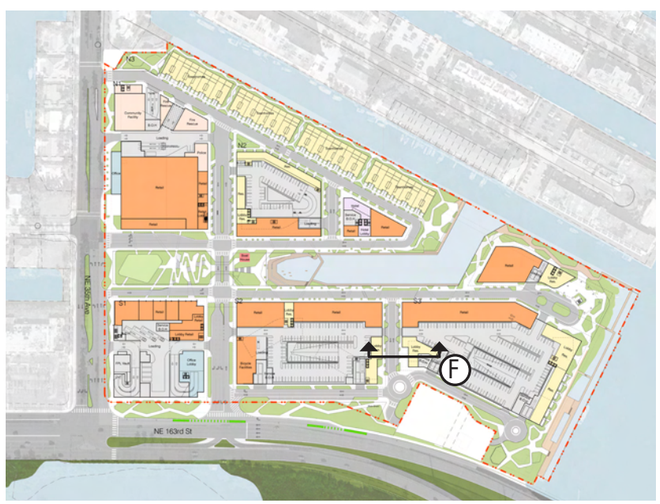
KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking



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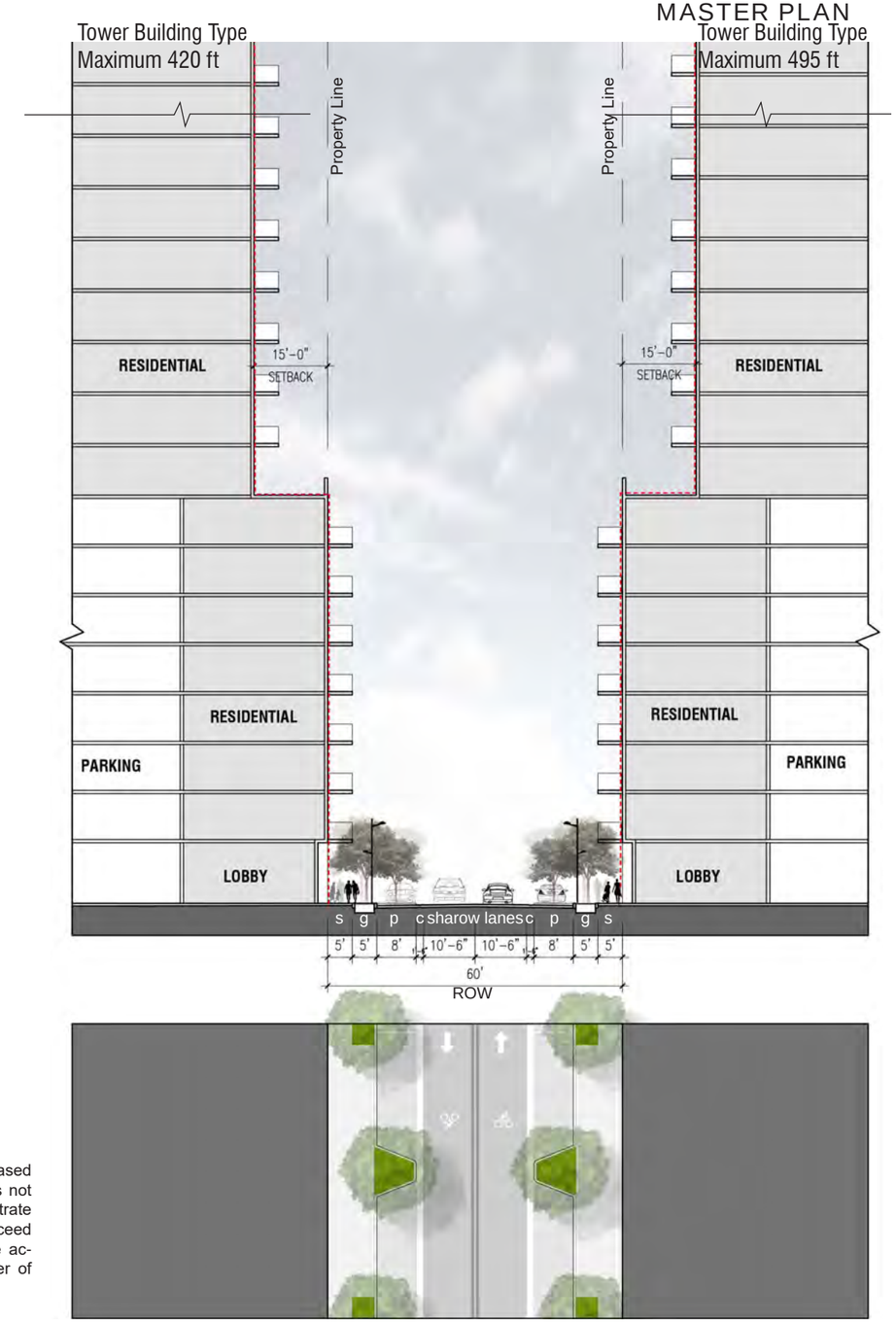

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KEY

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C	Curb and Gutter
P	Parking

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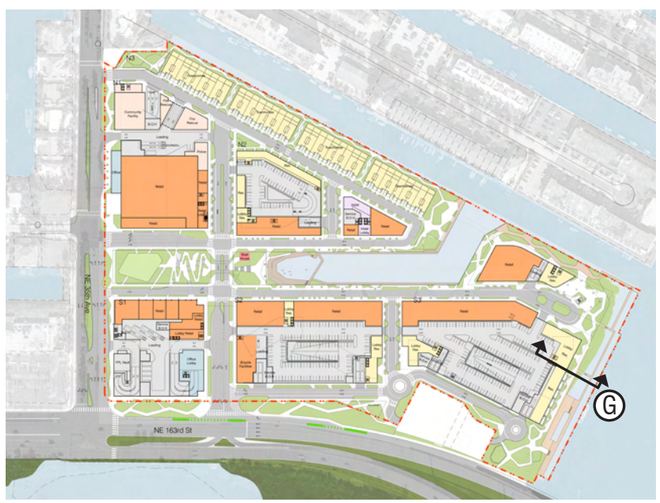
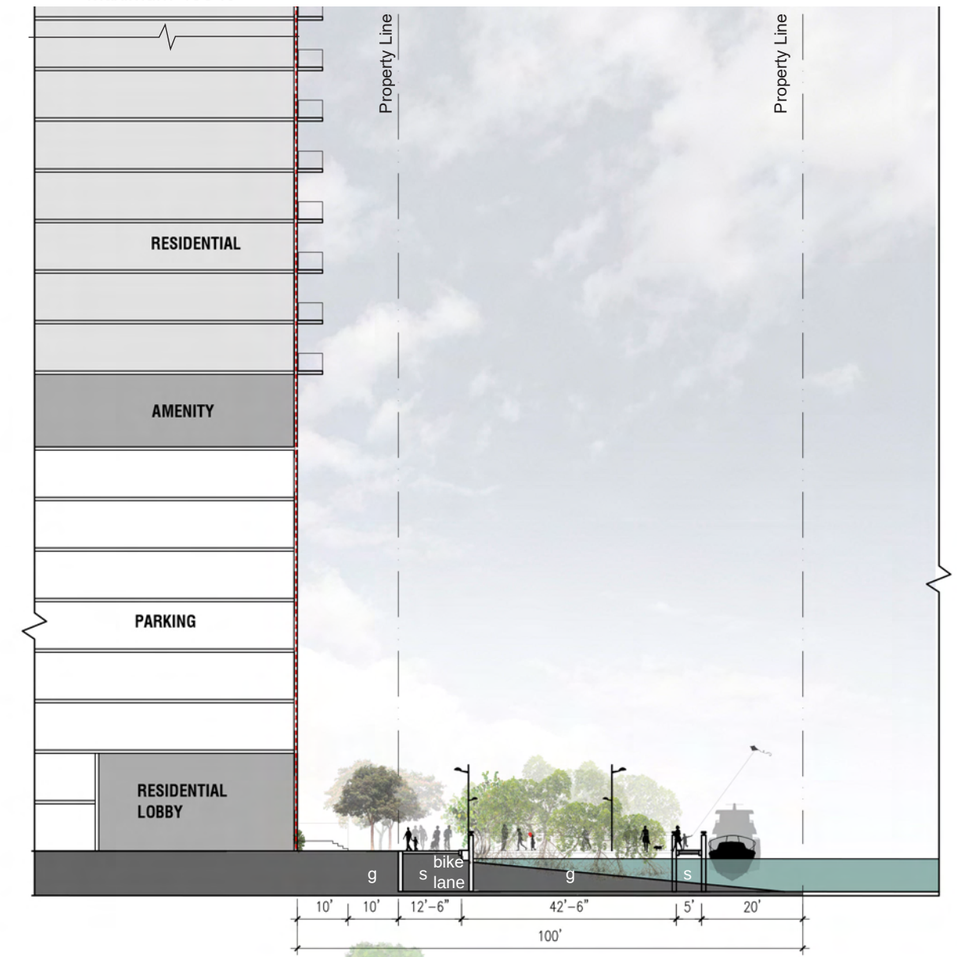


These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

Tower Building Type
Maximum 495 ft



North Miami Beach, Florida | Street Sections | Scale: 1"=30' | A1-35

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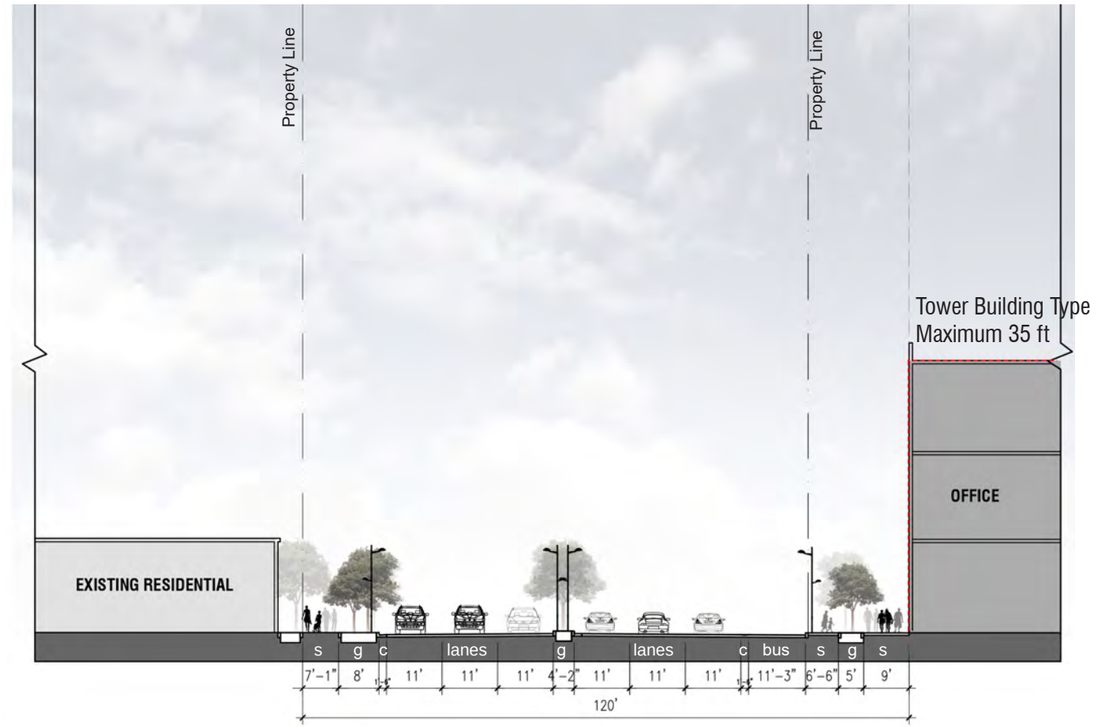
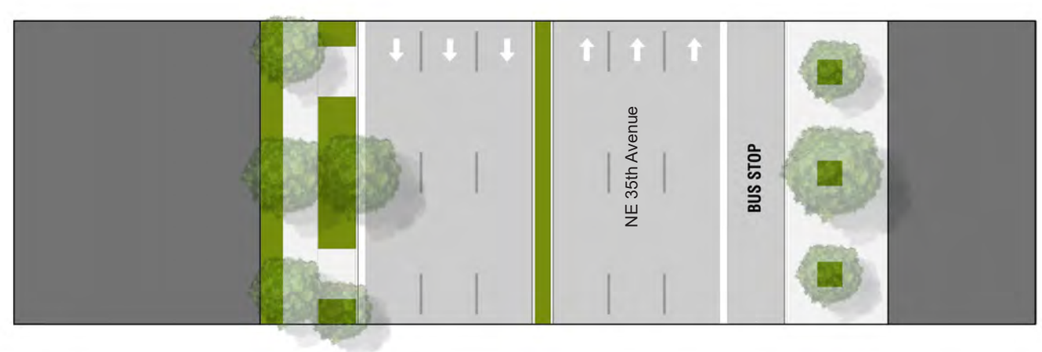
KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking





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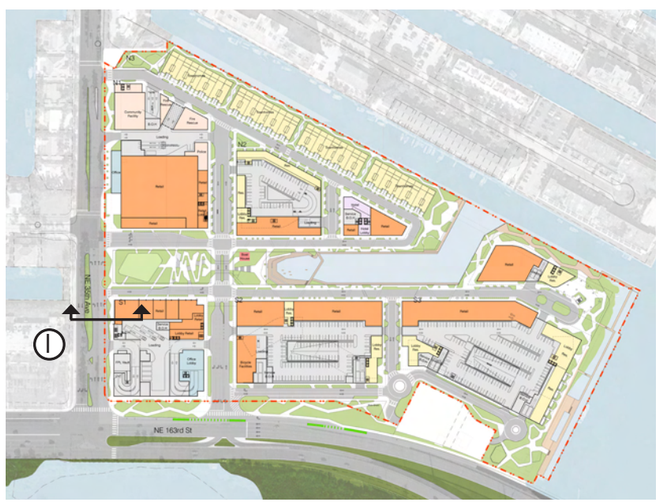
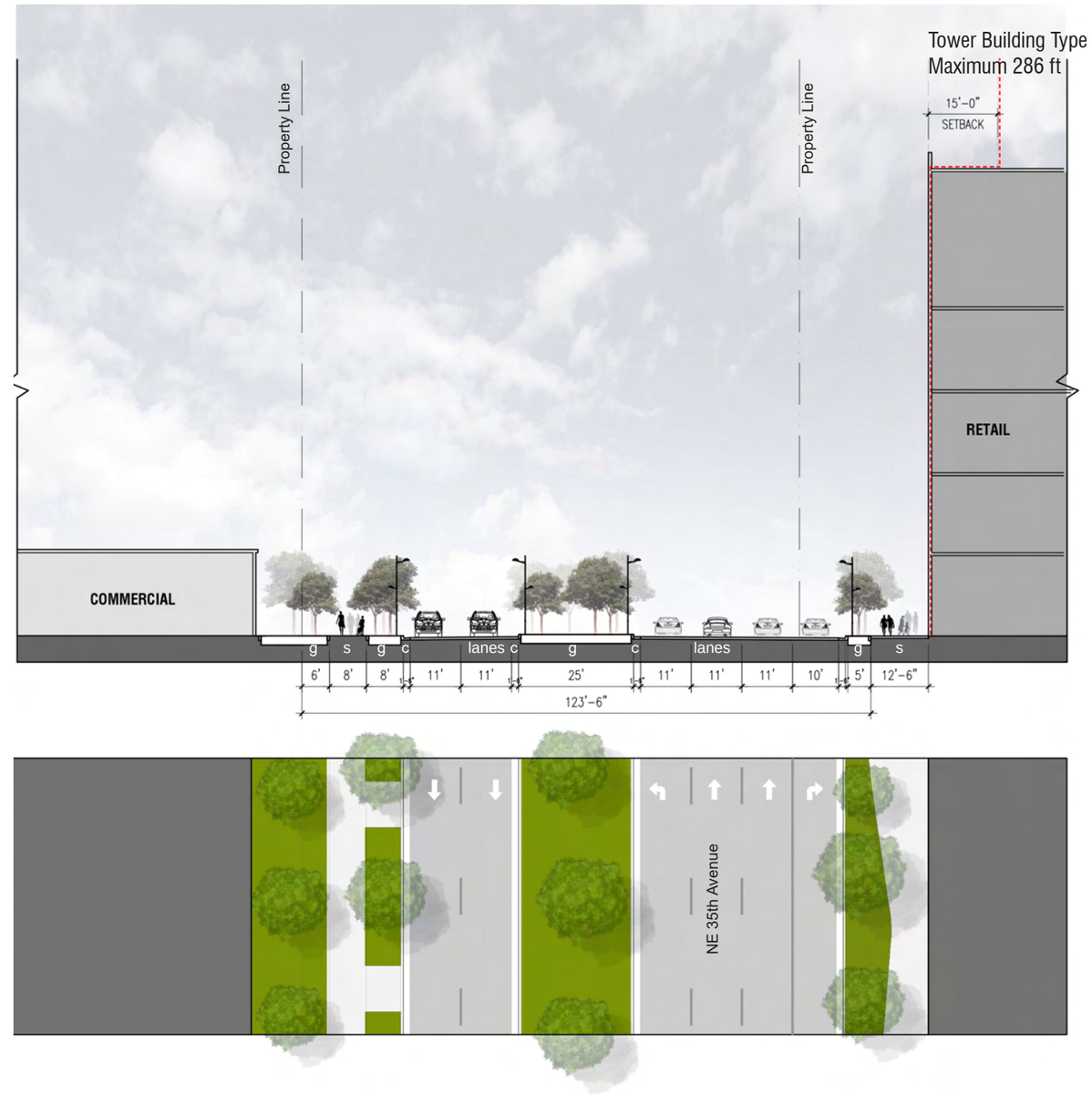
KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking





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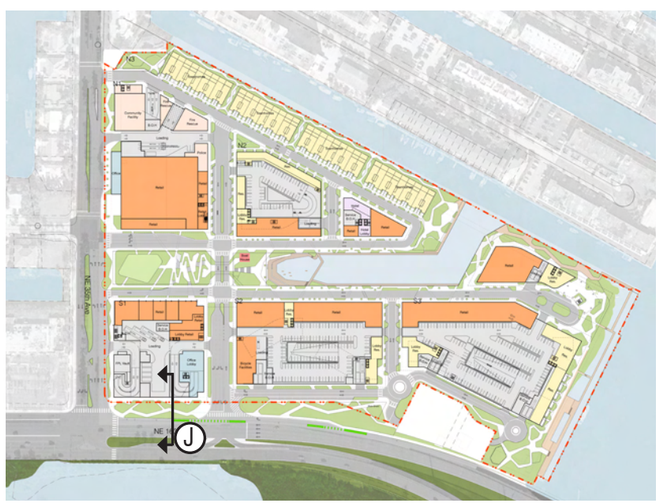
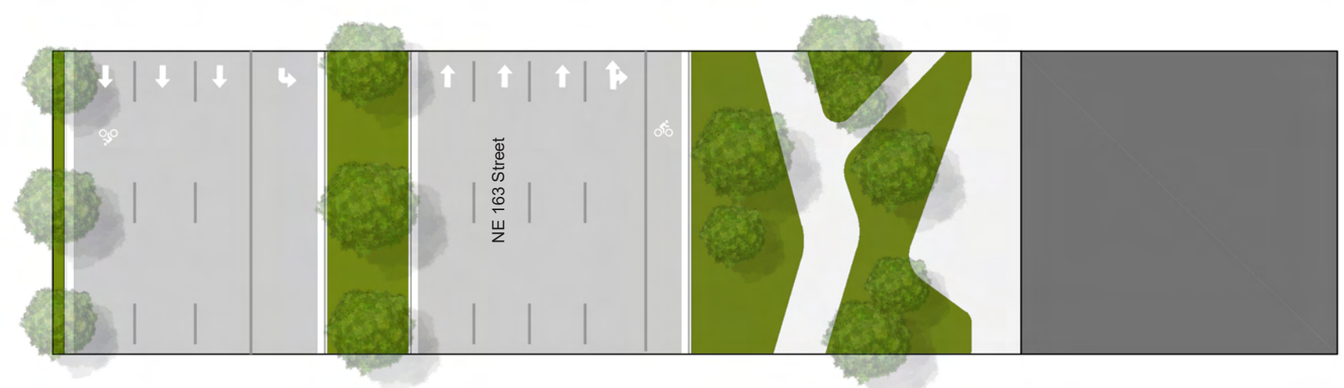
Tower Building Type
Maximum 286 ft

KEY

S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking





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North Miami Beach, Florida | ***Street Sections*** | *Scale: 1''=30'* | **A1-38**

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KEY

SB	Setback
S	Sidewalk
G	Landscape Strip/Tree Grate
C	Curb and Gutter
P	Parking

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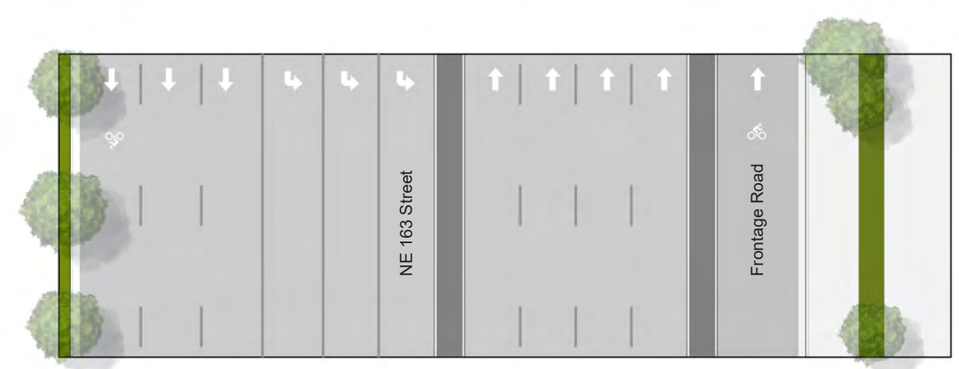

North Miami Beach, Florida | Street Sections | Scale: 1"=30' | A1-39

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INTRACOASTAL | CONCEPT ILLUSTRATIONS

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North Miami Beach, Florida | **Aerial Perspective** | **A2-1**

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North Miami Beach, Florida | ***Aerial Perspective*** | **A2-2**

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North Miami Beach, Florida

NE 35th Av. Perspective

A2-3

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North Miami Beach, Florida | **NE 35th Av. Perspective** | **A2-4**

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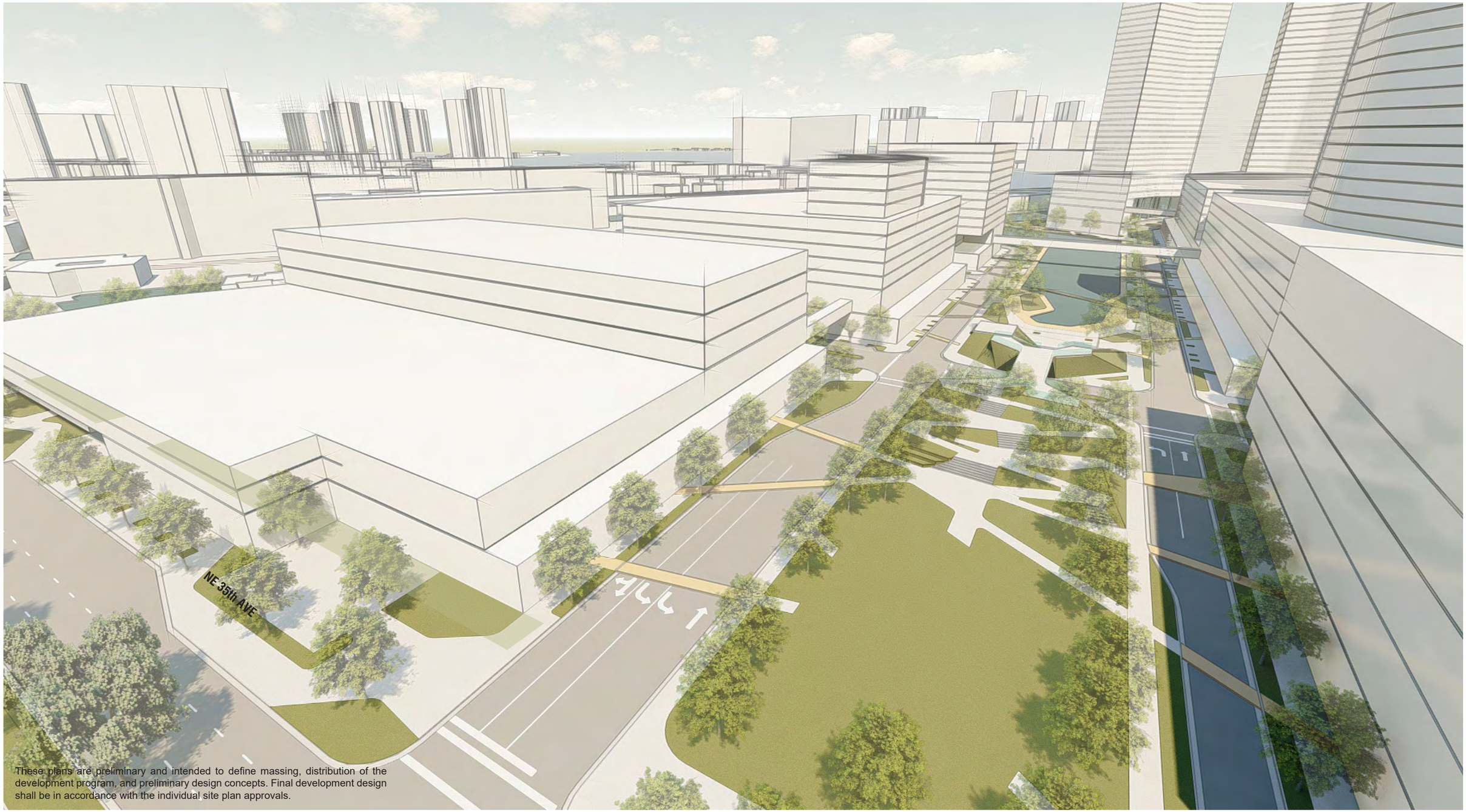

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North Miami Beach, Florida

Elevated Park Perspective

A2-5

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North Miami Beach, Florida

New Canal Perspective

A2-6

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These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida

New Canal and Promenade Perspective

A2-7

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These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida

Townhomes Perspective

A2-8

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These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida

Townhomes Perspective

A2-8

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TAB 2

Holland & Knight

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Tracy R. Slavens
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tracy.slavens@hklaw.com

May 22, 2020

HAND-DELIVERED

Mr. Justin Proffitt, AICP
Director, Community Development Department
City of North Miami Beach
17050 N.E. 19th Ave
North Miami Beach, FL 33162-3100

RE: Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment – 3501 Sunny Isles Boulevard, North Miami Beach, Florida – Second Amendment to Letter of Intent

Dear Mr. Proffitt:

Please accept this letter on behalf of Dezer Intracoastal Mall LLC (the "Applicant"), as the second amendment to the letter of intent date stamped received July 31, 2019 (the "Letter of Intent"), in connection with the public hearing application under process no. 19-3 (the "Application") for that certain property generally located at 3501 Sunny Isles Boulevard, commonly known and referred to here as the "Intracoastal Mall" (or the "Property").

Amendment of Application Information and Requests

The Applicant reaffirms its requests for approval of the conceptual master development plan, which has been prepared in accordance with the MU/EWF district regulations, as proposed to be amended by Staff, and acceptance and execution of a development agreement pursuant to Chapter 163 of the Florida Statutes. With this second amendment to the Letter of Intent, the Application and Letter of Intent are hereby amended to modify the proposed development program as follows:

FROM: Up to 380,000 square feet of commercial/retail space, 200,000 square feet of office space, 2,000 multi-family residential units, 250 hotel keys, and extensive public spaces.

TO: Up to 375,000 square feet of commercial/retail space, 200,000 square feet of office space, 2,000 multi-family residential units, 250 hotel keys, and extensive public spaces.

The Conceptual Master Plan has been revised to reflect the above reduction in commercial/retail space and incorporate corrections and comments received by the reviewing departments during the Technical Review of Applications for Development (TRAD) process. The purpose of this amendment to the proposed development program is to provide consistency with the most recent Traffic Impact Analysis dated March 23, 2020, as prepared by Kimley-Horn and Associates, Inc., which addressed comments issued by both the reviewing departments and the Florida Department of Transportation (FDOT).

The revised Conceptual Master Plan and written responses to the TRAD comments, including the Fiscal Impact Analysis comments issued by Lambert Advisory, LLC on May 11, 2020, and Planning and Zoning Comments issued on May 18, 2020, are enclosed with this resubmittal for your review and consideration. The enclosed Conceptual Master Plan has been prepared in accordance with the City's Code, as proposed to be amended by Staff.

Based on the foregoing, we ask for your favorable review of this submittal. Thank you in advance for your considerate attention to this matter. Should you have any questions or require additional information, please contact me directly.

Very truly yours,

HOLLAND & KNIGHT LLP

Tracy R. Slavens, Esq.

Enclosures

Cc: Daniel A. Espino, Esq., City Attorney
Sharon Cino, Planning & Zoning Manager
Arthur Gallagher, Esq.
Ms. Suria Yaffar, AIA
Mr. Adrian Dabkowski, P.E.
Joseph G. Goldstein, Esq.

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February 6, 2020

HAND-DELIVERED

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 N.E. 19th Ave
North Miami Beach, FL 33162-3100

RE: Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment – 3501 Sunny Isles Boulevard, North Miami Beach, Florida – Amendment to Letter of Intent

Dear Mr. Proffitt:

Please accept this letter on behalf of Dezer Intracoastal Mall LLC (the "Applicant"), as an amendment to the letter of intent date stamped received July 31, 2019 (the "Letter of Intent"), in connection with the public hearing application under process no. 19-3 (the "Application") for that certain property generally located at 3501 Sunny Isles Boulevard, commonly known and referred to here as the "Intracoastal Mall" (or the "Property").

I. Amendment of Application Information and Requests

The Application and Letter of Intent are hereby amended to:

1) Reflect the addition of the ASA College parcel (folio no. 07-2210-002-2641) and a portion of the FDOT parcel to the south (no folio number available) to the Application. Therefore, the Property size is also hereby amended from ±26.3 acres to ±29.08 acres. Below is an aerial image of the Property:

2) Amend the proposed development program to up to 380,000 square feet of commercial/retail space, 200,000 square feet of office space, 2,000 multi-family residential units, 250 hotel keys, and extensive public spaces.

3) Include a request for a waiver, by the Director of the Community Development Department, of the requirement for a liner building on multi-level parking garage structure in accordance with Section 24-58(K)(2)b.i. of the City's Code.

4) Withdraw request to amend the to the text of the Mixed-Use District (MU) regulations to provide for a minimum unit size of 400 square feet for dwelling units. Micro-units no longer proposed as part of the Application.

In addition, the Applicant hereby affirms its requests for:

1) an amendment to the text of the City's Zoning and Land Development Code (the "Code"), specifically to the Mixed-Use District (MU) and Mixed-Use/Eastern Waterfront District (MU/EWF) regulations;

2) approval of the conceptual master development plan, which has been prepared in accordance with the MU/EWF district regulations; and

3) acceptance and execution of a development agreement pursuant to Chapter 163 of the Florida Statutes.

II. Proposed Text Amendments to the MU District and MU/EWF District Regulations

As noted in our previously submitted materials, the MU and MU/EWF District Regulations were implemented prior to the Applicant's extensive efforts to retain renown architects and community planners to prepare a development plan for the Property. Once the Applicant engaged a design and engineering team, several items were identified in the district regulations that require modification in order to both achieve improved compatibility with the existing surrounding development and to accommodate the design that carves a new waterfront space through the center of the Property. The revised proposed text amendments are:

***Amendments to MU District Regulations – Sec. 24-58*:**

a. Deletion of Section 24-58(R)(2).

b. Amendment of Section 24-58(S)(1)(a) to allow properties in the MU/EWF district to have a maximum building horizontal dimension of 560 feet.

c. Amendment of Section 24-58(S)(1)(g) to provide a minimum requirement of twenty-five percent (25%) of active uses along the ground floor of a building when located on a primary streer.

d. Amendment of Section 24-58(S)(2) to allow MU/EWF projects to have a maximum block length of 600 feet.

Together, the above proposed amendments to Section 24-58 will allow for the effective design and creation of an active, distinctive, and pedestrian-friendly urban environment. Increasing the allowable building horizontal dimension and block length will allow for maximization of water views and green areas/open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts. In addition, these text amendments allow for the significant physical and functional integration of uses and project components necessary to achieve the desired synergies and sense of place that are the hallmarks of quality mixed-use developments.

***Amendments to MU/EWF District Regulations – Sec. 24-58.7*:**

a. Amendment to Section 24-58.7(E)(4) to revise Figure MU/EWF-1: Sub-Areas Regulating Plan, Figure MU/EWF-2: Street Network Connectivity Regulating Plan, Figure MU/EWF-3: Designated Publically Accessible Open Spaces and Greenway Systems Regulating Plan, and Figure MU/EWF-4: Building Heights Regulating Plan to match the proposed layout of the project and ensure compatibility with the patterns of development surrounding the Property.

b. Amendment to Section 24-58.7(E)(5) to allow for the modification of a regulating plan or diagram so long as certain conditions are met.

c. Amendment to Section 24-58.7(G)(1) to modify active use requirement for buildings fronting NE 35 Avenue.

d. Amendment to Section 24-58.7(G)(2), Table MU/EWF-1 to correct a scrivener's error.

e. Amendment to Section 24-58.7(H)(2) to allow for the deletion of a primary or secondary street in connection with a site plan review application.

f. Amendment to Section 24-58.7(J), Table MU/EWF-2 to provide for maximum permitted heights in accordance with proposed Figure MU/EWF-4.

The above proposed amendments to Section 24-58.7 will enable the Applicant to design and redevelop the Property in a manner that is thoughtful, innovative, and consistent with the spirit of the district regulations. Specifically, these amendments are necessary to achieve improved site configuration, and pedestrian and vehicular circulation and orientation, as well as the creation of the canal, which bifurcates the majority of the Property. The canal was not envisioned in the current regulating plan or diagrams, is the focal point of the proposed development. Not only will this new landmark contribute to the sense of place and identity of the project, but it will also serve as a natural and attractive component that will dramatically enhance the experience of visitors and residents alike. As such, the proposed text amendments are needed to amend the regulating plan, and provide consistency for the project with the associated MU/EWF district regulations.

The full proposed text amendment language, as revised pursuant to this amended letter of intent, is enclosed with this application for your consideration.

III. Conceptual Master Plan

The Conceptual Master Plan has been revised to incorporate corrections and comments received by the reviewing departments during the Technical Review of Applications for Development (TRAD) meeting held on September 13, 2019.

The proposed development program has been amended to provide consistency with the Traffic Impact Analysis dated January 17, 2020, as prepared by Kimley-Horn and Associates, Inc, and is now limited to up to 380,000 square feet of commercial/retail space, 200,000 square feet of office space, 2,000 multi-family residential units, 250 hotel keys, and extensive public spaces. In addition, you will notice that the site has been reconfigured to provide improved overall alignment circulation, interconnectivity, and configuration of Blocks N1-3 and S1-4. The proposed revisions to the conceptual Master Plan also include the relocation of the elevated park to the ground along the central park and waterfront, the addition of a dog park on the southeast corner, and a play area on the northwest corner. With the proposed revisions, the proposed open space amounts to 425,466 square feet (34%). Lastly, please note that it has been determined that the right-of-way dedication along NW 35th Avenue is not needed with the proposed roadway improvements. Therefore, the proposed plan preserves the entrance to the shopping center and existing conditions along NW 35th Avenue. However, in the event a future right-of-way dedication along NW 35th Avenue is required, the Applicant reserves the right to use the dedicated portion of Property for setback calculation purposes in order to ensure compliance with applicable setback requirements.

The revised Conceptual Master Plan and written responses to the TRAD comment are enclosed with this resubmittal for your review and consideration.

IV. Development Agreement

The proposed redevelopment of the Intracoastal Mall is intended to be built in phases with an extended development timeline. The Applicant is seeking the approval of a development agreement in order to vest the conceptual master development plan and establish clear criteria for the development of the project. The Applicant has prepared a draft development agreement for the City's consideration. This agreement is consistent with the requirements of the Florida Local Government Development Agreement Act (Sections 163.3220-163.3243 of the Florida Statutes) and Section 24-214 of the City's Code. The development agreement is intended to establish conditions applicable to the project over its development timeline and ensure that the redevelopment of the Intracoastal Mall is built in accordance with the conceptual master development plan.

Based on the foregoing, we ask for your favorable review of this submittal. Thank you in advance for your considerate attention to this matter. Should you have any questions or require additional information, please contact me directly.

Very truly yours,

HOLLAND & KNIGHT LLP

Tracy R. Slavens, Esq.

Enclosures

Cc: Sarah L. Johnston, Esq., City Attorney
Sharon Cino, Planning & Zoning Manager
Arthur Gallagher, Esq.
Ms. Suria Yaffar, AIA
Mr. Bernard Zyscovich, AIA
Mr. Adrian Dabkowski, P.E.
Joseph G. Goldstein, Esq

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July 31, 2019

HAND-DELIVERED

RECEIVED

JUL 31 2019

BY: M.Duran

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 N.E. 19th Ave
North Miami Beach, FL 33162-3100

RE: Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment – 3501 Sunny Isles Boulevard, North Miami Beach, Florida – Letter of Intent for an Application seeking 1) a Text Amendment to the Zoning and Land Development Code; 2) Approval of a Conceptual Master Development Plan; and 3) Acceptance of a Development Agreement Pursuant to Chapter 163, F.S.

Dear Mr. Proffitt:

Please accept this letter of intent on behalf of Dezer Intracoastal Mall LLC (the "Applicant"), in support of its public hearing application for approval of a conceptual master development plan and proffer of development agreement for that certain +/-26.3 acre property generally located at 3501 Sunny Isles Boulevard in North Miami Beach, Florida (the "City"). The site is commonly known and referred to here as the "Intracoastal Mall" (or the "Property") and is further identified by folio no. 07-2210-002-2640 The Applicant is seeking:

1) an amendment to the text of the City's Zoning and Land Development Code (the "Code"), specifically to the Mixed-Use District (MU) and Mixed-Use/Eastern Waterfront District (MU/EWF) regulations;

2) approval of the conceptual master development plan, which has been prepared in accordance with the MU/EWF district regulations; and

3) acceptance and execution of a development agreement pursuant to Chapter 163 of the Florida Statutes.

The proposed master development plan for the redevelopment of the Intracoastal Mall contemplates a mixed use development composed of residential, retail, and office uses that will implement the City's vision for the Property.

Background

The Intracoastal Mall was originally developed in the late 1980s as an open air shopping center and is currently improved with 234,026 square feet of retail uses. Its location, at the gateway of the eastern entrance to the City, has allowed the Intracoastal Mall to be a successful shopping center for decades. In recent years, the City has identified the Property's potential to become a true community center. As such, the Property is designated on the City's Comprehensive Plan Future Land Use Map as MU/EWF and correspondingly zoned MU/EWF.

With this application, the Applicant seeks to redevelop the Property with an innovative plan that incorporates the desired mix of uses while creating new waterfront and multiple layers of public spaces for the community to enjoy. In order to accomplish its design, modifications are needed to update the MU and MU/EWF district regulations. Additionally, because a number of existing tenants wish to continue serving the community at this location, the project will require a phased redevelopment. As such, the Applicant is proposing a Conceptual Master Development Plan and is proffering a Development Agreement that will ensure the project is developed in accordance with the design being presented herein. Thus, the Applicant is seeking approval of the following requests:

Application / Requests & Justifications

1. Text Amendments to MU District and MU/EWF District Regulations

The MU and MU/EWF District Regulations were implemented prior to the Applicant's extensive efforts to retain renown architects and community planners to prepare a development plan for the Property. Once the Applicant engaged a design and engineering team, several items were identified in the district regulations that require modification in order to both achieve improved compatibility with the existing surrounding development and to accommodate the design that carves a new waterfront space through the center of the Property. The proposed text amendments are:

Amendments to MU District Regulations – Sec. 24-58:

a. Amendment to height standards to allow stories above the ground floor to have a maximum height of eighteen feet and allow a movie theater use to have a maximum story height of thirty-five feet. (Sec. 24-58(R)(2))

b. Amendment to design standards for building configuration and design to allow buildings to have a maximum horizontal dimension of 560 feet, provide for specified locations of ground floor active uses on primary streets, and provide for a minimum unit size of 400 square feet for dwelling units. (Sec. 24-58(S)(1))

c. Amendment to block requirements to allow MU/EWF projects to have a maximum block length of 600 feet. (Sec. 24-58(S)(2))

Amendments to MU/EWF District Regulations – Sec. 24-58.7:

a. Amendment to Figure MU/EWF-1: Sub-Areas Regulating Plan, Figure MU/EWF-2: Street Network Connectivity Regulating Plan, Figure MU/EWF-3:

Designated Publically Accessible Open Spaces and Greenway Systems Regulating Plan, and Figure MU/EWF-4: Building Heights Regulating Plan to match the proposed layout of the project and ensure compatibility with the patterns of development surrounding the Property. (Sec. 24-58.7(E)(4))

b. Amendment to allow for the modification of a regulating plan or diagram so long as certain conditions are met. (Sec. 24-58.7(E)(5))

c. Amendment to modify building frontage design along NE 35 Avenue (Sec. 24-58.7(G)(1))

d. Amendment to Table MU/EWF-1 to correct a scrivener's error. (Sec. 24-58.7(G)(2))

e. Amendment to allow for the deletion of a primary or secondary street in connection with a site plan review application. ((Sec. 24-58.7(H)(2))

f. Amendment to Table MU/EWF-2 to provide for maximum permitted heights in accordance with proposed Figure MU/EWF-4. (Sec. 24-58.7(J))

The full proposed text amendment language and regulating plans are enclosed with this application for your consideration. These amendments will enable the Applicant to design and redevelop the Property in a manner that is thoughtful, innovative, and consistent with the spirit of the district regulations.

2. Conceptual Master Development Plan

The City's Comprehensive Plan established a desired maximum density and intensity on the Property of 2,000 residential units and 2,500,000 square feet of nonresidential use. The City's Code implemented this desire by creating district regulations that would guide the design of development within the MU/EWF district. The Code provides:

> The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new publically accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level.

The land use principles for the MU/EWF District, set forth in Section 24-58.7(G)(1) of the Code, requires that the MU/EWF District "shall be developed as an identifiable place and shall act as an important center for living, working, shopping and entertainment. The mix of uses within the District, the streets and the architectural character of individual buildings shall blend

together to contribute to a coherent identity and sense of place." To further this requirement, a regulating plan establishes the pattern of development envisioned within the MU/EWF District. The Applicant has engaged a team of leading design and engineering professionals to achieve this vision.

The Applicant is proposing to redevelop the Property with integrated well-planned mixed-use development consisting of 380,000 square feet of retail space, 2,000 multi-family residential units, up to 200,000 square feet of office space, and extensive public spaces. The Applicant is also proposing to exceed the open space requirements set forth by the district regulations.

The enclosed conceptual master development plan, prepared by Zyscovich Architects, envisions an urban mixed-use environment with active street frontages along NE 35th Avenue, interior streets, and provides active use along all levels fronting the perimeter and new internal waterfront areas. The conceptual master plan is truly placemaking. The plan was designed to provide primary orientation of all uses towards the waterfront and has created an extraordinary new waterfront environment. The conceptual master development plan provides extensive open space, which includes urban greenways, baywalks, waterfront promenades, plazas, and active pedestrian paths, as well as private open spaces for residents of the project.

Honoring the intent of the City's Code, this project will serve as the center of activity for the entire Eastern Shores neighborhood. The project will beautify and activate the waterfront, by providing new publically accessible open spaces as well as public access. In addition, the proposed conceptual master development plan contemplates the improvement of the fire rescue station and the addition of a community facility to enhance the public services in the Eastern Shores neighborhood. This project is intended to attract visitors, improve the quality of life of the City's residents, and encourage people to reside in the area. The master development plan is consistent with Policies 1.6.5 and 1.6.9 of the City's Comprehensive Plan, and Section 24.58.7 of the Code, which seek to maximize the economic and aesthetic of the MU/EWF district in light of its waterfront location.

3. Development Agreement

The proposed redevelopment of the Intracoastal Mall is intended to be built in phases with an extended development timeline. The Applicant is seeking the approval of a development agreement in order to vest the conceptual master development plan and establish clear criteria for the development of the project. The Applicant has prepared a draft development agreement for the City's consideration. This agreement is consistent with the requirements of the Florida Local Government Development Agreement Act (Sections 163.3220-163.3243 of the Florida Statutes) and Section 24-214 of the City's Code. The development agreement is intended to establish conditions applicable to the project over its development timeline and ensure that the redevelopment of the Intracoastal Mall is built in accordance with the conceptual master development plan.

Conclusion

The Intracoastal Mall, as proposed, is intended to be an landmark urban mixed-use development that will transform the City. The Property's desirable location and the project's

thoughtful design and mix of uses will attract residents, businesses, and visitors to the area and will establish an community gem in North Miami Beach. The residents and visitors to the project will enjoy a sophisticated metropolitan experience where they will be able walk between their homes, places of work, and the premiere shopping and dining destination in the City, all while enjoying picturesque waterfront views. Enclosed for your review in support of the Applicant's requests are copies of the application, draft text amendments, draft development agreement, conceptual master development plan, and required exhibits. The traffic analysis for the project will be submitted under separate cover.

Thank you in advance for your considerate attention to and favorable review of this application. Please do not hesitate to contact me should you need additional information or have additional questions regarding this matter.

Very truly yours,

HOLLAND & KNIGHT LLP

Tracy R. Slavens, Esq.

Enclosures

Cc: Sarah Johnston, Esq.
Arthur Gallagher, Esq.
Ms. Suria Yaffar, AIA
Mr. Bernard Zyscovich, AIA
Mr. Adrian Dabkowski, P.E.
Joseph G. Goldstein, Esq.

TAB 1

City of North Miami Beach, Florida

Planning and Zoning Application

17050 NE 19th Ave. North Miami Beach, FL 33162 Tel: 305. 948.2966 nmbcomdev@citynmb.com

General information

Project Name: Intracoastal Master Plan Submission Date July 31, 2019

Street Address(es) of the Property: 3501 Sunny Isles Blvd., North Miami Beach, FL 33160

Proposed Use: Mixed-Use

Project Planner(s): _____ (Leave blank for City Staff)

Application request

The undersigned Applicant(s)/Agent(s)/Property Owner(s) request City of North Miami Beach consideration and review of the following application(s). Please check all that apply.

- ☐ Abandonment and Vacations of Right of Way, Alleys, or Easements
- ☐ Annexation
- ☐ Comprehensive Plan Map Amendment - Small Scale
- ☐ Comprehensive Plan Map Amendment - Large Scale
- ☐ Comprehensive Plan Text Amendment
- ☐ Conditional Use
- ☐ Conditional Use – Special Limited
- ☒ Development Agreement
- ☐ Development of Regional Impact
- ☐ Development of Regional Impact - Notice of Proposed Change
- ☐ Planned Unit Development
- ☐ Plat/Replat
- ☐ Site Plan
- ☐ Variance
- ☐ Zoning Code Map Amendment
- ☒ Zoning Code Text Amendment
- ☒ Other: Master Plan Approval

Project information

Street Address(es) of the Property: 3501 Sunny Isles Blvd., North Miami Beach, FL 33160

Property Folio Number(s): 07-2210-002-2640,07-2210-002-2641 and a portion of the FDOT parcel to the South (no folio number available)

Property Owner Name(s): Dezer Intracoastal Mall LLC

Property Owner(s) Mailing Address(es): 18001 Collins Ave., 31st Floor, Sunny Isles Beach, FL 33160

Telephone: Business 305-932-1000 Fax _____

Other _____ Email agallagher @ dezer.com

Applicant(s)/Agent(s): Dezer Intracoastal Mall LLC

Applicant(s)/Agent(s) Mailing Address: 18001 Collins Ave., 31st Floor, Sunny Isles Beach, FL 33160

Telephone: Business 305-932-1000 Fax _____

Other _____ Email agallagher @ dezer.com

Proposed site data and land use(s) information

Please complete and/or respond to all requested information. If "Not Applicable," please note NA.

Current Comprehensive Plan Land Use designation(s): MU-EWF Mixed Use East Waterfront

Current Zoning District designation(s): MU-EWF Mixed Use East Waterfront

Proposed Comprehensive Plan Land Use designation(s) (if applicable): _____

Proposed Zoning District designations(s) (if applicable): _____

Supporting information

- [x] Aerial.
- [x] Affidavit providing for property owner's authorization to process application.
- [ ] Annexation supporting materials.
- [x] Application fees.
- [x] Application representation and contact information.
- [ ] Appraisal.
- [x] Architectural/building elevations (color).
- [x] Architectural/building elevations architectural elements (color).
- [x] Building floor plans and roof plan.
- [ ] Comprehensive Plan analysis.
- [ ] Comprehensive Plan text amendment justification.
- [ ] Concurrency Analysis (prepared by applicant).
- [ ] Department of Transportation Driveway Connection Permit
- [x] Drainage Plan.
- [x] Elevations.
- [x] Encroachments plan.
- [ ] Environmental assessment.
- [ ] Exterior architectural materials board.
- [x] Landscape plan.
- [x] Land use map (subject property outlined).
- [ ] Lighting plan.

- ☐ Liquor survey (for only review of location of lounge, bar, or package liquor store).
- ☒ Proof of City Lobbyist Registration.
- ☒ Massing model and/or 3D computer model.
- ☐ Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- ☐ Parking study.
- ☒ Photographs (color) of property, adjacent uses and/or streetscape.
- ☒ Plat.
- ☒ Property owners list, including a typewritten list and 2 sets of self-adhesive labels of all properties within 500 feet.
- ☒ Property survey and legal description.
- ☒ Public Realm Improvements Plan for mixed use projects.
- ☐ Public school preliminary concurrency analysis (residential land use/zoning applications only).
- ☐ Sign master plan (colored).
- ☒ Site plan and supporting information. (conceptual)
- ☒ Statement of use and/or cover letter.
- ☒ Streetscape master plan.
- ☐ Text amendment justification.
- ☐ Traffic accumulation assessment.
- ☐ Traffic impact statement.
- ☒ Traffic impact study.
- ☐ Traffic stacking analysis.
- ☐ Utilities consent.
- ☒ Utilities location plan.
- ☐ Vegetation survey.
- ☒ Warranty Deed.
- ☐ Zoning Code text amendment justification.
- ☒ Zoning Map (with subject property outlined)
- ☒ Other: Amended Regulating Plans

Minimum Application Submission Requirements

1. **Proof of City Lobbyist Registration from the City Clerk.**
2. All application fees for each request in the amount of $_____. (This does not include advertising, signage, postage, or cost recovery. Those fees will be collected later in the process and prior to the P&Z Board hearing)
3. Hard copies.
   a. Fifteen (15) sets of 11x17 **Development Plans** with **Survey** and **Existing Plat** of the property.
   b. Fifteen (15) sets of all the items identified in the Pre-application Conference.
   c. Fifteen (15) sets of the **Application**.
   d. Fifteen (15) sets of the **Letter of Intent** for the project.
4. **One (1) CD/DVD of the entire application including all items identified in the Pre-application Conference**. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

Applicant/agent/property owner affirmation and consent

(I) (We) affirm and certify to all of the following:

1. Submission of the following:
   a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
   b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and modify any valid City of North Miami Beach entitlements in effect during the entire review process.
2. This application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of North Miami Beach unless identified and approved as a part of this application request and/or other previously approved applications.
3. That all the answers to the questions in this application, and all data and other supplementary matter attached to and made a part of the application are honest and true to the best of my knowledge and belief.
4. Understand this application must be complete and accurate before a hearing can be advertised. In the event that I or anyone appearing on my behalf is found to have made a material misrepresentation, either oral or written, regarding this application (I)(We) understand that any City review shall be voidable at the option of the City of North Miami Beach.
5. Understand the failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.
6. Understand that the application, all attachments, correspondence and fees become a part of the official records of the City of North Miami Beach and are not returnable.
7. Understand that under Florida Law, all the information submitted as part of the application are public records.
8. All representatives of the application have registered with and completed the required lobbyist forms from the City of North Miami Beach City Clerk's Office.
9. The application before the Board or City Council shall be represented by the legal owner, the prospective owner having a bona fide purchase contract or a duly qualified attorney retained by said owner or prospective owner.
10. Additional costs in addition to the application fees may be assessed associated with the review of applications by the City. These are costs that may be incurred by the applicant due to consultant fees paid by City to review the application. The types of reviews that could be conducted may include but are not limited to the following: concurrency review; property appraisals; traffic impact analyses; vegetation/environmental assessments; archeological/historic assessments; market studies; engineering studies or reports; and legal fees. Such fees will be assessed upon finalization of the City application review. Understand that if payment is not received the prior to Final Pubic Hearing Review, the Application shall be postponed by the City until such time all fees are paid.

(See next page(s) for signature information)
(Please complete all below sections and indicate "Not Applicable (N/A)" as appropriate).

Property owner(s) signature(s):	Property owner(s) print name: Gil Dezer
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:

Address(es): 18001 Collins Ave, 31st Floor, Sunny Isles Beach, FL 33160

Telephone: 305-932-1000 ext 212	Fax:	Email: agallagher@dezer.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 30 day of July 2017 by Gil Dezer

(Signature of Notary Public - State of Florida)

Irma Mercado Paccione

IRMA M PACCIONE
Commission # GG 157056
Expires December 15, 2021
Bonded Thru Budget Notary Services

(Print, Type or Stamp Commissioned Name of Notary Public)

☑ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:

Property owner(s) signature(s):	Property owner(s) print name: GIL DEZER
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:
Address(es): 18001 Collins Ave., 31st Floor, Sunny Isles Beach, FL 33160	
Telephone: 305-932-1000 Ext 212 / Fax:	Email: agallagher@dezer.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me by ✓ physical presence or __ online notarization this 21st day of April 2020 by Gil Dezer

(Signature of Notary Public - State of Florida)

Janay H. Sanchez

(Print, Type or Stamp Commissioned Name of Notary Public)

☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Notary Public State of Florida
Janay H. Sanchez
My Commission GG 355022
Expires 07/15/2023

Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:

Address(es):		
Telephone:	Fax:	Email:

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this _____ day of _____ 20__ by

_____
(Signature of Notary Public - State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Applicant(s)/Agent(s) Signature(s):	Applicant(s)/Agent(s) Print Name: Gil Dezer

Address(es): 18001 Collins Ave., 31st Floor, Sunny Isles Beach, FL 33160		
Telephone: 305-932-1000 Ext 212	Fax:	Email: agallagher@dezer.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this 30 day of July 2019 by
Gil Dezer
(Signature of Notary Public - State of Florida)
Irma Nevado Paccione

IRMA M PACCIONE
Commission # GG 157056
Expires December 15, 2021
Bonded Thru Budget Notary Services

(Print, Type or Stamp Commissioned Name of Notary Public)
☒ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Developmental Review Process
Public Hearing Process Guide

Public Hearing Steps	Deadline and Submittal Date
Pre-application Conference	Please call the department to schedule a Pre-application meeting. Tel: (305) 948-2966
Submittal for TRAD Meeting (See TRAD Submission and Meeting Date Scheduled on Planning & Zoning Webpage)	Must include the following items: • **Proof of City Lobbyist Registration from the City Clerk.** • Check made payable to the City of North Miami Beach for all application fees for each request. • Fifteen (15) sets of 11x17 Development Plans with Survey and Existing Plat of the property binded together. • Fifteen (15) sets of the letter of intent for the project. • Fifteen (15) sets of the completed application. • One (1) DVD/USB of the entire application, plans, studies, etc. • Miami-Dade County Fire Department site plan review comments. • Any other documents, plans, studies identified from the Pre-Application Meeting.
TRAD Meeting Date	See submission deadlines and meeting schedule on the P&Z Division webpage.
Continuing Application Meeting	Meeting is required in order to verify that all comments and issues are addressed **before** continuing the Public Hearing process.
Re-submittal for P&Z Board (See P&Z Board Submission deadlines and Meeting Schedule on the P&Z Webpage)	• TRAD Comment Response Letter (Must respond to each TRAD Comment) • Check for remaining fees identified on the project invoice such as cost recovery, advertising, and any additional application requests. • Eighteen (18) sets of the completed application. • Eighteen (18) sets of 11x17 **Development Plans** with **Survey** and **Existing Plat** of the property binded together. • Eighteen (18) sets of the letter of intent for the project. • Three (3) sets of **gummed** mailing labels. • One (1) CD/DVD of the entire application, plans, studies, etc.
P&Z Board Meeting Date	Second Monday of the month
City Commission Meeting	(See City Commission Schedule on City Website)
After City Commission	Prior to the issuance of a building permit, a check for the remaining fees identified on the project invoice such as cost recovery, advertising, and any additional application requests are due.

Minimum Site Plan Requirements Checklist

PLAT

1. Provide copy of existing or proposed plat for the subject property.

SURVEY

1. Signed, sealed and dated within the last year.
2. Abstracted for right of way and easements.
3. Full Legal Description.

SITE PLAN

1. Title Block including project name and design professional's address and phone number
2. Scale (must be engineer's scale)
3. North indicator
4. Location map showing relationship to major arterials
5. Drawing and revision dates, as applicable
6. Full legal description
7. Site Plan Data Table
   - ☐ Current use of property and intensity
   - ☐ Land Use designation
   - ☐ Zoning designation
   - ☐ Water/wastewater service provider
   - ☐ Site area (sq. ft., net and gross acres)
   - ☐ Building footprint coverage
   - ☐ Residential development: number of dwelling units, type, floor area(s), bedroom mix, site density (gross and net)
   - ☐ Non-residential development: uses, gross floor area
   - ☐ Parking data: parking required (#), parking provided (#), loading zones, ADA spaces
   - ☐ Building height (expressed in feet above grade)
   - ☐ Structure length
   - ☐ Number of stories
   - ☐ Setback table (required vs. provided)
   - ☐ Vehicular use area (in sq.ft. & % of site)
   - ☐ Open space (in sq. ft. & % of site)
   - ☐ Landscape area (in sq. ft. & % of site)
8. Site Plan Features (graphically indicated)
   - ☐ Municipal boundaries (as applicable)
   - ☐ Zoning designation of adjacent properties with current use listed
   - ☐ Adjacent rights-of-way to opposite property lines (indicate all nearby curb cuts)
   - ☐ Waterway width, if applicable
   - ☐ Outline of adjacent buildings (indicate height in stories and approximate feet)
   - ☐ Property lines (dimensioned)
   - ☐ Building outlines of all proposed structures (dimensioned)
   - ☐ Ground floor plan
   - ☐ Dimension of grade at crown of road, at curb, sidewalk, building entrance, and finished floor elevation
   - ☐ Dimension for all site plan features (ie., sidewalks, building lengths and widths, balconies, parking spaces, street widths, etc.)
   - ☐ Mechanical equipment dimensioned from property lines
   - ☐ Setbacks and building separations (dimensioned)
   - ☐ Driveways, parking areas, pavement markings (including parking spaces delineated and dimensioned as well as handicapped spaces as applicable)
   - ☐ On-site light fixtures
   - ☐ Proposed ROW improvements (i.e. bus stops, curbs, tree plantings, etc.)
   - ☐ Pedestrian walkways (including public sidewalks and on-site pedestrian paths)
   - ☐ Project signage, location, shape and size
   - ☐ Traffic control signage
   - ☐ Catch basins or other drainage control devices
   - ☐ Fire hydrants (including on-site and adjacent hydrants, show distances to structures)
   - ☐ Fire Rescue Vehicle turning radii
   - ☐ Easements (as applicable)
   - ☐ Indication of any site or building design methods used to conserve energy and/or water.
   - ☐ Indication of any site or building design methods used to incorporate the principles of Crime Prevention Through Environmental Design (CPTED)
   - ☐ Location and method of screening of refuse stations, storage areas and off-street loading areas. (See city staff for dumpster diagram)
   - ☐ Method maintaining any common or joint use area

SITE DETAILS

1. Provide details of the following:

☐ Ground floor elevation
☐ Storefronts, awnings, entryway features, doors, windows
☐ Fence/wall (measured from the finished grade of the abutting property or crown of adjacent street)
☐ Dumpster
☐ Light fixtures
☐ Balconies, railings
☐ Trash receptacles, benches, other street furniture
☐ Pavers, concrete, hardscape ground cover material

FLOOR PLANS

1. Delineate and dimension, indicating use of spaces
2. Show property lines and setbacks on all plans
3. Typical floor plan for multi-level structure
4. Floor plan for every level of parking garage
5. Roof plan

BUILDING ELEVATIONS

1. All building facades with directional labels (ie. North, South) and building names if more than one building
2. Dimensions, including height and width of all structures
3. Dimensions of setbacks and required stepbacks from property lines
4. Dimension grade at crown of road, at curb, sidewalk, building entrance, and finished floor
5. Indicate architectural elements, materials and colors
6. Include proposed signage (will require separate building permit)

LANDSCAPE PLAN
(see Mixed-Use ordinances for additional landscaping requirements)

1. Site Plan information (in tabular form on plans)
2. Title block including project name and design professional's address and phone number **(Must be signed and sealed by a registered Landscape Architect)**
3. Scale (must be engineer's scale)
4. North indicator
5. Drawing and revision dates, as applicable
6. Landscape Plan Features (graphically indicated)
   ☐ Property lines
   ☐ Easements (as applicable)
   ☐ Landscape areas with dimensions
   ☐ All Existing trees and palms, must be adequate to calculate their species names and sizes, number, and canopy (indicate whether they are to remain, be relocated, or removed)
   ☐ Names and locations for all proposed trees, shrubs and groundcover, with quantities noted at each location
   ☐ Plant list (note species, sizes, quantities and any appropriate specifications)
   ☐ Site elements (buildings, parking areas, sidewalks, signs, fire hydrants, light fixtures, drainage structures, curbing, all utilities both above and below ground, sight vision triangles)
   ☐ Grading (swales, retention areas, berms, etc.)
   ☐ Show any required berms along right of way

PHOTOMETRIC PLAN

1. Foot-candle readings must extend to all property lines.
2. Note on plan stating that proposed lighting will be designed and installed so as to reflect the light away and prevent any glare or excessive light on any adjacent property.

SCHEMATIC ENGINEERING PLAN

1. Signed and Sealed by a Registered Engineer.
2. Proposed or existing utility easements and fire hydrants and distance to structures.
3. Location and method of stormwater retention or detention.
4. Schematic Engineering Plan Details:
   ☐ Outline of plan to provide water, sewer, roads, and drainage for the project.
   ☐ Utility Pipe Sizes (lengths, material and preliminary locations)
   ☐ Roadway cross-section (width, depth of base and subgrade)
   ☐ Typical sections across property lines
   ☐ Offiste utility and roadway public infrastructure necessary to serve the site
   ☐ Illustrate how first one (1) inch of rainfall will be retained onsite

OVERALL LEGAL DESCRIPTION:

Tract "A", Lots 2 through 18 and a portion of Lots 1, 19 and 20, Block 19 and also that vacated street known as NE 165th Street extending from NE 35th Avenue Eastward to the Western Boundary of Lots 5 and 6; thence Southerly to State Road 826, all in Block 19 of EASTERN SHORES 2nd ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, and that portion of Lessee's interest in that certain Sovereignty Submerged Lands Lease between the Board of Trustees' of the Internal Improvement Trust Fund of the State of Florida and MSW Intracoastal Mall, L.L.C., recorded on February 2, 2009 in Official Records Book 26738, Page 946, all being recorded in the Public Records of Miami-Dade County, Florida and being more particularly described as follows:

Begin at the Southwest corner of Lot 20 of said Block 19; thence N 00°53'14" E along the West line of said Lot 20 for 30.41 feet; thence N 58°36'22" E for 128.16 feet; thence N 31°23'42" W for 33.10 feet to a point on the North line of said Lot 20; thence N 86°46'13" E along the North line of said Block 19 for 1605.47 feet to the Northeast corner of said Lot 6; thence

N 04°46'53" W for 1.86 feet; thence N 39°53'07" E for 1.99 feet; thence N 05°06'53" W for 5.99 feet; thence N 86°29'12" E for 25.80 feet; thence S 04°59'49" E for 144.76 feet; thence

N 86°44'31" E for 9.64 feet; thence S 04°42'35" E for 496.02 feet; thence S 85°31'00" W for 36.72 feet; thence S 04°46'53" E along the East line of Block 19, for 31.70 feet to a point on the Northerly Right-of-Way line of State Road 826, per Official Records Book 12103, Page 1685, of the Public Records of Miami-Dade County, Florida; the following two (2) courses being along said Northerly Right-of-Way line; (1) thence S 83°09'49" W for 77.17 feet to a point of curvature of a 1952.86 foot radius curve leading to the left; (2) thence Westerly along said curve through a central angle of 02°49'34" for an arc of 96.32 feet; the following two (2) courses being along the Easterly and Northerly lines of the Warranty Deed granted to Miami Dade Water and Sewer Authority as described in Official Records Book 11323, Page 1086, of the Public Records of Miami-Dade County, Florida; (1) thence N 04°50'25 W for 102.70 feet; (2) thence S 86°46'13" W for 75.11 feet (75.19 feet Deed); thence N 64°54'39" W along said Northerly line of Miami Dade Water and Sewer property and the Northerly line of the property granted to Florida Power and Light Company as described in Official Records Book 6829, Page 118, of the Public Records of Miami-Dade County, Florida for 57.61 feet (57.66 feet Deed) to the Northeast corner of the corrective Warranty Deed granted to Florida Power and Light Company as recorded in Official Records Book 270, Page 60 of the Public Records of Miami-Dade County, Florida; the following (2) courses being along the Northerly and Westerly boundaries of said Florida Power and Light property; (1) thence

S 85°09'35" W for 150.00 feet; (2) thence S 04°50'25" E for 150.33 feet (Deed 150.00 feet) to a point on the Northerly Right-of-Way line of State Road No. 826 per property described in Parcel 103, Case Number 84-15796, Miami-Dade County, Florida, said point lying on a circular curve of a 1757.28 foot radius, leading to the left and whose point bears S 07°24'51" E; thence Westerly along said Northerly Right-of-Way line through a central angle of 6°48'46" for an arc of 208.95 feet to a point on a non-tangent line; thence S 58°36'07" W along said Northerly Right-of-Way line of State Road No. 826 as described in Parcel 103 per said Case 84-15796, said line also being the Southeasterly line of said Tract "A" for 675.36 feet to a point of curvature of a 25.00 foot radius curve leading to the right; thence Westerly and Northerly along said curve being along the Southerly line of said Tract "A" through a

central angle of 90°00'00" for an arc of 39.27 feet to a point of tangency; thence N 31°23'53" W along the Southwesterly line of said Tract "A" and its Northwesterly prolongation thereof, said Westerly line also being the Easterly Right-of-Way line of NE 35th Avenue for 1006.59 feet to a point on the centerline of said vacated and abandoned NE 165th Street; thence N 86°46'13" E along said centerline for 35.79 feet; thence N 03°13'47" W for 30.00 feet to the POINT OF BEGINNING.

TAB 12

CITY OF NORTH MIAMI BEACH
ANNUAL LOBBYIST REGISTRATION
City of North Miami Beach Ordinance No. 2013-21

RECEIVED MS
2019 DEC 31 PM 3:16
CNMB CITY CLERK'S OFFICE

DATE REGISTERED: Dec. 31, 2019 (TYPE OR PRINT IN INK)

NAME OF LOBBYIST:

Mr./Ms.	LAST NAME	FIRST NAME	MI
Ms.	SLAVENS	TRACY	

BUSINESS/FIRM NAME: HOLLAND & KNIGHT, LLP

ADDRESS: 701 BRICKELL AVENUE, SUITE 3300

CITY	STATE	ZIP
MIAMI	FLORIDA	33131

BUSINESS PHONE	CELL PHONE	FAX	E-MAIL
305-374-8500		305-789-7799	tracy.slavens@hklaw.com

PRINCIPAL'S NAME: Dezer Development, LLC

MAILING ADDRESS: 18001 Collins Avenue, Sunny Isles, FL 33160 E-MAIL ADDRESS:

PRINCIPAL'S CONTACT PERSON: Arthur Gallagher, Esq.

BUSINESS PHONE NUMBER: 305-932-1000 CELL PHONE: FAX:

DATE OF EMPLOYMENT BY LOBBYIST: January 2017

THE LOBBYIST IS EMPLOYED FOR THE FOLLOWING SPECIFIC ISSUE: Redevelopment of Intracoastal Mall

OATH

LOBBYIST AND PRINCIPAL CONFIRMATION OF ACKNOWLEDGEMENT AND RECEIPT OF A COPY OF ORDINANCE NO. 2013-21

I do solemnly swear that all of the foregoing facts contained in this Annual Lobbyist Registration are true and correct, and that I, TRACY SLAVENS hereby confirm acknowledgement and receipt of a copy of Ordinance No. 2013-21 and further hereby attest and solemnly swear that I have not spent money on meals, gifts, entertainment, food and beverage(s) beyond the City, County, State regulations and/or prohibitions.

State of Florida
County of Miami-Dade

Sworn to and subscribed before me by the above-described lobbyist on this 30 day of DECEMBER, 2019.

Pamela Jackson
Notary Public, State of Florida

PAMELA JACKSON
Type or Print Name

Signature of Lobbyist

PAMELA JACKSON
MY COMMISSION # GG 160789
EXPIRES: December 17, 2021
Bonded Thru Notary Public Underwriters

Lobbyists shall pay all registration fees ($250.00 annually, plus $125.00 for each principal represented and for each issue a lobbyist has been retained to lobby on behalf of any one principal), and specifically define the issue for which they are employed. The Clerk shall reject any statement which does not detail the issue for which the lobbyist has been employed.

PENALTIES: Failure to register pursuant to the City of North Miami Beach Ordinance Number 2013-21. Once the Office of the City Clerk has been notified of a failure to comply with the registration requirement the lobbyist may be subject to double the administrative (late) registration fee and the lobbyist may be registered. In addition, if the Mayor and City council determines, that further action is necessary, the Mayor and City Council may set additional fines, reprimand, suspend or prohibit the lobbyist from lobbying before the City Council, a City Board, a City Committee or members thereof, for a period not to exceed two (2) years.

For Office Use Only:

Data Entry Date _____ _____, 20_____ Entered By _____

Revised 12/09/13

CITY OF NORTH MIAMI BEACH
ANNUAL LOBBYIST REGISTRATION
City of North Miami Beach Ordinance No. 2013-21

RECEIVED
2019 DEC 31 PM 3:16
CNMB CITY CLERK'S OFFICE

(TYPE OR PRINT IN INK)

DATE REGISTERED: Dec. 31, 2019

NAME OF LOBBYIST:

Mr./Ms.	LAST NAME	FIRST NAME	MI
Ms.	MADRID	VANESSA	

BUSINESS/FIRM NAME: HOLLAND & KNIGHT, LLP

ADDRESS: 701 BRICKELL AVENUE, SUITE 3300

CITY	STATE	ZIP
MIAMI	FLORIDA	33131

BUSINESS PHONE	CELL PHONE	FAX	E-MAIL
305-374-8500		305-789-7799	vanessa.madrid@hklaw.com

PRINCIPAL'S NAME: Dezer Development, LLC

MAILING ADDRESS: 18001 Collins Avenue, Sunny Isles, FL 33160

E-MAIL ADDRESS:

PRINCIPAL'S CONTACT PERSON: Arthur Gallagher, Esq.

BUSINESS PHONE NUMBER: 305-932-1000

CELL PHONE:

FAX:

DATE OF EMPLOYMENT BY LOBBYIST: January 2017

THE LOBBYIST IS EMPLOYED FOR THE FOLLOWING SPECIFIC ISSUE: Redevelopment of Intracoastal Mall

OATH

LOBBYIST AND PRINCIPAL CONFIRMATION OF ACKNOWLEDGEMENT AND RECEIPT OF A COPY OF ORDINANCE NO. 2013-21

I do solemnly swear that all of the foregoing facts contained in this Annual Lobbyist Registration are true and correct, and that I, VANESSA MADRID hereby confirm acknowledgement and receipt of a copy of Ordinance No. 2013-21. I further hereby attest and solemnly swear that I have not spent money on meals, gifts, entertainment, food and beverage(s) beyond the City, County, State regulations and/or prohibitions.

State of Florida
County of Miami-Dade

Sworn to and subscribed before me by the above-described lobbyist on this 31 day of DECEMBER, 2019.

Signature of Lobbyist

Notary Public, State of Florida

PAMELA JACKSON
Type or Print Name

PAMELA JACKSON
MY COMMISSION # GG 160789
EXPIRES: December 17, 2021
Bonded Thru Notary Public Underwriters

Lobbyists shall pay all registration fees ($250.00 annually, plus $125.00 for each principal represented and for each issue a lobbyist has been retained to lobby on behalf of any one principal), and specifically define the issue for which they are employed. The Clerk shall reject any statement which does not detail the issue for which the lobbyist has been employed.

PENALTIES: Failure to register pursuant to the City of North Miami Beach Ordinance Number 2013-21. Once the Office of the City Clerk has been notified of a failure to comply with the registration requirement the lobbyist may be subject to double the administrative (late) registration fee and the lobbyist may be registered. In addition, if the Mayor and City council determines, that further action is necessary, the Mayor and City Council may set additional fines, reprimand, suspend or prohibit the lobbyist from lobbying before the City Council, a City Board, a City Committee or members thereof, for a period not to exceed two (2) years.

For Office Use Only:

Data Entry Date _____ _____, 20_____ Entered By _____

Revised 12/09/13

CITY OF NORTH MIAMI BEACH
ANNUAL LOBBYIST REGISTRATION
City of North Miami Beach Ordinance No. 2013-21

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2019 DEC 31 PM 3:16
CNMB CITY CLERK'S OFFICE

DATE REGISTERED: Dec. 31, 2019 (TYPE OR PRINT IN INK)

NAME OF LOBBYIST:

Mr./Ms.	LAST NAME	FIRST NAME	MI
Ms.	ARCE	MERCY	

BUSINESS/FIRM NAME: HOLLAND & KNIGHT, LLP

ADDRESS: 701 BRICKELL AVENUE, SUITE 3300

CITY	STATE	ZIP
MIAMI	FLORIDA	33131

BUSINESS PHONE	CELL PHONE	FAX	E-MAIL
305-374-8500		305-789-7799	mercy.arce@hklaw.com

PRINCIPAL'S NAME: Dezer Development, LLC

MAILING ADDRESS: 18001 Collins Avenue, Sunny Isles, FL 33160 E-MAIL ADDRESS:

PRINCIPAL'S CONTACT PERSON: Arthur Gallagher, Esq.

BUSINESS PHONE NUMBER: 305-932-1000 CELL PHONE: FAX:

DATE OF EMPLOYMENT BY LOBBYIST: January 2017

THE LOBBYIST IS EMPLOYED FOR THE FOLLOWING SPECIFIC ISSUE: Redevelopment of Intracoastal Mall

OATH

LOBBYIST AND PRINCIPAL CONFIRMATION OF ACKNOWLEDGEMENT AND RECEIPT OF A COPY OF ORDINANCE NO. 2013-21

I do solemnly swear that all of the foregoing facts contained in this Annual Lobbyist Registration are true and correct, and that I, MERCY ARCE hereby confirm acknowledgement and receipt of a copy of Ordinance No. 2013-21. I further hereby attest and solemnly swear that I have not spent money on meals, gifts, entertainment, food and beverage(s) beyond the City, County, State regulations and/or prohibitions.

State of Florida
County of Miami-Dade

Sworn to and subscribed before me by the above-described lobbyist on this 31 day of DECEMBER, 2019.

Signature of Lobbyist

Notary Public, State of Florida

PAMELA JACKSON
Type or Print Name

PAMELA JACKSON
MY COMMISSION # GG 160789
EXPIRES: December 17, 2021
Bonded Thru Notary Public Underwriters

Lobbyists shall pay all registration fees ($250.00 annually, plus $125.00 for each principal represented and for each issue a lobbyist has been retained to lobby on behalf of any one principal), and specifically define the issue for which they are employed. The Clerk shall reject any statement which does not detail the issue for which the lobbyist has been employed.

PENALTIES: Failure to register pursuant to the City of North Miami Beach Ordinance Number 2013-21. Once the Office of the City Clerk has been notified of a failure to comply with the registration requirement the lobbyist may be subject to double the administrative (late) registration fee and the lobbyist may be registered. In addition, if the Mayor and City council determines, that further action is necessary, the Mayor and City Council may set additional fines, reprimand, suspend or prohibit the lobbyist from lobbying before the City Council, a City Board, a City Committee or members thereof, for a period not to exceed two (2) years.

For Office Use Only:

Data Entry Date _____, _____, 20_____ Entered By _____

Revised 12/09/13

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
JENNIFER FINE BILZIN SUMBERG 1450 Brickell Avenue, Suite 2300 Miami, FL 33131	12/6/19	**15699 W. DIXIE HIGHWAY, LLC** 17070 Collins Avenue, Suite 255 Sunny Isles, FL 33160 **SPECIFIC ISSUE:** Zoning Analysis on Property Located at 15699 W. Dixie Hwy, North Miami Beach, FL
STANLEY B. PRICE BILZIN SUMBERG 1450 Brickell Avenue, Suite 2300 Miami, FL 33131	12/9/19	**15699 W. DIXIE HIGHWAY, LLC** 17070 Collins Avenue, Suite 255 Sunny Isles, FL 33160 **SPECIFIC ISSUE:** Zoning Analysis on Property Located at 15699 W. Dixie Hwy, North Miami Beach, FL
CARTER N. McDOWELL BILZIN SUMBERG 1450 Brickell Avenue, Suite 2300 Miami, FL 33131	12/19/19	**N/A**
CARLY GRIMM BILZIN SUMBERG 1450 Brickell Avenue, Suite 2300 Miami, FL 33131	12/19/19	**N/A**
ARTHUR GALLAGHER DEZER DEVELOPMENT, LLC 18001 Collins Avenue, 31st Floor Sunny Isles, FL 33160	12/19/19	**DEZER INTRACOASTAL MALL, LLC** 18001 Collins Avenue, 31st Floor Sunny Isles, FL 33160 **SPECIFIC ISSUE:** Overseeing Development of Property Owned By the Principal and Its Affiliates, Including Intracoastal Mall *(4/5/2019)*
GIL DEZERTZOV DEZER DEVELOPMENT, LLC 18001 Collins Avenue, 31st Floor Sunny Isles, FL 33160	12/19/19	**DEZER INTRACOASTAL MALL, LLC** 18001 Collins Avenue Sunny Isles Beach, FL 33160 **SPECIFIC ISSUE:** Redevelopment of Intracoastal Mall *(8/30/2019)*

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
MERCY ARCE HOLLAND & KNIGHT, LLP 701 Brickell Avenue, Suite 3300 Miami, FL 33131	12/31/19	**DEZER DEVELOPMENT, LLC** 18001 Collins Avenue Sunny Isles, FL 33160 **SPECIFIC ISSUE:** Redevelopment of Intracoastal Mall *(12/31/2018)*
JOSEPH G. GOLDSTEIN HOLLAND & KNIGHT, LLP 701 Brickell Avenue, Suite 3300 Miami, FL 33131	12/31/19	**LAAAJ LLC** 17071 West Dixie Highway North Miami Beach, FL 33160 **SPECIFIC ISSUE:** Mixed Use Project Land Use *(5/14/2019)*
TRACY SLAVENS HOLLAND & KNIGHT, LLP 701 Brickell Avenue, Suite 3300 Miami, FL 33131	12/31/19	**LAAAJ LLC** 17071 West Dixie Highway North Miami Beach, FL 33160 **SPECIFIC ISSUE:** Mixed Use Project Land Use *(5/14/2019)*
VANESSA MADRID HOLLAND & KNIGHT, LLP 701 Brickell Avenue, Suite 3300 Miami, FL 33131	12/31/19	**DEZER DEVELOPMENT, LLC** 18001 Collins Avenue Sunny Isles, FL 33160 **SPECIFIC ISSUE:** Redevelopment of Intracoastal Mall *(5/14/2019)*
KELLY MALLETTE RONALD L. BOOK, P.A. 18851 NE 29th Avenue, Suite 1010 Aventura, FL 33180	1/3/20	**DEZER DEVELOPMENT** 18001 Collins Avenue, 31st Floor Sunny Isles Beach, FL 33160 **SPECIFIC ISSUE:** Redevelopment of Intracoastal Mall *(7/26/2019)*
	1/3/20	**PRESTIGE MOTOR CAR IMPORTS, LLC** 14800 Biscayne Blvd. North Miami Beach, FL 33181 **SPECIFIC ISSUE:** General Business/Automobile Dealer Issues
	1/3/20	**DEZER DEVELOPMENT** 18001 Collins Avenue, 31st Floor Sunny Isles Beach, FL 33160

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
		SPECIFIC ISSUE: Redevelopment of Intracoastal Mall *(7/26/2019)*
RONALD L. BOOK RONALD L. BOOK, P.A. 18851 NE 29th Avenue, Suite 1010 Aventura, FL 33180	1/3/20	**7-ELEVEN** 800 Trafalgar Court, Suite 360 Maitland, FL 32751 **SPECIFIC ISSUE:** Retail Store
	1/3/20	**PRESTIGE MOTOR CAR IMPORTS, LLC** 14800 Biscayne Blvd. North Miami Beach, FL 33181 **SPECIFIC ISSUE:** General Business/Automobile Dealer Issues
	1/3/20	**DEZER DEVELOPMENT** 18001 Collins Avenue, 31st Floor Sunny Isles Beach, FL 33160 **SPECIFIC ISSUE:** Redevelopment of Intracoastal Mall *(7/26/2019)*
RANA G. BROWN RONALD L. BOOK, P.A. 18851 NE 29th Avenue, Suite 1010 Aventura, FL 33180	1/3/20	**7-ELEVEN** 800 Trafalgar Court, Suite 360 Maitland, FL 32751 **SPECIFIC ISSUE:** Retail Store
JEFFREY BERCOW BERCOW RADELL FERNANDEZ & LARKIN, PLL 200 South Biscayne Blvd., Suite 850 Miami, FL 33131	1/3/20	**BIZZI & PARTNERS DEVELOPMENT** 55 East 59th Street, 24th Floor New York, NY 10022 **SPECIFIC ISSUE:** Land Use, Zoning & Permitting Matter For 2101-2151 NE 163rd Street, North Miami Beach, Florida *(4/22/19)*
	1/3/20	**DIXIE INVEASTMENTS AND REALTY, LLC AND ROE DIXIE, LLC** 571 West 183rd Street New York, NY 10033 **SPECIFIC ISSUE:** Land Use, Zoning And Permitting For 17400 West Dixie Hwy, North Miami Beach *(7/25/19)*

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
	1/10/20	**TORAS EMES DEVELOPMENT COMPANY, INC.** 1051 N. Miami Beach Blvd. North Miami Beach, FL 33162 **SPECIFIC ISSUE:** Land Use, Zoning and Permitting For 1099 NE 164th Street and 16415 NE 11th Avenue, North Miami Beach, FL *(8/6/19)*
GREGORY FONTELA BERCOW RADELL FERNANDEZ & LARKIN, PLLC 200 South Biscayne Blvd., Suite 850 Miami, FL 33131	1/3/20	**BIZZI & PARTNERS DEVELOPMENT** 55 East 59th Street, 24th Floor New York, NY 10022 **SPECIFIC ISSUE:** Land Use, Zoning & Permitting Matter For 2101-2151 NE 163rd Street, North Miami Beach, Florida *(4/22/19)*
	1/3/20	**DIXIE INVEASTMENTS AND REALTY, LLC AND ROE DIXIE, LLC** 571 West 183rd Street New York, NY 10033 **SPECIFIC ISSUE:** Land Use, Zoning And Permitting For 17400 West Dixie Hwy, North Miami Beach *(7/25/19)*
	1/10/20	**TORAS EMES DEVELOPMENT COMPANY, INC.** 1051 N. Miami Beach Blvd. North Miami Beach, FL 33162 **SPECIFIC ISSUE:** Land Use, Zoning and Permitting For 1099 NE 164th Street and 16415 NE 11th Avenue, North Miami Beach, FL *(8/6/19)*
MITCHELL H. EDELSTEIN STRATEGIC CAMPAIGN CONSULTANTS, INC. 7524 Adventure Avenue North Bay Village, FL 33141		**BIZZI & PARTNERS DEVELOPMENT** 55 East 59th Street, 24th Floor New York, NY 10022 **SPECIFIC ISSUE:** Land Use, Zoning & Permitting Matter For 2101-2151 NE 163rd Street, North Miami Beach, Florida *(5/16/19)*

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
		DIXIE INVEASTMENTS AND REALTY, LLC AND ROE DIXIE, LLC 571 West 183rd Street New York, NY 10033 **SPECIFIC ISSUE:** Land Use, Zoning And Permitting For 17400 West Dixie Hwy, North Miami Beach *(7/25/19)*
		TORAS EMES DEVELOPMENT COMPANY, INC. 1051 N. Miami Beach Blvd. North Miami Beach, FL 33162 **SPECIFIC ISSUE:** Land Use, Zoning and Permitting For 1099 NE 164th Street and 16415 NE 11th Avenue, North Miami Beach, FL *(8/6/19)*
MATTHEW AMSTER BERCOW RADELL FERNANDEZ & LARKIN, PLLC 200 South Biscayne Blvd., Suite 850 Miami, FL 33131	1/10/20	**TORAS EMES DEVELOPMENT COMPANY, INC.** 1051 N. Miami Beach Blvd. North Miami Beach, FL 33162 **SPECIFIC ISSUE:** Land Use, Zoning and Permitting For 1099 NE 164th Street and 16415 NE 11th Avenue, North Miami Beach, FL *(8/6/19)*
STEVEN DELLA SALLA BIZZI & PARTNERS DEVELOPMENT 55 East 59th Street, 24th Floor New York, NY 10022	1/10/20	**BIZZI & PARTNERS DEVELOPMENT** 55 East 59th Street, 24th Floor New York, NY 10022 **SPECIFIC ISSUE:** Land Use, Zoning & Permitting Matter For 2101-2151 NE 163rd Street, North Miami Beach, Florida *(7/30/19)*
VICTOR YUE DORSKY + YUE INTERNATIONAL, LLC 101 NE 3rd Avenue, Suite 500 Fort Lauderdale, FL 33301	1/10/20	**BIZZI & PARTNERS DEVELOPMENT** 55 East 59th Street, 24th Floor New York, NY 10022 **SPECIFIC ISSUE:** Land Use, Zoning & Permitting Matter For 2101-2151 NE 163rd Street, North Miami Beach, Florida
MICHAEL J. SNYDER MICHAEL J. SNYDER &	1/17/20	**SKY LAKE SYNAGOGUE, INC.** **A Florida Not For Profit Corporation**

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
ASSOCIATES, P.A. 4000 Hollywood Blvd., Suite 455-S Hollywood, FL 33021		**c/o EDUARDO NIKOLAYIEVSKY** 1850 NE 183rd Street North Miami Beach, FL 33179 **SPECIFIC ISSUE:** Rezoning of Property; Unity of Title; Possible Site Plan Approval *(2/5/19)*
	1/17/20	**JOSE GABRIEL OLEKSNIANSKY** 3261 NE 165th Street North Miami Beach, FL 33160 **SPECIFIC ISSUE:** Possible Variance For Construction Of Backyard Deck
JAVIER L. VAZQUEZ BERGER SINGERMAN LLP 1450 Brickell Avenue, Suite 1900 Miami, FL 33131	1/21/20	**ECHAD HOLDINGS** 930 NE 176th Street North Miami Beach, FL 33162 **SPECIFIC ISSUE:** Proposed Mixed Use Development
	1/21/20	**CK PRIVE GROUP 1800, LLC** 1200 Brickell Avenue, Suite 1200 Miami, FL 33131 **SPECIFIC ISSUE:** Proposed Modifications to Uptown Biscayne Project
THOMAS H. ROBERTSON BERCOW RADELL FERNANDEZ & LARKIN, PLLC 200 South Biscayne Blvd., Suite 850 Miami, FL 33131	1/27/20	**ECS BUSINESS SERVICES** 5050 Biscayne Blvd., Suite 201 Miami, FL 33137 **SPECIFIC ISSUE:** City Of North Miami Beach Water Restriction Charges
LYNN M. DANNHEISSER LYNN M. DANNHEISSER, LLC 3152 GIFFORD LANE MIAMI, FL 33133	1/28/20	**MARBY DEVELOPMENT, LLC** 21188 West Dixie Highway Miami, FL 33180 **SPECIFIC ISSUE:** Site Plan Approval 1904 NE 167th Street
DANIEL P. SPARKS TRULIEVE 3494 Martin Hurst Road	1/28/20	**ERIC POWERS** 3494 Martin Hurst Road Tallahassee, FL 32313

CITY OF NORTH MIAMI BEACH
REGISTERED LOBBYIST 2020

LOBBYIST	DATE REGISTERED	PRINCIPAL
Tallahassee, FL 32313		**SPECIFIC ISSUE:** Conditional Use Application
ZEV (LUCAS) B. ROTH YESHIVA TORAS CHAIM TORES EMES 1025 NE Miami Gardens Drive North Miami Beach, FL 33179	1/30/20	**TORAS EMES DEVELOPMENT COMPANY, INC.** 1051 North Miami Beach Blvd North Miami Beach, FL 33162 **SPECIFIC ISSUE:** Land Use, Zoning And Permitting For 1099 NE 164 Street And 16415 NE 11th Avenue, North Miami Beach, FL

TAB 11

CFN 2013R0991227
DR Bk 28957 Pgs 3344 - 3355; (12pgs)
RECORDED 12/18/2013 16:04:03
DEED DOC TAX 381,000.00
SURTAX 285,750.00
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

PREPARED BY:
Sidley Austin LLP
555 West 5th Street, Suite 4000
Los Angeles, California 90013
Attention: Bruce W. Fraser, Esq.

AFTER RECORDATION, RETURN TO:
Sidley Austin LLP
555 West 5th Street, Suite 4000
Los Angeles, California 90013
Attention: Bruce W. Fraser, Esq.

Parcel ID No. 07-2210-002-2640

SPECIAL WARRANTY DEED

A. CJUF III INTRACOASTAL LLC, a Delaware limited liability company ("**Grantor**"), having an address at 2000 Avenue of the Stars, 11th Floor, Los Angeles, California 90067 for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which consideration are hereby acknowledged, has Granted, Sold, and Conveyed, and by these presents does Grant, Sell, and Convey, to DEZER INTRACOASTAL MALL LLC, a Florida limited liability company ("**Grantee**"), having an address at 18001 Collins Avenue, 31st Floor Sunny Isles Beach, Florida 33160, all that certain real property situated in the County of Miami-Dade, State of Florida, and more particularly described on **Exhibit A** attached hereto and made a part hereof for all purposes, together with all improvements now or hereafter situated thereon, together with all of the right, title and interest in and to the easements in anywise appertaining or belonging thereto (collectively, the "**Property**").

B. TO HAVE AND TO HOLD the Property, together with all and singular the rights and appurtenances belonging in any way to the Property, subject to the matters shown on Exhibit B, attached hereto and made a part hereof, but this reference shall not operate to reimpose same (collectively, the "**Permitted Encumbrances**"), unto the said Grantee, its successors and assigns, forever, and Grantor hereby covenants with Grantee that the Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property, and does hereby specially warrant the title to the Property and binds itself and its successors and assigns to warrant and forever defend all and singular the Property, subject to the Permitted Encumbrances, to Grantee, its successors and assigns, against every person lawfully claiming or to claim all or any part of the Property, by, through or under Grantor, but not otherwise.

C. All ad valorem taxes and assessments for the Property for the year in which this deed is executed have been prorated by the parties hereto as of the effective date of this deed, and Grantee by its acceptance of this deed hereby expressly assumes liability for the payment of all ad valorem taxes and assessments for said year and subsequent years.

LA1 2907216

https://onlineservices.miami-dadeclerk.com/officialrecords/CFNDetailsHTML5.aspx?QS=... 7/25/2019

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed by its duly authorized representative this 13 day of December, 2013, to be effective upon delivery.

Witnesses:

GRANTOR:

CJUF III INTRACOASTAL LLC,
a Delaware limited liability company

By: CJUF III Intracoastal Member LLC,
a Delaware limited liability company,
its Investor Member

By: Canyon-Johnson Urban Fund III, L.P.,
a Delaware limited partnership,
its sole member

By: Canyon-Johnson Realty Advisors III LLC,
a Delaware limited liability company,
its General Partner

By: Canyon Capital Urban III General Partner Company, L.P.,
a Delaware limited partnership,
a Member

By: Canyon Capital Realty Advisors LLC,
a Delaware limited liability company,
its General Partner

Name: Katie Schrenk

Name: Caroline Holewa

By: _____
Name: Jonathan M. Kaplan
Title: Authorized Signatory

[SIGNATURES CONTINUE ON NEXT PAGE]

Legal	Acq/AM
	MW

Signature Page

LAI 2907216

Special Warranty Deed

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Witnesses:

By: DOF I – Intracoastal, LLC,
a Florida limited liability company,
Member

By: DeBartolo Opportunity Fund I, L.P.,
a Delaware limited partnership,
its sole member

By: DeBartolo Opportunity Fund I GP, LLC,
a Delaware limited liability company,
its General Partner

By: DeBartolo Development, LLC,
a Delaware limited liability company,
its sole member

Deborah Muickinhaupt
Name: DEBORAH MUICKINHAUPT

K DiBerte
Name: KATHY DEFORTE

By:
Edward M. Kobel
President

Signature Page

LA1 2907216

Special Warranty Deed

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STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On December 13, 2013, before me, Lesley Ann Geivett, a Notary Public, personally appeared Jonathan M. Kaplan, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

LESLEY ANN GEIVETT
Commission # 1945846
Notary Public - California
Los Angeles County
My Comm. Expires Jul 29, 2015

Signature of Notary Public

STATE OF FLORIDA)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2013 by Edward M. Kobel, President of DeBartolo Development, LLC, a Delaware limited liability company, on behalf DeBartolo Development, LLC, a Delaware limited liability company, as general partner of DeBartolo Opportunity Fund I GP, LLC, a Delaware limited partnership, as sole member of CJUF III Intracoastal Member LLC, a Delaware limited liability company, as member of CJUF III INTRACOASTAL LLC, a Delaware limited liability company, on behalf of CJUF III INTRACOASTAL LLC, a Delaware limited liability company. I certify under PENALTY OF PERJURY under the laws of the State of Florida that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

Acknowledgment

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On _____, 2013, before me, _____, a Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____
Signature of Notary Public

STATE OF FLORIDA)
) ss.
COUNTY OF Hillsborough)

The foregoing instrument was acknowledged before me this 16th day of December, 2013 by Edward M. Kobel, President and on behalf of DeBartolo Development, LLC, a Delaware limited liability company, as sole member of DeBartolo Opportunity Fund I GP, LLC, a Delaware limited liability company, as general partner of DeBartolo Opportunity Fund I, L.P., a Delaware limited partnership, as sole member of DOF I – Intracoastal, LLC, a Florida limited liability company, as member of CJUF III Intracoastal LLC, a Delaware limited liability company, who is personally known to me or has produced _____ as identification.

WITNESS my hand and official seal.

Carolyn A. Rapuzzi
Signature of Notary Public

CAROLYN A. RAPUZZI
Notary Public - State of Florida
My Comm. Expires May 6, 2014
Commission # DD 967147
Bonded Through National Notary Assn.

Acknowledgment

LA1 2907216

Special Warranty Deed

https://onlineservices.miami-dadeclerk.com/officialrecords/CFNDetailsHTML5.aspx?QS=... 7/25/2019

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1:

Being a portion of Tract "A" and Lots 1 through 20, Block 19, and also that vacated street known as N.E. 165th Street extending from N.E. 35th Avenue Eastward to the Western boundary of Lots 5 and 6; thence Southerly to S.R. 826, all in Block 19, of EASTERN SHORES 2ND ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, Public Records of Miami-Dade County, Florida, being more particularly described as follows:

Begin at the Southwest corner of Lot 20 of said Block 19; thence North 00 degrees 53' 14" East along the West line of said Lot 20 for 120.31 feet to the Northwest corner of said Lot 20; thence North 86 degrees 46' 13" East along the North line of said Block 19 for 1696.36 feet to the Northeast corner of Lot 6 of said Block 19; thence South 04 degrees 46' 53" East along the Easterly line of said Block 19 for 663.68 feet to a point on the Northerly right-of-way line of S.R. 826, per Official Records Book 12103, Page 1685, public records of Miami-Dade County, Florida; the following two (2) courses being along said Northerly right-of-way line; (1) thence South 83 degrees 09' 49" West for 77.17 feet to a point of curvature of a 1952.86 foot radius curve leading to the left; (2) thence Westerly along said curve through a central angle of 02 degrees 49' 34" for an arc of 96.32 feet; the following two (2) courses being along the Easterly and Northerly lines of the Warranty Deed granted to Miami-Dade Water and Sewer Authority as described in Official Records Book 11323, Page 1086, Public Records of Miami-Dade County, Florida; (1) thence North 04 degrees 50' 25" West for 102.70 feet; (2) thence South 86 degrees 46' 13" West for 75.11 feet (75.19 feet Deed); thence North 64 degrees 54' 39" West along said Northerly line of Miami Dade Water and Sewer property and the Northerly line of the property granted to Florida Power and Light Company as described in Official Records Book 6829, Page 118, Public Records of Miami-Dade County, Florida, for 57.61 feet (57.66 feet Deed) to the Northeast corner of corrective Warranty Deed granted to Florida Power and Light Company, recorded in Official Records Book 270, Page 60, Public Records of Miami-Dade County, Florida; the following two (2) courses being along the Northerly and Westerly boundaries of said Florida Power and Light property; (1) thence South 85 degrees 09' 35" West for 150.00 feet; (2) thence South 04 degrees. 50' 25" East for 150.33 feet (Deed 150,00 feet) to a point on the Northerly right-of-way line of S.R. No. 826 per property described in Parcel 104, Case Number 84-15796, Miami-Dade County, Florida, said point lying on a circular curve leading to the left whose radius point bears South 07 degrees 24' 51" East for 1757.28 feet; thence Westerly along said Northerly right-of-way line through a central angle of 00 degrees. 58' 46" for an arc of 30.04 feet to the Southeast corner of Parcel 103 of said Case No. 84-15796, the following four (4) courses being along exterior lines of said Parcel 103; (1) thence North 04 degrees 50' 25" West for 48.89 feet; (2) thence South 79 degrees 08' 15" West for 192.97 feet; (3) thence South 58 degrees 36' 07" West for 322.22 feet to a point of curvature of a 50.00 foot radius curve leading to the left; (4) thence Westerly and Southerly along said curve through a central angle of 90 degrees 00' 00" for an arc of 78.54 feet; thence South 58 degrees 36' 07" West along said Northerly right-of-way line of S.R. 826 as described in Parcel 104 per said Case 84-15796, said line also being the Southeasterly line of said Tract "A" for 312.25 feet to a point of curvature of a 25.00 foot radius curve leading to the right; thence Westerly and Northerly along said curve

being along the Southerly line of said Tract "A" through a central angle of 90 degrees 00' 00" for an arc of 39.27 feet to a point of tangency; thence North 31 degrees 23' 53" West along the Southwesterly line of said Tract "A" and its Northwesterly prolongation thereof, said westerly line being also the Easterly right-of-way line of N.E. 35th Avenue for 1006.59 feet to a point on the center of said vacated and abandoned N.E. 165th Street; thence North 86 degrees 46' 13" East along said center line for 35.79 feet; thence North 03 degrees 13' 47" West for 30.00 feet to the Point of Beginning.

LESS AND EXCEPT:

A portion of Lots 5 and 6, Block 19, of EASTERN SHORES 2ND ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, Public Records of Miami-Dade County, Florida, being more particularly described as follows:

Commence at the Northwest corner of Lot 20 in said Block 19; thence North 86 degrees 46' 13" East along the North line of said Block 19 for 1654.17 feet; thence South 03 degrees 13' 47" East for 79.67 feet to the Point of Beginning; thence South 04 degrees 42' 23" East for 125.22 feet; thence South 85 degrees 31' 04" West for 71.47 feet; thence North 05 degrees 02' 31" West for 23.96 feet; thence South 85 degrees 25' 51" West for 29.07 feet; thence North 05 degrees 02' 31" West for 100.88 feet; thence North 85 degrees 16' 25" East for 30.68 feet; thence North 04 degrees 54' 54" West for 9.59 feet; thence North 85 degrees 08' 37" East for 19.48 feet; thence South 05 degrees 09' 31" East for 9.62 feet; thence North 85 degrees 17' 21" East for 51.07 feet to the Point of Beginning.

LESS AND EXCEPT:

The East 70.00 feet of Lot 8 and all of Lot 7 and a portion of Lot 6, Block 19, of EASTERN SHORES 2ND ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, of the Public Records of Miami-Dade County, Florida, all being more particularly described as follows:

Commence at the Northwest corner of said Lot 20 in said Block 19; thence North 86 degrees 46' 13" East, along the North line of said Block 19 for 1231.36 feet to the Point of Beginning; thence continue North 86 degrees 46' 13" East along the previously described course for 318.98 feet; thence South 05 degrees 02' 31" East for 150.07 feet to the South line of said Lot 6; thence South 86 degrees 46' 13" West along the South line for 152.89 feet to the Southwest corner of said Lot 6; thence North 04 degrees 49' 24" West along the West line of said Lot 6 for 30.01 feet; thence South 86 degrees 46' 13" West along the Southerly line of said Lots 7 and 8 for 170.00 feet; thence North 03 degrees 13' 47" West along the West line of the East 70.00 feet of said Lot 8 for 120.00 feet to the Point of Beginning.

ALSO LESS AND EXCEPT:

A parcel of land lying in Section 10, Township 52 South, Range 42 East, City of North Miami Beach, Miami-Dade County, Florida, being more particularly described as follows:

Commence at the intersection of Northeast 35 Avenue and Northeast 165 Street as recorded in EASTERN SHORES 2ND ADDITION, Plat Book 65, Page 43, of the Public Records of Miami-

Dade County, Florida. Thence run along the centerline of Northeast 165 Street with a bearing of North 90 degrees East for 90.37 feet; thence North 04 degrees 07' 01" East for 60.45 feet to a point located on the Western boundary line of Lot 20, Block 19, of said "Eastern Shores Second Addition" subdivision which is also the point of beginning of the following described traverse outlining the referenced parcel of land, then continue along the Westerly boundary line of Lot 20 for 89.94 feet, to the Northwest-corner of Lot 20; thence North 90 degrees East along the Northerly property line of Lot 20 for 90.88 feet to a point; thence South 28 degrees 09' 55" East for 33.14 feet through the Easterly line of Lot 20 into Lot 19 to a point, thence South 61 degrees 50' 09" West for 128.16 feet to the Point of Beginning, said point also being 30.41 feet Northeasterly of the Southwest corner of Lot 20.

PARCEL II:

The non-exclusive easements as defined in the Shopping Center Operation and Reciprocal Easement Agreement, dated August 1, 1996, recorded August 5, 1996, in Official Records Book 17304, Page 2585, as modified by the Amended and Restated Shopping Center Operation and Reciprocal Easement Agreement, dated January 13, 1997, recorded January 15, 1997, in Official Records Book 17493, Page 4976, and as further amended in Official Records Book 19308, Page 3805, all of the Public Records of Miami-Dade County, Florida.

LESS AND EXCEPT that portion lying within Parcel I herein.

PARCEL III:

The Non-Exclusive Easements as defined in the Easement and Operating Agreement dated July 16, 1997 and recorded August 6, 1997 in Official Records Official Records Book 17743, Page 1323 of the Public Records of Miami-Dade County, Florida.

LESS AND EXCEPT that portion lying within Parcel 1 herein.

PARCEL IV

Lessee's interest in that certain Sovereignty Submerged Lands Lease between the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida and MSW Intracoastal Mall, L.L.C., recorded February 2, 2009 in Official Records Book 26738, Page 946, demising the following described land:

A parcel of submerged land bounded on the West by the East line of Block 19 of EASTERN SHORES 2ND ADDITION, according to the plat thereof, as recorded in Plat Book 65, at Page 43 of the Public Records of Miami-Dade County, Florida, being more particularly described as follows:

Begin at the Northeast corner of Lot 6 of said Block 19 of EASTERN SHORES 2ND ADDITION; thence South 04° 46' 53" East along the East line of said Block 19, also being the West right of way line of Intracoastal Waterway per Plat Book 37 at page 8 and shown on said Plat Book 65 at Page 43 for 631.98 feet; thence North 85° 31' 00" East for 36.72 feet; thence North 04° 42' 35" West for 496.02 feet; thence South 85° 44' 31" West for 9.64 feet; thence North 04° 59' 49" West for 144.76 feet; thence South 86° 29' 12" West for 25.80 feet; thence

South 05° 06' 53" East for 5.99 feet; thence South 39° 53' 07" West for 1.99 feet; thence South 04° 46' 53" East for 1.86 feet to the Point of Beginning.

LA1 2907216

EXHIBIT B

PERMITTED ENCUMBRANCES

1. Taxes and assessments for the year 2012 and subsequent years, which are not yet due or payable.

2. The following matters shown on the ALTA/ACSM Land Title Survey, prepared by Fortin, Leavy, Skiles, Inc., Job No. 040697, dated March 23, 2012:
   A. LP Tank located near northwest corner of the Property encroaches 1.28 feet onto the adjoining property.
   B. Encroachment of portions of three (3) parking spaces located near the northwest corner of the Property onto the adjoining property.
   C. Encroachment of one-store Winn Dixie building and Metal Building onto 10-foot drainage easement as per Pat Book 65, Page 43.
   D. Wood deck extends beyond the north property line.
   E. Sign located near southwest corner of the Property is located within 10-foot utility easement as per Official Record Book 11068, Page 1486.

3. Dedication and Easements as set forth on the Plat of Eastern Shores 2nd Addition, according to the Plat thereof, as recorded in Plat Book 65, Page 43, Public Records of Miami-Dade County, Florida.

4. Declaration of Easement by Eastern Shores Sales Company, a Florida corporation, recorded December 11, 1973, in Official Records Book 8530, Page 2013, Public Records of Miami-Dade County, Florida.

5. Declaration of Easement in favor of North Miami Beach Utility Co., Inc,. a Florida corporation, recorded April 10, 1981 in Official Records Book 11068, Page 1486, Public Records of Miami-Dade County, Florida.

6. Grant of Easement in favor of Miami-Dade Water and Sewer Authority, recorded January 14, 1982, in Official Records Book 11323, Page 1084, Public Records of Miami-Dade County, Florida.

7. Declaration of Restrictions by Stan Baumann, recorded January 7, 1985 in Official Records Book 12533, Page 1322; Amendment recorded January 13, 1989 in Official Records Book 13960, page 1577, all of the Public Records of Miami-Dade County, Florida, but deleting any covenant, condition or restriction indicating a preference limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604 (c).

8. Easement Agreement in favor of The City of North Miami Beach, Florida, recorded March 13, 1986 in Official Records Book 12820, Page 639, Public Records of Miami-Dade County, Florida.

9. Easement in favor of Florida Power & Light Company recorded April 11, 1986 in Official Records Book 12851, Page 930, Public Records of Miami-Dade County, Florida.

10. Easement in favor of Dade County and the City of North Miami Beach, Florida, recorded February 4, 1988 in Official Records Book 13563, Page 724; Amended Easement recorded April 19, 1988 in Official Records Book 13649, Page 534, Public Records of Miami-Dade County, Florida.

11. Easement Agreement in favor of the City of North Miami Beach, Florida, recorded July 30, 1990 in Official Records Book 14644, Page 121, Public Records of Miami-Dade County, Florida.

12. Shopping Center Operation and Reciprocal Easement Agreement by and between Intracoastal Pacific Limited Partnership, a Florida limited partnership, and United Automobile Insurance Company, a Florida corporation, recorded August 5, 1996, in Official Records Book 17304, Page 2585; Amended and Restated Shopping Center Operation and Reciprocal Easement Agreement recorded January 15, 1997, in Official Records Book 17493, Page 4976; Amendment to Amended and Restated Operation and Reciprocal Easement Agreement, recorded October 5, 2000 in Official Records Book 19308, Page 3805, all of the Public Records of Miami-Dade County, Florida.

13. Easement and Operating Agreement by and between Intracoastal Pacific Limited Partnership, a Florida limited partnership, and United Automobile Insurance Company, a Florida corporation, recorded August 6, 1997, in Official Records Book 17743, Page 1323, Public Records of Miami-Dade County, Florida.

14. Unity of Title Agreement by and between Intracoastal Pacific Limited Partnership, a Florida limited partnership, and Metropolitan Dade County, Florida, recorded June 12, 1997, in Official Records Book 17673, Page 4461, Public Records of Miami-Dade County, Florida.

15. A. Terms, conditions, covenants and restrictions as set forth in that Submerged Land Lease by and between Trustees and the Internal Improvement Trust Fund of the State of Florida, Lessor, and MSW Intracoastal mall, LLC, a Delaware limited liability company, Lessee, recorded February 2, 2009 in Official Records Book 26738, Page 946, Public Records of Miami-Dade County, Florida.

    B. Notwithstanding the insuring provisions of this Policy, no coverage is given for any loss or damage arising out of the failure to obtain approval and assignment of the existing Submerged Land Lease (reference in Exception 15A above) in favor of the Insured, or failure to establish a new lease of the leasehold Parcel IV between the Board of Trustees the Internal Improvement Fund and the Insured. (As to Parcel IV).

16. Rights of Tenants as Tenants only, under unrecorded written leases, without options to purchase or rights of first refusal.

LA1 2907216

17. Lease by and between Intracoastal Pacific Limited Partnership, Lessor, and The Gap, Inc., a Delaware corporation, Lessee, as evidenced by The Memorandum of Lease, recorded September 30, 1996, in Official Records Book 17369, Page 4244, Public Records of Miami-Dade County, Florida..

18. Lease by and between Stanley J. Baumann and Phyllis Baumann, Lessor, and General Cinema Corporation, Lessee, as evidenced by the Short Form or Memorandum of Lease, recorded October 2, 1986, in Official Records Book 13037, Page 1284; Assignment of Lease and Assumption Agreement to GC Companies, Inc., a Delaware corporation, recorded June 17, 1994, in Official Records Book 16405, Page 2262; Assignment of Lease and Assumption Agreement to General Cinema Theaters of Florida, Inc., a Florida corporation, recorded June 17, 1994 in Official Records Book 16405, Page 2268, all of the Public Records of Miami-Dade County, Florida.

19. Terms and Conditions of that certain Lease by and between Stanley J. Baumann, Phyllis Baumann and The Baumann Partnership, a general partnership, Lessor, and T.J. Maxx, Inc., a Massachusetts corporation, Lessee, as disclosed in that certain Short Form Memorandum of Lease, recorded February 3, 1987, in Official Records Book 13167, Page 2405; Amendment to Short Form Memorandum of Lease, recorded March 27, 1992, in Official Records Book 15446, Page 1653; Amended and Restated Memorandum of Lease recorded December 9, 2010 in Official Records Book 27515, Page 3613, all of the Public Records of Miami-Dade County, Florida.

20. Due to the premises described herein being artificially filled in land in what was formerly navigable waters, this Policy is subject to the right of the United States Government, arising by reason of the United States Government's control over navigable waters in the interest of navigation and commerce.

21. The nature, extent, or existence of riparian rights, if any, appurtenant to the insured lands lying below the mean/ordinary high water mark, are neither guaranteed nor insured, and the riparian rights of others as the same may affect the said property, are hereby excepted.

LA1 2907216

CFN: 20200134723 BOOK 31835 PAGE 3260
DATE:03/03/2020 04:38:15 PM
DEED DOC 90,000.00
SURTAX 67,500.00
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

SPECIAL WARRANTY DEED

Prepared by:
Raul E. Salas, Esq.
Cole, Scott & Kissane, P.A.
9150 S. Dadeland Blvd., Ste. 1400
Miami, FL 33156

After recording return to:
James W. Shindell, Esq.
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue
Ste 2300
Miami, FL 33131

Tax Folio No(s). 07-2210-002-2641

(Above Space for Recorder's Use Only)

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made as of the 7th day of February 2020, by **ASA College, Inc., a New York Corporation** with an address at **1 Herald Center, New York, N.Y. 10001** ("**Grantor**"), in favor of **Dezer Intracoastal Mall LLC, a Florida limited liability company,** ("**Grantee**"), with an address at **18001 Collins Avenue, 31st Floor, Sunny Isles Beach, FL 33160.**

GRANTOR, for and in consideration of the sum of $10.00 paid by Grantee, receipt of which is acknowledged, does grant, bargain, sell, alien, remise, release, convey and confirm to Grantee, all rights and interest in the real property situate, lying and being in the County of Miami-Dade, State of Florida, and more particularly described on the attached **Exhibit A** ("**Property**").

TOGETHER WITH all right, title and interest of Grantor in (i) any and all structures and improvements on the Property; (ii) any land lying in the bed of any street or highway, opened or proposed, in front of or adjoining the Property; (iii) any waterways or submerged lands adjoin the Property, and (iv) all easements, rights of way, privileges, licenses, appurtenances and other rights and benefits belonging to, running with the owner of, or in any way related to the Property.

TO HAVE AND TO HOLD, the same in fee simple forever.

SUBJECT TO the matters reflected on the attached **Exhibit B** ("**Permitted Exceptions**") without reimposing same.

AND Grantor warrants the title to the Property and will defend the same against the lawful claims of others claiming by, through or under Grantor, but not otherwise, except Grantor shall not be obligated to defend claims arising from the Permitted Exceptions.

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed as of the day and year first above written.

GRANTOR:

ASA College, Inc., a New York Corporation

By: _____
Name: JOSE VALENCIA
Title: PRESIDENT

Signed, sealed and delivered
in the presence of:

_____
Print Name: Mark Midgenberg

_____
Print Name: Kim Sitchrg

STATE OF New York)
) **ss:**
COUNTY OF Kings)

The foregoing instrument was acknowledged before me, by means of physical presence, this 6 day of February 2020 by Jose F. Valencia, as President of ASA College, Inc., a New York corporation, on behalf of the company. Said individual is personally known to me or produced a driver's license as identification.

_____
Notary Public, State of New York

My commission expires:

Dominga A. Acosta
Notary Public, State of New York
NO. 01AC6183450
Qualified in Kings County
Commission Expires March 17, 20 20

MIAMI 6622019.2 84040/89257

EXHIBIT A

LEGAL DESCRIPTION

PARCEL 1 (BUILDING AREA)

A PORTION OF LOTS 5 AND 6, BLOCK 19 OF EASTERN SHORES 2ND ADDITION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 65 AT PAGE 43 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF LOT 20 IN SAID BLOCK 19; THENCE NORTH 86° 46' 13" EAST ALONG THE NORTH LINE OF SAID BLOCK 19 FOR 1654.17 FEET; THENCE SOUTH 03° 13' 47" EAST FOR 79.67 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 04° 42' 23" EAST FOR 125.22 FEET; THENCE SOUTH 85° 31' 04" WEST FOR 71.47 FEET; THENCE NORTH 05° 02' 31" WEST FOR 23.96 FEET; THENCE SOUTH 85° 25' 51" WEST FOR 29.07 FEET; THENCE NORTH 05° 02' 31" WEST FOR 100.88 FEET; THENCE NORTH 85° 16' 25" EAST FOR 30.68 FEET; THENCE NORTH 04° 54' 54" WEST FOR 9.59 FEET; THENCE NORTH 85° 08' 37" EAST FOR 19.48 FEET; THENCE SOUTH 05° 09' 31" EAST FOR 9.62 FEET; THENCE NORTH 85° 17' 21" EAST FOR 51.07 FEET TO THE POINT OF BEGINNING.

PARCEL 2 (PARKING AREA)

THE EAST 70.00 FEET OF LOT 8 AND ALL OF LOT 7 AND A PORTION OF LOT 6, BLOCK 19 OF EASTERN SHORES 2ND ADDITION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 65 AT PAGE 43 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID LOT 20 IN SAID BLOCK 19; THENCE NORTH 86° 46' 13" EAST, ALONG THE NORTH LINE OF SAID BLOCK 19 FOR 1231.36 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 86° 46' 13" EAST ALONG THE PREVIOUSLY DESCRIBED COURSE FOR 318.98 FEET; THENCE SOUTH 05° 02' 31" EAST FOR 150.07 FEET TO THE SOUTH LINE OF SAID LOT 6; THENCE SOUTH 86° 46' 13" WEST ALONG THE SOUTH LINE FOR 152.89 FEET TO THE SOUTHWEST CORNER OF SAID LOT 6; THENCE NORTH 04° 49' 24" WEST ALONG THE WEST LINE OF SAID LOT 6 FOR 30.01 FEET; THENCE SOUTH 86° 46' 13" WEST ALONG THE SOUTHERLY LINE OF SAID LOTS 7 AND 8 FOR 170.00 FEET; THENCE NORTH 03° 13' 47" WEST ALONG THE WEST LINE OF THE EAST 70.00 FEET OF SAID LOT 8 FOR 120.00 FEET TO THE POINT OF BEGINNING.

EXHIBIT B

PERMITTED EXCEPTIONS

1. Real estate taxes and assessments for the year 2020 and subsequent years.

2. Easement and Dedications of Roads and other matters contained on the Plat of Eastern Shores 2nd Addition, as recorded in Plat Book 65, Page 43, Public Records of Miami-Dade County, Florida.

3. Terms and Conditions of Unity of Title Agreement recorded in O.R. Book 17673, Page 4466, Public Records of Miami-Dade County, Florida.

4. Sewer Utility Agreements recorded in O.R. Book 12586, Page 2920 and O.R. Book 12586, Page 2924 Public Records of Miami-Dade County, Florida.

5. Shopping Center Operation and Reciprocal Easement Agreements recorded in O.R. Book 17304, Page 2585, as Amended in O.R. Book 17493, Page 4976, O.R. Book 17493, Page 4998 and O.R. Book 19308, Page 3805, Public Records of Miami-Dade County, Florida.

6. Easement in favor of Florida Power and Light Company recorded in O.R. Book 12851, Page 930, Public Records of Miami-Dade County, Florida.

7. Water System Easement agreement recorded in O.R. Book 14644, Page 121, Public Records of Miami-Dade County, Florida.

8. Water and Sewer Lines Easement and Operating Agreement recorded in O.R. Book 17743, Page 1323, amended in O.R. Book 19308, Page 3805, Public Records of Miami-Dade County, Florida.

9. Any portion of the Land lying waterward of the mean high water line of Waterway and Biscayne Bay, and lands accreted thereto.

TAB 8

Holland & Knight

701 Brickell Avenue, Suite 3000 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

Memorandum

Date: May 28, 2020

To: Mr. Justin Proffitt, AICP
Director, Community Development Department
City of North Miami Beach

From: Tracy R. Slavens, Esq.
Joseph G. Goldstein, Esq.
Vanessa Madrid, Esq.

Re: **Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment**
3501 Sunny Isles Blvd., North Miami Beach, Florida (Item # 19-3)

Response to Fiscal Impact Study Comments Dated May 22, 2020

The Applicant's responses to the comments and recommendations issued on by Lambert Advisory, LLC in connection with its Fiscal Impact Analysis Assessment and the Fiscal Impact Study dated March 25, 2020, prepared by Integra Realty Resources (the "Fiscal Impact Study"), are provided herein in **BOLD** following each of the comments issued.

Task 1 – Summary of Recommendations

1) Provide estimates of one-time job creation and impact fee expenditures on a periodic basis during the proposed construction/build-out timeline which can be annually, or in correlation with development phasing.

   Response: One-time job creation and incremental impact fee payments will be dependent on the amount of construction and project marketing that occurs at any given point in time, which will be contingent on market conditions over time and cannot be accurately predicted at this time.

   As noted in the Fiscal Impact Study, the total number of temporary jobs is estimated to be 18,000 jobs (11,800 direct jobs + 6,200 indirect jobs). The estimated total City impact fees that will be collected for the proposed development are $7,200,000.

2) Provide an estimate of net new long-term/recurring jobs created by the ICM development.

   Response: The existing retail and office at Intracoastal Mall provides 633 jobs. It is

expected that these jobs will continue after the redevelopment of the property. In addition, there will be +/-1,200 net new jobs created in the retail and office sector. The total number of jobs that will be created overall is 4,100 jobs (2,700 direct jobs within the City + 1,400 indirect jobs).

3) Provide an estimate of net new ad valorem tax to be created by the ICM development, as well as estimates of incremental ad valorem tax during the construction/build-out phasing (annually or in correlation with development phasing).

   Response: The ad valorem taxes are estimated to increase to $11,000,000 annually, from today's $1,286,761. As noted in response #1 above, phasing will depend on market conditions over time. Therefore, the incremental ad valorem taxes that would be assessed during the construction and buildout phasing cannot be accurately predicted at this time.

4) Provide estimates of net new annual expenditures (non-auto related retail goods and services) that will be generated by the residents and workers within the ICM development.

   Response: We believe that annual expenditures for permanent workers and new residents could vary significantly depending on the type of new resident (full-time versus part-time) and other prevailing factors that are difficult to quantify. As a result, we did not include such data in our report and do not believe such an analysis is warranted. However, if we assume that the average American worker spends approximately of 35% of their income on food (10%), health (5%), entertainment (5%), clothing (5%), and miscellaneous items (10%), then the 2,700 permanent workers will spend approximately $38,500,000 annually (based on a total labor income of $110,000,000) and the anticipated 1,500 new households will spend $65,625,000 annually (based on an average estimated household income of $125,000). Overall, the approximate combined total annual expenditures generated by the permanent workers and new households created by the project will be $104,125,000.

<u>Task 2 – Summary of Recommendations</u>

1) Summary of estimated costs related to the notable Developer contributions (capital improvements) outlined above.

   Response: In addition to impact fees ($7,200,000) and the Public Infrastructure and Streetscape Assessment payment ($800,000), the project includes the following additional developer contributions, capital improvements, and benefits:

   - **Roadway improvements to 35th Avenue and other offsite road improvements, including the new traffic signal, are estimated at approximately $7,500,000.**
   - **Public infrastructure benefit to the neighboring community include the relocation and improvement of an existing lift station (approximately $1,000,000) and the extension of the existing gas line ($800,000).**
   - **The developer has also agreed to relocate, enlarge and improve the existing fire station (approximately $1,800,000) and a develop a new police substation**

(approximately $750,000).

- **The developer is contemplating an ambitious extension of the waterfront by dredging a canal into the site, which is estimated to cost $35,000,000, together with another 8 acres of open areas and park space.**

Based on these estimates, the combined developer contributions will total over $54,850,000.

2) Consider the integration of affordable/workforce housing into the ICM development in lieu of select Developer contributions.

Response: Intracoastal is a unique waterfront property that is anticipated to be the City's marquis destination to live, work, and play. Thus, the residential component of the project is intended to be market rate. However, this project will have numerous positive impacts for the City, including job creation and transformative economic development.

The City's median household income is $44,296 and many of these workers commute to the Downtown Miami area for their jobs. As noted above and detailed in the Fiscal Impact Analysis, the project will create 2,700 direct permanent jobs and an additional 1,400 indirect permanent jobs. Workers within the project are likely to earn more and will commute less when development is completed. This is a significant benefit for the City's residents. In addition, the City will be realizing an additional $11,000,000 annually in ad valorem tax revenues along with a significant share of the sales tax revenue from the $104,125,000 in estimated spending generated by the project's workers and residents. With these new revenues, the City will be able to implement its own affordable/workforce housing programs in locations that it deems appropriate within the City.

Holland & Knight
701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799 Holland & Knight LLP | www.hklaw.com

Tracy R. Slavens
305.789.7642
tracy.slavens@hklaw.com

April 16, 2020

VIA E-MAIL
Ms. Sharon Cino |
Planning & Zoning Manager
Planning & Zoning Department
City of North Miami Beach
17050 N.E. 19th Ave
North Miami Beach, FL 33162-3100

Re: Dezer Intracoastal Mall LLC - Intracoastal Master Plan - City of North Miami Beach Planning Case #19-3 – Transmittal of Updated Fiscal Impact Study, Prepared by Integra Realty Resources

Dear Ms. Cino:

On behalf of Dezer Intracoastal Mall LLC (the "Applicant"), enclosed please find the updated Fiscal Impact Study prepared in connection to the review of the proposed Intracoastal Master Plan.

If you have any questions or require any additional information, please do not hesitate to call me at (305) 789-7642.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

Tracy R. Slavens, Esq.

Enclosures

#74208570_v1

Integra Realty Resources
Miami | Caribbean

Fiscal Impact Study

Intracoastal Mall
Mixed Use Property
3501 Sunny Isles Blvd.
North Miami Beach, Miami-Dade County, Florida 33160

Prepared For:
Dezer Intracoastal Mall, LLC

Effective Date of the Analysis:
March 25, 2020

Report Format:
Consulting – Standard Format

IRR - Miami | Caribbean
File Number: 123-2020-0108

Intracoastal Mall
3501 Sunny Isles Blvd.
North Miami Beach, Florida

Integra Realty Resources
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Orlando
Southwest Florida

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In Miami/Caribbean
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Orlando, FL 32801
(407) 843-3377

In Naples/Sarasota
Horseshoe Professional Park
2770 Horseshoe Drive S.
Suite 3
Naples, FL 34104
(239)-643-6888

April 15, 2020

Arthur Gallagher
Chief Financial Officer
Dezer Intracoastal Mall, LLC
18001 Collins Ave
Sunny Isles, FL 33160

SUBJECT: Fiscal Impact Study
Intracoastal Mall
3501 Sunny Isles Blvd.
North Miami Beach, Miami-Dade County, Florida 33160
IRR - Miami | Caribbean File No. 123-2020-0108

Dear Mr. Gallagher:

Integra Realty Resources – Miami | Caribbean is pleased to submit the accompanying fiscal impact study regarding the referenced planned development. The purpose of this study is to demonstrate the fiscal impact of the proposed development plans relative to the growth objectives of the City of North Miami Beach. The client for the assignment is Dezer Intracoastal Mall, LLC, and the intended use is for internal use and discussions with the City of North Miami Beach. The City of North Miami Beach is also an intended user of this report.

The subject is a proposed mixed-use property containing approximately 1,864 for-sale residential condominium and townhome units, 136 residential rental apartment units, 200,000 square feet of new Class A office space, 380,000 square feet of new Class A retail and restaurant space, and a 250-key hotel. The site is currently occupied by a 234,026 square foot shopping center named the Intracoastal Mall, and a 33,206 square foot office building that will be demolished as part of the redevelopment plan. The site area is 29.1 acres or 1,236,596 square feet.

Per the scope of work developed in between the client and IRR, this study is a consulting report to be used solely by Dezer Intracoastal Mall, LLC and the City of North Miami Beach. This assignment was engaged as a consulting assignment rather than as an appraisal;

however, there are opinions of value expressed in ranges in portions of this report which would fall under the umbrella of "Appraisal Practice" according to the Uniform Standards of Professional Appraisal Practice (USPAP). As such, the portions of this assignment and report that fall under this category are developed in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP).

Coronavirus Disease 2019 (COVID-19)
The outbreak of the Novel Coronavirus (COVID-19), declared an outbreak by the World Health Organization (WHO) on January 30, 2020 and subsequently reclassified as a worldwide pandemic on March 11, 2020, has created substantial uncertainty in the worldwide financial markets. Concerns about the ongoing spread of the COVID-19 (Corona) Virus have resulted in cancellations of a substantial number of business meetings, conferences, and sporting and entertainment events in the coming 3-6 months; the implementation of personal quarantine procedures; a 30-day lock-out for travel from most of Europe to the U.S.; and substantial reductions (and restrictions) in other travel by air, rail, bus, and ship.

As of the effective date of this report, tourism, lodging, and tourist-related food and beverage and retail sectors are likely to feel the first negative effects due to the substantial decline in social movement and activity. A prolonged outbreak could have a significant (and yet unquantifiable) impact on other real estate sectors. Our valuation is based upon the best information as of the effective date.

However, given the degree of overall uncertainty present in the economy due to COVID-19, forecasts and projections contained herein may change dramatically, or differently than projected under stable market conditions. Therefore, we recommend a more frequent review of this valuation, and advise the intended user to consider the current lack of overall economic stability in evaluating the use and reliability of the opinions expressed herein.

If you have any questions or comments, please contact the undersigned. Thank you for the opportunity to be of service.

Respectfully submitted,

Integra Realty Resources - Miami | Caribbean

DRAFT
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Florida State Certified General RZ4094
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Addenda
A. Appraiser Qualifications
B. Financials and Property Information
C. IMPLAN Analysis

Summary of Key Findings

The following table summarizes our findings for the project.

Fiscal Impact Summary			
	All components combined		
Construction Costs	$1,482,000,000		
Rental Revenues (Gross, Annual)	$299,000,000		
End-Unit Value	$2,300,000,000		
Temporary Effects*	Job Supported	Labor Income	Value Added
Direct (City of North Miami Beach)	**11,800**	**$860,000,000**	$1,080,000,000
Indirect (City + County)	1,700	$88,000,000	$153,000,000
Induced (City + County)	4,500	$207,000,000	$385,000,000
Total	18,000	$1,155,000,000	$1,618,000,000
Permanent Effects**	Job Created	Labor Income	Value Added
Direct (City of North Miami Beach)	**2,700**	**$110,000,000**	$98,000,000
Indirect (City + County)	700	$35,000,000	$54,000,000
Induced (City + County)	700	$30,000,000	$55,000,000
Total	4,100	$175,000,000	$207,000,000
Real Estate Taxes Generated (NMB)	**$11,000,000**	63% Increase based on the existing Ad Valorem Revenues	
Impact Fees Generated (NMB)	**$7,200,000**		
Increase of Other Sources of Revenues			
During Construction:	Construction Permit Fees & Impact Fees (~ $7.2 Million)		
Permanent Yearly Revenues:	Communication service taxes, 10% of net utility revenues, license fees from new businesses, charges for services (park facilities, summer camp tuition, etc.), traffic and parking ticket revenues, increase of the integovernmental		
New Residents	3,375	7% - 8% Increase of based on the existing population of the City of NMB	
New Households	1,500		

All forecasts are in current dollars (2020).

* Total jobs supported during the construction period.

** Absolute number jobs created upon completion of the construction.

The overall economic impact to the City of North Miami Beach would be demonstrable, representing the creation of on-going employment of an additional 2,600 – 2,700 jobs, plus the increase of the Ad Valorem Taxes of $11 Million per year upon completion and stabilization/sell-out period, which represents a 63% increase over the existing real estate tax base. The construction of the project will also generate approximately $7.2 Million in Impact Fees for the City of North Miami Beach.

Furthermore, the proposed project will not only attract new residents and new businesses to the area but also expands the retail, and the restaurant offering to the existing residents and employees of the

City of North Miami Beach. The project is maximizing its integration with the existing landscape by adding over 100,000 SF of green public space and extending the canal into the site.
Furthermore, the proposed project will not only attract new residents and new businesses to the area but also expands the retail, and the restaurant offering to the existing residents and employees of the City of North Miami Beach. The project is maximizing its integration with the existing landscape by adding over 100,000 square feet of green public space and prolonging the canal into the site.

Coronavirus Disease 2019 (COVID-19)
As of the effective date of this report, tourism, lodging, and tourist-related food and beverage and retail sectors are likely to feel the first negative effects due to the substantial decline in social movement and activity. A prolonged outbreak could have a significant (and yet unquantifiable) impact on other real estate sectors. Our valuation is based upon the best information as of the effective date.

However, given the long-term construction timeline of the project (3-4 years until the beginning of the construction with a completion in ~10 years), we did not model any long-term impact due to the coronavirus outbreak. Should at a later date more information and market evidence of long-term impacts from COVID-19 become available, this report is subject to review and revision as necessary.

Quality Assurance

Delivering superior value is a top priority at IRR and we place a premium on feedback from our valued clients. By learning more about your experience with IRR, we will be better able to serve your needs – to enhance our products, service offerings, and client communications.

Attached is a short survey applicable to this appraisal report and the service that you received. Please take a few minutes to share your experience of IRR with us. Your feedback will be reviewed by our Quality Control team. If you desire a follow-up telephone call, please provide your contact information and a member of our Quality Control team will contact you.

Access the online survey here: quality.irr.com.

Thank you in advance for assisting us with this important endeavor. Please feel free to contact your Local Office using the contact information provided within the letter of transmittal or our Quality Control team at quality@irr.com, with any questions or suggestions you may have.

General Information

Identification of Subject

The subject is a proposed mixed-use property containing approximately 1,864 for-sale residential condominium and townhome units, 136 residential rental apartment units, 200,000 square feet of new Class A office space, 380,000 square feet of new Class A retail and restaurant space, and a 250-key hotel. The site is currently occupied by a 234,026 square foot shopping center named the Intracoastal Mall, and a 33,206 square foot office building that will be demolished as part of the redevelopment plan. The site area is 29.1 acres or 1,236,596 square feet[1].

Property Identification	
Property Name	Intracoastal Mall
Address	3501 Sunny Isles Blvd.
	North Miami Beach, Florida 33160
Tax ID	07-2210-002-2640 and 07-2210-002-2641
Owner of Record	DEZER INTRACOASTAL MALL, LLC

[1] The property card from the Miami-Dade Property Appraiser's website shows the site as 27.51 acres, or 1,198,210 square feet. For the purpose of this analysis, we relied on the architect's calculation of the site area.

Purpose of the Study

The purpose of this fiscal impact study is to demonstrate the fiscal impact of the proposed development plans relative to the growth objectives of the City of North Miami Beach. The effective date of this study is March 25, 2020. The date of the report is April 15, 2020, and it is valid only as of the stated effective date.

Intended Use and User

The intended use of the study is for internal use and discussions with the City of North Miami Beach. The client is Dezer Intracoastal Mall, LLC. The intended users are Dezer Intracoastal Mall, LLC and the City of North Miami Beach. The study is not intended for any other use or user. No party or parties other than Dezer Intracoastal Mall, LLC, and the City of North Miami may use or rely on the information, opinions, and conclusions contained in this report.

Applicable Requirements

This consulting assignment is intended to conform to the requirements of the following:

- Uniform Standards of Professional Appraisal Practice (USPAP) where applicable;
- Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute;
- Applicable state appraisal regulations.

Prior Services

We have previously provided consulting services regarding the property that is the subject of this report for Dezer Intracoastal Mall, LLC. We have provided no other services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.

Scope of Work

Integra-Miami | Caribbean (IRR) conducted relevant market research which will include major market statistics; major market highlights; and IRR's opinion on risks and opportunities of the site with respect to area development.

IRR described the development plan and provided key metrics impacting the fiscal benefits of the development plan, including:

a) Real Estate Tax Benefits to the community derived from the development plan

b) Job Creation Forecasts (temporary job creation based on construction cycle, plus permanent job creation by attracting users to the project)

c) Other intangible benefits resulting from space occupiers who are likely to expend discretionary monies proximate to their workplace

In order to develop a Real Estate Tax Estimate, IRR researched and concluded to the most probable project value per use upon completion based on the characteristics of the subject, and recent transactions of similar properties in South Florida.

IRR forecasted the temporary job creation based on the developer's construction costs budget, and similar project's construction costs and the permanent job creation based on the usable square footage or number of units for each use.

Per the scope of work developed between the client and IRR, this study is a consulting report to be used solely by Dezer Intracoastall Mall, LLC and the City of North Miami Beach. Because portions of this consulting assignment fall under "Appraisal Practice" according to USPAP, the relevant portions of this consulting assignment are intended comply with USPAP including the reporting guidelines under Standard 2.

Research and Analysis

The type and extent of our research and analysis are detailed in individual sections of the report. This includes the steps we took to verify comparable rents, sales prices, construction costs, and project specifications. Although we make an effort to confirm the rental rates and time to absorb each competitive rental building, it is sometimes necessary to rely on secondary verification from sources deemed reliable.

Data for the study is compiled from various public and IRR proprietary sources, including data layers from IRR Viewpoints, IRR Analytics and IRR DB Metrics databases, as well as CoStar, REIS, and MLS. IRR also relied on IMPLAN to model its temporary and permanent job creation, labor income and value added forecasts.

Coronavirus Disease 2019 (COVID-19)

The outbreak of the Novel Coronavirus (COVID-19), declared an outbreak by the World Health Organization (WHO) on January 30, 2020 and subsequently reclassified as a worldwide pandemic on March 11, 2020, has created substantial uncertainty in the worldwide financial markets. Concerns about the ongoing spread of the COVID-19 (Corona) Virus have resulted in cancellations of a substantial number of business meetings, conferences, and sporting and entertainment events in the coming 3-6 months; the implementation of personal quarantine procedures; a 30-day lock-out for travel from most of Europe to the U.S.; and substantial reductions (and restrictions) in other travel by air, rail, bus, and ship.

As of the effective date of this report, tourism, lodging, and tourist-related food and beverage and retail sectors are likely to feel the first negative effects due to the substantial decline in social movement and activity. A prolonged outbreak could have a significant (and yet unquantifiable) impact on other real estate sectors. Our valuation is based upon the best information as of the effective date.

However, given the degree of overall uncertainty present in the economy due to COVID-19, forecasts and projections contained herein may change dramatically, or differently than projected under stable market conditions. Therefore, we recommend a more frequent review of this valuation, and advise

the intended user to consider the current lack of overall economic stability in evaluating the use and reliability of the opinions expressed herein.

Significant Assistance

It is acknowledged that Virginie Dorris RI24289 made a significant professional contribution to this study, consisting of participating in the property inspection, conducting research on the subject and transactions involving comparable properties, performing appraisal analyses, and assisting in report writing, under the supervision of the persons signing the report.

I, Anthony Graziano, MAI, CRE the supervisory appraiser of a registered appraiser trainee who contributed to the development or communication of this study, hereby accepts full and complete responsibility for any work performed by the registered appraiser trainee named in this report as if it were my own work.

Project Overview

Project Description

The subject is a proposed mixed-use property containing approximately 1,864 for-sale residential condominium and townhome units, 136 residential rental apartment units, 200,000 square feet of new Class A office space, 380,000 square feet of new Class A retail and restaurant space, and a 250-key hotel. The site is currently occupied by a 234,026 square foot shopping center named the Intracoastal Mall, and a 33,206 square foot office building that will be demolished as part of the redevelopment plan. The site area is 29.1 acres or 1,236,596 square feet[2].

The construction of the project is expected to start within the next three (3) years, and it will most likely be completed in phases due to its size. The project is expected to be completed within the next ten (10) years. It is currently in the pre-development phase.

[2] The property card from the Miami-Dade Property Appraiser's website shows the site as 27.51 acres, or 1,198,210 square feet. For the purpose of this analysis, we relied on the architect's calculation of the site area.

Development Programming

The proposed development plan will include (7) blocks, as shown on the site plan below. The following table indicates the preliminary design and density concept for each of the blocks, along with the proposed uses.

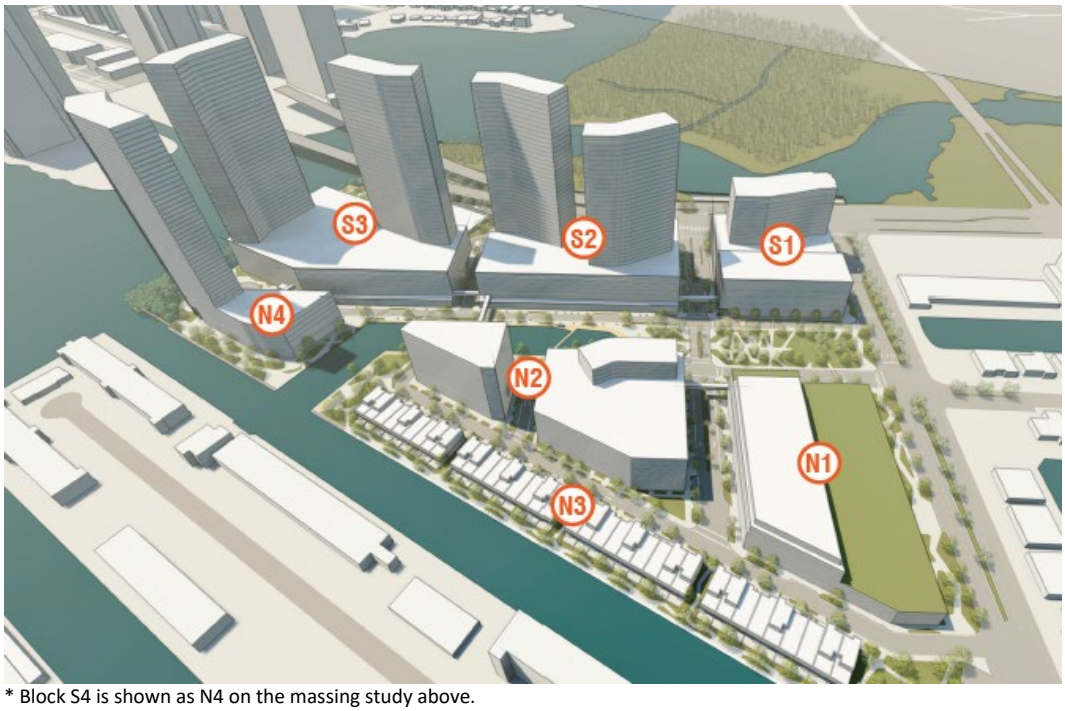
Project Summary

Block	Mulitfamily	Condominiums	Townhomes	Retail, Restaurant & Gym	Office	Hotel	Parking
N1				46,860 SF			490 spaces
N2	136 units			32,585 SF		249 rooms	284 spaces
N3			36 units				35 spaces
S1				171,321 SF	196,580 SF		751 spaces
S2		679 units		55,762 SF			1,356 spaces
S3		816 units		40,706 SF			1,929 spaces
S4		391 units		31,832 SF			0 spaces
Total	136 units	1,828 units	36 units	379,066 SF	196,580 SF	249 rooms	4,845 spaces

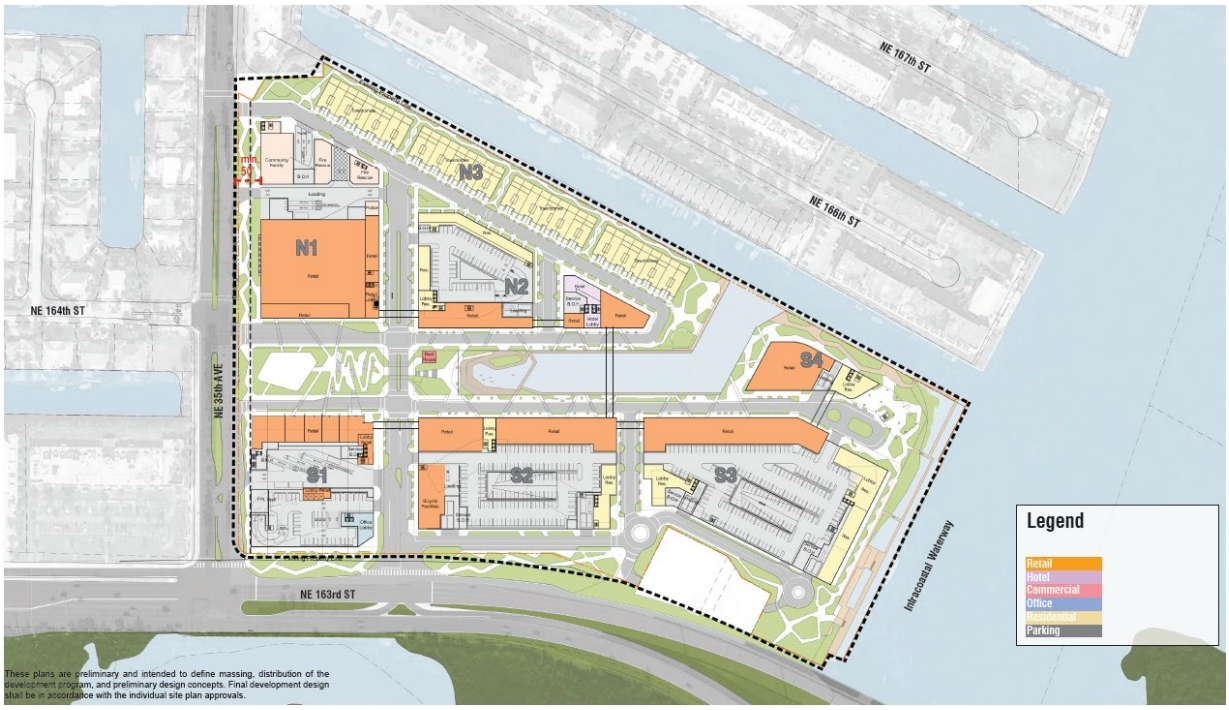
- The total square footage and unit count may differ from the sum of the individual block counts as the development plan has been updated since the TRAD submittal 2 for total unit count but not for individual blocks.

Source: Intracoastal Mall Program Analysis- TRAD submittal 2, dated February 5, 2020, and discussion with ownership about development plan updates.

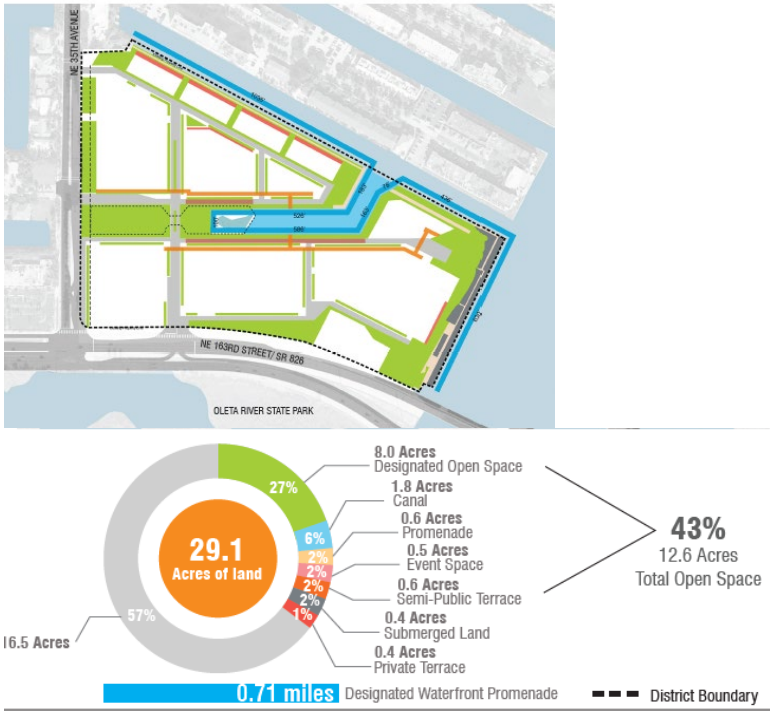
It is anticipated that Block N1 will include ground floor retail (46,860 SF), and a gym (35,729 SF) while Block S1 will include a supermarket (42,046 SF), an upper soft good retailer (22,170 SF), a home furnishing retailer (22,565 SF), and a 492-seat movie theater. Block S1 will contain an 18-story Class A office building (196,580 SF). The multifamily rental units will be in Block N2 while the for-sale condominium units will be located in Block S2, S3, and S4, and the townhomes will be located directly on the Intracoastal in Block S3 and along the existing canal on the northern boundary of the property.



* Block S4 is shown as N4 on the massing study above.



A canal will be prolongated into the site, and the project will integrate a significant amount of green space.

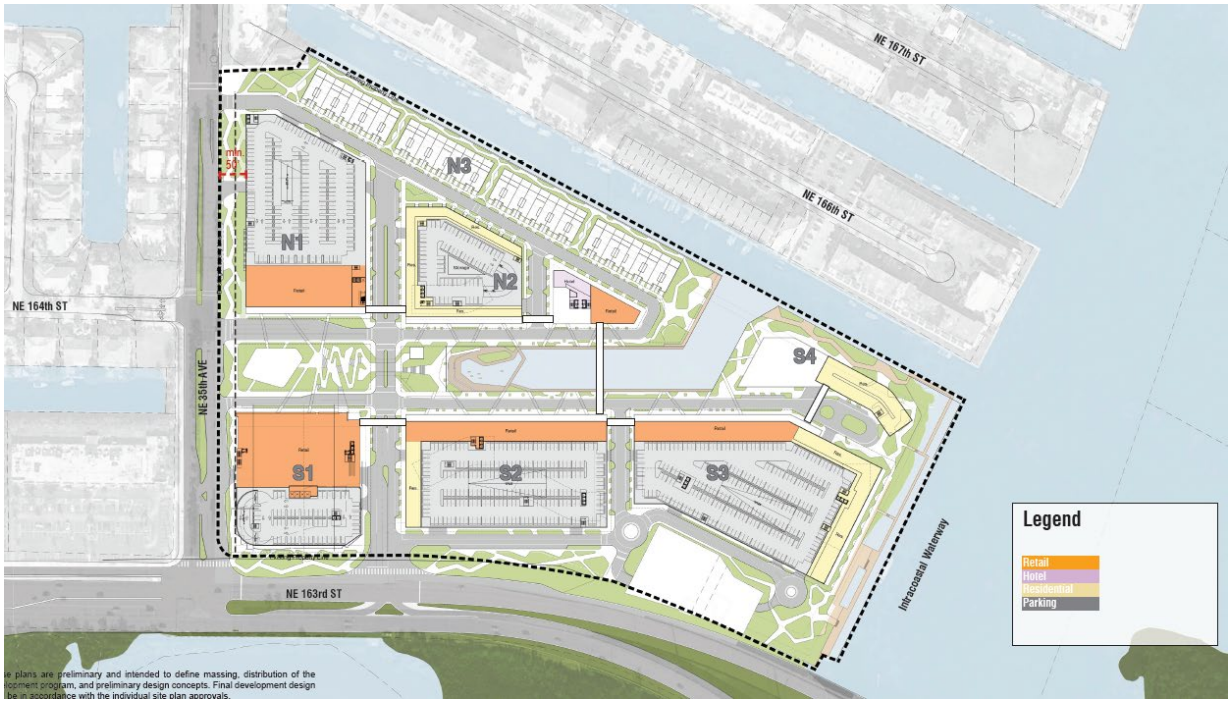


Massing Study and Site Plan

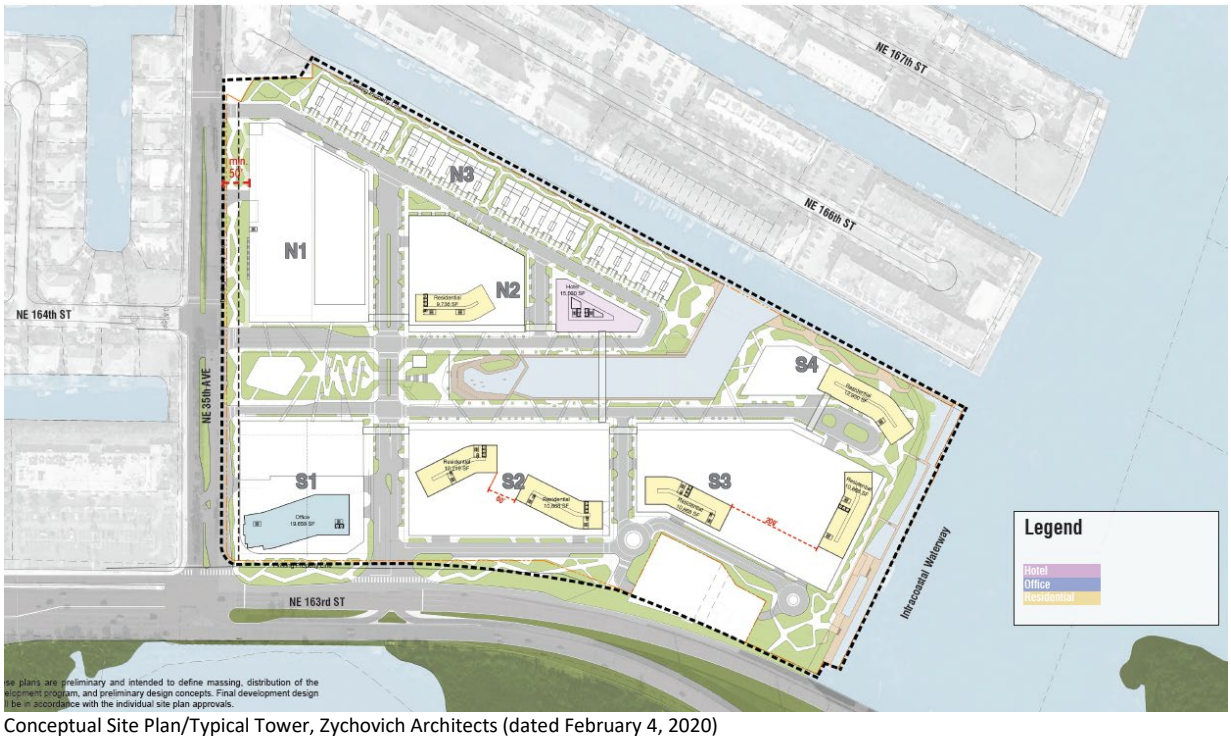
Massing Study, Zychovich Architects (dated March 10, 2020)

Massing Study, Zychovich Architects (dated March 10, 2020)

Massing Study – Block N1 N2 and N3, Zychovich Architects (dated March 10, 2020)



Conceptual Site Plan/Second Level, Zychovich Architects (dated February 4, 2020)



Conceptual Site Plan/Typical Tower, Zychovich Architects (dated February 4, 2020)

Understory Planting Master Plan, Zychovisch Architects (dated February 5, 2020)

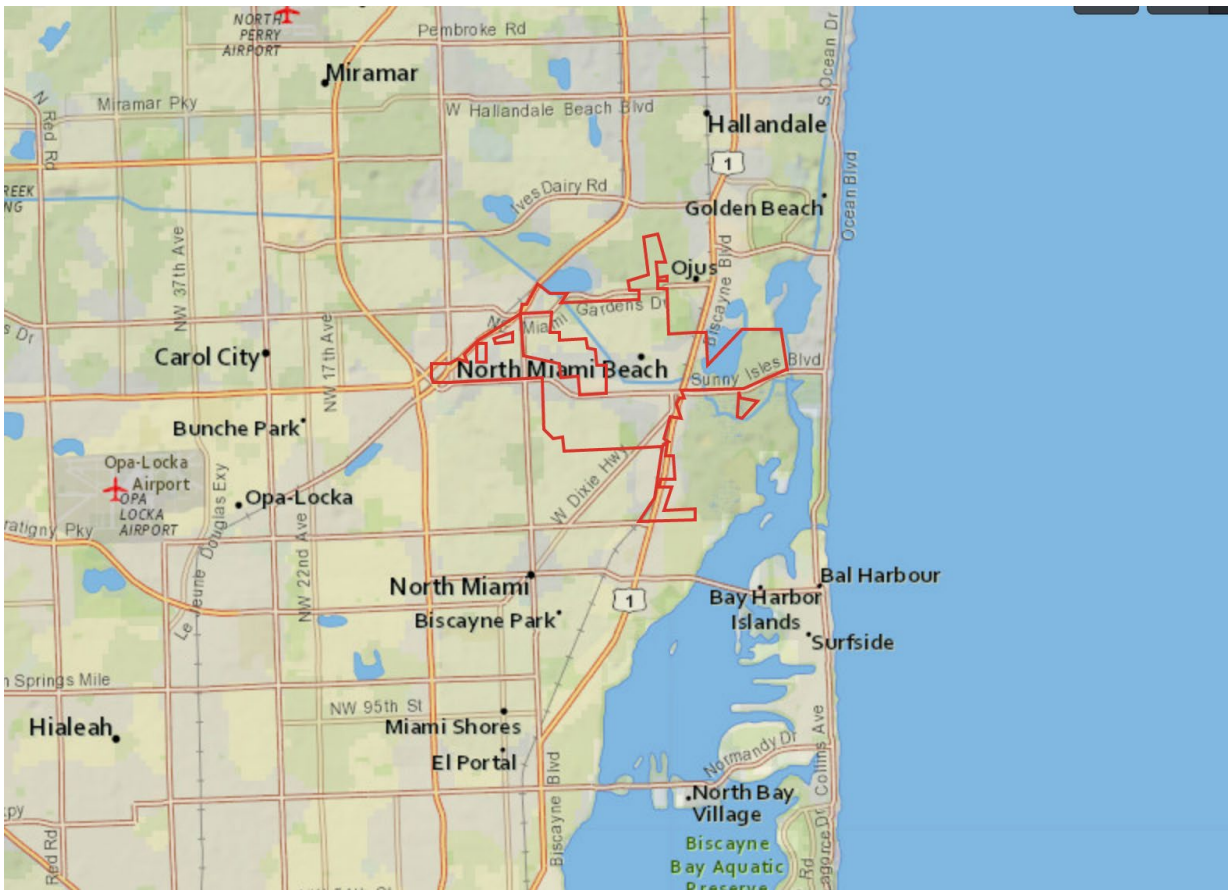
Harbor Enlargement Plan, Zychovisch Architects (dated February 5, 2020)

Economic Overview and Context

Location

The subject is located in the City of North Miami Beach in Miami-Dade County in South Florida. It is a suburban city in Miami-Dade County that includes the Florida International University Biscayne Bay Campus as well as the Oleta River State Park, and the Museum of Contemporary Art of North Miami. The boundaries of the area are defined as follow:

North	NE 163rd St.
South	NE 185th St.
East	I-95 Express Road
West	US -1/Biscayne Blvd.



Miami-Dade County Area Analysis

Miami-Dade County is located in southeastern Florida approximately 30 miles south of Fort Lauderdale. It is 1,898 square miles in size and has a population density of 1,487 persons per square mile. Miami-Dade County is part of the Miami-Fort Lauderdale-West Palm Beach, FL Metropolitan Statistical Area, after this called the Miami MSA, as defined by the U.S. Office of Management and Budget.

Population

Miami-Dade County has an estimated 2019 population of 2,821,143, which represents an average annual 1.4% increase over the 2010 census of 2,496,435. Miami-Dade County added an average of 36,079 residents per year over the 2010-2019 period, but its annual growth rate lagged the State of Florida rate of 1.5%.

Looking forward, Miami-Dade County's population is projected to increase at a 1.3% annual rate from 2019-2024, equivalent to the addition of an average of 37,332 residents per year. The Miami-Dade County growth rate is expected to be similar to that of Florida.

Population Trends

	Population			Compound Ann. % Chng	
	2010 Census	2019 Estimate	2024 Projection	2010 - 2019	2019 - 2024
North Miami Beach, FL (city)	41,523	45,024	47,780	0.9%	1.2%
Miami-Dade County, FL	2,496,435	2,821,143	3,007,802	1.4%	1.3%
Florida	18,801,310	21,486,238	22,945,168	1.5%	1.3%

Source: Environics Analytics

Employment

Total employment in Miami-Dade County is currently estimated at 1,142,066 jobs. Between year-end 2008 and the present, employment rose by 137,268 jobs, equivalent to a 13.7% increase over the entire period. There were gains in employment in eight out of the past ten years despite the national economic downturn and slow recovery. Although Miami-Dade County's employment rose over the last decade, it underperformed Florida, which experienced an increase in employment of 14.6% or 1,104,776 jobs over this period.

A comparison of unemployment rates is another way of gauging an area’s economic health. Over the past decade, Miami-Dade County has had a 7.1% average unemployment rate, which is the same as the rate for Florida. The two areas are performing similarly according to this measure.

Recent data shows that Miami-Dade County has a 3.9% unemployment rate, which is the same as the rate for Florida.

Employment Trends

	Total Employment (Year End)				Unemployment Rate (Ann. Avg.)	
Year	Miami-Dade County	% Change	Florida	% Change	Miami-Dade County	Florida
2008	1,004,798		7,585,913		4.8%	6.3%
2009	960,981	-4.4%	7,209,010	-5.0%	10.4%	10.4%
2010	973,323	1.3%	7,260,875	0.7%	11.1%	11.0%
2011	997,766	2.5%	7,368,030	1.5%	9.4%	10.0%
2012	1,021,527	2.4%	7,538,166	2.3%	8.3%	8.5%
2013	1,047,986	2.6%	7,741,539	2.7%	7.4%	7.2%
2014	1,083,134	3.4%	8,012,496	3.5%	6.7%	6.3%
2015	1,117,022	3.1%	8,314,343	3.8%	5.8%	5.5%
2016	1,135,111	1.6%	8,542,086	2.7%	5.2%	4.8%
2017	1,149,091	1.2%	8,718,087	2.1%	4.6%	4.2%
2018*	1,142,066	-0.6%	8,690,689	-0.3%	3.8%	3.6%
Overall Change 2008-2018	137,268	13.7%	1,104,776	14.6%		
Avg Unemp. Rate 2008-2018					7.1%	7.1%
Unemployment Rate - January 2019					3.9%	3.9%

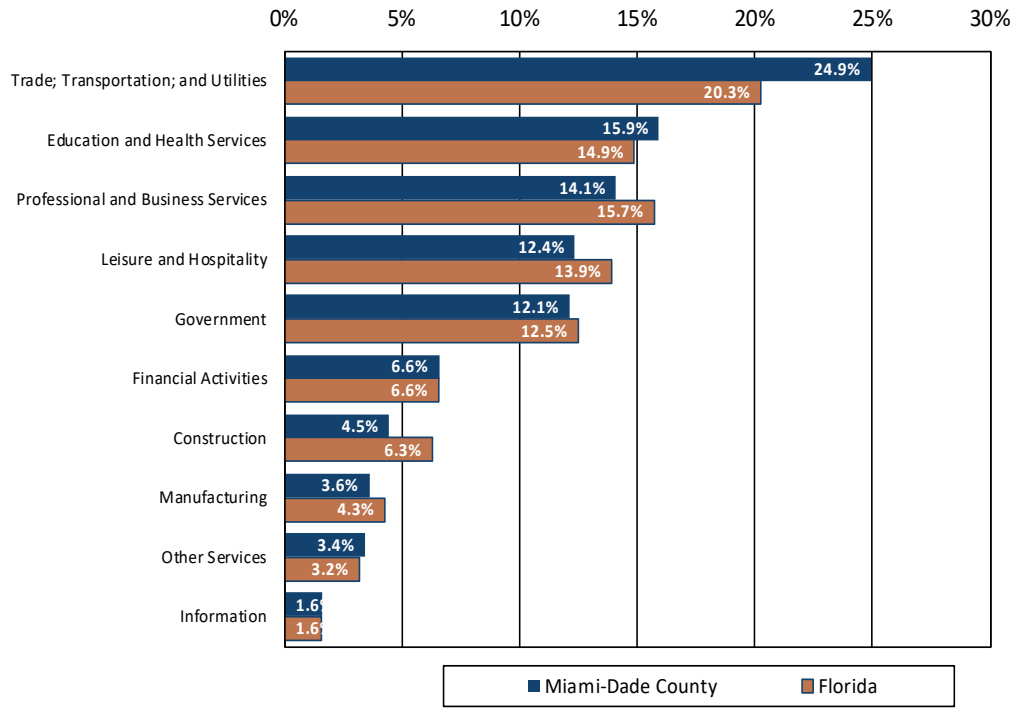
*Total employment data is as of September 2018; unemployment rate data reflects the average of 12 months of 2018.

Source: Bureau of Labor Statistics and Economy.com. Employment figures are from the Quarterly Census of Employment and Wages (QCEW). Unemployment rates are from the Current Population Survey (CPS). The figures are not seasonally adjusted.

Employment Sectors

The composition of the Miami-Dade County job market is depicted in the following chart, along with that of Florida. Total employment for both areas is broken down by major employment sectors, and the sectors are ranked from largest to smallest based on the percentage of Miami-Dade County jobs in each category.

Employment Sectors - 2018



Source: Bureau of Labor Statistics and Economy.com

Miami-Dade County has greater concentrations than Florida in the following employment sectors:

1. Trade; Transportation; and Utilities, representing 24.9% of Miami-Dade County payroll employment compared to 20.3% for Florida as a whole. This sector includes jobs in retail trade, wholesale trade, trucking, warehousing, and electric, gas, and water utilities.
2. Education and Health Services, representing 15.9% of Miami-Dade County payroll employment compared to 14.9% for Florida as a whole. This sector includes employment in public and private schools, colleges, hospitals, and social service agencies.
3. Other Services, representing 3.4% of Miami-Dade County payroll employment compared to 3.2% for Florida as a whole. This sector includes establishments that do not fall within other defined categories, such as private households, churches, and laundry and dry-cleaning establishments.
4. Information, representing 1.6% of Miami-Dade County payroll employment compared to 1.6% for Florida as a whole. Publishing, broadcasting, data processing, telecommunications, and software publishing are included in this sector.

Miami-Dade County is underrepresented in the following sectors:

1. Professional and Business Services, representing 14.1% of Miami-Dade County payroll employment compared to 15.7% for Florida as a whole. This sector includes legal, accounting, and engineering firms, as well as management of holding companies.
2. Leisure and Hospitality, representing 12.4% of Miami-Dade County payroll employment compared to 13.9% for Florida as a whole. This sector includes employment in hotels, restaurants, recreation facilities, and arts and cultural institutions.
3. Government, representing 12.1% of Miami-Dade County payroll employment compared to 12.5% for Florida as a whole. This sector includes employment in local, state, and federal government agencies.
4. Construction, representing 4.5% of Miami-Dade County payroll employment compared to 6.3% for Florida as a whole. This sector includes the construction of buildings, roads, and utility systems.

Major Employers

Major employers in Miami-Dade County are shown in the following table.

Major Employers - Miami-Dade County, FL

	Name	Number of Employees
1	American Airlines	9,000
2	Baptist Health	7,169
3	Miami-Dade College	6,000
4	Royal Caribbean	4,900
5	Baptist Hospital	3,050
6	VA	3,000
7	Style View Products	2,800
8	Costa Farms	2,300
9	Interfoods	2,200
10	Mercy Hospital	2,200

Source: Enterprise Florida 2018

Gross Domestic Product

Gross Domestic Product (GDP) is a measure of economic activity based on the total value of goods and services produced in a defined geographic area. Although GDP figures are not available at the county level, data reported for the Miami MSA is considered meaningful when compared to the nation overall, as Miami-Dade County is part of the MSA and subject to its influence.

Economic growth, as measured by annual changes in GDP, has been somewhat higher in the Miami MSA than the United States overall during the past eight years. The Miami MSA has grown at a 2.6% average annual rate while the United States has grown at a 2.1% rate. As the national economy improves, the Miami MSA continues to perform better than the United States. GDP for the Miami MSA rose by 2.4% in 2017 while the United States GDP rose by 2.2%.

The Miami MSA has a per capita GDP of $48,140, which is 13% less than the United States GDP of $55,418. This means that Miami MSA industries and employers are adding relatively less value to the economy than their counterparts in the United States overall.

Gross Domestic Product

Year	($ Mil) Miami MSA	% Change	($ Mil) United States	% Change
2010	247,557		15,598,753	
2011	247,940	0.2%	15,840,664	1.6%
2012	254,161	2.5%	16,197,007	2.2%
2013	251,020	-1.2%	16,495,369	1.8%
2014	267,698	6.6%	16,899,831	2.5%
2015	281,369	5.1%	17,386,700	2.9%
2016	289,602	2.9%	17,659,187	1.6%
2017	296,486	2.4%	18,050,693	2.2%
Compound % Chg (2010-2017)		2.6%		2.1%
GDP Per Capita 2017	$48,140		$55,418	

Source: Bureau of Economic Analysis and Economy.com; data released September 2018. The release of state and local GDP data has a longer lag time than national data. The data represents inflation-adjusted "real" GDP stated in 2009 dollars.

Household Income

Miami-Dade County has a lower level of household income than Florida. Median household income for Miami-Dade County is $50,189, which is 8.5% less than the corresponding figure for Florida.

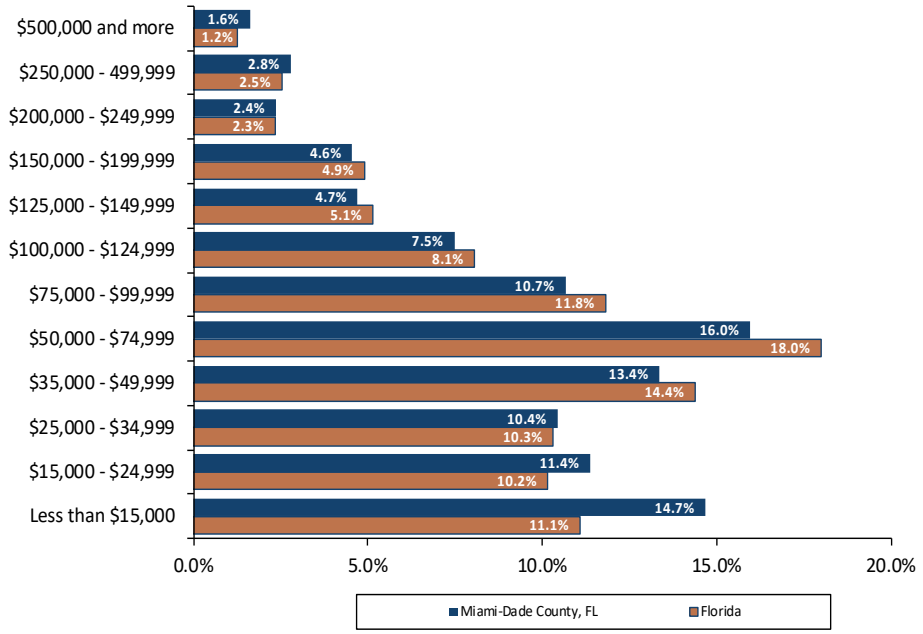
Median Household Income - 2019

	Median
Miami-Dade County, FL	$50,189
Florida	$54,866
Comparison of Miami-Dade County, FL to Florida	- 8.5%

Source: Environics Analytics

The following chart shows the distribution of households across twelve income levels. Miami-Dade County has a greater concentration of households in the lower income levels than Florida. Specifically, 36% of Miami-Dade County households are below the $35,000 level in household income as compared to 32% of Florida households. A lesser concentration of households is apparent in the middle income levels, as 29% of Miami-Dade County households are between the $35,000 - $75,000 levels in household income versus 32% of Florida households.

Household Income Distribution - 2019

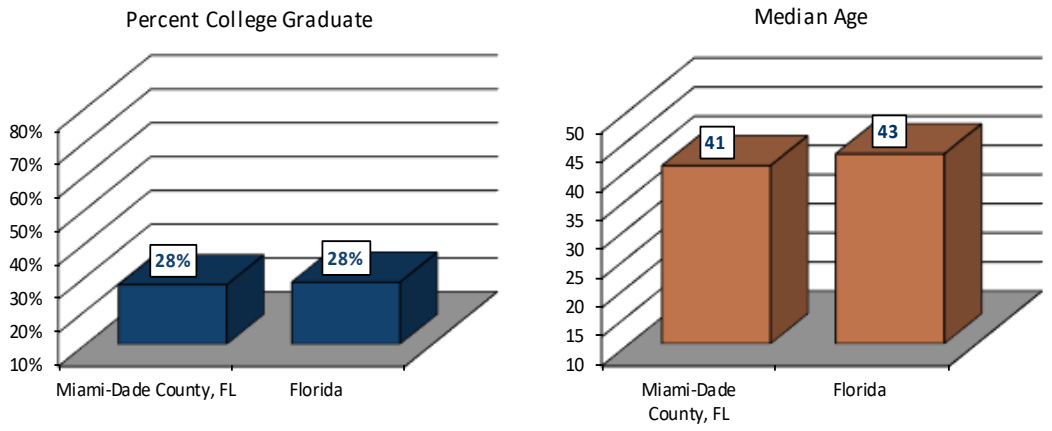


Source: Environics Analytics

Education and Age

Residents of Miami-Dade County have a similar level of educational attainment to those of Florida. An estimated 28% of Miami-Dade County residents are college graduates with four-year degrees, which is the same percentage as Florida residents. People in Miami-Dade County are younger than their Florida counterparts. The median age for Miami-Dade County is 41 years, while the median age for Florida is 43 years.

Education & Age - 2019



Source: Environics Analytics

Conclusion

The Miami-Dade County economy will be affected by a growing population base and a lower level of median household income. Miami-Dade County experienced growth in the number of jobs over the past decade, and it is reasonable to assume that employment growth will occur in the future. Moreover, Miami-Dade County benefits from being part of the Miami MSA, which is the seventh most populous metropolitan area in the country and has exhibited a higher rate of GDP growth than the nation overall. We anticipate that the Miami-Dade County economy will improve and employment will grow, strengthening the demand for real estate, notwithstanding effects of COVID-19 which creates uncertainty in the near term.

City of North Miami Beach Area Analysis

Access and Linkages

Primary access to the area is provided by I-95, a major arterial that crosses Miami-Dade County in a north/south direction. Access to the subject from I-95 is provided by NE 167th, which merges into NE 163rd St, and travel time from the major arterial to the subject is about 10 minutes. Secondary access to the area is provided by US-1/Biscayne Boulevard, which also crosses Miami-Dade County in a South/North direction. NE 163rd St also provides access to the subject from US-1/Biscayne, and travel time from the major arterial to the subject is about 3 minutes.

The City of North Miami Beach is also easily accessible by the NE 163rd St bridge to some of the most prestigious areas in the country such as Bal Harbor and Sunny Isles Beach.

Miami International Airport is located 15 miles away from the subject, and driving time is about 30 minutes depending on the traffic, while the Fort Lauderdale-Hollywood International Airport is located 18 miles from the subject, driving time is about 35 minutes.

Public transportation is provided by Miami-Dade County and provides access to locations throughout the county. There is a bus stop for Routes 93, 135, 16, 3, 75 and 19 near the subject. Route 93 (north /southbound) connects to CBD, route 16 (north /southbound) connects to the Arsht Performing Arts Metromover Station/Omni Bus Terminal, route 75 (east/westbound) connects to the FIU Campus, and route 135 (east/westbound) connects to the Hialeah Metrorail Station and the Opa-Locka Tri-Rail Station.

The local market perceives public transportation as good compared to other areas in the region. However, the primary mode of transportation in the area is the automobile.

Demographics

A demographic profile of the surrounding area, including population, households, and income data, is presented in the following table.

Surrounding Area Demographics

2019 Estimates	North Miami Beach, FL (city)	Miami-Dade County, FL	Florida
Population 2010	41,523	2,496,435	18,801,310
Population 2019	45,024	2,821,143	21,486,238
Population 2024	47,780	3,007,802	22,945,168
Compound % Change 2010-2019	0.9%	1.4%	1.5%
Compound % Change 2019-2024	1.2%	1.3%	1.3%
Households 2010	14,452	867,352	7,420,802
Households 2019	15,931	983,271	8,464,598
Households 2024	17,003	1,049,830	9,040,643
Compound % Change 2010-2019	1.1%	1.4%	1.5%
Compound % Change 2019-2024	1.3%	1.3%	1.3%
Median Household Income 2019	$44,296	$51,512	$54,866
Average Household Size	2.8	2.9	2.5
College Graduate %	22%	28%	28%
Median Age	38	41	43
Owner Occupied %	56%	55%	67%
Renter Occupied %	44%	45%	33%
Median Owner Occupied Housing Value	$212,263	$291,141	$217,344
Median Year Structure Built	1967	1979	1987
Average Travel Time to Work in Minutes	72	72	30

Source: Environics Analytics and Esri.

As shown above, the current population within the City of North Miami Beach is 45,024, and the average household size is 2.8. Population in the area has grown since the 2010 census, and this trend is projected to continue over the next five years. Compared to Miami-Dade County overall, the population within the City of North Miami Beach is projected to grow at a similar rate.

Demand Generators

Major employers include the FIU Campus, and Jackson North Hospital as well as the numerous corporate offices concentrated along Biscayne Blvd. There are also various malls shopping plazas along Biscayne Blvd, NE 163rd St, and NE 123rd St. These are located within 5 miles of the subject's and represent significant concentrations of employees.

In addition to its immediate employment base, the site is located within 5 miles of Aventura, Sunny Isles, and Miami Shores. These nodes are located within 5 miles of the subjects and represent significant concentrations of employees.

Furthermore, the area is accessible to the Miami CBD, Fort Lauderdale, Doral, and Miami Beach via I-95, all within 30 minutes of driving time. Access to employment centers in other submarkets represents collateral demand drivers.

Rising rents in South Florida also make the proposed project a more attractive option for employees who commute to Downtown Miami daily. Rental rate growth in some areas has been very strong with rental rates increasing 10%+ for the past three years. This is forcing former residents to relocate to more affordable areas. Residents of North Miami, Miami Shores, Aventura, Miami Beach, and Miami Gardens often commute to work in the Brickell/CBD, so rental offerings that maintain close proximity and good access to downtown Miami are targets for the dislocated renter migrating out of these areas.

Aventura Parksquare – 2940 NE 207th St: Aventura Parksquare is a large mixed-use project that contains contain 100,000 SF of office space, 50,000 SF of retail, 131 residential condominiums, and a +/- 200 key hotel. The project delivered in Q2 2018. Retail tenant base includes as Barry's Bootcamp, Graziano's Market, CycleHouse, and Starbucks.

Forum Aventura -19790 W Dixie Hwy: Forum Aventura is a 13-story, +/- 96,000 SF office condominium project containing 58 units for sale. It is located on Biscayne Blvd, on the corner of NE 197nd St. The project is expected to be completed in Q3 2019.

Forum Park – 18802-18820 W Dixie Hwy: Forum Aventura is a mixed-use 6-story condominium project with 80,000 SF of Class B office space and 8,000 SF of ground-floor retail. Plans filed with the county show a +/- 330 parking space garage and 16 residential units in the rear of the property. The project is set to be delivered during Q3 2019.

Two10 Aventura – 21001 Biscayne Blvd: This is a 21 condo-office unit project located in Aventura that is currently under construction. Upon delivery in Q2 2021, it will bring over 100,000 SF of new Class A office space in the area.

Forum Park

Aventura Parksquare

Proposed/Planned Office Projects

SoLe Mia Office – 15002 Biscayne Blvd: Sole Mia is a 183-acre master-planned community located off Biscayne Blvd and 153rd St. Per the City of North Miami the project will include 4,390 residences, 675,000 SF of retail and entertainment space, 220,000 SF of office, and 37 acres of park. Sole Mia

committed to employing at least 10% of the estimated 14,000 short- and long-term jobs with North Miami Residents through the Local Preference Office (LPO). A portion of the multifamily component has recently been completed, but the office portion is still in the planning phase, with no groundbreaking date.

New North Tower Center – 15780 W Dixie Hwy: New North Town Center is an 18-acre, 435,000 square feet project in North Miami Beach. It will contain approximately 200,000 SF of Class A office space along with 175,000 SF of Class A retail space, a 120,000 SF K-12 school, 175 hotel keys, and 1,650 residential units. The project is slated for 2022 and will be built in multiple phases.

Sole Mia

New North Tower Center

Amenities and Support Services

The nearest shopping facilities in the trade area, other than the subject property, are located along Biscayne Blvd, across the Intracoastal Waterway in Sunny Isles Beach and further west along 163rd Street. Shops offer basic convenience goods, and personal services, national chains such as a Home Depot, Target, Wal-Mart, Ross Dress for Less and a multitude of casual, quick service, and formal dining options.

The Aventura Mall and Bal Harbour Shops are the closest super-regional malls. Both of them are high-end shopping malls, and they are located within a 15 minutes driving time from the subject property.

There are two Publix Supermarkets located close to the subject: Publix at Biscayne Commons and Publix at Sunny Isles Beach. There is also a Whole Foods Market on the corner of NE 123rd St and Biscayne Blvd, and a Milam's Market on the corner of Collins Ave and NE 170th Street.

Proximity to parks, open space, and other passive recreation is above other areas in Miami-Dade County. Of special note is the proximity of the Oleta River State Park (across the street from the subject), and the Haulover Park in Surfside (5 minute travel time).

Land Use

The area is suburban in character and approximately 85% developed.

Land uses immediately surrounding the subject are predominantly commercial with typical ages of building improvements ranging from 40 to 70 years, and luxury single-family homes in "Eastern

Shores." Oleta River State Park is located directly across from the subject, and, as such, the land across from the subject is not likely to be developed.

Outlook and Conclusions

The area is in the mature stage of its life cycle, although it is zoned for higher-density redevelopment and some high-density projects have been built or proposed south of the canal such as SoleMia, and the proposed redevelopment project. We anticipate that property values will increase in the future, notwithstanding effects of COVID-19 which creates uncertainty in the near term, as the long-term drivers for Miami, recent GDP trends, and overall economic context indicate Miami-Dade will outperform the U.S. average GDP in the coming years. This speaks to growth and demand for local land uses to support continued GDP growth.

Market Metrics

In order to forecast the fiscal benefits arising from the proposed development plan, it was necessary to gather several Market Metrics for each component. These metrics are segregated per use and include the construction costs, the market rent and vacancy levels, the operating expenses, the exit capitalization rates, and the sale price per square foot (for condominium product).

Total Square Footage Estimate per Use

The proposed project is still in early pre-development phase, and due to the large size of the project and the integration of many different uses and buildings, the square footage for each use varies across most of the architectural plan set and site plans. It is not unusual for projects of this size to have modifications to the unit sizes and count and square footage until the project gets into the permitting phase.

In order to stay consistent through this analysis, IRR estimated the number of units and square footage per use for the proposed project as follows:

IRR's Number of Units & Square Footage Estimates

Intracoastal Mall Program	Multifamily	Condominiums	Townhomes	Retail, Restaurant & Gym	Office	Hotel	Parking
Number of Units	136 units	1,886 units	36 units			249 rooms	4,845 spaces
Avg. SF per Unit	948 SF	1,079 SF	2,342 SF				
Total SF	128,928 SF	2,034,549 SF	84,315 SF	379,066 SF	196,580 SF		
Revised program*	136 units	1,828 units	36 units	380,000 SF	200,000 SF	250 rooms	

IRR's Estimates	Multifamily	Condominiums & Townhomes	Townhomes	Retail & Gym	Restaurant	Office	Hotel	Parking
Estimated # of Units	136 units	1,828 units	36 units				250 rooms	4,845 spaces
Avg. SF per Unit	948 SF	1,064 SF	2,342 SF				380 SF	
Estimated Total SF	**129,000 SF**	**1,945,000 SF**	**84,000 SF**	**305,000 SF**	**75,000 SF**	**200,000 SF**	**95,000 SF**	

Source: Intracoastal Mall Program Analysis- TRAD submittal 2, dated February 5, 2020, and discussion with ownership about development plan updates.

* Revised unit count from the architect on March 27, 2020.

Construction Costs

The construction costs of real estate projects are critical to forecast temporary job support and job creation during the construction period. IRR relied on the construction costs estimate from Coastal Construction provided by the developer, and internal budgets from similar large mixed-use properties recently completed in South Florida.

Construction Costs Estimates

	Multifamily	Condominiums	Townhomes	Retail & Gym	Restaurant	Office	Hotel	Parking	Other
Planned SF	129,000 SF	1,945,000 SF	84,000 SF	305,000 SF	75,000 SF	200,000 SF	95,000 SF	4,845 spaces	
Hard Construction Costs per SF	$250	$400	$400	$200	$200	$220	$350	$30,000	$45,000,000
Hard Costs	$32,250,000	$778,000,000	$33,600,000	$61,000,000	$15,000,000	$44,000,000	$33,250,000	$145,350,000	$45,000,000
Soft Costs (% of Hard Costs)	22%	22%	22%	22%	22%	22%	22%	22%	22%
Soft Costs	$7,095,000	$171,160,000	$7,392,000	$13,420,000	$3,300,000	$9,680,000	$7,315,000	$31,977,000	$9,900,000
Tenant Improvements Allowance (per SF)				$50	$100	$50			
Total TI's				$15,250,000	$7,500,000	$10,000,000			
Total Construction Costs	$39,345,000	$949,160,000	$40,992,000	$89,670,000	$25,800,000	$63,680,000	$40,565,000	$177,327,000	$54,900,000
Rounded Estimated	$39,000,000	$949,000,000	$41,000,000	$90,000,000	$26,000,000	$64,000,000	$41,000,000	$177,000,000	$55,000,000
Combined Construction Cost Estimate	**$1,482,000,000**								

- This construction cost estimate is net of the land acquisition price/land basis, and the developer's profit.
- "Other" includes sitework, off-site improvements, and canal/marine work.

Newly built commercial space is typically unfinished (no demising walls, HVAC system, plumbing, etc.), and the landlord allocates a tenant improvement dollar amount ("TIs") to the new tenant to complete the build-out specifically to its needs. It is typically expressed in a per square foot dollar amount, and it applies to all interior construction-related work and professional fees but does not include furniture, technology, cabling and relocation costs. This TI line item is typically carved-out of the developer's construction budgets and included into the "under the line" capital expenditures. As such, the comparable hard and soft costs estimates are not inclusive of the TI allowance.

IRR added what would be a typical market-rate TI allocation for the commercial space (retail, restaurant and office components) at the subject since these are necessary capital expenditures for the first generation tenant, and it will support new jobs.

IRR estimates the total construction budget for the proposed project to be +/- $1.5 Billion. This estimate excludes the entrepreneurial incentive, developer's profit, the land acquisition cost and the demolition of existing improvements costs.

Effective Rental Revenues

The projected rental revenues for each component upon stabilization of the property are relevant to determine the permanent job creation and to estimate the end-unit value (see next section), which will serve as a basis to estimate the future real estate taxes.

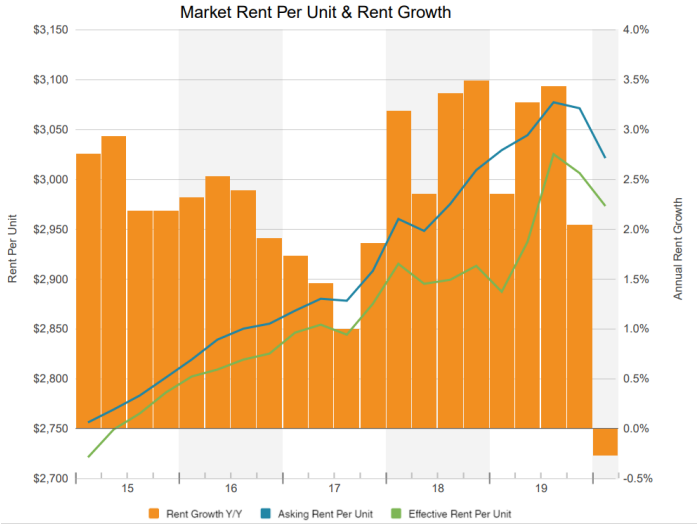
Effective Annual Rental Revenues					
	Multifamily	Condominiums & Townhomes	Retail, Restaurant & Gym	Office	Hotel
Planned SF	129,000 SF	2,029,000 SF	380,000 SF	200,000 SF	250 rooms
Rent (per gross SF or per room)	$3.25		$42	$45	$140
Other Income (hotel only)					25%
Vacancy (%)	5%		4%	9%	26%
Effective Gross Income	$4,779,450	Not applicable	$183,859,200	$98,280,000	$11,816,875
Combined Effective Gross Income	**$298,735,525**				
Combined (Rounded)	**$299,000,000**				

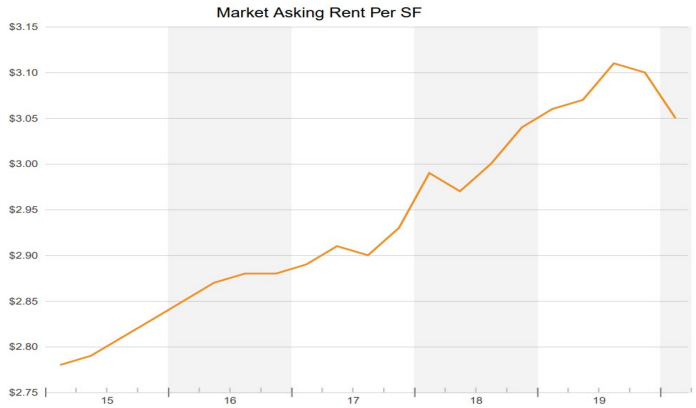
IRR estimates the annual combined revenues upon completion and stabilization of the project to be $299 Million per year in today's dollars.

Multifamily

Rental Rates

IRR forecasted the rent based on new high-rise multifamily buildings that are part of mixed-use projects or close to a strong retail base in Miami-Dade County and Broward County. We surveyed the following buildings: Coaba Miami Worldcenter, Muze at Met, Amaray Las Olas, Panorama, Laureat, The Shoreline at Sole Mia, ICON Las Olas, Park-Line Miami at Virgin MiamiCentral, Solitair, and Quadro.





The current effective rent per unit for the competitive set is $3,060 per month, which equates to an effective rent per square foot of $3.10. This implies that the average unit size is 987 square feet. Typically, Class A multifamily buildings have between $150 and $200 in "other income" per month, which include monthly parking fees, administrative and application fees, pet fees and rent, among other miscellaneous items.

The closest project to the subject is The Shoreline at Sole Mia (397 units). It opened in February 2019 and took six months to reach stabilization. It leased an average of 60 units per month. Per the property management, the rental rates have increased a total of four times over the last year because the demand for units was grossly underestimated when the rent levels were determined. The vacancy rate is currently under 1.0%, and the average rent is $3.12 per SF.

Based on these comparables, the other non-rental revenues, the integration of the retail component, and the project's specific location by the Intracoastal and water views, IRR estimates the average monthly rental rate per unit at the subject at $3.25 per square foot on a gross basis.

Vacancy

Stabilized Vacancy Rate

Project	Submarket	Year Built	Vacancy (%)
The Shoreline Sole Mia	North Miami	2019	1.0%
X Miami	Miami CBD	2018	3.5%
Amaray Las Olas	Fort Lauderdale CBD	2016	5.9%
Solitair Brickell	Brickell	2018	6.9%
ICON Las Olas	Fort Lauderdale CBD	2017	3.7%
Monarc at Met	Miami CBD	2016	3.0%
Midtown 29	Midtown	2018	6.8%
Eve at the District	Midtown	2016	6.7%
Grove Station Tower	Coconut Grove	2016	5.0%
Midtown 5	Midtown	2017	2.8%
Average			4.5%

The stabilized occupancy rates in other new multifamily projects in Miami-Dade and Broward Counties average 4.5%. IRR Miami forecasted a 5.0% vacancy rate for the subject.

Condominiums & Townhomes

The condominiums and townhomes are going to be for sale. As such, these components will not be producing rental revenues and are not a part of this analysis.

Retail & Restaurant Space

Rental Revenues

IRR researched new Class A retail rental rates, including general retail, restaurants, in-line tenants, and big-box space.

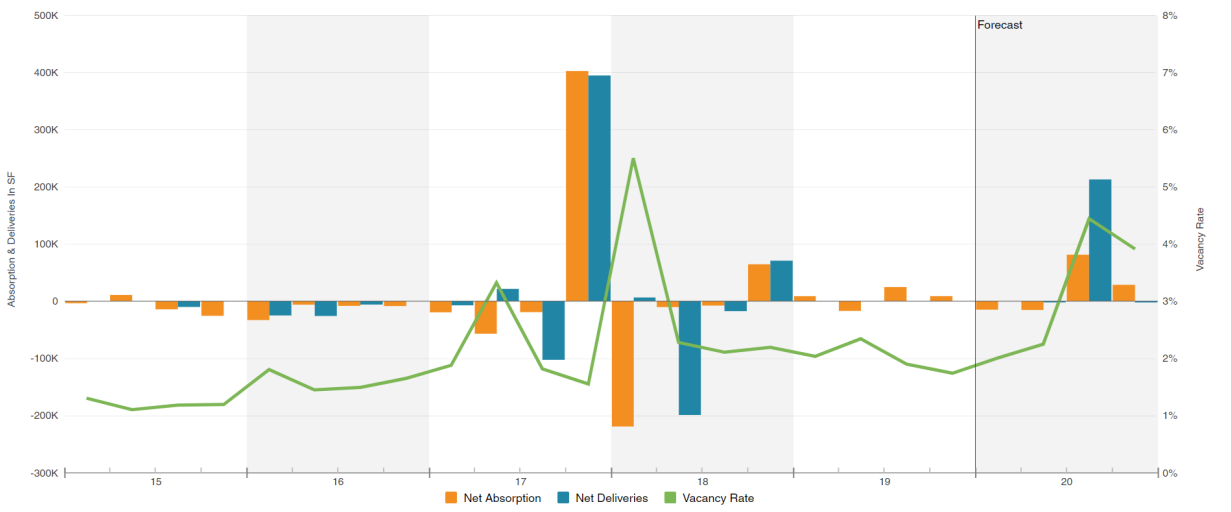
The average market rent is $36.53/SF on a triple net basis. On a gross basis, this equates to +/- $50/SF.

It is anticipated that the subject will include several anchor tenants; there will be a grocery (50,000 SF), a theater (40,000 SF), a gym (40,000 SF), and a big-box soft good retailer and home furnishing store (~20,000 SF each), and another 40,000 SF of big-box space. Based on 380,000 SF of retail, this would leave 170,000 SF for in-line/boutique retail and restaurants. Per our calculations, approximately 55% of the retail space will be anchored by large tenants (> 20,000 SF) and 45% by in-line retail and restaurants.

Based on comparable properties and discussions with ownership, the big box tenant's rental rate is expected to be $25 to $35/SF on a gross basis, and the general retail and restaurants to be $60/SF to $70/SF on a gross basis. Based on the blended percentage of each space type, IRR forecasts the gross rental rate to be +/- $42 per square foot on a gross basis.

Vacancy

The following graphic shows the historical average retail vacancy rate in the Aventura submarket (green line) along with the net deliveries (blue), and the net absorption (orange).



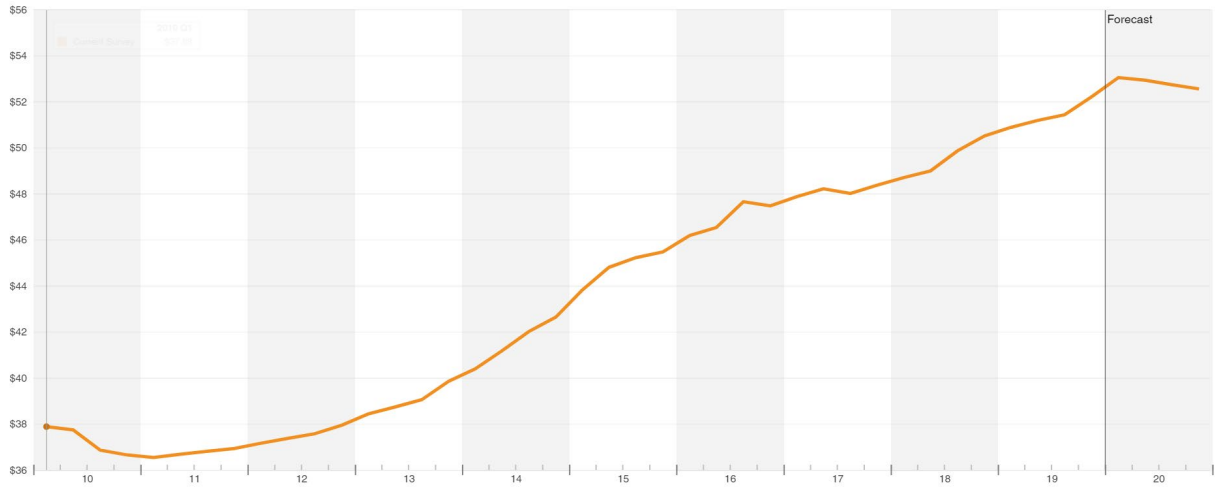
The overall vacancy rate in the Aventura submarket is 1.7% while it is 3.9% in Miami-Dade County. The submarket's retail inventory is 5.6 Million square feet, with about 215,000 SF under construction. However, half of the retail space in the market is the Aventura Mall (2.5 Million SF), which is a super-regional mall with 0% vacancy. This is skewing the market vacancy levels downward in the submarket. There are also over 800,000 SF of new retail space under construction in the Northeast Dade submarket, which includes a portion of North Miami Beach.

IRR forecasts the retail vacancy rate at 4.0%, which is the typical vacancy for Class A retail space.

Office

Rental Rates

IRR researched new Class A office rental rates in the Aventura submarket.



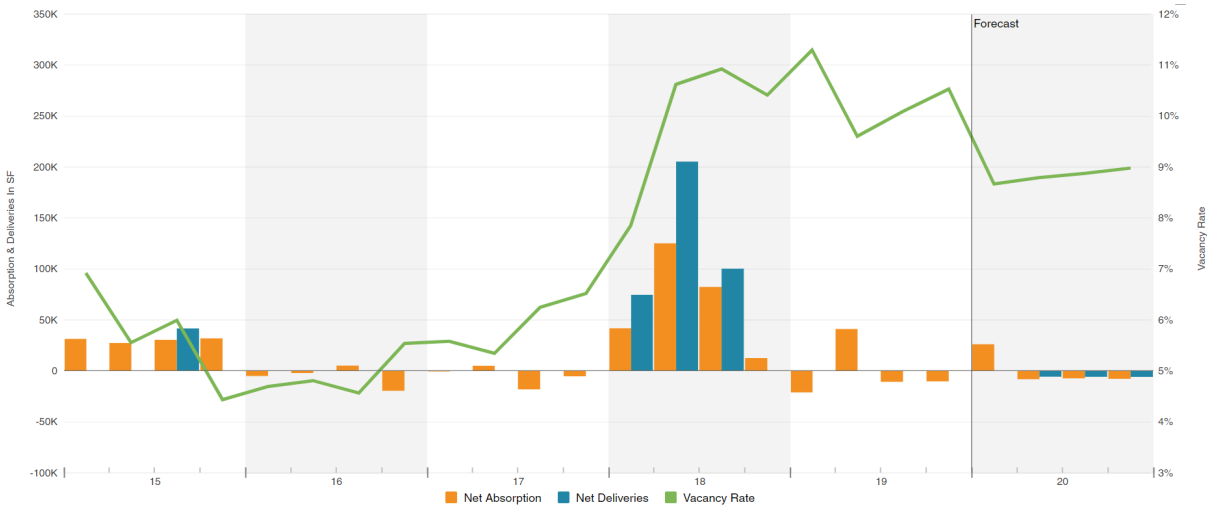
The average market rent is $53.04/SF on a gross basis.

The closest Class A office cluster in Aventura is a few miles north of the subject. The rental rates for the two latest projects, Aventura ParkSquare and Canal Park Office, are averaging $50/SF on a gross basis.

Based on the comparable properties, the location of the subject, and the size of the office component (200,000 SF), IRR forecasts the gross rental rate to be $50/SF on a gross basis.

Vacancy

The following graphic shows the average office vacancy rates in the Aventura submarket (green line), along with the net deliveries (blue), and the net absorption (orange).



The current vacancy rate in the submarket is around 9.3% for stabilized supply (built before 2019). IRR forecasts the office vacancy rate at 9.0%, which is the in-line with the Class A office space in the Aventura submarket.

Hotel

Average Daily Rates (ADR)

IRR researched hotel's average daily rate, occupancy and RevPar in Miami/Hialeah, which is the subject's submarket. Based on our discussions with ownership, the hotel will most likely be a full-service hotel in the upscale segment.

Hotel Performance by Chain Scale, Class, and Location

	Occupancy						Average Daily Rate						RevPar					
Segment	Q3-YTD 2019	Q3-YTD 2018	Change	2018	2017	Change	Q3-YTD 2019	Q3-YTD 2018	Change	2018	2017	Change	Q3-YTD 2019	Q3-YTD 2018	Change	2018	2017	Change
United States	67.6%	67.6%	0.0%	66.2%	65.9%	0.5%	$131.92	$130.58	1.0%	$129.83	$126.77	2.4%	$89.18	$88.27	1.0%	$85.96	$83.53	2.9%
Chain Scale																		
Luxury	74.4%	75.5%	-1.4%	74.5%	74.0%	0.7%	$339.16	$332.27	2.1%	$336.04	$323.95	3.7%	$252.34	$250.85	0.6%	$250.25	$239.66	4.4%
Upper Upscale	75.1%	75.7%	-0.8%	74.0%	74.2%	-0.3%	$190.10	$186.97	1.7%	$185.96	$182.15	2.1%	$142.79	$141.53	0.9%	$137.69	$135.21	1.8%
Upscale	**74.0%**	**74.7%**	**-1.0%**	**73.5%**	**73.8%**	**-0.4%**	**$143.65**	**$142.87**	**0.6%**	**$142.87**	**$140.21**	**1.9%**	**$106.24**	**$106.74**	**-0.5%**	**$104.94**	**$103.43**	**1.5%**
Upper Midscale	69.2%	69.5%	-0.4%	67.8%	67.9%	-0.1%	$114.43	$113.95	0.4%	$114.67	$112.94	1.5%	$79.18	$79.15	0.0%	$77.78	$76.68	1.4%
Midscale	60.1%	60.3%	-0.4%	60.1%	59.9%	0.3%	$87.93	$88.18	-0.3%	$88.58	$86.93	1.9%	$52.81	$53.16	-0.7%	$53.25	$52.09	2.2%
Economy	60.2%	59.7%	0.9%	58.6%	58.0%	1.0%	$64.60	$64.65	-0.1%	$63.79	$62.48	2.1%	$38.91	$38.61	0.8%	$37.38	$36.23	3.2%
Independents	65.2%	64.7%	0.8%	63.4%	62.7%	1.0%	$133.21	$131.27	1.5%	$129.66	$126.21	2.7%	$86.80	$84.88	2.3%	$82.17	$79.17	3.8%
Class																		
Luxury	72.3%	72.3%	-0.1%	71.3%	70.7%	0.9%	$300.50	$297.34	1.1%	$294.86	$286.91	2.8%	$217.18	$215.03	1.0%	$210.29	$202.87	3.7%
Upper Upscale	73.9%	74.5%	-0.7%	72.7%	72.8%	-0.1%	$189.21	$186.63	1.4%	$185.59	$181.74	2.1%	$139.88	$138.96	0.7%	$134.88	$132.26	2.0%
Upscale	**72.9%**	**73.3%**	**-0.6%**	**72.2%**	**72.3%**	**-0.2%**	**$144.89**	**$143.87**	**0.7%**	**$143.86**	**$141.05**	**2.0%**	**$105.62**	**$105.52**	**0.1%**	**$103.81**	**$101.99**	**1.8%**
Upper Midscale	69.2%	69.4%	-0.2%	67.8%	67.7%	0.2%	$117.29	$116.56	0.6%	$117.22	$115.32	1.6%	$81.20	$80.84	0.5%	$79.52	$78.08	1.8%
Midscale	61.5%	61.6%	-0.1%	60.8%	60.6%	0.4%	$97.29	$96.89	0.4%	$95.44	$93.42	2.2%	$59.83	$59.66	0.3%	$58.01	$56.58	2.5%
Economy	60.9%	60.4%	0.7%	59.3%	58.7%	1.1%	$75.43	$75.13	0.4%	$73.94	$72.23	2.4%	$45.94	$45.42	1.1%	$43.84	$42.38	3.5%
Region																		
South Atlantic	**69.0%**	**69.2%**	**-0.2%**	**67.9%**	**67.9%**	**0.1%**	**$129.84**	**$127.83**	**1.6%**	**$126.45**	**$123.57**	**2.3%**	**$89.64**	**$88.42**	**1.4%**	**$85.88**	**$83.88**	**2.4%**
Location																		
Urban	**74.2%**	**74.6%**	**-0.6%**	**73.4%**	**73.4%**	**-0.1%**	**$182.17**	**$181.09**	**0.6%**	**$183.14**	**$178.72**	**2.5%**	**$135.12**	**$135.14**	**0.0%**	**$134.41**	**$131.26**	**2.4%**
Suburban	68.3%	68.4%	-0.2%	67.0%	67.0%	0.1%	$112.43	$111.61	0.7%	$110.57	$108.24	2.2%	$76.74	$76.31	0.6%	$74.11	$72.48	2.2%
Airport	75.2%	75.2%	0.0%	73.8%	73.7%	0.1%	$120.41	$119.38	0.9%	$118.24	$116.23	1.7%	$90.61	$89.81	0.9%	$87.24	$85.63	1.9%
Interstate	59.6%	59.3%	0.5%	58.0%	57.2%	1.5%	$88.62	$87.70	1.0%	$86.92	$85.11	2.1%	$52.79	$51.97	1.6%	$50.43	$48.65	3.7%
Resort	71.6%	71.9%	-0.5%	70.2%	70.0%	0.3%	$184.72	$180.99	2.1%	$179.24	$172.87	3.7%	$132.21	$130.15	1.6%	$125.84	$120.96	4.0%
Small Metro/Town	59.9%	59.4%	0.9%	57.9%	57.1%	1.4%	$108.68	$107.13	1.4%	$104.34	$102.37	1.9%	$65.15	$63.66	2.3%	$60.42	$58.45	3.4%

Source: Hotel Review, Smith Travel Research

The average ADR is $143.65, and the average occupancy is 74.0% for this chain scale and location. This equates to an average RevPar of $106.24.

The following tables represents the ratio total revenue for comparable full-service services hotels in the South Atlantic region.

2018 HOST Data - Full Service Hotels

	South Atlantic			Urban			Suburban			Upscale		
	% of Revenue	$ / Room	$/Occ. Room	% of Revenue	$ / Room	$/Occ. Room	% of Revenue	$ / Room	$/Occ. Room	% of Revenue	$ / Room	$/Occ. Room
Revenue												
Rooms	60.9%	$49,349	$184.49	68.3%	$59,904	$216.71	67.5%	$43,189	$166.38	80.5%	$38,834	$145.68
Food	18.9%	$15,333	$57.32	15.8%	$13,893	$50.26	16.6%	$10,633	$40.96	10.1%	$4,876	$18.29
Beverage	6.0%	$4,846	$18.12	5.1%	$4,436	$16.05	4.8%	$3,094	$11.92	3.0%	$1,445	$5.42
Other Food and Beverage	6.1%	$4,921	$18.40	5.8%	$5,100	$18.45	6.0%	$3,829	$14.75	2.3%	$1,108	$4.16
Food and Beverage Income	31.0%	$25,100	$93.83	26.7%	$23,430	$84.76	27.4%	$17,556	$67.63	15.4%	$7,428	$27.87
Other Operated Departments	4.6%	$3,700	$13.83	2.4%	$2,147	$7.77	3.2%	$2,066	$7.96	2.1%	$1,012	$3.80
Miscellaneous Income	3.5%	$2,827	$10.57	2.5%	$2,191	$7.93	1.9%	$1,208	$4.65	2.0%	$953	$3.58
Total Revenue	**100.0%**	**$80,976**	**$302.72**	**100.0%**	**$87,672**	**$317.16**	**100.0%**	**$64,018**	**$246.62**	**100.0%**	**$48,228**	**$180.92**
Average Daily Rate	$184.49			$216.71			$166.38			$145.68		
Occupancy (of Sample)	73.6%			76.1%			71.5%			73.1%		
Average Size Of Property (Rooms)	285			369			212			186		

Source: HOST Study 2018, Smith Travel Research

2018 CBRE Data - Full Service Hotel												
	Summary			South Atlantic			150 to 300 Rooms			$125 to $250		
	% of Revenue	$ / Room	$/Occ. Room	% of Revenue	$ / Room	$/Occ. Room	% of Revenue	$ / Room	$/Occ. Room	% of Revenue	$ / Room	$/Occ. Room
Revenue												
Rooms	73.2%	$51,051	$183.62	73.1%	$43,301	$157.75	75.3%	$53,215	$191.24	73.8%	$49,098	$174.13
Food and Beverage	22.2%	$15,478	$55.67	22.2%	$13,178	$48.01	20.1%	$14,205	$51.05	21.8%	$14,538	$51.56
Other Operated Departments	3.2%	$2,267	$8.15	3.2%	$1,885	$6.87	3.2%	$2,247	$8.08	3.0%	$1,988	$7.05
Miscellaneous Income	1.4%	$983	$3.54	1.5%	$892	$3.25	1.4%	$999	$3.59	1.4%	$940	$3.33
Total Revenues	**100.0%**	**$69,779**	**$250.98**	**100.0%**	**$59,256**	**$215.88**	**100.0%**	**$70,666**	**$253.96**	**100.0%**	**$66,564**	**$236.07**
Average Daily Rate per Occupied Room	$183.62			$157.75			$191.24			$174.13		
Percentage of Occupancy	76.2%			75.2%			76.2%			77.2%		
Average Size (Rooms)	212			199			204			230		

Source: CBRE Trends 2018

Based on these industry surveys, the food and beverage income ("F&B"), and other incomes represents 25% to 30% of the total income on average.

Based on the comparable properties, the industry surveys and the size, location and chain of the hotel component, IRR forecasts the ADR at $140, with 25% additional revenues to account for F&B and other income, and the stabilized occupancy level to be 74%. Based on these numbers, the RevPar would be $130 per room.

End-Unit Value

The end-unit value for each component upon sale or stabilization of the property is relevant to forecast the real estate taxes to be collected by the City of North Miami Beach.

The Effective Annual Gross Income is based on the rental revenues and vacancy estimated from the previous section of this report ("Effective Rental Revenues").

End-Unit Value Estimate

	Multifamily	Condominiums & Townhomes	Retail & Restaurant	Office	Hotel
Planned SF	129,000 SF	2,029,000 SF	380,000 SF	200,000 SF	250 rooms
Rent (per gross SF or per room)	$3.25		$42	$45	$140
Other Income (hotel only)					25%
Vacancy (%)	5%		4%	9%	26%
Annual Gross Income	$4,779,450		$183,859,200	$98,280,000	$11,816,875
Operating Expenses (% or PSF)	38%		$10.00	$14.00	75%
Net Operating Income (Total or PSF)	$2,963,259		$32.00	$31.00	$2,954,219
Capitalization Rate (%)	5.00%		6.50%	6.25%	7.75%
End Unit Value (per SF or per room)	**$459**	**$950**	**$492**	**$496**	$152,476
Total Value	**$59,265,180**	**$1,927,550,000**	**$187,076,923**	**$99,200,000**	**$38,118,952**
Rounded Estimated	$59,000,000	$1,928,000,000	$187,000,000	$99,000,000	$38,000,000
Combined Value	**$2,300,000,000**				

- All values are in today's dollars (2020).

These metrics suggest that the total combined value of the project (in aggregate) at full development would be in the region of +/- $2.3 Billion[3].

Multifamily

Operating Expenses

We typically estimate the operating expenses on a per-unit basis for multifamily properties. The following data was considered:

[3] This is not an appraised value, and should not be relied on for any other purposes than this fiscal impact study.

Operating Expenses Comparables					
	Comparable Data				
	Comp 1	Comp 2	Comp 3	Comp 4	Comp 5
Year Built	2018	2015	2016	2014	2003
Location	Midtown	Coral Gables	CBD	Allapattah	Coral Gables
SF	271,542	246,067	413,809	352,817	147,769
Real Estate Taxes	$6.19	$5.36	$6.26	$2.25	$6.34
Insurance	$0.65	$0.53	$0.14	$0.33	$0.83
Utilities	$1.18	$0.66	$0.63	$0.76	$2.18
Repairs/Maintenance	$1.23	$0.93	$1.26	$0.55	$1.49
Painting & Decorating	$0.24	$0.43	$0.00	$0.19	$0.47
Payroll/Benefits	$1.86	$1.44	$1.55	$0.87	$2.68
Advertising & Marketing	$0.66	$0.37	$0.53	$0.15	$0.84
General/Administrative	$0.36	$0.22	$1.27	$0.24	$0.75
Management	$0.87	$0.56	$0.61	$0.39	$0.72
Replacement Reserves	$0.00	$0.16	$0.00	$0.08	$0.00
Total	$13.25	$10.66	$12.25	$5.82	$16.30
Operating Expense Ratio	38.2%	34.6%	34.9%	41.6%	41.2%

Based on comparable multifamily properties, IRR estimates the operating expenses for the multifamily component at 38% of the effective gross income.

Capitalization Rate

The following data was considered with respect to capitalization rates:

Capitalization Rate Comparables							
Property Name	City/Submarket	Year Built	Sale Date	Occupancy	No. Units	Effective Price/Unit	Cap Rate
Pacific Point Luxury Apartment	Fort Lauderdale	2017	11/20/2019	90%	420	$245,000	4.9%
ORA Flagler Village	Fort Lauderdale	2017	9/10/2019	94%	292	$318,150	4.4%
The Place at Dania Beach*	Dania Beach	2017	9/10/2018	97%	144	$263,900	4.9%
Midtown Aventura (formerly Gables Aventura)	Aventura	2016	6/26/2018	85%	400	$372,500	5.5%
2500 Biscayne	Edgewater	2017	2/15/2018	80%	156	$360,256	4.5%
Soleste West Gables II	Coral Gables	207	10/23/2017	0%	221	$267,165	4.7%
AMLI Miramar Park	Miramar	2014	7/14/2017	93%	300	$273,333	5.3%
Aviva/Berkshire Coral Gables	Coral Gables	2015	6/21/2017	95%	276	$362,319	4.5%
Average							4.8%

* 1031 Exchange.

Capitalization Rate Surveys – Multifamily Properties				
	IRR-ViewPoint Year End 2019 National Urban Multifamily	IRR-ViewPoint Year End 2019 National Suburban Multifamily	PwC 1Q-20 National Apartment	ACLI 4Q-19 National Apartment
Range	3.75% - 8.50%	4.00% - 8.20%	3.50% - 7.0%	NA
Average	5.66%	5.83%	5.14%	4.84%

Source: IRR-Viewpoint 2019; PwC Real Estate Investor Survey; American Council of Life Insurers Investment

Recent multifamily properties have traded at an average capitalization rate of 4.8%. IRR forecasted the capitalization rate for the multifamily segment at the subject at 5.0%.

Condominiums & Townhomes

The condominiums and townhomes are going to be for sale. As such, the real estate taxes will be assessed based on the actual price paid for the unit by the buyer to the developer.

Condominims Sales Comps					
Project	Submarket	Year Built	# of Units	Avg. Price per SF	Comments
Elysee	Edgewater	2020	100	$750	Under construction; presale pricing
Prive	Aventura	2018	184	$950	Pre-sale pricing $800-$850 but construction was delayed due to a lawsuit.
Gran Paraiso	Edgewater	2018	317	$850	Pre-sale pricing $600 - $650
Paraiso Bay	Edgewater	2018	360	$700	Pre-sale pricing $600 - $650
The Harbour	North Miami Beach	2018	425	$700	
The Reserve at Marina Palms	North Miami Beach	2017	235	$625	
Echo Aventura	Aventura	2015	190	$800	

IRR reviewed comparable condominium projects directly on the Biscayne Bay that were completed within the last five years, or that are currently under construction. The average sale price in the competitive set is $750 - $800 per square foot. New oceanfront projects are selling at a price of $1,500-$1,800 + per square foot.

Based on the existing competitive set, the size, and the mixed-use integration of the subject (superior condition), IRR forecasts that the condominiums will achieve sales pricing in the region of $850/SF, while the townhomes will be able to achieve higher pricing at about $1,100/SF. IRR blended these prices based on the estimates square footage of each component, and arrived at an average sale price of $950/SF.

Retail & Restaurant Space

Operating Expenses

IRR estimated the operating expenses based on newly built Class A retail buildings.

Operating Expenses - Retail	
Expense	Assumptions
Real Estate Taxes	$5.00 per RSF
Insurances	$0.80 per RSF
Utilities	$0.75 per RSF
Common Area Maintenance	$1.75 per RSF
General and Administrative	$0.50 per RSF
Management	3% of retail tenants base rent and recoveries
Non-Reibursables Reserves	$0.15 per RSF
Non-Reimbursable Other Expenses	$0.35 per RSF

Reimbursable retail operating expenses are forecasted $9.50 per rentable square foot (RSF), and non-reimbursable expenses at $0.50/SF.

Capitalization Rate

Capitalization Rate Surveys – Retail Properties					
	IRR-ViewPoint Year End 2019 Natl Neighborhood Retail	IRR-ViewPoint Year End 2019 Natl Community Retail Center	PwC 1Q-20 National Strip Shopping Center	PwC 1Q-20 National Power Center	ACLI 4Q-19 National Retail
Range	5.00% - 9.00%	5.00% - 8.25%	4.50 - 10.00	5.25% - 8.25%	NA
Average	7.07%	6.91%	6.81%	6.45%	6.17%

Source: IRR-Viewpoint 2019; PwC Real Estate Investor Survey; American Council of Life Insurers Investment Bulletin.

Based on the comparable properties, the subject's location and tenant mix (grocer, movie theater, and other credit-rated retailers), IRR forecasts the capitalization rate for the retail component at 6.50%.

Office

Operating Expenses

IRR estimated the operating expenses based on newly built Class A office buildings.

Operating Expenses - Office	
Expense	Assumptions
Real Estate Taxes	$5.00 per RSF
Insurance	$0.80 per RSF
Utilities	$1.75 per RSF
Repairs and Maintnance	$1.25 per RSF
Cleaning and Janitorial	$2.00 per RSF
Grounds	$0.07 per RSF
Security	$1.00 per RSF
General and Administrative	$1.25 per RSF
Management	3% of office tenants base rent and recoveries
Non-Reibursables Reserves	$0.15 per RSF
Non-Reimbursable Other Expenses	$0.35 per RSF

Reimbursable office operating expenses are forecasted at +/- $13.50 per RSF, and non-reimbursable expenses at $0.50/SF.

Capitalization Rate

We considered the following data with respect to capitalization rates for the office portion.

Capitalization Rate Surveys – Office Properties					
	IRR-ViewPoint Year End 2019 National CBD Office	IRR-ViewPoint Year End 2019 National Suburban Office	PwC 1Q-20 National CBD Office	PwC 1Q-20 National Suburban Office	ACLI 4Q-19 National Office
Range	4.00% - 11.00%	5.25% - 9.50%	3.75% - 7.50%	4.00% - 9.25%	NA
Average	7.09%	7.38%	5.45%	6.36%	5.64%

Source: IRR-Viewpoint 2019; PwC Real Estate Investor Survey; American Council of Life Insurers Investment

Based on the comparable properties, IRR forecasts the capitalization rate for the office component at 6.25%.

Hotel

Operating Expenses

IRR estimated the operating expenses based on industry surveys for comparable full-service hotel.

Full Service Hotel Market in the United States								
	STR HOST				CBRE			
Ratio to Total Revenue	South Atlantic	Urban	Suburban	Upscale	Summary	South Atlantic	150 to 300 Rooms	$125 to $250
Room Revenue	60.9%	68.3%	67.5%	80.5%	73.2%	73.1%	75.3%	73.8%
Food & Beverage	31.0%	26.7%	27.4%	15.4%	22.2%	22.2%	20.1%	21.8%
Other Income	8.1%	4.9%	5.1%	4.1%	4.7%	4.7%	4.6%	4.4%
Total Revenue	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Departmental Expenses	39.4%	40.8%	38.0%	32.7%	36.6%	34.3%	35.6%	34.3%
Undistributed Operating Expenses	24.9%	24.5%	26.9%	28.1%	25.7%	26.7%	26.3%	25.8%
Gross Operating Profit	**35.7%**	**34.7%**	**35.1%**	**39.2%**	**37.7%**	**39.0%**	**38.2%**	**39.8%**
Management Fees	3.5%	3.5%	3.2%	3.5%	3.6%	3.7%	3.4%	3.7%
Fixed Charges	4.3%	5.0%	3.8%	4.8%	4.6%	4.0%	4.6%	4.4%
Expense Ratio	**74.6%**	**76.2%**	**74.3%**	**71.2%**	**75.0%**	**74.4%**	**75.0%**	**73.3%**

Source: HOST Study 2018, Smith Travel Research and CBRE Trends 2018

The expense ratio is forecasted at 75% of the total revenues, inclusive of the food and beverage and other incomes.

Capitalization Rate

We considered the following data with respect to capitalization rates for the hotel component.

Capitalization Rate Surveys – Hotel Properties				
	PwC 1Q-2020 Economy/Ltd Svc	PwC 1Q-2020 Select-Service	PwC 1Q-2020 Full Service	PwC 1Q-2020 Luxury/Upscale
Range	7.50% - 11.00%	6.00% - 10.00%	6.00% - 9.00%	4.00% -9.50%
Average	9.10%	8.15%	7.38%	7.05%

Source: PwC Real Estate Investor Survey

Based on the comparable properties, IRR forecasts the capitalization rate for the hotel component at 7.75%.

Market Metrics Conclusion

- **Construction Costs:** IRR estimates the total construction budget for the proposed project to be +/- $1.5 Billion. This estimate excludes the entrepreneurial incentive, developer's profit, the land acquisition cost and the demolition of existing improvements costs.

- **Rental Revenues**: IRR estimates the annual combined revenues upon completion and stabilization of the project at $299 Million per year in today's dollars.

- **Total Project Value:** These metrics suggest that the total combined value of the project at full development would be in the region of +/- $2.3 Billion[4].

[4] This is not an appraised value and should not be relied on for any other purposes than this fiscal impact study.

Fiscal Impact Analysis

The purpose of this fiscal impact analysis is to project the direct, indirect and induced public revenues and benefits associated with the growth of the City of North Miami Beach as a result of the proposed development plan. The result of this study will allow the user to quantify the fiscal and employment benefits.

Job Creation Forecasts

In order to determine the economic impact of the construction and operation of the potential mixed-use development, IRR modeled the employment and labor income forecast through IMPLAN. This model measures the direct, indirect and induced effects relative to employment based on projected labor income from the project.

The direct effect measures the initial inflow of expenditures into an industry in a defined economy. The indirect effect occurs from the expenditures of the industry receiving the initial stimulus to the various industries that provide support to that industry. This is referred to as inter-industry purchases, i.e., business to business spending. These support industries re-spend the money received and generate indirect effects. The induced effect is the response by an economy to an initial change (direct effect) that occurs through the re-spending of income received by businesses (indirect effect) and the subsequent spending by households as employment and income increases.

The labor income is defined as all forms of employment income, including employee compensation (wages and benefits) and proprietor income. Proprietor income consists of payments received by self-employed individuals and unincorporated business owners.

Temporary Job Creation

IRR Miami has researched and analyzed several sources that estimate the direct number of jobs created by the construction of multi-dwelling residential, and commercial projects. Per IMPLAN, each $1MM of construction cost supports/creates between 7.09 and 8.24 direct jobs in the City of North Miami Beach during the construction period.

Construction Costs Estimates									
	Multifamily	Condominiums	Townhomes	Retail & Gym	Restaurant	Office	Hotel	Parking	Other
Planned SF	129,000 SF	1,945,000 SF	84,000 SF	305,000 SF	75,000 SF	200,000 SF	95,000 SF	4,845 spaces	
Hard Construction Costs per SF	$250	$400	$400	$200	$200	$220	$350	$30,000	$45,000,000
Hard Costs	$32,250,000	$778,000,000	$33,600,000	$61,000,000	$15,000,000	$44,000,000	$33,250,000	$145,350,000	$45,000,000
Soft Costs (% of Hard Costs)	22%	22%	22%	22%	22%	22%	22%	22%	22%
Soft Costs	$7,095,000	$171,160,000	$7,392,000	$13,420,000	$3,300,000	$9,680,000	$7,315,000	$31,977,000	$9,900,000
Tenant Improvements Allowance (per SF)				$50	$100	$50			
Total TI's				$15,250,000	$7,500,000	$10,000,000			
Total Construction Costs	$39,345,000	$949,160,000	$40,992,000	$89,670,000	$25,800,000	$63,680,000	$40,565,000	$177,327,000	$54,900,000
Rounded Estimated	$39,000,000	$949,000,000	$41,000,000	$90,000,000	$26,000,000	$64,000,000	$41,000,000	$177,000,000	$55,000,000
Combined Construction Cost Estimate	**$1,482,000,000**								

- This construction cost estimate is net of the land acquisition price/land basis, and the developer's profit.
- "Other" includes sitework, off-site improvements, and canal/marine work.

IRR Miami has estimated the total construction budget of the subject to be approximately $1,482,000,000 based on our internal budgets from similar projects (see previous “Construction Cost Estimates” section of this report).

Temporary Jobs Supported/Created (Construction Period)				
Impact Type	Employment	Labor Income	Value Added	Example of Jobs:
Direct Effect	11,800	$860,000,000	$1,080,000,000	On-site construction worker, truck driver delivering the materials to the site
Indirect Effect	1,700	$88,000,000	$153,000,000	Architect, clerk who works in the lumber shop where the materials are bought
Induced Effect	4,500	$207,000,000	$385,000,000	Clerk who works in the coffee shop where the architect get his coffee, hairdresser who cuts the hair from the clerck from the lumber shop
Total Effect	18,000	$1,155,000,000	$1,618,000,000	

Source: IMPLAN, compiled and modeled by IRR - Miami. Analysis results in the Addendum.

The construction of the mixed-use development project will contribute 11,800 direct jobs in the City of North Miami Beach during the construction period. The industries that make up its supply chain result in additional support of 1,700 jobs in local businesses (indirect effect), which includes North Miami Beach and the rest of Miami-Dade County. In addition, another 4,500 jobs in the region are supported due to increased household sector demand (induced effect). A total of 18,000 jobs are supported in the region. All employment effects include fractional jobs which have been rounded to the nearest whole job.

The direct 11,800 construction jobs correspond to a direct labor income contribution of $860 Million. An additional $88 Million in labor income arises indirectly from inter-industry expenditures. Another $207 Million results from increased household demand. The total labor income effect from construction in the region is $1.2 Billion.

Permanent Jobs Creation

IRR Miami has analyzed the direct jobs created by the development of the proposed project based on typical employee ratios per SF (office, retail, and restaurant) and per unit (multifamily, condominiums, and hotel). We also interviewed building owners and leasing brokers to confirm the ratio of employees per square foot and unit for each use.

As a secondary source, IRR also modeled the permanent job forecast through IMPLAN.

IRR's Forecast

Permanent Job Creation						
Direct Jobs	Multifamily	Condominiums & Townhomes	Retail	Restaurant	Office	Hotel (Full-Service)
SF/# of Units	136 units	1,828 units	305,000 SF	75,000 SF	200,000 SF	250 rooms
Employee per SF/Unit	0.050 Emp/Unit	0.040 Emp/Unit	1 Emp/300 SF	1 Emp/200 SF	1 Emp/200 SF	0.50 Emp/Room
Jobs Created	7	73	1,017	375	1,000	125
Total	2,597					

- This estimate includes permanent tenants/users of the space but also janitorial, maintenance, administrative and management staff to ensure the operation of each building.

We estimate that approximately 2,600 permanent direct jobs will be created based on the typical employee floor space ratio per use metric, plus the employees to maintain and manage the real estate. These jobs include property managers, cleaning staff, property maintenance staff, marketing team, retail, restaurant and office workers, and those among many other professions.

IMPLAN Forecast

IRR also forecasted the permanent job creation with IMPLAN. The software derives the job creation output from the Effective Gross Income of the rental components (multifamily, retail, restaurant, and office), and the Household Income Segments (condominiums).

Effective Annual Rental Revenues					
	Multifamily	Condominiums & Townhomes	Retail, Restaurant & Gym	Office	Hotel
Planned SF	129,000 SF	2,029,000 SF	380,000 SF	200,000 SF	250 rooms
Rent (per gross SF or per room)	$3.25		$42	$45	$140
Other Income (hotel only)					25%
Vacancy (%)	5%		4%	9%	26%
Effective Gross Income	$4,779,450	Not applicable	$183,859,200	$98,280,000	$11,816,875
Combined Effective Gross Income	**$298,735,525**				
Combined (Rounded)	**$299,000,000**				

The annual rental revenues are estimated at $299 Million on a gross basis (see previous section for details).

Permanent Job Creation - IMPLAN					
Direct Jobs	Multifamily	Retail	Restaurant	Office	Hotel (Full-Service)
Job per $1MM of Rental Revenues	2.78	4.24	12.86	16.09	7.47
Source: IMPLAN, data year 2018, dollar year 2020.					

For each $1 Million dollars in annual gross rental revenues, the model forecasts the creation of 2.78 to 16.09 permanent jobs, depending on the use of the space.

Number of Households per Income Segment	
Condominium & Townhomes	
Number of Units (Condo and TH combined)	1,864 units
Avg. Unit Sale Price	$1,054,458
Monthly Mortage	$4,150
Yearly Mortage	$49,798
Minimum Household Income (40% Ratio)	$124,495
Concluded Income Segment	$150,000 - $200,000

Based on an 80% mortgage to price ratio, with a 4.25% annual interest rate for a 30-year loan, and a 40% household income to mortgage ratio, the minimum household income to buy at the subject is $150,000 per year. For every 100 households living at the subject (with an annual income of $150,000 - $200,000), the model forecasts the creation of 3.91 permanent jobs.

Permanent Job Creation Forecast

Permanent Job Creation				
Impact Type	Employment	Labor Income	Value Added	Example
Direct Effect	2,700	$110,000,000	$98,000,000	Property manager, janitor, valet, on-site security
Indirect Effect	700	$35,000,000	$54,000,000	Building's accountant, human resources manager
Induced Effect	700	$30,000,000	$55,000,000	Nail technician that works in the salon where a new resident goes
Total Effect	4,100	$175,000,000	$207,000,000	

Source: IMPLAN, compiled and modeled by IRR - Miami. Analysis results in the Addendum.

The construction of the mixed-use project is projected to create 2,700 permanent direct jobs in the City of North Miami Beach. Inter-industry expenditures between the project and the industries that make up its supply chain result in an additional gain of 700 jobs in local businesses (indirect effect). In addition, another 700 jobs in the region are projected to be gained due to increased household sector demand (induced effect). The operation of the mixed-use development project will generate a total of 4,100 permanent jobs in the region.

The direct job creation of at least 2,600 – 2,700 is well supported both by IRR's forecast model and by the IMPLAN model with IRR's forecast model concluding that 2,600 direct, permanent jobs will be created and with the IMPLAN model concluding that 2,700 direct, permanent jobs will be created.

The direct 2,700 jobs correspond to a direct labor income effect of $110 Million. An additional $35 Million in labor arises indirectly from inter-industry expenditures. Another $30 Million results from increased household demand. The total labor income contribution from operating the mixed-use development project in the region is $175 Million.

Real Estate Taxes

Real estate tax assessments are administered by the City of North Miami Beach ("City of NMB") and are estimated by jurisdiction on a countywide basis. Real estate taxes in this state and this jurisdiction represent ad valorem taxes, meaning a tax applied in proportion to value. The real estate taxes for an individual property may be determined by dividing the assessed value by 1,000 and then multiplying the estimate by a composite rate. The composite rate is based on a consistent tax rate throughout the state in addition to one or more local taxing district rates. The assessed values are based upon the current conversion assessment of the Miami-Dade County Property Appraiser's market value.

The Property Appraiser's office typically assesses properties at 70% to 80% of market value. For our analysis, we estimated the taxes based on the average historic millage rate and our concluded aggregate market values for the project as indicated in the chart below.

End-Unit Value Estimate

	Multifamily	Condominiums & Townhomes	Retail & Restaurant	Office	Hotel
Planned SF	129,000 SF	2,029,000 SF	380,000 SF	200,000 SF	250 rooms
Rent (per gross SF or per room)	$3.25		$42	$45	$140
Other Income (hotel only)					25%
Vacancy (%)	5%		4%	9%	26%
Annual Gross Income	$4,779,450		$183,859,200	$98,280,000	$11,816,875
Operating Expenses (% or PSF)	38%		$10.00	$14.00	75%
Net Operating Income (Total or PSF)	$2,963,259		$32.00	$31.00	$2,954,219
Capitalization Rate (%)	5.00%		6.50%	6.25%	7.75%
End Unit Value (per SF or per room)	**$459**	**$950**	**$492**	**$496**	$152,476
Total Value	**$59,265,180**	**$1,927,550,000**	**$187,076,923**	**$99,200,000**	**$38,118,952**
Rounded Estimated	$59,000,000	$1,928,000,000	$187,000,000	$99,000,000	$38,000,000
Combined Value	**$2,300,000,000**				

- All values are in today's dollars (2020).

IRR estimated the approximate aggregate development value of the project to be about $2.3 Billion[5] upon completion and stabilization/sell-out (see the previous section "End-unit value" of this report").

For the purpose of this study, IRR Miami forecasted on the real estate taxes that will be collected by the City of North Miami Beach, and did not analyze the portion of the Ad Valorem Taxes to be collected by other entities such as Miami-Dade County and the School Board.

[5] This is not an appraised value and should not be relied on for any other purposes than this fiscal impact study.

City of North Miami Beach - 5-Year Historic Millage Rate						
	North Miami Beach Operating		North Miami Beach Debt		Combined	
Year	Millage Rate	Variation from previous year	Millage Rate	Variation from previous year	Millage Rate	Variation from previous year
2015	6.6036%		0.9733%		7.5769%	
2016	6.5000%	-1.6%	0.8360%	-16.4%	7.3360%	-3.3%
2017	6.4000%	-1.6%	0.7752%	-7.8%	7.1752%	-2.2%
2018	6.3000%	-1.6%	0.7158%	-8.3%	7.0158%	-2.3%
2019	6.3000%	0.0%	0.6194%	-15.6%	7.2760%	3.6%
2020	6.2000%	-1.6%	0.6194%	0.0%	7.2760%	0.0%
Average	6.3839%		0.7565%		7.2760%	

* 2020 Millage rate is proposed.

The City of North Miami Beach operating millage rate has been relatively stable and varied between 6.2000% and 6.6036% over the last five years, with an average of 6.3839%. The City of North Miami Beach also collects Ad Valorem Taxes to apply directly to the outstanding debt. IRR did not factor this special debt service tax in its Real Estate Taxes projection as it is possible these bonds will have matured by the time this project starts paying Real Estate Taxes.

Real Estate Taxes Forecast	
	Projections
Real Estate Market Value	$2,300,000,000
Assessed to Market Value Ratio (%)	75%
Assessed Value	$1,725,000,000
Millage Rate	0.0638393
Real Estate Taxes (Annual)	$11,012,285
Rounded	**$11,000,000**
NMB Ad Valorem Revenues (2019 Actual)*	$17,551,000
% of Growth	63%

* Source: City of North Miami Beach Adopoted Fiscal Budget 2020.

We base our tax estimate at an assessed value of $ 1.73 Billion (75% of $2.3 Billion aggregate retail value).

IRR forecasts that the Ad Valorem Real Estate Taxes collected by the City of North Miami Beach will be around $11,000,000 per year, in current dollars.

Based on the existing revenues from the Ad Valorem Real Estate Taxes collected by the City of North Miami ($17,551,000 in 2019), this represents additional revenues of +/- 63%.

Other Fiscal Impacts

Increase of Other Sources of Revenues

The following tables show the source of revenues in 2019 for the City of North Miami Beach.

Revenues - City of North Miami Beach			
Revenues	Estimated Actual 2018	% of total Revenues	Includes:
Ad Valorem Taxes	$17,551,000	36%	See Real Estate Taxe Estimate Section.
Other Taxes	$15,901,050	32%	Includes Local Option Gas Taxes, Communication Services Taxes, Franchise Fees, and 10% of net utility revenues.
Licenses and permits	$871,050	2%	Licensee fee to operate a business with the City of NMB, and Construction Permit fee.
Intergovernmental	$5,861,700	12%	Portion of the Sales Taxes collected by the State of Florida returned to the municipalities and counties. The current sales tax rate in Miami-Dade County is 7.0%, and is levied upon retail, and motor vehicules sales, rental property, and other.
Charges for services	$1,337,900	3%	Rentals of park facilities, proceeds from adminission to special events, tuition for summer camps, fee charged for public records, and other.
Fines and fortfeitures	$1,065,000	2%	Traffic tickets, parking tickets, code enforcement actions.
Other Revenues	$468,097	1%	Lease payment on rental property, proceed from insurance and legal settlements, other miscellaneous revenues.
Interfund transfers	$6,320,613	13%	Transfer from Special Revenues Funds (impact fees, transit surtax, CRA), Debt Service Funds, Capital Project Funds, and other Proprietary Funds.
Total	$49,376,410	100%	

Source: City of North Miami Beach Adopoted Fiscal Budget 2020, p.34.

The 2019 Ad Valorem Real Estate Taxes represented only 36% of the source of revenues for the City of NMB for last year.

The construction and operation of the proposed mixed-use development are expected to increase significantly other sources of revenues for the City of NMB.

Temporary (or “one-time fee”) benefits during the construction period include:

- Construction Permit Fees
- Impact Fees ~ $7.2 Million

Impact Fees to be collected by the City of North Miami Beach	
Impact Fee Type	Total
Police	$420,418
Parks	$2,088,840
Water Fees	$3,442,517
Fire Flow Fee	$1,245,000
Total Impact Fees	**$7,196,775**
Total Impact Fees (rounded)	**$7,200,000**

* This total is an estimate and does not take into consideration any impact fee credits that might be granted to the developer by the City of North Miami Beach.

Source: Impact fees estimate provided by the client's land use attorney, dated April 9, 2020.

- Gas, fuel oil, propane utility taxes

Permanent (or "yearly income") benefits generated by the operation of new businesses, and the influx of new residents and visitors to the area will increase the City's revenues with the following items:

- Communication service taxes
- 10% of net utility revenues
- License fees derived from new businesses
- Charges for services such as park facilities, tuition for summer camps, fee charged for public records
- Traffic and parking ticket revenues
- Increases in the intergovernmental transfer (Increase of the sales tax revenues)

New Residents

The proposed project is expected to capture most of its demand for the multifamily and condominium units from outside the City of North Miami due to its price point (luxury segment) and the current income level in the boundary of the city.

New Residents		
Residential Forecast		Increase
2024 Population	47,780	
2024 Household	17,003	
New Multifamily and Condomium units	2,000	
Average resident per Unit	2.25	
Capture Rate of New Resident	75%	
New Residents of NMB	3,375	7.1%
New Households	1,500	8.8%

Based on the existing population, IRR forecasts that the project will increase the population of North Miami Beach by 7% - 8%.

Conclusion

The following table summarizes our findings for the project.

Fiscal Impact Summary			
	All components combined		
Construction Costs	$1,482,000,000		
Rental Revenues (Gross, Annual)	$299,000,000		
End-Unit Value	$2,300,000,000		
Temporary Effects*	Job Supported	Labor Income	Value Added
Direct (City of North Miami Beach)	**11,800**	**$860,000,000**	$1,080,000,000
Indirect (City + County)	1,700	$88,000,000	$153,000,000
Induced (City + County)	4,500	$207,000,000	$385,000,000
Total	18,000	$1,155,000,000	$1,618,000,000
Permanent Effects**	Job Created	Labor Income	Value Added
Direct (City of North Miami Beach)	**2,700**	**$110,000,000**	$98,000,000
Indirect (City + County)	700	$35,000,000	$54,000,000
Induced (City + County)	700	$30,000,000	$55,000,000
Total	4,100	$175,000,000	$207,000,000
Real Estate Taxes Generated (NMB)	**$11,000,000**	63% Increase based on the existing Ad Valorem Revenues	
Impact Fees Generated (NMB)	**$7,200,000**		
Increase of Other Sources of Revenues			
During Construction:	Construction Permit Fees & Impact Fees (~ $7.2 Million)		
Permanent Yearly Revenues:	Communication service taxes, 10% of net utility revenues, license fees from new businesses, charges for services (park facilities, summer camp tuition, etc.), traffic and parking ticket revenues, increase of the integovernmental		
New Residents	3,375	7% - 8% Increase of based on the existing population of the City of NMB	
New Households	1,500		

All forecasts are in current dollars (2020).

* Total jobs supported during the construction period.

** Absolute number jobs created upon completion of the construction.

The overall economic impact to the City of North Miami Beach would be demonstrable, representing the creation of on-going employment of an additional 2,600 – 2,700 jobs, plus the increase of the Ad Valorem Taxes of $11 Million per year upon completion and stabilization/sell-out period, which represents a 63% increase over the existing real estate tax base. The construction of the project will also generate approximately $7.2 Million in Impact Fees for the City of North Miami Beach.

Furthermore, the proposed project will not only attract new residents and new businesses to the area but also expands the retail, and the restaurant offering to the existing residents and employees of the City of North Miami Beach. The project is maximizing its integration with the existing landscape by adding over 100,000 SF of green public space and extending the canal into the site.

Coronavirus Disease 2019 (COVID-19)
As of the effective date of this report, tourism, lodging, and tourist-related food and beverage and retail sectors are likely to feel the first negative effects due to the substantial decline in social movement and activity. A prolonged outbreak could have a significant (and yet unquantifiable) impact on other real estate sectors. Our valuation is based upon the best information as of the effective date.

However, given the long-term construction timeline of the project (3-4 years until the beginning of the construction with a completion in ~10 years), we did not model any long-term impact due to the coronavirus outbreak. Should at a later date more information and market evidence of long-term impacts from COVID-19 become available, this report is subject to review and revision as necessary.

Certification

We certify that, to the best of our knowledge and belief:

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have previously provided consulting services regarding the property that is the subject of this report for Dezer Intracoastal Mall, LLC. We have provided no other services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding the agreement to perform this assignment.
5. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
8. Our analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice as well as applicable state appraisal regulations.
9. The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
10. The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
11. Mr. James V. Andrews, MAI, CRE, FRICS, ASA, has not made a personal inspection of the property that is the subject of this report. Virginie Dorris has not personally inspected the subject. Anthony Graziano, MAI, CRE, has not personally inspected the subject.
12. Virginie Dorris, who signed the report, provided significant real property appraisal assistance to the person(s) signing this certification.
13. We have experience in appraising properties similar to the subject and are in compliance with the Competency Rule of USPAP.

14. As of the date of this report, Mr. James V. Andrews, MAI, CRE, FRICS, ASA, and Anthony Graziano, MAI, CRE, have completed the continuing education program for Designated Members of the Appraisal Institute.

Mr. James V. Andrews, MAI, CRE, FRICS, ASA
State Certified General
Florida Certificate # RZ4094

Virginie Dorris
Registered Trainee Appraiser
Florida Certificate # RI#24289

Anthony Graziano, MAI, CRE
Certified General Real Estate Appraiser
Florida Certificate # RZ#3510

Addendum A

Appraiser Qualifications

Mr. James V. Andrews, MAI, CRE, FRICS, ASA

Integra Realty Resources
Miami | Caribbean

9155 S. Dadeland Avenue, Suite 1208
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Experience

James Andrews is the Senior Managing Director of the Miami and Caribbean offices of Integra Realty Resources; the largest purely valuation and counseling firm in North America. Mr. Andrews has been actively engaged in valuation and consulting since 1987; both in the USA and the Caribbean.

Now in Miami, James was based in the Cayman Islands for more than two decades. He co-founded the firm Andrews Key Ltd. in 2007 which became the IRR Caribbean office in 2012; now with offices in the Cayman Islands, U.S. Virgin Islands and Puerto Rico.

Mr. Andrews has valued a variety of asset types, but concentrates on hotels / resorts as well as other going concern assets such as marinas, restaurants, golf courses, quarry/mining operations, healthcare facilities, etc. He is also qualified in business valuation and regularly performs valuation and consulting assignments regarding businesses interests such as partial and full interests in operating companies, real estate holding companies, and intangible assets / intellectual property.

He is currently National Practice Leader of the Integra Hotels Specialty Practice Group and has been involved in hotel projects throughout the USA and Caribbean. Projects include all types of hotel assets from limited service properties up to luxury resorts.

He earned his MAI designation with the Appraisal Institute in 1992. James became an RICS member in 2005 and a fellow in 2008. Other designations he holds include American Society of Appraisers (ASA in Business Valuation) and the prestigious “CRE” credential from the Counselors of Real Estate.

James has served on the International Relations Committee of the Appraisal Institute, the RICS Americas Valuation Council, Vice President (Caribbean) for the International Virtual Chapter for the ASA, and is also currently serving on the Board of Directors of Integra Realty Resources, Inc.

Professional Activities & Affiliations

Appraisal Institute, Member (MAI) , October 1992
Counselor of Real Estate (CRE) , August 2014
Royal Institute of Chartered Surveyors, Member (MRICS) , April 2005 - September 2008
Royal Institute of Chartered Surveyors, Fellow (FRICS) , September 2008
American Society of Appraisers (ASA) ASA (Real Property), March 2014
American Society of Appraisers (ASA) ASA (Business Valuation), September 2015
IRR Certified Reviewer, December 2013
Board of Director: Integra Realty Resources, Inc., October 2017

Licenses

North Carolina, State Certified General, A2285, Expires June 2020
Virgin Islands, State Certified General, 0-14194-1B, Expires December 2020
Puerto Rico, State Certified General, 357CG, Expires February 2020
Florida, State Certified General, RZ4094, Expires November 2020

jandrews@irr.com - 305-670-0001 x320

Mr. James V. Andrews, MAI, CRE, FRICS, ASA

Education

Bachelor of Business Administration, Belmont University, Nashville, TN (1985)
Appraisal Institute - Various Qualifying, Advanced and CE Courses
American Society of Appraisers - Various Courses in Business Valuation and Intangible Assets

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Experience

Director of Integra Realty Resources – Miami/Palm Beach.

Mr. Graziano has actively counseled and advised clients on the sale, leasing, valuation, management, and development of commercial real estate assets throughout the northeast and southeast U.S. since 1992.

Mr. Graziano's professional perspective is a blend of his experience and educational background which includes formal training in architecture, urban planning, macro and micro economics, real estate finance, institutional asset management, and land development. His market experience in sales, leasing, management, and valuation disciplines combine to bring practical real world answers to complex planning and development projects. He has been actively involved as a consultant and/or member of a consultant team on various major redevelopment and land use projects for public and private clients over the past 25+ years.

Mr. Graziano has specialized in consulting and valuation assignments for corporate and private clients on a wide array of complex issues related to estate and condemnation matters, title defects, environmental contamination/damages, air rights, partial and fractional interests, contract disputes, and mediation/arbitration disputes. Mr. Graziano's experience in these matters provides a comprehensive framework for effective strategic real estate consulting.

Professional Activities & Affiliations

Advisory Board Member: Urban Land Institute (ULI) South Florida / Caribbean
Advisory Board Member: University of Miami M+RED Program
Member: Economic Roundtable - Miami Beacon Council (2012-present)
Board of Director: Integra Realty Resources, Inc. (2011-2016)
Chairman of the Board: Integra Realty Resources, Inc. (2016-present)
Director: South Florida Chapter of the Appraisal Institute (2014-2016)
Board Member: Builders Association of South Florida (BASF) (2014-2016)
Subject Matter Expert (SME): Appraisal Practice Board, Appraisal Foundation
Member: Appraisal Institute (MAI) (2008-Present)
Member: Counselors of Real Estate (CRE) (2007-Present)
National Association of Realtors (REALTOR)
Miami Association of REALTORS Industry Analyst of the Year (2016)
Former Fellow: Royal Institute of Chartered Surveyors (FRICS) (2007-2014)
AI Leadership Development Advisory Council, March 1998 - February 2001
Lifetime Member: National Eagle Scout Association (NESA)

Licenses

Florida, State-Certified General Real Estate Appraiser, RZ3510
New Jersey, State-Certified General Real Estate Appraiser, RG001261

Education

University of Miami, Coral Gables, Florida 1988-1992
Degree: Bachelor of Science in Land Development and Planning, School of Architecture

New York University Real Estate Institute, New York, New York 1993-1996
Degree: Master of Science in Real Estate Development and Investment

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Anthony M. Graziano, MAI, CRE

Qualified Before Courts & Administrative Bodies

Qualified and accepted as an expert before:
US Bankruptcy Court (Newark, Southern District of Texas, Southern District of Florida)
US Federal District Court (Southern District of Florida)
FL Circuit Court (Miami-Dade, Broward, and Monroe Counties)
NJ State Tax Court
NJ Superior Court - Chancery Division
NJ Superior Court - Law Division
Various municipal planning and zoning boards throughout New Jersey and Florida
Various Taxing Authorities and Boards throughout New Jersey and Florida

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Ron DeSantis, Governor

Halsey Beshears, Secretary

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

THE CERTIFIED GENERAL APPRAISER HEREIN IS CERTIFIED UNDER THE PROVISIONS OF CHAPTER 475, FLORIDA STATUTES

GRAZIANO, ANTHONY MICHAEL

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LICENSE NUMBER: RZ3510
EXPIRATION DATE: NOVEMBER 30, 2020

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Virginie Dorris

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Experience

Director of Research with Integra Realty Resources – Miami-Caribbean.

Virginie Dorris has over 8 years of commercial real estate experience. Mrs. Dorris began her career as a real estate analyst with IRR Miami in 2016. Prior to that, she acquired experience in real estate development, construction, financing and asset management both in the USA and in Canada. Mrs. Dorris is also a lawyer in Canada, and specialized in taxation, fiscal planning, corporate and contract law and real estate construction and development.

Mrs. Dorris leads the market study group for IRR-Miami-Caribbean. The group provides extensive research, analysis and reporting to property owners and developers of various property types on market trends, opportunities, marketability, and feasibility of development projects and land. The group's experience includes assessing the market drivers, supply & demand and financial feasibility of mixed-use, residential, office, retail, hospitality and marina assets throughout South Florida.

Mrs. Dorris also provides appraisal and consulting services to institutional and banking clients for all major asset classes, including multifamily, retail, office, hospitality, industrial, vacant land and special-use properties. Mrs. Dorris specializes in multifamily analysis, including market rate and affordable housing as well as condominium development. Mrs.Dorris multifamily experience includes market and feasibility studies, highest and best use analysis, subsidized housing, new development and distressed asset/renovation analysis.

Mrs. Dorris is a member of the Urban Land Institute (ULI) of South Florida, and is a Registered Trainee Appraiser in Florida. She is also an active member of the Quebec Bar Association since 2011. Mrs. Dorris is bilingual in French and English.

Professional Activities & Affiliations

Florida, Registered Trainee Real Estate Appraiser, RI24289, Expires November 30th, 2018

Urban Land Institute, Member (ULI)

Young Leaders Group

Member of the Quebec Bar Association (2011 – *present*)

Licenses

Florida DBPR, Registered Trainee Real Estate Appraiser, RI24284
Quebec Bar Association, #3097021

Education

University of Miami, FL (2015-2016)
Master in Real Estate Development & Urbanism, MRED+U

Université du Québec à Montréal (2014-2015)
Associate Degree in Real Estate

Quebec Bar School (2011)

Université de Sherbrooke (2008-2011)
Bachelor of Laws, LL.B.

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RICK SCOTT, GOVERNOR

JONATHAN ZACHEM, SECRETARY

Florida dbpr

STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

FLORIDA REAL ESTATE APPRAISAL BD

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About IRR

Integra Realty Resources, Inc. (IRR) provides world-class commercial real estate valuation, counseling, and advisory services. Routinely ranked among leading property valuation and consulting firms, we are now the largest independent firm in our industry in the United States, with local offices coast to coast and in the Caribbean.

IRR offices are led by MAI-designated Senior Managing Directors, industry leaders who have over 25 years, on average, of commercial real estate experience in their local markets. This experience, coupled with our understanding of how national trends affect the local markets, empowers our clients with the unique knowledge, access, and historical perspective they need to make the most informed decisions.

Many of the nation's top financial institutions, developers, corporations, law firms, and government agencies rely on our professional real estate opinions to best understand the value, use, and feasibility of real estate in their market.

Local Expertise...Nationally!

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Addendum B

Financials and Property Information

Intracoastal Mall Program Analysis- TRAD Submittal 2
February 6, 2019

SUMMARY EXISTING	RETAIL SF	PARKING SPACES
PHASE 1A	28,212 SF	130 spaces
PHASE 1B	45,582 SF	154 spaces
PHASE 2A+2B	131,965 SF	756 spaces
PHASE 3A	28,447 SF	161 spaces
TOTAL	**234,206 SF**	**1,201 spaces**

PROJECT SUMMARY				
SUMMARY	RESIDENTIAL	RETAIL	OFFICE/GYM	HOTEL
BLOCK N1	0 Units	46,860 SF	35,729 SF	0 SF
BLOCK N2	112 Units	32,585 SF	0 SF	249 Rooms
BLOCK N3	33 Units	0 SF	0 SF	0 SF
BLOCK S1	0 Units	171,321 SF	0 SF	0 SF
BLOCK S2	679 Units	55,762 SF	196,580 SF	0 SF
BLOCK S3	816 Units	40,706 SF	0 SF	0 SF
BLOCK S4	391 Units	31,832 SF	0 SF	0 SF
SUB-TOTAL	**2,032 Units**	**379,066 SF**	**232,309 SF**	**249 Rooms**

DEVELOPMENT	PROVIDED	ALLOWED
TOTAL NON RESIDENTIAL DEVELOPMENT	2,523,880 SF	2.5 millions
TOTAL RESIDENTIAL UNITS	2,032 Units	2,000 Units

28.47 Total District Acres
27.2 Project Acres
2,388,479.10

PARKING REQUIREMENTS					
W/ SHARED PARKING CREDIT	By Code Total Parking Req.	Req. W/Parking Credit	Spaces Prov. Garage	Deficit/Surplus	
BLOCK N1	277 spaces	221 spaces	490 spaces	270 spaces	
BLOCK N2	245 spaces	227 spaces	284 spaces	57 spaces	
BLOCK N3	35 spaces	35 spaces	35 spaces	0 spaces	
BLOCK S1	834 spaces	731 spaces	751 spaces	20 spaces	
BLOCK S2	1,164 spaces	1,058 spaces	1,356 spaces	297 spaces	*297 spaces*
BLOCK S3	1,367 spaces	1,289 spaces	1,929 spaces	639 spaces	*-3 spaces*
BLOCK S4	670 spaces	642 spaces	0 spaces	-642 spaces	*Parking @ S3*
TOTAL	**4,592 spaces**	**4,203 spaces**	**4,844 spaces**	**641 spaces**	**Surplus**

GARAGE			
BLOCK-N1		**Spaces**	
Ground	7,742 SF	0 spaces	
Level 2	104,529 SF	258 spaces	
Level 3	104,529 SF	258 spaces	2 levels of parking
Sub-total Main Parking Garage	**216,800 SF**	**516 Provided**	
5% Reduction		**490 Provided**	
BLOCK-N2	**Gross**	**Spaces**	
Ground	26,204 SF	50 spaces	
Level 2	89,928 SF	53 spaces	
Level 3-6	119,904 SF	196 spaces	6 levels of parking
Sub-total Main Parking Garage	**236,036 SF**	**299 Provided**	
5% Reduction		**284 Provided**	
BLOCK-S1	**Gross**	**Spaces**	
Ground	13,283 SF	36 spaces	
Mezzanine		62 spaces	
Level 2-5		248 spaces	
Level 6		108 spaces	
Level 7		115 spaces	
Level 8-10	311,682 SF	182 spaces	10 levels + mezz of parking
Sub-total Main Parking Garage	**324,965 SF**	**751 Provided**	
BLOCK-S2	**Gross**	**Spaces**	
Ground	51,935 SF	144 spaces	
Mezzanine	60,593 SF	148 spaces	6 levels of parking + Mezz
Level 2-6	458,928 SF	1,135 spaces	
Sub-total Main Parking Garage	**571,456 SF**	**1,427 Provided**	
5% Reduction		**1,356 Provided**	
BLOCK-S3	**Gross**	**Spaces**	
Ground	47,756 SF	214 spaces	
Mezzanine	49,332 SF	214 spaces	7 levels of parking + Mezz
Level 2-7	391,752 SF	1,602 spaces	
Sub-total Main Parking Garage	**488,840 SF**	**2,030 Provided**	
5% Reduction		**1,929 Provided**	
BLOCK-S4	**Gross**	**Spaces**	
Ground	0 SF	0 spaces	
Level 2	0 SF	0 spaces	0 levels of parking
Level 3-8	0 SF	0 spaces	
Sub-total Main Parking Garage	**0 SF**	**0 Provided**	
5% Reduction		**0 Provided**	

RESIDENTIAL					
BLOCK-N2 [MICRO]	NET/Plate	# Units/Plate	# Floors	# Units	(NET Unit SF)
Ground	8,532 SF		1 FL		
Liners 2	8,532 SF		1 FL		
Liners 3-4	9,193 SF		2 FL		
Liner A 5-6	13,171 SF		2 FL		
Micro	**61,792 SF**		**6 FL**		
TOTAL UNITS				***112 Units***	550
TOTAL UNITS BLOCK N2	***61,792 SF***			***112 Units***	
Parking Required	1 Sp./ 1 Units			112 spaces	
Visitor	1/20 Units			6 spaces	
Total Parking Required				118 spaces	
BLOCK-N3	NET/Plate	# Units/Plate	# Floors	# Units	
Townhomes 1 bed +den	2,215 SF	21 Units	1 FL	21 Units	
Townhomes 2 bed +den	3,150 SF	12 Units	1 FL	12 Units	
TOTAL UNITS	**84,315 SF**			***33 Units***	
Parking Required	1.0 Sp./ 1 Units			33 spaces	
Visitor	1/20 Units			2 spaces	
Total Parking Required				35 spaces	
BLOCK-S2	NET/Plate	# Units/Plate	# Floors	# Units	
Ground	0 SF		0 FL		
Liners 2	4,060 SF		1 FL		
Liners 3 -6	17,412 SF		2 FL		
Residential Liners	**38,884 SF**		**3 FL**		
Unit Mix	*1 BED + DEN (800 SF)*	*60%*		*29 Units*	800 SF
	2 BED(1000 SF)	*40%*		*16 Units*	1,000 SF
	3 BED (2000 SF)	*0%*		*0 Units*	2,000 SF
TOTAL UNITS				***45 Units***	
Tower A Level 7-42	**9,252 SF**		**36 FL**		
42 FL	**333,072 SF**				
Unit Mix	*1 BED + DEN (800 SF)*	*15%*		*62 Units*	800 SF
	2 BED(1000 SF)	*60%*		*200 Units*	1,000 SF
	3 BED (2000 SF)	*25%*		*42 Units*	2,000 SF
TOTAL UNITS				***304 Units***	
Tower B Level 7-44	**9,535 SF**		**38 FL**		
44 FL	**362,338 SF**				
Unit Mix	*1 BED + DEN (800 SF)*	*15%*		*68 Units*	800 SF
	2 BED(1000 SF)	*60%*		*217 Units*	1,000 SF
	3 BED (2000 SF)	*25%*		*45 Units*	2,000 SF
TOTAL UNITS				***331 Units***	
TOTAL UNITS BLOCK S2	***734,294 SF***			***679 Units***	
SUBTOTAL BLOCK - S2 [CONDO]	*1 BED (800-1000 SF)*			***160 Units***	
	2 BED(1300-1600 SF)			***433 Units***	
	3 BED (2200-2300 SF)			***87 Units***	
Parking Required Liners	1.5 Sp./ 1 Units			1,019 spaces	
Visitor	1/20 Units			34 spaces	
Total Parking Required				1,053 spaces	

BLOCK-S3	NET/Plate	# Units/Plate	# Floors	# Units	
Ground	0 SF	-	0 FL		
Liners 2	11,402 SF	-	1 FL		
Liners 3 -7	22,329 SF	-	3 FL		
Residential Liners	**78,389 SF**		**4 FL**		
Unit Mix	*1 BED + DEN (800 SF)*	*60%*		*59 Units*	800 SF
	2 BED(1000 SF)	*40%*		*31 Units*	1,000 SF
	3 BED (2000 SF)	*0%*		*0 Units*	2,000 SF
TOTAL UNITS				***90 Units***	
Tower A Level 8-46	**9,944 SF**	**-**	**39 FL**		
46 FL	**387,816 SF**				
Unit Mix	*1 BED + DEN (800 SF)*	*15%*		*73 Units*	800 SF
	2 BED(1000 SF)	*60%*		*233 Units*	1,000 SF
	3 BED (2000 SF)	*25%*		*48 Units*	2,000 SF
TOTAL UNITS				***354 Units***	
Tower B Level 8-48	**9,944 SF**	**-**	**41 FL**		
48 FL	**407,704 SF**				
Unit Mix	*1 BED + DEN (800 SF)*	*15%*		*76 Units*	800 SF
	2 BED(1000 SF)	*60%*		*245 Units*	1,000 SF
	3 BED (2000 SF)	*25%*		*51 Units*	2,000 SF
TOTAL UNITS				***372 Units***	
TOTAL UNITS BLOCK S3	***873,909 SF***			***816 Units***	
SUBTOTAL BLOCK - S3 [CONDO]	*1 BED (800-1000 SF)*			***208 Units***	
	2 BED(1300-1600 SF)			***509 Units***	
	3 BED (2200-2300 SF)			***99 Units***	
TOTAL UNITS BLOCK S3	***873,909 SF***			***816 Units***	
Parking Required Liners	1.5 Sp./ 1 Units			1,224 spaces	
Visitor	1/20 Units			61 spaces	
Total Parking Required				1,285 spaces	
BLOCK-S4	**NET/Plate**	**# Units/Plate**	**# Floors**	**# Units**	
Ground	8,698 SF		1 FL		
Liners 2	0 SF		0 FL		
Liners 3 -6	0 SF		0 FL		
Residential Liners	**8,698 SF**		**0 FL**		
Unit Mix	*1 BED + DEN (800 SF)*	*60%*		*7 Units*	800 SF
	2 BED(1000 SF)	*40%*		*3 Units*	1,000 SF
	3 BED (2000 SF)	*0%*		*0 Units*	2,000 SF
TOTAL UNITS				***10 Units***	
Tower A Level 6-48	**9,944 SF**		**42 FL**		
48 FL	**417,648 SF**				
Unit Mix	*1 BED + DEN (800 SF)*	*15%*		*78 Units*	800 SF
	2 BED(1000 SF)	*60%*		*251 Units*	1,000 SF
	3 BED (2000 SF)	*25%*		*52 Units*	2,000 SF
TOTAL UNITS				***381 Units***	
TOTAL UNITS BLOCK S2	***426,346 SF***			***391 Units***	
SUBTOTAL BLOCK - S2 [CONDO]	*1 BED (800-1000 SF)*			***85 Units***	
	2 BED(1300-1600 SF)			***254 Units***	
	3 BED (2200-2300 SF)			***52 Units***	
Parking Required Liners	1.5 Sp./ 1 Units			587 spaces	
Visitor	1/20 Units			20 spaces	
Total Parking Required				606 spaces	

HOTEL					(2.5 SPACES / 1000 SF)
BLOCK-N2 [HOTEL]	NET/Plate	# Units/Plate	# Floors	# Units	(NET Unit SF)
Ground	0 SF		1 FL		
Liners Level 3-4	5,643 SF		2 FL		
Hotel Level 5-12	10,427 SF		8 FL		
Residential Liners	**94,704 SF**			**249 Units**	**380 SF**
Parking Required* Hotel	1 Sp./ 4 Rooms			62 spaces	
Total Parking Required				62 spaces	

OFFICE/GYM/FLEX		(2.5 SPACES / 1000 SF)	
BLOCK-N1	Gross	Spaces	
Level 4	35,729 SF	1 FL	2.5sp/1000 sf
Sub-total Gym	**35,729 SF**		
Parking Required		89 spaces	
BLOCK-S1	Gross	# Floors	
Level 9-18	19,658 SF	10 FL	
Sub-total Office	**196,580 SF**		
Parking Required		491 spaces	
BLOCK-S4	Gross	# Floors	
Ground	0 SF	0 FL	
Level 2	29,208 SF	4 FL	
Sub-total oFFICE	**116,832 SF**		
Parking Required		234 spaces	

RETAIL		2 SPACES / 1000 SF)	
BLOCK-N1	Gross	Spaces	
Level 1 Retail	46,860 SF	1 FL	4sp/1000 sf
Sub-total Retail	**46,860 SF**		
Parking Required		187 spaces	
BLOCK-N2	Gross	# Floors	
Ground	20,702 SF	1 FL	2sp/1000 sf
Level 2	11,883 SF	1 FL	2sp/1000 sf
Sub-total Retail	**32,585 SF**		
Parking Required		65 spaces	
BLOCK-S1 (By Code)	Gross	Spaces	
Level 1 Retail	14,975 SF	1 FL	2sp/1000 sf
Supermaret (@ Level 2)	42,046 SF	1 FL	2sp/1000 sf
TJMAXX + HOMEGOODS (Level 4)	43,971 SF	1 FL	2sp/1000 sf
Retail B (@Level 6)	27,790 SF	1 FL	2sp/1000 sf
Theater Ground + Restaurant	42,539 SF	1 FL	2sp/1000 sf
Sub-total Retail	**171,321 SF**		
Parking Required		343 spaces	
BLOCK-S1 (Retailers)	Gross	Spaces	
TJMAXX (Level 1+Level3)	14,975 SF	1 FL	4sp/1000 sf
Level 1 Retail	42,046 SF	1 FL	4sp/1000 sf
Retail A (@ Level 4)	43,971 SF	1 FL	4sp/1000 sf
Retail B (@Level 6)	27,790 SF	1 FL	4sp/1000 sf
Theater Ground +Level 8	38,351 SF	1 FL	4sp/1000 sf
Sub-total Retail	**167,133 SF**		
Parking Required		669 spaces	
BLOCK-S2	Gross	# Floors	
Ground	36,334 SF	1 FL	2sp/1000 sf
Mezzanine	19,428 SF	1 FL	2sp/1000 sf
Sub-total Retail	**55,762 SF**		
Parking Required		112 spaces	
BLOCK-S3	Gross	# Floors	
Ground	31,078 SF	1 FL	2sp/1000 sf
Level 2	9,628 SF	1 FL	2sp/1000 sf
Sub-total Retail	**40,706 SF**		
Parking Required		81 spaces	
BLOCK-S4	Gross	# Floors	
Ground	19,257 SF	1 FL	
Level 2	12,575 SF	1 FL	
Sub-total Retail	**31,832 SF**		
Parking Required		64 spaces	

Fwd: Intracoastal Program

AG Arthur Gallagher <agallagher@dezer.com>
To Virginie Dorris

Sat 3/28/2020 9:31 AM

Sent from my iPad

Begin forwarded message:

From: Manuel del Monte <mdelmonte@zyscovich.com>
Date: March 27, 2020 at 6:13:09 PM EDT
To: Arthur Gallagher <agallagher@dezer.com>
Cc: Suria Yaffar <suria@zyscovich.com>, Darys Avila <davila@zyscovich.com>
Subject: RE: Intracoastal Program

These are the numbers if only N2 is rental.

Residential

Rentals	136
Condos	1,828
Townhouse	36
Total	**2,000 Units**

Retail	**380,000 SF**
Hotel	**250 Keys**
Office	**200,000 SF**

For the site acreage I believe the discrepancy is fdot parcel which was not part of the areas you counted. I will follow up this email with the areas broken down as you requested.

Best,

Manuel Del Monte
Senior Designer
ZYSCOVICH
Planning, Architecture & Interior Design
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Coastal CONSTRUCTION

Intracoastal Mall

North Miami Beach, Florida

November 11, 2019

Description	Program Estimate November 11, 2019	$ / SF Gross Sf	$ / SF AC	$ / SF Office/Res. Saleable	Residential Units / Parking Spaces
	$ 1,269,003,651	7,137,442	4,075,501	3,317,341	2,394
Sitework	$ 28,456,735	$3.99	$6.98	$8.58	$11,889
Off Site Improvements	$ 6,690,276	$0.94	$1.64	$2.02	$2,795
Canal/Marine Work	$ 24,028,357	$3.37	$5.90	$7.24	$10,039
Buildings by Phase (Block):					
		442,055			870
1A (S1) Garage	$ 38,476,498	$87.04			$44,226
		203,551	183,770	169,308	
1A (S1) Retail	$ 36,002,243	$176.87	$195.91	$212.64	
		225,984	199,410	197,570	
1A (S1) Office	$ 43,322,149	$191.70	$217.25	$219.27	
		28,883			
1A (S1) Amenity Deck	$ 3,090,637	$107.01			
		184,386			437
1B (N1) Garage	$ 18,073,051	$98.03			$41,357
		161,825	130,872	117,582	
1B (N1) Retail/GYM	$ 28,428,462	$175.89	$217.22	$241.78	
		90,979	73,788	71,340	
1B (N1) Office	$ 18,894,670	$207.68	$256.07	$264.85	
		13,606	13,606	13,606	
1B (N1) Fire Rescue/Community Bldg	$ 3,340,421	$245.51	$245.51	$245.51	
		60,766			
1B (N1) Amenity Deck	$ 7,124,456	$117.24			
		571,456			1,480
2A (S2) Garage	$ 49,104,528	$85.93			$33,179
		69,759	62,375	62,375	
2A (S2) Retail	$ 10,704,120	$153.44	$171.61	$171.61	
		87,117			
2A (S2) Amenity Deck	$ 9,089,972	$104.34			
		1,016,476	934,176	713,017	651
2A (S2) Residential	$ 224,600,302	$220.96	$240.43	$315.00	$345,008
		242,211			613
2B (N2) Garage	$ 20,812,900	$85.93			$33,953
		64,067	52,329	50,453	
2B (N2) Retail	$ 9,830,715	$153.44	$187.86	$194.85	
		66,807			
2B (N2) Amenity Deck	$ 6,970,784	$104.34			
		534,020	478,044	353,798	478
2B (N2) Residential	$ 120,203,808	$225.09	$251.45	$339.75	$251,472
		488,840			1,041
3A (S3) Garage	$ 42,005,434	$85.93			$40,351
		56,817	49,378	40,706	
3A (S3) Retail	$ 8,718,244	$153.44	$176.56	$214.18	
		72,870			
3A (S3) Amenity Deck	$ 7,603,410	$104.34			

Coastal CONSTRUCTION

Description	Program Estimate November 11, 2019	$ / SF Gross Sf	$ / SF AC	$ / SF Office/Res. Saleable	Residential Units / Parking Spaces
	$ 1,269,003,651	7,137,442	4,075,501	3,317,341	2,394
3A (S3) Residential	$ 264,669,588	1,197,818 $220.96	1,094,296 $241.86	864,157 $306.27	789 $335,449
3B (N3) Garage	$ 21,002,717	244,420 $85.93			521 $40,351
3B (N3) Retail	$ 4,359,122	28,409 $153.44	24,689 $176.56	20,353 $214.18	
3B (N3) Amenity Deck	$ 3,801,705	36,435 $104.34			
3B (N3) Residential	$ 132,334,794	598,909 $220.96	547,148 $241.86	432,079 $306.27	395 $335,449
3A (S4) Townhome Garages	$ 2,152,639	35,072 $61.38			72 $29,898
3A (S4) Townhome Terraces	$ 1,076,320	35,072 $30.69			
3A (S4) Townhome Living Area	$ 51,663,340	140,288 $368.27	140,288 $368.27	140,288 $368.27	48 $1,076,320
2B (N3) Townhome Terraces	$ 1,671,008	54,450 $30.69			
2B (N3) Townhome Living Area	$ 20,700,248	84,315 $245.51	84,315 $245.51	84,315 $245.51	33 $627,280
CURRENT PROJECT TOTAL	$ 1,269,003,651	$177.80	$311.37	$382.54	$530,187

Coastal Construction

Page 2 of 2

DEZER INTRACOASTAL MALL
ESTIMATED COUNY/CITY - IMPACT FEES -

INTRACOASTAL MALL REDEVELOPMENT

ROAD (COUNTY) -ALT A	USE	UNITS/SQ. FT.	RATE	FEES
	Condos (High Rise)	1,916	4,053.72	$7,766,927.52
	Midrise Condos	48	4,053.72	$194,578.56
	Townhomes	36	5,655.67	$203,604.12
	Retail	245,000	18.1717	$4,452,066.50
	Movie Theater	8	37,400.8580	$299,206.86
	Super Market	50,000	19.1160	$955,800.00
	Health/Fitness Club	45,000	4.0146	$180,657.00
	Office	200,000	10.9434	$2,188,680.00
	Hotel	250	8,608.8640	$2,152,216.00
			TOTAL ROAD	$18,393,736.56

ROAD (COUNTY)-ALT B	USE	UNITS/SQ. FT.	RATE	FEES
	Condos (High-Rise)	1,916	4,053.72	$7,766,927.52
	Condos (Mid-Rise)	48	4,053.72	$194,578.56
	Townhomes	36	5,655.67	$203,604.12
	Retail	380,000	25.0175	$9,506,650.00
	Office	200,000	10.9434	$2,188,680.00
	Hotel	250	8,608.8640	$2,152,216.00
			TOTAL ROAD	$22,012,656.20

FIRE(COUNTY)	USE	UNITS/ SQ. FT.	RATE	FEES
	Condos (High-Rise)	1,916	$440.40	$843,806.40
	Condos (Mid-Rise)	48	$440.40	$21,139.20
	Townhomes	36	$440.40	$15,854.40
	Retail	245,000	0.4710	$115,395.00
	Movie Theater	40,000	0.4710	$18,840.00
	Super Market	50,000	0.4710	$23,550.00
	Health/Fitness Club	45,000	0.4710	$21,195.00
	Office	200,000	0.3499	$69,980.00
	Hotel	250	$0.4710	$117.75
			TOTAL FIRE	$1,129,877.75

POLICE (CITY)-ALT A	USE	UNIT / SQ. FT.	RATE	FEES	
Residential (per unit)	Condos (High-Rise)	1,916	$130.26	$249,578.16	
	Condos (Mid-Rise)	48	$130.26	$6,252.48	
	Townhomes	36	$130.26	$4,689.36	
Commercial (per 100 Sq. Ft.)	Retail	245	$317.48	$77,782.60	
	Movie Theater	8	$1,284.31	$10,274.48	Updated to reflect per screen fee
	Super Market	50	$307.87	$15,393.50	
	Health/Fitness Club	45	$319.56	$14,380.20	
	Office	200	80.64	$16,128.00	
	Hotel	250	$92.51	$23,127.50	
			TOTAL POLICE	$417,606.28	

POLICE (CITY)-ALT B	USE	UNIT / SQ. FT.	RATE	FEES
Residential (per unit)	Condos (High-Rise)	1,916	$130.26	$249,578.16
	Condos (Mid-Rise)	48	$130.26	$6,252.48
	Townhomes	36	$130.26	$4,689.36
Commercial (per 100 Sq. Ft.)	Retail	380	$317.48	$120,642.40
	Office	200	80.64	$16,128.00
	Hotel	250	$92.51	$23,127.50
			TOTAL POLICE	$420,417.90

SCHOOL (COUNTY)	USE	UNITS/ AVG. SQ. FT.	RATE	FEES
	Condos & Townhomes	2,000	$612.00	
		1,000	0.918	
			TOTAL SCHOOL	$3,060,000.00

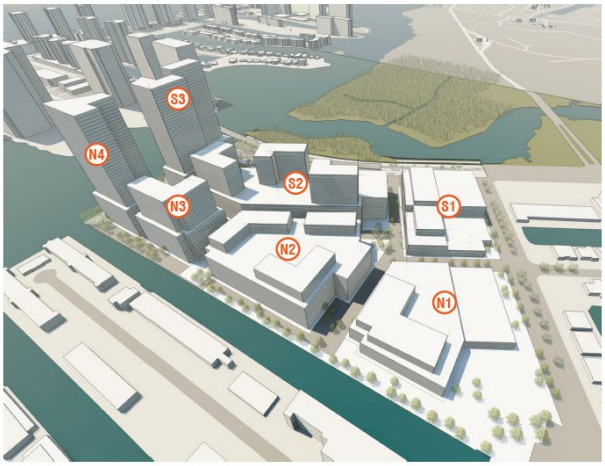
PARKS (CITY)	USE	UNIT	RATE	FEES
	Condos (High-Rise)	1,916	$1,044.42	$2,001,108.72
	Condos (Mid-Rise)	48	$1,044.42	$50,132.16
	Townhomes	36	$1,044.42	$37,599.12
			TOTAL PARKS	$2,088,840.00

WATER FEES (CITY)						
IN PLANT FEES	USE	UNIT / SQ. FT.	RATE (GPD)	INPLANT FEE	FEES	
Residential (per unit)	Condos (High-Rise & Mid-Rise)	3,633	150	$5.22	$2,844,952.20	*Updated using 1.85 avg. bedroom per unit
	Townhomes	36	250	$5.22	46980.00	
Commercial (per 100 Sq. Ft.)	Retail	2,450	10	$5.22	$127,890.00	
	Movie Theater	492	3	$5.22	$7,704.72	*Updated using 492 seats for Movie Theater
	Super Market	500	10	$5.22	$26,100.00	
	Health/Fitness Club	450	10	$5.22	$23,490.00	
	Office	2,000	10	$5.22	$104,400.00	
	Hotel	250	200	$5.22	$261,000.00	
				TOTAL WASD	$3,442,516.92	*Subject to credits for demolished structures.

FIRE FLOW FEE (CITY)		SQ. FT	RATE			
Residential	2,000,000 Sq Ft.					
		100,000	1.05		$105,000.00	
		100,000	0.79		$79,000.00	
		200,000	0.53		$106,000.00	
		200,000	0.26		$52,000.00	
		1,400,000	0.18		$252,000.00	
Commercial	580,000 Sq Ft					
		100,000	$1.75		$175,000.00	
		100,000	$1.40		$140,000.00	
		200,000	$1.05		$210,000.00	
		180,000	$0.70		$126,000.00	
				TOTAL WASD	$1,245,000.00	*Subject to credits for fireflow improvements.

SEWER FEES (COUNTY)		UNIT/ SQ. FT.	GPD	RATE		
Residential (per unit)	Condos (High-Rise & Mid-Rise)	1,964	150	$5.60	$1,649,760.00	
	Townhomes	36	180	$5.60	$36,288.00	
Commercial (per 100 Sq. Ft.)	Retail	2,450	10	$5.60	$137,200.00	
	Movie Theater	492	3	$5.60	$8,265.60	*Updated using 492 seats for Movie Theater
	Super Market	500	10	$5.60	$28,000.00	
	Health/Fitness Club	450	10	$5.60	$25,200.00	
	Office	2,000	5	$5.60	$56,000.00	
	Hotel	250	100	$5.60	$140,000.00	
				TOTAL WASD	$2,080,713.60	

Regulating Plan



BLOCK N1 = 411, 216 SF
BLOCK N2 = 1,354,161 SF
BLOCK N3 = 598,920 SF
BLOCK N4 = 891,466 SF
BLOCK S1 = 765,070 SF
BLOCK S2 = 2,058,577 SF
BLOCK S3 = 1,272,207 SF

Total Development Area = 7,351,616 SF

Proposed

BLOCK N1 = 299,389 SF
BLOCK N2 = 425,117 SF
BLOCK N3 = 84,315 SF
BLOCK N4 = 575,010 SF
BLOCK S1 = 692,866 SF
BLOCK S2 = 1,361,512 SF
BLOCK S3 = 1,403,455 SF

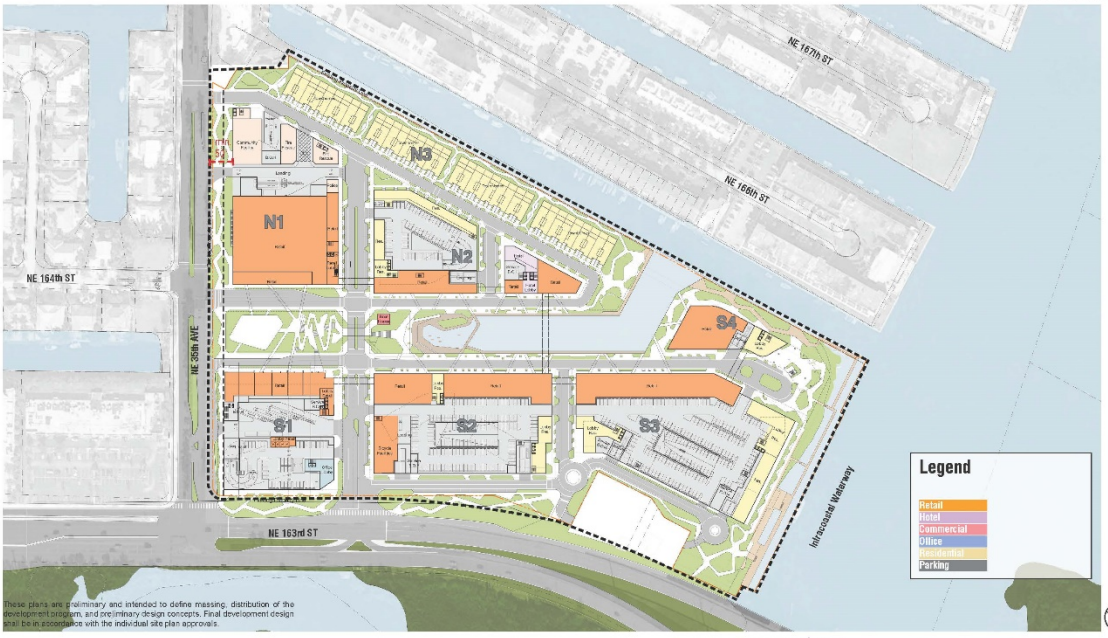
Total Development Area = 4,841,663 SF

TOTAL DEVELOPMENT AREA

ZYSCOVICH ARCHITECTS

DRAFT DATED 02/04/2020

INTRACOASTAL MASTER PLAN



North Miami Beach, Florida | Conceptual Site Plan/ Ground Level | Scale: 1"=160' | A1-18

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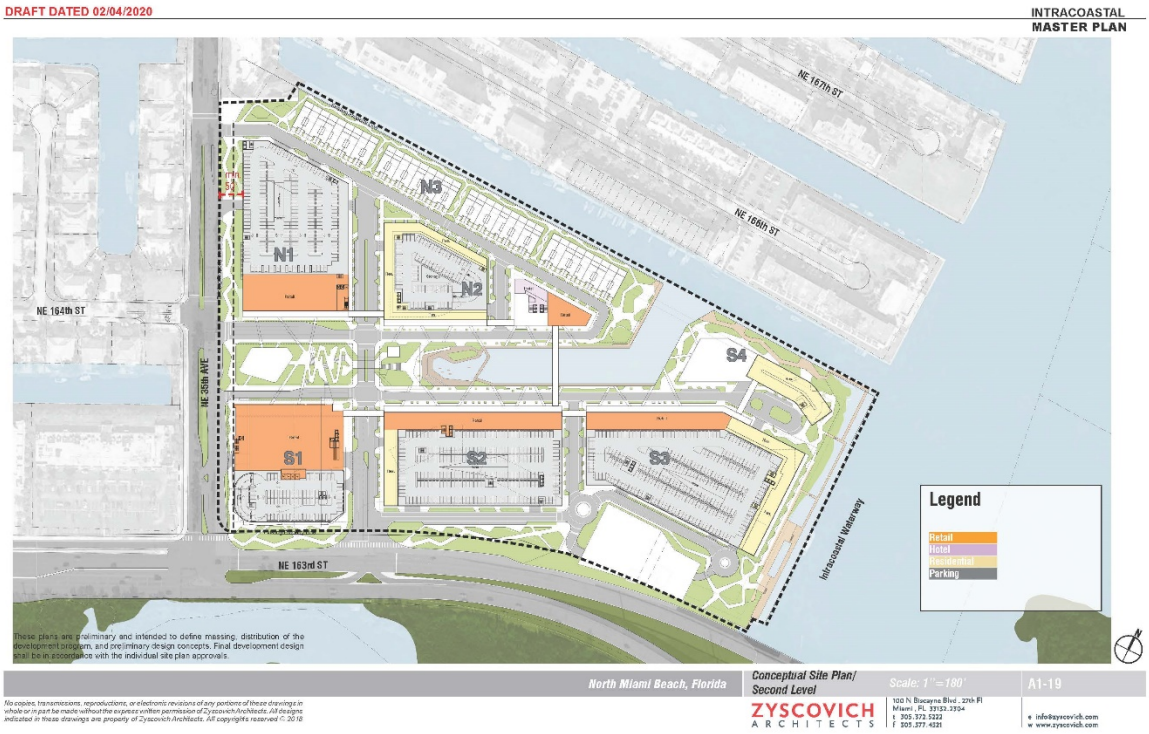
DRAFT DATED 02/04/2020
INTRACOASTAL
MASTER PLAN
NE 167th ST
NE 166th ST
NE 164th ST
NE 35th AVE
NE 163rd ST
N1
N2
N3
S1
S2
S3
S4
Intracoastal Waterway
Legend
Retail
Hotel
Residential
Parking
These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.
North Miami Beach, Florida
Conceptual Site Plan/
Second Level
Scale: 1"=180'
A1-19
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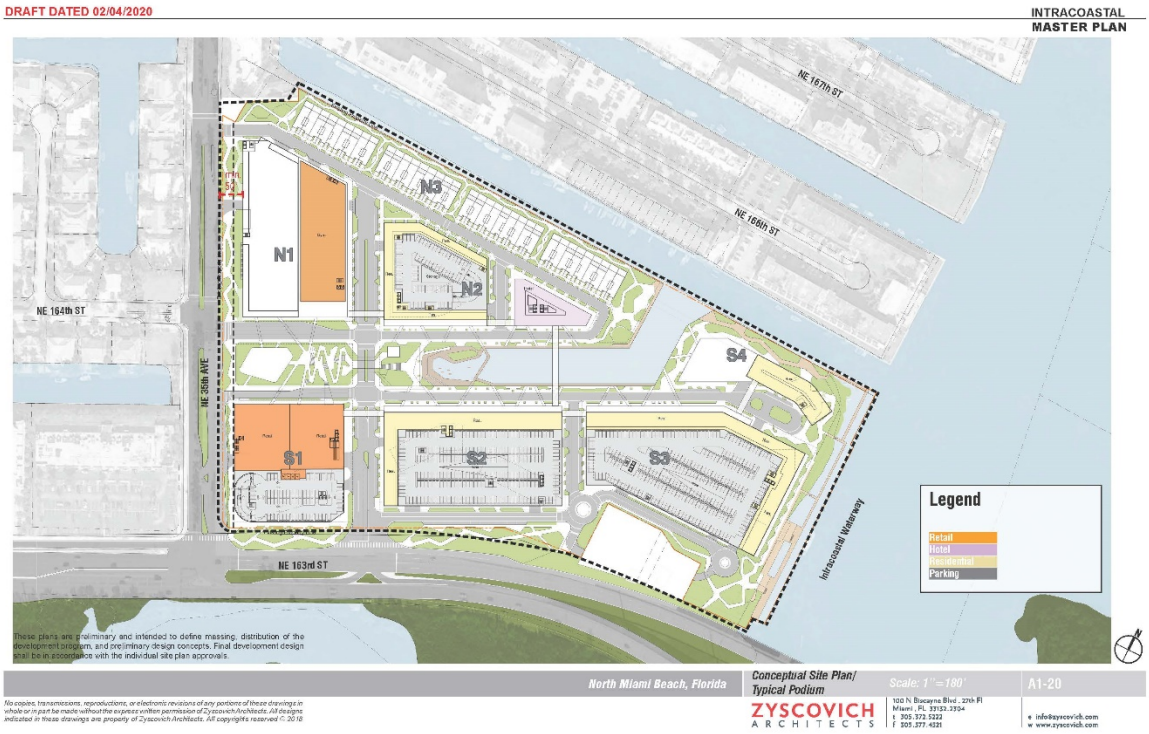
DRAFT DATED 02/04/2020
INTRACOASTAL
MASTER PLAN
NE 167th ST
NE 166th ST
NE 164th ST
NE 35th AVE
NE 163rd ST
N1
N2
N3
S1
S2
S3
S4
Intracoastal Waterway
Legend
Retail
Hotel
Residential
Parking
These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.
North Miami Beach, Florida
Conceptual Site Plan/
Typical Podium
Scale: 1"=180'
A1-20
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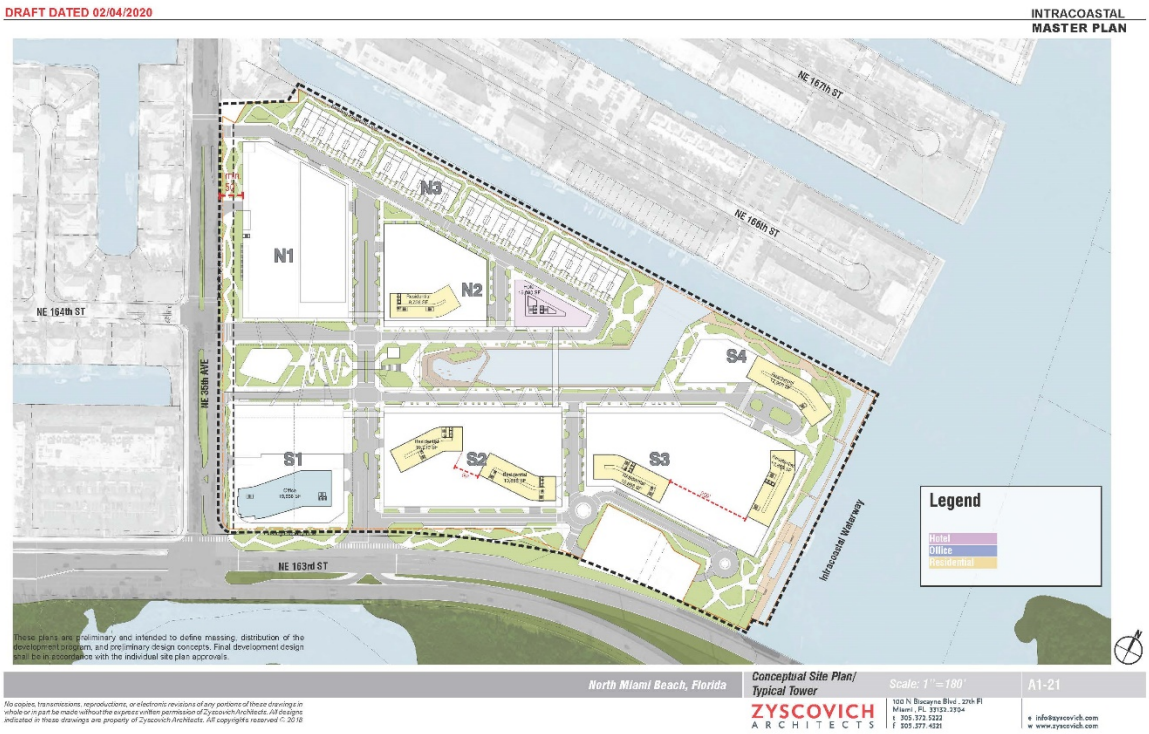
DRAFT DATED 02/04/2020
INTRACOASTAL
MASTER PLAN
NE 167th ST
NE 166th ST
NE 164th ST
NE 163rd ST
NE 35th AVE
N1
N2
N3
S1
S2
S3
S4
Intracoastal Waterway
Legend
Hotel
Office
Residential
These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.
North Miami Beach, Florida
Conceptual Site Plan/
Typical Tower
Scale: 1"=180'
A1-21
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OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 3/27/2020

Property Information	
Folio:	07-2210-002-2640
Property Address:	3501 SUNNY ISLES BLVD North Miami Beach, FL 33160-4132
Owner	DEZER INTRACOASTAL MALL LLC
Mailing Address	18001 COLLINS AVE 31ST FLOOR SUNNY ISLES BEACH, FL 33160 USA
PA Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	1611 COMMUNITY SHOPPING CENTER : RETAIL OUTLET
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	272,240 Sq.Ft
Lot Size	1,142,989 Sq.Ft
Year Built	Multiple (See Building Info.)

2016 Aerial Photography 1000ft

Assessment Information			
Year	2019	2018	2017
Land Value	$27,431,736	$27,431,736	$27,431,736
Building Value	$30,568,264	$27,568,264	$16,752,773
XF Value	$0	$0	$0
Market Value	$58,000,000	$55,000,000	$44,184,509
Assessed Value	$53,463,254	$48,602,959	$44,184,509

Benefits Information				
Benefit	Type	2019	2018	2017
Non-Homestead Cap	Assessment Reduction	$4,536,746	$6,397,041	

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Taxable Value Information			
	2019	2018	2017
County			
Exemption Value	$0	$0	$0
Taxable Value	$53,463,254	$48,602,959	$44,184,509
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$58,000,000	$55,000,000	$44,184,509
City			
Exemption Value	$0	$0	$0
Taxable Value	$53,463,254	$48,602,959	$44,184,509
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$53,463,254	$48,602,959	$44,184,509

Short Legal Description
EASTERN SHORES 2ND ADD
PB 65-43
LOT 1 LESS BEG SW COR LOT 1 N150
FT S 64 DEG E56.66FT SELY75.19FT
S128.64FT WLY125.26FT TO POB &

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
12/13/2013	$63,500,000	28957-3344	Qual by exam of deed
03/15/2012	$59,833,400	28039-1089	Financial inst or "In Lieu of Forclosure" stated
06/01/2006	$48,000,000	24716-4009	Sales which are qualified
01/01/2001	$0	00000-00000	Sales which are disqualified as a result of examination of the deed

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at http://www.miamidade.gov/info/disclaimer.asp

Version:

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 3/25/2020

Property Information	
Folio:	07-2210-002-2641
Property Address:	3909 NE 163 ST North Miami Beach, FL 33160-4126
Owner	ASA COLLEGE INC
Mailing Address	151 LAWRENCE ST BROOKLYN, NY 11201 USA
PA Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	1813 OFFICE BUILDING - MULTISTORY: OFFICE BUILDING
Beds / Baths / Half	0 / 0 / 0
Floors	3
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	33,260 Sq.Ft
Lot Size	55,196 Sq.Ft
Year Built	1987

Assessment Information			
Year	2019	2018	2017
Land Value	$1,766,272	$1,766,272	$1,766,272
Building Value	$3,233,728	$3,233,728	$2,950,728
XF Value	$0	$0	$0
Market Value	$5,000,000	$5,000,000	$4,717,000
Assessed Value	$5,000,000	$5,000,000	$4,717,000

Taxable Value Information			
	2019	2018	2017
County			
Exemption Value	$0	$0	$0
Taxable Value	$5,000,000	$5,000,000	$4,717,000
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$5,000,000	$5,000,000	$4,717,000
City			
Exemption Value	$0	$0	$0
Taxable Value	$5,000,000	$5,000,000	$4,717,000
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$5,000,000	$5,000,000	$4,717,000

Benefits Information				
Benefit	Type	2019	2018	2017
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
EASTERN SHORES 2ND ADD
PB 65-43
ALL OF LOT 7 & PORT OF LOTS 5 & 6
& 8 BLK 19 ALL DESC COMM NW COR
OF LOT 20 BLK 19 TH N 86 DEG E

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
04/23/2013	$4,635,000	28609-0862	Affiliated parties
12/01/1996	$2,600,000	17493-4998	Sales which are qualified

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Version:

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DATE:03/03/2020 04:38:15 PM
DEED DOC 90,000.00
SURTAX 67,500.00
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

SPECIAL WARRANTY DEED

Prepared by:
Raul E. Salas, Esq.
Cole, Scott & Kissane, P.A.
9150 S. Dadeland Blvd., Ste. 1400
Miami, FL 33156

After recording return to:
James W. Shindell, Esq.
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue
Ste 2300
Miami, FL 33131

Tax Folio No(s). 07-2210-002-2641

(Above Space for Recorder's Use Only)

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made as of the 1st day of February 2020, by **ASA College, Inc., a New York Corporation** with an address at **1 Herald Center, New York, N.Y. 10001** ("**Grantor**"), in favor of **Dezer Intracoastal Mall LLC, a Florida limited liability company,** ("**Grantee**"), with an address at **18001 Collins Avenue, 31st Floor, Sunny Isles Beach, FL 33160.**

GRANTOR, for and in consideration of the sum of $10.00 paid by Grantee, receipt of which is acknowledged, does grant, bargain, sell, alien, remise, release, convey and confirm to Grantee, all rights and interest in the real property situate, lying and being in the County of Miami-Dade, State of Florida, and more particularly described on the attached **Exhibit A** ("**Property**").

TOGETHER WITH all right, title and interest of Grantor in (i) any and all structures and improvements on the Property; (ii) any land lying in the bed of any street or highway, opened or proposed, in front of or adjoining the Property; (iii) any waterways or submerged lands adjoin the Property, and (iv) all easements, rights of way, privileges, licenses, appurtenances and other rights and benefits belonging to, running with the owner of, or in any way related to the Property.

MIAMI 6622019.2 84040/89257

CFN: 20200134723 BOOK 31835 PAGE 3261

TO HAVE AND TO HOLD, the same in fee simple forever.

SUBJECT TO the matters reflected on the attached **Exhibit B** ("**Permitted Exceptions**") without reimposing same.

AND Grantor warrants the title to the Property and will defend the same against the lawful claims of others claiming by, through or under Grantor, but not otherwise, except Grantor shall not be obligated to defend claims arising from the Permitted Exceptions.

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed as of the day and year first above written.

GRANTOR:

ASA College, Inc., a New York Corporation

By: _____
Name: JOSE VALENCIA
Title: PRESIDENT

Signed, sealed and delivered
in the presence of:

_____
Print Name: Mark Mifenberg

_____
Print Name: Kim Sitbrig

STATE OF New York)
) **ss:**
COUNTY OF Kings)

The foregoing instrument was acknowledged before me, by means of physical presence, this 6 day of February 2020 by Jose F. Valencia, as President of ASA College, Inc., a New York corporation, on behalf of the company. Said individual is personally known to me or produced a driver's license as identification.

_____
Notary Public, State of New York

My commission expires:

Dominga A. Acosta
Notary Public, State of New York
NO. 01AC6183450
Qualified in Kings County
Commission Expires March 17, 20 20

MIAMI 6622019.2 84040/89257

CITY OF NORTH MIAMI BEACH, FLORIDA

MAJOR REVENUE SOURCES

FISCAL YEAR ENDING SEPTEMBER 30, 2020

GOVERNMENTAL FUNDS

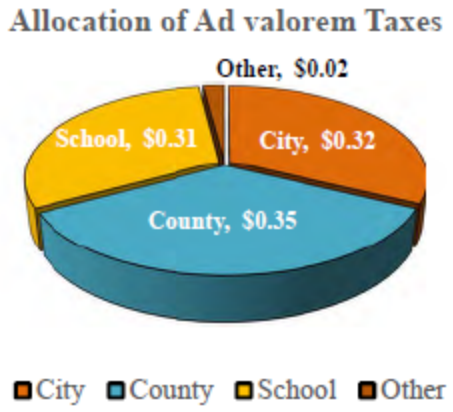
General Fund

Ad Valorem Property Taxes

The City's property tax is levied every October 1st, on the assessed value listed as of the prior January 1, for all real and personal property located in the City. Property taxes are based on a millage rate (one mil is the equivalent of $1 per $1,000 of assessed value or 0.001), which is applied to the total taxable value of all real property and certain tangible personal property. The Miami-Dade County Property Appraiser establishes assessed values and delivers the Certified Taxable Value of each property to the City on or before July 1st of each year. The gross taxable value on January 1, 2019, upon which the 2019-2020 levy was based, is approximately $3.4 billion.

Depending upon policies established by the City Commission, revenue from Ad Valorem taxes may be used to fund both operating costs and capital projects. The City is permitted by state law to levy taxes up to 10 mils of assessed valuation for the General Fund. State constitutional provisions exist for raising the millage rate above the 10-mil cap by local referendum and for debt service or provision of municipal-type services within the City. The City Manager's proposed operating millage rate for Fiscal Year 2020 is 6.2000 per $1,000 of taxable value which 0.1000 less than the prior fiscal year's operating millage rate. The proposed debt service millage rate is 0.6194 per $1,000 of taxable value which is a reduction of 0.0964 from Fiscal Year 2019 debt service millage rate of 0.7158.

Besides the City of North Miami Beach, other agencies levy taxes on the property values established by the Property Appraiser. The following graph displays the allocation of property taxes levied by the various agencies for the previous fiscal year.



CITY OF NORTH MIAMI BEACH, FLORIDA

GOVERNMENT-WIDE REVENUES

FISCAL YEAR ENDING SEPTEMBER 30, 2020

The following pages provide a summary of the governmental-wide revenues and expenses of budgeted funds. Fiscal year 2018 actual values may differ from amounts in the Comprehensive Annual Financial Report because of funds that are not part of the budget.

	ACTUAL FY 2018	ADOPTED BUDGET FY 2019	ESTIMATED ACTUAL FY 2019	ADOPTED BUDGET FY 2020
General Fund				
Ad valorem taxes	$ 15,478,213	$ 17,551,000	$ 17,551,000	$ 20,020,335
Other taxes	14,528,267	15,901,050	15,901,050	15,940,450
Licenses and permits	895,498	871,050	871,050	877,750
Intergovernmental	6,821,391	5,861,700	5,861,700	7,052,876
Charges for services	1,538,065	1,337,900	1,337,900	1,560,456
Fines and forfeitures	1,674,662	1,065,000	1,065,000	1,755,000
Other revenue	931,690	468,097	468,097	618,097
Interfund transfers	9,547,826	6,320,613	6,320,613	6,591,152
Appropriations of prior year balances	-	9,052,954	-	12,047,583
Total General Fund	**51,415,612**	**58,429,364**	**49,376,410**	**66,463,699**
Special Revenue Funds				
Governmental Impact Fees	9,893	1,145,000	76,840	456,800
Transit Surtax	1,882,765	2,570,789	1,752,300	3,494,642
Community Redevelopment Agency	1,340,421	3,707,740	1,667,740	4,549,661
Total Special Revenue Funds	**3,233,079**	**7,423,529**	**3,496,880**	**8,501,103**
Debt Service Funds				
Property taxes	1,867,420	1,996,677	1,996,677	2,002,230
Intergovernmental	859,358	855,261	855,261	852,636
Total Debt Service Funds	**2,726,778**	**2,851,938**	**2,851,938**	**2,854,866**
Capital Projects Fund				
Interfund transfers	-	**293,382**	-	**293,382**
Internal Service Funds				
Liability Self-Insurance	1,864,684	1,441,621	1,441,621	1,585,766
Workers' Compensation	908,173	760,200	860,104	745,200
Information Technology	2,823,004	2,367,132	2,362,056	3,046,737
Total Internal Service Funds	**5,595,861**	**4,568,953**	**4,663,781**	**5,377,703**

MIAMI-DADE COUNTY IMPACT FEES RATE SCHEDULE

LAND USE	ROAD	ROAD	FIRE	POLICE	SCHOOL	PARKS	PARKS	PARKS	UNITS
	Oct 1, 2019 - September 30, 2020			October 1, 2019 - September 30, 2020					
	Non UIA*	UIA*				DIST 1 (North)	DIST 2 (Middle)	DIST 3 (South)	
Port and Terminal									
Truck Terminals	$10.3183	$9.7566	$1.4263	$0.3988					sq. ft.
Industrial									
Industrial Park	$7.1860	$6.7953	$1.4263	$0.3988					
Manufacturing	$3.9446	$3.7297	$1.4263	$0.3988					sq. ft.
Warehousing	$5.1217	$4.8417	$1.4263	$0.3988					
Mini-Warehouse	$2.4729	$2.3378	$1.4263	$0.3988					
Residential									
Single Family Detached	$9,769.63	$9,237.27	$440.40	$574.69	$612.00	$4,092.94	$2,888.15	$2,574.71	
Total road, fire, police, park & school					**Non UIA****	$15,489.66	$14,284.87	$13,971.43	unit
					UIA**	$14,957.31	$13,752.51	$13,439.07	
plus (max. 3,800 sq. ft. per unit)					$0.918				sq. ft.
Apartment (Rentals)	$6.860.39	$6.485.95	$440.40	$574.69	$612.00	$2,402.59	$1,810.69	$1,595.20	
Total road, fire, police, park & school					**Non UIA****	$10,890.08	$10,298.18	$10,082.68	unit
					UIA**	$10,515.64	$9,923.74	$9,708.24	
plus (max. 3,800 sq. ft. per unit)					$0.918				sq. ft.
High-Rise Apart or Condo over 3 floors	$4.288.15	$4.053.72	$440.40	$574.69	$612.00	$2,402.59	$1,810.69	$1,595.20	
Total road, fire, police, park & school					**Non UIA****	$8,317.84	$7,725.94	$7,510.44	unit
					UIA**	$8,083.41	$7,491.50	$7,276.01	
plus (max. 3,800 sq. ft. per unit)					$0.918				
Condominium,Townhouse	$5,981.27	$5.655.67	$440.40	$574.69	$612.00	$3,461.86	$2,359.21	$2,366.21	
Duplex									unit
Total road, fire, police, park & school					**Non UIA****	$11,070.23	$9,967.58	$9,974.58	
					UIA**	$10,744.63	$9,641.98	$9,648.98	
plus (max. 3,800 sq. ft. per unit)					$0.918				sq. ft.
Mobile Home	$5,094.01	$4.815.62	$440.40	$574.69	$612.00	$4,092.94	$2,888.15	$2,574.71	
Total road, fire, police, park & school					**Non UIA****	$10,814.05	$9,609.25	$9,295.81	unit
					UIA**	$10,535.66	$9,330.87	$9,017.42	
plus (max. 3,800 sq. ft. per unit)					$0.918				sq. ft.
Senior Adult Housing-Detached	$3,755.80	$3,552.30	$440.40	574.691		$2,402.59	1,810.69	$1,595.20	
Total road, fire, police & park					**Non UIA****	$7,173.48	$6,581.58	$6,366.09	
					UIA**	$6,969.98	$6,378.08	$6,162.59	unit
Senior Adult Housing-Attached	$3,511.60	$3,319.49	$440.40	574.691		$2,402.59	$1,810.69	$1,595.20	
Total road, fire, police & park					**Non UIA****	$6,929.28	$6,337.38	$6,121.89	
					UIA**	$6,737.18	$6,145.28	$5,929.78	
Congregate Care Facility	$2.098.49	$1.984.53	$1.0496	$0.3988					unit/sq. ft.
Assisted Living Facility	$2.764.34	$2.614.57	$1.0496	$0.3988					bed/sq. ft.
Continuing Care Retirement Community	$2.494.10	$2.358.97	$1.0496	$0.3988					unit/sq. ft.
Lodging									
All Suites Hotel	$6,370.3640	$6,021.9720	$0.4710	$0.3988					
Hotel	$9.105.4040	$8,608.8640	$0.4710	$0.3988					room/sq. ft
Motel	$9.299.1360	$8,792.8280	$0.4710	$0.3988					
Recreational									
Marina	$3,125.7600	$2,954.8200	$0.4710	$0.3988					berth/sq. ft.
Golf Course	$37,741.9240	$35,685.7600	$0.4710	$0.3988					hole/sq. ft
Multipurpose Recreational	$95,441.5000	$90,241.6680	$0.4710	$0.3988					acre/sq. ft
Movie Theater	$39,247.8240	$37,400.8580	$0.4710	$0.3988					screen/sq. ft.
Amusement Park	$80,003.1760	$75,645.0200	$0.4710	$0.3988					acre/sq. ft
Tennis Courts	$32,778.1520	$30,992.2360	$0.4710	$0.3988					court/sq. ft
Racquet Club	$40,867.6840	$38,640.5800	$0.4710	$0.3988					court/sq. ft.
Health/Fitness	$4.2458	$4.0146	$0.4710	$0.3988					sq. ft.
Institutional									
Elementary School (30 SF/St)	$203.5000	$192.1040	$0.4710	$0.3988					
High School (25 SF/St)	$1,146.1120	$1,084.2480	$0.4710	$0.3988					st. sta./sq. ft.
Jr./Community College (25 SF/St)	$1,221.0000	$1,154.2520	$0.4710	$0.3988					
University (20 SF/St)	$2,420.8360	$2,288.9680	$0.4710	$0.3988					
Church/Synagogue	$6.1083	$5.7745	$0.4710	$0.3988					sq. ft.
Day Care Center	$8.3028	$7.8518	$0.4710	$0.3988					sq. ft.
Medical									
Hospital	$18.2596	$17.2649	$1.0496	$0.3988					sq. ft.
Nursing Home	$2.463.1640	$2,328.0400	$1.0496	$0.3988					bed/sq. ft.
Clinic	$32.6837	$30.9027	$0.4710	$0.3988					sq. ft.
Office									
General Office Building									
1 - 50,000	$15.9186	$15.0525	$0.3499	$0.3988					
50,001 - 100,000	$13.5726	$12.8335	$0.3499	$0.3988					
100,001 - 150,000	$11.5735	$10.9434	$0.3499	$0.3988					
150,001 - 200,000	$11.5735	$10.9434	$0.3499	$0.3988					
200,001 - 300,000	$10.5429	$9.9682	$0.3499	$0.3988					
300,001 - 400,000	$9.8673	$9.3301	$0.3499	$0.3988					
400,001 - 500,000	$9.3740	$8.8628	$0.3499	$0.3988					sq. ft.
500,001 - 600,000	$8.9882	$8.4998	$0.3499	$0.3988					
600,001 - 700,000	$8.6756	$8.2035	$0.3499	$0.3988					
700,001 - more	$8.4135	$7.9544	$0.3499	$0.3988					
Medical Office Building	$36.7602	$34.7578	$0.3499	$0.3988					
Office Park	$11.6190	$10.9857	$0.3499	$0.3988					
Research Center	$8.2507	$7.8014	$0.3499	$0.3988					
Business Park	$12.9833	$12.2751	$0.3499	$0.3988					
Retail									
Discount Superestore (Free standing)	$21.0793	$19.9316	$0.4710	$0.3988					
Hardware/Paint Store/Pool Suply	$15.2169	$14.3883	$0.4710	$0.3988					
Nursery Garden Center	$18.1424	$17.1542	$0.4710	$0.3988					
Shopping Center/General Retail									
1 - 10,000	$19.2446	$18.1962	$0.4710	$0.3988					
10,001 - 50,000	$14.3801	$13.5971	$0.4710	$0.3988					
50,001 - 100,000	$13.7012	$12.9540	$0.4710	$0.3988					
100,001 - 200,000	$20.7196	$19.5914	$0.4710	$0.3988					
200,001 - 300,000	$19.2185	$18.1717	$0.4710	$0.3988					
300,001 - 400,000	$26.4583	$25.0175	$0.4710	$0.3988					
400,001 - 500,000	$25.2356	$23.8616	$0.4710	$0.3988					
500,001 - 600,000	$24.0342	$22.7253	$0.4710	$0.3988					
600,001 - 800,000	$22.3817	$21.1624	$0.4710	$0.3988					
800,001 - 1,000,000	$20.9996	$19.8551	$0.4710	$0.3988					sq. ft.
1,000,001 - 1,200,000	$19.9821	$18.8946	$0.4710	$0.3988					
1,200,001 - more	$19.7037	$18.6308	$0.4710	$0.3988					
Car Sales (New & Used Car Sales Area)	$24.8921	$23.5360	$0.4710	$0.3988					
Car Sales (Service and Parts Sales Area)	$15.9023	$15.0362	$0.4710	$0.3988					
Tire Stores	$24.5958	$23.2560	$0.4710	$0.3988					
Supermarket (free standing)	$20.2230	$19.1160	$0.4710	$0.3988					
Convenience market	$54.1196	$51.1713	$0.4710	$0.3988					
Convenience market with Gasoline	$62.0105	$58.6324	$0.4710	$0.3988					
Home Improvements Superstore	$22.8001	$21.5580	$0.4710	$0.3988					
Department Store (free standing)	$9.5043	$8.9849	$0.4710	$0.3988					
Pharmacy/Drugstore w/o Drive-Thru	$11.4009	$10.7790	$0.4710	$0.3988					
Pharmacy/Drugstore w/ Drive-Thru	$12.2670	$11.5995	$0.4710	$0.3988					
Furniture Store (free standing)	$1.6964	$1.6036	$0.4710	$0.3988					
Services									
Bank (Walk-in)	$16.3923	$15.5002	$0.3499	$0.3988					sq. ft.
Bank (Drive-in)	$25.8233	$24.4167	$0.4710	$0.3988					sq. ft.
Quality Restaurant	$69.6572	$65.8624	$0.4710	$0.3988					sq. ft.
Quality Restaurant/Seats	$2,214.0800	$2,093.6080	$0.4710	$0.3988					seats/sq. ft.
High Turnover Rest.	$53.0923	$50.1994	$0.4710	$0.3988					sq. ft.
High turnover Rest/Seats	$1,619.8600	$1,530.3200	$0.4710	$0.3988					seats/sq. ft.
Fast Food Rest. w/o Drive-Thru	$75.0101	$70.9238	$0.4710	$0.3988					sq. ft.
Fast Food Rest. w/ Drive-Thru	$51.9739	$49.1428	$0.4710	$0.3988					sq. ft.
Coffee/Donut Shop	$59.9723	$56.7586	$0.4710	$0.3988					sq. ft.
Service Stations w/ Gasoline	$12,361.4040	$11,687.4120	$0.4710	$0.3988					fuel sta./sq. ft

*UIA (Urban Infill Area) - means that part of Miami-Dade County located east of, and including S.R. 826 (Palmetto Expressway) and NW/SW 77 Avenue and, excluding the area north of and west of I-95, and the City of Islandia.

Addendum C

IMPLAN Analysis

Study Area Regions

	Area	Type	In
1	33160 (FL)	zipcode	1
2	33169 (FL)	zipcode	2
3	33162 (FL)	zipcode	3
4	33179 (FL)	zipcode	4
5	33181 (FL)	zipcode	To
6	33164 (FL)	zipcode	

Events

Select Event(s) then drag and drop to Groups

Select All Events

Title	Type	Specification	Value
const 1mm resi	Industry Output	58 - Construction of new multi	$1,030,000,000.00
const 1mm comm	Industry Output	55 - Construction of new comn	$398,000,000.00
cons 1mm other	Industry Output	56 - Construction of other new	$55,000,000.00
opera MF	Industry Output	448 - Tenant-occupied housing	$4,779,450.00
op hotel	Industry Output	507 - Hotels and motels, includ	$11,816,000.00
op office	Industry Output	470 - Office administrative serv	$98,280,000.00
op retail	Industry Output	411 - Retail - General merchand	$181,800,000.00
op rest	Industry Output	509 - Full-service restaurants	$20,400,000.00
hh income	Household Income	10008 - Households 150-200k	$326,000,000.00

+ Add New Event

Groups

MRIO

City of NMB Construction 1

Dollar Year 2020 | Data Year 2018

Miami-Dade County, Florida

const 1mm resi 1

const 1mm comm 1

cons 1mm other 1

City of NMB Operations 1

Dollar Year 2020 | Data Year 2018

Miami-Dade County, Florida

opera MF 1

op hotel 1

op office 1

op retail 1

RUN

Impact Results Overview

FILTERS Run ID **is 50133** Dollar Year **is 2020** Model Year **is any value** Analysis ID **is any value** Region **is any value** Impact **is any value** Group Name **is "City of NMB Construction"** Event Name **is any value**

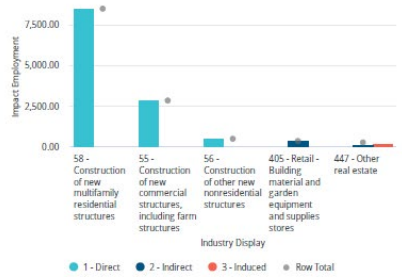
Economic Indicators by Impact

Impact	Employment	Labor Income	Value Added	Output
1 - Direct	11,804.56	$859,553,619.14	$1,084,677,544.86	$1,483,000,000.00
2 - Indirect	1,665.29	$87,930,544.91	$152,519,945.37	$281,921,847.11
3 - Induced	4,460.43	$207,262,447.02	$384,915,959.01	$667,478,839.91
Total	17,930.28	$1,154,746,611.07	$1,622,113,449.24	$2,432,400,187.02

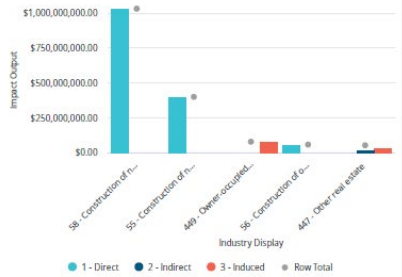
Tax Results

Code		5001	6001	8001	10000	13001	
Description		Employee Compensation	Proprietor Income	Tax on Production and Imports	Households	Enterprises (Corporations)	Total
11001	Federal Government NonDefense	$77,985,467.03	$20,307,390.23	$4,992,893.75	$108,691,994.98	$8,726,827.79	$220,704,573.79
12001	State/Local Govt Other Services	∅	∅	$63,798,694.74	$1,369,959.47	$3,143,467.77	$68,312,121.98
Total		$77,985,467.03	$20,307,390.23	$68,791,588.49	$110,061,954.45	$11,870,295.56	$289,016,695.76

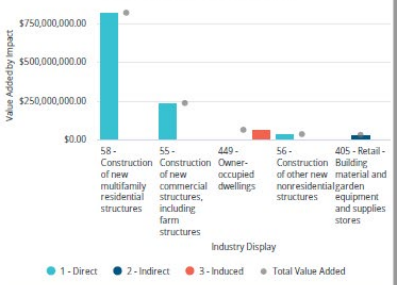
Top 5 Employment Industries



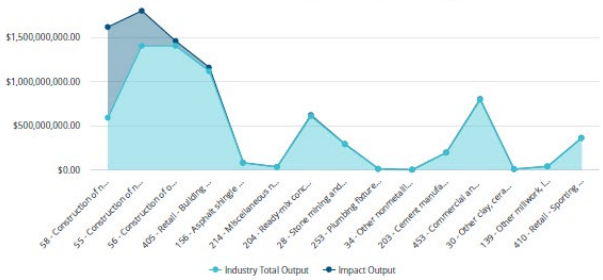
Top 5 Output Industries



Top 5 Value Added Industries



Top 15 Industries by Estimated Growth Percentage



Industries by Estimated Growth Percentage

	Display Code	Display Description	Industry Total Output	Impact Output	Estimated Growth Percentage
1	58	Construction of new multifamily residential structures	$590,255,871.18	$1,030,000,000.00	174.50%
2	55	Construction of new commercial structures, including farm structures	$1,406,521,552.84	$398,000,000.00	28.30%
3	56	Construction of other new nonresidential structures	$1,405,880,044.72	$55,000,000.00	3.91%
4	405	Retail - Building material and garden equipment and supplies stores	$1,116,858,811.36	$42,997,590.96	3.85%
5	156	Asphalt shingle and coating materials manufacturing	$77,139,726.30	$1,876,049.02	2.43%
6	214	Miscellaneous nonmetallic mineral products manufacturing	$30,625,559.14	$708,095.18	2.31%
7	204	Ready-mix concrete manufacturing	$608,877,641.40	$11,267,896.12	1.85%
8	28	Stone mining and quarrying	$288,429,917.57	$4,222,454.85	1.46%
9	253	Plumbing fixture fitting and trim manufacturing	$9,243,886.07	$99,508.16	1.08%
10	34	Other nonmetallic minerals	$340,152.65	$3,614.85	1.06%
11	203	Cement manufacturing	$193,229,306.64	$1,965,861.34	1.02%
12	453	Commercial and industrial machinery and equipment rental and leasing	$794,564,173.60	$7,860,587.14	.99%
13	30	Other clay, ceramic, refractory minerals mining	$6,429,083.51	$63,047.32	.98%
14	139	Other millwork, including flooring	$37,366,500.50	$354,898.16	.95%
15	410	Retail - Sporting goods, hobby, musical instrument and book stores	$358,501,620.61	$3,257,746.54	.91%
16	235	Prefabricated metal buildings and components manufacturing	$8,203,258.01	$73,092.44	.89%

Generated on April 15, 2020 at 1:56pm EDT

Impact Results Overview

FILTERS Run ID **is 47502** Dollar Year **is 2020** Model Year **is any value** Analysis ID **is any value** Region **is any value** Impact **is any value** Group Name **is "City of NMB Operations"** Event Name **is any value**

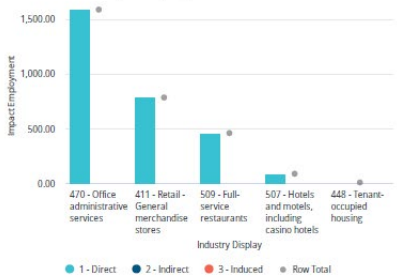
Economic Indicators by Impact

Impact	Employment	Labor Income	Value Added	Output
1 - Direct	2,916.73	$116,642,785.50	$106,317,846.31	$206,875,479.23
2 - Indirect	27.89	$1,388,979.43	$2,183,664.18	$4,010,271.99
3 - Induced	5.09	$206,686.28	$429,112.65	$690,780.31
Total	2,949.70	$118,238,451.21	$108,930,623.14	$211,576,531.53

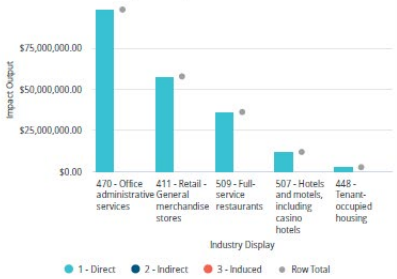
Tax Results

Code	Description	5001 Employee Compensation	6001 Proprietor Income	8001 Tax on Production and Imports	10000 Households	13001 Enterprises (Corporations)	Total
11001	Federal Government NonDefense	$13,340,643.48	$640,789.52	$968,103.47	$2,543,543.23	$(501,742.79)	$16,991,336.90
12001	State/Local Govt Other Services	∅	∅	$12,370,328.89	$32,066.54	$(180,731.45)	$12,221,663.97
Total		$13,340,643.48	$640,789.52	$13,338,432.36	$2,575,609.76	$(682,474.24)	$29,213,000.88

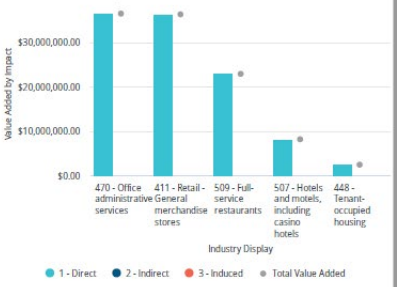
Top 5 Employment Industries



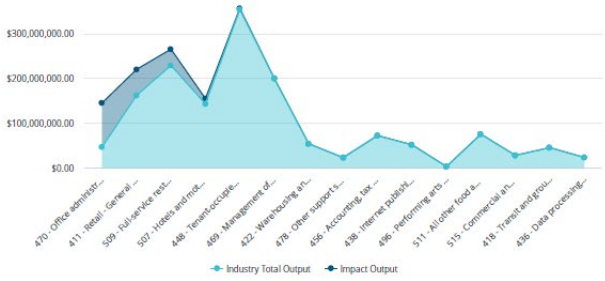
Top 5 Output Industries



Top 5 Value Added Industries



Top 15 Industries by Estimated Growth Percentage



Industries by Estimated Growth Percentage

	Display Code	Display Description	Industry Total Output	Impact Output	Estimated Growth Percentage
1	470	Office administrative services	$46,619,579.87	$98,315,948.15	210.89%
2	411	Retail - General merchandise stores	$181,500,194.15	$58,024,719.29	35.93%
3	509	Full-service restaurants	$228,590,846.11	$36,074,930.15	15.78%
4	507	Hotels and motels, including casino hotels	$142,845,541.79	$11,817,472.40	8.27%
5	448	Tenant-occupied housing	$352,872,767.07	$2,813,548.62	.80%
6	469	Management of companies and enterprises	$199,123,653.62	$614,815.92	.31%
7	422	Warehousing and storage	$53,821,324.82	$148,009.51	.28%
8	478	Other support services	$23,062,139.81	$51,830.63	.22%
9	456	Accounting, tax preparation, bookkeeping, and payroll services	$72,029,724.59	$127,483.64	.18%
10	438	Internet publishing and broadcasting and web search portals	$51,550,232.74	$86,998.03	.17%
11	496	Performing arts companies	$3,182,986.08	$5,149.84	.16%
12	511	All other food and drinking places	$75,161,081.46	$119,491.81	.16%
13	515	Commercial and industrial machinery and equipment repair and maintenance	$28,031,687.15	$40,064.86	.14%
14	418	Transit and ground passenger transportation	$45,214,691.58	$53,926.63	.12%
15	436	Data processing, hosting, and related services	$23,466,536.19	$27,068.58	.12%
16	478	Business support services	$14,943,799.25	$16,356.69	.11%

Generated on March 29, 2020 at 11:40am EDT

TAB 3

Holland & Knight

701 Brickell Avenue, Suite 3000 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

Memorandum

Date: May 22, 2020

To: Mr. Justin Proffitt, AICP
Director, Community Development Department
City of North Miami Beach

From: Tracy R. Slavens, Esq.
Vanessa Madrid, Esq.

Re: **Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment**
3501 Sunny Isles Blvd., North Miami Beach, Florida (Item # 19-3)

Response to TRAD Comments Dated March 26, 2020,
and Supplemental Planning and Zoning Comments Received on May 18, 2020

Please refer to the sections described below for the Applicant's responses to the TRAD comments, which are provided herein in **BOLD** following each of the new comments issued.

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SECTION I. BUILDING DEPARTMENT

Intracoastal Mall

The following is a preliminary analysis of potential code issues relative to conceptual Master Plan of proposed development to the Intracoastal mall for future mix used new constructions

- NO COMMENTS

SECTION II. UTILITIES/ENGINEERING

NOTES:

1. The Holland and Knight amended letter of intent incorrectly states NW 35 Avenue on two occasions. Should read NE 35 Avenue. See Section III, page 4.

   Response: A revised amended letter of intent is enclosed with this submittal.

2. The Holland and Knight Development Agreement Exhibit E-4 incorrectly is entitled Sanitary Sewer, Solid Waste, Drainage and Potable Water Facilities. That section appears to be geared to Parks and Recreation.

   Response: The Applicant is working with the City Attorney to finalize the terms of the Development Agreement and a revised draft will be provided for review under separate cover.

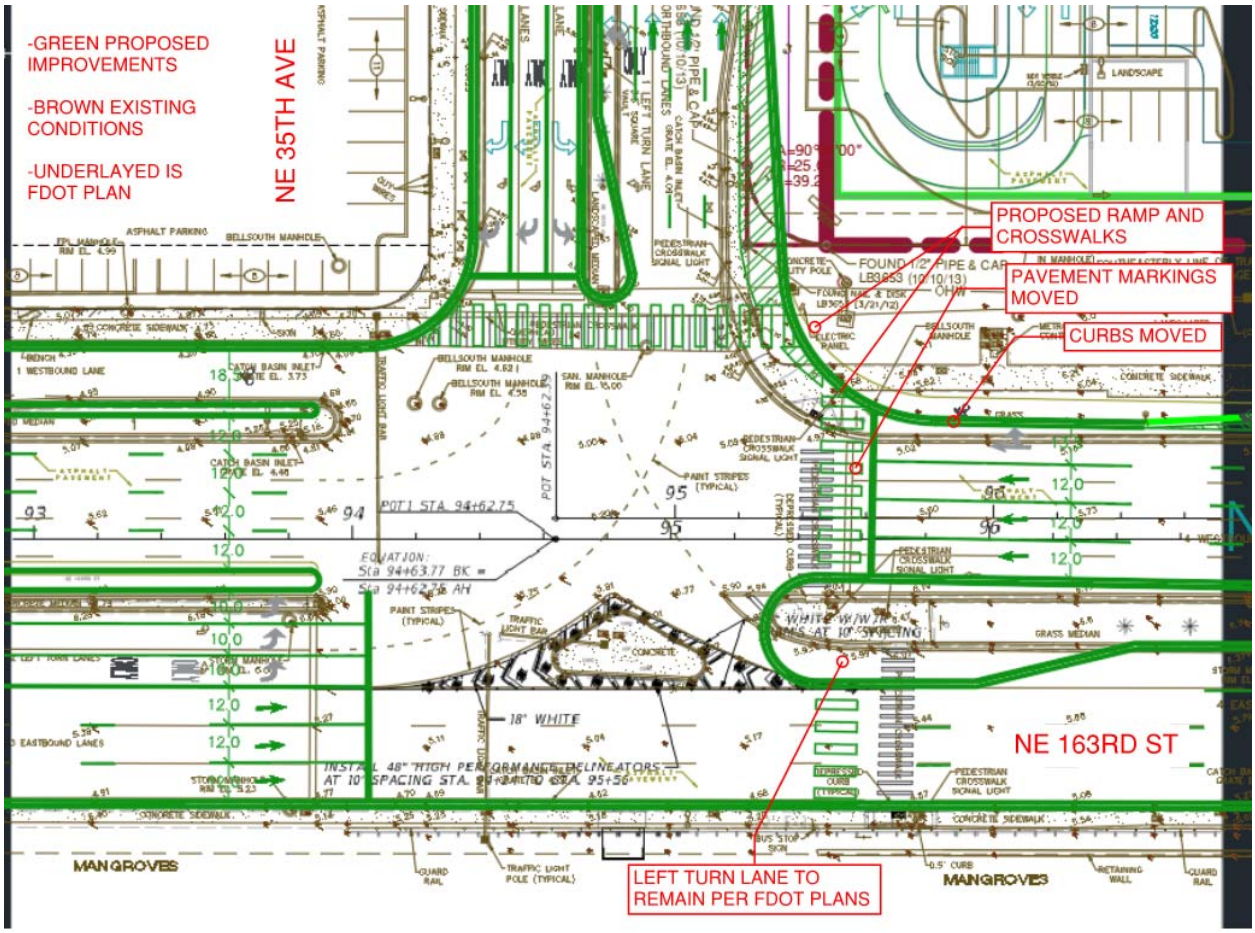
3. The Holland and Knight memo response to the TRAD comments from the September 2019 meeting:

   a. Response to item Sewer #3. The pump station is not at NE 146 Street. It is at NE 164 Street. This error is also seen on a Public Works response on page 5.

   Response: Noted. Applicant hereby clarifies that the pump station referenced in its responses to item Sewer #3 and Public Works response on page 5, is located at NE 164 Street.

4. Did the Developer's Consultant (Langan) communicate with the FDOT project engineers as relates to coordinating any new turn lanes, or roadway modifications, etc., as to the impact of their upcoming roadway project and any possible moratoriums? I had provided the FDOT contact info on an email to Michael Carr of Langan on January 23, 2020 subsequent to a Utility Coordination meeting with the FDOT for their project? The FDOT project for SR 826 (FP # 436525-2-52-01) includes some redesign work between NE 35 Avenue and SR A1A as well as the bascule bridge refurbishment. The project is scheduled to be let by FDOT in the Fall of 2020.

   Response: Applicant is coordinating with FDOT. The enclosed plan incorporates the proposed improvements. Below is an overlay of the two projects. Minor revisions to Applicants' plans will be made after the FDOT construction has been completed and the project is submitted for site plan approval. The dark green represents the Applicant's current plans and the brown is the FDOT proposed plan.



5. Zyscovitch plans L-203 key plan does not match plan.

   Response: Sheet L-203 has been revised accordingly.

6. Langan plans do not reflect the FDOT parcel acquisition.

   Response: Langan plans have been revised to reflect the FDOT parcel.

7. Langan plans sheet CU101 still have notes about the proposed building above the water main with 15 ft clearance. This should be updated. The existing water main to which you are connecting to on NE 35 Avenue is a 20" wtm not 12" wm. The connection on NE 163 Street is not a 20" wtm it is 30" wtm. It is not clear what the water main connection is at the NE corner of the site. An 8" water main that goes where? There seems to be a disconnect with Langan and the Water Department?

   Response: Sheet CU101 has been revised to reflect this information, as coordinated with the Water Department.

8. Since a right of way dedication is no longer contemplated on NE 35 Avenue. The Langan plans still show it. I see it labelled as a 50' buffer on Zyscovitch plans. I now hear (after

the TRAD resubmittal package), it may be 20 feet dedication. All parties need to be on the same page so the plans are better coordinated.

Response: The enclosed plans have been revised to reflect 20' dedication.

9. Based on the concurrency response from DERM received on March 23, 2020, the County Pump station #466 that will be relocated as part of this project, will likely need to be upsized to accommodate the much larger flows/demand of this project as compared to the existing flows into the County system. This will be a critical issue to resolve for final County approval.

   Response: Acknowledged. The new pump station will meet WASD standards to accommodate adequate flows and/or demand in connection with the proposed project. Pump station #466 will be relocated and up scaled to accommodate for larger flow due to new development demands.

SECTION III. PUBLIC WORKS

1. Florida Power & Light Sub- station along Sunny Isled Boulevard: "no changes are proposed and roadway connections to station will be improved".

   No further comments.

2. Define clearly whether any works are proposed for the existing Miami-Dade Water and Sewer Pump Station #426, adjacent to the FPL Sub-station. Coordination with MDWASD would be required. **Refer to sheet CU101 for location of proposed WASD station.**

   a. It is not clear whether the existing Pump Station #426 will be decommissioned.

      Response: The existing Pump Station #426 will be decommissioned.

   b. The proposed station (65' x 45') is located in a 50' wide (min) open space, at the western side of the Community Facility in Block N1. However, Site plan indicates that the space was reduced to 20'. What will happen to the proposed pump station?

      Response: The enclosed plans reflect the location of the proposed 65' x 45' station. The Applicant will be providing a dedication for the portion of the pump station within the Property.

3. Consultation with FDOT is necessary for the proposed development and its impact on the SR #826. **Both Applicant and City are coordinating with FDOT.**

   No further comment.

4. Consideration should be given to incorporating resiliency concepts including raised seawall cap. If such measures are proposed, clearly indicate, e.g. the proposed height of infrastructure. **Proposed design will incorporate resiliency concepts to ensure the maintenance of water quality; compliance with M-D County and navigational safety standards.**

   No further comment.

5. New waterway will require various environmental permits including, but not limited to, DERM, FDEP, SFWMD, and US Army Corp of Engineers. **Acknowledged.**

   No further comment.

6. All franchised utilities (power, phone, cable) shall be installed underground to increase aesthetics and resiliency. Utilities along the NE 35 Avenue must also be included. **Noted. Plans have been updated accordingly.**

   No further comment.

7. Lift Station in center median on NE 35th Avenue is proposed to be relocated; provide clear details of proposed new facility. Also consider amendments to the other station located at the northwestern corner of the property.

Proposed public gravity sewer main will connect to MDWASD pump station. The proposed pump station will replace the existing station near NE 35 Ave and NE 164 Street.

Comment #2 above highlights potential issue of proposed pump station. Please review.

Response: Please refer to our response to comment #2 above.

8. Provide extension of natural gas line along NE 35th Avenue, from 3405 NE 163 Street. Estimated cost for line extension is $865,000.

Acknowledged. Design of gas line will be completed by utility company.

The City will liaise with the utility company to expedite designs for incorporation into ongoing designs for upgrade of NE 35 Ave. Works proposed to be funded from Public Infrastructure and Streetscape Assessment Fund.

Response: Noted.

9. Incorporate roadway construction improvements on NE 35th Avenue from NE 163 St to NE 171 St (including bike facilities) as part of roadway improvements to mall entrance of NE 35th Ave. This project has been designed and is in the permit process. **Acknowledged.** Part funding for these works are proposed to be included in Section 7, Draft Development Agreement

Response: Acknowledged.

10. Include trolley pullout bay on NE 35th Avenue and trolley station built to City Standards.

Acknowledged.

An air-conditioned transit facility with appropriate amenities should be included in development, and satisfactory to the City.

Response: A bus/trolley pullout bay on NE 35th Avenue and premium transit shelter will be provided. The shelter design and functionality will comply with City Standards. A conceptual prototype design is provided in the revised plans.

11. Redevelopment of Tot Lot must be included in development project. Provide details of works for incorporation.

Acknowledged. An expanded playground area is proposed adjacent to the existing Tot Lot.

No further comment.

12. Sheet L-203: The insert highlighted on the Key Plan is at the wrong location.

Response: Sheet L-203 has been revised accordingly.

13. Draft Development Agreement, Section 7: it is suggested that roadway improvements along SR 826/NE 163 St and NE 35 Ave are undertaken "prior to the issuance of certificate of occupancy" for conditional stages of development. However, there is no assurance that once roadway development has been completed, the developments are guaranteed. Therefore, we request an amendment to Section 7 of the Agreement, stating clearly that there will be no intersectional improvements on NE 35 Ave and NE 163 St prior to substantial completion of the development.

Response: The project is intended to be a phased development, and the majority of the roadway improvements are slated to be completed prior to the completion of the first building.

14. The developer must allow for connection from Intracoastal Mall to Oleta State Park as part of a broader recreational connectivity plan.

Response: The project incorporates enhanced bicycle and pedestrian connectivity to Oleta State Park. Please see Sheet A1-26.

15. Do not enter signs will be required at each of the one-way truck loading bays of Blocks S1 and N1 (2 for each, 4 signs total).

Response: The enclosed plans have been revised accordingly. Please see Sheet CS101.

16. Clarify why a "yield to pedestrian" sign is proposed at the SW corner of Block S2 instead of a stop sign and right turn only sign.

Response: The enclosed plans have been revised accordingly. Please see Sheet CS101.

17. Add Stop signs to the loading zone exit at Block N1.

Response: The enclosed plans have been revised accordingly. Please see Sheet CS101.

18. It appears that the stop sign called for at the signalized intersection between Blocks N1 and C1 is not necessary.

Response: The enclosed plans have been revised accordingly. Please see Sheet CS101.

19. All crosswalks will require crosswalk signage per latest edition of M.U.T.C.D.

Response: The enclosed plans have been revised accordingly. Please see Sheet CS101.

20. On Sheet CP106, Detail "I", the SU-30 truck encroaches on-coming traffic lane twice.

Response: The enclosed plans have been revised to correct this condition. Please see Sheet CP106.

21. Clarify off-site improvements; it is unclear what improvements are existing and what are proposed.

Response: The project proposes improvements including signalizing the intersection of SR 826/NE 163 Street and Intracoastal Mall Driveway which will also include:

- **The addition of one (1) southbound left-turn lane**
- **The addition of one (1) southbound right-turn lane (two total) right-turn lanes**
- **The addition of one (1) eastbound left-turn lane,**
- **The addition of one (1) receiving lane to the west leg.**
- **A westbound buffered bicycle lane**

The new signal would operate similar to the current operations of the signalized intersection of SR 826/NE 163 Street and NE 35 Avenue with eastbound partial continuous green T-intersection, signalized southbound left- and right-turn lanes, signalized eastbound left-turn lanes, and signalized westbound through and right-turn lanes.

Furthermore, the proposed improvements include the addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163 Street and NE 35 Avenue and the elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34 Avenue. The intersection of SR 826/NE 163 Street and NE 35 Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase. The configuration of this intersection is proposed to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes. An enhanced pedestrian refuge island is also proposed.

The signalized intersection of NE 164 Street/Intracoastal Mall Driveway and NE 35 Avenue was modified for the following improvements:

- **Two (2) westbound left-turn lanes and one (1) shared through/right-turn lane**
- **Northbound U-turn movements will be allowed for passenger vehicles**

22. Consider including the newly acquired property on the provided survey in subsequent submittals to avoid confusion.

Response: A revised survey including the recently acquired property has been prepared and is included in this resubmittal.

SECTION IV. PARKS AND RECREATION

1. What amenities are planned in the community facility?

   Response: This space will be amenitized in accordance with input gathered from the members of the community. Details will be provided at the time of site plan approval for the facility.

2. Have they communicated with the Eastern Shores neighborhood on what amenities the neighborhood wants?

   Response: A focus group meeting for residents of North Miami Beach was held on January 28, 2020. Applicant is coordinating with stakeholders to schedule a Town Hall meeting with members of the Eastern Shores neighborhood as soon as such a meeting is feasible and appropriate.

3. NE 35th avenue multi-layer barrier – does this or can this include a low hedge at 3-4'

   Response: The multi-layer barrier along NE 35 Avenue has been revised to include a 3-4' hedge.

4. The tot Lot area are two separate gated areas or one larger area for both? If two separate areas, parents/guardians with different age children will have a hard time supervising those children in both areas at the same time.

   Response: The Tot Lot area consists of one large area that is not physically separated.

SECTION V. SOLID WASTE

1. Indicate types and sizes of garbage containers planned to be used for each structure (Open top, vertical compactors or roll off compactors)

   Response: The proposed master plan is intended to be conceptual. The types, and sizes of garbage containers will be determined at the time of site plan approval.

2. Indicate locations for all garbage containers for each structure

   Response: The garbage containers are anticipated to be located in the loading areas for each build. Detailed locations will be provided at the time of site plan approval for each buildings/phase.

3. Section N3 is listed as townhomes, is it intended for these units to be serviced with individual 96-gallon carts via ASL?

   Response: Trash service requirements will be determined at the time of site plan approval for each buildings/phase.

4. Since this development is mixed usage, there will be no bulk trash removal service

   Response: Acknowledged.

5. All garbage service is to be provided by the city of North Miami Beach or its contractor which is currently Waste Management

   Response: Noted.

SECTION VI. PLANNING & ZONING

General Comments:

1. Hotel, part of Block N2, shall be constructed in the *Tower Building* typology. Per Table MU/EWF-2 Maximum Permitted Height (1): Buildings higher than 8 stories shall only be developed per the *Tower Building* type standards

   Response: Acknowledged. See Sheet A1-34 for the notation.

2. Pavers vs. Crosswalks: there appears to be a conflict with the paths created by the proposed paver design on the Primary Boulevards vs. required crosswalks. Some of these crosswalks appear to be located too close to intersections.

   Response: The crosswalk designs have been modified to better identify pedestrian paths.

3. Provide a legend for the street cross section labels.

   Response: A legend for the street cross section labels has been provided. Please refer to Sheet A1-16 and each section has a location map.

4. Buildings N1, S2, and S3 exceed the permitted building length (300 feet) for buildings in the MU District. See Sheet A1-22 and refer to Sec. 24-58(S)(1)(a) for code requirement. Requires a variance from code.

   Response: As discussed, and as contemplated in the letter of intent, the Applicant is seeking approval of a text amendment of Section 24-58(S)(1)(a) to allow properties in the MU/EWF district to have a maximum building horizontal dimension of 560 feet.

Development Agreement:

1. City Attorney's Office comments are pending and shall be incorporated into these comments when they are published.

   Response: Noted.

2. What is the purpose of Section H of the Development Agreement? This needs to be discussed further.

   Response: Section H of the Development Agreement has been revised pursuant to our discussions with the City Attorney. The Applicant is working with the City Attorney to finalize the terms of the Development Agreement and a revised draft will be provided for review under separate cover.

3. Sections I, 10 and 11 should be amended to accept the annual impact fee escalator that is built into the impact fee ordinances. This is typically a 3% increase annually. An impact fee table and ordinance were provided to you previously.

Response: The Applicant is working with the City Attorney to finalize the terms of the Development Agreement. This submittal includes the current draft of this instrument but revisions may be made as a result of feedback provided during the ongoing review and hearing process.

4. Section I-14, Denial process is not correct. The City Commission has final authority over site plan approval. Appeals of a site plan denial would go to court. This process should be confirmed with the City Attorney.

   Response: This section of the Development Agreement has been removed pursuant to our discussions with the City Attorney. A copy of the draft Development Agreement is provided with this resubmittal.

5. Premium Transit Facility. The City has a high priority in ensuring that a premium transit facility is planned for this development to encourage residents and visitors to utilize the available transit options. Although, a design is not warranted at this stage of the process, a public benefit term in the Development Agreement may provide an outline for such facility going forward with the details to be clarified in the future. This term shall include features such as, but not limited to, climate controlled shelters/facilities, digital routing displays, seating, and WiFi hotspots.

   Response: Noted. This concept has been incorporated under Exhibit F-1 to the Development Agreement "Roadway Transportation Facilities."

6. TDM Strategies shall be outlined in the agreement and in the phases of development.

   Response: The entire project has been designed to incorporate public transit, carpooling, vanpooling, ridesharing, walking, and cycling features. This is a wholly mixed-use development that actively encourages a live, work, play lifestyle – a lifestyle that does not require a car. Features will include, but are not limited to, bicycle parking, bicycle lanes, shared use paths, ride sharing locations, and van/carpooling at the offices.

7. Public Benefit Analysis & Assessment. The recommendations/conditions from the Economic Study & Public Benefit Assessment analysis will need to be included in the Development Agreement. The review of the study and public benefit analysis is being performed by the City's consultant Lambert Advisory and shall be incorporated into these comments.

   Response: The Fiscal Impact Study dated March 25, 2020, and prepared by Integra, found that in addition to the $800,000 the Developer is committing as the Public Benefit Assessment, the project will create a windfall benefit for the City:

   > **"The overall economic impact to the City of North Miami Beach would be demonstrable, representing the creation of on-going employment of an additional 2,600 – 2,700 jobs, plus the increase of the Ad Valorem Taxes of $11 Million per year upon completion and stabilization/sell-out period, which represents a 63% increase over the existing real**

estate tax base. The construction of the project will also generate approximately $7.2 Million in Impact Fees for the City of North Miami Beach."

8. Development Phasing Plan Commensurate with Public Benefits/Improvements. Provide a plan showing how public benefits and improvements will be constructed/implemented for each phase of development. Include the cost of the benefit/improvement and the estimated construction cost of each phase. This information may come out of the recommendations from the Economic Analysis & Public Benefit Assessment Study.

   Response: A development phasing plan is included with this submittal. Please refer to Sheet A-30. It is important to note that the proposed project phases, as shown in the enclosed phasing plan, are conceptual and have been estimated based on existing and predicted market and other conditions, which are anticipated to change over time. These may vary due to fluctuations in the market, as well as result from internal and external forces (including lease terms, retail, residential and/or office market forces, environmental factors, or other issues). The timing and order of phases shall be adjusted administratively.

   Based on the Fiscal Impact Study dated March 25, 2020, and prepared by Integra Realty Resources (the "Fiscal Impact Study"), the total construction budget for the proposed project is estimated to be +/-$1.5 Billion. This estimate excludes the entrepreneurial incentive, developer's profit, the land acquisition cost, and the costs relating to the demolition of existing improvements. The estimated construction costs and public benefits for each phase will be provided under separate cover.

9. A Conditional Use request for the hotel is required. This can be done at site plan approval request and can be a condition/addressed in the development agreement.

   Response: As discussed with City Attorney, as part of the City's proposed text amendments for the mixed-use zoning districts, hotel will be included as a permitted use within the MU/EWF zoning district.

10. Development Agreement should outline the process by which you will address the Parks & Recreation Department's comments regarding the community facility, design input from the Eastern Shores Neighborhood, and operation responsibilities between the City and developer.

    Response: The Development Agreement has been revised to include the community facility as a public benefit under Section 9.7.

11. See Public Works comments and recommended conditions/terms.

    Response: Acknowledged.

12. Phasing plan will be needed prior to finalizing the development agreement in order to determine when identified public improvements may be warranted.

Response: Noted. A phasing plan is provided as an exhibit to the Development Agreement.

Letter of Intent

1. In LOI correct all instances of NW 35 AVE to NE 35 AVE.

   Response: The enclosed letter of intent has been revised accordingly.

Modified MU Regulating Plans.

1. Building Heights Regulating Plan (modified): include linear dimensions (in red) similar to existing regulating plan (Figure MUEWF-4)

   a. Superimpose the building height regulating plans

   Response: The Building Heights Regulating Plan has been revised accordingly.

2. Identify all street names/numbers. Clarify NE 164 ST location for amendment to Sec.24-58.7(G)(1)(d).

   Response: Street names/numbers and location of NE 164 Street have been provided.

Master Development Plans.

1. Regulating Plan (modified): Remove Elevated Park from proposed regulating plan diagram. Confirm ground park area, shall total 65,000 SF. UPDATE REQUIRED to diagram to show 65,000 SQ. FT. of open-space/park on ground level of site.

   a. Provide a comparison of the new proposed Open Space Regulating Plan compared to existing regulating plan in Zoning Code.

   Response: Regulating Plan has been updated to show 65,000 SF of open space on ground level. In addition, a comparison of the proposed and existing Open Space Regulating Plan has been provided with this submittal.

2. Sheet A1-29: what does the thinner dashed line along the west building line represent, add label.

   Response: The lines have been adjusted and clarified.

3. Sheet A1-31: show details 2nd Floor Terrace over proposed canal on the street section for this area.

   Response: Sheet A-31 has been revised accordingly.

4. Sheet A1-37: bus stop will need to be relocated because the plan sheets are no longer consistent. Show new location and update all associate plan sheets.

Response: Sheet A-37 has been revised to show new bus stop location.

5. Sheet A1-38: provide dimensions for Street Section "I". Show location of bike lanes for this street section. Plan sheets are not consistent with new site plan.

   Response: Sheet A-38 has been revised accordingly.

6. Sheet A1-39: street section does not include bike lane along NE 163rd Street. Plans not consistent with new site plan. Include dimension of space labeled "g" on the street section.

   Response: Sheet A-39 has been revised accordingly.

7. Sheet A2-2: rendering for Building S-4 does not show a setback from the tower and podium.

   Response: The tower depicted on block N2, Sheet A2-2, is at the end of a street vista which by Code is permitted to have a minimum setback of 0 ft. from the podium.

8. Sheet L-203 correct inset location map. It shows NE 35th Ave, but the key plan references the east portion of the property.

   Response: Sheet L-203 has been revised accordingly.

<u>Supplemental Comments Issued on May 18, 2020:</u>

1. Include legend for labels used in street sections.

   Response: A legend has been provided accordingly.

2. Update plan sheets and street sections with updated Building Heights in latest proposed text amendments (Max 32 Stories/ 425 FT). Refer to Building Height Regulating Plan, Sheet A1-15; Section F, Sheet A1-36; & Street Sections, Sheet A1-32.

   Response: Plan sheets and street sections have been updated in accordance with the latest draft of the proposed text amendments.

3. Renderings shall also be updated to reflect scale down in tower height along NE 163 ST. (Development Program Sheet A1-17; Aerial Perspective Sheets: A2-1, A2-2, A2-2, A2-8).

   Response: All renderings have been updated accordingly.

4. Remove rooftop park areas shown, if no longer part of the open space development program. Refer to Aerial Perspective Sheets: A2-1, A2-3, A2-4, A2-5, A2-8.

5. **Response: Rooftop park areas have been removed accordingly.**

SECTION VII. TRAFFIC / CONCURRENCY

Transportation

Methodology

1. **Introductory Paragraph:** The methodology includes the analysis for a redevelopment that consists of 345,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space and 25,000 square feet of gym space. The application's diagrams consist of 400,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space, 25,000 square feet of gym space, 175 hotel rooms and a fire station. The applicant's letter of intent provides for 380,000 square feet of retail space; 2,000 multi-family residential units, up to 200,000 square feet of office space, and public spaces. The Traffic Impact Study should evaluate all land use categories identified in the redevelopment.

   Response: The proposed development program used in the traffic study has been updated to include 200,000 square feet of office space, 280,000 square feet of retail space, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High- Rise units), and a 250-room hotel. The updated traffic study in included with this resubmittal. Note that the results of the traffic analysis did not change.

   Corradino Response*:* Comment addressed.

2. **Peak Hour Trip Distribution, Figure 4:** The driveway north of NE 164th Street shall be evaluated as part of the Traffic Impact Study.

   Response: The analysis has been updated to include the driveway north of NE 164 Street.

   Corradino Response: Comment addressed.

3. **Conceptual Improvements Figure:** The proposed northbound left-turn lane closure removes the entrance to the existing development on the northwest corner of NE 163rd Street and NE 35th Avenue. This improvement needs to be reevaluated to provide an alternate route for entrance to this development along NE 35th Avenue.

   Response: The site can be accessed via the driveway on the Kings Realty Plaza. The median along NE 35th Avenue will be modified to include an opening at the driveway on the north side of the site for Alternatives 1 and 2. Note that for Alternatives 3 and 4 the existing access on NE 35th Avenue will be maintained. Updated conceptual plans can be found in the updated traffic study.

   Corradino response: Comment addressed.

4. **Attachment A – Conceptual Site Plan and Location Map:** In the Site Plan provided in Attachment A of the Traffic Study Methodology, the development in N1 is shown as

Supermarket. In the materials provided in the application, this same development is shown as retail. The land use type for this development needs to be clarified to ensure that the correct trip generation is beingutilized.

Response: The development program used in the traffic study as well as the site plan have been updated to include 200,000 square feet of office space, 280,000 square feet of retail space, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel.

Corradino response: Comment addressed.

5. **Modal split:** Modal split assumptions shall be supported by demonstrated access to and within the site, including pedestrian, bicycle, water and bus transit facilities.

Response: Please refer to Sheets A1- 23 through A1-26 for graphics of multimodal access to the site.

Corradino response: The multimodal reduction is accepted on the condition that the applicant provide further detail on transit infrastructure improvements and improved bicycle and pedestrian connection along the roadway corridors for the site plan review.

Response: The project contemplates two connection points, one along NE 35 Avenue and another along NE 163rd Street. Please refer to Sheets A1-23 though A1-26 for details.

6. **Police Substation:** If the City requests a police substation as provided for by the code of ordinances for this district, it shall be included in the traffic study methodology.

Response: Emergency services are exempt from transportation concurrency, the impact of the police station shall not be evaluated as part of this application. Therefore, it will not be included.

Corradino Response: Comment addressed.

7. **Additional Comment**: Approval from the FDOT access management board is critical for this project to move forward. Tables 3 and 4 indicates that the WB approach at NE 35th Avenue and NE 163rd Street will fail if the improvements are not made. Also, Table 5 and 6 in the Traffic Impact Study show that the queue for the future total conditions without improvements will overburden this intersection as the SB left turn queues for the AM and PM are over capacity and longer than the turn bay length provided. These improvements are also required to meet the City of North Miami Beach's Eastern Mixed-Use Waterfront District code requirements.

Response: Applicant has submitted proposed improvements to FDOT and comments have been received and responses resubmitted to FDOT. These responses are included in the enclosed updated traffic study.

8. **Additional Comment**: Additional comments may be provided upon further review during the site plan submittal. A traffic impact study that is specific to the site plan submitted needs to be provided at that time.

Response: This project has been analyzed in a holistic basis taking into account the proposed development program. A trip generation statement will be provided at the time of site plan approval for each phase of development to determine whether said phase is in compliance with the traffic impact analysis approved for the project.

Circulation/Access

1. **Circulation, Page A1-20:** A figure should be included that illustrates the egress points and patterns for vehicle and loading circulation.

Response: The proposed Master Plan is conceptual. Egress points and patterns for vehicle and loading circulation will be provided at the time of site plan review.

Corradino Response: Comment accepted on condition that the egress points and patterns for vehicle and loading circulation are provided at the time of site plan review.

Response: Acknowledged.

2. **Circulation, Page A1-20:** The vehicle circulation will be problematic when the promenade streets along the canal are closed for events. The circulation plan during events should be evaluated for potential impacts to the ingresses and egresses and NE 35th Avenue.

Response: The proposed Master Plan is conceptual. The circulation plan during events will be addressed at the time of site plan review.

Corradino Response: Comment accepted on condition that the circulation plan during events is addressed at the time of site plan review. In additional, due to the configuration of the grid, comment is also accepted on condition that any mechanisms for closure are designed for quick removal, and easy, continued access by emergency services.

Response: Acknowledged.

3. **Fire Lanes:** No Fire Lanes are noted within the Plan.

Response: The proposed Master Plan is conceptual. Fire Lanes will be provided at the time of site plan review.

Corradino Response: Comment accepted on condition that Fire Lanes are provided at the time of site plan review.

Response: Acknowledged.

4. **Access:** Applicant shall explore if site needs an additional ingress/egress on the southern edge of the site, and if not, justify having only one ingress/egress point on the southern side of the site.

   Response: Additional Ingress/egress on the site will be considered at the time of site plan review.

   Corradino Response: Comment accepted on condition that ingress/egress on the site will be considered at the time of site plan review.

   Response: Acknowledged.

5. **On-street loading areas:** Applicant shall explore needs for pull-ins/outs for bus loading areas and passenger loading zones throughout the site.

   Response: Pull-ins/outs for bus loading areas and passenger loading zones throughout the site will be addressed at the time of site plan review.

   Corradino Response: Comment accepted. This comment has been addressed in the Conceptual Master Plan.

Transit

1. **Transit, Page A1-21:** The proposed trolley stop is located at the bottom of a shared thru and right turn lane bay. This location needs to be reevaluated to address the problems this will cause with vehicle queue and safety concerns. The proximity of the trolley stop to the most transient portion of the development shall also be evaluated.

   Response: Our team will coordinate with the City and Miami-Dade Transit on selecting the appropriate location.

   Corradino Response: Comment addressed.

2. **Transit, Page A1-21:** The proposed trolley line is drawn incorrectly. The proposed line shows the trolley traveling north on NE 35th avenue between the first ingress location and NE 164th Street. The first ingress location is a one-way only, therefore this movement cannot occur.

   Response: The existing and proposed transit connections are shown on Sheet A1- 27.

   Corradino Response: Comment addressed.

3. **Transit, Page A1-21:** Applicant shall demonstrate how transit stop placement as proposed will achieve City's Comprehensive Plan Future Land Use Policy 1.2.15, Future Land Use Policy 1.8.1, Future Land Use Policy 1.8.8, Transportation Element Policy 1.1.3, and Transportation Element Policy 1.2.8. The transit plan as presented reduces the viability of transfer between transit systems from current conditions.

Response: The existing and proposed transit connections are shown on Sheet A1- 27. In addition, the projected impacts of the proposed redevelopment meet the required levels of service. You will note that with the proposed plan revisions the transit plan improves the current transit conditions in compliance and in furtherance of the City's Comprehensive Plan Future Land Use Policy 1.2.15, Future Land Use Policy 1.8.1, Future Land Use Policy 1.8.8, Transportation Element Policy 1.1.3, and Transportation Element Policy 1.2.8, which generally encourage the redevelopment to promote mixed-use development, which is vertically and/or horizontally integrated, pedestrian-friendly, with multi-modal transportation connectivity to other areas to encourage mass transit, and reduce the need for automobile travel.

The proposed development consists of a well-integrated mix of land uses, and creates and enhances community-befitting assets with over 425,000 square feet of open space, including green area, plazas, seating areas, colonnades, and shaded landscaped areas. The project contemplates the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement, by providing various egress/ingress access points, bus stops and transit connections, and a pedestrian and bicycle friendly environment. The project's design and mix of uses fosters walkability by interconnecting to the network of pedestrian friendly streets, creating a network of sidewalks within the Property, and creates distinctive, attractive project with a strong sense of place through its unique architecture, site planning, walkability, connection to a variety of transportation choices, enhancement of neighborhood identity, and its choice of landscape materials and amenities, including the proposed canal.

Corradino Response: Comment conditionally accepted on the condition that applicant addresses the change in existing bus/trolley stop location and this change's effect on transfers, through the planning of collocated bus stops to facilitate improved transit accessibility and transferability. Currently, stops for multiple lines are situated in close proximity or collocated in order to facilitate transfers on-site and provides direct door-to-door access from origin to storefront. The current master plan as proposed reduces this transferability through its location of new stops around the proposed site's edge.

Response: The existing bus/trolley stop location will remain and not be relocated on NE 35th Avenue. It has been determined that no additional on-site bus/trolley stops will be provided as this would negatively impact transit vehicle headways.

4. **Transit, Page A1-21:** The Sunny Isles Trolley Orange Line currently has the main transfer hub (Stop 37) to North Miami Beach at this site location. This existing line needs to be depicted in the Transit Plan.

Response: The existing and proposed transit connections are shown on Sheet A1- 27.

Corradino Response: Comment not addressed. Please label the Sunny Isles Trolley Orange Line on Sheet A-27.

Response: See Sheet A1-27.

5. **<u>Transit, Page A1-21</u>:** The intersections being utilized in the transit plan must demonstrate the ability for travel and turns by the existing trolley vehicle stock and potential future vehicle stock.

Response: Noted. Please see revised plans showing existing and proposed transit connections are on Sheet A1-27.

Corradino Response: Comment accepted on condition that ability for turns by existing trolley and potential vehicle stock turning template is provided for site plan review.

Response: Acknowledged.

6. **<u>Transit, Page A1-21</u>:** Clarification needed on existing transit infrastructure and any replacement, addition, or removal.

Response: Please see revised plans showing existing and proposed transit connections are on Sheet A1-27.

Corradino Response: Comment accepted on condition that clarification on existing transit infrastructure and any potential replacement, addition or removal are provided for site plan review.

Response: Acknowledged.

7. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** Transit stop markings and signage not indicated at proposed stop location from page A1-21.

Response: Plans have been revised accordingly.

Corradino Response: Comment accepted on condition that applicant must provide applicable bus stop and water taxi signage for site plan review.

Response: Acknowledged.

8. **<u>Transit, Page A1-21</u>:** Applicant shall explore opportunities to provide premium transit, including hubs, within the site, and account for transit access given the site's size and development pattern. At least 3 transit stops should be considered. On-site transit transfers between different transit lines (Miami-Dade Transit, North Miami Beach, Sunny Isles Beach), as well as the proposed water transit, should be included. Transit stop amenities and associated first-last mile infrastructure which will encourage transit usage, given local conditions, should be included in the conceptual plans.

Response: Noted. The project complies with this as it contemplates various transit connections including a bus stop and trolley stop along NE 35th Avenue, a bus stop along 163rd Street, and the water taxi.

Corradino Response: Comment partially addressed. The applicant should clarify intent of connections between different transit, not just the provision of stops. The applicant should

also clarify how it will address the change in transfers and the potential colocation of routes/stops. Currently, locations of bus stops are situated to provide easy transfers for riders between different systems. The master plan as posited looks to reduce the ease of transfers between the three systems. Clarity also needed on A-27 regarding the movement of the current Orange Line stop.

Response: Sheet A1-27 has been revised to show existing and proposed routes.

9. **<u>Transit, Page A1-21</u>:** Water transit system's intent, including stop locations, should be clarified.

Response: Please see revised plans showing existing and proposed transit connections are on Sheet A1-27. Details regarding water taxi operations will be provided at the time of site plan approval.

Corradino Response: Comment accepted on condition that water taxi operations information are provided at the time of site plan approval.

Response: Acknowledged.

<u>Waterfront Access</u>

<u>Sec. 24-58.7(A) provides a requirement for public access to waterways:</u>

1. Applicant shall clarify inconsistencies between renderings and civil drawings and demonstrate the required public access from the western edge of the site.

Response: Acknowledged.

Corradino Response: Comment addressed.

2. Applicant shall demonstrate public access to waterfront via pedestrian and bicycle access from the southern edge of the site.

Response: Acknowledged. See Sheet A1-26.

Corradino Response: Comment addressed.

3. Applicant shall clarify waterfront accessibility and planning for non-motorized water transit and activities, jetskis, and considerations for dockmasters as part of the conceptual plans for the proposed canal, boardwalk/intracoastal waterway, and along the existing waterfront on the northern edge of the site.

Response: The proposed Master Plan is conceptual. Details regarding water activities and operations will be provided at the time of site plan approval.

Corradino Response: Comment accepted on condition that details regarding water activities and operations will be provided at the time of site plan approval.

Response: Acknowledged.

Pedestrian/Bicycle

1. **Conceptual Striping and Signage Plan, Page CS101:** A North-South crosswalk at the intersection North of NE 164th Street and NE 35th Avenue needs to be included.

Response: A crosswalk has been provided at NE 164th and NE 35th Avenue.

Corradino Response: Comment has not been addressed. Please include crosswalk on Sheet CS101.

Response: A crosswalk has been provided on both the east and west sides of NE 35 Avenue at NE 164 Street.

2. **Conceptual Striping and Signage Plan, Page CS101:** It is unclear how pedestrians have cross street access from/to the townhouses in the northern quadrant of the development.

Response: There is a crosswalk along NE 35 Avenue along the park as well as a mid-block crossing at the N2 block. Pedestrians can also walk along the waterfront promenade that connects the entire site.

Corradino Response: Comment not addressed. Please include these crossings on Sheet CS101.

Response: The crossings have been included on Sheet CS101.

3. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** There is no pedestrian access to/from Oleta River State Park depicted within this application. This access is extremely important for connectivity to the Park.

   Response: Pedestrian and bike access are proposed along the north side of NE 163 Street west towards NE 34 Avenue connecting to Oleta River State Park.

   Corradino Response: Comment addressed.

4. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** The offsite bicycle pathways are not continuous in these plans or the latest Alternative improvements provided by the City. The pathways shown do not connect with the North Miami Beach Master Plan or the Sunny Isles Beach Master Plan. There is no direct onsite access from the offsite bicycle facilities provided.

   Response: Bike access is proposed along the north side of NE 163 Street west towards NE 34 Avenue connecting to Oleta River State Park and the existing bike lane along 163 Street.

   Corradino Response: Comment accepted on the condition of approval by the City of North Miami Beach and FDOT. Any subsequent plans should ensure bi-directional bicycle access.

   Response: Acknowledged.

5. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** The improvements along NE 163rd Street will realign the roadway. There shall be an evaluation on optimal placement to reduce level of stress and conflict points with vehicular traffic flow, including safety to be consistent with Comprehensive Plan Transportation Element Policy 1.5.1.

   Response: Acknowledged

   Corradino Response: Comment addressed.

6. **<u>Application documents</u>:** Within the application documents, there is not enough information on bicycle circulation or facilities within the development. Bicycle Parking is required under district regulations 24- 58.7(M) and associated plans and must be provided for review.

   Response: See Sheet A1-26 for the on-site bicycle and pedestrian network throughout the site.

   Corradino Response: Comment accepted on condition that adequate bicycle parking is provided per district regulations 24-58.7(M) for site plan review.

   Response: Acknowledged.

7. **Bicycle:** Additional consideration should be provided for continuous facilities for bicycle access along NE 163rd Avenue.

Response: Connections from the site to the existing bike lanes along NE 163 Street are provided.

Corradino Response: Comment accepted on condition of approval by City of North Miami Beach and FDOT. Applicant demonstrates that an additional bicycle lane will be added west of the site; however, it is unclear whether this will be a one-way facility. If so, the question remains on the return trip, and where people may cross from other facilities, and any corresponding improvements. Applicant should further clarify improvements for travel on a bi-directional basis. Further, bicycle connections to Sunny Isles should be considered with any roadway improvements.

Response: Sharrow pavement markings will provided in the westbound frontage road west of NE 35 Avenue. Note that a 10-foot sidewalk (shared-use path) is provided along the north side of NE 163 Street west of NE 35 Avenue allowing for bi-directional pedestrian and bicycle travel. The project also proposes to construct a westbound buffered bicycle lane on NE 163 Street fronting the redevelopment.

8. **Bicycle:** Current bicycle lane project undertaken by City Public Works along NE 35th Avenue should be reflected in the conceptual planning.

Response: Acknowledged.

Corradino Response: Comment addressed.

9. **Open Space, Page A1-22:** Additional clarification is needed for the semi- public space noted as "Terrace 2nd Floor" East-West, including pedestrian circulation and accessibility.

Response: See Sheet A1-26 for the on-site pedestrian network throughout the site both at ground level and along the second-floor retail terraces linking from building to building with vertical access points noted.

Corradino Response: Comment addressed.

10. **Pedestrian:** Conceptual spacing of seating for pedestrians' site-wide shall be clarified. Incorporation of any technology to enhance pedestrian accessibility, mobility, and encouragement for walking activity should be noted and clarified as applicable.

Response: The proposed Master Plan is conceptual. Details regarding site- wide street furniture will be provided at the time of site plan approval.

Corradino Response: Comment accepted on condition that site-wide street furniture will be provided at the time of the site plan approval.

Response: Acknowledged.

11. **<u>Additional Comment</u>**:

<u>Pedestrian</u>. Various pages in the proposed conceptual plan as provided in the revisions show roadway coloring which may be construed by pedestrians as crossings. In some instances, the distance between these areas that can be construed as crosswalks are too close to the intersection; this type of safety issue should be mitigated in any subsequent design.

Response: The conceptual plan has been revised to provide clarification.

<u>Parking and Loading Space Requirements</u>:

1. **<u>Development Program Page A1-15</u>:** Applicant shall clarify the number of parking spaces available by providing the total number of available spaces for each category of use. Applicant shall provide an updated number once inconsistencies in the development program between the Letter of Intent and Page A1-15, as noted elsewhere in the comments, are addressed.

   Response: The proposed Master Plan is conceptual. Details regarding parking spaces for each use will be provided at the time of site plan approval.

   Corradino Response: Comment accepted on the condition that details regarding parking spaces for each use will be provided at the time of the site plan approval.

   Response: Acknowledged.

2. **<u>Parking Distribution</u>:** Applicant shall clarity the site distribution of parking spaces.

   Response: The proposed Master Plan is conceptual. Details regarding distribution of parking spaces will be provided at the time of site plan approval.

   Corradino Response: Comment accepted on condition that details regarding distribution of parking spaces will be provided at the time of site plan approval.

   Response: Acknowledged.

3. **<u>Parking - Electric Vehicle</u>:** Applicant shall clarify if it will/will not be including electric charging vehicle stations as encouraged by Sec. 24-58 of the City's Code of Ordinances.

   Response: Applicant intends to provide electric charging vehicle stations for the project. Details regarding said charging stations will be provided at the time of site plan approval.

   Corradino Response: Comment addressed.

4. **<u>Loading Space Requirements</u>:** Applicant shall clarify the development dimensions by section and provide additional information on loading space requirements as provided for in Sec. 24-97.

   Response: The proposed Master Plan is conceptual. Details regarding parking and loading spaces for each use will be provided at the time of site plan approval.

   Corradino Response: Comment addressed.

<u>Other</u>

1. **<u>Renderings</u>:** There is a large inconsistency between renderings. For example, the landscape renderings show two pedestrian bridge structures and a boardwalk that are not found in the Civil drawings. There are also crosswalks shown in the landscape renderings that are not found elsewhere. For the purpose of this review, a clarification on which of these drawings is correct is needed.

   Response: Plans have been revised to eliminate inconsistencies.

   Corradino Response: Comment not addressed. There are still several inconsistencies between the renderings and the civil drawings.

   Response: Inconsistencies have been resolved.

2. **<u>Hurricane evacuation</u>:** Evaluation of impacts of development and redevelopment on hurricane evacuation clearance times and disaster- preparedness needs is not included. The site application in question is in general Evacuation Zone A and includes new high density residential in the proposed development.

   Response: A Hurricane Preparedness Analysis has been prepared by Kimley- Horn and Associates, Inc. A copy of this analysis is enclosed with this application for your review and consideration.

   Corradino Response: Comment addressed.

3. **<u>NE 35th Avenue</u>:** Various pages in the Intracoastal Master Plan presented by the applicant refers to NE 35th Avenue as NE 135th Avenue.

   Response: All references have been corrected.

Corradino Response: Comment addressed.

4. **<u>Five-Minute Walk</u>:** In any clarification, the applicant shall demonstrate adherence to the requirements of Sec. 24-58.7 requirements regarding a general 5- minute walk.

   Response: The proposed development sits on approximately 28.17 acres, which would take the average person approximately five (5) minutes to walk from one end to the other. The proposed project is intended to be a live, work, play environment with residential, retail, commercial and office use, including neighborhood oriented uses intended to serve the day-to-day needs of the residents. All uses are intended to be interconnected by pedestrian links, pathways, plazas, and green areas. This will create a pedestrian-friendly neighborhood oriented around the five-minute walk.

   Corradino Response: Comment addressed.

The following details proposed conditions for the acceptance of the plan:

1. Prior to site plan approval, the applicant must obtain design approval from the FDOT access management board. This approval shall be for the design presented in the Master Plan or a comparable design which satisfies the City of North Miami Beach's Eastern Mixed-Use Waterfront District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

   Response: Acknowledged.

2. Prior to site plan approval, the applicant will provide an updated Traffic Impact Study specific to the site plan submittal. The trip generation shall be revised for each site plan submittal's specific set of uses. All reference documents and traffic counts shall be updated accordingly if there is a lapse of a year or more between submittals.

   Response: This project has been analyzed in holistic basis taking into account the proposed development program. A trip generation statement will be provided at the time of site plan approval for each phase of development to determine whether said phase is in compliance with the traffic impact analysis approved for the project.

3. Prior to site plan approval, applicant must provide design schematics, including any mechanisms for closures, for streets designated for potential temporary closures that demonstrates the ability to effect emergency access for all buildings at all times. Bollocks and any other devices used to temporarily close primary and secondary streets shall be easily removable so as to effect quick and direct emergency vehicle access to all buildings on site.

   Response: Acknowledged.

4. The City has a high priority in ensuring that a premium transit facility is planned for this development to encourage residents and visitors to utilize available transit options. Prior to site plan approval, applicant shall demonstrate through its plans, improved or maintained

levels of transit service to the development, including accessibility and transferability between existing transit lines. Applicant will maintain/enhance the current level of service by allowing for onsite access in the form of a premium transit facility with collocated bus stops for North Miami Beach and Sunny Isles Beach trolley systems, and Miami-Dade Transit at that agency's option. A public benefit term in the Development Agreement may provide an outline for the design of such facility going forward. This term shall include features such as, but not limited to, climate-controlled shelters/facilities; digital routing displays, including real time information; seating; and WiFi hotspots. This premium transit facility shall be ADA compliant.

Response: The existing bus/trolley stop location will remain and not be relocated on NE 35 Avenue. No additional on-site bus/trolley stops will be provided as this would negatively impact transit vehicle headways.

SECTION VIII. CONCURRENCY REVIEW REPORT

1. **Level of Service Analysis**. This Level of Service analysis is based on those standards contained in the City's Comprehensive Plan and City of North Miami Beach Code of Ordinances, Chapter 24, Article XIV Public Facility Capacity; Concurrency Management regulations. A final determination of impact fees by the City of North Miami Beach and other applicable agencies shall be performed prior to the issuance of a Master Building Permit.

   Response: Noted.

2. Existing Use: Retail uses totaling 234,026 sq. Ft.

   Response: Confirmed.

3. Proposed Use: 380,000 square feet of retail space, 2,000 multifamily residential units, up to 200,000 sq. ft. of office space, and extensive public spaces.

   Response: The proposed total area of commercial use has been reduced to 375,000 square feet.

4. Transportation. Please refer to Traffic Impact Study and Concurrency Memo, dated August 22, 2019, attached separately.

   Response: Noted.

5. Potable Water. The level of service for Residential: Townhouse 250 GPD, Multifamily 150 GPD per bedroom, 10 GPD per 100 sf for stores (retail) without food service, 10 GPD per 100 sq. ft. of office space, and for irrigation systems is 0.09 GPD per square feet of green area. The proposed development consists of 38 townhouses, 2000 multifamily residential units (assumed to be an average of 2 bedrooms per unit under a conceptual plan), 380,000 sq. ft. retail, up to 200,000 ft of office, and 202,009 sq. ft of public green area (Green and Elevated Park). Subtracting the existing retail building potable water demand of 23,403 GPD from the proposed demand of 685,681 GPD, the proposed project will increase demand by 662,278 GPD. Adequate potable water supply capacities exist to service the proposed use.

   Response: Acknowledged.

   Corradino response: The revised plan provides for 380,000 SF of retail, Hotel space with 250 Keys, 200,000 SF of office space, and 2,000 residential units. 255,558 SF of public green space will be provided. The proposed conceptual plan's demand is 681,000 GPD; the proposed project will increase demand by 657,597 GPD. Adequate potable water supply capacities exist to service the proposed use under the revised conceptual plan.

   Response: Acknowledged. The Project will provide adequate potable water capacities to serve the proposed uses.

6. Sanitary Sewer. The sanitary sewer level of service standard for apartments and condominium units is 200 GPD, Townhouse is 250 GPD (gallons per day), 10 GPD per 100 sf for shopping centers, 10 GPD per 100 sq. ft. of office space. Subtracting the existing office building sanitary sewer service demand of 23,403 GPD from the proposed demand of 467,500 GPD, the proposed project will increase demand by 444097 GPD on the existing sanitary sewer treatment facilities.

Response: Acknowledged.

Corradino response: The revised conceptual plan will increase demand by 434,597 GPD.

Response: Acknowledged. The Project will provide adequate sanitary sewer capacities to serve the proposed uses.

7. Solid Waste. For the purposes of Solid Waste level of service the Miami-Dade County LOS is described herein: The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated noncommitted waste flows. Based on the existing Interlocal Agreement with Miami-Dade County, as amended, and through the City's agreement with Waste Management, Inc. adequate solid waste capacity exists to service the proposed use.

Response: Acknowledged.

Corradino response: No further comments. Please refer to the Miami-Dade County's response letter regarding level of service impact determination.

Response: Noted.

8. Drainage. Outside the scope of Corradino's review as assigned by the City. Drainage is to be reviewed by the City Engineer, Miami-Dade County DERM, and through an Engineering Permit.

Response: Noted.

Corradino response: No further comments. Please refer to the Miami-Dade County's response regarding impact determination.

Response: Noted.

9. Parks & Recreation & Impact Fee. The adopted LOS standards for parks and recreation is 2 acres per 1,000 residents. The existing park acreage in North Miami Beach is 165.7 acres serving the current population of approximately 43,000 people. This translates to a LOS for parks of acres per 1,000 people, and is above the adopted 2 acres per 1,000 residents standard. In addition to maintaining levels of service, the City requires a developer to pay a Parks and Recreation Impact fee of approximately $1,044.42 per residential unit. This

project will generate $270,504 in parks and recreation impact fees. These fees will be paid prior to the issuance of a building permit. Adequate parks and recreation space exist to serve the development. Intended long term maintenance of dedicated public spaces should be further detailed given the requirements of Future Land Use Element 1.8.7 regulating the MU-EWF district.

Response: Noted. The Applicant has prepared a draft Development Agreement memorializing the comments provided above. A copy of the draft Development Agreement will be provided to City Attorney under separate cover. Final terms and conditions will be determined during this process and prior to final hearing before the City Commission of the City of North Miami Beach.

Corradino response: Under the revised Conceptual Plan, 425,466 SF (9.76 Acres), will be provided, of which 16,630 SF will be private, 26,644 SF will be semi-public, and 22,381 SF will be temporary space normally utilized for vehicular traffic. 359,811 SF, or 8.26 acres, will be active public space. This meets the 10% requirements for open space for the site, of 2.9 acres of open space. The development is expected to have 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units). North Miami Beach's average household size is 3.12 (US Census 2019). At 6,240 people and a level of service standard of 2 acres per 1000 residents, it is estimated that 12.48 acres are needed to meet current LOS standards.

Response: Based on the Fiscal Impact Study dated March 25, 2020, and prepared by Integra Realty Resources (the "Fiscal Impact Study"), the average household size for this project is 2.25 based on the types of units proposed, which would result in approximately 4,500 residents for the project. At a level of service standard of 2 acres per 1,000 residents, it is estimated that 9 acres are needed to meet current LOS standards.

New Residents		
Residential Forecast		Increase
2024 Population	47,780	
2024 Household	17,003	
New Multifamily and Condomium units	2,000	
Average resident per Unit	2.25	
Capture Rate of New Resident	75%	
New Residents of NMB	3,375	7.1%
New Households	1,500	8.8%

The proposed project contemplates 9.4 acres (409,613 SF) of open space,[1] plus a 10,690 sq. ft. community center, which will be designed based on input to be collected by the Developer from the Eastern Shores neighborhood. Therefore, the new open space being provided exceeds the project's demands. Also, the project's proximity to parks, open space, and other passive recreation is above other areas in Miami-Dade County. Specifically, the project is within a five-minute travel time to the Oleta River State Park (across the street), and the Haulover Park in Surfside.

According to the City's Comprehensive Plan, Volume Two: Support Documents, the inventory states that there are 165.7 existing acres of City parks. Based on the 2010 census, which identified the City's population as 41,253, there is a surplus of 83.2 acres – with a population of 41,253, 82.5 acres are required at 2 acres per 1,000 population. Thus the City currently has a significant surplus of parks inventory and there are no level of service issues.

The Fiscal Impact Study estimates the City's population will be 47,780 residents in 2024:

Population Trends

	Population			Compound Ann. % Chng	
	2010 Census	2019 Estimate	2024 Projection	2010 - 2019	2019 - 2024
North Miami Beach, FL (city)	41,523	45,024	47,780	0.9%	1.2%
Miami-Dade County, FL	2,496,435	2,821,143	3,007,802	1.4%	1.3%
Florida	18,801,310	21,486,238	22,945,168	1.5%	1.3%

Source: Environics Analytics

At 47,780 people, and a level of service standard of 2 acres per 1,000 residents, it is estimated that 95.56 acres of parks needed to meet City's demands. Thus, even in 2024, <u>there will be a surplus of 70.14 acres based on current inventory</u> and not including the contributions of this project. In addition, the available 165.7 existing acres of City Parks do not include the 1,110 acres of County and regional parks in the area. *See* pages VII-11 and VII-12 of Vol. II.

The proposed project is adding 9.4 acres of open space, plus a 10,690 sq. ft. community center. Therefore, it has virtually no impact of the surplus level of service and no level of service issues are created by the project.

Furthermore, the Parks Impact Fee is intended specifically to provide for new park space demand created by new development:

> **Sec. 24-191 - Purpose. The intent of the "Park Impact Fee" is to assist in the implementation of the City of North Miami Beach**

[1] Open space required for the project is 10% of total lot area. With a total lot area of 1,267,151 SF, the open space required is 126,715.1 (2.90 acres). Thus, the provided open space of 409,613 SF (9.4 acres) significantly exceeds the open space requirement for the project.

Comprehensive Plan and to regulate the use and development of land so *as to assure that new development bears a proportionate share of the cost of capital expenditures necessary to provide parks* and park improvements in the City of North Miami Beach.

The Parks Impact Fee for this project is 1,044.42 per unit, resulting in an estimated Parks Impact Fee of $2,088,840.

SECTION IX. URBAN DESIGN

Regarding the Text Amendments

1. What is the use requiring stories that exceed the permitted height?

   a. Why is applicant asking for 18' stories above the ground level?

   BA Comment: Response is noted.

2. If a movie theater requires 35' at the ground level, is amendment necessary?

   a. Movie theater just takes up the first 3 stories of the building.

   BA Comment: Applicant indicates that a movie theater is located at an upper level. However, upon review, could the movie theater be located on what is considered floors 2, 3, 4 of the structure, given the availability of significant building height (stories) permitted in the code. In this case, it would just count has 3-stories for that use.

   Response: This comment has been addressed. As discussed on April 9, 2020, Staff's proposed text amendment provides flexibility to incorporate special uses such as movie theaters.

3. Provide dimension on the proposed plan where maximum overall dimension of 560' is required.

   BA Comment: Response is noted. Drawings indicate a building on Block S3 with individual sides of the building labeled as linear dimension of 346', 235', 287', 395', 68', and 195'. Because the sides labeled 346' and 235' are accompanied by a significant deflection of the street, it is our opinion that those may be considered separate. Therefore the maximum dimension proposed in the drawings would be the north and south face of the building on Block S2.

   Response: Noted.

4. Provide dimension on the proposed plan where the maximum overall block dimension of 600' is required.

   BA Comment: Drawings do not indicate a block dimension that exceeds the maximum 600' feet dimension.

   Response: This comment has been addressed. Additionally, as discussed on April 9, 2020, Staff's proposed text amendment provides a maximum overall block dimension of 600 feet for the MU/EWF zoning district.

5. Regarding active use frontage along NE 35th Avenue, that is an Existing Primary Street. Code typically requires active use on all levels of that frontage. Hardship would need to be demonstrated to loosen regulations.

BA Comment: Response is noted.

6. Drawings indicate 50' wide landscape buffer along NE 35th, however there is a ROW dedication running through it. Is that the case?

   BA Comment: Response is noted. Also, please provide clarification regarding the elevated park. Proposed Designated Publically Accessible Open Spaces and Greenway Systems Regulating Plan still references the elevated park. It was our understanding from previous meetings that that was going to be removed.

   Response: Drawings have been updated to eliminate the elevated park.

7. Can there be a ped bridge that connects where the streets dead-end at the canal? What is size of the boats that are imagined to come through the canal?

   BA Comment: Response is noted.

<u>Sec. 24-58 – Mixed Use (MU) District</u>

(J) (3) c. i. Cul-de-sac in the southeastern corner of the property is not permitted.

BA Comment: Response is noted.

(J) (3) c. iv. 1-2. Street Section (G) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (H) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (I) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (J) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

BA Comment: Drawings indicate conceptual plans are in compliance.

(K) (2) b. i. Drawings indicate that parking garages are not screened by a Liner building on all levels at all frontages.

BA Comment: Response is noted.

(K) (2) b. ii. Provide dimensions for all vehicular access points of garages.

BA Comment: Response is noted.

(L) (1) a. Tree counts will be required.

BA Comment: Response is noted.

(L) (1) a. i. Provide calculation demonstrating compliance with requirements for maximum of 25% of trees can be palm species.

BA Comment: Response is noted.

(L) (2) d. Provide overall dimension of each block on landscape plans and calculation depicting compliance with street tree spacing requirements.

BA Comment: Response is noted.

(O) (1-3) Indicate locations of mechanical equipment and service utilities on plans.

BA Comment: Response is noted.

(S) (1) a. Provide dimensions for each side of building to not exceed 300 feet.

BA Comment: Please note that the referenced sheet A1-16 indicates dimensions of the overall block length. In the drawings submitted, the building lengths are referenced on A1-22. Applicant is proposing text amendment, rather than a variance.

Response: Confirmed.

(S) (1) g. ii. Proposal indicates parking structures with no active use liner on existing primary street, new secondary street and new tertiary street.

BA Comment: Response is noted.

(S) (1) n. Proposal indicates dwelling units less than minimum allowed 550 sq.ft.

BA Comment: Please provide information regarding the mixture of residential units and their sizes to demonstrate compliance with these requirements. It is assumed that this information will be provided in compliance with the standards of the code at the time of individual site plan review.

Response: The previously proposed microunits (units smaller than 550 SF) have been eliminated from the proposed project. As proposed, all units will range from 550 SF to 3,200 SF in compliance with the code.

(S) (2) Parcel diagram indicates blocks in excess over the 400' maximum length permitted and the maximum perimeter of 1,400'.

BA Comment: Response is noted.

(S) (3) Drawings should indicate the building typology that each structure is intended to be constructed.

BA Comment: Drawings indicate building typologies.

(S) (3) b. iii. 1. Provide calculations demonstrating compliance with standards for average floor plate area, dependent on tower use.

BA Comment: Drawings indicate conceptual plans are in compliance. These standards will be further reviewed for compliance with the code at the time of individual site plan review.

Response: Acknowledged.

(S) (3) b. iii. 2. Provide dimension between towers. Since the minimum dimension between two separate tower floor plates is 60', please provide dimension for clarification for northern tower in block S3. Suggestion is that tower shall be 30' away from the property line, so that vacant parcel can redevelop a tower on their parcel and accommodate the other 30' to meet that minimum distance of 60'.

BA Comment: Drawings indicate conceptual plans are in compliance.

Sec. 24-58.7 – Mixed Use Waterfront (MU/EWF) District

(E) (1) The adopted Sub-Areas Regulating Plan calls for additional Edge Sub-area along NE 35th, however the site plan indicates considerably more of the Transition Sub-area. Given the City's efforts to update the MU-Canalside, to the west of the property, this alternative seems to be satisfactory.

BA Comment: Response is noted.

(E) (2) Is there a way to connect the two-dead end streets at the canal, with a pedestrian bridge or other connection to complete the internal circulation loop? Presently, the design indicates two-independent loops. It would be nice to be able to connect them to one another, even if just for pedestrians.

BA Comment: Drawings indicate applicant has included an additional pedestrian bridge to close the loop.

(E) (3) Why is the triangular open space along NE 163rd Street not included?

BA Comment: Response is noted.

(E) (4) The proposed Building Heights Plan indicates a fine-grain transition of heights in the general spirit of the adopted plan. However, it is unclear why the additional stories are needed? Higher story height above the first story, but the maximum height (feet) stays the same?

BA Comment: Response is noted. However, it does not clearly demonstrate why the additional stories are needed. The proposed regulating plans appear to indicate a greater amount of the site area dedicated to 40 stories and 48 stories, versus the adopted regulating plan area dedicated to maximum 40 stories. Provide dimensions of areas of each area as they compare to the current regulating plans. It is our opinion, that due to the sensitive

nature of building heights, it may be beneficial to label the proposed regulating plans as 40 stories and 495 feet the same way that it is in the adopted regulating plans.

Response: This comment has been addressed. As discussed during the conference call on April 9, 2020, Staff's proposed text amendment provides flexibility to the number of stories permitted so long as the maximum height is satisfied. We have revised the Conceptual Master Plan to reference the maximum allowable height of 495 feet.

(G) (1) d. Proposed plan indicates that the buildings fronting NE 35th Avenue does not contain active uses on all levels.

BA Comment: Response is noted.

(G) (1) e. Proposed plan indicates that the buildings fronting NE 35th Avenue does not contain active uses along the ground level at southwest corner of the parcel.

BA Comment: Response is noted.

(G) (1) g. i. Proposed plan indicates 50' landscaped buffer, however Sheet A1-30 indicates a road encroaching within the area.

BA Comment: Response is noted. Sheet A1-18 indicates a 50' area between the building frontages and the black dashed line around the subject properties along NE 35th Avenue. However, the code requires that the 50' landscaped buffer shall be within the proposed project property, between the development and NE 35th Avenue. The landscaped buffer shall not contain any structures, driveways, or roads, except sidewalks, bike paths, transit shelters or similar. The proposed plan indicates a 50' wide area, however it includes turn lanes and driveways into service areas of buildings.

Response: This comment has been addressed. As discussed on April 9, 2020, the encroachment on the 50 foot landscape buffer area is acceptable to Staff. 30 feet of the landscape buffer has been utilized to provide active liners and, pursuant to the proposed text amendment, turn lanes and driveways will be permitted.

(I) (2) a. Proposed plan indicates a waterfront promenade section that varies from these standards. Public access is required for no less than the minimum width, throughout the waterfront promenade.

BA Comment: Response is noted. Where conditions occur that prevent the applicant from meeting the standards due to environmental conditions along the Intracoastal and existing canal, has documentation been provided to the City staff?

Response: As discussed on April 9, 2020, the enclosed plans have been revised to show the minimum width of the waterfront promenade, as measured from the property line in compliance with the Sections 24-58.7(I)(2)(a) and (b) City Code.

(I) (3) a. Provide dimension for length of all individual waterfront promenades and urban greenways and demonstrate compliance with requirements for minimum 70% of shade from tree canopy.

BA Comment: Response is noted.

(I) (3) b. Provide inspiration images for each of the street furnishings listed.

BA Comment: Response is noted.

(J) Clearly label the height (Stories & Feet) for each individual building component on the plan.

BA Comment: Response is noted. The detailed dimensions of each story and overall height of all structures in the project shall be provided to be in compliance with the code, on building section drawings at the time of individual site plan review.

Response: Acknowledged.

(K) Clearly label the intended building typology for each individual building component on the plan

BA Comment: Drawings indicate building typologies.

(K) (2) Clearly label the property line and the setback line for each of the individual development parcels on the proposed site plan.

BA Comment: Drawings indicate property lines and setback lines.

(L) Provide all calculations for all parking Individually number all parking spaces on each level of parking structure Provide labels for guest parking

BA Comment: Response is noted.

(M) Provide all calculations for bicycle racks and bike storage Provide labels and individually number each Provide labels for shower and changing facility

BA Comment: Response is noted.

(N) Provide information regarding anticipated signage for each component of the proposal

BA Comment: Response is noted.

Holland & Knight

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Memorandum

Date: April 27, 2020

To: Mr. Justin Proffitt, AICP
Director, Community Development Department
City of North Miami Beach

From: Tracy R. Slavens, Esq.
Vanessa Madrid, Esq.

Re: **Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment**
3501 Sunny Isles Blvd., North Miami Beach, Florida (Item # 19-3)

Response to TRAD Comments Dated March 26, 2020

Please refer to the sections described below for the Applicant's responses to the TRAD comments, which are provided herein in **BOLD** following each of the new comments issued.

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SECTION I. BUILDING DEPARTMENT

Intracoastal Mall

The following is a preliminary analysis of potential code issues relative to conceptual Master Plan of proposed development to the Intracoastal mall for future mix used new constructions

- NO COMMENTS

SECTION II. UTILITIES/ENGINEERING

NOTES:

1. The Holland and Knight amended letter of intent incorrectly states NW 35 Avenue on two occasions. Should read NE 35 Avenue. See Section III, page 4.

   Response: A revised amended letter of intent is enclosed with this submittal.

2. The Holland and Knight Development Agreement Exhibit E-4 incorrectly is entitled Sanitary Sewer, Solid Waste, Drainage and Potable Water Facilities. That section appears to be geared to Parks and Recreation.

   Response: The Applicant is working with the City Attorney to finalize the terms of the Development Agreement and a revised draft will be provided for review under separate cover.

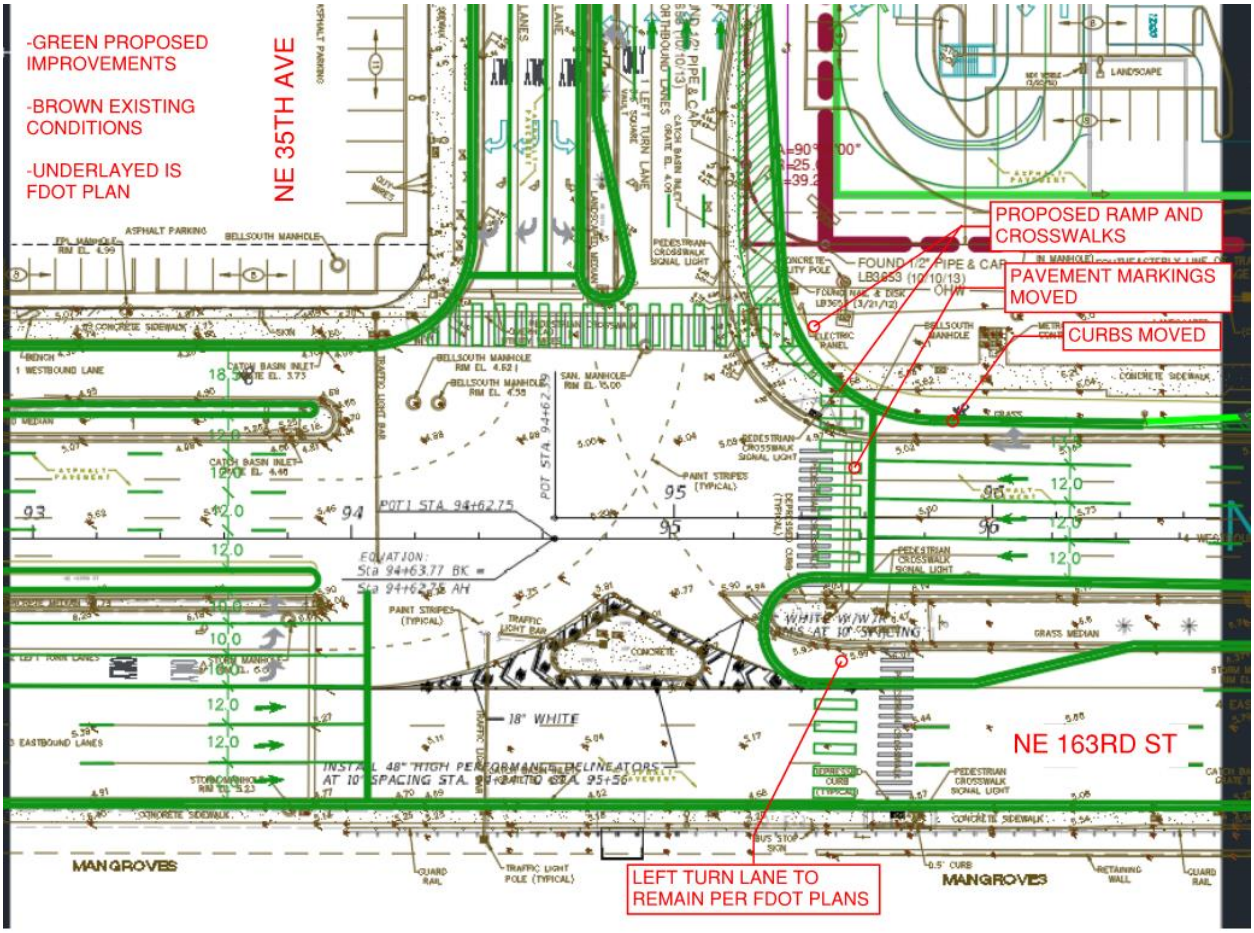
3. The Holland and Knight memo response to the TRAD comments from the September 2019 meeting:

   a. Response to item Sewer #3. The pump station is not at NE 146 Street. It is at NE 164 Street. This error is also seen on a Public Works response on page 5.

   Response: Noted. Applicant hereby clarifies that the pump station referenced in its responses to item Sewer #3 and Public Works response on page 5, is located at NE 164 Street.

4. Did the Developer's Consultant (Langan) communicate with the FDOT project engineers as relates to coordinating any new turn lanes, or roadway modifications, etc., as to the impact of their upcoming roadway project and any possible moratoriums? I had provided the FDOT contact info on an email to Michael Carr of Langan on January 23, 2020 subsequent to a Utility Coordination meeting with the FDOT for their project? The FDOT project for SR 826 (FP # 436525-2-52-01) includes some redesign work between NE 35 Avenue and SR A1A as well as the bascule bridge refurbishment. The project is scheduled to be let by FDOT in the Fall of 2020.

   Response: Applicant is coordinating with FDOT. The enclosed plan incorporates the proposed improvements. Below is an overlay of the two projects. Minor revisions to applicants plans will be made after the FDOT construction has been completed and applicant's project is submitted for site plan approval. The dark green represents the applicant's current plans and the brown is the FDOT proposed plan.



5. Zyscovitch plans L-203 key plan does not match plan.

   Response: Sheet L-203 has been revised accordingly.

6. Langan plans do not reflect the FDOT parcel acquisition.

   Response: Langan plans have been revised to reflect the FDOT parcel.

7. Langan plans sheet CU101 still have notes about the proposed building above the water main with 15 ft clearance. This should be updated. The existing water main to which you are connecting to on NE 35 Avenue is a 20" wtm not 12" wm. The connection on NE 163 Street is not a 20" wtm it is 30" wtm. It is not clear what the water main connection is at the NE corner of the site. An 8" water main that goes where? There seems to be a disconnect with Langan and the Water Department?

   Response: Sheet CU101 has been revised to reflect this information, as coordinated with the Water Department.

8. Since a right of way dedication is no longer contemplated on NE 35 Avenue. The Langan plans still show it. I see it labelled as a 50' buffer on Zyscovitch plans. I now hear (after

the TRAD resubmittal package), it may be 20 feet dedication. All parties need to be on the same page so the plans are better coordinated.

Response: The enclosed plans have been revised to reflect 20' dedication.

9. Based on the concurrency response from DERM received on March 23, 2020, the County Pump station #466 that will be relocated as part of this project, will likely need to be upsized to accommodate the much larger flows/demand of this project as compared to the existing flows into the County system. This will be a critical issue to resolve for final County approval.

   Response: Acknowledged. The new pump station will meet WASD standards to accommodate adequate flows and/or demand in connection with the proposed project. Pump station #466 will be relocated and up scaled to accommodate for larger flow due to new development demands.

SECTION III. PUBLIC WORKS

1. Florida Power & Light Sub- station along Sunny Isled Boulevard: "no changes are proposed and roadway connections to station will be improved".

   No further comments.

2. Define clearly whether any works are proposed for the existing Miami-Dade Water and Sewer Pump Station #426, adjacent to the FPL Sub-station. Coordination with MDWASD would be required. **Refer to sheet CU101 for location of proposed WASD station.**

   a. It is not clear whether the existing Pump Station #426 will be decommissioned.

      Response: The existing Pump Station #426 will be decommissioned.

   b. The proposed station (65' x 45') is located in a 50' wide (min) open space, at the western side of the Community Facility in Block N1. However, Site plan indicates that the space was reduced to 20'. What will happen to the proposed pump station?

      Response: The enclosed plans reflect the location of the proposed 65' x 45' station. The Applicant will be providing a dedication for the portion of the pump station within the Property.

3. Consultation with FDOT is necessary for the proposed development and its impact on the SR #826. **Both Applicant and City are coordinating with FDOT.**

   No further comment.

4. Consideration should be given to incorporating resiliency concepts including raised seawall cap. If such measures are proposed, clearly indicate, e.g. the proposed height of infrastructure. **Proposed design will incorporate resiliency concepts to ensure the maintenance of water quality; compliance with M-D County and navigational safety standards.**

   No further comment.

5. New waterway will require various environmental permits including, but not limited to, DERM, FDEP, SFWMD, and US Army Corp of Engineers. **Acknowledged.**

   No further comment.

6. All franchised utilities (power, phone, cable) shall be installed underground to increase aesthetics and resiliency. Utilities along the NE 35 Avenue must also be included. **Noted. Plans have been updated accordingly.**

   No further comment.

7. Lift Station in center median on NE 35th Avenue is proposed to be relocated; provide clear details of proposed new facility. Also consider amendments to the other station located at the northwestern corner of the property.

Proposed public gravity sewer main connecting to MDWASD pump station. The proposed pump station will replace existing station near NE 35 Ave and NE 164 Street.

Comment #2 above highlights potential issue of proposed pump station. Please review.

Response: Please refer to our response to comment #2 above.

8. Provide extension of natural gas line along NE 35th Avenue, from 3405 NE 163 Street. Estimated cost for line extension is $865,000.

Acknowledged. Design of gas line will be completed by utility company.

The City will liaise with the utility company to expedite designs for incorporation into ongoing designs for upgrade of NE 35 Ave. Works proposed to be funded from Public Infrastructure and Streetscape Assessment Fund.

Response: Noted.

9. Incorporate roadway construction improvements on NE 35th Avenue from NE 163 St to NE 171 St (including bike facilities) as part of roadway improvements to mall entrance of NE 35th Ave. This project has been designed and is in the permit process. **Acknowledged.** Part funding for these works are proposed to be included in Section 7, Draft Development Agreement

Response: Acknowledged.

10. Include trolley pullout bay on NE 35th Avenue and trolley station built to City Standards.

Acknowledged.

An air-conditioned transit facility with appropriate amenities should be included in development, and satisfactory to the City.

Response: A premium bus/trolley pullout bay on NE 35th Avenue and transit shelter will be provided. The transit shelter design and functionality will be in compliance with City Standards. An example of a premium bus shelter prototype is provided in the revised plans.

11. Redevelopment of Tot Lot must be included in development project. Provide details of works for incorporation.

Acknowledged. An expanded playground area is proposed adjacent to existing Tot Lot.

No further comment

12. Sheet L-203: The insert highlighted on the Key Plan is at the wrong location.

    Response: Sheet L-203 has been revised accordingly.

13. Draft Development Agreement, Section 7: it is suggested that roadway improvements along SR 826/NE 163 St and NE 35 Ave are undertaken "prior to the issuance of certificate of occupancy" for conditional stages of development. However, there is no assurance that once roadway development has been completed, the developments are guaranteed. Therefore, we request an amendment to Section 7 of the Agreement, stating clearly that there will be no intersectional improvements on NE 35 Ave and NE 163 St prior to substantial completion of the development.

    Response: The project is intended to be a phased development, and the roadway improvements will be completed prior to the completion of the first building.

14. The developer must allow for connection from Intracoastal Mall to Oleta State Park as part of a broader recreational connectivity plan.

    Response: The project incorporates enhanced bicycle and pedestrian connectivity to Oleta State Park. Please refer to Sheet A1-26.

15. Do not enter signs will be required at each of the one-way truck loading bays of Blocks S1 and N1 (2 for each, 4 signs total).

    Response: The enclosed plans have been revised accordingly. Please refer to Sheet CS101.

16. Clarify why a "yield to pedestrian" sign is proposed at the SW corner of Block S2 instead of a stop sign and right turn only sign.

    Response: The enclosed plans have been revised accordingly. Please refer to Sheet CS101.

17. Add Stop signs to the loading zone exit at Block N1.

    Response: The enclosed plans have been revised accordingly. Please refer to Sheet CS101.

18. It appears that the stop sign called for at the signalized intersection between Blocks N1 and C1 is not necessary.

    Response: The enclosed plans have been revised accordingly. Please refer to Sheet CS101.

19. All crosswalks will require crosswalk signage per latest edition of M.U.T.C.D.

Response: The enclosed plans have been revised accordingly. Please refer to Sheet CS101.

20. On Sheet CP106, Detail "I", the SU-30 truck encroaches on-coming traffic lane twice.

Response: The enclosed plans have been revised to correct this condition. Please refer to Sheet CP106.

21. Clarify off-site improvements; it is unclear what improvements are existing and what are proposed.

Response: The project proposes improvements including signalizing the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway which will also include:

- **The addition of one (1) southbound left-turn lane**
- **The addition of one (1) southbound right-turn lane (two total) right-turn lanes**
- **The addition of one (1) eastbound left-turn lane,**
- **The addition of one (1) receiving lane to the west leg.**
- **A westbound buffered bicycle lane**

The new signal would operate similar to the current operations of the signalized intersection of SR 826/NE 163rd Street and NE 35th Avenue with eastbound partial continuous green T-intersection, signalized southbound left- and right-turn lanes, signalized eastbound left-turn lanes, and signalized westbound through and right-turn lanes.

Furthermore, the proposed improvements include the addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue and the elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase. The configuration of this intersection is proposed to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes. An enhanced pedestrian refuge island is also proposed.

The signalized intersection of NE 164th Street/Intracoastal Mall Driveway and NE 35th Avenue was modified for the following improvements:

- **Two (2) westbound left-turn lanes and one (1) shared through/right-turn lane**
- **Northbound U-turn movements will be allowed for passenger vehicles**

22. Consider including the newly acquired property on the provided survey in subsequent submittals to avoid confusion.

Response: A survey including the recently acquired property is being prepared. Applicant will provide the updated survey as part of the final submittal.

SECTION IV. PARKS AND RECREATION

1. What amenities are planned in the community facility?

   Response: This space will be amenitized in accordance with input gathered from the members of the community. Details will be provided at the time of site plan approval for the facility.

2. Have they communicated with the Eastern Shores neighborhood on what amenities the neighborhood wants?

   Response: A focus group meeting for residents of North Miami Beach was held on January 28, 2020. Applicant is coordinating with stakeholders to schedule a Town Hall meeting with members of the Eastern Shores neighborhood.

3. NE 35th avenue multi-layer barrier – does this or can this include a low hedge at 3-4'

   Response: The multi-layer barrier along NE 35th Avenue has been revised to include a 3-4' hedge.

4. The tot Lot area are two separate gated areas or one larger area for both? If two separate areas, parents/guardians with different age children will have a hard time supervising those children in both areas at the same time.

   Response: The Tot Lot area consists of one large area that is not physically separated.

SECTION V. SOLID WASTE

1. Indicate types and sizes of garbage containers planned to be used for each structure (Open top, vertical compactors or roll off compactors)

   Response: The proposed master plan is intended to be conceptual. The types, and sizes of garbage containers will be determined at the time of site plan approval.

2. Indicate locations for all garbage containers for each structure

   Response: The garbage containers are anticipated to be located in the loading areas for each build. Detailed locations will be provided at the time of site plan approval for each buildings/phase.

3. Section N3 is listed as townhomes, is it intended for these units to be serviced with individual 96-gallon carts via ASL?

   Response: Trash service requirements will be determined at the time of site plan approval for each buildings/phase.

4. Since this development is mixed usage, there will be no bulk trash removal service

   Response: Acknowledged.

5. All garbage service is to be provided by the city of North Miami Beach or its contractor which is currently Waste Management

   Response: Noted.

SECTION VI. PLANNING & ZONING

General Comments:

1. Hotel, part of Block N2, shall be constructed in the *Tower Building* typology. Per Table MU/EWF-2 Maximum Permitted Height (1): Buildings higher than 8 stories shall only be developed per the *Tower Building* type standards

   Response: Acknowledged. See Sheet A1-34 for the notation.

2. Pavers vs. Crosswalks: there appears to be a conflict with the paths created by the proposed paver design on the Primary Boulevards vs. required crosswalks. Some of these crosswalks appear to be located too close to intersections.

   Response: The crosswalk designs have been modified to better identify pedestrian paths.

3. Provide a legend for the street cross section labels.

   Response: A legend for the street cross section labels has been provided. Please refer to Sheet A1-16 and each section has a location map.

4. Buildings N1, S2, and S3 exceed the permitted building length (300 feet) for buildings in the MU District. See Sheet A1-22 and refer to Sec. 24-58(S)(1)(a) for code requirement. Requires a variance from code.

   Response: As discussed, and as contemplated in the letter of intent, the Applicant is seeking approval of a text amendment of Section 24-58(S)(1)(a) to allow properties in the MU/EWF district to have a maximum building horizontal dimension of 560 feet.

Development Agreement:

1. City Attorney's Office comments are pending and shall be incorporated into these comments when they are published.

   Response: Noted.

2. What is the purpose of Section H of the Development Agreement? This needs to be discussed further.

   Response: Section H of the Development Agreement has been revised pursuant to our discussions with the City Attorney. The Applicant is working with the City Attorney to finalize the terms of the Development Agreement and a revised draft will be provided for review under separate cover.

3. Sections I, 10 and 11 should be amended to accept the annual impact fee escalator that is built into the impact fee ordinances. This is typically a 3% increase annually. An impact fee table and ordinance were provided to you previously.

Response: The Applicant is working with the City Attorney to finalize the terms of the Development Agreement and a revised draft will be provided for review under separate cover.

4. Section I-14, Denial process is not correct. The City Commission has final authority over site plan approval. Appeals of a site plan denial would go to court. This process should be confirmed with the City Attorney.

   Response: This section of the Development Agreement has been removed pursuant to our discussions with the City Attorney. A copy of the revised Development Agreement will be provided under separate cover.

5. Premium Transit Facility. The City has a high priority in ensuring that a premium transit facility is planned for this development to encourage residents and visitors to utilize the available transit options. Although, a design is not warranted at this stage of the process, a public benefit term in the Development Agreement may provide an outline for such facility going forward with the details to be clarified in the future. This term shall include features such as, but not limited to, climate controlled shelters/facilities, digital routing displays, seating, and WiFi hotspots.

   Response: Noted. This concept has been incorporated under Exhibit F-1 to the Development Agreement "Roadway Transportation Facilities." A copy of the revised Development Agreement will be provided under separate cover.

6. TDM Strategies shall be outlined in the agreement and in the phases of development.

   Response: The entire project has been designed to incorporate public transit, carpooling, vanpooling, ridesharing, walking, and cycling features. This is a wholly mixed-use development that actively encourages a live, work, play lifestyle – a lifestyle that does not require a car. Features will include, but are not limited to, bicycle parking, bicycle lanes, shared use paths, ride sharing locations, and van/carpooling at the offices.

7. Public Benefit Analysis & Assessment. The recommendations/conditions from the Economic Study & Public Benefit Assessment analysis will need to be included in the Development Agreement. The review of the study and public benefit analysis is being performed by the City's consultant Lambert Advisory and shall be incorporated into these comments.

   Response: The Fiscal Impact Study dated March 25, 2020, and prepared by Integra, found that in addition to the $800,000 the Developer is committing as the Public Benefit Assessment, the project will create a windfall benefit for the City:

   > **"The overall economic impact to the City of North Miami Beach would be demonstrable, representing the creation of on-going employment of an additional 2,600 – 2,700 jobs, plus the increase of the Ad Valorem Taxes of $11 Million per year upon completion and stabilization/sell-out period, which represents a 63% increase over the existing real**

estate tax base. The construction of the project will also generate approximately $7.2 Million in Impact Fees for the City of North Miami Beach."

8. Development Phasing Plan Commensurate with Public Benefits/Improvements. Provide a plan showing how public benefits and improvements will be constructed/implemented for each phase of development. Include the cost of the benefit/improvement and the estimated construction cost of each phase. This information may come out of the recommendations from the Economic Analysis & Public Benefit Assessment Study.

   Response: A development phasing plan is included with this submittal. Please refer to Sheet A-30. It is important to note that the proposed project phases, as shown in the enclosed phasing plan, are conceptual and have been estimated based on existing and predicted market and other conditions, which are anticipated to change over time. These may vary due to fluctuations in the market, as well as result from internal and external forces (including lease terms, retail, residential and/or office market forces, environmental factors, or other issues). The timing and order of phases shall be adjusted administratively.

   Based on the Fiscal Impact Study dated March 25, 2020, and prepared by Integra Realty Resources (the "Fiscal Impact Study"), the total construction budget for the proposed project is estimated to be +/- $1.5 Billion. This estimate excludes the entrepreneurial incentive, developer's profit, the land acquisition cost, and the costs relating to the demolition of existing improvements. The estimated construction costs and public benefits for each phase will be provided under separate cover.

9. A Conditional Use request for the hotel is required. This can be done at site plan approval request and can be a condition/addressed in the development agreement.

   Response: As discussed with City Attorney, as part of the City's proposed text amendments for the mixed-use zoning districts, hotel will be included as a permitted use within the MU/EWF zoning district.

10. Development Agreement should outline the process by which you will address the Parks & Recreation Department's comments regarding the community facility, design input from the Eastern Shores Neighborhood, and operation responsibilities between the City and developer.

    Response: The Development Agreement has been revised to include the community facility as a public benefit under Section 9.7. A copy of the revised Development Agreement will be provided under separate cover.

11. See Public Works comments and recommended conditions/terms.

    Response: Acknowledged.

12. Phasing plan will be needed prior to finalizing the development agreement in order to determine when identified public improvements may be warranted.

Response: Noted. A phasing plan will be provided as an exhibit to the Development Agreement, a copy of which will be provided under separate cover

Letter of Intent

1. In LOI correct all instances of NW 35 AVE to NE 35 AVE.

   Response: The enclosed letter of intent has been revised accordingly.

Modified MU Regulating Plans.

1. Building Heights Regulating Plan (modified): include linear dimensions (in red) similar to existing regulating plan (Figure MUEWF-4)

   a. Superimpose the building height regulating plans

   Response: The Building Heights Regulating Plan has been revised accordingly.

2. Identify all street names/numbers. Clarify NE 164 ST location for amendment to Sec.24-58.7(G)(1)(d).

   Response: Street names/numbers and location of NE 164 Street have been provided.

Master Development Plans.

1. Regulating Plan (modified): Remove Elevated Park from proposed regulating plan diagram. Confirm ground park area, shall total 65,000 SF. UPDATE REQUIRED to diagram to show 65,000 SQ. FT. of open-space/park on ground level of site.

   a. Provide a comparison of the new proposed Open Space Regulating Plan compared to existing regulating plan in Zoning Code.

   Response: Regulating Plan has been updated to show 65,000 SF of open space on ground level. In addition, a comparison of the proposed and existing Open Space Regulating Plan has been provided with this submittal.

2. Sheet A1-29: what does the thinner dashed line along the west building line represent, add label.

   Response: The lines have been adjusted and clarified.

3. Sheet A1-31: show details 2nd Floor Terrace over proposed canal on the street section for this area.

   Response: Sheet A-31 has been revised accordingly.

4. Sheet A1-37: bus stop will need to be relocated because the plan sheets are no longer consistent. Show new location and update all associate plan sheets.

Response: Sheet A-37 has been revised to show new bus stop location.

5. Sheet A1-38: provide dimensions for Street Section "I". Show location of bike lanes for this street section. Plan sheets are not consistent with new site plan.

   Response: Sheet A-38 has been revised accordingly.

6. Sheet A1-39: street section does not include bike lane along NE 163rd Street. Plans not consistent with new site plan. Include dimension of space labeled "g" on the street section.

   Response: Sheet A-39 has been revised accordingly.

7. Sheet A2-2: rendering for Building S-4 does not show a setback from the tower and podium.

   Response: The tower depicted on block N2, Sheet A2-2, is at the end of a street vista which by Code is permitted to have a minimum setback of 0 ft. from the podium.

8. Sheet L-203 correct inset location map. It shows NE 35th Ave, but the key plan references the east portion of the property.

   Response: Sheet L-203 has been revised accordingly.

SECTION VII. TRAFFIC / CONCURRENCY

Transportation

Methodology

1. **Introductory Paragraph:** The methodology includes the analysis for a redevelopment that consists of 345,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space and 25,000 square feet of gym space. The application's diagrams consist of 400,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space, 25,000 square feet of gym space, 175 hotel rooms and a fire station. The applicant's letter of intent provides for 380,000 square feet of retail space; 2,000 multi-family residential units, up to 200,000 square feet of office space, and public spaces. The Traffic Impact Study should evaluate all land use categories identified in the redevelopment.

   Response: The proposed development program used in the traffic study has been updated to include 200,000 square feet of office space, 280,000 square feet of retail space, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High- Rise units), and a 250-room hotel. The updated traffic study has been provided under separate cover. Note that the results of the traffic analysis did not change.

   Corradino Response*:* Comment addressed.

2. **Peak Hour Trip Distribution, Figure 4:** The driveway north of NE 164th Street shall be evaluated as part of the Traffic Impact Study.

   Response: The analysis has been updated to include the driveway north of NE 164th Street. The updated traffic study has been provided under separate cover.

   Corradino Response: Comment addressed.

3. **Conceptual Improvements Figure:** The proposed northbound left-turn lane closure removes the entrance to the existing development on the northwest corner of NE 163rd Street and NE 35th Avenue. This improvement needs to be reevaluated to provide an alternate route for entrance to this development along NE 35th Avenue.

   Response: The site can be accessed via the driveway on the Kings Realty Plaza. The median along NE 35th Avenue will be modified to include an opening at the driveway on the north side of the site for Alternatives 1 and 2. Note that for Alternatives 3 and 4 the existing access on NE 35th Avenue will be maintained. Updated conceptual plans can be found in the updated traffic study provided under separate cover.

   Corradino response: Comment addressed.

4. **Attachment A – Conceptual Site Plan and Location Map:** In the Site Plan provided in Attachment A of the Traffic Study Methodology, the development in N1 is shown as

Supermarket. In the materials provided in the application, this same development is shown as retail. The land use type for this development needs to be clarified to ensure that the correct trip generation is beingutilized.

Response: The development program used in the traffic study as well as the site plan have been updated to include 200,000 square feet of office space, 280,000 square feet of retail space, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel. The updated traffic study will be provided under separate cover.

Corradino response: Comment addressed.

5. **Modal split:** Modal split assumptions shall be supported by demonstrated access to and within the site, including pedestrian, bicycle, water and bus transit facilities.

Response: Please refer to Sheets A1- 23 through A1-26 for graphics of multimodal access to the site.

Corradino response: The multimodal reduction is accepted on the condition that the applicant provide further detail on transit infrastructure improvements and improved bicycle and pedestrian connection along the roadway corridors for the site plan review.

Response: The project contemplates two connection points, one along NE 35 Avenue and another along NE 163rd Street. Please refer to Sheets A1-23 though A1-26 for details.

6. **Police Substation:** If the City requests a police substation as provided for by the code of ordinances for this district, it shall be included in the traffic study methodology.

Response: Emergency services are exempt from transportation concurrency, the impact of the police station shall not be evaluated as part of this application. Therefore, it will not be included.

Corradino Response: Comment addressed.

7. **Additional Comment**: Approval from the FDOT access management board is critical for this project to move forward. Tables 3 and 4 indicates that the WB approach at NE 35th Avenue and NE 163rd Street will fail if the improvements are not made. Also, Table 5 and 6 in the Traffic Impact Study show that the queue for the future total conditions without improvements will overburden this intersection as the SB left turn queues for the AM and PM are over capacity and longer than the turn bay length provided. These improvements are also required to meet the City of North Miami Beach's Eastern Mixed-Use Waterfront District code requirements.

Response: Applicant has submitted proposed improvements to FDOT and comments/response is expected by end of April.

8. **Additional Comment**: Additional comments may be provided upon further review during the site plan submittal. A traffic impact study that is specific to the site plan submitted needs to be provided at that time.

Response: This project has been analyzed in a holistic basis taking into account the proposed development program. A trip generation statement will be provided at the time of site plan approval for each phase of development to determine whether said phase is in compliance with the traffic impact analysis approved for the project.

Circulation/Access

1. **Circulation, Page A1-20:** A figure should be included that illustrates the egress points and patterns for vehicle and loading circulation.

Response: The proposed Master Plan is conceptual. Egress points and patterns for vehicle and loading circulation will be provided at the time of site plan review.

Corradino Response: Comment accepted on condition that the egress points and patterns for vehicle and loading circulation are provided at the time of site plan review.

Response: Acknowledged.

2. **Circulation, Page A1-20:** The vehicle circulation will be problematic when the promenade streets along the canal are closed for events. The circulation plan during events should be evaluated for potential impacts to the ingresses and egresses and NE 35th Avenue.

Response: The proposed Master Plan is conceptual. The circulation plan during events will be addressed at the time of site plan review.

Corradino Response: Comment accepted on condition that the circulation plan during events is addressed at the time of site plan review. In additional, due to the configuration of the grid, comment is also accepted on condition that any mechanisms for closure are designed for quick removal, and easy, continued access by emergency services.

Response: Acknowledged.

3. **Fire Lanes:** No Fire Lanes are noted within the Plan.

Response: The proposed Master Plan is conceptual. Fire Lanes will be provided at the time of site plan review.

Corradino Response: Comment accepted on condition that Fire Lanes are provided at the time of site plan review.

Response: Acknowledged.

4. **Access:** Applicant shall explore if site needs an additional ingress/egress on the southern edge of the site, and if not, justify having only one ingress/egress point on the southern side of the site.

   Response: Additional Ingress/egress on the site will be considered at the time of site plan review.

   Corradino Response: Comment accepted on condition that ingress/egress on the site will be considered at the time of site plan review.

   Response: Acknowledged.

5. **On-street loading areas:** Applicant shall explore needs for pull-ins/outs for bus loading areas and passenger loading zones throughout the site.

   Response: Pull-ins/outs for bus loading areas and passenger loading zones throughout the site will be addressed at the time of site plan review.

   Corradino Response: Comment accepted. This comment has been addressed in the Conceptual Master Plan.

Transit

1. **Transit, Page A1-21:** The proposed trolley stop is located at the bottom of a shared thru and right turn lane bay. This location needs to be reevaluated to address the problems this will cause with vehicle queue and safety concerns. The proximity of the trolley stop to the most transient portion of the development shall also be evaluated.

   Response: Our team will coordinate with the City and Miami-Dade Transit on selecting the appropriate location.

   Corradino Response: Comment addressed.

2. **Transit, Page A1-21:** The proposed trolley line is drawn incorrectly. The proposed line shows the trolley traveling north on NE 35th avenue between the first ingress location and NE 164th Street. The first ingress location is a one-way only, therefore this movement cannot occur.

   Response: The existing and proposed transit connections are shown on Sheet A1- 27.

   Corradino Response: Comment addressed.

3. **Transit, Page A1-21:** Applicant shall demonstrate how transit stop placement as proposed will achieve City's Comprehensive Plan Future Land Use Policy 1.2.15, Future Land Use Policy 1.8.1, Future Land Use Policy 1.8.8, Transportation Element Policy 1.1.3, and Transportation Element Policy 1.2.8. The transit plan as presented reduces the viability of transfer between transit systems from current conditions.

Response: The existing and proposed transit connections are shown on Sheet A1- 27. In addition, the projected impacts of the proposed redevelopment meet the required levels of service. You will note that with the proposed plan revisions the transit plan improves the current transit conditions in compliance and in furtherance of the City's Comprehensive Plan Future Land Use Policy 1.2.15, Future Land Use Policy 1.8.1, Future Land Use Policy 1.8.8, Transportation Element Policy 1.1.3, and Transportation Element Policy 1.2.8, which generally encourage the redevelopment to promote mixed-use development, which is vertically and/or horizontally integrated, pedestrian-friendly, with multi-modal transportation connectivity to other areas to encourage mass transit, and reduce the need for automobile travel.

The proposed development consists of a well-integrated mix of land uses, and creates and enhances community-befitting assets with over 425,000 square feet of open space, including green area, plazas, seating areas, colonnades, and shaded landscaped areas. The project contemplates the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement, by providing various egress/ingress access points, bus stops and transit connections, and a pedestrian and bicycle friendly environment. The project's design and mix of uses fosters walkability by interconnecting to the network of pedestrian friendly streets, creating a network of sidewalks within the Property, and creates distinctive, attractive project with a strong sense of place through its unique architecture, site planning, walkability, connection to a variety of transportation choices, enhancement of neighborhood identity, and its choice of landscape materials and amenities, including the proposed canal.

Corradino Response: Comment conditionally accepted on the condition that applicant addresses the change in existing bus/trolley stop location and this change's effect on transfers, through the planning of collocated bus stops to facilitate improved transit accessibility and transferability. Currently, stops for multiple lines are situated in close proximity or collocated in order to facilitate transfers on-site and provides direct door-to-door access from origin to storefront. The current master plan as proposed reduces this transferability through its location of new stops around the proposed site's edge.

Response: The existing bus/trolley stop location will remain and not be relocated on NE 35th Avenue. It has been determined that no additional on-site bus/trolley stops will be provided as this would negatively impact transit vehicle headways.

4. **Transit, Page A1-21:** The Sunny Isles Trolley Orange Line currently has the main transfer hub (Stop 37) to North Miami Beach at this site location. This existing line needs to be depicted in the Transit Plan.

Response: The existing and proposed transit connections are shown on Sheet A1- 27.

Corradino Response: Comment not addressed. Please label the Sunny Isles Trolley Orange Line on Sheet A-27.

Response: See Sheet A1-27.

5. **<u>Transit, Page A1-21</u>:** The intersections being utilized in the transit plan must demonstrate the ability for travel and turns by the existing trolley vehicle stock and potential future vehicle stock.

Response: Noted. Please see revised plans showing existing and proposed transit connections are on Sheet A1-27.

Corradino Response: Comment accepted on condition that ability for turns by existing trolley and potential vehicle stock turning template is provided for site plan review.

Response: Acknowledged.

6. **<u>Transit, Page A1-21</u>:** Clarification needed on existing transit infrastructure and any replacement, addition, or removal.

Response: Please see revised plans showing existing and proposed transit connections are on Sheet A1-27.

Corradino Response: Comment accepted on condition that clarification on existing transit infrastructure and any potential replacement, addition or removal are provided for site plan review.

Response: Acknowledged.

7. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** Transit stop markings and signage not indicated at proposed stop location from page A1-21.

Response: Plans have been revised accordingly.

Corradino Response: Comment accepted on condition that applicant must provide applicable bus stop and water taxi signage for site plan review.

Response: Acknowledged.

8. **<u>Transit, Page A1-21</u>:** Applicant shall explore opportunities to provide premium transit, including hubs, within the site, and account for transit access given the site's size and development pattern. At least 3 transit stops should be considered. On-site transit transfers between different transit lines (Miami-Dade Transit, North Miami Beach, Sunny Isles Beach), as well as the proposed water transit, should be included. Transit stop amenities and associated first-last mile infrastructure which will encourage transit usage, given local conditions, should be included in the conceptual plans.

Response: Noted. The project complies with this as it contemplates various transit connections including a bus stop and trolley stop along NE 35th Avenue, a bus stop along 163rd Street, and the water taxi.

Corradino Response: Comment partially addressed. The applicant should clarify intent of connections between different transit, not just the provision of stops. The applicant should

also clarify how it will address the change in transfers and the potential colocation of routes/stops. Currently, locations of bus stops are situated to provide easy transfers for riders between different systems. The master plan as posited looks to reduce the ease of transfers between the three systems. Clarity also needed on A-27 regarding the movement of the current Orange Line stop.

Response: Sheet A1-27 has been revised to show existing and proposed routes.

9. **<u>Transit, Page A1-21</u>:** Water transit system's intent, including stop locations, should be clarified.

Response: Please see revised plans showing existing and proposed transit connections are on Sheet A1-27. Details regarding water taxi operations will be provided at the time of site plan approval.

Corradino Response: Comment accepted on condition that water taxi operations information are provided at the time of site plan approval.

Response: Acknowledged.

<u>Waterfront Access</u>

<u>Sec. 24-58.7(A) provides a requirement for public access to waterways:</u>

1. Applicant shall clarify inconsistencies between renderings and civil drawings and demonstrate the required public access from the western edge of the site.

Response: Acknowledged.

Corradino Response: Comment addressed.

2. Applicant shall demonstrate public access to waterfront via pedestrian and bicycle access from the southern edge of the site.

Response: Acknowledged. See Sheet A1-26.

Corradino Response: Comment addressed.

3. Applicant shall clarify waterfront accessibility and planning for non-motorized water transit and activities, jetskis, and considerations for dockmasters as part of the conceptual plans for the proposed canal, boardwalk/intracoastal waterway, and along the existing waterfront on the northern edge of the site.

Response: The proposed Master Plan is conceptual. Details regarding water activities and operations will be provided at the time of site plan approval.

Corradino Response: Comment accepted on condition that details regarding water activities and operations will be provided at the time of site plan approval.

Response: Acknowledged.

Pedestrian/Bicycle

1. **Conceptual Striping and Signage Plan, Page CS101:** A North-South crosswalk at the intersection North of NE 164th Street and NE 35th Avenue needs to be included.

Response: A crosswalk has been provided at NE 164th and NE 35th Avenue.

Corradino Response: Comment has not been addressed. Please include crosswalk on Sheet CS101.

Response: A crosswalk has been provided on both the east and west sides of NE 35th Avenue at NE 164th Street.

2. **Conceptual Striping and Signage Plan, Page CS101:** It is unclear how pedestrians have cross street access from/to the townhouses in the northern quadrant of the development.

Response: There is a crosswalk along NE 35th Avenue along the park as well as a mid-block crossing at the N2 block. Pedestrians can also walk along the waterfront promenade that connects the entire site.

Corradino Response: Comment not addressed. Please include these crossings on Sheet CS101.

Response: The crossings have been included on Sheet CS101.

3. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** There is no pedestrian access to/from Oleta River State Park depicted within this application. This access is extremely important for connectivity to the Park.

   Response: Pedestrian and bike access are proposed along the north side of NE 164rd Street west towards NE 34th Avenue connecting to Oleta River State Park.

   Corradino Response: Comment addressed.

4. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** The offsite bicycle pathways are not continuous in these plans or the latest Alternative improvements provided by the City. The pathways shown do not connect with the North Miami Beach Master Plan or the Sunny Isles Beach Master Plan. There is no direct onsite access from the offsite bicycle facilities provided.

   Response: Bike access is proposed along the north side of NE 163rd Street west towards NE 34th Avenue connecting to Oleta River State Park and the existing bike lane along 163rd Street.

   Corradino Response: Comment accepted on the condition of approval by the City of North Miami Beach and FDOT. Any subsequent plans should ensure bi-directional bicycle access.

   Response: Acknowledged.

5. **<u>Conceptual Striping and Signage Plan, Page CS101</u>:** The improvements along NE 163rd Street will realign the roadway. There shall be an evaluation on optimal placement to reduce level of stress and conflict points with vehicular traffic flow, including safety to be consistent with Comprehensive Plan Transportation Element Policy 1.5.1.

   Response: Acknowledged

   Corradino Response: Comment addressed.

6. **<u>Application documents</u>:** Within the application documents, there is not enough information on bicycle circulation or facilities within the development. Bicycle Parking is required under district regulations 24- 58.7(M) and associated plans and must be provided for review.

   Response: See Sheet A1-26 for the on-site bicycle and pedestrian network throughout the site.

   Corradino Response: Comment accepted on condition that adequate bicycle parking is provided per district regulations 24-58.7(M) for site plan review.

   Response: Acknowledged.

7. **Bicycle:** Additional consideration should be provided for continuous facilities for bicycle access along NE 163rd Avenue.

Response: Connections from the site to the existing bike lanes along NE 163rd Street are provided.

Corradino Response: Comment accepted on condition of approval by City of North Miami Beach and FDOT. Applicant demonstrates that an additional bicycle lane will be added west of the site; however, it is unclear whether this will be a one-way facility. If so, the question remains on the return trip, and where people may cross from other facilities, and any corresponding improvements. Applicant should further clarify improvements for travel on a bi-directional basis. Further, bicycle connections to Sunny Isles should be considered with any roadway improvements.

Response: Sharrow pavement markings will provided in the westbound frontage road west of NE 35th Avenue. Note that a 10-foot sidewalk (shared-use path) is provided along the north side of NE 163rd Street west of NE 35th Avenue allowing for bi-directional pedestrian and bicycle travel. The project also proposes to construct a westbound buffered bicycle lane on NE 163rd Street fronting the redevelopment.

8. **Bicycle:** Current bicycle lane project undertaken by City Public Works along NE 35th Avenue should be reflected in the conceptual planning.

Response: Acknowledged.

Corradino Response: Comment addressed.

9. **Open Space, Page A1-22:** Additional clarification is needed for the semi- public space noted as "Terrace 2nd Floor" East-West, including pedestrian circulation and accessibility.

Response: See Sheet A1-26 for the on-site pedestrian network throughout the site both at ground level and along the second-floor retail terraces linking from building to building with vertical access points noted.

Corradino Response: Comment addressed.

10. **Pedestrian:** Conceptual spacing of seating for pedestrians' site-wide shall be clarified. Incorporation of any technology to enhance pedestrian accessibility, mobility, and encouragement for walking activity should be noted and clarified as applicable.

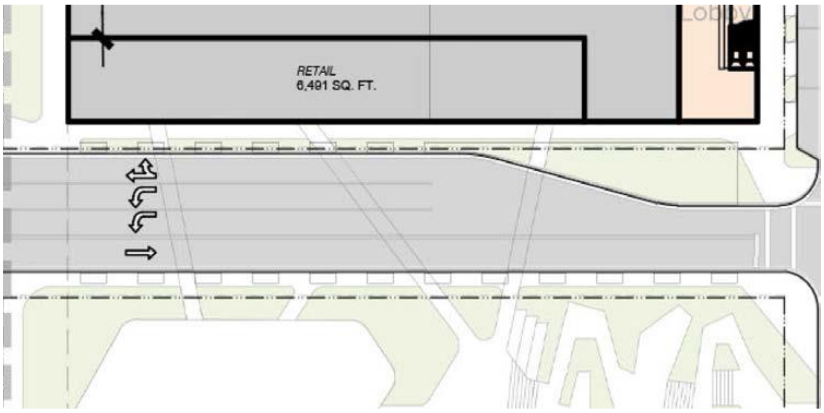
Response: The proposed Master Plan is conceptual. Details regarding site- wide street furniture will be provided at the time of site plan approval.

Corradino Response: Comment accepted on condition that site-wide street furniture will be provided at the time of the site plan approval.

Response: Acknowledged.

11. **<u>Additional Comment</u>**:

<u>Pedestrian</u>. Various pages in the proposed conceptual plan as provided in the revisions show roadway coloring which may be construed by pedestrians as crossings. In some instances, the distance between these areas that can be construed as crosswalks are too close to the intersection; this type of safety issue should be mitigated in any subsequent design.



Response: The conceptual plan has been revised to provide clarification.

<u>Parking and Loading Space Requirements</u>:

1. **<u>Development Program Page A1-15</u>:** Applicant shall clarify the number of parking spaces available by providing the total number of available spaces for each category of use. Applicant shall provide an updated number once inconsistencies in the development program between the Letter of Intent and Page A1-15, as noted elsewhere in the comments, are addressed.

   Response: The proposed Master Plan is conceptual. Details regarding parking spaces for each use will be provided at the time of site plan approval.

   Corradino Response: Comment accepted on the condition that details regarding parking spaces for each use will be provided at the time of the site plan approval.

   Response: Acknowledged.

2. **<u>Parking Distribution</u>:** Applicant shall clarity the site distribution of parking spaces.

   Response: The proposed Master Plan is conceptual. Details regarding distribution of parking spaces will be provided at the time of site plan approval.

   Corradino Response: Comment accepted on condition that details regarding distribution of parking spaces will be provided at the time of site plan approval.

   Response: Acknowledged.

3. **<u>Parking - Electric Vehicle</u>:** Applicant shall clarify if it will/will not be including electric charging vehicle stations as encouraged by Sec. 24-58 of the City's Code of Ordinances.

   Response: Applicant intends to provide electric charging vehicle stations for the project. Details regarding said charging stations will be provided at the time of site plan approval.

   Corradino Response: Comment addressed.

4. **<u>Loading Space Requirements</u>:** Applicant shall clarify the development dimensions by section and provide additional information on loading space requirements as provided for in Sec. 24-97.

   Response: The proposed Master Plan is conceptual. Details regarding parking and loading spaces for each use will be provided at the time of site plan approval.

   Corradino Response: Comment addressed.

<u>Other</u>

1. **<u>Renderings</u>:** There is a large inconsistency between renderings. For example, the landscape renderings show two pedestrian bridge structures and a boardwalk that are not found in the Civil drawings. There are also crosswalks shown in the landscape renderings that are not found elsewhere. For the purpose of this review, a clarification on which of these drawings is correct is needed.

   Response: Plans have been revised to eliminate inconsistencies.

   Corradino Response: Comment not addressed. There are still several inconsistencies between the renderings and the civil drawings.

   Response: Inconsistencies have been resolved.

2. **<u>Hurricane evacuation</u>:** Evaluation of impacts of development and redevelopment on hurricane evacuation clearance times and disaster- preparedness needs is not included. The site application in question is in general Evacuation Zone A and includes new high density residential in the proposed development.

   Response: A Hurricane Preparedness Analysis has been prepared by Kimley- Horn and Associates, Inc. A copy of this analysis is enclosed with this application for your review and consideration.

   Corradino Response: Comment addressed.

3. **<u>NE 35th Avenue</u>:** Various pages in the Intracoastal Master Plan presented by the applicant refers to NE 35th Avenue as NE 135th Avenue.

   Response: All references have been corrected.

Corradino Response: Comment addressed.

4. **<u>Five-Minute Walk</u>:** In any clarification, the applicant shall demonstrate adherence to the requirements of Sec. 24-58.7 requirements regarding a general 5- minute walk.

   Response: The proposed development sits on approximately 28.17 acres, which would take the average person approximately five (5) minutes to walk from one end to the other. The proposed project is intended to be a live, work, play environment with residential, retail, commercial and office use, including neighborhood oriented uses intended to serve the day-to-day needs of the residents. All uses are intended to be interconnected by pedestrian links, pathways, plazas, and green areas. This will create a pedestrian-friendly neighborhood oriented around the five-minute walk.

   Corradino Response: Comment addressed.

The following details proposed conditions for the acceptance of the plan:

1. Prior to site plan approval, the applicant must obtain design approval from the FDOT access management board. This approval shall be for the design presented in the Master Plan or a comparable design which satisfies the City of North Miami Beach's Eastern Mixed-Use Waterfront District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

   Response: Acknowledged.

2. Prior to site plan approval, the applicant will provide an updated Traffic Impact Study specific to the site plan submittal. The trip generation shall be revised for each site plan submittal's specific set of uses. All reference documents and traffic counts shall be updated accordingly if there is a lapse of a year or more between submittals.

   Response: This project has been analyzed in holistic basis taking into account the proposed development program. A trip generation statement will be provided at the time of site plan approval for each phase of development to determine whether said phase is in compliance with the traffic impact analysis approved for the project.

3. Prior to site plan approval, applicant must provide design schematics, including any mechanisms for closures, for streets designated for potential temporary closures that demonstrates the ability to effect emergency access for all buildings at all times. Bollocks and any other devices used to temporarily close primary and secondary streets shall be easily removable so as to effect quick and direct emergency vehicle access to all buildings on site.

   Response: Acknowledged.

4. The City has a high priority in ensuring that a premium transit facility is planned for this development to encourage residents and visitors to utilize available transit options. Prior to site plan approval, applicant shall demonstrate through its plans, improved or maintained

levels of transit service to the development, including accessibility and transferability between existing transit lines. Applicant will maintain/enhance the current level of service by allowing for onsite access in the form of a premium transit facility with collocated bus stops for North Miami Beach and Sunny Isles Beach trolley systems, and Miami-Dade Transit at that agency's option. A public benefit term in the Development Agreement may provide an outline for the design of such facility going forward. This term shall include features such as, but not limited to, climate-controlled shelters/facilities; digital routing displays, including real time information; seating; and WiFi hotspots. This premium transit facility shall be ADA compliant.

Response: The existing bus/trolley stop location will remain and not be relocated on NE 35th Avenue. No additional on-site bus/trolley stops will be provided as this would negatively impact transit vehicle headways.

SECTION VIII. CONCURRENCY REVIEW REPORT

1. **Level of Service Analysis**. This Level of Service analysis is based on those standards contained in the City's Comprehensive Plan and City of North Miami Beach Code of Ordinances, Chapter 24, Article XIV Public Facility Capacity; Concurrency Management regulations. A final determination of impact fees by the City of North Miami Beach and other applicable agencies shall be performed prior to the issuance of a Master Building Permit.

   Response: Noted.

2. Existing Use: Retail uses totaling 234,026 sq. Ft.

   Response: Confirmed.

3. Proposed Use: 380,000 square feet of retail space, 2,000 multifamily residential units, up to 200,000 sq. ft. of office space, and extensive public spaces.

   Response: Confirmed.

4. Transportation. Please refer to Traffic Impact Study and Concurrency Memo, dated August 22, 2019, attached separately.

   Response: Noted.

5. Potable Water. The level of service for Residential: Townhouse 250 GPD, Multifamily 150 GPD per bedroom, 10 GPD per 100 sf for stores (retail) without food service, 10 GPD per 100 sq. ft. of office space, and for irrigation systems is 0.09 GPD per square feet of green area. The proposed development consists of 38 townhouses, 2000 multifamily residential units (assumed to be an average of 2 bedrooms per unit under a conceptual plan), 380,000 sq. ft. retail, up to 200,000 ft of office, and 202,009 sq. ft of public green area (Green and Elevated Park). Subtracting the existing retail building potable water demand of 23,403 GPD from the proposed demand of 685,681 GPD, the proposed project will increase demand by 662,278 GPD. Adequate potable water supply capacities exist to service the proposed use.

   Response: Acknowledged.

   Corradino response: The revised plan provides for 380,000 SF of retail, Hotel space with 250 Keys, 200,000 SF of office space, and 2,000 residential units. 255,558 SF of public green space will be provided. The proposed conceptual plan's demand is 681,000 GPD; the proposed project will increase demand by 657,597 GPD. Adequate potable water supply capacities exist to service the proposed use under the revised conceptual plan.

   Response: Acknowledged. The Project will provide adequate potable water capacities to serve the proposed uses.

6. Sanitary Sewer. The sanitary sewer level of service standard for apartments and condominium units is 200 GPD, Townhouse is 250 GPD (gallons per day), 10 GPD per 100 sf for shopping centers, 10 GPD per 100 sq. ft. of office space. Subtracting the existing office building sanitary sewer service demand of 23,403 GPD from the proposed demand of 467,500 GPD, the proposed project will increase demand by 444097 GPD on the existing sanitary sewer treatment facilities.

Response: Acknowledged.

Corradino response: The revised conceptual plan will increase demand by 434,597 GPD.

Response: Acknowledged. The Project will provide adequate sanitary sewer capacities to serve the proposed uses.

7. Solid Waste. For the purposes of Solid Waste level of service the Miami-Dade County LOS is described herein: The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated noncommitted waste flows. Based on the existing Interlocal Agreement with Miami-Dade County, as amended, and through the City's agreement with Waste Management, Inc. adequate solid waste capacity exists to service the proposed use.

Response: Acknowledged.

Corradino response: No further comments. Please refer to the Miami-Dade County's response letter regarding level of service impact determination.

Response: Noted.

8. Drainage. Outside the scope of Corradino's review as assigned by the City. Drainage is to be reviewed by the City Engineer, Miami-Dade County DERM, and through an Engineering Permit.

Response: Noted.

Corradino response: No further comments. Please refer to the Miami-Dade County's response regarding impact determination.

Response: Noted.

9. Parks & Recreation & Impact Fee. The adopted LOS standards for parks and recreation is 2 acres per 1,000 residents. The existing park acreage in North Miami Beach is 165.7 acres serving the current population of approximately 43,000 people. This translates to a LOS for parks of acres per 1,000 people, and is above the adopted 2 acres per 1,000 residents standard. In addition to maintaining levels of service, the City requires a developer to pay a Parks and Recreation Impact fee of approximately $1,044.42 per residential unit. This

project will generate $270,504 in parks and recreation impact fees. These fees will be paid prior to the issuance of a building permit. Adequate parks and recreation space exist to serve the development. Intended long term maintenance of dedicated public spaces should be further detailed given the requirements of Future Land Use Element 1.8.7 regulating the MU-EWF district.

Response: Noted. The Applicant has prepared a draft Development Agreement memorializing the comments provided above. A copy of the draft Development Agreement will be provided to City Attorney under separate cover. Final terms and conditions will be determined during this process and prior to final hearing before the City Commission of the City of North Miami Beach.

Corradino response: Under the revised Conceptual Plan, 425,466 SF (9.76 Acres), will be provided, of which 16,630 SF will be private, 26,644 SF will be semi-public, and 22,381 SF will be temporary space normally utilized for vehicular traffic. 359,811 SF, or 8.26 acres, will be active public space. This meets the 10% requirements for open space for the site, of 2.9 acres of open space. The development is expected to have 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units). North Miami Beach's average household size is 3.12 (US Census 2019). At 6,240 people and a level of service standard of 2 acres per 1000 residents, it is estimated that 12.48 acres are needed to meet current LOS standards.

Response: Based on the Fiscal Impact Study dated March 25, 2020, and prepared by Integra Realty Resources (the "Fiscal Impact Study"), the average household size for this project is 2.25 based on the types of units proposed, which would result in approximately 4,500 residents for the project. At a level of service standard of 2 acres per 1,000 residents, it is estimated that 9 acres are needed to meet current LOS standards.

New Residents		
Residential Forecast		Increase
2024 Population	47,780	
2024 Household	17,003	
New Multifamily and Condomium units	2,000	
Average resident per Unit	2.25	
Capture Rate of New Resident	75%	
New Residents of NMB	3,375	7.1%
New Households	1,500	8.8%

The proposed project contemplates 9.4 acres (409,613 SF) of open space,[1] plus a 10,690 sq. ft. community center, which will be designed based on input to be collected by the Developer from the Eastern Shores neighborhood. Therefore, the new open space being provided exceeds the project's demands. Also, the project's proximity to parks, open space, and other passive recreation is above other areas in Miami-Dade County. Specifically, the project is within a five-minute travel time to the Oleta River State Park (across the street), and the Haulover Park in Surfside.

According to the City's Comprehensive Plan, Volume Two: Support Documents, the inventory states that there are 165.7 existing acres of City parks. Based on the 2010 census, which identified the City's population as 41,253, there is a surplus of 83.2 acres – with a population of 41,253, 82.5 acres are required at 2 acres per 1,000 population. Thus the City currently has a significant surplus of parks inventory and there are no level of service issues.

The Fiscal Impact Study estimates the City's population will be 47,780 residents in 2024:

Population Trends

	Population			Compound Ann. % Chng	
	2010 Census	2019 Estimate	2024 Projection	2010 - 2019	2019 - 2024
North Miami Beach, FL (city)	41,523	45,024	47,780	0.9%	1.2%
Miami-Dade County, FL	2,496,435	2,821,143	3,007,802	1.4%	1.3%
Florida	18,801,310	21,486,238	22,945,168	1.5%	1.3%

Source: Environics Analytics

At 47,780 people, and a level of service standard of 2 acres per 1,000 residents, it is estimated that 95.56 acres of parks needed to meet City's demands. Thus, even in 2024, <u>there will be a surplus of 70.14 acres based on current inventory</u> and not including the contributions of this project. In addition, the available 165.7 existing acres of City Parks do not include the 1,110 acres of County and regional parks in the area. *See* pages VII-11 and VII-12 of Vol. II.

The proposed project is adding 9.4 acres of open space, plus a 10,690 sq. ft. community center. Therefore, it has virtually no impact of the surplus level of service and no level of service issues are created by the project.

Furthermore, the Parks Impact Fee is intended specifically to provide for new park space demand created by new development:

> **Sec. 24-191 - Purpose. The intent of the "Park Impact Fee" is to assist in the implementation of the City of North Miami Beach**

[1] Open space required for the project is 10% of total lot area. With a total lot area of 1,267,151 SF, the open space required is 126,715.1 (2.90 acres). Thus, the provided open space of 409,613 SF (9.4 acres) significantly exceeds the open space requirement for the project.

Comprehensive Plan and to regulate the use and development of land so *as to assure that new development bears a proportionate share of the cost of capital expenditures necessary to provide parks* and park improvements in the City of North Miami Beach.

The Parks Impact Fee for this project is 1,044.42 per unit, resulting in an estimated Parks Impact Fee of $2,088,840.

SECTION IX. URBAN DESIGN

Regarding the Text Amendments

1. What is the use requiring stories that exceed the permitted height?

   a. Why is applicant asking for 18' stories above the ground level?

   BA Comment: Response is noted.

2. If a movie theater requires 35' at the ground level, is amendment necessary?

   a. Movie theater just takes up the first 3 stories of the building.

   BA Comment: Applicant indicates that a movie theater is located at an upper level. However, upon review, could the movie theater be located on what is considered floors 2, 3, 4 of the structure, given the availability of significant building height (stories) permitted in the code. In this case, it would just count has 3-stories for that use.

   Response: This comment has been addressed. As discussed on April 9, 2020, Staff's proposed text amendment provides flexibility to incorporate special uses such as movie theaters.

3. Provide dimension on the proposed plan where maximum overall dimension of 560' is required.

   BA Comment: Response is noted. Drawings indicate a building on Block S3 with individual sides of the building labeled as linear dimension of 346', 235', 287', 395', 68', and 195'. Because the sides labeled 346' and 235' are accompanied by a significant deflection of the street, it is our opinion that those may be considered separate. Therefore the maximum dimension proposed in the drawings would be the north and south face of the building on Block S2.

   Response: Noted.

4. Provide dimension on the proposed plan where the maximum overall block dimension of 600' is required.

   BA Comment: Drawings do not indicate a block dimension that exceeds the maximum 600' feet dimension.

   Response: This comment has been addressed. Additionally, as discussed on April 9, 2020, Staff's proposed text amendment provides a maximum overall block dimension of 600 feet for the MU/EWF zoning district.

5. Regarding active use frontage along NE 35th Avenue, that is an Existing Primary Street. Code typically requires active use on all levels of that frontage. Hardship would need to be demonstrated to loosen regulations.

BA Comment: Response is noted.

6. Drawings indicate 50' wide landscape buffer along NE 35th, however there is a ROW dedication running through it. Is that the case?

   BA Comment: Response is noted. Also, please provide clarification regarding the elevated park. Proposed Designated Publically Accessible Open Spaces and Greenway Systems Regulating Plan still references the elevated park. It was our understanding from previous meetings that that was going to be removed.

   Response: Drawings have been updated to eliminate the elevated park.

7. Can there be a ped bridge that connects where the streets dead-end at the canal? What is size of the boats that are imagined to come through the canal?

   BA Comment: Response is noted.

<u>Sec. 24-58 – Mixed Use (MU) District</u>

(J) (3) c. i. Cul-de-sac in the southeastern corner of the property is not permitted.

BA Comment: Response is noted.

(J) (3) c. iv. 1-2. Street Section (G) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (H) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (I) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (J) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

BA Comment: Drawings indicate conceptual plans are in compliance.

(K) (2) b. i. Drawings indicate that parking garages are not screened by a Liner building on all levels at all frontages.

BA Comment: Response is noted.

(K) (2) b. ii. Provide dimensions for all vehicular access points of garages.

BA Comment: Response is noted.

(L) (1) a. Tree counts will be required.

***BA Comment:* Response is noted.**

(L) (1) a. i. Provide calculation demonstrating compliance with requirements for maximum of 25% of trees can be palm species.

BA Comment: Response is noted.

(L) (2) d. Provide overall dimension of each block on landscape plans and calculation depicting compliance with street tree spacing requirements.

BA Comment: Response is noted.

(O) (1-3) Indicate locations of mechanical equipment and service utilities on plans.

BA Comment: Response is noted.

(S) (1) a. Provide dimensions for each side of building to not exceed 300 feet.

BA Comment: Please note that the referenced sheet A1-16 indicates dimensions of the overall block length. In the drawings submitted, the building lengths are referenced on A1-22. Applicant is proposing text amendment, rather than a variance.

Response: Confirmed.

(S) (1) g. ii. Proposal indicates parking structures with no active use liner on existing primary street, new secondary street and new tertiary street.

BA Comment: Response is noted.

(S) (1) n. Proposal indicates dwelling units less than minimum allowed 550 sq.ft.

BA Comment: Please provide information regarding the mixture of residential units and their sizes to demonstrate compliance with these requirements. It is assumed that this information will be provided in compliance with the standards of the code at the time of individual site plan review.

Response: The previously proposed microunits (units smaller than 550 SF) have been eliminated from the proposed project. As proposed, all units will range from 550 SF to 3,200 SF in compliance with the code.

(S) (2) Parcel diagram indicates blocks in excess over the 400' maximum length permitted and the maximum perimeter of 1,400'.

BA Comment: Response is noted.

(S) (3) Drawings should indicate the building typology that each structure is intended to be constructed.

BA Comment: Drawings indicate building typologies.

(S) (3) b. iii. 1. Provide calculations demonstrating compliance with standards for average floor plate area, dependent on tower use.

BA Comment: Drawings indicate conceptual plans are in compliance. These standards will be further reviewed for compliance with the code at the time of individual site plan review.

Response: Acknowledged.

(S) (3) b. iii. 2. Provide dimension between towers. Since the minimum dimension between two separate tower floor plates is 60', please provide dimension for clarification for northern tower in block S3. Suggestion is that tower shall be 30' away from the property line, so that vacant parcel can redevelop a tower on their parcel and accommodate the other 30' to meet that minimum distance of 60'.

BA Comment: Drawings indicate conceptual plans are in compliance.

<u>Sec. 24-58.7 – Mixed Use Waterfront (MU/EWF) District</u>

(E) (1) The adopted Sub-Areas Regulating Plan calls for additional Edge Sub-area along NE 35th, however the site plan indicates considerably more of the Transition Sub-area. Given the City's efforts to update the MU-Canalside, to the west of the property, this alternative seems to be satisfactory.

BA Comment: Response is noted.

(E) (2) Is there a way to connect the two-dead end streets at the canal, with a pedestrian bridge or other connection to complete the internal circulation loop? Presently, the design indicates two-independent loops. It would be nice to be able to connect them to one another, even if just for pedestrians.

BA Comment: Drawings indicate applicant has included an additional pedestrian bridge to close the loop.

(E) (3) Why is the triangular open space along NE 163rd Street not included?

BA Comment: Response is noted.

(E) (4) The proposed Building Heights Plan indicates a fine-grain transition of heights in the general spirit of the adopted plan. However, it is unclear why the additional stories are needed? Higher story height above the first story, but the maximum height (feet) stays the same?

BA Comment: Response is noted. However, it does not clearly demonstrate why the additional stories are needed. The proposed regulating plans appear to indicate a greater amount of the site area dedicated to 40 stories and 48 stories, versus the adopted regulating plan area dedicated to maximum 40 stories. Provide dimensions of areas of each area as they compare to the current regulating plans. It is our opinion, that due to the sensitive

nature of building heights, it may be beneficial to label the proposed regulating plans as 40 stories and 495 feet the same way that it is in the adopted regulating plans.

Response: This comment has been addressed. As discussed during the conference call on April 9, 2020, Staff's proposed text amendment provides flexibility to the number of stories permitted so long as the maximum height is satisfied. We have revised the Conceptual Master Plan to reference the maximum allowable height of 495 feet.

(G) (1) d. Proposed plan indicates that the buildings fronting NE 35th Avenue does not contain active uses on all levels.

BA Comment: Response is noted.

(G) (1) e. Proposed plan indicates that the buildings fronting NE 35th Avenue does not contain active uses along the ground level at southwest corner of the parcel.

BA Comment: Response is noted.

(G) (1) g. i. Proposed plan indicates 50' landscaped buffer, however Sheet A1-30 indicates a road encroaching within the area.

BA Comment: Response is noted. Sheet A1-18 indicates a 50' area between the building frontages and the black dashed line around the subject properties along NE 35th Avenue. However, the code requires that the 50' landscaped buffer shall be within the proposed project property, between the development and NE 35th Avenue. The landscaped buffer shall not contain any structures, driveways, or roads, except sidewalks, bike paths, transit shelters or similar. The proposed plan indicates a 50' wide area, however it includes turn lanes and driveways into service areas of buildings.

Response: This comment has been addressed. As discussed on April 9, 2020, the encroachment on the 50' landscape buffer area is acceptable to Staff. 30' of the landscape buffer has been utilized to provide active liners, and pursuant to the proposed text amendment, turn lanes and driveways will be permitted.

(I) (2) a. Proposed plan indicates a waterfront promenade section that varies from these standards. Public access is required for no less than the minimum width, throughout the waterfront promenade.

BA Comment: Response is noted. Where conditions occur that prevent the applicant from meeting the standards due to environmental conditions along the Intracoastal and existing canal, has documentation been provided to the City staff?

Response: As discussed on April 9, 2020, the enclosed plans have been revised to show the minimum width of the waterfront promenade, as measured from the property line in compliance with the Sections 24-58.7(I)(2)(a) and (b) City Code.

(I) (3) a. Provide dimension for length of all individual waterfront promenades and urban greenways and demonstrate compliance with requirements for minimum 70% of shade from tree canopy.

BA Comment: Response is noted.

(I) (3) b. Provide inspiration images for each of the street furnishings listed.

BA Comment: Response is noted.

(J) Clearly label the height (Stories & Feet) for each individual building component on the plan.

BA Comment: Response is noted. The detailed dimensions of each story and overall height of all structures in the project shall be provided to be in compliance with the code, on building section drawings at the time of individual site plan review.

Response: Acknowledged.

(K) Clearly label the intended building typology for each individual building component on the plan

BA Comment: Drawings indicate building typologies.

(K) (2) Clearly label the property line and the setback line for each of the individual development parcels on the proposed site plan.

BA Comment: Drawings indicate property lines and setback lines.

(L) Provide all calculations for all parking Individually number all parking spaces on each level of parking structure Provide labels for guest parking

BA Comment: Response is noted.

(M) Provide all calculations for bicycle racks and bike storage Provide labels and individually number each Provide labels for shower and changing facility

BA Comment: Response is noted.

(N) Provide information regarding anticipated signage for each component of the proposal

BA Comment: Response is noted.

Holland & Knight

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Memorandum

Date: February 6, 2020

To: Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach

From: Tracy R. Slavens, Esq.
Vanessa Madrid, Esq.

Re: **Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment**
3501 Sunny Isles Blvd., North Miami Beach, Florida (Item # 19-3)

Response to TRAD Comments Dated September 13, 2019

Please refer to the sections described below for the Applicant's responses to the TRAD comments.

SECTION NO.	TITLE	*PAGE NOS.*
I.	**UTILITIES / ENGINEERING**	*2-3*
II.	**PUBLIC WORKS**	*4-5*
III.	**STANTEC TRAFFIC IMPACT ANALYSIS FOR THE INTRACOASTAL MALL REDEVELOPMENT**	*6-8*
IV.	**POLICE / CPTED**	*9-10*
V.	**PARKS AND RECREATION**	*11*
VI.a.	**CORRADINO TRAFFIC REVIEW**	*12-18*
VI.b.	**CORRADINO CONCURRENCY REVIEW**	*19-20*
VII.	**BERMELIO & AJAMIL ARCHITECTURAL REVIEW**	*21-26*
VIII.	**PLANNING & ZONING**	*27-33*
IX.	**CITY OF SUNNY ISLES BEACH**	*34-35*

SECTION I. UTILITIES / ENGINEERING

Water:

1. This site lies within the NMB Water's water service area.

   Response: Acknowledged.

2. Existing buildings are served with an 8-inch/12-inch water main loop for fire flow and domestic service around the site.

   Response: Acknowledged.

3. Entire site will need to upgrade with a new 12-inch zinc coated water main due to the site's new geometry and the introduction of a finger canal. All fire hydrant will also need to be upgraded to 6" barrel hydrants for improved fireflow.

   Response: Acknowledged. A proposed 12-inch water main loop is shown on the conceptual utility plans.

4. Service to the standalone office building in the NE corner needs to be maintained throughout the construction phases of the project. The easements for this building's utility lines need to be looked at closely. The new finger canal cuts off the looped circulation of water service and possibly the sewer connection to this building.

   Response: This building will be demolished in the new program and will have a proposed 12-inch water main providing service to the new building.

5. Were any soil borings performed on this site? Much of Eastern shores was originally fill.

   Response: The Applicant is not aware of any borings being completed to date.

6. The 30" water transmission main that serves all of Sunny Isles Beach runs through an easement on the site adjacent to the North side of the bridge and near the Duffy's restaurant. In fact, it runs about 5 feet from the current swimming pool. The proposed building on this location shows a notch to avoid relocating the water transmission line. We will not allow a 30" water main run under the extension of the building.

   Response: The building has been pushed further north and is now a adequately clear of the water main.

Sewer:

1. Site lies within Miami-Dade county's sewer service area.

   Response: Acknowledged.

2. All coordination on the sewer side needs to take place with the County Water and sewer department.

   Response: Acknowledged.

3. Preliminary civil plans appear to show the conversion from a private sanitary collection system and lift station to a direct connection on NE 35 Avenue to the

County sewer main.

Response: The revised plans show a proposed public gravity sewer main connecting to a proposed MDWASD pump station. This proposed pump station will replace the existing pump station in the median near NE 35th Avenue and NE 146th Street.

SECTION II. PUBLIC WORKS

- Define clearly whether any works are proposed for the existing Florida Power & Light Sub- station along Sunny Isled Boulevard. Coordination with FPL would be required.

  Response: There are no proposed changes to the FPL Sub-station. Roadway connections to the sub-station will be improved and landscape buffers will be proposed to screen the station from the development.

- Define clearly whether any works are proposed for the existing Miami-Dade Water and Sewer Pump Station #426, adjacent to the FPL Sub-station. Coordination with MDWASD would be required.

  Response: Please refer to sheet CU101 for the location of the proposed WASD pump station.

- Consultation with FDOT is necessary for the proposed development and its impact on the SR #826.

  Response: Noted. Both Applicant and City have been coordinating and will continue to coordinate with FDOT.

- Consideration should be given to incorporating resiliency concepts including raised seawall cap. If such measures are proposed, clearly indicate, e.g. the proposed height of infrastructure.

  Response: The proposed marine/waterfront design will incorporate resiliency concepts to ensure the maintenance of water quality in the upland cut harbor basin and north canal, compliance with Miami-Dade County's Manatee Protection Plan, avoidance/minimization of seagrass and mangrove wetland impacts; and compliance with navigational safety standards.

- New waterway will require various environmental permits including, but not limited to, DERM, FDEP, SFWMD, and US Army Corp of Engineers.

  Response: Applicant acknowledges that the proposed waterway will require environmental permitting and regulatory compliance.

- All franchised utilities (power, phone, cable) shall be installed underground to increase aesthetics and resiliency. Utilities along the NE 35 Avenue must also be included.

  Response: Noted. Plans have been updated accordingly.

- Lift Station in center median on NE 35th Avenue is proposed to be relocated; provide clear details of proposed new facility. Also consider amendments to the other station located at the northwestern corner of the property.

  Response: The revised plans show a proposed public gravity sewer main connecting to a proposed MDWASD pump station. This proposed pump station will replace the existing pump station in the median near NE 35th Avenue and

NE 146th Street.

- Provide extension of natural gas line along NE 35th Avenue, from 3405 NE 163 Street. Estimated cost for line extension is $865,000.

  Response: Comment Acknowledged. Design of gas line will be completed by utility company.

- Incorporate roadway construction improvements on NE 35th Avenue from NE 163 St to NE 171 St (including bike facilities) as part of roadway improvements to mall entrance of NE 35th Avenue This project has been designed and is in the permit process.

  Response: Acknowledged.

- Include trolley pullout bay on NE 35th Avenue and trolley station built to City Standards.

  Response: Acknowledged. See updated Transit Diagram.

- Redevelopment of Tot Lot must be included in development project. Provide details of works for incorporation.

  Response: Acknowledged. An expanded playground area is proposed adjacent to the existing Tot Lot. See Landscape plans.

- Comments for the Traffic Impact Analysis (Stantec) are appended.

  Response: Noted.

SECTION III. STANTEC TRAFFIC IMPACT ANALYSIS FOR THE INTRACOASTAL MALL REDEVELOPMENT

Trip Generation

1. The study estimated the effective net additional traffic from the redevelopment by subtracting the ITE trip generation estimate for the existing shopping center from the ITE trip generation for the proposed redevelopment uses. While valid for general concurrency and trip vesting purposes, this method may overestimate the actual traffic generated by the existing site, and therefore underestimate the additional traffic from the proposed redevelopment.

   An aerial view of the site indicates that traffic counts at the existing site driveways is practical, and this would provide a much greater level of confidence in amount of traffic to and from the existing site. Therefore, it is recommended that traffic data at the existing driveways be collected and be used as the basis for the existing project traffic at the project access locations, and the following intersections of

   - SR 826/NE 163rd Street and NE 35th Avenue
   - NE 35th Avenue and NE 164th Street
   - SR 826/NE 163rd Street and Intracoastal Mall Driveway

   One day of AM and PM peak hour manual counts at the site driveways would be sufficient for this purpose. For the office building located in the northeast corner of the site that is not included in the redevelopment, it would be acceptable to estimate the traffic from that use using the ITE average rates for the AM and PM peak hours, and subtract those estimates from the counted trips.

   The Future Total Conditions, Alternative 1, and Alternative 2 analyses for these intersections should then be based on the updated total traffic volumes resulting from the revised net new project trips.

   Response: Using the collected turning movement counts (TMCs) to estimate the existing trip generation at the driveways of the site, SR 826/NE 163rd Street at Intracoastal Mall Driveway and NE 164th Street at NE 35th Avenue, results in a higher P.M. peak hour trip generation than that

calculated using ITE's Trip Generation Manual, 10th Edition. As the calculated trip generation is less than the collected traffic counts, the calculated net new traffic generates more trips and results in a conservative analysis.

Please note that SR 826/NE 163rd Street and NE 35th Avenue is not a development driveway as it provides access to and is utilized by the residential area to the north of the development. A copy of the updated Traffic Impact Analysis and responses prepared by Kimley-Horn and Associates, Inc., are enclosed for your review and consideration.

Future Total Conditions, Alternative 1, and Alternative 2 Analyses

1. At the SR 826/NE 163rd Street and NE 35th Avenue intersection, turns on red are prohibited on southbound approach, and thus right-turns on red represent violations. In the Future Total Conditions analyses (including Alternatives 1 and 2), SB right-turns on red are assumed to increase significantly above existing volumes.

   Since SB right-turns on red are prohibited, it is unlikely that these types of violations will increase at the magnitude assumed. Therefore, please revise all Future Total Conditions analyses (including Alternatives 1 and 2) to assume no more than the existing volume of SB right-turn on red vehicles.

   Response: All analysis conditions have been updated to restrict right-turns on red (RTOR). Although some violations may occur under existing conditions, restricting all right-turns on red provides a conservative analysis as all prohibited RTORs are eliminated. Note that the subject intersection continues to operate at adopted levels of service. The updated traffic study and responses prepared by Kimley-Horn and Associates, Inc., are enclosed for your review and consideration.

Alternatives 1 and 2 Geometry

2. At the SR 826/NE 163rd Street and NE 35th Avenue intersection, both Alternatives 1 and 2 depict an inside receiving lane for SB left-turns which quickly merges into the receiving lane for the outside SB left-turn. This merge area would extend only 200 feet. Given the estimated SB left-turn volumes for

Future Total Conditions (279 vehicles in the PM peak hour, perhaps higher contingent on the updated net new trip generation estimate), it seems unlikely that this geometry could provide for adequate traffic operations, in that it would result in forced quick merge movements by drivers unfamiliar with the intersection, as well as significant under-utilization of the inside left-turn lane by drivers familiar with the intersection. We recommend that this geometry be revisited in an effort to accommodate both southbound turn lanes using existing receiving lanes.

If the existing receiving lanes cannot accommodate both southbound left turn lanes, and a new merge lane would be required, the Alternatives 1 and 2 analyses should be revised to use a SB left-turn lane utilization that reflects the likely under-utilization of the inside SB left-turn lane. A 75%/25% split would seem reasonable, which is a lane utilization factor of 0.67.

Response: The lane utilization factor for the southbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue was updated to be 0.67 for Alternatives 1 and 2. Note that the subject intersection continues to operate at adopted levels of service. Furthermore, note that this does not apply to Alternatives 3 and 4 as only one (1) left-turn lane is provided. The updated traffic study and responses prepared by Kimley-Horn and Associates, Inc., are enclosed for your review and consideration.

SECTION IV. POLICE / CPTED

Recommendations:

Security/Lighting Concerns:

- Please provide photometric plans for all sections of this project.
- CCTV Plan Recommendation.
- PD recommends the installation of several Emergency Call Boxes.
- Join our NMBPD Trespass After Warning Program

Response: Noted.

Traffic/Parking Concern:

- PD recommend centering the intersection if possible.

Response: The intersection alignment has been improved with the addition of a traffic lane at NE 164th Street.

- PD recommend installing a traffic intersection at this location.

Response: NE 164th Street is currently a signalized intersection.

- PD recommend installing Emergency Vehicle Lanes (Fire Lane) and indicating the locations on CS101.

Response: Fire Access and circulation has been evaluated throughout the site. See Sheet CS101.

Marine/Dock Concern:

- Install No Wake/IDLE Speed signs
- PD recommend hiring a Dock Master to control the boat dock area.
- PD recommend the installation of NO Swimming signs in the Kayaking area.

Response: Noted. Please note that municipalities and counties only have authority to create boating restricted areas under Section 327.46, Florida Statutes, and they must be approved and permitted through the Florida Fish and Wildlife Conservation Commission (FWC). In this case, based on the approved speed zone map provided by the FWC, the City did not approve a City-wide idle speed/no wake zone with the FWC. See below image of the speed zone map:

Therefore, subject to FWC approval and authorization, the Applicant may install slow speed/minimum wake signs on the canal and within the Property's harbor basin. There are already idle speed signs on the Intracoastal Waterway at the bridge. Signage and operational details will be provided at the time of site plan approval.

SECTION V. PARKS AND RECREATION

- How is the roof top park accessed for the general public? How do you get to the Park?

  Response: The roof top park has been removed. The required public open space has been accommodated along the central park and waterfront and is accessible by the public.

- Park edge along 35th avenue – need some type of barrier to protect users – major thoroughfare NE 35th Avenue

  Response: Acknowledged. A fence is proposed around the children play areas in the North-West Corner Park. A multi-layer planted barrier is proposed between the central park promenade/pedestrian area and 35th Avenue. The park has also shifted farther away from 35th Avenue.

- Is the development dog friendly? There are no areas for dogs. Suggestion is the path around new waterway should contain grass and doggie stations and or create a new self-contained dog park.

  Response: The development will be dog friendly. A new self-contained dog park will be placed on the southeast corner of the site adjacent to the Intracoastal Waterway.

- Playground Tot Lot. There doesn't seem to be any new or expanded playground to meet the needs of all ages.

  Response: A new expanded kid's play area is proposed adjacent to the existing Tot Lot on the northwest corner of the Property.

- Park bathrooms/storage for maintenance supplies etc.?

  Response: A Community facility is proposed at the northwest corner of N1 adjacent to the kid's play area. Storage rooms and bathrooms will be accommodated within this space shown in the plans as "Kayak Shack".

- Park pavilions/small community center?

  Response: A Community facility is proposed at the northwest corner of N1.

- Kayak launch open to public?

  Response: Yes, the kayak launch is open to the public.

- Parking for park use?

  Response: Parking for the park uses will be accommodated within the parking structure of N1.

SECTION VI.a. CORRADINO TRAFFIC REVIEW

Transportation

Methodology

1. **Introductory Paragraph:** The methodology includes the analysis for a redevelopment that consists of 345,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space and 25,000 square feet of gym space. The application's diagrams consist of 400,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space, 25,000 square feet of gym space, 175 hotel rooms and a fire station. The applicant's letter of intent provides for 380,000 square feet of retail space; 2,000 multi-family residential units, up to 200,000 square feet of office space, and public spaces. The Traffic Impact Study should evaluate all land use categories identified in the redevelopment.

   Response: The proposed development program used in the traffic study has been updated to include 200,000 square feet of office space, 280,000 square feet of retail space, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel. The updated traffic study has been provided under separate cover. Note that the results of the traffic analysis did not change.

2. **Peak Hour Trip Distribution, Figure 4:** The driveway north of NE 164th Street shall be evaluated as part of the Traffic Impact Study.

   Response: The analysis has been updated to include the driveway north of NE 164th Street. The updated traffic study has been provided under separate cover.

3. **Conceptual Improvements Figure:** The proposed northbound left-turn lane closure removes the entrance to the existing development on the northwest corner of NE 163rd Street and NE 35th Avenue. This improvement needs to be reevaluated to provide an alternate route for entrance to this development along NE 35th Avenue.

   Response: The site can be accessed via the driveway on the Kings Realty Plaza. The median along NE 35th Avenue will be modified to include an opening at the driveway on the north side of the site for Alternatives 1 and 2. Note that for Alternatives 3 and 4 the existing access on NE 35th Avenue will be maintained. Updated conceptual plans can be found in the updated traffic study provided under separate cover.

4. **Attachment A – Conceptual Site Plan and Location Map:** In the Site Plan provided in Attachment A of the Traffic Study Methodology, the development in N1 is shown as Supermarket. In the materials provided in the application, this same development is shown as retail. The land use type for this development needs to be clarified to ensure that the correct trip generation is being utilized.

   Response: The development program used in the traffic study as well as the site plan have been updated to include 200,000 square feet of office space, 280,000 square feet of retail space, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units),

and a 250-room hotel. The updated traffic study will be provided under separate cover.

5. **Modal split:** Modal split assumptions shall be supported by demonstrated access to and within the site, including pedestrian, bicycle, water and bus transit facilities.

   Response: Please refer to Sheets A1- 23 through A1-26 for graphics of multimodal access to the site.

6. **Police Substation:** If the City requests a police substation as provided for by the code of ordinances for this district, it shall be included in the traffic study methodology.

   Response: Emergency services are exempt from transportation concurrency, the impact of the police station shall not be evaluated as part of this application. Therefore, it will not be included.

Circulation/Access

1. **Circulation, Page A1-20:** A figure should be included that illustrates the egress points and patterns for vehicle and loading circulation.

   Response: The proposed Master Plan is conceptual. Egress points and patterns for vehicle and loading circulation will be provided at the time of site plan review.

2. **Circulation, Page A1-20:** The vehicle circulation will be problematic when the promenade streets along the canal are closed for events. The circulation plan during events should be evaluated for potential impacts to the ingresses and egresses and NE 35th Avenue.

   Response: The proposed Master Plan is conceptual. The circulation plan during events will be addressed at the time of site plan review.

3. **Fire Lanes:** No Fire Lanes are noted within the Plan.

   Response: The proposed Master Plan is conceptual. Fire Lanes will be provided at the time of site plan review.

4. **Access:** Applicant shall explore if site needs an additional ingress/egress on the southern edge of the site, and if not, justify having only one ingress/egress point on the southern side of the site.

   Response: Additional Ingress/egress on the site will be considered at the time of site plan review.

5. **On-street loading areas:** Applicant shall explore needs for pull-ins/outs for bus loading areas and passenger loading zones throughout the site.

   Response: Pull-ins/outs for bus loading areas and passenger loading zones throughout the site will be addressed at the time of site plan review.

Transit

1. **Transit, Page A1-21:** The proposed trolley stop is located at the bottom of a shared thru and right turn lane bay. This location needs to be reevaluated to address the problems this will cause with vehicle queue and safety concerns. The proximity of the trolley stop to the most transient portion of the development shall also be evaluated.

   Response: Our team will coordinate with the City and Miami-Dade Transit on selecting the appropriate location.

2. **Transit, Page A1-21:** The proposed trolley line is drawn incorrectly. The proposed line shows the trolley traveling north on NE 35th Avenue between the first ingress location and NE 164th Street. The first ingress location is a one-way only, therefore this movement cannot occur.

   Response: The existing and proposed transit connections are shown on Sheet A1-27.

3. **Transit, Page A1-21:** Applicant shall demonstrate how transit stop placement as proposed will achieve City's Comprehensive Plan Future Land Use Policy 1.2.15, Future Land Use Policy 1.8.1, Future Land Use Policy 1.8.8, Transportation Element Policy 1.1.3, and Transportation Element Policy 1.2.8. The transit plan as presented reduces the viability of transfer between transit systems from current conditions.

   Response: The existing and proposed transit connections are shown on Sheet A1-27. In addition, the projected impacts of the proposed redevelopment meet the required levels of service. You will note that with the proposed plan revisions the transit plan improves the current transit conditions in compliance and in furtherance of the City's Comprehensive Plan Future Land Use Policy 1.2.15, Future Land Use Policy 1.8.1, Future Land Use Policy 1.8.8, Transportation Element Policy 1.1.3, and Transportation Element Policy 1.2.8, which generally encourage the redevelopment to promote mixed-use development, which is vertically and/or horizontally integrated, pedestrian-friendly, with multi-modal transportation connectivity to other areas to encourage mass transit, and reduce the need for automobile travel.

   The proposed development consists of a well-integrated mix of land uses, and creates and enhances community-befitting assets with over 425,000 square feet of open space, including green area, plazas, seating areas, colonnades, and shaded landscaped areas. The project contemplates the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement, by providing various egress/ingress access points, bus stops and transit connections, and a pedestrian and bicycle friendly environment. The project's design and mix of uses fosters walkability by interconnecting to the network of pedestrian friendly streets, creating a network of sidewalks within the Property, and creates distinctive, attractive project with a strong sense of place through its unique architecture, site planning, walkability, connection to a variety of transportation choices, enhancement of neighborhood identity, and its choice of landscape materials and amenities, including the proposed canal.

4. **Transit, Page A1-21:** The Sunny Isles Trolley Orange Line currently has the main transfer hub (Stop 37) to North Miami Beach at this site location. This existing line needs to be depicted in the Transit Plan.

   Response: The existing and proposed transit connections are shown on Sheet A1-27.

5. **Transit, Page A1-21:** The intersections being utilized in the transit plan must demonstrate the ability for travel and turns by the existing trolley vehicle stock and potential future vehicle stock.

   Response: Noted. Please see revised plans showing existing and proposed transit connections are on Sheet A1-27.

6. **Transit, Page A1-21:** Clarification needed on existing transit infrastructure and any replacement, addition, or removal.

   Response: Please see revised plans showing existing and proposed transit connections are on Sheet A1-27.

7. **Conceptual Striping and Signage Plan, Page CS101:** Transit stop markings and signage not indicated at proposed stop location from page A1-21.

   Response: Plans have been revised accordingly.

8. **Transit, Page A1-21:** Applicant shall explore opportunities to provide premium transit, including hubs, within the site, and account for transit access given the site's size and development pattern. At least 3 transit stops should be considered. On-site transit transfers between different transit lines (Miami-Dade Transit, North Miami Beach, Sunny Isles Beach), as well as the proposed water transit, should be included. Transit stop amenities and associated first-last mile infrastructure which will encourage transit usage, given local conditions, should be included in the conceptual plans.

   Response: Noted. The project complies with this as it contemplates various transit connections including a bus stop and trolley stop along NE 35th Avenue, a bus stop along 163rd Street, and the water taxi.

9. **Transit, Page A1-21:** Water transit system's intent, including stop locations, should be clarified.

   Response: Please see revised plans showing existing and proposed transit connections are on Sheet A1-27. Details regarding water taxi operations will be provided at the time of site plan approval.

Waterfront Access

Sec. 24-58.7(A) provides a requirement for public access to waterways:

1. Applicant shall clarify inconsistencies between renderings and civil drawings and demonstrate the required public access from the western edge of the site.

   Response: Acknowledged.

2. Applicant shall demonstrate public access to waterfront via pedestrian and bicycle

access from the southern edge of the site.

Response: Acknowledged. See Sheet A1-26.

3. Applicant shall clarify waterfront accessibility and planning for non- motorized water transit and activities, jetskis, and considerations for dockmasters as part of the conceptual plans for the proposed canal, boardwalk/intracoastal waterway, and along the existing waterfront on the northern edge of the site.

   Response: The proposed Master Plan is conceptual. Details regarding water activities and operations will be provided at the time of site plan approval.

Pedestrian/Bicycle

1. **Conceptual Striping and Signage Plan, Page CS101:** A North-South crosswalk at the intersection North of NE 164th Street and NE 35th Avenue needs to be included.

   Response: A crosswalk has been provided at NE 164th and NE 35th Avenue.

2. **Conceptual Striping and Signage Plan, Page CS101:** It is unclear how pedestrians have cross street access from/to the townhouses in the northern quadrant of the development.

   Response: There is a crosswalk along NE 35th Avenue along the park as well as a mid-block crossing at the N2 block. Pedestrians can also walk along the waterfront promenade that connects the entire site.

3. **Conceptual Striping and Signage Plan, Page CS101:** There is no pedestrian access to/from Oleta River State Park depicted within this application. This access is extremely important for connectivity to the Park.

   Response: Pedestrian and bike access are proposed along the north side of NE 163rd Street west towards NE 34th Avenue connecting to Oleta River State Park.

4. **Conceptual Striping and Signage Plan, Page CS101:** The offsite bicycle pathways are not continuous in these plans or the latest Alternative improvements provided by the City. The pathways shown do not connect with the North Miami Beach Master Plan or the Sunny Isles Beach Master Plan. There is no direct onsite access from the offsite bicycle facilities provided.

   Response: Bike access is proposed along the north side of NE 163rd Street west towards NE 34th Avenue connecting to Oleta River State Park and the existing bike lane along 163rd Street.

5. **Conceptual Striping and Signage Plan, Page CS101:** The improvements along NE 163rd Street will realign the roadway. There shall be an evaluation on optimal placement to reduce level of stress and conflict points with vehicular traffic flow, including safety to be consistent with Comprehensive Plan Transportation Element Policy 1.5.1.

   Response: Acknowledged

6. **Application documents:** Within the application documents, there is not enough information on bicycle circulation or facilities within the development. Bicycle Parking is required under district regulations 24-58.7(M) and associated plans and

must be provided for review.

Response: See Sheet A1-26 for the on-site bicycle and pedestrian network throughout the site.

7. **Bicycle:** Additional consideration should be provided for continuous facilities for bicycle access along NE 163rd Avenue.

   Response: Connections from the site to the existing bike lanes along 163rd Street are provided.

8. **Bicycle:** Current bicycle lane project undertaken by City Public Works along NE 35th Avenue should be reflected in the conceptual planning.

   Response: Acknowledged.

9. **Open Space, Page A1-22:** Additional clarification is needed for the semi- public space noted as "Terrace 2nd Floor" East-West, including pedestrian circulation and accessibility.

   Response: See Sheet A1-26 for the on-site pedestrian network throughout the site both at ground level and along the second floor retail terraces linking from building to building with vertical access points noted.

10. **Pedestrian:** Conceptual spacing of seating for pedestrians site-wide shall be clarified. Incorporation of any technology to enhance pedestrian accessibility, mobility, and encouragement for walking activity should be noted and clarified as applicable.

    Response: The proposed Master Plan is conceptual. Details regarding site-wide street furniture will be provided at the time of site plan approval.

Parking and Loading Space Requirements:

1. **Development Program Page A1-15:** Applicant shall clarify the number of parking spaces available by providing the total number of available spaces for each category of use. Applicant shall provide an updated number once inconsistencies in the development program between the Letter of Intent and Page A1-15, as noted elsewhere in the comments, are addressed.

   Response: The proposed Master Plan is conceptual. Details regarding parking spaces for each use will be provided at the time of site plan approval.

2. **Parking Distribution:** Applicant shall clarity the site distribution of parking spaces.

   Response: The proposed Master Plan is conceptual. Details regarding distribution of parking spaces will be provided at the time of site plan approval

3. **Parking - Electric Vehicle:** Applicant shall clarify if it will/will not be including electric charging vehicle stations as encouraged by Sec. 24-58 of the City's Code of Ordinances.

   Response: Applicant intends to provide electric charging vehicle stations for the project. Details regarding said charging stations will be provided at the time of site plan approval.

4. **Loading Space Requirements:** Applicant shall clarify the development dimensions by section and provide additional information on loading space requirements as provided for in Sec. 24-97.

Response: The proposed Master Plan is conceptual. Details regarding parking and loading spaces for each use will be provided at the time of site plan approval.

Other

1. **Renderings:** There is a large inconsistency between renderings. For example, the landscape renderings show two pedestrian bridge structures and a boardwalk that are not found in the Civil drawings. There are also crosswalks shown in the landscape renderings that are not found elsewhere. For the purpose of this review, a clarification on which of these drawings is correct is needed.

   Response: Plans have been revised to eliminate inconsistencies.

2. **Hurricane evacuation:** Evaluation of impacts of development and redevelopment on hurricane evacuation clearance times and disaster- preparedness needs is not included. The site application in question is in general Evacuation Zone A and includes new high density residential in the proposed development.

   Response: A Hurricane Preparedness Analysis has been prepared by Kimley-Horn and Associates, Inc. A copy of this analysis is enclosed with this application for your review and consideration.

3. **NE 35th Avenue:** Various pages in the Intracoastal Master Plan presented by the applicant refers to NE 35th Avenue as NE 135th Avenue.

   Response: All references have been corrected.

4. **Five-Minute Walk:** In any clarification, the applicant shall demonstrate adherence to the requirements of Sec. 24-58.7 requirements regarding a general 5-minute walk.

   Response: The proposed development sits on approximately 28.17 acres, which would take the average person approximately five (5) minutes to walk from one end to the other. The proposed project is intended to be a live, work, play environment with residential, retail, commercial and office use, including neighborhood oriented uses intended to serve the day-to-day needs of the residents. All uses are intended to be interconnected by pedestrian links, pathways, plazas, and green areas. This will create a pedestrian-friendly neighborhood oriented around the five-minute walk.

SECTION VI.b. CORRADINO CONCURRENCY REVIEW

Potable Water

The level of service for Residential: Townhouse 250 GPD, Multifamily 150 GPD per bedroom, 10 GPD per 100 sf for stores (retail) without food service, 10 GPD per 100 sq. ft. of office space, and for irrigation systems is 0.09 GPD per square feet of green area. The proposed development consists of 38 townhouses, 2000 multifamily residential units (assumed to be an average of 2 bedrooms per unit under a conceptual plan), 380,000 sq. ft. retail, up to 200,000 ft of office, and 202,009 sq. ft of public green area (Green and Elevated Park). Subtracting the existing retail building potable water demand of 23,403 GPD from the proposed demand of 685,681 GPD, the proposed project will increase demand by 662,278 GPD. Adequate potable water supply capacities exist to service the proposed use.

Response: Acknowledged.

Sanitary Sewer

The sanitary sewer level of service standard for apartments and condominium units is 200 GPD, Townhouse is 250 GPD (gallons per day), 10 GPD per 100 sf for shopping centers, 10 GPD per 100 sq. ft. of office space. Subtracting the existing office building sanitary sewer service demand of 23,403 GPD from the proposed demand of 467,500 GPD, the proposed project will increase demand by 444097 GPD on the existing sanitary sewer treatment facilities.

Response: Acknowledged.

Solid Waste

For the purposes of Solid Waste level of service the Miami-Dade County LOS is described herein: The County Solid Waste Management System, which includes County-owned solid waste disposal facilities and those operated under contract with the County for disposal, shall, for a minimum of five (5) years, collectively maintain a solid waste disposal capacity sufficient to accommodate waste flows committed to the System through long term interlocal agreements or contracts with municipalities and private waste haulers, and anticipated noncommitted waste flows. Based on the existing Interlocal Agreement with Miami-Dade County, as amended, and through the City's agreement with Waste Management, Inc. adequate solid waste capacity exists to service the proposed use.

Response: Acknowledged.

Drainage

Outside the scope of Corradino's review as assigned by the City. Drainage is to be reviewed by the City Engineer, Miami-Dade County DERM, and through an Engineering Permit.

Response: Noted.

Parks & Recreation & Impact Fee

The adopted LOS standards for parks and recreation is 2 acres per 1,000 residents.

The existing park acreage in North Miami Beach is 165.7 acres serving the current population of approximately 43,000 people. This translates to a LOS for parks of 3.85 acres per 1,000 people, and is above the adopted 2 acres per 1,000 residents standard. In addition to maintaining levels of service, the City requires a developer to pay a Parks and Recreation Impact fee of approximately $1,044.42 per residential unit. This project will generate $270,504 in parks and recreation impact fees. These fees will be paid prior to the issuance of a building permit. Adequate parks and recreation space exist to serve the development. Intended long term maintenance of dedicated public spaces should be further detailed given the requirements of Future Land Use Element 1.8.7 regulating the MU-EWF district.

Response: Noted. The Applicant has prepared a draft Development Agreement memorializing the comments provided above. A copy of the draft Development Agreement will be provided to City Attorney under separate cover. Final terms and conditions will be determined during this process and prior to final hearing before the City Commission of the City of North Miami Beach.

SECTION VII. BERMELLO & AJAMIL ARCHITECTURAL REVIEW

Regarding the Text Amendments

- What is the use requiring stories that exceed the permitted height?
    - Why is applicant asking for 18' stories above the ground level?

  Response: Upper level retail uses, including, but not limited to, a movie theater, require heights taller than the permitted 12'.

- If a movie theater requires 35' at the ground level, is amendment necessary?
    - Movie theater just takes up the first 3 stories of the building.

  Response: The movie theater is located at an upper level.

- Provide dimension on the proposed plan where maximum overall dimension of 560' is required.

  Response: See Sheet A1-22.

- Provide dimension on the proposed plan where the maximum overall block dimension of 600' is required.

  Response: See Sheet A1-22.

- Regarding active use frontage along NE 35th Avenue, that is an Existing Primary Street. Code typically requires active use on all levels of that frontage. Hardship would need to be demonstrated to loosen regulations.

  Response: Active uses will be provided fronting the central park and wrapping the corner onto NE 35th Ave for a percentage with an architectural treatment and landscaped edge comprising the remaining façade. In addition, a request for a waiver, by the Director of the Community Development Department, of the requirement for a liner building on multi-level parking garage structure in accordance with Section 24-58(K)(2)b.i. of the City's Code has been included with this Application.

- Drawings indicate 50' wide landscape buffer along NE 35th, however there is a ROW dedication running through it. Is that the case?

  Response: Response: Active uses will be provided fronting the central park and wrapping the corner onto NE 35th Ave for a percentage with an architectural treatment and landscaped edge comprising the remaining façade.

- Can there be a ped bridge that connects where the streets dead-end at the canal? What is size of the boats that are imagined to come through the canal?

  Response: A pedestrian bridge is shown on Sheet A1-18 connecting the north and south sides of the proposed canal.

Sec. 24-58 – Mixed Use (MU) District

(J) (3) c. i. Cul-de-sac in the southeastern corner of the property is not permitted.

Response: The cul-de-sac condition has been removed. The circle has been reconfigured to serve as entries for the S3 building and FPL site.

(J) (3) c. iv. 1-2. Street Section (G) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (H) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (I) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Street Section (J) does not meet requirements for minimum 5 feet landscape strip/tree grate along the street.

Response: All sections have been updated accordingly.

(K) (2) b. i. Drawings indicate that parking garages are not screened by a Liner building on all levels at all frontages.

Response: In instances where a liner is not feasible, an approved architectural treatment will be provided to screen the garage. In addition, a request for a waiver, by the Director of the Community Development Department, of the requirement for a liner building on multi-level parking garage structure in accordance with Section 24-58(K)(2)b.i. of the City's Code has been included with this Application.

(K) (2) b. ii. Provide dimensions for all vehicular access points of garages.

Response: The proposed Master Plan is conceptual. Details regarding all vehicular access points of garages will be provided at the time of site plan approval.

(L) (1) a. Tree counts will be required.

Response: Noted. However, the proposed Master Plan is conceptual. Details regarding tree counts will be provided at the time of site plan approval.

(L) (1) a. i. Provide calculation demonstrating compliance with requirements for maximum of 25% of trees can be palm species.

Response: The proposed Master Plan is conceptual. Details regarding plant species calculations will be provided at the time of site plan approval.

(L) (2) d. Provide overall dimension of each block on landscape plans and calculation depicting compliance with street tree spacing requirements.

Response: The landscape plans have been revised to reflect block dimensions. Details regarding tree spacing calculations will be provided at the time of site plan approval.

(O) (1-3) Indicate locations of mechanical equipment and service utilities on plans.

Response: Conceptual locations are shown on the plans, but final locations will be located at the time each individual site comes in for site plan approval.

(S) (1) a. Provide dimensions for each side of building to not exceed 300 feet.

Response: See Sheet A1-16 depicting buildings with facades

(S) (1) g. ii. Proposal indicates parking structures with no active use liner on existing primary street, new secondary street and new tertiary street.

Response: In instances where a liner is not feasible, an approved architectural treatment will be provided to screen the garage. In addition, a request for a waiver, by the Director of the Community Development Department, of the requirement for a liner building on multi-level parking garage structure in accordance with Section 24-58(K)(2)b.i. of the City's Code has been included with this Application.

(S) (1) n. Proposal indicates dwelling units less than minimum allowed 550 sq.ft.

Response: This condition has been eliminated.

(S) (2) Parcel diagram indicates blocks in excess over the 400' maximum length permitted and the maximum perimeter of 1,400'.

Response: This is intended to be consistent with the proposed Text Amendment to the block requirements of Section 24-58(S)(2) to allow MU/EWF projects to have a maximum block length of 600 feet.

This amendment will allow for the effective design and creation of an active, distinctive, and pedestrian-friendly urban environment. Increasing the allowable building horizontal dimension and block length will allow for maximization of water views and green areas/open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts. In addition, these text amendments allow for the significant physical and functional integration of uses and project components necessary to achieve the desired synergies and sense of place that are the hallmarks of quality mixed-use developments.

(S) (3) Drawings should indicate the building typology that each structure is intended to be constructed.

Response: Building typologies have been noted on the sections.

(S) (3) b. iii. 1. Provide calculations demonstrating compliance with standards for average floor plate area, dependent on tower use.

Response: Conceptual tower floor plate calculations have been depicted on Sheet A1-21. Final tower floor plate calculations will be demonstrated at time of individual site plan approval.

(S) (3) b. iii. 2. Provide dimension between towers. Since the minimum dimension between two separate tower floor plates is 60', please provide dimension for clarification for northern tower in block S3. Suggestion is that tower shall be 30' away from the property line, so that vacant parcel can redevelop a tower on their parcel and accommodate the other 30' to meet that minimum distance of 60'.

Response: See Sheet A1-21 for tower separation.

Sec. 24-58.7 – Mixed Use Waterfront (MU/EWF) District

(E) (1) The adopted Sub-Areas Regulating Plan calls for additional Edge Sub-area along NE 35th, however the site plan indicates considerably more of the Transition Sub-area. Given the City's efforts to update the MU-Canalside, to the west of the property, this alternative seems to be satisfactory.

Response: Acknowledged.

E) (2) Is there a way to connect the two-dead end streets at the canal, with a pedestrian bridge or other connection to complete the internal circulation loop? Presently, the design indicates two-independent loops. It would be nice to be able to connect them to one another, even if just for pedestrians.

Response: A pedestrian bridge is shown on Sheet A1-18 connecting the north and south sides of the proposed canal.

(E) (3) Why is the triangular open space along NE 163rd Street not included?

Response: The triangular open space has been included and addressed.

(E) (4) The proposed Building Heights Plan indicates a fine-grain transition of heights in the general spirit of the adopted plan. However, it is unclear why the additional stories are needed? Higher story height above the first story, but the maximum height (feet) stays the same?

Response: The plan proposes a shift in height and intensity away from the north side of the property towards the south. The additional stories, while staying within the overall allowed height, would allow for this shift in intensity.

(G) (1) d. Proposed plan indicates that the buildings fronting NE 35th Avenue does not contain active uses on all levels.

Response: In instances where a liner is not feasible, an approved architectural treatment will be provided to screen the garage. In addition, a request for a waiver, by the Director of the

Community Development Department, of the requirement for a liner building on multi-level parking garage structure in accordance with Section 24-58(K)(2)b.i. of the City's Code has been included with this Application.

(G) (1) e. Proposed plan indicates that the buildings fronting NE 35th Avenue does not contain active uses along the ground level at southwest corner of the parcel.

Response: In instances where a liner is not feasible, an approved architectural treatment will be provided to screen the garage. In addition, a request for a waiver, by the Director of the Community Development Department, of the requirement for a liner building on multi-level parking garage structure in accordance with Section 24-58(K)(2)b.i. of the City's Code has been included with this Application.

(G) (1) g. i. Proposed plan indicates 50' landscaped buffer, however Sheet A1-30 indicates a road encroaching within the area.

Response: See Sheet A1-18 for adjusted road configuration.

(I) (2) a. Proposed plan indicates a waterfront promenade section that varies from these standards. Public access is required for no less than the minimum width, throughout the waterfront promenade.

Response: The waterfront standards have been met wherever possible. In instances where those conditions cannot be met due to environmental conditions along the Intracoastal and existing canal a variation in that standard is being requested, maintaining the intent for pedestrian connectivity. New cross sections were created to reflect the conditions along the new waterfront canal.

(I) (3) a. Provide dimension for length of all individual waterfront promenades and urban greenways and demonstrate compliance with requirements for minimum 70% of shade from tree canopy.

Response: Dimensions for the waterfront promenade and urban greenways shown on the open space diagrams. Compliance for shade tree requirements to be provided during Site Plan Approval. Please see Sheet Al-29.

(I) (3) b. Provide inspiration images for each of the street furnishings listed.

Response: The proposed Master Plan is conceptual and provides the overall vision and development guidelines for the project. Further details regarding materials and street furnishings will be provided at the time of site plan approval.

(J) Clearly label the height (Stories & Feet) for each individual building component on the plan.

Response: See Sheets A1-30 through 39.

(K) Clearly label the intended building typology for each individual building component on the plan

Response: Building typologies have been noted on the sections.

(K) (2) Clearly label the property line and the setback line for each of the individual development parcels on the proposed site plan.

Response: See Sheet A1-22.

(L) Provide all calculations for all parking individually number all parking spaces on each level of parking structure. Provide labels for guest parking.

Response: The proposed Master Plan is conceptual. Details regarding parking space calculations will be provided at the time of site plan approval.

(M) Provide all calculations for bicycle racks and bike storage. Provide labels and individually number each. Provide labels for shower and changing facility.

Response: The proposed Master Plan is conceptual. Details regarding bicycle racks and bicycle storage will be provided at the time of site plan approval.

(N) Provide information regarding anticipated signage for each component of the proposal

Response: The proposed Master Plan is conceptual. Details regarding signage will be provided at the time of site plan approval.

SECTION VIII. PLANNING & ZONING

Provide a written response to all TRAD comments in the next submission. These comments are based on the plans submitted for the August 30, 2019 TRAD and may be amended following the TRAD meeting.

General Comments:

1. Application references Intercostal and Intracoastal as well as NE 35 AVE shown as NE 135 AVENUE

   Response: Application documents have been revised accordingly.

2. Development Agreement. A draft Development Agreement should be submitted for review and must be approved by the City Attorney's Office prior to the Planning and Zoning Board and City Commission public hearings. It should address the following issues:

   a. Hotel. For the purpose of a Development Agreement, the City will be interested in ensuring that a high quality hotel brand is part of this project.
   b. Traffic mitigation and TDM strategies, phasing.
   c. Public benefits.
   d. Eastern Shores Public Infrastructure and Streetscape Assessment and Fund.
   e. Police substation.
   f. Fire station.
   g. City's Tot Lot.
   h. Open space sharing with City, dedications (if any), park accessibility, etc.
   i. Roadway improvements.
   j. Community space/rooms for satellite library and/or mobile services.
   k. Prohibition of Short Term Rentals. The City does not support the use of micro-units for short- term rentals. The Development Agreement shall address restrictions and prohibitions on STRs.

   Response: The Applicant has prepared a draft Development Agreement memorializing the comments provided above. A copy of the draft Development Agreement will be provided to City Attorney under separate cover. Final terms and conditions will be determined during this process and prior to final hearing before the City Commission of the City of North Miami Beach.

   Please note that micro-units are no longer contemplated as part of the proposed project.

3. Text & Regulating Plan Amendments to Code. The City will provide these comments separately from this application considering the applicant does not have the standing to apply for a text amendment in the Mixed Use Zoning districts. These comments are forthcoming.

Response: Based on Applicant's communications with City Attorney, this comment may be disregarded.

4. Project Phasing Plan.
   a. Provide a written description of each phase.

Response: Applicant is finalizing phasing plan, and final phasing schedule plan will be provided, as part of the application materials and Development Agreement, prior to first reading of this application.

5. Master development plan seeking approval with proposed canal cut shown. What is the assurance canal will be permitted?
   a. Shoreline Committee Environmental Documentation for Proposed Canal Cut. Provide all documentation on the property and any development restrictions. Provide a copy of the proposed canal cut permit applications, the plans, requirements, and comments from County, State, or Federal agencies.

Response: The proposed Conceptual Master Plan has been designed with the canal as the focal point, as it will serve as a natural and attractive component that will dramatically enhance the experience of visitors and residents alike. The Applicant intends to obtain the following required environmental and regulatory approvals from:

- **The U.S. Army Corps of Engineers (Corps)**
- **The South Florida Water Management District (SFWMD) - Environmental Resource Permit (ERP)**
- **The Miami-Dade County Division of Environmental Resources Management (DERM) - Class I Permit.**

6. ASA College Property.
   a. What is status of the ASA College?

      Response: The Applicant is closing on the ASA College Property and a deed will be provided once it is recorded.

   b. You propose to use up all of the residential and nonresidential entitlements, but the college building still exists on this plan. The building is approximately 33,360 SF so your development proposal will need to be reduce by that much to be consistent with the Comprehensive Plan.

      Response: The Applicant is closing on the ASA College Property and a deed will be provided once it is recorded. The ASA College parcel has been incorporated into the proposed Conceptual Master Plan and the Development Program. Pursuant to Policy 1.8.2 of the City's Comprehensive Plan, the Property has a maximum density and intensity of 2,000 residential units and 2,500,000 square feet of nonresidential use. The proposed non-residential uses amount to 580,000 square feet. Therefore, there is a remainder of approximately 1,920,000 square feet of non-residential uses that may be built on the Property.

c. Provide copies of all cross access easements, any other easements, and a plan Sheet showing how you will maintain access for the college property owner.

Response: The Applicant is closing on the ASA College Property and a deed will be provided once it is recorded..

d. How does your project relate to the existing college property? You show improvements to the exterior of the college property including a waterfront.

Response: The ASA College parcel has been incorporated into the proposed Conceptual Master Plan and the Development Program. The Applicant is closing on the ASA College Property and a deed will be provided once it is recorded.

7. Public Participation. It is recommended that you hold a public participation meeting with the Eastern Shores Property Owner's association prior to the Planning and Zoning Board Meeting. Provide the City copies on meeting sign-in Sheets, topics discussed, date, time, location.

Response: Noted. The Applicant will engage in community outreach, and hold a public participation meeting with the Eastern Shores Property Owner's association prior to the Planning and Zoning Board Meeting. Copies of meeting sign-in Sheets, topics discussed, date, time, location will be provided to the City after said public participation meeting is held.

8. Replat. Eastern Shores 2nd Addition. Per Section 24-180D(2), It appears that this parcel was replatted at some point in history, provide all updated public records relating to the most current plat. Otherwise, Replat of this property may be required since there are more than two parcels involved in the change to the existing plat and you are combining parcels from different plats together. Platting process is outlined in Sec. 24-178 - Subdivision Plats. A 5% open space dedication or fee lieu is required for replatting property 10 acres or greater.

Response: For plat information, please refer to Sheet A1-3. The proposed plan contemplates ±255,558 square feet of public open space, which is equivalent to ±20% of the total lot area. For open space calculations, please refer to Sheet A1-29.

9. Miami-Dade County Fire Department Review. It is recommended that you request a preliminary fire review of the master roadway network plan as they are not a part of the TRAD review process.

   i. Show emergency circulation along NE 163rd ST, and for the site.

   ii. Provide fire staging areas and turning radii on any proposed streets, driveways, and alleys.

Response: A preliminary fire review has been completed. Please refer to Sheet CS101 for circulation, staging, and turning radii information.

10. Public School Concurrency. School Concurrency Impact Fees payment will be required prior to the issuance of site plan approval. This is a preliminary review (public hearing review) to determine potential impact on schools. Your school concurrency

application number is **PH071909100502.**

Response: Acknowledged.

11. Provide a shadow study.

    Response: The proposed Master Plan is conceptual. A shadow study will be provided at the time of site plan approval.

12. 6 Acre Open Space/Park, Tot Lot.
    - This park is required to be conveniently located for access by residents of the Eastern Shores Neighborhood, but it is on the third floor of the parking garage. This does not appear to comply with this code requirement.

      Response: The roof top park has been removed. The required public open space has been accommodated along the central park and waterfront and is accessible by the public.
    - What do you propose to do with the existing Tot Lot?

      Response: The existing Tot Lot was renovated by the City in March of 2019. The City improvements included: (1) new playground equipment, (2) new picnic tables and benches, and (3) new safety surface.

      In addition, to complement the recently renovated Tot Lot, the Applicant is proposing to create a kid's play area, which will be a publically accessible amenity, located immediately adjacent to the current Tot Lot.
    - Will Elevated Community Park have hours of operation? How will access be granted and restricted during times the park is closed?
      - What about Noise Pollution?
      - Include amenities such as park furnishings and lighting.
      - Will you be proposing anything other than a soccer field? What about a tennis court?

      Response: The roof top park has been removed. The required public open space has been accommodated along the central park and waterfront and will be accessible by the public.
    - How will traffic and vehicle circulation be impacted when Proposed Primary Boulevard/Promenade is used as Temporary Event Space?

      Response: See Sheet A1-25 for proposed vehicle circulation at times of street closures.

13. Waterfront Promenade.
    - See Sunny Isles Beach comments.

      Response: Noted. Responses provided in Section IX of this memorandum.
    - Sheet A1-12: Show connectivity of the Designated Waterfront Promenade with NE 35 AVE and NE 163 STREET

      Response: See updated diagram on Sheet A1-12.
    - Develop a pedestrian path within designated open space area south of Eastern Shore's Tot Lot. There is also a sanitary sewer pump station in this vicinity. Will pump station be relocated? How will it be screened?

Response: See landscape Sheet L-200 for revised circulation and use within the open space.

- Proposed Waterfront Promenade Section shown on A1-27 needs clarification. Breakdown the area labeled "g" with a width of 30 to 35 feet.

  Response: See Sheets A1-30 through 39 for updated sections.

- Will this connect to Oletta State Park?

  Response: There is no proposed connection from the waterfront promenade below the 163rd Street bridge at this time. Pedestrian and bicycle connections will occur along 163rd Street west to NE 34th Avenue

14. Transportation & Access Enhancements to NE 163 ST, NE 35 Avenue

- Refer to Corradino and City of Sunny Isles Beach review for additional comments.

  Response: Acknowledged.

- What is the commitment level for the Water Taxi?
  - Identify general location, station design, dedication/County easement for proposed Water Taxi stop.

  Response: The Applicant intends to have a Water Taxi serving the project. Operational plan to be provided in the future prior to commencement of Water Taxi operations.

- Transit Station locations and participation in the City's Trolley System.

  Response: For details regarding transit station locations and proposed bus transit connections, please see Sheet A1-27.

- Include Loading and Vehicular Circulation paths to exit the Intracoastal Mall property. Sheet A1-20: Vehicle & Loading circulation only shows entrance to site. Show how both will circulate out of the site.

  Response: See Sheets A1-23 and A1-24 for updated Vehicle and Loading circulation Ingress and Egress.

- Loading zone next to proposed bus shelter at block N1 may have a potential to cause back- ups at guard gate leading to northern Eastern Shores Community.

  Response: The proposed entry along 35th Avenue is a one-way loading entry road. All loading vehicle movements will occur within the N1 building and not at the street.

14. Police & Fire. Police and Fire Station: the developer shall be required to relocate, rebuild, improve, enhance or otherwise address per the direction of the City/County, the existing fire rescue station and a proposed police substation onsite. A docking spot for emergency boats may be requested.

Response: Noted The Applicant acknowledges and will comply with this requirement per the direction of the City/County. The Fire Station and Police Substation office are shown on the revised plans enclosed with this resubmittal.

<u>Master Development Plans.</u>

1. Sea Level Rise. What measures do you propose to respond to rising sea levels in this

case Biscayne Bay?

Response: The overall site elevation will be increased and buildings will comply with FEMA floor elevations.

2. Include building and tower heights, tower setbacks appear to be close to the ASA College property line. Provide a plan Sheet showing the district's setback requirements and the tower/podium locations.

   Response: See Sheet A1-22 for building setbacks and Sheet A1-21 for conceptual tower placements. The ASA College site has been acquired and included in the site plan.

3. All utilities east of NE 35th Avenue shall be buried.

   Response: Comment Acknowledged. We will coordinate with the respective utility companies to bury the

4. Landscape Master Plan.

   a. Providing a landscape plan illustrating a coherent design with significant tree species along the urban greenways and waterfront promenade that are distinguishably different from the other streets along the property in terms of color, type and shape.

      Response: Sheet L-504 shows Proposed Canopy plan. Detailed Planting Plans to be provided during Site Plan Approval.

   b. Coordinate L-209 with proposed site plan and tower configurations. Palms and Canopy trees proposed directly under tower connecting N2 and N3. Will these survive?

      Response: Not Applicable in latest design. Any Tree or Palm species proposed under building overhangs shall be shade tolerant and low growing in nature. Detailed Planting Plans shall be provided during Site Plan Approval.

   c. Yellow Trumpet Tree (Tabebuia caraiba) is not recommended tree species. Historically, these have not fared well in NMB after hurricane storms.

      Response: Yellow Trumpet Tree is not on the prohibited species list in the NBM Code or Ordinances (sec. 24-121) but the Tree has been substituted for another Yellow Flowering species.

   d. As part of landscaping plans, include a plan Sheet showing how electrical substation and water pump station will be screened.

      Response: Electrical sub-station will be screened by a continuous 10' minimum tall hedge and canopy trees. Detailed Planting plans to be provided during Site Plan Approval.

   e. Show compliance with landscape requirement of minimum of 25% shall be palms.

      Response: Detailed Planting plans showing compliance for palm requirements will be provided during Site Plan Approval.

5. Streetscape Plan & Vehicular Circulation

   a. Proposed median adjacent to S1 blocks access to shopping center to the West for vehicles traveling east and westbound from NE 163rd Street.

      Response: The updated site plan restores access to the shopping center to the west of the property. A pedestrian/bike circulation plan and vehicular circulation plan have been prepared. Please refer to Sheets A1- 23 through A1-26.

   b. Clarify vehicular circulation north of NE 164th Street. Shall not impact the existing west and north guard entrances to Eastern Shores.

      i. Sheet A1-11 Street Network Connectivity Regulating Plan: New Secondary Street in North has the potential to impact the entrance to the Eastern Shores community, and may be overburden as it is the path of least resistance for loading and access to the north of the development.

      ii. Should not create a queuing impact along NE 35th

      Response: The proposed plans, as designed, do not impact the existing guard entrances to the Eastern Shores community. The existing entrance to the shopping center along NW 35th Avenue and it has been determined that with all the proposed roadway improvements associated with the project, no significant queuing impact will result along NE 35th Avenue.

   c. Include a designated pedestrian cross-walk for New Secondary Street between Blocks N1, N2 and Block N3.

      Response: See Sheet A1-18 for updated pedestrian crosswalks.

   d. Public Open Space areas. Sheet A1-16 and in Sheet CS 101: A 50 ft. open space is shown with a ROW dedication and Bus Stop; and adjacent to this a median (N1). Will traffic heading north have to go in through the ROW Dedication?

      Response: See Sheet A1-18 for updated site plan connectivity.

   e. Provide a separate bike path plan Sheet, showing bike routes. Will this connect to Uleta State Park?

Response: See Sheet A1-26 for updated pedestrian and bike routes.SECTION IX. CITY OF SUNNY ISLES BEACH

Transportation:

1. This application is providing integrated multi-modal options, such as, the water taxi connections and several pedestrian and walkable areas. Regarding the water taxi mode, the City of SIB has proposed a future water taxi stop at its Bella Vista Park which is located at 500 Sunny Isles Beach Blvd, right across from the lntracoastal Mall, therefore this stop could be considered and analyzed as part of this application. See exhibit A

   Response: Please refer to Sheet A1-27 for updated transit diagram including proposed location of the water taxi stop.

2. The lntracoastal Mall has served as a bus stop connector between the City of SIB and the City of North Miami Beach shuttle bus services. This application could be the catalyst for the creation of a bus hub or better a multi-modal motorized hub, where share-riders vehicles, buses, and other types of vehicular transport can safely, efficiently and effectively coexiStreet More specifically, this concept can be analyzed and further expand along 163 Street

   Response: Please refer to Sheet A1-27 for updated transit diagram.

3. Both Cities are connected by the Sunny Isles Beach Blvd Bridge, operated and maintained by Florida Department of Transportation. This bridge is heavily used by pedestrian and bicyclist as the lntracoastal Mall provides for shopping and entertainment services as well as connecting the western side of the bridge with access to the beaches. Therefore, a meaningful and safe design should be integrated into the improvements of 163 St along the stretch from NE 35 Ave and Collins Ave to integrate pedestrian and bicycliStreet Basically, the corridor could become the Boulevard that its name merits. In addition, the City's baywalk along the intracoastal, as part of the Miami-Dade County Shoreline Review, should be connected to improve the convenience and safety of this recreational network. See exhibit A

   Response: Comment noted.

4. The traffic analysis provided along with this application had originally proposed an added traffic light intersection along 163 St eastern driveway, this option should continue to be analyzed. The two alternatives provided in the report should include a multi-modal analysis and further analysis of the capacity of SR826 as an evacuation route for the coastal areas should be provided. See exhibit A

   Response: Two additional alternatives have been evaluated as a part of the updated traffic study. Alternative 3 proposes a partial traffic signal at the

intersection of SR 826/NE 163rd Street and the Intracoastal Mall Driveway, which would allow exiting vehicles to make a southbound left turn and travel east along SR 826/NE 163rd Street. Vehicles would be unable to make an eastbound left turn into the driveway. Alternative 4 proposes a full traffic signal at the intersection of SR 826/NE 163rd Street and the Intracoastal Mall Driveway which would allow eastbound left turns into the driveway and southbound left turns out of the driveway. A Hurricane Preparedness Analysis will be prepared under a separate cover.

Infrastructure:

1. The sanitary sewer level of services analysis should be provided as part of this application.

   Response: The proposed Master Plan is conceptual. Concurrency determination for sanitary sewer levels of service will be obtained at the time of site plan approval.

2. Which are the educational facilities that will be providing services to this application? Are there any other interlocal agreements needed between the City of North Miami Beach, the applicant, and the MDC-School Board to satisfy school capacity? Or Does the City have any other concurrency mitigation options?

   Response: Miami-Dade County Public Schools has conducted a public school concurrency preliminary analysis has been completed (Process No. PH0719091000502). At this time, all levels have sufficient capacity available to serve the application. Final concurrency review and approval will be obtained at the time of site plan approval process.

.

date: July 7, 2020

to: Justin Proffitt, AICP

from: Edward Ng, AICP
Vanessa Spatafora, P.E.

subject: Intracoastal Mall Traffic Impact Study Methodology and Concurrency Review

MEMORANDUM

The Corradino Group, Inc (Corradino) has been requested to perform a Traffic Impact Study Methodology and Concurrency review for the Intracoastal Mall redevelopment. As reported, the proposed Intracoastal Mall redevelopment is sited at 3789 NE 163rd Street in North Miami Beach, Florida. The following are our comments to the responses received on June 8, 2020:

1. Prior to site plan approval, the Applicant must obtain design approval from the FDOT Access Management Board. This approval shall be for the design presented in the Master Plan or a comparable design which satisfies Section 24-58.7(O)(e) - Eastern Mixed-Use Waterfront District (MU/EWF) pertaining to an access point with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

RESPONSE: The Applicant agrees to comply with this condition.

CORRADINO RESPONSE: Condition Addressed.

ADDITIONAL RESPONSE: As an update, the project is schedule for the next FDOT Access Management Variance Committee hearing. The hearing is currently scheduled for August 6.

CORRADINO RESPONSE: Acknowledged.

2. Prior to the first site plan approval, the developer must provide mitigation measures to reduce project impacts at the intersection of Biscayne Boulevard and NE 163rd Street in order to not further degrade the overall intersection volumes during the P.M. peak hour under

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future total and future total with improvements conditions as outlined in the Traffic Impact Analysis dated and submitted to the City of North Miami Beach and the Florida Department of Transportation on February 2020 and updated March 2020.

RESPONSE: The Applicant has worked with the City's traffic consultants to re-analyze the existing and future level of service at the intersection of Biscayne Boulevard and NE 163 Street based on enhanced multi-modal facilities agreed to during the review process. The revised analysis is dated June 2020 and is attached to this response. The current level of service at the intersection is LOS E+50. The project is unique in many respects but, most importantly, it emphasizes and encourages multi-modal transportation and has thus incorporated transit, bicycle, and pedestrian facilities into the design. Therefore, the multi-modal factor utilized in the updated traffic impact analysis is 15%. As a result of the incorporation of this enhanced multi-modal factor in the analysis, the future projected level of service for intersection of Biscayne Boulevard and NE 163 Street with the project will be LOS E+49. Based on this updated analysis, the project results in an improved level of service for the intersection, has no negative impacts on the intersection, and no mitigation measures are required.

CORRADINO RESPONSE: This condition has been addressed. The Adopted Level of Service for this intersection is LOS E+50 per the City of North Miami Beach Transportation Master Plan and prior traffic studies conducted with the City of North Miami Beach. As the response above demonstrates, the mitigation measures taken based on the enhanced multi-modal facilities along the corridor improves the level of service at the intersection of Biscayne Boulevard and NE 163rd Street to LOS E+49. The applicant should include language that clarifies the Adopted Level of Service at this intersection and its mitigation as part of the narrative in the Traffic Impact Study.

ADDITIONAL RESPONSE: The traffic study was updated to account for all the multimodal improvements requested by the City of North Miami Beach and Florida Department of Transportation and is contained in Attachment A.

A multimodal (public transit, bicycle, and pedestrian) reduction factor of 10 percent (10%) multimodal factor was applied to future total conditions without improvements. Note that a 15.0 percent (15.0%) was applied to the trip generation calculations for future total conditions with improvements as the project proposes a significant amount of multimodal improvements. These improvements will make it easier and encourage residents, employees, and patrons to walk/bike or use public transit to and from the development and surrounding areas. These multimodal improvements include:

- **A westbound buffered bicycle lane fronting the project on SR 826/NE 163rd Street.**
- **A shared bicycle lane in the frontage road west of NE 35th Avenue on SR 826/NE 163rd Street.**
- **Providing transit shelters at the bus station on SR 826/NE 163rd Street at NE 35th Avenue**
- **Providing an enhanced pedestrian crossing and refuge island on SR 826/NE 163rd Street at NE 35th Avenue.**

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- **A shared use path fronting the project on SR 826/NE 163rd Street.**
- **An enhanced bus station along northbound NE 35th Avenue north of 826/NE 163rd Street**

Furthermore, a water taxi, shuttle, or other transient water borne transportation is proposed to operate along the Intracoastal Waterway. Miami-Dade Transit (MDT) and the City of North Miami Beach provide bus service to and from the project area via three (3) routes:

- **Route 105/Route E operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves the Golden Glades Park & Ride Lot, Aventura Mall, and the Gulfstream Park. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 13 additional MDT bus routes.**

- **Route 108/Route H operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves Haulover Park and the 163rd Street Mall. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 14 additional MDT bus routes.**

- **North Miami Beach's free trolley NMB-Line Route A operates along SR 826/NE 163rd Street within the vicinity of the project. The route originates at the Intracoastal Mall and offers connections to other routes serving City Hall, Fulford Elementary, Florida International University, and Nova University. This route operates with 60-minute headways during the A.M. and P.M. peak hours and provides connecting service to 12 additional MDT bus routes.**

The intersection capacity tables 3 and 4 were updated to include the adopted level of service at each intersection. Note that the results of the intersection capacity analyses indicate that the study intersections are expected to operate at City of North Miami Beach's adopted levels of service (LOS) or better under existing, future background without project, and future total with project and improvements during the A.M and P.M. peak hours. Note that the intersection of SR 826/NE 163rd Street and Biscayne Boulevard/US-1 is expected to operate at LOS F under future total conditions without improvements.

CORRADINO RESPONSE: Acknowledged.

3. Prior to the first Certificate of Occupancy, applicant shall demonstrate through its plans, improved or maintained levels of transit service to the development, including accessibility and transferability between existing transit lines. Applicant will maintain or enhance the current level of service by allowing for onsite access in the form of a premium transit facility with collocated transit stops for the North Miami Beach and Sunny Isles Beach, at that agency's option, trolley systems. The premium transit facility shall include features at a minimum, but not limited to, premium shelters or facilities; digital routing displays, including real time information; seating; and WiFi hotspots. The premium transit facility shall be ADA compliant.

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RESPONSE: The Applicant agrees to comply with this condition to the extent it is feasible. Transit stops to serve the project are located on NE 163 Street and NE 35 Avenue and premium shelter facilities are contemplated at these stops. It is important that the city acknowledge that transit routes do not typically enter private property or travel on private driveways. The Applicant has previously committed to providing premium transit shelters. Exhibit F-1 to the Development Agreement "Roadway Transportation Facilities," which has been submitted to the City for review, provides:

EXHIBIT F-1
PUBLIC FACILITIES
Roadway Transportation Facilities:
In accordance with Section 163.3227(1)(d), Florida Statutes (2020), the proposed development will be serviced by those roadway transportation facilities currently in existence as provided by state, county, and local roadways. The proposed development will also be serviced by public transportation facilities currently in existence, as provided by Miami-Dade County, the City of North Miami Beach, and such other governmental entities as may presently operate public transportation services within the City of North Miami Beach. Certain enhancements to the existing transportation and transit infrastructure, such as premium transit shelters, including, but not limited to, transit shelters with digital displays, Wi-Fi access, and/or seating accommodations, and traffic signalization be considered at the time of Site Plan review.

CORRADINO RESPONSE: Acceptance of this comment is predicated on the applicant providing on-site premium shelters, in addition to any additional transit improvements for stops on NE 163rd Street and NE 35th Avenue.

ADDITIONAL RESPONSE: Noted.

CORRADINO RESPONSE: No further comments.

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July 2, 2020

HAND-DELIVERED

Mr. Justin Proffitt, AICP
Community Development Director
Planning & Zoning Department
City of North Miami Beach
17050 N.E. 19th Ave
North Miami Beach, FL 33162-3100

RE: Dezer Intracoastal Mall LLC / Intracoastal Mall Redevelopment – 3501 Sunny Isles Boulevard, North Miami Beach, Florida (the "Property")

Dear Mr. Proffitt:

This letter and associated enclosures shall serve as the Applicant's response to the additional comments issued by the Corradino Group dated June 30, 2020. In addition to the responses provided herein, enclosed please find 1) responses to the comments, and 2) the updated traffic impact analysis, both prepared by Kimley-Horn and Associates, Inc., and dated July 2, 2020. The traffic study has been revised as requested by City Staff and the Corradino Group to reflect and include the additional data and analysis requested by the aforementioned comments.

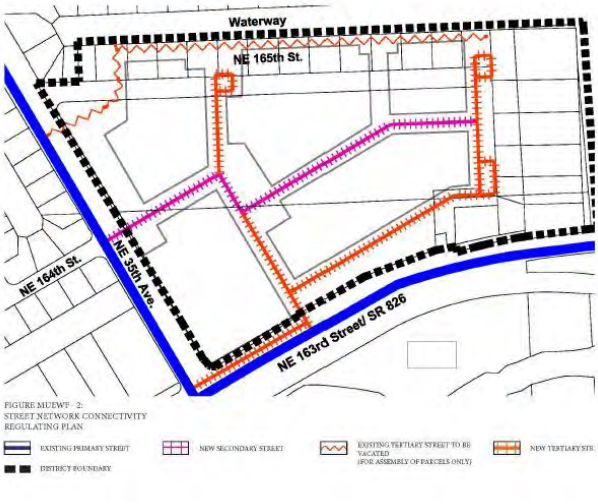
With this letter we hereby confirm that the project complies with Section 24-58.7(O)(2)(e) of the Land Development Code, which provides that a condition for approval of a development requires the following pubic service compliance:

> The developer shall be required to provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.

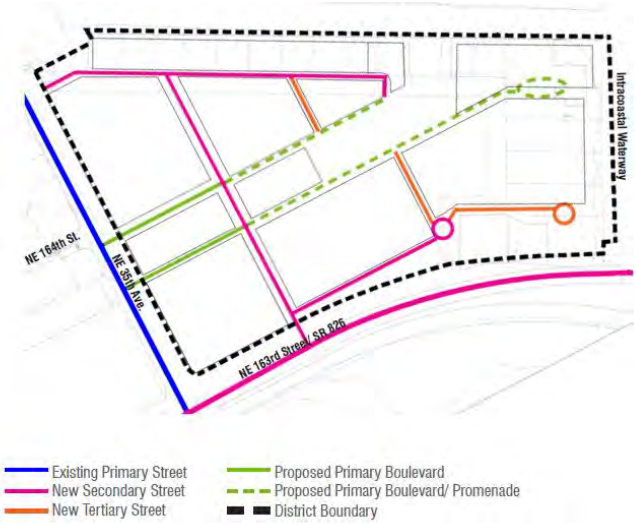
The conceptual plan submitted for the project provides multiple access points that include direct east and west access to and from SR 826 and traffic improvements that result in an improved level of service on NE 35 Avenue, as detailed below.

As part of the district regulations for the MU/EWF district that govern the development of the subject property, a series of regulating plans were adopted that set forth the design standards for the project. Figure MU/EWF-2: Street Network Connectivity Regulating Plan ("Figure MU/EWF-2") provides the approximate location of existing and required new streets, and hierarchy of said streets, needed to create the prescribed network of streets within the project. In fact, Figure MU/EWF-2 is being proposed to be modified in order to provide additional access for the Property and improve the project's connectivity, including additional access points, as shown below:

<u>Existing</u>



<u>Proposed</u>



In the current version of Figure MU/EWF-2, the two project access points are identified at 1) NE 35 Avenue and NE 164 Street, and 2) a frontage road with a potential connection to SR 826 at NE 36 Avenue/Intracoastal Mall Driveway. In the proposed version, three project access points are identified at 1) NE 165 Street and NE 35 Avenue, 2) at NE 164 Street and NE 35 Avenue, and 3) a new intersection at NE 36 Avenue/Intracoastal Mall Driveway.

In both versions of Figure MU/EWF-2, the direct east and west access to and from SR 826 is shown as NE 36 Avenue/Intracoastal Mall Driveway. The project proposes to signalize the intersection of SR 826 and NE 36 Avenue/Intracoastal Mall Driveway. This new intersection is located at the only feasible location available for direct east and west access to SR 826 given the existing conditions, including, land topography, bridge gates on SR 826, intersection and signalization distance requirements, and ownership constraints. It is important to note that even though required by the Land Development Code, this new intersection will require the approval of a variance from the FDOT Access Management Variance Committee. This request to FDOT is supported by the City, as evidenced by the letter from the City Manager dated June 23, 2020, attached hereto for your reference. The variance approval is anticipated to be obtained on August 6, 2020.

Finally, Section 24-58.7(O)(2)(e) requires that the street network connections associated with the project does not overburden NE 35 Avenue. The project complies with this requirement. The results of the traffic study confirm that the overall combined left-turn and right-turn lane queues

along NE 35 Avenue are expected to decrease under future total with improvements conditions when compared to future background conditions and future total conditions. Additionally, the eastbound left-turn storage lanes are able to accommodate the expected vehicle queues along SR 826/NE 163rd Street at NE 35 Avenue and NE 36 Avenue/Intracoastal Mall Driveway under future total with improvements conditions.

As noted above, the complete responses to the supplemental comments and the updated traffic impact analysis are enclosed for your review. If you have any questions or require additional information, please contact me.

Respectfully submitted,

HOLLAND & KNIGHT LLP

Tracy R. Slavens, Esq.

Enclosures

Cc: Daniel A. Espino, Esq., City Attorney
Sharon Cino, Planning & Zoning Manager
Arthur Gallagher, Esq.
Adrian Dabkowski, P.E.
Joseph G. Goldstein, Esq.

RESPONSES TO CORRADINO COMMENTS AND UPDATED TRAFFIC STUDY DATED JULY 2020

Kimley»Horn

MEMORANDUM

To: Justin Proffitt, AICP
City of North Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE AKD

Date: July 2, 2020

Subject: Intracoastal Mall Redevelopment
Response to the Corradino Group

We have received additional comments on June 30, 2020. We offer the following additional responses and information:

1. Prior to site plan approval, the Applicant must obtain design approval from the FDOT Access Management Board. This approval shall be for the design presented in the Master Plan or a comparable design which satisfies Section 24-58.7(O)(e) - Eastern Mixed-Use Waterfront District (MU/EWF) pertaining to an access point with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

   Response: The Applicant agrees to comply with this condition.

   Corradino Response: Condition Addressed.

   Additional Response: As an update, the project is schedule for the next FDOT Access Management Variance Committee hearing. The hearing is currently scheduled for August 6.

3. Prior to the first site plan approval, the developer must provide mitigation measures to reduce project impacts at the intersection of Biscayne Boulevard and NE 163rd Street in order to not further degrade the overall intersection volumes during the P.M. peak hour under future total and future total with improvements conditions as outlined in the Traffic Impact Analysis dated and submitted to the City of North Miami Beach and the Florida Department of Transportation on February 2020 and updated March 2020.

   RESPONSE: The Applicant has worked with the City's traffic consultants to re-analyze the existing and future level of service at the intersection of Biscayne Boulevard and NE 163 Street based on enhanced multi-modal facilities agreed to during the review process. The revised analysis is dated June 2020 and is attached to this response. The current level of service at the intersection is LOS E+50. The project is unique in many respects but, most importantly, it emphasizes and encourages multi-modal transportation and has thus incorporated transit, bicycle, and pedestrian facilities into the design. Therefore, the multi-modal factor utilized in the updated traffic impact analysis is 15%. As a result of the incorporation of this enhanced multi-modal factor in the analysis, the future projected level of service for intersection of Biscayne Boulevard and NE 163 Street with the project will be LOS E+49. Based on this

updated analysis, the project results in an improved level of service for the intersection, has no negative impacts on the intersection, and no mitigation measures are required.

CORRADINO RESPONSE: This condition has been addressed. The Adopted Level of Service for this intersection is LOS E+50 per the City of North Miami Beach Transportation Master Plan and prior traffic studies conducted with the City of North Miami Beach. As the response above demonstrates, the mitigation measures taken based on the enhanced multi-modal facilities along the corridor improves the level of service at the intersection of Biscayne Boulevard and NE 163rd Street to LOS E+49. The applicant should include language that clarifies the Adopted Level of Service at this intersection and its mitigation as part of the narrative in the Traffic Impact Study.

Additional Response: The traffic study was updated to account for all the multimodal improvements requested by the City of North Miami Beach and Florida Department of Transportation and is contained in Attachment A.

A multimodal (public transit, bicycle, and pedestrian) reduction factor of 10 percent (10%) multimodal factor was applied to future total conditions without improvements. Note that a 15.0 percent (15.0%) was applied to the trip generation calculations for future total conditions with improvements as the project proposes a significant amount of multimodal improvements. These improvements will make it easier and encourage residents, employees, and patrons to walk/bike or use public transit to and from the development and surrounding areas. These multimodal improvements include:

- ***A westbound buffered bicycle lane fronting the project on SR 826/NE 163rd Street.***
- ***A shared bicycle lane in the frontage road west of NE 35th Avenue on SR 826/NE 163rd Street.***
- ***Providing transit shelters at the bus station on SR 826/NE 163rd Street at NE 35th Avenue***
- ***Providing an enhanced pedestrian crossing and refuge island on SR 826/NE 163rd Street at NE 35th Avenue.***
- ***A shared use path fronting the project on SR 826/NE 163rd Street.***
- ***An enhanced bus station along northbound NE 35th Avenue north of 826/NE 163rd Street***

Furthermore, a water taxi, shuttle, or other transient water borne transportation is proposed to operate along the Intracoastal Waterway. Miami-Dade Transit (MDT) and the City of North Miami Beach provide bus service to and from the project area via three (3) routes:

- ***Route 105/Route E operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves the Golden Glades Park & Ride Lot, Aventura Mall, and the Gulfstream Park. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 13 additional MDT bus routes.***

- ***Route 108/Route H operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves Haulover Park and the 163rd Street Mall. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 14 additional MDT bus routes.***
- ***North Miami Beach's free trolley NMB-Line Route A operates along SR 826/NE 163rd Street within the vicinity of the project. The route originates at the Intracoastal Mall and offers connections to other routes serving City Hall, Fulford Elementary, Florida International University, and Nova University. This route operates with 60-minute headways during the A.M. and P.M. peak hours and provides connecting service to 12 additional MDT bus routes.***

The intersection capacity tables 3 and 4 were updated to include the adopted level of service at each intersection. Note that the results of the intersection capacity analyses indicate that the study intersections are expected to operate at City of North Miami Beach's adopted levels of service (LOS) or better under existing, future background without project, and future total with project and improvements during the A.M and P.M. peak hours. Note that the intersection of SR 826/NE 163rd Street and Biscayne Boulevard/US-1 is expected to operate at LOS F under future total conditions without improvements.

4. Prior to the first Certificate of Occupancy, applicant shall demonstrate through its plans, improved or maintained levels of transit service to the development, including accessibility and transferability between existing transit lines. Applicant will maintain or enhance the current level of service by allowing for onsite access in the form of a premium transit facility with collocated transit stops for the North Miami Beach and Sunny Isles Beach, at that agency's option, trolley systems. The premium transit facility shall include features at a minimum, but not limited to, premium shelters or facilities; digital routing displays, including real time information; seating; and WiFi hotspots. The premium transit facility shall be ADA compliant.

RESPONSE: The Applicant agrees to comply with this condition to the extent it is feasible. Transit stops to serve the project are located on NE 163 Street and NE 35 Avenue and premium shelter facilities are contemplated at these stops. It is important that the city acknowledge that transit routes do not typically enter private property or travel on private driveways. The Applicant has previously committed to providing premium transit shelters. Exhibit F-1 to the Development Agreement "Roadway Transportation Facilities," which has been submitted to the City for review, provides:

EXHIBIT F-1
PUBLIC FACILITIES
Roadway Transportation Facilities:

In accordance with Section 163.3227(1)(d), Florida Statutes (2020), the proposed development will be serviced by those roadway transportation facilities currently in existence as provided by state, county, and local roadways. The proposed development will also be serviced by public transportation facilities currently in existence, as provided by Miami-Dade County, the City of North Miami Beach, and such other governmental entities as may presently operate public transportation services within the City of North Miami Beach. Certain enhancements to the

existing transportation and transit infrastructure, such as premium transit shelters, including, but not limited to, transit shelters with digital displays, Wi-Fi access, and/or seating accommodations, and traffic signalization be considered at the time of Site Plan review.

CORRADINO RESPONSE: Acceptance of this comment is predicated on the applicant providing on-site premium shelters, in addition to any additional transit improvements for stops on NE 163rd Street and NE 35th Avenue.

Additional Response: Noted.

We trust that this response adequately addresses the comment provided. Please contact us should you have any questions.

K:\FTL_TPTO\043796003-Intracoastal Mall Redevelopment\Correspondence\memo\2020 07 02 - ICM response to comments.docx

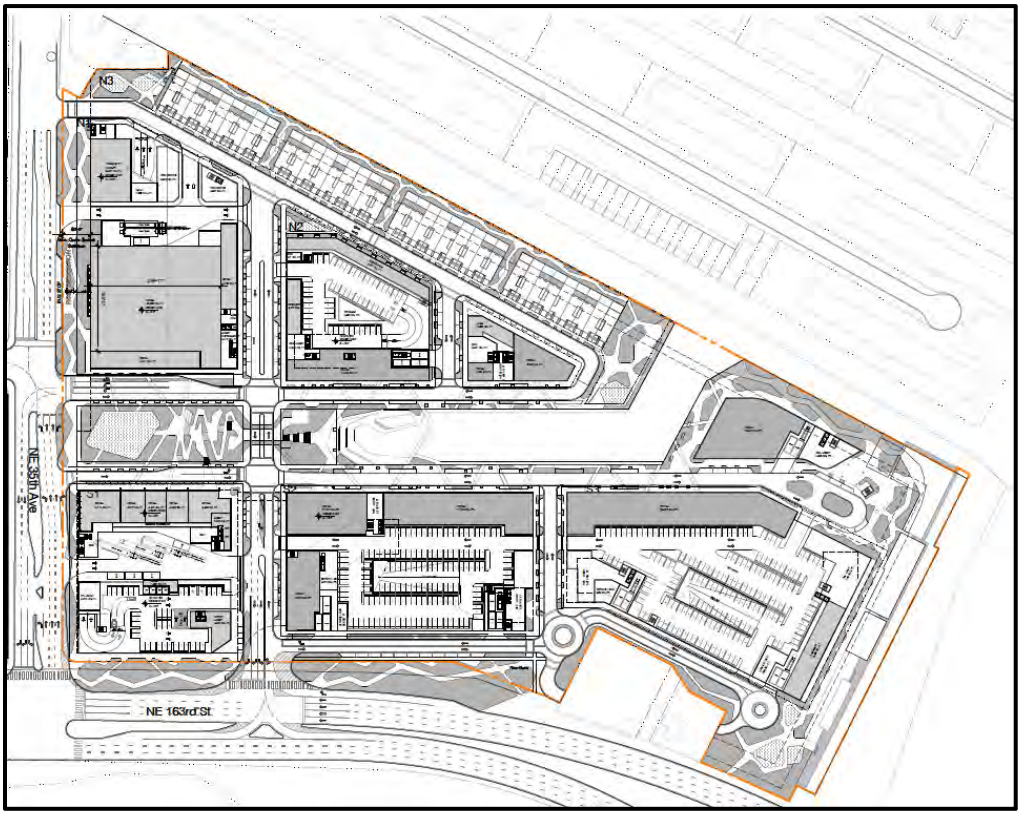
Attachment A

Updated Traffic Impact Analysis

Traffic Impact Analysis for
Submittal to the
City of North Miami Beach

Intracoastal Mall Redevelopment

North Miami Beach, Florida



Kimley»Horn

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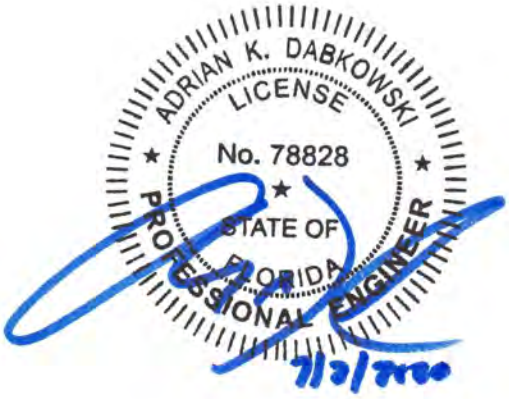
Updated July 2020
March 2020
February 2020
August 2019
043796003

Traffic Impact Analysis
for Submittal to the
City of North Miami Beach

Intracoastal Mall Redevelopment
North Miami Beach, Florida

Prepared for:
Dezer Intracoastal Mall, LLC

Prepared by:
Kimley-Horn and Associates, Inc.



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Updated July 2020
March 2020
February 2020
August 2019
043769003

Adrian K. Dabkowski, P.E., PTOE
Florida Registration Number 78828
Kimley-Horn and Associates, Inc.
600 North Pine Island Road
Fort Lauderdale, FL 33324
Registry # 00000696

EXECUTIVE SUMMARY

Dezer Intracoastal Mall, LLC is proposing to redevelop the property located at 3789 NE 163rd Street in North Miami Beach, Florida. The site proposed for redevelopment is currently occupied by 189,026 square feet of shopping center and a 45,000 square-foot supermarket. The proposed redevelopment consists of 200,000 square feet of office space, 280,000 square feet of shopping center, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel. The redevelopment is expected to be completed by year 2031.

Access to the existing development is provided via one (1) limited-access (right-in/right-out) driveway along NE 163rd Street east of NE 35th Avenue, one (1) full-access driveway at the signalized intersection of NE 164th Street and NE 35th Avenue, and one (1) limited-access (right-in/right-out/left-out) driveway at the intersection of NE 35th Avenue and Intracoastal Mall Driveway.

The project proposes improvements including signalizing the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway, the addition of one (1) southbound left-turn lane, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg. The new signal would operate similar to the current operations of the signalized intersection of SR 826/NE 163rd Street and NE 35th Avenue with eastbound partial continuous green T-intersection, signalized southbound left- and right-turn lanes, signalized eastbound left-turn lanes, and signalized westbound through and right-turn lanes. Furthermore, the proposed improvements include the addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue and the elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase. The configuration of this intersection is proposed to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes. The proposed improvements satisfy the City of North Miami Beach's Eastern Mixed-Use Waterfront

District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

The results of the intersection capacity analyses indicate that the study intersections are expected to operate at City of North Miami Beach's adopted levels of service (LOS) or better under existing, future background without project, and future total with project and improvements during the A.M and P.M. peak hours. Note that the intersection of SR 826/NE 163rd Street and Biscayne Boulevard/US-1 is expected to operate at LOS F under future total conditions without improvements.

A 95th percentile queue analysis was performed to identify the expected vehicle queues at the intersections of SR 826/NE 163rd Street at NE 35th Avenue and SR 826/NE 163rd Street at Intracoastal Mall Driveway. The eastbound left-turn lanes and southbound left-turn and right-turn lanes queues were examined. The westbound approach queue at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway was also examined. The queue length analysis was prepared for existing, future background, future total, and future total with improvements analysis conditions. The results of the analysis indicate that the overall combined left-turn and right-turn lane queues along NE 35th Avenue are expected to decrease under future total with improvements conditions when compared to future background conditions and future total conditions. Additionally, the eastbound left-turn storage lanes are able to accommodate the expected vehicle queues along SR 826/NE 163rd Street at NE 35th Avenue and Intracoastal Mall Driveway under future total with improvements conditions. Furthermore, the westbound through-lane queues at Intracoastal Mall Driveway are not expected to extend to the bridge gates on SR 826/NE 163rd Street for when the bridge is drawn closed.

A signal warrant analysis was conducted at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway under future total with improvements conditions and determined that the intersection satisfies Warrant 2 and Warrant 3. Therefore, a signal is recommended for installation at this intersection under future total with improvements conditions.

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INTRODUCTION

Dezer Intracoastal Mall, LLC is proposing to redevelop the property located at 3789 NE 163rd Street in North Miami Beach, Florida. The site proposed for redevelopment is currently occupied by 189,026 square feet of shopping center and a 45,000 square-foot supermarket. The proposed redevelopment consists of 200,000 square feet of office space, 280,000 square feet of shopping center, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel. A project location map is provided as Figure 1. The redevelopment is expected to be completed by year 2031. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of North Miami Beach. The purpose of the study is to assess the proposed redevelopment's impact on the surrounding transportation network. This report summarizes the data collection, project trip generation and distribution, capacity analysis, queuing analysis, and signal warrant analysis. Methodology correspondence detailing the traffic study requirements is included in Appendix B.

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Figure 1
Location Map
Intracoastal Mall Redevelopment
North Miami Beach, Florida

EXISTING TRAFFIC

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on May 14, 2019 (Tuesday) at the following intersections:

- SR 826/NE 163rd Street and Biscayne Boulevard/US-1
- SR 826/NE 163rd Street and NE 26th Avenue
- SR 826/NE 163rd Street and NE 28th Avenue
- SR 826/NE 163rd Street and NE 2900 Block
- SR 826/NE 163rd Street and NE 34th Avenue
- SR 826/NE 163rd Street and NE 35th Avenue
- SR 826/NE 163rd Street and Intracoastal Mall Driveway
- NE 164th Street and NE 35th Avenue

Additionally, turning movement counts were collected on October 10, 2019 (Thursday) at the intersection of NE 35th Avenue and Intracoastal Mall Drive North/NE 165th Street.

All volumes were collected in 15-minute intervals. All traffic counts were adjusted to peak season conditions. Please note that the appropriate Florida Department of Transportation (FDOT) peak season factors for study area intersections are 1.03 and 1.01. Signal timing information was obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division for all study area signalized intersections.

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

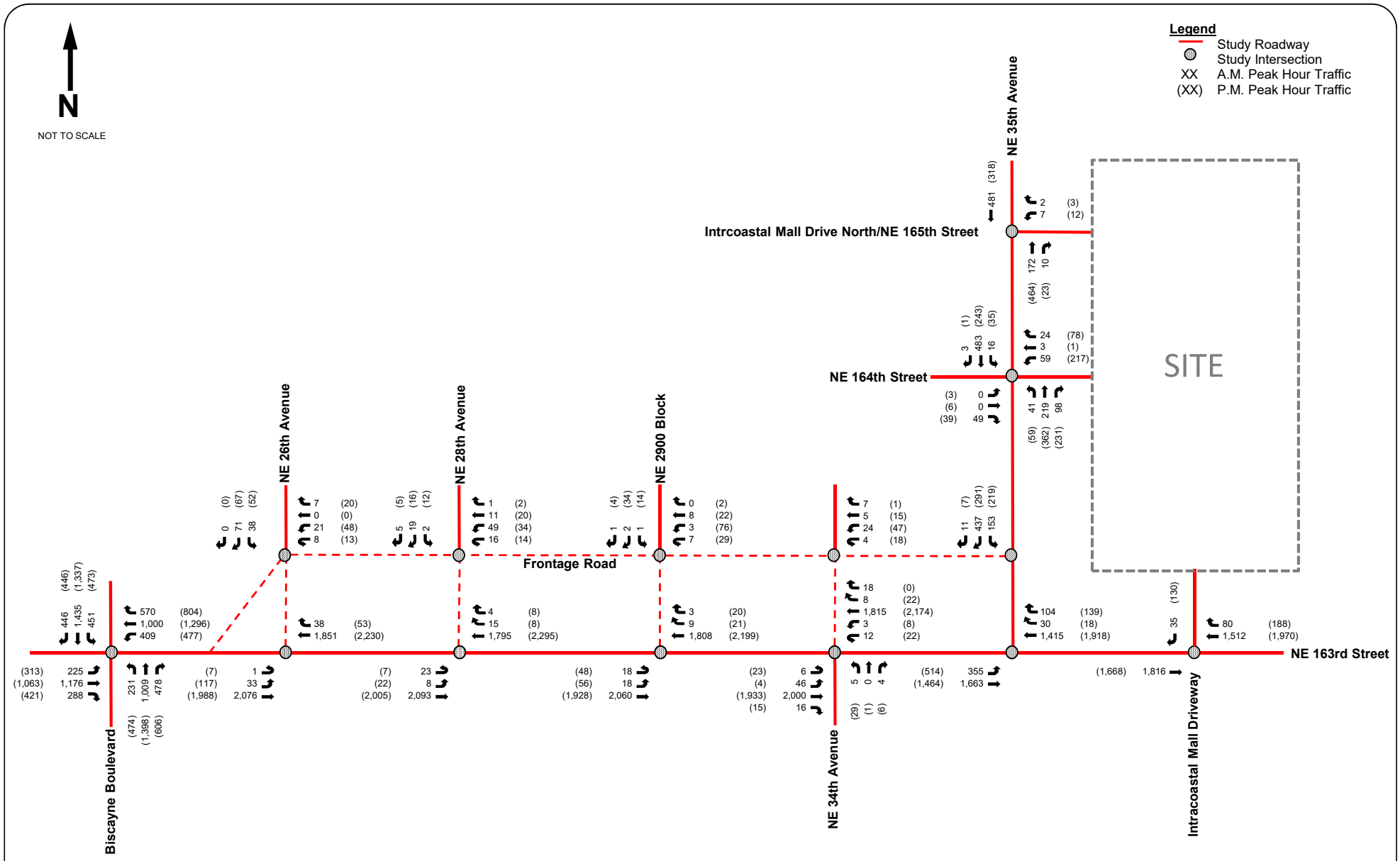

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Figure 2
Existing Peak Hour Traffic
Intracoastal Mall Redevelopment
North Miami Beach, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2031 without project traffic. Future background traffic volumes used in the analysis are the sum of the existing traffic, an additional amount of traffic generated by growth in the study area, and traffic generated from committed developments in the proximity of the study area. Refer to Figure 3 for the year 2031 peak hour background traffic volumes during the weekday A.M. and P.M. peak hours.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations and a comparison of the 2010 and 2040 traffic volume plots from the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM). The following FDOT count stations were referenced for this analysis:

- FDOT count station no. 0269 located on SR-A1A/Collins Avenue, 200 feet north of NE 172nd Street
- FDOT count station no. 0556 located on SR-826/NE 163rd Street,1,700 feet east of SR-5/US-1
- FDOT count station no. 2645 located on SR-A1A/Collins Avenue, 200 feet north of Miami Beach Boulevard
- FDOT count station no. 5219 located on SR-5/US-1, 300 feet south of NE 163rd Street/Sunny Isles Causeway
- FDOT count station no. 8452 located on NE 35th Avenue, 200 feet north of NE 166th Street

The linear growth trend yielded a growth rate of 1.05 percent (1.05%) over the most recent five (5) year period and 0.78 percent (0.78%) over the most recent ten (10) year period. The exponential growth trend yielded a growth rate of 1.10 percent (1.10%) over the most recent five (5) year period and 0.77 percent (0.77%) over the most recent ten (10) year period. The decaying exponential growth trend yielded a growth rate of 1.58 percent (1.58%) over the most recent five (5) year period and 1.10 percent (1.10%) over the most recent ten (10) year period.

Based on the volume information obtained from the years 2010 and 2040 FSUTMS SERPM model, an annual growth rate of 1.02 percent (1.02%) in the vicinity of the development was calculated.

The growth rate with the highest R-squared value, 1.10 percent (1.10%), was applied annually to the existing traffic volumes for future (2031) background conditions. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.

Committed Developments

The following committed developments were included as part of future background and future total traffic conditions:

- Uptown Biscayne Development
- 15780 West Dixie Highway (New North Town Center)

Committed development trip assignment data is included in Appendix E. Volume development worksheets for the study intersections are included in Appendix F.

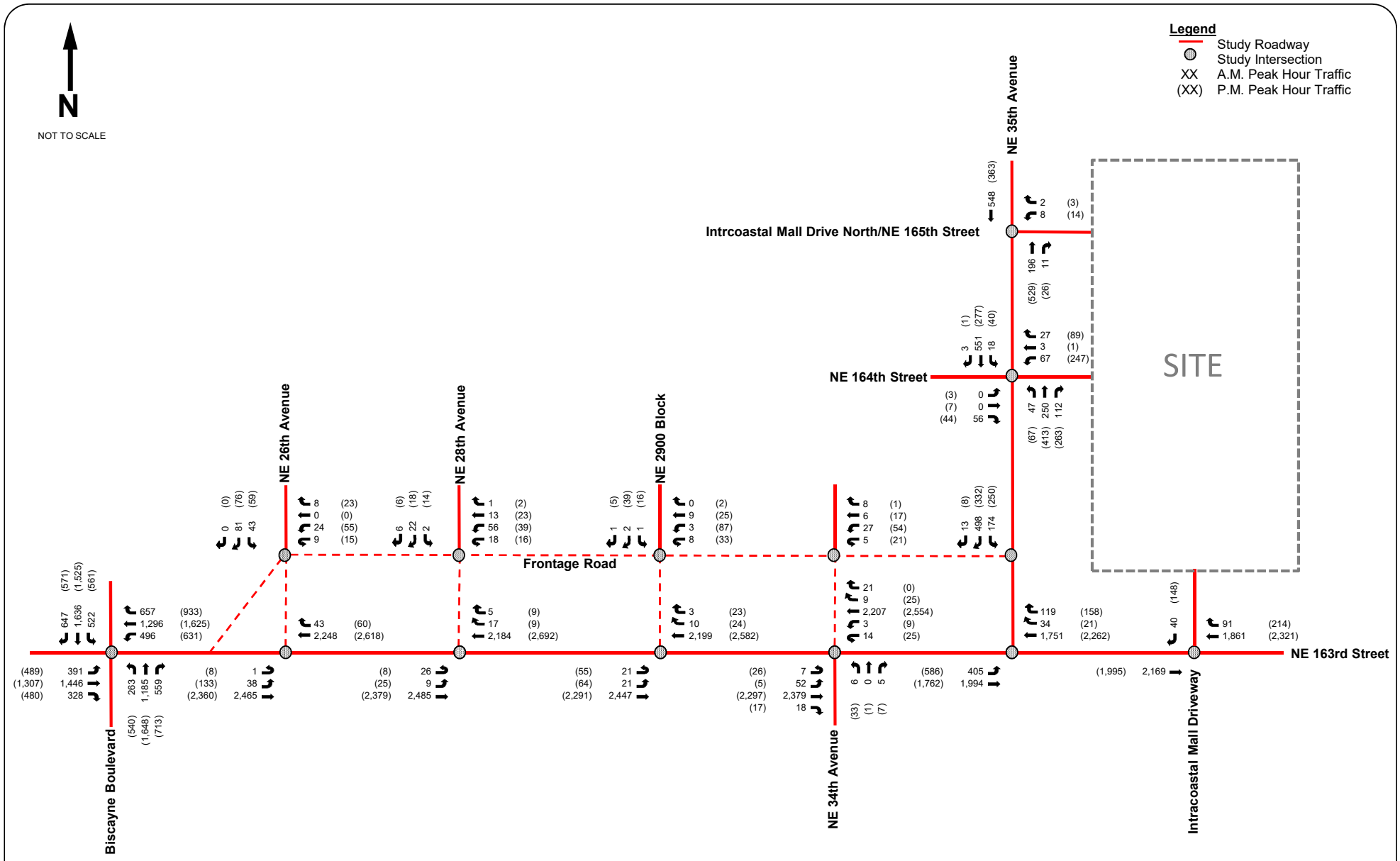

Figure 3
Future Background Peak Hour Traffic
Intracoastal Mall Redevelopment
North Miami Beach, Florida

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PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The site proposed for redevelopment is currently occupied by 189,026 square feet of shopping center and a 45,000 square-foot supermarket. The proposed redevelopment consists of 200,000 square feet of office space, 280,000 square feet of shopping center, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel. The redevelopment is expected to be completed by year 2031.

Project Access

Access to the existing development is provided via one (1) limited-access (right-in/right-out) driveway along NE 163rd Street east of NE 35th Avenue, one (1) full-access driveway at the signalized intersection of NE 164th Street and NE 35th Avenue, and one (1) limited-access (right-in/right-out/left-out) driveway at the intersection of NE 35th Avenue and Intracoastal Mall Driveway.

The project proposes improvements including signalizing the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway, the addition of one (1) southbound left-turn lane, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg. The new signal would operate similar to the current operations of the signalized intersection of SR 826/NE 163rd Street and NE 35th Avenue with eastbound partial continuous green T-intersection, signalized southbound left- and right-turn lanes, signalized eastbound left-turn lanes, and signalized westbound through and right-turn lanes. Furthermore, the proposed improvements include the addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue and the elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-

intersection as well as the exclusive pedestrian phase. The configuration of this intersection is proposed to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes. The proposed improvements satisfy the City of North Miami Beach's Eastern Mixed-Use Waterfront District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue. An exhibit summarizing the proposed access improvements is contained in Appendix G.

Trip Generation

Trip generation for the existing development and proposed redevelopment were calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation calculations for the existing development were performed using ITE Land Use Codes (LUC) 820 (Shopping Center) and LUC 850 (Supermarket). Trip generation calculations for the proposed redevelopment were performed using LUC 710 (General Office Building), LUC 820 (Shopping Center), LUC 850 (Supermarket), LUC 492 (Health/Fitness Club), LUC 222 (Multifamily Housing [High-Rise]), LUC 221 (Multifamily Housing [Mid-Rise]), LUC 220 (Multifamily Housing [Low-Rise]), and LUC 310 (Hotel). Project trips were estimated for the weekday A.M. and P.M. peak hours.

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) reduction factor of 10 percent (10%) multimodal factor was applied to future total conditions without improvements. Note that a 15.0 percent (15.0%) was applied to the trip generation calculations for future total conditions with improvements as the project proposes a significant amount of multimodal improvements. These improvements will make it easier and encourage residents, employees, and patrons to walk/bike or use public transit to and from the development. These multimodal improvements include:

- A westbound buffered bicycle lane fronting the project on SR 826/NE 163rd Street.
- A shared bicycle lane in the frontage road west of NE 35th Avenue on SR 826/NE 163rd Street.

- Providing transit shelters at the bus station on SR 826/NE 163rd Street at NE 35th Avenue
- Providing an enhanced pedestrian crossing and refuge island on SR 826/NE 163rd Street at NE 35th Avenue.
- A shared use path fronting the project on SR 826/NE 163rd Street.
- An enhanced bus station along northbound NE 35th Avenue north of 826/NE 163rd Street

Furthermore, a water taxi, shuttle, or other transient water borne transportation is proposed to operate along the Intracoastal Waterway. Miami-Dade Transit (MDT) and the City of North Miami Beach provide bus service to and from the project area via three (3) routes:

- Route 105/Route E operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves the Golden Glades Park & Ride Lot, Aventura Mall, and the Gulfstream Park. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 13 additional MDT bus routes.
- Route 108/Route H operates along SR 826/NE 163rd Street within the vicinity of the project. This route serves Haulover Park and the 163rd Street Mall. This route operates with 30-minute headways during the A.M. and P.M. peak hours and provides connecting service to 14 additional MDT bus routes.
- North Miami Beach's free trolley NMB-Line Route A operates along SR 826/NE 163rd Street within the vicinity of the project. The route originates at the Intracoastal Mall and offers connections to other routes serving City Hall, Fulford Elementary, Florida International University, and Nova University. This route operates with 60-minute headways during the A.M. and P.M. peak hours and provides connecting service to 12 additional MDT bus routes.

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

Internal Capture

A portion of trips generated by the redevelopment will be captured internally on the site. Internal capture rates were based upon values contained in ITE's *Trip Generation Handbook*, 3rd Edition. The expected internal capture rate for the proposed redevelopment is 5.8 percent (5.8%) during

the A.M. peak hour and 29.0 percent (29.0%) during the P.M. peak hour. Internal capture calculations are contained in Appendix I.

Pass-By Capture

Pass-by capture rates were determined based on average rates provided in ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by capture rate for the existing and proposed shopping center is 34.0 percent (34.0%) during the P.M. peak hour. The pass-by capture rate for the existing and proposed supermarket is 36.0 percent (36.0%) during the P.M. peak hour.

Net New Project Trips

The project is expected to generate 771 net new weekday A.M. peak hour vehicular trips and 597 net new weekday P.M. peak hour vehicular trips. Table 1 summarizes the proposed trip generation for the redevelopment. Detailed trip generation calculations for the project are presented in Appendix I.

Table 1: Proposed Trip Generation				
A.M. (P.M.) Peak Hour Driveway Volume				
			Entering	Exiting
Future Land Use (ITE Code)	Scale	Net External Trips	Trips	Trips
Existing Development				
Shopping Center (820)	189,026 square feet	221 (517)	138 (248)	83 (269)
Supermarket (850)	45,000 square feet	155 (248)	93 (127)	62 (121)
Proposed Redevelopment				
General Office Building (710)	200,000 square feet	159 (134)	140 (11)	19 (123)
Shopping Center (820)	280,000 square feet	209 (498)	129 (258)	80 (240)
Supermarket (850)	50,000 square feet	152 (193)	91 (105)	61 (88)
Health/Fitness Club (492)	45,000 square feet	50 (90)	25 (53)	25 (37)
Multifamily Housing [High-Rise] (222)	1,917 dwelling units	457 (319)	110 (179)	347 (140)
Multifamily Housing [Mid-Rise] (221)	48 dwelling units	14 (11)	3 (6)	11 (5)
Multifamily Housing [Low-Rise] (220)	35 dwelling units	15 (11)	3 (6)	12 (5)
Hotel (310)	250 rooms	91 (106)	60 (50)	31 (56)
Net New Redevelopment				
Net New Vehicle Trips (vehicles per hour)		771 (597)	330 (293)	441 (304)

Trip Distribution and Assignment

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed redevelopment. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) for the years 2010 and 2040 for the project's anticipated build-out year of 2031 obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *Miami-Dade 2040 Long Range Transportation Plan Directional Trip Distribution* Report. The cardinal trip distribution for TAZ 91 is provided in Table 2. Detailed cardinal distribution calculations are contained in Appendix J.

Table 2: Cardinal Trip Distribution	
Cardinal Direction	**Percentage of Trips**
North-Northeast	7%
East-Northeast	6%
East-Southeast	2%
South-Southeast	8%
South-Southwest	17%
West-Southwest	30%
West-Northwest	11%
North-Northwest	19%
Total	100%

Figures 4 through 11 present the peak hour net new trip distribution, peak hour net new trip assignment, peak hour pass-by trip distribution, and peak hour pass-by assignment. Future total with no roadway improvements is shown in Figures 4, 6, 8, and 10. The future total with improvements distribution and assignment is modified to account for the full-access driveway at the Intracoastal Mall Driveway as shown in Figures 5, 7, 9, and 11.

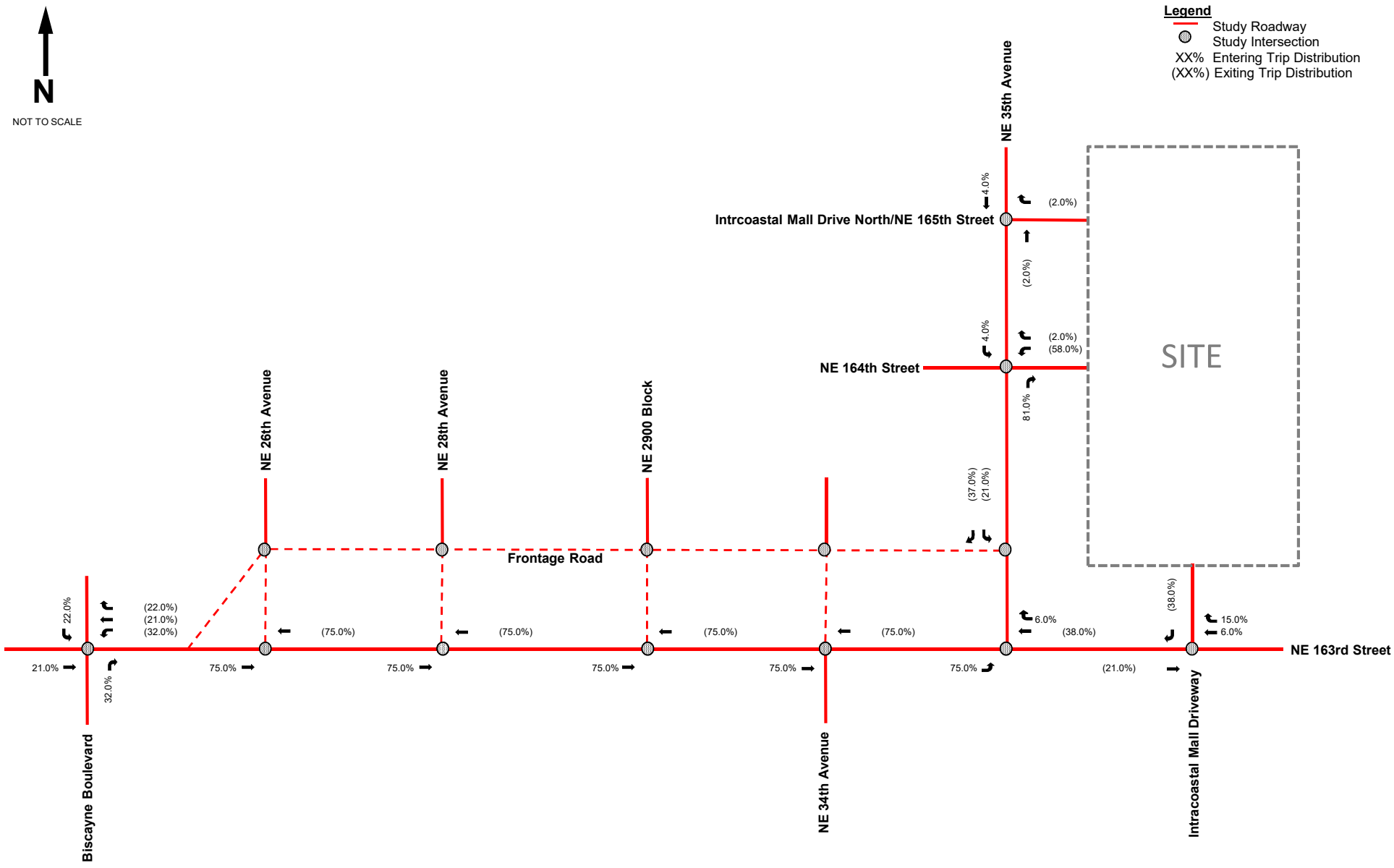

Figure 4
Peak Hour Project Trip Distribution
Intracoastal Mall Redevelopment
North Miami Beach, Florida

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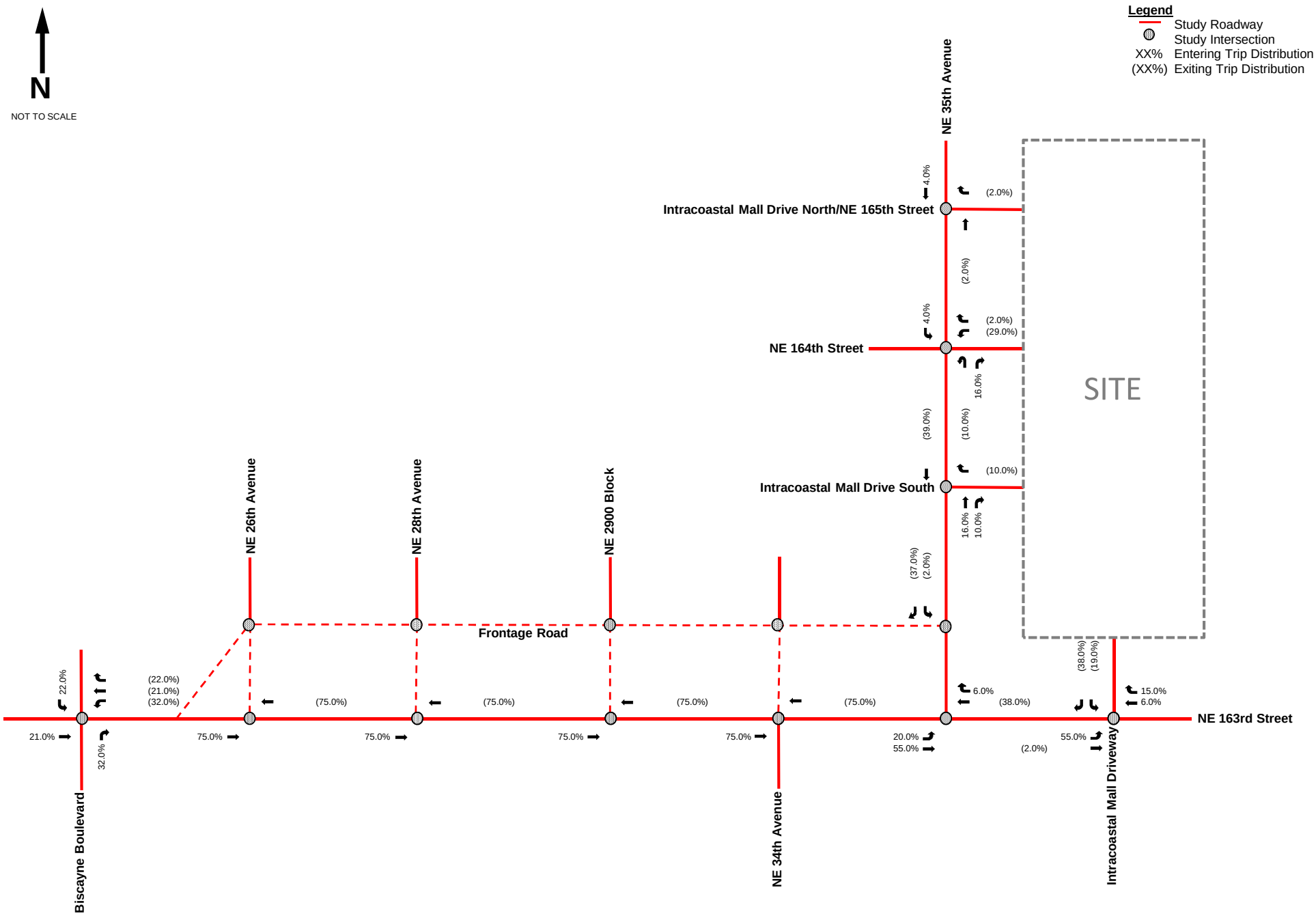

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Figure 5
Peak Hour Project Trip Distribution with Improvements
Intracoastal Mall Redevelopment
North Miami Beach, Florida

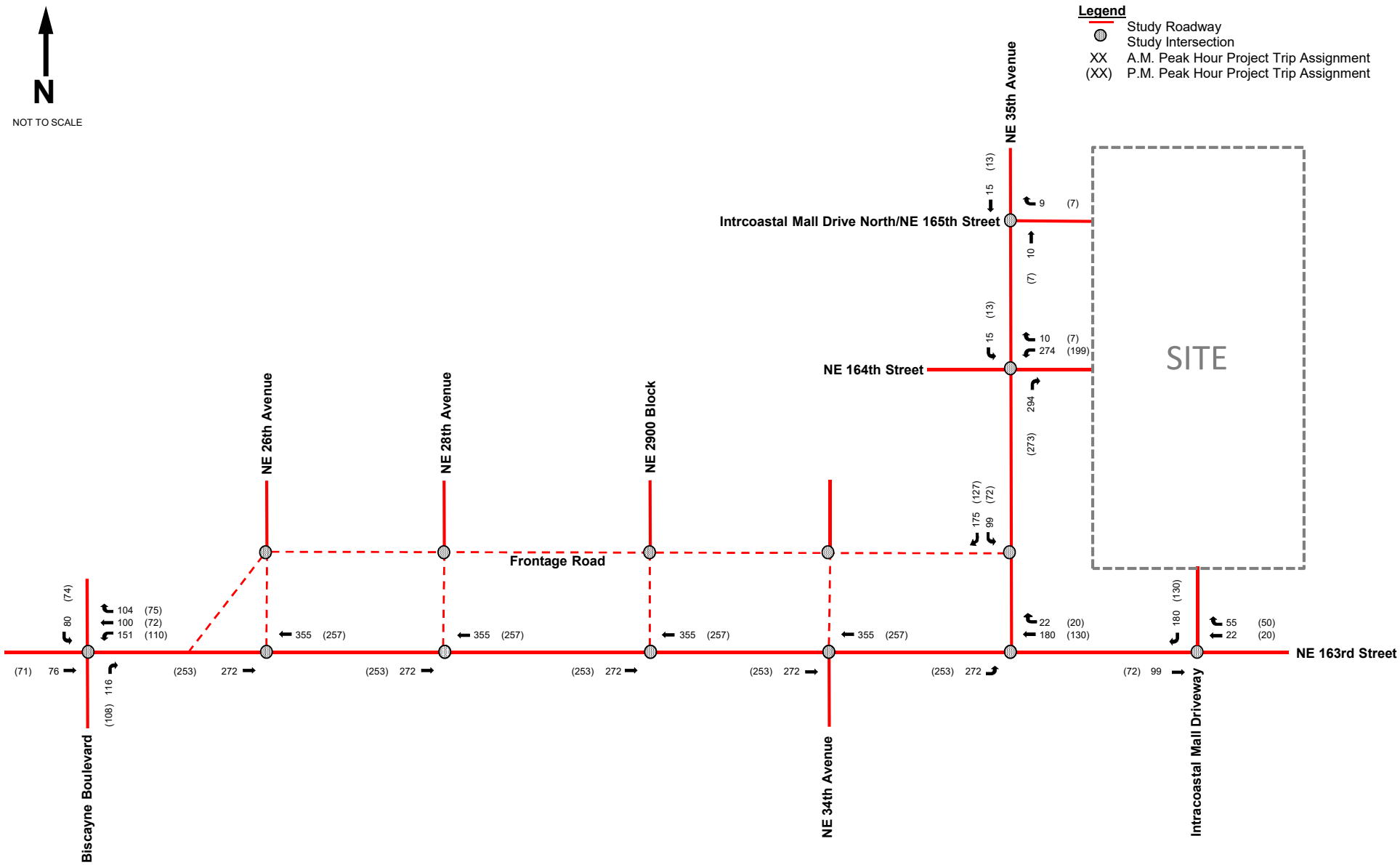

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Figure 6
Peak Hour Project Trip Assignment
Intracoastal Mall Redevelopment
North Miami Beach, Florida

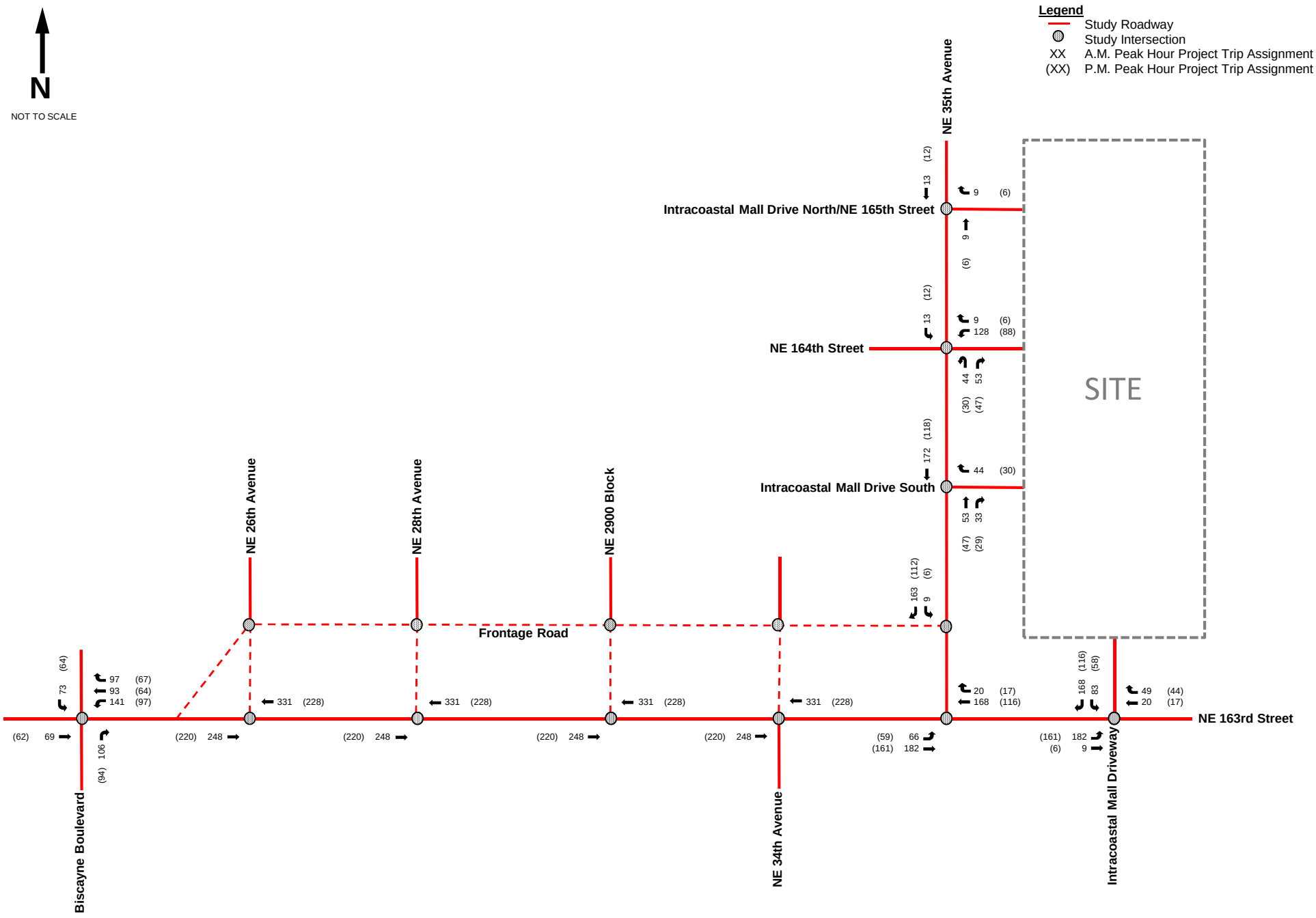

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Figure 7
Peak Hour Project Trip Assignment with Improvements
Intracoastal Mall Redevelopment
North Miami Beach, Florida

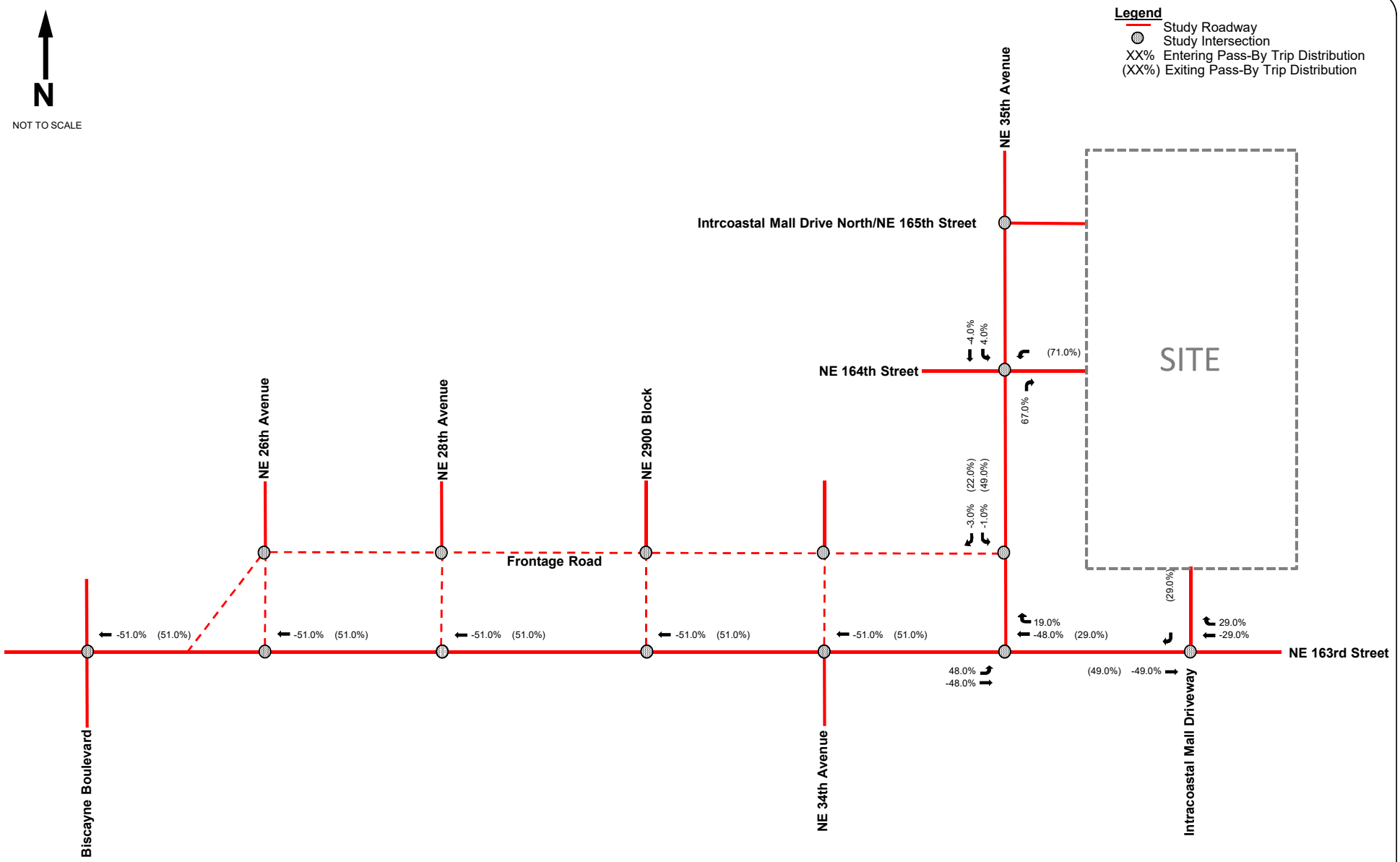

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Figure 8
P.M. Peak Hour Pass-By Trip Distribution
Intracoastal Mall Redevelopment
North Miami Beach, Florida

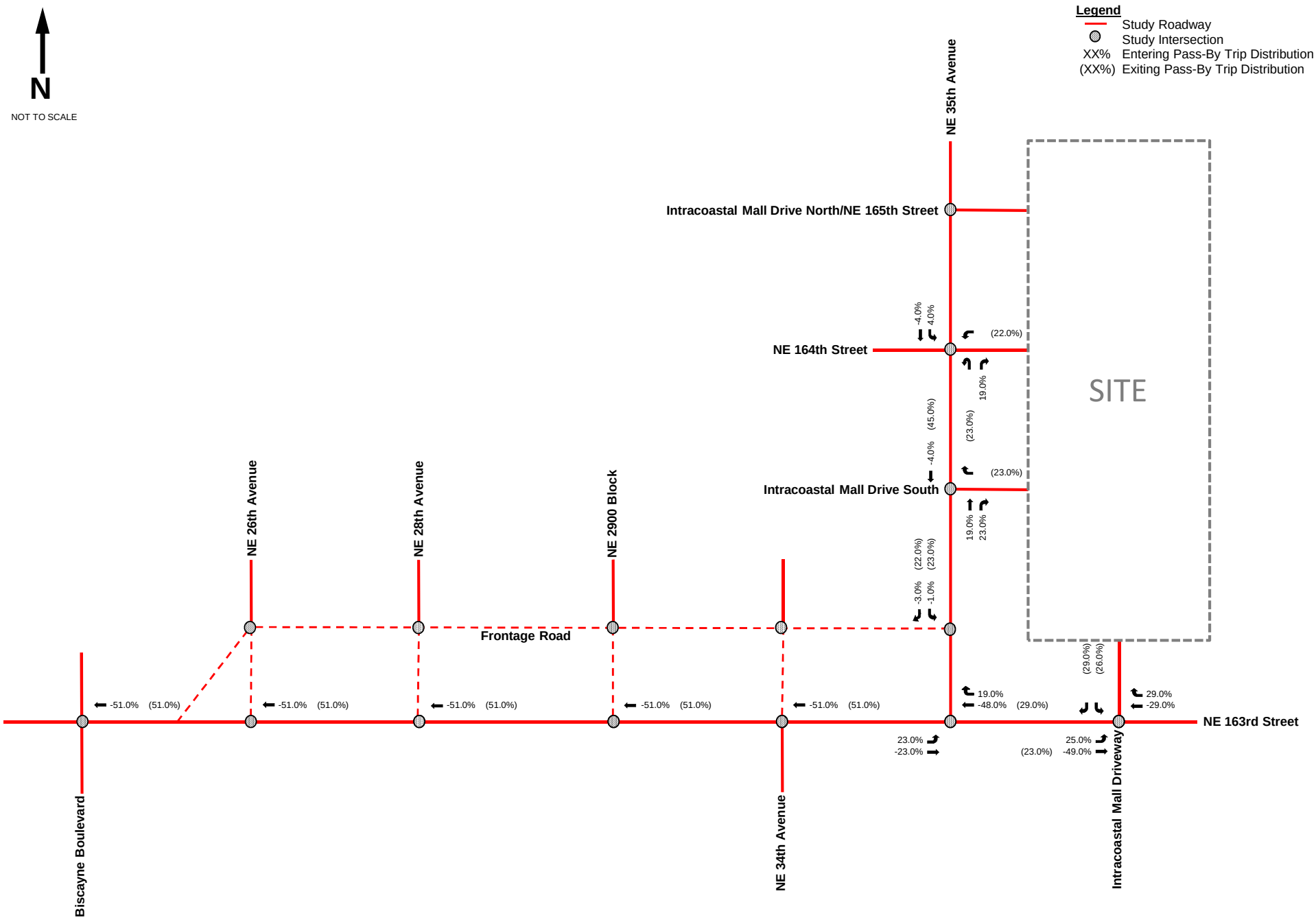

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Figure 9
P.M. Peak Hour Pass-By Trip Distirbution with Improvements
Intracoastal Mall Redevelopment
North Miami Beach, Florida

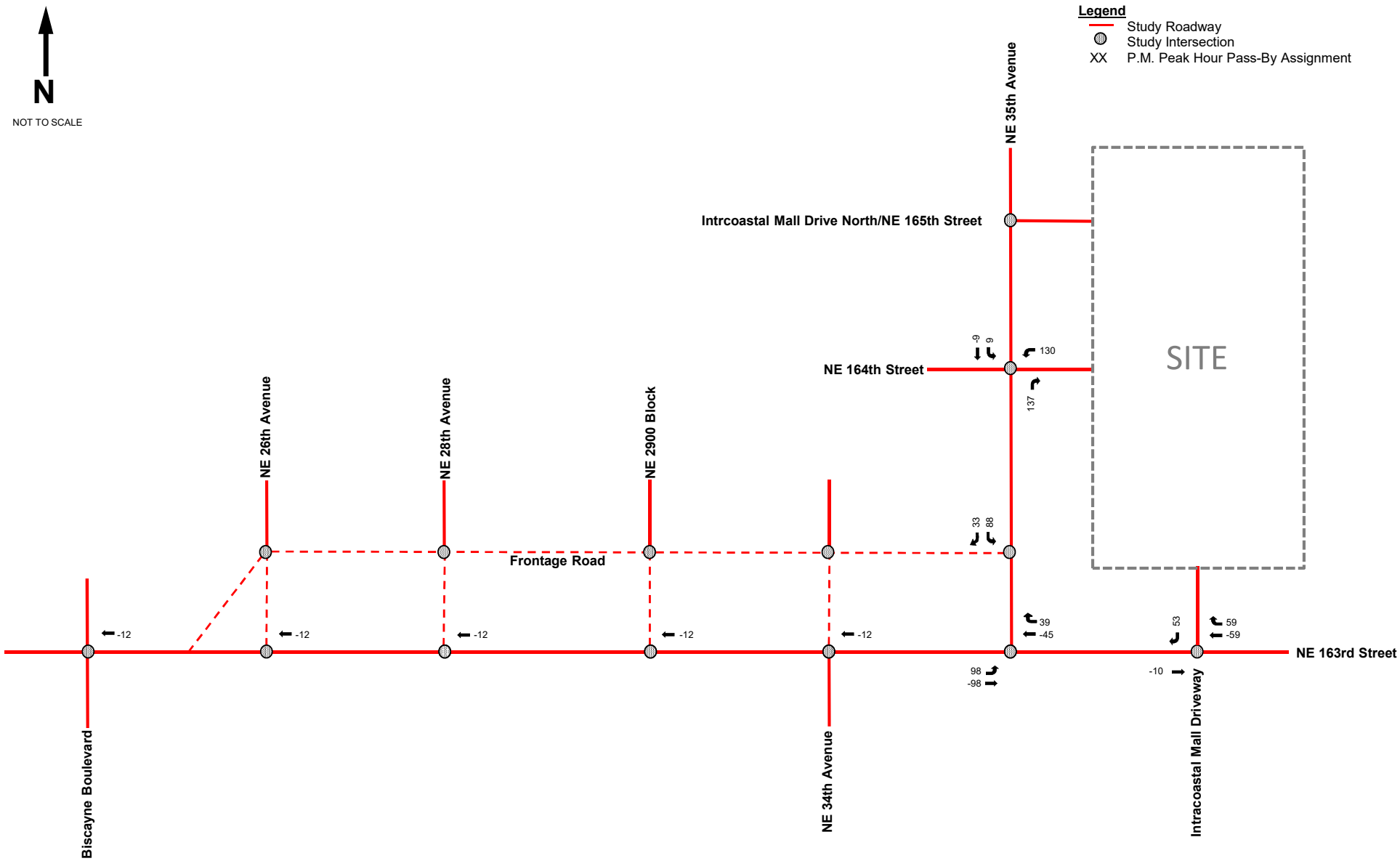

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Figure 10
P.M. Peak Hour Pass-By Trip Assignment
Intracoastal Mall Redevelopment
North Miami Beach, Florida

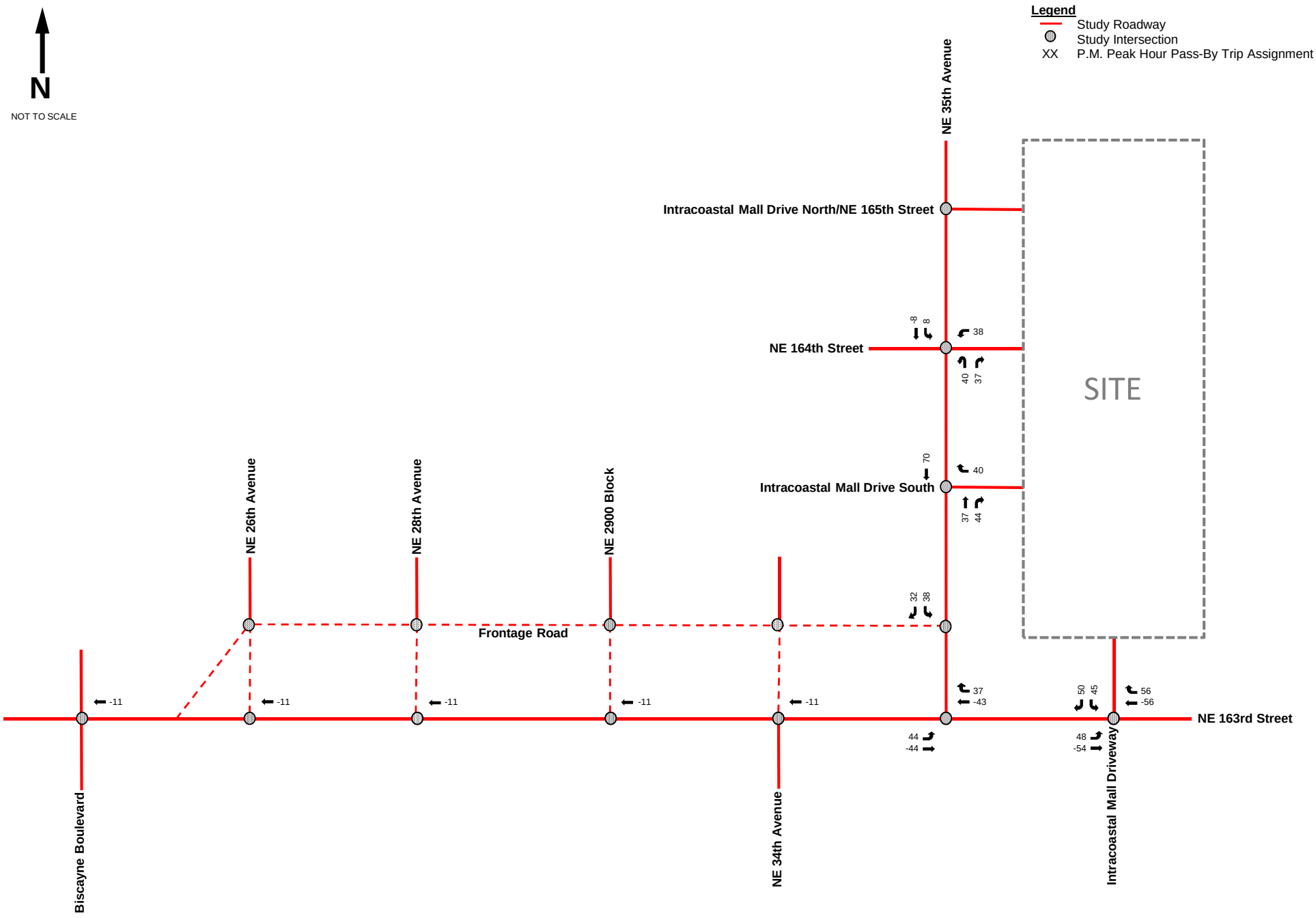

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Figure 11
P.M. Peak Hour Pass-By Trip Assignment with Improvements
Intracoastal Mall Redevelopment
North Miami Beach, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2031 with project traffic. Future total traffic volumes considered in the analysis for this project are the sum of the year 2031 background traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour future total traffic volumes with no roadway improvements are shown in Figure 12. Future total with improvements volumes include the eastbound exit from the proposed site as well as the eastbound entrance at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway as shown in Figure 13. Volume development worksheets for the study intersections are included in Appendix F.

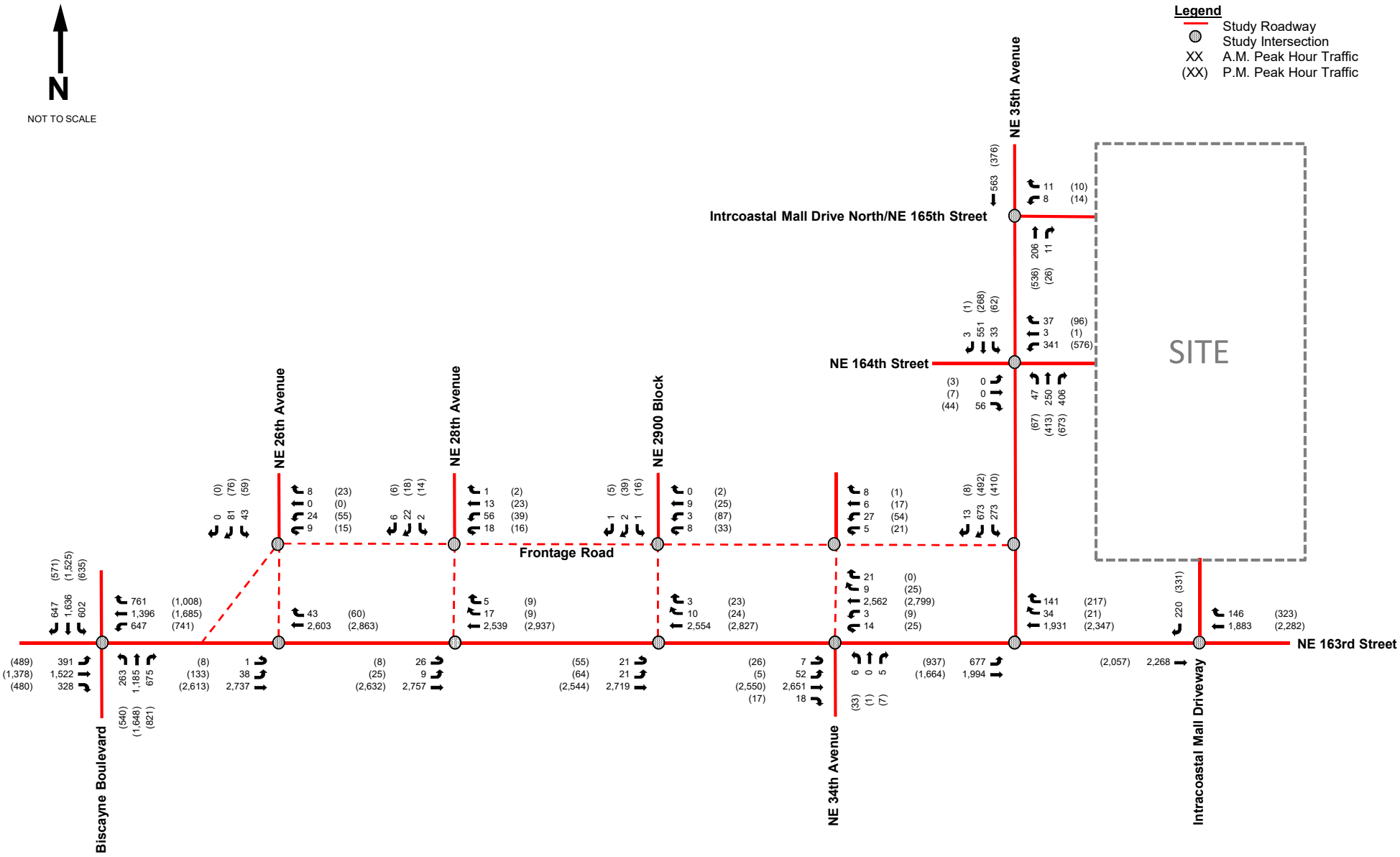

Figure 12
Future Total Peak Hour Traffic
Intracoastal Mall Redevelopment
North Miami Beach, Florida

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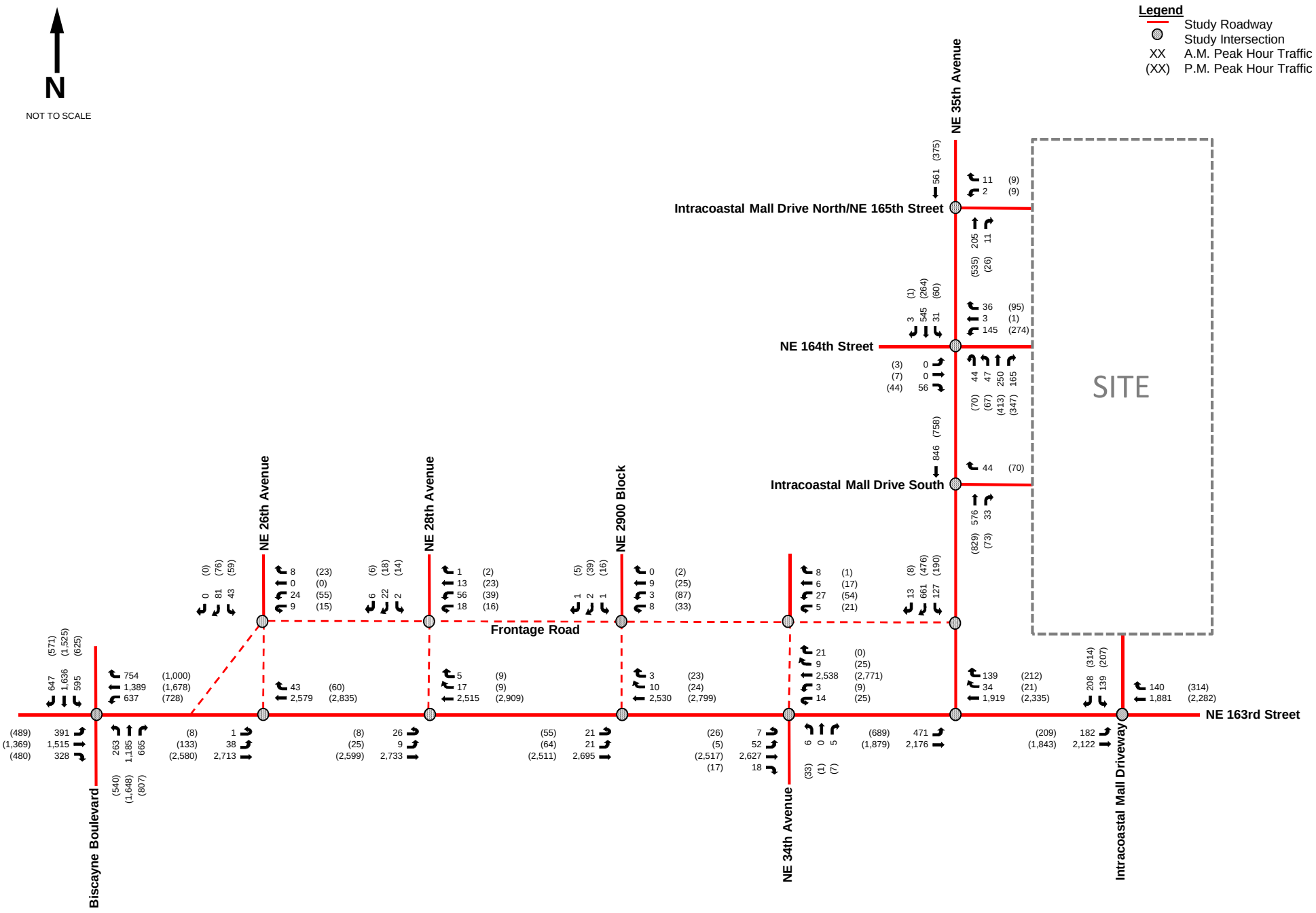

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Figure 13
Future Total Peak Hour Traffic with Improvements
Intracoastal Mall Redevelopment
North Miami Beach, Florida

INTERSECTION CAPACITY ANALYSIS

Operating conditions were analyzed for the study intersections. Four (4) scenarios (existing conditions, future background conditions, future total conditions with no roadway improvements, and future total conditions with improvements were analyzed using Trafficware's *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board's (TRB's), *Highway Capacity Manual*, 2000/2010/6th Editions. Intersection capacity analysis worksheets for the study intersections are included in Appendix K. A summary of the intersection analyses is presented in Table 3 and Table 4.

The results of the intersection capacity analyses indicate that the study intersections are expected to operate at City of North Miami Beach's adopted levels of service (LOS) or better under existing, future background without project, and future total with project and improvements during the A.M and P.M. peak hours. Note that the intersection of SR 826/NE 163rd Street and Biscayne Boulevard/US-1 is expected to operate at LOS F under future total conditions without improvements.

The project proposes improvements including signalizing the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway, the addition of one (1) southbound left-turn lane, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg. The new signal would operate similar to the current operations of the signalized intersection of SR 826/NE 163rd Street and NE 35th Avenue with eastbound partial continuous green T-intersection, signalized southbound left- and right-turn lanes, signalized eastbound left-turn lanes, and signalized westbound through and right-turn lanes. Furthermore, the proposed improvements include the addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue and the elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase. The configuration of this intersection is proposed to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes. The

proposed improvements satisfy the City of North Miami Beach's Eastern Mixed-Use Waterfront District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

Vertical and horizontal sight distance analysis was prepared for the westbound approach at the proposed signalized intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway as requested by FDOT. The results of the analysis reveal that 745 feet of vertical sight distance for the westbound approach at the proposed signal is required utilizing a 40-mph design speed (roadway is posted at 35 mph) and 1,333.48 feet are provided. Therefore, the vertical sight distance criteria is satisfied. The horizontal sight distance based on a 40-mph design speed, results in a 1.02 foot inside shoulder where a 4-foot shoulder is provided. Therefore, the horizontal sight distance criteria is satisfied. Detailed calculations and graphics are provided in Appendix G.

Table 3: A.M. Peak Hour Intersection Capacity Analysis							
Intersection	Traffic Control/ Adopted LOS	Overall LOS/Delay	Approach LOS				
			EB	WB	NB	SB	SWB
Existing Conditions (Future Background Conditions) *[Future Total Conditions] {Future Total Conditions with Improvements}*							
SR 826/NE 163rd Street and Biscayne Boulevard/US-1	Signalized/ E+50	E/55.7 sec (E/70.8 sec) [E+11%/88.7 sec] {E+11%/86.9 sec}	E (E) [F] {F}	E (E) [F] {F}	D (E) [E] {E}	D (E) [F] {F}	(3)
SR 826/NE 163rd Street and NE 26th Avenue	Signalized (5)/ E+50	A/6.7 sec (A/7.2 sec) [A/7.3 sec] {A/8.2 sec}	A (A) [A] {A}	A (A) [A] {A}	(3)	F (E) [E] {E}	E (E) [E] {E}
SR 826/NE 163rd Street and NE 28th Avenue	Signalized (5)/ E	A/5.9 sec (A/6.8 sec) [A/6.9 sec] {A/8.8 sec}	A (A) [A] {A}	A (A) [A] {A}	(3)	E (E) [E] {E}	E (E) [E] {E}
SR 826/NE 163rd Street and NE 2900 Block	Signalized (5)/ E	A/6.1 sec (A/7.4 sec) [A/7.6 sec] {A/7.6 sec}	B (B) [B] {B}	A (A) [A] {A}	(3)	E (E) [E] {E}	D (D) [D] {D}
SR 826/NE 163rd Street and NE 34th Avenue	Signalized (5)/ E	A/7.5 sec (A/8.3 sec) [A/9.3 sec] {B/16.2 sec}	A (A) [B] {B}	A (A) [A] {C}	E (E) [E] {E}	(3)	E (E) [E] {E}
SR 826/NE 163rd Street and NE 35th Avenue	Signalized (5)/ E	B/18.5 sec (B/19.5 sec) [C/31.7 sec] {B/15.4 sec} (6)	B (B) [B] {B}	B (C) [C] {B}	(3)	D (D) [E] {D}	(4)
SR 826/NE 163rd Street and Intracoastal Mall Driveway	One-Way, Stop-Controlled/ E	(1) ((1)) [(1)] {B/17.7 sec} (7)	(3) ((3)) [(3)] {A}	(2) ((2)) [(2)] {C}	(3)	B (B) [C] {D}	(3)
NE 164th Street and NE 35th Avenue	Signalized/ E	A/8.9 sec (A/9.0 sec) [D/51.6 sec] {C/22.8 sec} (8)	E (E) [E] {E}	E (E) [F] {E}	A (A) [A] {B}	A (A) [A] {B}	(3)
Intracoastal Mall North Drive/NE 165th Street and NE 35th Avenue	Two-Way, Stop-Controlled/ E	(1)	(3)	A (A) [A] {A}	(2)	(2)	(3)
Intracoastal Mall South Drive and NE 35th Avenue	One-Way, Stop-Controlled/ E	(1)	(3)	(3) ((3)) [(3)] {A}	(2)	(2)	(3)

Notes:
(1) Overall intersection LOS is not defined, as intersection operated under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Approach does not exist under analysis scenario.
(5) Intersection cannot be analyzed in HCM 6th nor 2010. Therefore, HCM 2000 was used.
(6) Signal timing optimization
(7) Signalized intersection operation
(8) Northbound left-turn permitted/protected phasing

Table 4: P.M. Peak Hour Intersection Capacity Analysis							
Intersection	Traffic Control/ Adopted LOS	Overall LOS/Delay	Approach LOS				
			EB	WB	NB	SB	SWB
Existing Conditions (Future Background Conditions) *[Future Total Conditions] {Future Total Conditions with Improvements}*							
SR 826/NE 163rd Street and Biscayne Boulevard/US-1	Signalized/ E+50	E/65.2 sec (E+33%/106.5 sec) [F/128.1 sec] {E+49%/119.0 sec}	E (E) [E] {F}	E (F) [F] {F}	E (F) [F] {F}	E (F) [F] {F}	(3)
SR 826/NE 163rd Street and NE 26th Avenue	Signalized (5)/ E+50	C/21.2 sec (C/21.6 sec) [C/21.5 sec] {C/19.8 sec}	B (B) [B] {B}	C (C) [C] {C}	(3)	E (F) [F] {F}	E (F) [F] {F}
SR 826/NE 163rd Street and NE 28th Avenue	Signalized (5)/ E	A/5.7 sec (A/6.8 sec) [A/6.9 sec] {A/3.8 sec}	A (A) [A] {A}	A (A) [A] {A}	(3)	E (E) [E] {E}	E (E) [E] {E}
SR 826/NE 163rd Street and NE 2900 Block	Signalized (5)/ E	B/11.2 sec (B/12.8 sec) [B/13.3 sec] {B/15.1 sec}	A (A) [A] {A}	A (A) [A] {A}	(3)	E (E) [E] {E}	F (F) [F] {F}
SR 826/NE 163rd Street and NE 34th Avenue	Signalized (5)/ E	B/11.7 sec (B/14.1 sec) [B/14.4 sec] {B/17.6 sec}	B (B) [B] {B}	A (A) [A] {B}	E (E) [E] {E}	(3)	F (F) [F] {F}
SR 826/NE 163rd Street and NE 35th Avenue	Signalized (5)/ E	C/27.6 sec (C/32.6 sec) [E/65.8 sec] {B/18.1 sec} (6)	B (B) [D] {B}	C (D) [D] {B}	(3)	D (E) [F] {D}	(4)
SR 826/NE 163rd Street and Intracoastal Mall Driveway	One-Way, Stop-Controlled/ E	(1) ((1)) [(1)] {C/21.3 sec} (7)	(3) ((3)) [(3)] {A}	(2) ((2)) [(2)] {C}	(3)	C (C) [E] {D}	(3)
NE 164th Street and NE 35th Avenue	Signalized/ E	B/17.9 sec (B/18.6 sec) [E+11%/89.1 sec] {C/22.3 sec} (8)	E (E) [E] {E}	E (E) [F] {E}	A (A) [A] {A}	A (A) [A] {B}	(3)
Intracoastal Mall North Drive/NE 165th Street and NE 35th Avenue	Two-Way, Stop-Controlled/ E	(1)	(3)	B (B) [B] {B}	(2)	(2)	(3)
Intracoastal Mall South Drive and NE 35th Avenue	One-Way, Stop-Controlled/ E	(1)	(3)	(3) ((3)) [(3)] {B}	(2)	(2)	(3)

Notes:
(1) Overall intersection LOS is not defined, as intersection operated under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Approach does not exist under analysis scenario.
(5) Intersection cannot be analyzed in HCM 6th nor 2010. Therefore, HCM 2000 was used.
(6) Signal timing optimization
(7) Signalized intersection operation
(8) Northbound left-turn permitted/protected phasing

QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis was performed to identify the expected vehicle queues at the intersections of SR 826/NE 163rd Street at NE 35th Avenue and SR 826/NE 163rd Street at Intracoastal Mall Driveway. The eastbound left-turn lanes and southbound left-turn and right-turn lanes queues were examined. The westbound approach queue at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway was also examined. The queue length analysis was prepared for existing, future background, future total, and future total with improvements analysis conditions. The 95th percentile queue lengths were calculated using Trafficware's SYNCHRO 10 software. The results of the queue length analysis are summarized in Table 5 and Table 6. Synchro worksheets for the study intersections are included in Appendix K. The results of the analysis indicate that the overall combined left-turn and right-turn lane queues along NE 35th Avenue are expected to decrease under future total with improvements conditions when compared to future background conditions and future total conditions. Additionally, the eastbound left-turn storage lanes are able to accommodate the expected vehicle queues along SR 826/NE 163rd Street at NE 35th Avenue and Intracoastal Mall Driveway under future total with improvements conditions. Furthermore, the westbound through-lane queues at Intracoastal Mall Driveway are not expected to extend to the bridge gates on SR 826/NE 163rd Street for when the bridge is drawn closed. The bridge gates are located approximately 876 feet from the westbound stop bar at the proposed traffic signal.

Table 5: A.M. Peak Hour Queuing Analysis			
Existing Conditions (Future Background Conditions) ***[Future Total Conditions] {Future Total Conditions with Improvements}***			
Intersection	**Movement**	**95th Percentile Queue (ft) (1)**	**Provided Storage Length (ft)**
SR 826/NE 163rd Street and NE 35th Avenue	Eastbound Left-Turn	230 (257) [#410] {103}	348(2) (348)(2) [348](2) {318}(3)
	Southbound Left-Turn	#223 (#266) [#491] {177}	300 (300) [300] {300}
	Southbound Right-Turn	235 (261) [389] {336}	(4)
SR 826/NE 163rd Street and Intracoastal Mall Driveway	Eastbound Left-Turn	(5) ((5)) [(5)] {179}	(5) ((5)) [(5)] {300}
	Westbound Through	0 (0) [0] {493}	(6)
	Southbound Left-Turn	(5) ((5)) [(5)] {189}	(4)
	Southbound Right-Turn	<25 (<25) [73] {87}	(4)

Notes:
(1) The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.
(2) Storage length calculated as average of two eastbound left-turn lane storage lengths.
(3) Storage length calculated as average of three eastbound left-turn lane storage lengths.
(4) Storage length is equal to block length.
(5) Movement does not exist under analysis conditions.
(6) Storage length measured to bridge gates on SR 826/NE 163rd Street. Approximately 876 feet of storage length is provided.
95th percentile volume exceeds capacity, queue may be longer.
m 95th percentile queue is metered by upstream signal.

Table 6: P.M. Peak Hour Queuing Analysis			
Existing Conditions (Future Background Conditions) ***[Future Total Conditions] {Future Total Conditions with Improvements}***			
Intersection	**Movement**	**95th Percentile Queue (ft) (1)**	**Provided Storage Length (ft)**
SR 826/NE 163rd Street and NE 35th Avenue	Eastbound Left-Turn	309 (345) [#620] {211}	348(2) (348)(2) [348](2) {318}(3)
	Southbound Left-Turn	#362 (#430) [m#627] {202}	300 (300) [300] {300}
	Southbound Right-Turn	169 (192) [m260] {206}	(4)
SR 826/NE 163rd Street and Intracoastal Mall Driveway	Eastbound Left-Turn	(5) ((5)) [(5)] {272}	(5) ((5)) [(5)] {300}
	Westbound Through	0 (0) [0] {578}	(6)
	Southbound Left-Turn	(5) ((5)) [(5)] {256}	(4)
	Southbound Right-Turn	29 (43) [193] {132}	(4)

Notes:
(1) The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.
(2) Storage length calculated as average of two eastbound left-turn lane storage lengths.
(3) Storage length calculated as average of three eastbound left-turn lane storage lengths.
(4) Storage length is equal to block length.
(5) Movement does not exist under analysis conditions.
(6) Storage length measured to bridge gates on SR 826/NE 163rd Street. Approximately 876 feet of storage length is provided.
95th percentile volume exceeds capacity, queue may be longer.
m 95th percentile queue is metered by upstream signal.

SIGNAL WARRANT ANALYSIS

A signal warrant analysis was performed at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway. The signal warrant analysis was performed based upon criteria contained in the Federal Highway Administration's (FHWA's) *Manual on Uniform Traffic Control Devices* (MUTCD), 2009 Edition. Appendix L includes the signal warrant analysis data. The signal warrant analysis evaluated expected traffic conditions in 2031 under future total with improvements conditions. SR 826/NE 163rd Street is considered the major street approach and the Intracoastal Mall Driveway is considered the minor street approach in this analysis.

Traffic volumes for major street approach movements were obtained from existing 24-hour traffic volume counts, background traffic growth, and project trip generation, distribution, and assignment. Traffic volumes for minor street approach movements were obtained from the project trip generation, distribution, and assignment. The 24-hour traffic volume counts were collected along SR 826/NE 163rd Street between NE 35th Avenue and Intracoastal Mall Driveway on May 30, 2019 (Thursday). The volumes were collected in 15-minute intervals and were adjusted to peak season conditions using the FDOT peak season factor of 1.03. The 24-hour traffic volume counts and FDOT peak season factor category report are included in Appendix C.

The residential, hotel, health/fitness, office, and retail daily traffic was distributed based on each land use's hourly variations contained in Appendix A of ITE's *Trip Generation Manual*, 10th Edition.

Under future total with improvements conditions, the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway is proposed to include an exclusive right-turn lane and an exclusive left-turn lane at the southbound approach, three (3) through lanes and an exclusive left-turn lane for the eastbound approach, and four (4) through lanes and an exclusive right-turn lane for the westbound approach.

The projected future volumes at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway were compared to criteria contained in the MUTCD for the following volume warrants:

- Warrant Number 1: Eight-Hour Vehicular Volume Warrant
    - Condition A: Minimum Vehicular Volume
    - Condition B: Interruption of Continuous Traffic
    - Combination: Combination of Conditions A & B
- Warrant Number 2: Four-Hour Vehicular Volume Warrant
- Warrant Number 3: Peak Hour Warrant

Note that Warrant 4-9 are not applicable in this analysis.

Right-turn volume reductions based on ITE documents from the Alabama Department of Transportation as provided by Miami-Dade County Department of Transportation and Public Works – Traffic Engineering Division (TED) were considered to provide for a conservative volume analysis. The Pagone's Theorem is referred to in the reference documents. This theorem stipulates various right-turn volume reductions for minor-street approaches based on the ratio of the right-turn volume to approach volume or minor street lane configuration. Table 7 summarizes the relevant right-turn volume reduction. The reduction was applied to the minor-street right-turn volume on an hourly basis.

Table 7: Pagone's Theorem Hourly Right-Turn Volume Reduction

Situation	Minor-Street Approach Configuration	Right-Turn Percentage	Right-Turn Reduction
2	Exclusive left, shared through/right lane	R >3T	60%
2	Exclusive left, shared through/right lane	3T ≥ R ≥ T/3	30%
2	Exclusive left, shared through/right lane	≤ T/3	20%
3	**Any configuration with an exclusive right turn lane (usually ≥ 600 feet long)**	**-**	**75%**
4	Shared left/through and shared through/right lane	> (T + L)	65%
4	Shared left/through and shared through/right lane	L > (T + R)	Use Situation 2
4	Shared left/through and shared through/right lane	L = T = R	40%
4	Shared left/through and shared through/right lane	L = T > 3R	20%
4	Shared left/through and shared through/right lane	R = T > 3L	50%
4	Shared left/through and shared through/right lane	All other cases	30%

Based upon Pagone's Theorem, a 75 percent (75%) reduction was applied to the southbound right-turn projected volumes at project build-out at the proposed signal. The signal warrant analyses are summarized in Table 12 and are included in more detail in Appendix L. As Table 8 indicates, the intersection satisfies Warrant 2 and Warrant 3 under future total conditions.

Table 8: Signal Warrant Analysis Summary	
MUTCD Warrant	**Future Total Conditions**
Warrant No. 1, Condition A – Eight-Hour Vehicular Volume	Not Satisfied
Warrant No. 1, Condition B – Eight-Hour Vehicular Volume	Not Satisfied
Warrant No. 1 – Combination of Condition A & B	Not Satisfied
Warrant No. 2 – Four-Hour Vehicular Volumes	**Satisfied**
Warrant No. 3 – Peak Hour	**Satisfied**

CONCLUSION

Dezer Intracoastal Mall, LLC is proposing to redevelop the property located at 3789 NE 163rd Street in North Miami Beach, Florida. The site proposed for redevelopment is currently occupied by 189,026 square feet of shopping center and a 45,000 square-foot supermarket. The proposed redevelopment consists of 200,000 square feet of office space, 280,000 square feet of shopping center, a 50,000 square-foot supermarket, 45,000 square feet of gym space, 2,000 multifamily residential units (35 Low-Rise, 48 Mid-Rise, and 1917 High-Rise units), and a 250-room hotel. The redevelopment is expected to be completed by year 2031.

Access to the existing development is provided via one (1) limited-access (right-in/right-out) driveway along NE 163rd Street east of NE 35th Avenue, one (1) full-access driveway at the signalized intersection of NE 164th Street and NE 35th Avenue, and one (1) limited-access (right-in/right-out/left-out) driveway at the intersection of NE 35th Avenue and Intracoastal Mall Driveway.

The project proposes improvements including signalizing the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway, the addition of one (1) southbound left-turn lane, the addition of one (1) eastbound left-turn lane, and the addition of one (1) receiving lane to the west leg. The new signal would operate similar to the current operations of the signalized intersection of SR 826/NE 163rd Street and NE 35th Avenue with eastbound partial continuous green T-intersection, signalized southbound left- and right-turn lanes, signalized eastbound left-turn lanes, and signalized westbound through and right-turn lanes. Furthermore, the proposed improvements include the addition of one (1) eastbound left-turn lane at the intersection of SR 826/NE 163rd Street and NE 35th Avenue and the elimination of the exclusive westbound left-turn lane along Frontage Road at NE 34th Street. The intersection of SR 826/NE 163rd Street and NE 35th Avenue is proposed to be modified to remove the eastbound partial continuous green T-intersection as well as the exclusive pedestrian phase. The configuration of this intersection is proposed to include signalized eastbound through and left-turn lanes, signalized southbound left and right-turn lanes, and signalized westbound through and shared through/right-turn lanes. The proposed improvements satisfy the City of North Miami Beach's Eastern Mixed-Use Waterfront

District (MU/EWF) code requirements by providing for multiple access points with direct east and west access to and from SR 826/NE 163rd Street and traffic mitigation such that the development does not over burden NE 35th Avenue.

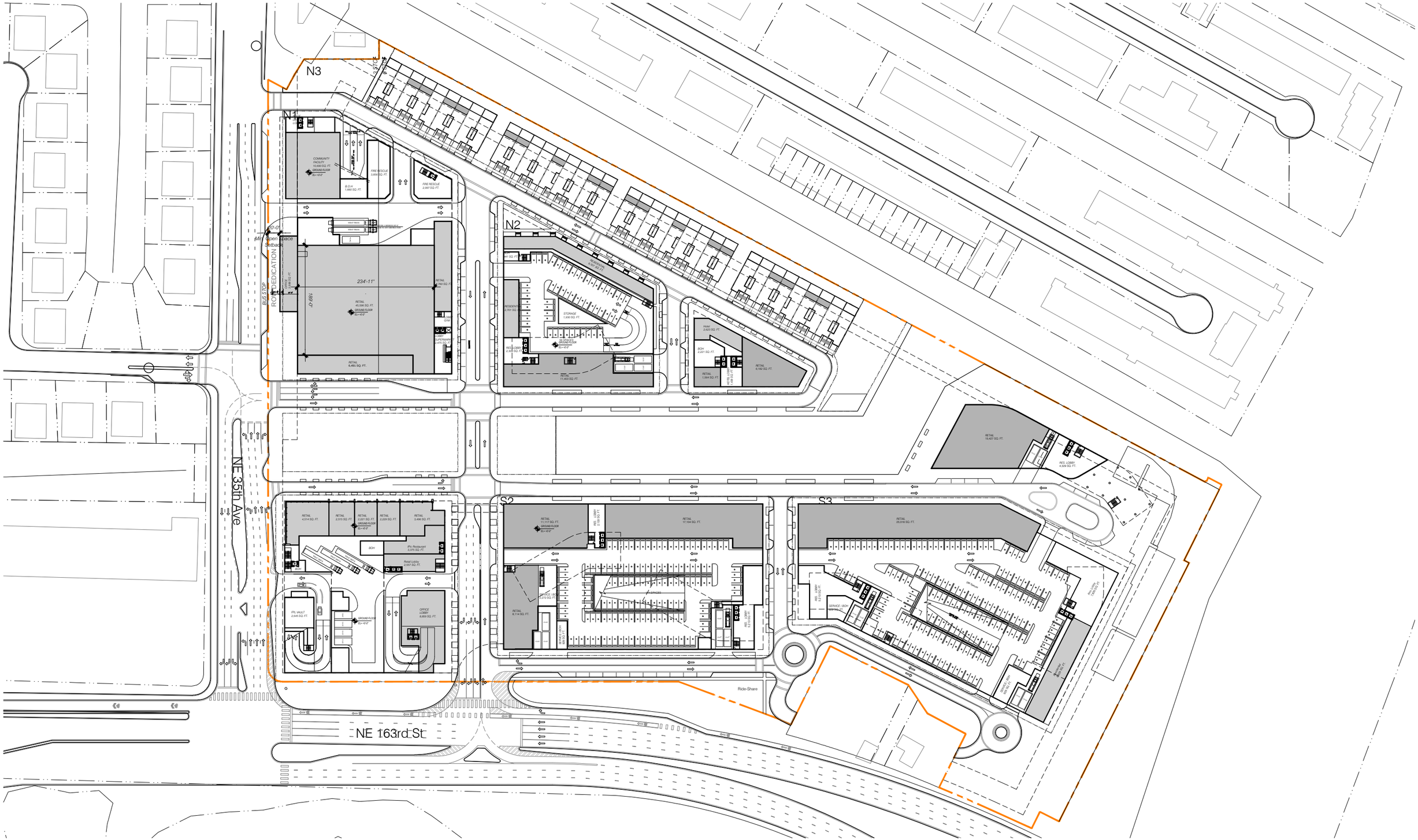
The results of the intersection capacity analyses indicate that the study intersections are expected to operate at City of North Miami Beach's adopted levels of service (LOS) or better under all analysis conditions during the A.M and P.M. peak hours.

A 95th percentile queue analysis was performed to identify the expected vehicle queues at the intersections of SR 826/NE 163rd Street at NE 35th Avenue and SR 826/NE 163rd Street at Intracoastal Mall Driveway. The eastbound left-turn lanes and southbound left-turn and right-turn lanes queues were examined. The westbound approach queue at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway was also examined. The queue length analysis was prepared for existing, future background, future total, and future total with improvements analysis conditions. The results of the analysis indicate that the overall combined left-turn and right-turn lane queues along NE 35th Avenue are expected to decrease under future total with improvements conditions when compared to future background conditions and future total conditions. Additionally, the eastbound left-turn storage lanes are able to accommodate the expected vehicle queues along SR 826/NE 163rd Street at NE 35th Avenue and Intracoastal Mall Driveway under future total with improvements conditions. Furthermore, the westbound through-lane queues at Intracoastal Mall Driveway are not expected to extend to the bridge gates on SR 826/NE 163rd Street for when the bridge is drawn closed.

A signal warrant analysis was conducted at the intersection of SR 826/NE 163rd Street and Intracoastal Mall Driveway under future total with improvements conditions and determined that the intersection satisfies Warrant 2 and Warrant 3. Therefore, a signal is recommended for installation at this intersection under future total with improvements conditions.

Appendix A

Site Plan



INTRACOASTAL MALL

North Miami Beach, Florida

Site Plan | Scale: 1"= 150'-0" | March 19, 2020

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Appendix B

Methodology Correspondence

Dabkowski, Adrian

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Wednesday, July 17, 2019 11:49 AM
To: Dabkowski, Adrian; joaquin@traftech.biz
Cc: Kanaan, Omar; Hollowed, Maddy; Tracy.Slavens@hklaw.com; Suria Yaffar; Arthur Gallagher; Duron, Mario F.; Johnston, Sarah; Parada,Ana C.; DEspino@wsh-law.com; Almonte, Leo; Joshua Rak; Alfredo Sanchez
Subject: RE: Intracoastal Mall Redevelopment | New Alternative 2
Attachments: New Alternative 2.pdf; 2019 05 31 -Traffic Study Methodology.pdf

Categories: External

Thank you.

I will consult with Bermello & Traf-Tech on this alternative and get back with you.

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development
T (305) 354-4456, ext. 4456

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NMB One City

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

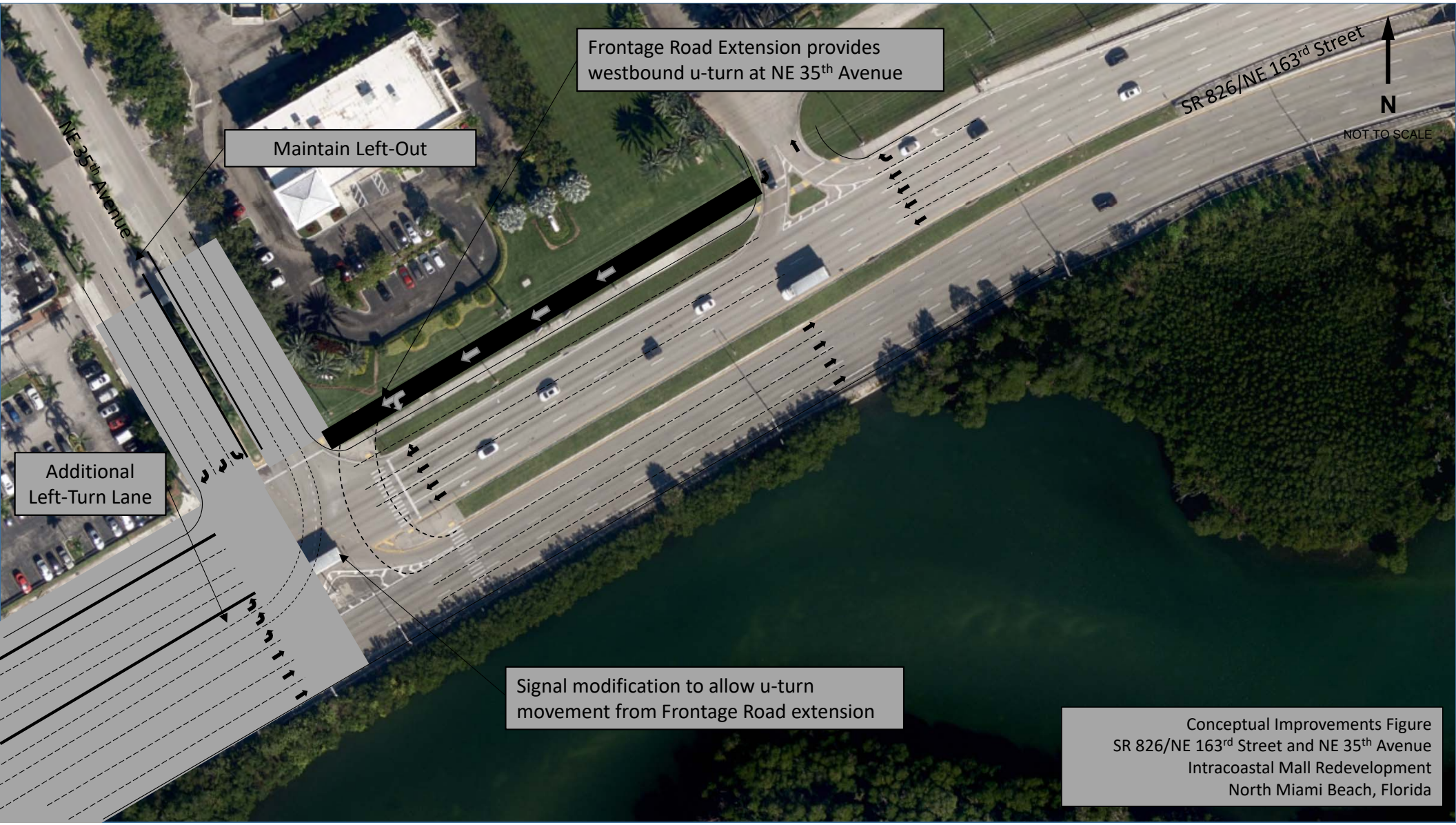
From: Dabkowski, Adrian <Adrian.Dabkowski@Kimley-horn.com>
Sent: Wednesday, July 17, 2019 10:49 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; joaquin@traftech.biz
Cc: Kanaan, Omar <omar.kanaan@kimley-horn.com>; Hollowed, Maddy <Maddy.Hollowed@kimley-horn.com>; Tracy.Slavens@hklaw.com; Suria Yaffar <suria@zyscovich.com>; Arthur Gallagher <agallagher@dezer.com>; Duron, Mario F. <Mario.Duron@citynmb.com>; Johnston, Sarah <Sarah.Johnston@citynmb.com>; Parada,Ana C. <Ana.Parada@citynmb.com>; DEspino@wsh-law.com; Almonte, Leo <Leo.Almonte@kimley-horn.com>
Subject: RE: Intracoastal Mall Redevelopment | New Alternative 2

Good morning Justin:

We have been coordinating with Joaquin Vargas regarding Alternative 2 on page 9 of the methodology attached. We had initially discussed a concept where we would not signalize the east driveway and maintain it as right-in/right-out but allow for a westbound u-turn maneuver at the intersection of NE 35th Avenue and NE 163rd Street. There were concerns regarding the weaving distance only approximately 300 feet between the right-in/right-out driveway and the intersection of NE 35th Avenue and NE 163rd Street. To mitigate that concern we are new proposing to extend the Frontage Road to the right-in/right-out driveway which would also facilitate the westbound u-turn maneuver at the intersection of NE 35th Avenue and NE 163rd Street. See the attached sketches of the proposed alternative. We believe this is a better solution than the proposed half signal as it does not result in needing a signal variance from FDOT and provides enhanced vehicle mobility by providing an additional access from the site for eastbound and westbound traffic.

Please let us know your thoughts.

ROW DEDICATION
BUS STOP
ROW DEDICATION
BUS STOP



Conceptual Improvements Figure
SR 826/NE 163rd Street and NE 35th Avenue
Intracoastal Mall Redevelopment
North Miami Beach, Florida

Kimley»Horn

MEMORANDUM

To: Justin Proffit, AICP
City of North Miami Beach

From: Adrian K. Dabkowski, P.E., PTOE
Maddy Hollowed

Date: May 31, 2019

Subject: Intracoastal Mall Redevelopment
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the proposed redevelopment located at 3789 NE 163rd Street in North Miami Beach, Florida. Currently, the site proposed for redevelopment is occupied by 234,026 square feet of retail space. The proposed redevelopment consists of 345,000 square feet of retail space, 2,000 multifamily residential units, 200,000 square feet of office space, and 35,000 square feet of gym space. A conceptual site plan and a site location map are included in Attachment A. The following sections summarize our proposed traffic study methodology.

TRIP GENERATION

Trip generation calculations for the existing and proposed redevelopment were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation calculations for the proposed redevelopment were performed using ITE Land Use Codes (LUC) 820 (Shopping Center), 222 (Multifamily Housing [High-Rise])), 221 (Multifamily Housing [Mid-Rise])), 220 (Multifamily Housing [Low-Rise])), 710 (General Office Building), and 492 (Health/Fitness Club).

A multimodal (public transit, bicycle, and pedestrian) reduction of 10.0 percent (10.0%) was applied to the A.M. and P.M. peak hour trip generation calculations to account for the urban character of the area. Please note that Miami-Dade Transit (MDT) provides Metrobus transit Route 105 and Route 108 within the vicinity of the redevelopment. Additionally, the City of North Miami Beach provides the North Miami Beach Line trolley route A which operates within the vicinity of the redevelopment. Furthermore, a water taxi is proposed to operate along the Intracoastal between the proposed redevelopment and Sunny Isles Beach.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. Internal capture rates of 5.1 percent (5.1%) for the A.M. peak hour trip generation and 28.8 percent (28.8%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the shopping center land use is 34 percent (34%) during the P.M. peak hour.

The proposed redevelopment results in 756 net new vehicle trips during the A.M. peak hour and 623 net new vehicle trips during the P.M. peak hour. Detailed trip generation calculations are included in Attachment B.

DATA COLLECTION

The peak periods selected for this study include typical weekday (Tuesday, Wednesday, or Thursday) 7:00 to 9:00 A.M. and 4:00 to 6:00 P.M. peak periods. Turning movement counts will be collected in 15-minute intervals during the peak periods. Turning movement counts will also include pedestrian, bicycle, and truck data. All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Traffic signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Signals and Signs Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

STUDY AREA

The following intersections will be examined as part of the study area:

- NE 163rd Street/SR 826 and Biscayne Boulevard/US 1
- NE 163rd Street/SR 826 and NE 26th Avenue
- NE 163rd Street/SR 826 and NE 28th Avenue
- NE 163rd Street/SR 826 and NE 2900 Block
- NE 163rd Street/SR 826 and NE 34th Avenue
- NE 163rd Street/SR 826 and NE 35th Avenue
- NE 163rd Street/SR 826 and Intracoastal Mall Driveway
- NE 164th Street and NE 35th Avenue

TRIP DISTRIBUTION

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) for the years 2010 and 2040 for the project's opening year of 2031 obtained from the Miami-Dade Metropolitan Planning Organization's (MPO) *2040 Long Range Transportation Plan Directional Trip Distribution Report*. The project is located within TAZ 91. The cardinal distribution is included in Attachment C.

BACKGROUND GROWTH RATE

A background growth rate will be calculated based on historic growth trends at nearby FDOT traffic count stations. Additionally, growth rates based on the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Regional Planning Model (SERPM) projected 2010 and 2040 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using Trafficware's *Synchro* traffic engineering analysis software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 2000/2010/6th Editions.

Capacity analyses will be conducted for five (5) scenarios: existing, build-out year without project, build-out year with project, build-out year with project and Alternative 1 geometry, and build-out year with project and Alternative 2 geometry. Schematic sketches of the proposed roadway alternative improvements are contained in Attachment A. The anticipated build-out year is 2031. If intersection or roadway segment deficiencies are identified, strategies and improvements will be developed as mitigation measures.

The following graphics will be included for the study intersections:

- Existing conditions
- Trip distribution
- Trip assignment
- Future background traffic conditions (with growth rate)
- Future total traffic conditions (with project and without roadway improvements)
- Future total traffic conditions (with project and with Alternative 1 roadway improvements)
- Future total traffic conditions (with project and with Alternative 2 roadway improvements)

TRAFFIC SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis at the proposed project intersection with SR 826/NE 163rd Street as part of Alternative 2 will be prepared. The analyses will be prepared for future total conditions with the proposed development in place. The signal warrant analyses will apply the project's traffic generation volumes and hourly distribution developed from ITE's *Trip Generation Manual*, 10th Edition, ITE's *Trip Generation Handbook*, 3rd Edition, cardinal distribution, and the trip distribution/assignment to the existing traffic volumes. Those volumes will be compared to the volume traffic signal warrants contained in the of the Federal Highway Administration's (FHWA), *Manual on Uniform Traffic Control Devices* (MUTCD), 2009.

GARAGE ENTRY GATE OPERATIONS ANALYSIS

If entry gates are proposed, an entry gate analysis will be prepared for parking garage entry points. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in *Parking Structures – Planning, Design, Construction, Maintenance, and Repair*, 2000 and 2011. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

DOCUMENTATION

The results of the traffic analysis and signal warrant analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

K:\FTL_TPTO\043796003-Intracoastal Mall Redevelopment\Correspondence\2019 05 31 -Traffic Study Methodology.docx

Attachment A

Conceptual Site Plan and Location Map

Kimley»Horn

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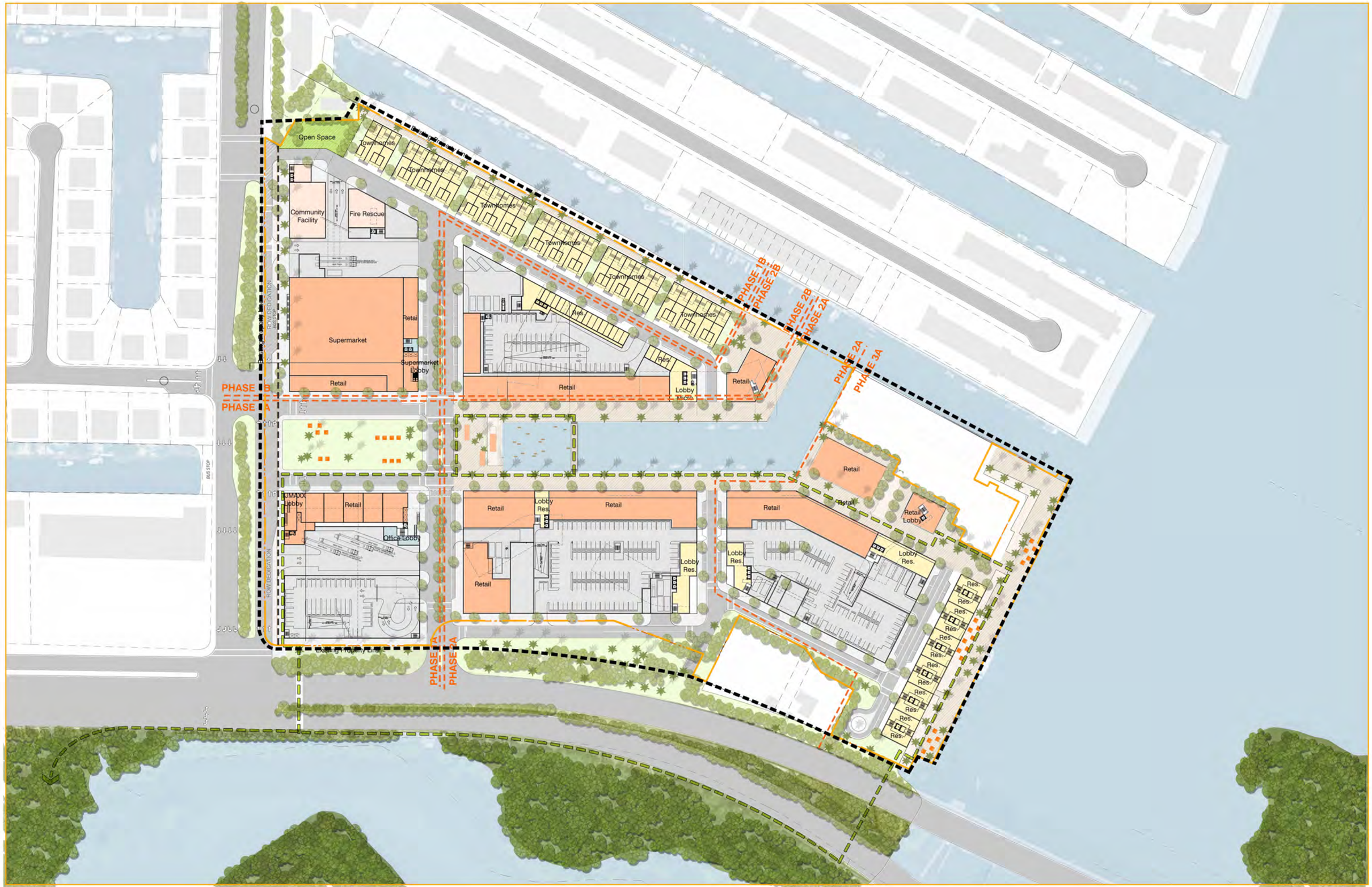
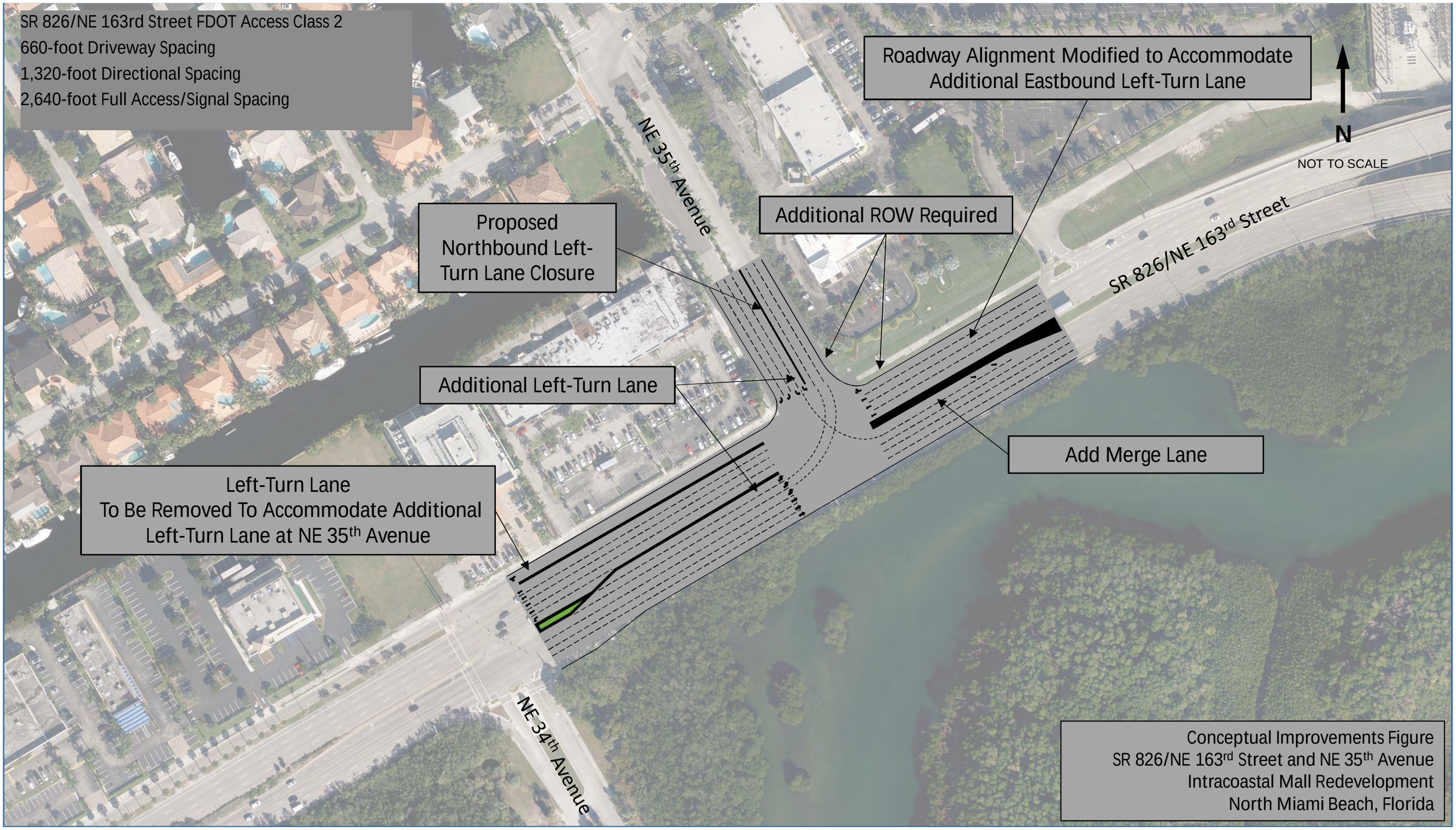
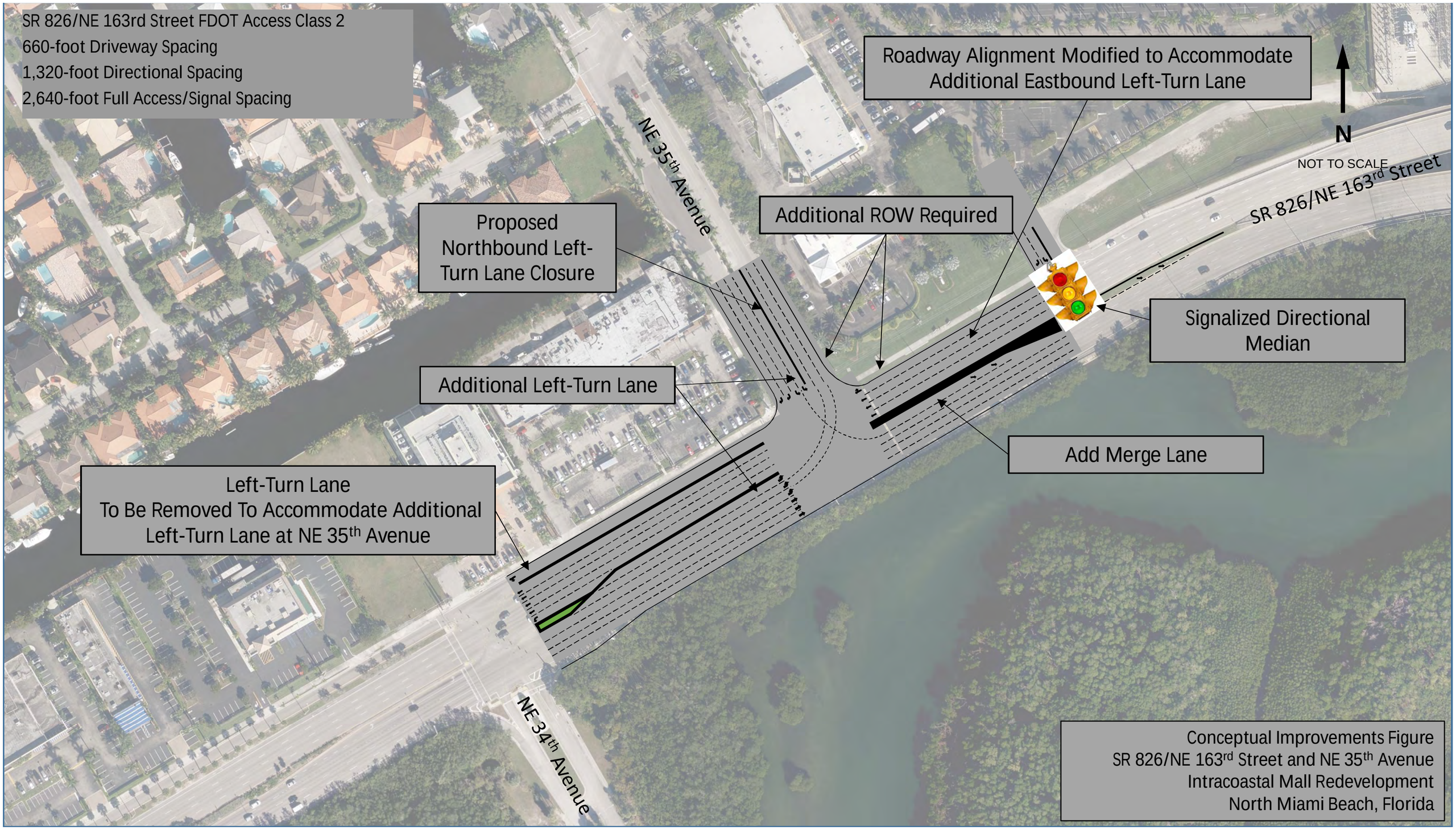
Figure 1
Location Map
Intracoastal Mall Redevelopment
North Miami Beach, Florida

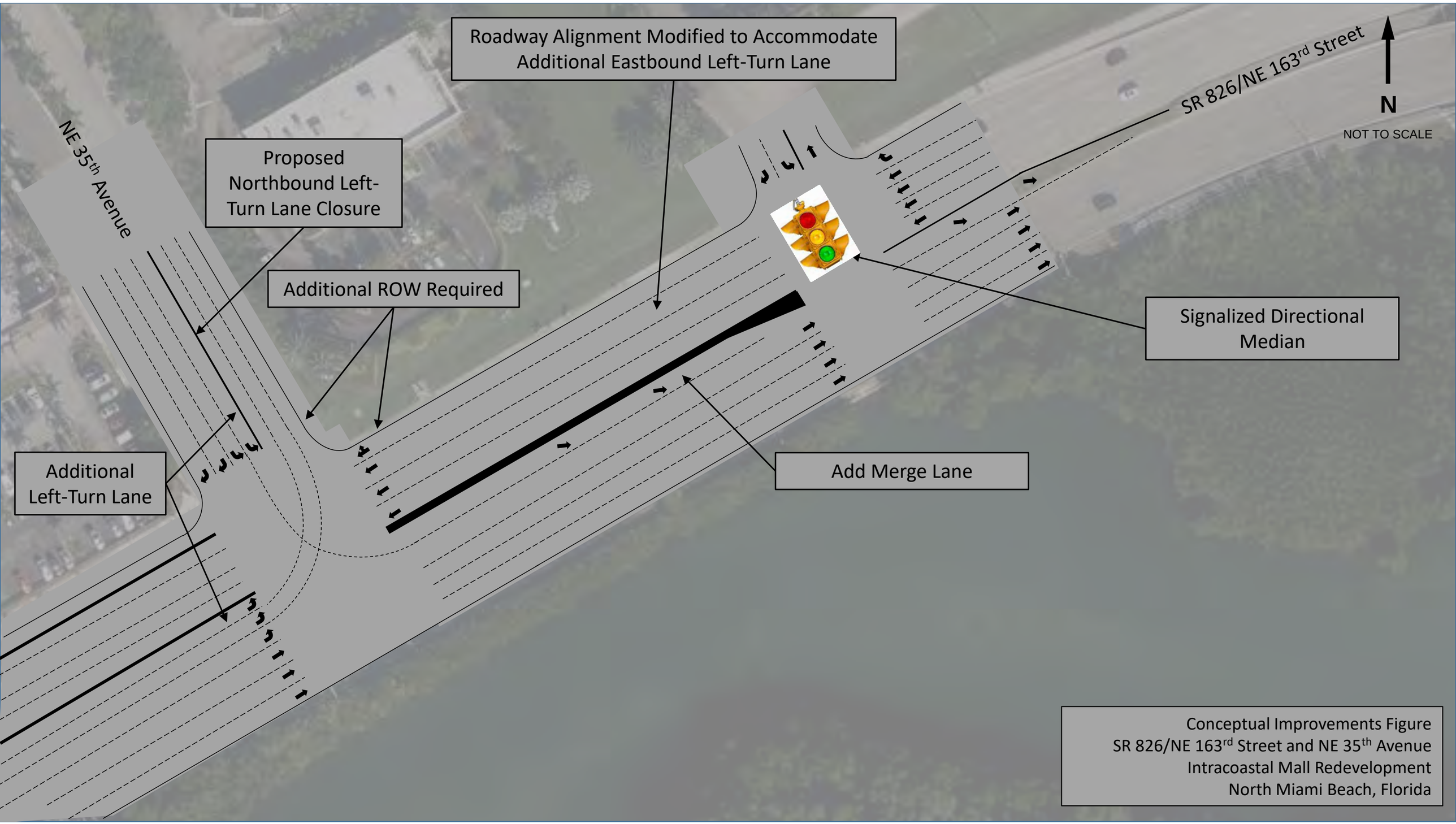

Open Space
Townhomes
Townhomes
Townhomes
Townhomes
Townhomes
Townhomes
Community Facility
Fire Rescue
Supermarket
Retail
Supermarket lobby
Retail
Res.
Res.
Retail
Lobby Micro
Retail
PHASE 1B
PHASE 2B
PHASE 2B
PHASE 2A
PHASE 2A
PHASE 3A
PHASE B
PHASE A
Retail
Retail
Retail
Retail
Retail
Retail
Retail Lobby
Lobby Res.
Lobby Res.
Lobby Res.
Lobby Res.
Lobby Res.
Res.
UMAXX Lobby
Retail
Office Lobby
ROW DEDICATION
ROW DEDICATION
BUS STOP
PHASE A
PHASE A



Conceptual Improvements Figure
SR 826/NE 163rd Street and NE 35th Avenue
Intracoastal Mall Redevelopment
North Miami Beach, Florida



Conceptual Improvements Figure
SR 826/NE 163rd Street and NE 35th Avenue
Intracoastal Mall Redevelopment
North Miami Beach, Florida



Conceptual Improvements Figure
SR 826/NE 163rd Street and NE 35th Avenue
Intracoastal Mall Redevelopment
North Miami Beach, Florida

Attachment B

Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	234.026	ksf	62%	38%	167	102	269	10.0%	27	150	92	242	0.0%	0	150	92	242	0.0%	0	150	92	242
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				Total:	167	102	269	10.2%	27	150	92	242	0.0%	0	150	92	242	0.0%	0	150	92	242
		820		Y=0.5*(X)+151.78																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	345	ksf	62%	38%	201	123	324	10.0%	32	181	111	292	7.5%	22	169	101	270	0.0%	0	169	101	270
	2	Multifamily Housing (High-Rise)	10	222	1917	du	24%	76%	132	418	550	10.0%	55	119	376	495	2.3%	12	116	367	483	0.0%	0	116	367	483
	3	Multifamily Housing (Mid-Rise)	10	221	48	du	26%	74%	4	13	17	10.0%	2	3	12	15	2.3%	0	3	12	15	0.0%	0	3	12	15
	4	Multifamily Housing (Low-Rise)	10	220	35	du	23%	77%	4	14	18	10.0%	2	3	13	16	2.3%	0	3	13	16	0.0%	0	3	13	16
	5	General Office Building	10	710	200	ksf	86%	14%	184	30	214	10.0%	21	166	27	193	10.4%	20	154	19	173	0.0%	0	154	19	173
	6	Health/Fitness Club	10	492	35	ksf	51%	49%	23	23	46	10.0%	5	21	20	41	0.0%	0	21	20	41	0.0%	0	21	20	41
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				Total:	548	621	1,169	10.0%	117	493	559	1,052	5.1%	54	466	532	998	0.0%	0	466	532	998
		820		Y=0.5*(X)+151.78																						
		222		Y=0.28*(X)+12.86																						
		221		LN(Y) = 0.98*LN(X)+-0.98																						
		220		LN(Y) = 0.95*LN(X)+-0.51																						
		710		Y=0.94*(X)+26.49																						
		492		Y=1.31(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**316**	**440**	**756**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	234.026	ksf	48%	52%	489	530	1,019	10.0%	102	440	477	917	0.0%	0	440	477	917	34.0%	312	290	315	605
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				Total:	489	530	1,019	10.0%	102	440	477	917	0.0%	0	440	477	917	34.0%	312	290	315	605
		820		LN(Y) = 0.74*LN(X)+2.89																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	345	ksf	48%	52%	652	707	1,359	10.0%	136	587	636	1,223	24.0%	294	485	444	929	34.0%	316	320	293	613
	2	Multifamily Housing (High-Rise)	10	222	1917	du	61%	39%	403	257	660	10.0%	66	363	231	594	38.0%	227	201	166	367	0.0%	0	201	166	367
	3	Multifamily Housing (Mid-Rise)	10	221	48	du	61%	39%	13	9	22	10.0%	2	12	8	20	38.0%	7	7	6	13	0.0%	0	7	6	13
	4	Multifamily Housing (Low-Rise)	10	220	35	du	63%	37%	14	9	23	10.0%	2	13	8	21	38.0%	7	8	6	14	0.0%	0	8	6	14
	5	General Office Building	10	710	200	ksf	16%	84%	35	185	220	10.0%	22	31	167	198	28.8%	57	10	131	141	0.0%	0	10	131	141
	6	Health/Fitness Club	10	492	35	ksf	57%	43%	71	53	124	10.0%	12	64	48	112	28.6%	32	47	33	80	0.0%	0	47	33	80
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				Total:	1,188	1,220	2,408	10.0%	240	1,070	1,098	2,168	28.8%	624	758	786	1,544	20.5%	316	593	635	1,228
		820		LN(Y) = 0.74*LN(X)+2.89																						
		222		Y=0.34*(X)+8.56																						
		221		LN(Y) = 0.96*LN(X)+-0.63																						
		220		LN(Y) = 0.89*LN(X)+-0.02																						
		710		LN(Y) = 0.95*LN(X)+0.36																						
		492		LN(Y) = 0.67*LN(X)+2.44																						

	IN	OUT	TOTAL
NET NEW TRIPS	303	320	623

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	150	92	440	477
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	0	0
	150	92	440	477

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	0	0
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	0	0
	0	0	0	0

OUTPUT

Total % Reduction	*0.0%*	*0.0%*
Office		
Retail	0.0%	0.0%
Restaurant		
Cinema/Entertainment		
Residential		
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	150	92	440	477
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	0	0
	150	92	440	477

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	166	27	31	167
Retail	181	111	587	636
Restaurant	0	0	0	0
Cinema/Entertainment	21	20	64	48
Residential	125	401	388	247
Hotel	0	0	0	0
	493	559	1,070	1,098

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	12	8	21	36
Retail	12	10	102	192
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	17	15
Residential	3	9	172	69
Hotel	0	0	0	0
	27	27	312	312

OUTPUT

Total % Reduction	*5.1%*	*28.8%*
Office	10.4%	28.8%
Retail	7.5%	24.0%
Restaurant		
Cinema/Entertainment	0.0%	28.6%
Residential	2.3%	38.0%
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	154	19	10	131
Retail	169	101	485	444
Restaurant	0	0	0	0
Cinema/Entertainment	21	20	47	33
Residential	122	392	216	178
Hotel	0	0	0	0
	466	532	758	786

Attachment C

Trip Distribution

MOBILITY OPTIONS
2040 Miami-Dade Transportation Plan
EYES ON THE FUTURE

MIAMI-DADE **2040**

Long Range Transportation Plan

Directional Trip Distribution Report

October 23, 2014

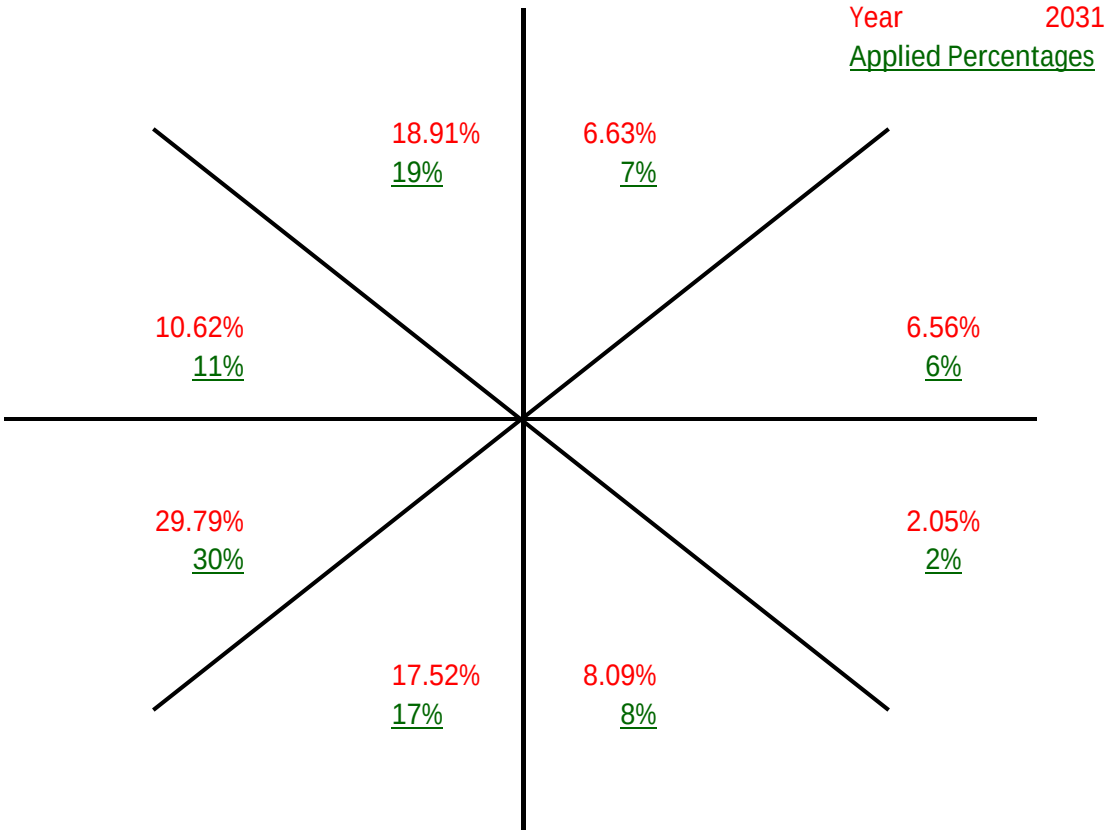
MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

Photo by Asad Gilani

Miami-Dade 2010 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
83	2983	TRIPS	351	40	1	115	242	220	179	98	1,246
83	2983	PERCENT	28.2	3.2	0.1	9.2	19.4	17.7	14.4	7.9	
84	2984	TRIPS	559	465	153	365	865	746	334	514	4,001
84	2984	PERCENT	14.0	11.6	3.8	9.1	21.6	18.7	8.4	12.9	
85	2985	TRIPS	188	95	250	96	304	63	164	218	1,378
85	2985	PERCENT	13.6	6.9	18.1	7.0	22.1	4.6	11.9	15.8	
86	2986	TRIPS	729	318	175	394	899	1,068	479	705	4,767
86	2986	PERCENT	15.3	6.7	3.7	8.3	18.9	22.4	10.1	14.8	
87	2987	TRIPS	617	93	194	162	635	433	374	357	2,865
87	2987	PERCENT	21.5	3.3	6.8	5.7	22.2	15.1	13.1	12.5	
88	2988	TRIPS	404	39	25	180	295	156	148	172	1,419
88	2988	PERCENT	28.5	2.8	1.8	12.7	20.8	11.0	10.4	12.1	
89	2989	TRIPS	439	194	25	110	400	312	209	409	2,098
89	2989	PERCENT	20.9	9.3	1.2	5.2	19.1	14.9	10.0	19.5	
90	2990	TRIPS	3,896	381	391	963	4,381	3,762	2,705	3,769	20,248
90	2990	PERCENT	19.2	1.9	1.9	4.8	21.6	18.6	13.4	18.6	
91	2991	TRIPS	384	345	57	518	1,028	1,569	711	1,160	5,772
91	2991	PERCENT	6.7	6.0	1.0	9.0	17.8	27.2	12.3	20.1	
92	2992	TRIPS	285	363	90	433	876	827	388	701	3,963
92	2992	PERCENT	7.2	9.2	2.3	10.9	22.1	20.9	9.8	17.7	
93	2993	TRIPS	333	106	3	113	321	270	255	180	1,581
93	2993	PERCENT	21.1	6.7	0.2	7.2	20.3	17.1	16.1	11.4	
94	2994	TRIPS	723	134	78	236	580	389	471	351	2,962
94	2994	PERCENT	24.4	4.5	2.6	8.0	19.6	13.1	15.9	11.9	
95	2995	TRIPS	1,114	208	132	432	836	871	670	535	4,798
95	2995	PERCENT	23.2	4.3	2.8	9.0	17.4	18.2	14.0	11.2	
96	2996	TRIPS	419	66	25	139	406	295	257	194	1,801
96	2996	PERCENT	23.3	3.7	1.4	7.7	22.5	16.4	14.3	10.8	
97	2997	TRIPS	443	23	42	136	434	389	389	247	2,103
97	2997	PERCENT	21.1	1.1	2.0	6.5	20.6	18.5	18.5	11.8	
98	2998	TRIPS	366	342	59	254	480	250	436	317	2,504
98	2998	PERCENT	14.6	13.7	2.4	10.1	19.2	10.0	17.4	12.7	
99	2999	TRIPS	1,032	663	214	768	1,149	754	738	800	6,118
99	2999	PERCENT	16.9	10.8	3.5	12.6	18.8	12.3	12.1	13.1	
100	3000	TRIPS	711	1,020	394	880	939	1,040	645	451	6,080
100	3000	PERCENT	11.7	16.8	6.5	14.5	15.4	17.1	10.6	7.4	
101	3001	TRIPS	2,051	720	290	949	1,366	1,177	1,651	2,084	10,288
101	3001	PERCENT	19.9	7.0	2.8	9.2	13.3	11.4	16.1	20.3	
102	3002	TRIPS	1,290	1,226	338	1,238	1,466	1,285	919	960	8,722
102	3002	PERCENT	14.8	14.1	3.9	14.2	16.8	14.7	10.5	11.0	
103	3003	TRIPS	623	571	316	426	794	561	461	357	4,109

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
83	2983	TRIPS	383	99	16	129	328	292	186	207	1,640
83	2983	PERCENT	23.4	6.0	1.0	7.9	20.0	17.8	11.3	12.6	
84	2984	TRIPS	1,429	1,141	312	896	1,983	1,378	942	1,148	9,229
84	2984	PERCENT	15.5	12.4	3.4	9.7	21.5	14.9	10.2	12.4	
85	2985	TRIPS	279	96	257	122	354	292	200	242	1,842
85	2985	PERCENT	15.2	5.2	14.0	6.6	19.2	15.9	10.9	13.1	
86	2986	TRIPS	1,315	352	210	564	1,270	1,178	538	638	6,065
86	2986	PERCENT	21.7	5.8	3.5	9.3	20.9	19.4	8.9	10.5	
87	2987	TRIPS	766	140	263	149	825	540	447	578	3,708
87	2987	PERCENT	20.7	3.8	7.1	4.0	22.3	14.6	12.1	15.6	
88	2988	TRIPS	555	85	25	152	413	322	203	320	2,075
88	2988	PERCENT	26.8	4.1	1.2	7.3	19.9	15.5	9.8	15.4	
89	2989	TRIPS	452	249	60	114	569	399	244	289	2,376
89	2989	PERCENT	19.0	10.5	2.5	4.8	24.0	16.8	10.3	12.2	
90	2990	TRIPS	5,044	561	691	1,099	5,956	4,093	2,851	4,467	24,762
90	2990	PERCENT	20.4	2.3	2.8	4.4	24.1	16.5	11.5	18.0	
91	2991	TRIPS	461	473	175	538	1,216	2,167	690	1,288	7,008
91	2991	PERCENT	6.6	6.8	2.5	7.7	17.4	30.9	9.9	18.4	
92	2992	TRIPS	393	608	103	397	846	1,178	475	826	4,826
92	2992	PERCENT	8.1	12.6	2.1	8.2	17.5	24.4	9.8	17.1	
93	2993	TRIPS	318	151	40	121	303	398	328	147	1,806
93	2993	PERCENT	17.6	8.4	2.2	6.7	16.8	22.0	18.2	8.1	
94	2994	TRIPS	1,962	549	137	460	2,200	1,423	1,227	1,012	8,970
94	2994	PERCENT	21.9	6.1	1.5	5.1	24.5	15.9	13.7	11.3	
95	2995	TRIPS	1,343	274	186	677	1,205	935	822	658	6,100
95	2995	PERCENT	22.0	4.5	3.1	11.1	19.8	15.3	13.5	10.8	
96	2996	TRIPS	698	306	170	207	513	332	412	351	2,989
96	2996	PERCENT	23.4	10.2	5.7	6.9	17.2	11.1	13.8	11.7	
97	2997	TRIPS	697	158	77	348	739	500	507	332	3,358
97	2997	PERCENT	20.8	4.7	2.3	10.4	22.0	14.9	15.1	9.9	
98	2998	TRIPS	740	391	285	455	713	553	700	567	4,404
98	2998	PERCENT	16.8	8.9	6.5	10.3	16.2	12.6	15.9	12.9	
99	2999	TRIPS	2,877	1,784	1,094	1,735	2,812	2,129	2,402	1,891	16,724
99	2999	PERCENT	17.2	10.7	6.5	10.4	16.8	12.7	14.4	11.3	
100	3000	TRIPS	821	1,023	529	1,273	1,213	1,291	812	488	7,450
100	3000	PERCENT	11.0	13.7	7.1	17.1	16.3	17.3	10.9	6.6	
101	3001	TRIPS	931	487	262	438	656	643	657	899	4,973
101	3001	PERCENT	18.7	9.8	5.3	8.8	13.2	12.9	13.2	18.1	
102	3002	TRIPS	1,303	1,366	533	1,360	1,810	1,412	1,245	1,110	10,139
102	3002	PERCENT	12.9	13.5	5.3	13.4	17.9	13.9	12.3	11.0	
103	3003	TRIPS	746	605	454	475	914	728	452	433	4,807

Cardinal Distribution for TAZ 91



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2031 Interpolated	2031 Rounded
	2010	2040		
North-Northeast	6.7%	6.60%	6.63%	7.00%
East-Northeast	6.0%	6.80%	6.56%	6.00%
East-Southeast	1.0%	2.50%	2.05%	2.00%
South-Southeast	9.0%	7.70%	8.09%	8.00%
South-Southwest	17.8%	17.40%	17.52%	17.00%
West-Southwest	27.2%	30.90%	29.79%	30.00%
West-Northwest	12.3%	9.90%	10.62%	11.00%
North-Northwest	20.1%	18.40%	18.91%	19.00%
Total	100.1%	100.2%	100.17%	100.00%

Appendix C

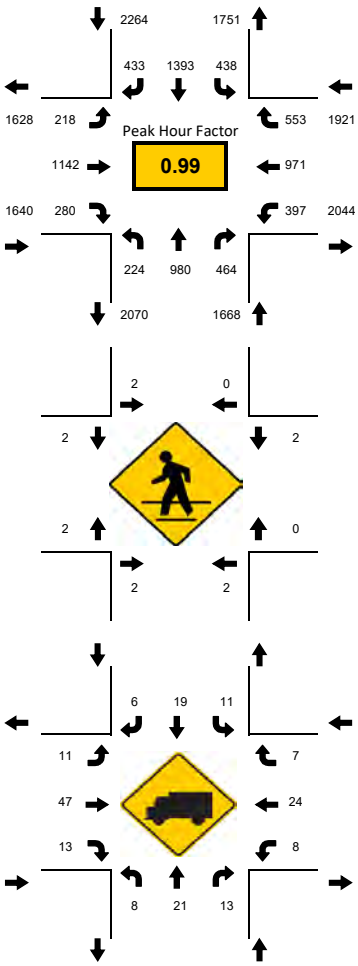
Traffic Data

Turning Movement Counts

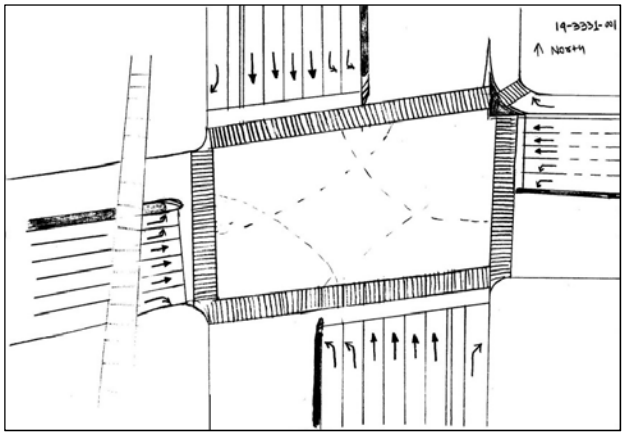
LOCATION: Biscayne Blvd/US 1 & NE 163rd St/SR 826
CITY/STATE: North Miami Beach, FL

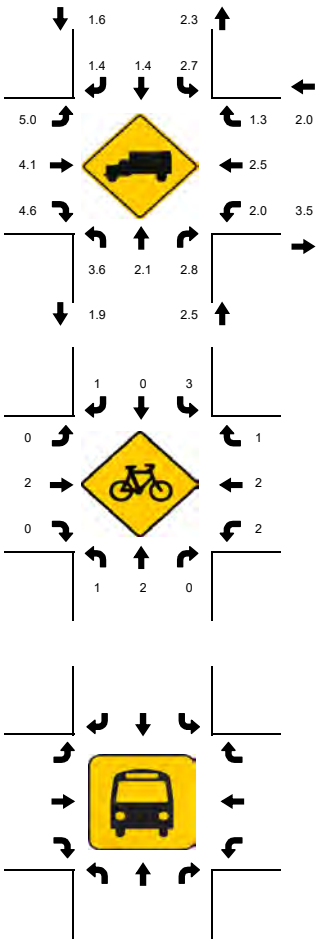
PROJECT ID: 19-03331-001
DATE: 05/14/2019

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM



National Data & Surveying Services



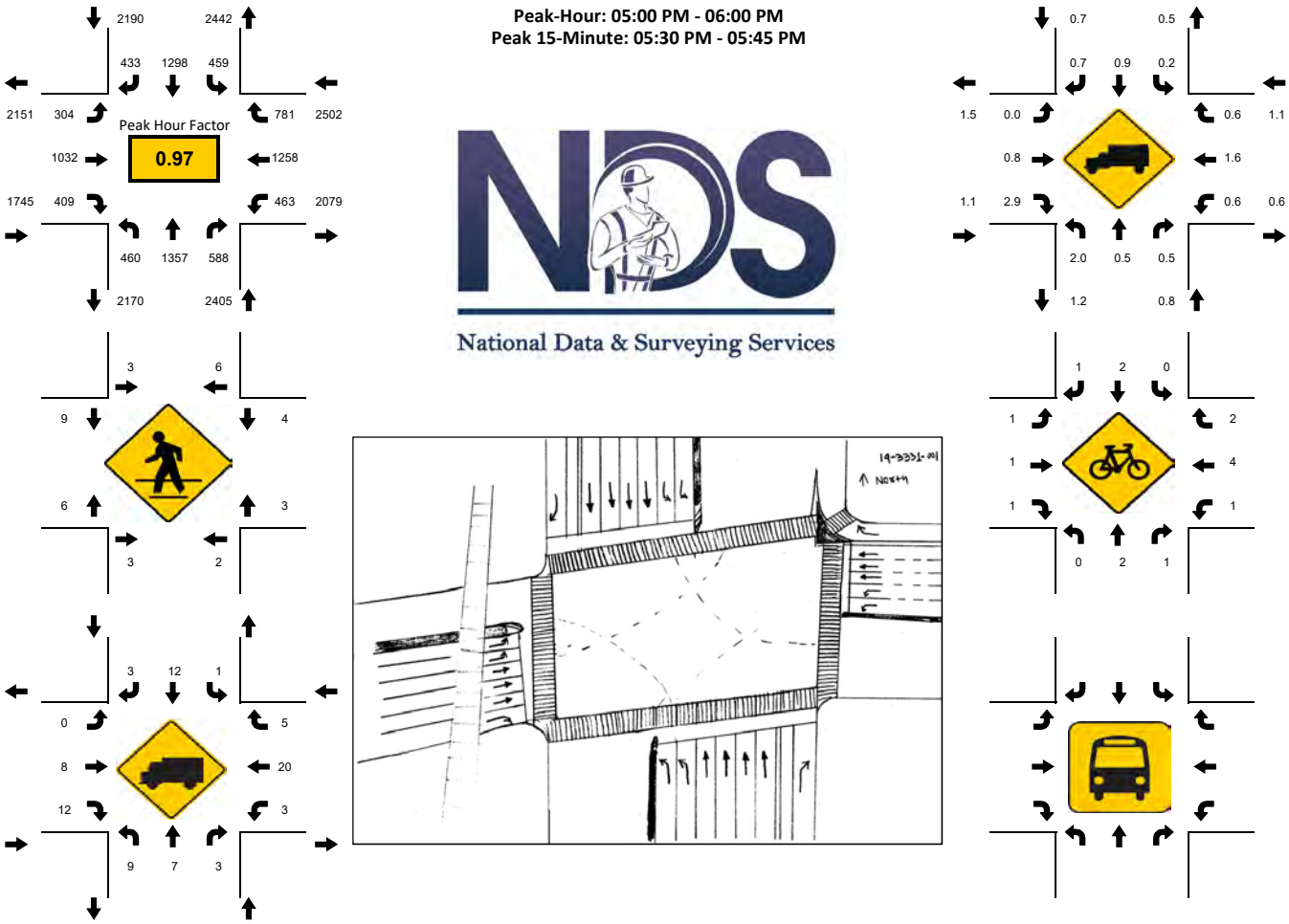


15-Min Count Period Beginning At	Biscayne Blvd/US 1 Northbound					Biscayne Blvd/US 1 Southbound					NE 163rd St/SR 826 Eastbound					NE 163rd St/SR 826 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	47	146	73	0		93	369	77	3		36	258	64	0		125	193	80	1		1565	6235
07:15 AM	57	170	113	0		80	243	69	1		37	246	73	0		91	204	72	0		1456	6505
07:30 AM	70	176	87	5		97	269	71	1		45	274	78	0		95	230	120	2		1620	6949
07:45 AM	47	253	88	0		98	256	78	0		39	275	66	0		75	185	134	0		1594	7228
08:00 AM	47	187	83	1		110	351	111	3		68	298	89	0		97	236	154	0		1835	7493
08:15 AM	42	215	102	1		117	314	117	2		47	353	64	0		98	293	135	0		1900	5658
08:30 AM	87	310	134	2		111	324	105	2		40	245	57	0		100	249	133	0		1899	3758
08:45 AM	43	268	145	1		92	404	100	1		63	246	70	0		102	193	131	0		1859	1859
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	348	1240	580	8		468	1616	468	12		272	1412	356	0		408	1172	616	0		**8976**	
Heavy Trucks	12	32	20			20	24	8			16	68	20			16	36	8			**280**	
Pedestrians		4					8					8					4				**24**	
Bicycles	4	4	0			4	0	4			0	8	0			8	8	4			**44**	
Railroad																						
Stopped Buses																						

LOCATION: Biscayne Blvd/US 1 & NE 163rd St/SR 826
CITY/STATE: North Miami Beach, FL

PROJECT ID: 19-03331-001
DATE: 05/14/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	Biscayne Blvd/US 1 Northbound					Biscayne Blvd/US 1 Southbound					NE 163rd St/SR 826 Eastbound					NE 163rd St/SR 826 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	120	281	123	3		109	303	114	0		64	250	86	0		100	363	194	0		2110	8217
04:15 PM	83	333	115	1		100	280	114	2		68	228	84	0		125	267	235	1		2036	8387
04:30 PM	104	310	133	5		94	317	131	4		76	232	94	0		118	287	174	0		2079	8512
04:45 PM	91	260	114	2		101	352	122	2		58	238	78	0		109	281	184	0		1992	8718
05:00 PM	136	358	143	2		119	291	106	4		71	259	124	0		113	345	209	0		2280	8842
05:15 PM	94	391	145	1		82	379	116	3		62	219	88	0		103	269	209	0		2161	6562
05:30 PM	106	298	172	8		116	313	126	2		90	309	113	0		147	303	182	0		2285	4401
05:45 PM	106	310	128	7		128	315	85	5		81	245	84	0		100	341	181	0		2116	2116
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	544	1564	688	32		512	1516	504	20		360	1236	496	0		588	1380	836	0		**10276**	
Heavy Trucks	12	16	4			4	20	8			0	12	16			4	32	8			**136**	
Pedestrians		8					12					24					12				**56**	
Bicycles	0	4	4			0	4	4			4	4	4			4	4	4			**40**	
Railroad																						
Stopped Buses																						

National Data & Surveying Services Intersection Turning Movement Count

Location: NE 26th Ave & NE 163rd St/SR 826
City: North Miami Beach
Control:

Project ID: 19-03331-002
Date: 5/14/2019

Total

AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2						
NS/EW Streets:	NE 26th Ave					NE 26th Ave					NE 163rd St/SR 826					NE 163rd St/SR 826											
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	3	0	14	0	0	3	400	0	1	0	0	361	5	0	0		0	0	1	1	2	791
7:15 AM	0	0	0	0	0	3	0	16	0	0	10	436	0	0	0	0	361	6	0	0		0	0	4	1	4	841
7:30 AM	0	0	0	0	0	11	0	29	0	0	16	414	0	1	0	0	375	10	0	0		0	0	3	3	2	864
7:45 AM	0	0	0	0	0	10	0	19	0	0	3	422	0	0	0	0	363	5	0	0		0	0	4	2	5	833
8:00 AM	0	0	0	0	0	6	0	14	0	0	3	516	0	0	0	0	478	6	0	0		0	0	3	3	0	1029
8:15 AM	0	0	0	0	0	10	0	22	0	0	12	530	0	0	0	0	455	11	0	0		0	0	8	1	3	1052
8:30 AM	0	0	0	0	0	8	0	18	0	0	8	473	0	0	0	0	464	7	2	0		0	0	7	3	2	992
8:45 AM	0	0	0	0	0	13	0	15	0	0	9	497	0	1	0	0	398	13	0	0		0	0	2	0	3	951
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	64	0	147	0	0	64	3688	0	3	0	0	3255	63	2	0	0	0	0	32	14	21	7353
APPROACH %'s :						30.33%	0.00%	69.67%	0.00%	0.00%	1.70%	98.22%	0.00%	0.08%	0.00%	0.00%	98.04%	1.90%	0.06%	0.00%	0.00%	0.00%	0.00%	47.76%	20.90%	31.34%	
PEAK HR :	**08:00 AM - 09:00 AM**																										TOTAL
PEAK HR VOL :	0	0	0	0	0	37	0	69	0	0	32	2016	0	1	0	0	1795	37	2	0	0	0	0	20	7	8	4024
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.712	0.000	0.784	0.000	0.000	0.667	0.951	0.000	0.250	0.000	0.000	0.939	0.712	0.250	0.000	0.000	0.000	0.000	0.625	0.583	0.667	0.956
								0.828					0.945					0.947						0.729			

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	10	0	17	0	0	25	432	0	2	0	0	617	10	1	0		0	0	16	9	1	1140
4:15 PM	0	0	0	0	0	8	0	13	0	0	26	429	0	2	0	0	568	10	0	0		0	0	3	10	2	1071
4:30 PM	0	0	0	0	0	7	0	7	0	0	15	457	0	1	0	0	574	15	0	0		0	0	11	3	2	1092
4:45 PM	0	0	0	0	0	11	0	12	0	0	20	371	0	0	0	0	529	14	0	0		0	0	7	6	0	970
5:00 PM	0	0	0	0	0	10	0	12	0	0	20	505	0	1	0	0	579	13	1	0		0	0	16	4	3	1164
5:15 PM	0	0	0	0	0	12	0	16	0	0	25	440	0	0	0	0	534	8	0	0		0	0	11	4	2	1052
5:30 PM	0	0	0	0	0	12	0	19	0	0	35	541	0	0	0	0	543	12	0	0		0	0	10	7	6	1185
5:45 PM	0	0	0	0	0	16	0	18	0	0	34	444	0	6	0	0	508	18	0	0		0	0	10	4	2	1060
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	86	0	114	0	0	200	3619	0	12	0	0	4452	100	2	0	0	0	0	84	47	18	8734
APPROACH %'s :						43.00%	0.00%	57.00%	0.00%	0.00%	5.22%	94.47%	0.00%	0.31%	0.00%	0.00%	97.76%	2.20%	0.04%	0.00%	0.00%	0.00%	0.00%	56.38%	31.54%	12.08%	
PEAK HR :	**05:00 PM - 06:00 PM**																										TOTAL
PEAK HR VOL :	0	0	0	0	0	50	0	65	0	0	114	1930	0	7	0	0	2164	51	1	0	0	0	0	47	19	13	4461
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.781	0.000	0.855	0.000	0.000	0.814	0.892	0.000	0.292	0.000	0.000	0.934	0.708	0.250	0.000	0.000	0.000	0.000	0.734	0.679	0.542	0.941
								0.846					0.890					0.934						0.859			

National Data & Surveying Services Intersection Turning Movement Count

Location: NE 28th Ave & NE 163rd St/SR 826
City: North Miami Beach
Control:

Project ID: 19-03331-003
Date: 5/14/2019

Total

NS/EW Streets:	NE 28th Ave						NE 28th Ave						NE 163rd St/SR 826						NE 163rd St/SR 826																		
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	6	0	0	1	1	428	0	0	0	3	0	344	0	0	0	0	0	0	0	0	0	0		1	0	0	13	0	4	801
7:15 AM	0	0	0	0	0	0	2	0	5	0	0	2	1	410	0	0	0	2	0	334	1	0	2	0	0	0	0	0	0	0		6	0	0	11	1	2	779
7:30 AM	0	0	0	0	0	0	4	0	4	0	0	0	4	431	0	0	0	5	0	373	0	0	2	0	0	0	1	0	0	0		2	0	0	11	0	4	841
7:45 AM	0	0	0	0	0	0	2	0	4	0	0	1	3	447	0	0	0	3	0	369	0	0	2	0	0	0	0	0	0	0		3	0	0	13	0	6	853
8:00 AM	0	0	0	0	0	0	1	0	6	0	0	1	3	505	0	0	0	8	0	436	0	0	6	0	0	0	0	0	0	0		2	0	0	11	0	5	984
8:15 AM	0	0	0	0	0	0	0	0	6	0	0	2	4	545	0	0	0	6	0	472	4	0	4	0	0	0	0	0	0	0		5	0	0	14	0	5	1067
8:30 AM	0	0	0	0	0	0	0	0	5	0	0	0	1	487	0	0	0	4	0	411	0	0	2	0	0	0	0	0	0	0		1	0	0	13	0	4	928
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	495	0	0	0	4	0	424	0	0	3	0	0	0	0	0	0	0		3	0	0	10	1	2	946
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	10	0	37	0	0	9	17	3748	0	0	0	35	0	3163	5	0	21	0	0	0	1	0	0	0	0	23	0	0	96	2	32	7199
APPROACH %'s :							17.86%	0.00%	66.07%	0.00%	0.00%	16.07%	0.45%	98.63%	0.00%	0.00%	0.00%	0.92%	0.00%	99.18%	0.16%	0.00%	0.66%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	15.03%	0.00%	0.00%	62.75%	1.31%	20.92%	
PEAK HR :	08:00 AM - 09:00 AM																																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	18	0	0	5	8	2032	0	0	0	22	0	1743	4	0	15	0	0	0	0	0	0	0	0	11	0	0	48	1	16	3925
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.000	0.625	0.500	0.932	0.000	0.000	0.000	0.688	0.000	0.923	0.250	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.550	0.000	0.000	0.857	0.250	0.800	0.920
							0.781						0.929						0.918												0.792							

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	0	5	0	1	0	0	3	2	450	0	0	0	4	0	586	3	0	11	0	0	0	0	0	0	0		5	0	0	3	1	5	1079
4:15 PM	0	0	0	0	0	0	1	0	1	0	0	3	0	452	0	0	0	4	0	572	4	0	6	0	0	0	0	0	0	0		4	0	0	4	0	5	1056
4:30 PM	0	0	0	0	0	0	3	0	1	0	0	0	6	443	0	1	0	2	0	592	0	0	6	0	0	0	0	0	0	0		6	0	0	8	0	6	1074
4:45 PM	0	0	0	0	0	0	1	0	1	0	0	1	3	392	0	1	0	2	0	512	0	0	7	0	0	0	0	0	0	0		2	0	0	7	0	2	931
5:00 PM	0	0	0	0	0	0	2	0	7	0	0	0	7	507	0	2	0	1	0	569	2	0	3	0	0	0	0	0	0	0		6	0	0	9	0	3	1118
5:15 PM	0	0	0	0	0	0	2	0	4	0	0	3	7	420	0	1	0	1	0	564	2	0	4	0	0	0	0	0	0	0		5	0	0	7	0	5	1025
5:30 PM	0	0	0	0	0	0	1	0	2	0	0	2	6	578	0	2	0	0	0	553	1	0	0	0	0	0	0	0	0	0		6	0	0	9	0	0	1160
5:45 PM	0	0	0	0	0	0	6	0	3	0	0	0	1	442	0	0	0	0	0	542	3	0	1	0	0	0	0	0	0	0		2	0	0	8	2	6	1016
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	21	0	20	0	0	12	32	3684	0	7	0	14	0	4490	15	0	38	0	0	0	0	0	0	0	0	36	0	0	55	3	32	8459
APPROACH %'s :							39.62%	0.00%	37.74%	0.00%	0.00%	22.64%	0.86%	98.58%	0.00%	0.19%	0.00%	0.37%	0.00%	98.83%	0.33%	0.00%	0.84%	0.00%							0.00%	28.57%	0.00%	0.00%	43.65%	2.38%	25.40%	
PEAK HR :	05:00 PM - 06:00 PM																																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	11	0	16	0	0	5	21	1947	0	5	0	2	0	2228	8	0	8	0	0	0	0	0	0	0	0	19	0	0	33	2	14	4319
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.458	0.000	0.571	0.000	0.000	0.417	0.750	0.842	0.000	0.625	0.000	0.500	0.000	0.979	0.667	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.792	0.000	0.000	0.917	0.250	0.583	0.931
							0.889						0.843						0.977												0.944							

National Data & Surveying Services Intersection Turning Movement Count

Location: NE 2900 Blk & NE 163rd St/SR 826
City: North Miami Beach
Control:

Project ID: 19-03331-004
Date: 5/14/2019

Total

NS/EW Streets:	NE 2900 Blk						NE 2900 Blk						NE 163rd St/SR 826						NE 163rd St/SR 826																		
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	451	0	0	0	4	0	354	0	0	1	0	0	0	0	0	0	0		1	0	0	3	0	0	815
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	415	0	0	0	3	0	342	0	0	2	0	0	0	0	0	0	0		6	0	0	0	0	0	774
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	418	0	0	0	8	0	367	0	0	0	0	0	0	0	0	0	0		2	0	0	2	0	0	797
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	466	0	0	0	2	0	376	0	0	1	0	0	0	0	0	0	0		4	0	0	0	0	0	850
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	492	0	0	0	2	0	437	0	0	1	0	0	0	0	0	0	0		1	0	0	1	0	2	937
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	550	0	0	0	7	0	480	0	0	5	0	0	0	0	0	0	0		4	0	0	1	0	1	1049
8:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	3	464	0	0	0	5	0	433	2	0	2	0	0	0	0	0	0	0		1	0	0	0	0	1	913
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	12	494	0	0	0	3	0	405	1	0	1	0	0	0	0	0	0	0		2	0	0	1	0	3	924
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	2	0	0	4	22	3750	0	0	0	34	0	3194	3	0	13	0	0	0	0	0	0	0	0	21	0	0	8	0	7	7059
APPROACH %'s :							14.29%	0.00%	28.57%	0.00%	0.00%	57.14%	0.58%	98.53%	0.00%	0.00%	0.00%	0.89%	0.00%	99.50%	0.09%	0.00%	0.40%	0.00%							0.00%	58.33%	0.00%	0.00%	22.22%	0.00%	19.44%	
PEAK HR :	08:00 AM - 09:00 AM																																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	2	0	0	1	17	2000	0	0	0	17	0	1755	3	0	9	0	0	0	0	0	0	0	0	8	0	0	3	0	7	3823
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.354	0.909	0.000	0.000	0.000	0.607	0.000	0.914	0.375	0.000	0.450	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.750	0.000	0.583	0.911
							0.500						0.911						0.911												0.750						

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	0	7	0	5	0	0	2	15	429	0	0	0	9	0	531	2	0	6	0	0	0	0	0	0	0		2	0	0	17	0	4	1029
4:15 PM	0	0	0	0	0	0	8	0	7	0	0	1	15	417	0	0	0	7	0	570	4	0	6	0	0	0	0	0	0	0		2	0	0	14	0	11	1062
4:30 PM	0	0	0	0	0	0	11	0	12	0	0	1	17	446	0	0	0	11	0	563	2	0	1	0	0	0	0	0	0	0		7	0	0	16	1	9	1097
4:45 PM	0	0	0	0	0	0	5	0	7	0	0	0	13	387	0	0	0	9	0	499	4	0	4	0	0	0	0	0	0	0		6	0	0	19	0	3	956
5:00 PM	0	0	0	0	0	0	4	0	7	0	0	0	20	465	0	0	0	9	0	595	4	0	5	0	0	0	0	0	0	0		5	0	0	20	0	9	1143
5:15 PM	0	0	0	0	0	0	5	0	9	0	0	1	7	422	0	0	0	11	0	526	5	1	3	0	0	0	0	0	0	0		6	0	0	20	0	6	1022
5:30 PM	0	0	0	0	0	0	1	0	8	0	0	2	16	537	0	1	0	11	0	512	7	0	4	0	0	0	0	0	0	0		3	0	0	14	0	8	1124
5:45 PM	0	0	0	0	0	0	4	0	9	0	0	1	11	448	0	0	0	15	0	501	3	0	8	0	0	0	0	0	0	0		7	0	0	20	2	5	1034
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	45	0	64	0	0	8	114	3551	0	1	0	82	0	4297	31	1	37	0	0	0	0	0	0	0	0	38	0	0	140	3	55	8467
APPROACH %'s :							38.46%	0.00%	54.70%	0.00%	0.00%	6.84%	3.04%	94.74%	0.00%	0.03%	0.00%	2.19%	0.00%	98.42%	0.71%	0.02%	0.85%	0.00%							0.00%	16.10%	0.00%	0.00%	59.32%	1.27%	23.31%	
PEAK HR :	05:00 PM - 06:00 PM																																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	14	0	33	0	0	4	54	1872	0	1	0	46	0	2134	19	1	20	0	0	0	0	0	0	0	0	21	0	0	74	2	28	4323
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.917	0.000	0.000	0.500	0.675	0.872	0.000	0.250	0.000	0.767	0.000	0.897	0.679	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.925	0.250	0.778	0.946
							0.850						0.873						0.900												0.919						

National Data & Surveying Services Intersection Turning Movement Count

Location: NE 34th Ave & NE 163rd St/SR 826
City: North Miami Beach
Control:

Project ID: 19-03331-005
Date: 5/14/2019

Total

NS/EW Streets:	NE 34th Ave						NE 34th Ave						NE 163rd St/SR 826						NE 163rd St/SR 826																		
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	438	0	0	0	4	0	334	0	0	1	0	0	0	0	0	0	0		0	0	0	2	0	0	787
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	3	416	1	0	0	1	1	335	0	3	0	0	0	0	0	0	0	0		3	0	0	3	0	1	769
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	2	411	2	0	0	1	1	367	0	1	1	0	0	0	0	0	0	0		2	0	0	9	0	0	798
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	3	449	2	0	0	3	0	357	0	3	0	0	0	0	0	0	0	0		1	0	0	5	0	2	826
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	9	492	4	0	0	1	0	447	2	2	0	0	0	0	0	0	0	0		2	0	0	7	1	1	969
8:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	9	524	6	0	0	1	1	461	6	3	2	0	0	0	0	0	0	0		1	0	0	7	3	0	1028
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	11	440	2	0	0	2	1	463	5	6	3	0	0	0	0	0	0	0		0	0	0	6	1	1	942
8:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	16	486	4	0	0	2	1	391	4	1	3	0	0	0	0	0	0	0		2	0	0	3	2	2	920
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	6	0	7	0	0	0	0	0	0	0	0	0	56	3656	21	0	0	15	5	3155	17	19	10	0	0	0	0	0	0	0	0	11	0	0	47	7	7	7039
APPROACH %'s :	46.15%	0.00%	53.85%	0.00%	0.00%	0.00%							1.49%	97.55%	0.56%	0.00%	0.00%	0.40%	0.16%	98.41%	0.53%	0.59%	0.31%	0.00%							0.00%	15.28%	0.00%	0.00%	65.28%	9.72%	9.72%	
PEAK HR :	08:00 AM - 09:00 AM																																				TOTAL
PEAK HR VOL :	5	0	4	0	0	0	0	0	0	0	0	0	45	1942	16	0	0	6	3	1762	17	12	8	0	0	0	0	0	0	0	0	5	0	0	23	7	4	3859
PEAK HR FACTOR :	0.625	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.703	0.927	0.667	0.000	0.000	0.750	0.750	0.951	0.708	0.500	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.821	0.583	0.500	0.938
	0.563						0.930												0.942												0.886							

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND												WESTBOUND2						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	9	0	2	0	0	0	0	0	0	0	0	0	4	425	2	1	0	2	5	484	0	5	5	0	0	0	0	0	0	0		1	0	0	7	0	3	955
4:15 PM	1	0	2	0	0	0	0	0	0	0	0	0	1	427	3	1	0	3	0	576	0	6	4	0	0	0	0	0	0	0		3	0	0	9	0	1	1037
4:30 PM	6	0	2	0	0	0	0	0	0	0	0	0	0	453	5	0	0	2	3	539	1	6	2	0	0	0	0	0	0	0		6	0	0	11	0	2	1038
4:45 PM	3	0	1	0	0	0	0	0	0	0	0	0	2	391	4	2	0	2	2	502	0	6	5	0	0	0	0	0	0	0		4	0	0	9	0	3	936
5:00 PM	7	0	2	0	1	0	0	0	0	0	0	0	0	472	4	0	0	5	3	578	0	9	10	0	0	0	0	0	0	0		4	0	0	10	0	4	1109
5:15 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	414	2	3	0	4	1	518	0	3	2	0	0	0	0	0	0	0		2	0	0	12	0	4	971
5:30 PM	5	0	0	0	0	0	0	0	0	0	0	0	2	536	7	4	0	2	4	532	0	4	4	0	0	0	0	0	0	0		5	0	0	13	1	3	1122
5:45 PM	10	0	4	0	0	0	0	0	0	0	0	0	2	455	2	1	0	3	0	483	0	5	5	0	0	0	0	0	0	0		4	0	0	11	0	6	991
	NL	NT	NR	NU	NL2	NR2	SL	ST	SR	SU	SL2	SR2	EL	ET	ER	EU	ET2	EU2	WL	WT	WR	WU	WT2	WU2	E2T	E2U	E2L2	E2T2	E2R2	E2U2	W2L	W2T	W2U	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	47	0	13	0	1	0	0	0	0	0	0	0	11	3573	29	12	0	23	18	4212	1	44	37	0	0	0	0	0	0	0	0	29	0	0	82	1	26	8159
APPROACH %'s :	77.05%	0.00%	21.31%	0.00%	1.64%	0.00%							0.30%	97.94%	0.79%	0.33%	0.00%	0.63%	0.42%	97.68%	0.02%	1.02%	0.86%	0.00%							0.00%	21.01%	0.00%	0.00%	59.42%	0.72%	18.84%	
PEAK HR :	05:00 PM - 06:00 PM																																				TOTAL
PEAK HR VOL :	28	0	6	0	1	0	0	0	0	0	0	0	4	1877	15	8	0	14	8	2111	0	21	21	0	0	0	0	0	0	0	0	15	0	0	46	1	17	4193
PEAK HR FACTOR :	0.700	0.000	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.875	0.536	0.500	0.000	0.700	0.500	0.913	0.000	0.583	0.525	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.885	0.250	0.708	0.934
	0.625						0.870												0.900												0.898							

National Data & Surveying Services Intersection Turning Movement Count

Location: NE 35th Ave & NE 163rd St/SR 826
City: North Miami Beach
Control:

Project ID: 19-03331-006
Date: 5/14/2019

Total

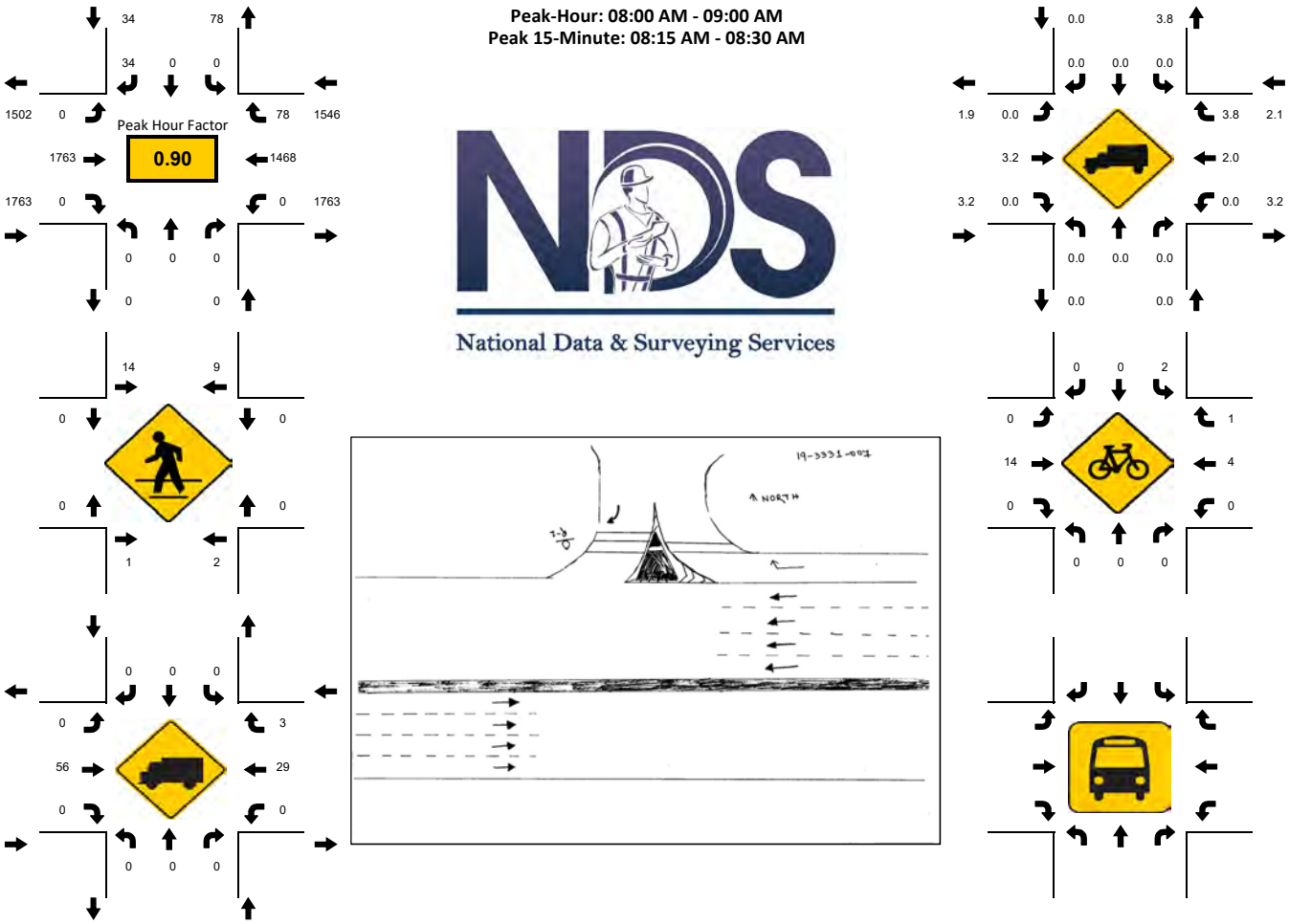
NS/EW Streets:	NE 35th Ave					NE 35th Ave					NE 163rd St/SR 826					NE 163rd St/SR 826										
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	0	0	0	0	0	20	0	78	0	1	26	393	0	0	0	0	267	8	0	0	0	0	0	0	0	793
7:15 AM	0	0	0	0	0	30	0	80	0	2	52	382	0	0	1	0	257	21	0	4	0	0	0	0	0	829
7:30 AM	0	0	0	0	0	32	0	95	0	4	30	394	0	0	0	0	276	12	0	0	0	0	0	0	0	843
7:45 AM	0	0	0	0	0	45	0	95	0	2	48	399	0	0	2	0	273	14	0	4	0	0	0	0	0	882
8:00 AM	0	0	0	0	0	42	0	116	0	4	76	400	0	0	2	0	330	21	0	2	0	0	0	0	0	993
8:15 AM	0	0	0	0	0	41	0	115	1	0	75	463	0	0	0	0	360	31	0	8	0	0	0	0	0	1094
8:30 AM	0	0	0	0	0	32	0	109	0	6	87	369	0	0	2	0	364	27	0	10	0	0	0	0	0	1006
8:45 AM	0	0	0	0	0	33	0	84	0	1	95	383	0	0	8	0	320	22	0	9	0	0	0	0	0	955
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	275	0	772	1	20	489	3183	0	0	15	0	2447	156	0	37	0	0	0	0	0	7395
APPROACH %'s :						25.75%	0.00%	72.28%	0.09%	1.87%	13.26%	86.33%	0.00%	0.00%	0.41%	0.00%	92.69%	5.91%	0.00%	1.40%						
PEAK HR :	08:00 AM - 09:00 AM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	148	0	424	1	11	333	1615	0	0	12	0	1374	101	0	29	0	0	0	0	0	4048
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.881	0.000	0.914	0.250	0.458	0.876	0.872	0.000	0.000	0.375	0.000	0.944	0.815	0.000	0.725	0.000	0.000	0.000	0.000	0.000	0.925
								0.901					0.911					0.938								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:00 PM	0	0	0	0	0	44	0	56	0	1	135	322	0	0	0	0	476	31	0	1	0	0	0	0	0	1066
4:15 PM	0	0	0	0	0	47	0	74	2	2	104	306	0	0	1	0	492	23	0	1	0	0	0	0	0	1052
4:30 PM	0	0	0	0	0	48	0	67	0	4	101	340	0	0	2	0	498	18	0	4	0	0	0	0	0	1082
4:45 PM	0	0	0	0	0	50	0	56	1	5	116	330	0	0	3	0	460	33	1	5	0	0	0	0	0	1060
5:00 PM	0	0	0	0	0	56	0	78	1	3	97	355	0	0	0	0	510	35	0	2	0	0	0	0	0	1137
5:15 PM	0	0	0	0	0	52	0	60	0	1	130	317	0	0	2	0	463	36	0	4	0	0	0	0	0	1065
5:30 PM	0	0	0	0	0	53	0	78	0	3	144	401	0	0	0	0	455	29	0	7	0	0	0	0	0	1170
5:45 PM	0	0	0	0	0	50	0	67	0	0	126	348	0	0	0	0	433	35	1	4	0	0	0	0	0	1064
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	400	0	536	4	19	953	2719	0	0	8	0	3787	240	2	28	0	0	0	0	0	8696
APPROACH %'s :						41.71%	0.00%	55.89%	0.42%	1.98%	25.90%	73.89%	0.00%	0.00%	0.22%	0.00%	93.34%	5.92%	0.05%	0.69%						
PEAK HR :	05:00 PM - 06:00 PM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	211	0	283	1	7	497	1421	0	0	2	0	1861	135	1	17	0	0	0	0	0	4436
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.942	0.000	0.907	0.250	0.583	0.863	0.886	0.000	0.000	0.250	0.000	0.912	0.938	0.250	0.607	0.000	0.000	0.000	0.000	0.000	0.948
								0.909					0.881					0.920								

LOCATION: Intracoastal Mall Dwy & NE 163rd St/SR 826
CITY/STATE: North Miami Beach, FL

PROJECT ID: 19-03331-007
DATE: 05/14/2019

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:15 AM - 08:30 AM

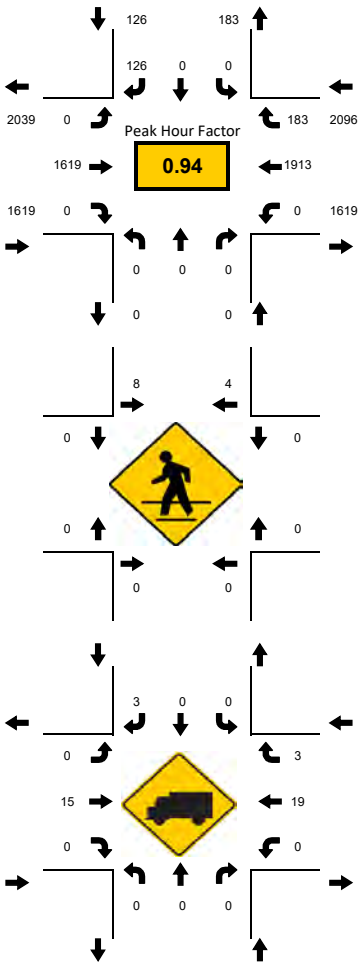


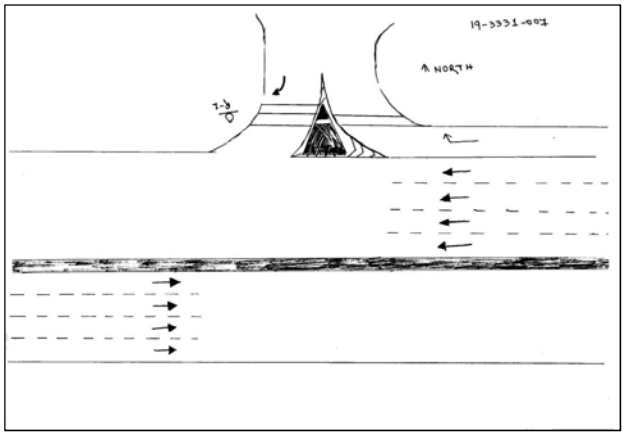
15-Min Count Period Beginning At	Intracoastal Mall Dwy Northbound					Intracoastal Mall Dwy Southbound					NE 163rd St/SR 826 Eastbound					NE 163rd St/SR 826 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		0	0	2	0		0	414	0	0		0	274	5	0		695	2862
07:15 AM	0	0	0	0		0	0	3	0		0	408	0	0		0	280	6	0		697	2973
07:30 AM	0	0	0	0		0	0	2	0		0	425	0	0		0	284	5	0		716	3208
07:45 AM	0	0	0	0		0	0	3	0		0	450	0	0		0	291	10	0		754	3291
08:00 AM	0	0	0	0		0	0	7	0		0	434	0	0		0	351	14	0		806	3343
08:15 AM	0	0	0	0		0	0	5	0		0	512	0	0		0	392	23	0		932	2537
08:30 AM	0	0	0	0		0	0	12	0		0	389	0	0		0	383	15	0		799	1605
08:45 AM	0	0	0	0		0	0	10	0		0	428	0	0		0	342	26	0		806	806
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	0	48	0		0	2048	0	0		0	1568	104	0		**3768**	
Heavy Trucks	0	0	0			0	0	0			0	108	0			0	40	4			**152**	
Pedestrians		12					28					0					0				**40**	
Bicycles	0	0	0			4	0	0			0	20	0			0	8	4			**36**	
Railroad																						
Stopped Buses																						

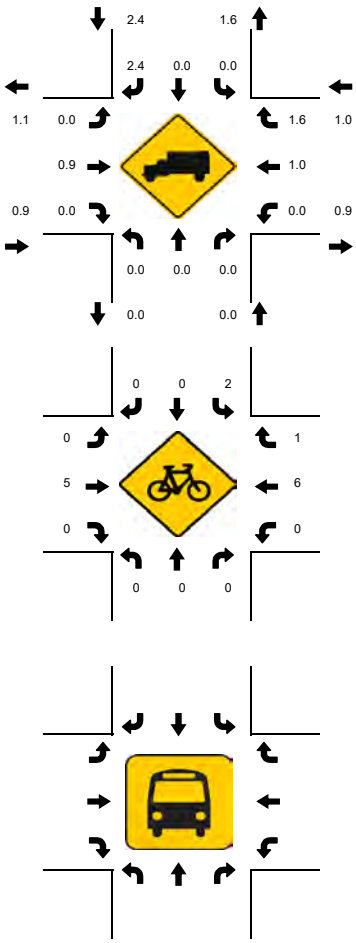
LOCATION: Intracoastal Mall Dwy & NE 163rd St/SR 826
CITY/STATE: North Miami Beach, FL

PROJECT ID: 19-03331-007
DATE: 05/14/2019

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







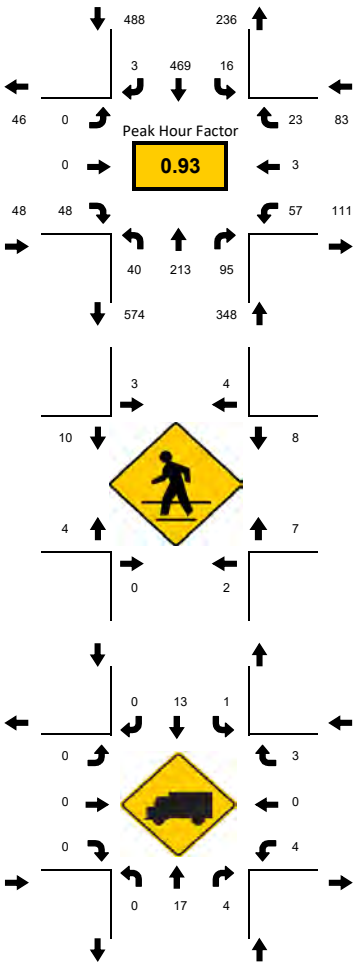
15-Min Count Period Beginning At	Intracoastal Mall Dwy Northbound					Intracoastal Mall Dwy Southbound					NE 163rd St/SR 826 Eastbound					NE 163rd St/SR 826 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	0	0		0	0	29	0		0	374	0	0		0	486	38	0		927	3691
04:15 PM	0	0	0	0		0	0	30	0		0	352	0	0		0	479	32	0		893	3787
04:30 PM	0	0	0	0		0	0	16	0		0	381	0	0		0	509	46	0		952	3789
04:45 PM	0	0	0	0		0	0	24	0		0	384	0	0		0	468	43	0		919	3841
05:00 PM	0	0	0	0		0	0	34	0		0	416	0	0		0	524	49	0		1023	3840
05:15 PM	0	0	0	0		0	0	32	0		0	360	0	0		0	461	42	0		895	2817
05:30 PM	0	0	0	0		0	0	36	0		0	459	0	0		0	460	49	0		1004	1922
05:45 PM	0	0	0	0		0	0	27	0		0	401	0	0		0	438	52	0		918	918

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	0	0	0		0	0	144	0		0	1836	0	0		0	2096	196	0		**4272**
Heavy Trucks	0	0	0			0	0	4			0	20	0			0	36	4			**64**
Pedestrians		0					28					0					0				**28**
Bicycles	0	0	0			4	0	0			0	8	0			0	8	4			**24**
Railroad																					
Stopped Buses																					

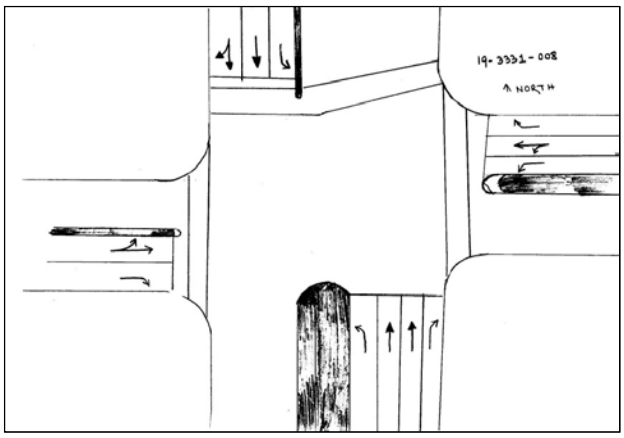
LOCATION: NE 35th Ave & NE 164th St
CITY/STATE: North Miami Beach, FL

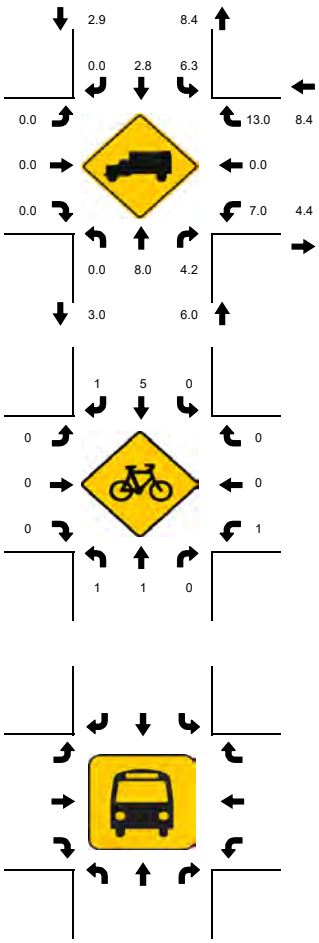
PROJECT ID: 19-03331-008
DATE: 05/14/2019

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM



National Data & Surveying Services



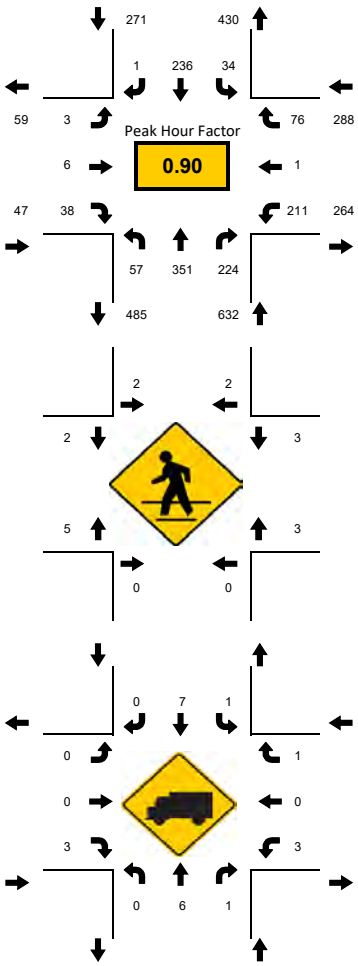


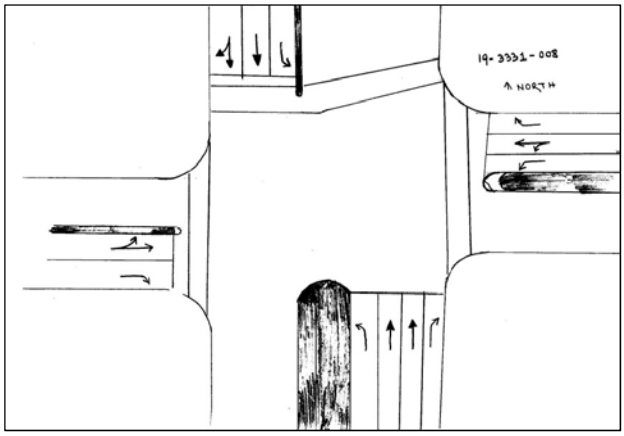
15-Min Count Period Beginning At	NE 35th Ave Northbound					NE 35th Ave Southbound					NE 164th St Eastbound					NE 164th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	2	23	8	0		4	90	0	0		0	1	9	0		2	0	1	0		140	713
07:15 AM	5	47	7	0		2	103	0	0		0	0	9	0		6	0	3	0		182	832
07:30 AM	3	26	5	0		4	114	2	0		0	1	11	0		8	2	5	0		181	895
07:45 AM	7	37	11	0		2	121	1	0		0	0	21	0		8	1	1	0		210	936
08:00 AM	7	57	19	1		1	148	1	0		0	0	13	0		12	0	0	0		259	967
08:15 AM	12	52	20	0		2	117	2	0		0	0	14	0		13	2	9	2		245	708
08:30 AM	10	44	29	0		5	106	0	1		0	0	11	0		12	0	3	1		222	463
08:45 AM	10	60	27	0		7	98	0	0		0	0	10	0		17	1	11	0		241	241
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	48	240	116	4		28	592	8	4		0	0	56	0		68	8	44	8		**1224**	
Heavy Trucks	0	28	8			4	20	0			0	0	0			8	0	8			**76**	
Pedestrians		4					12					20					28				**64**	
Bicycles	4	4	0			0	12	4			0	0	0			4	0	0			**28**	
Railroad																						
Stopped Buses																						

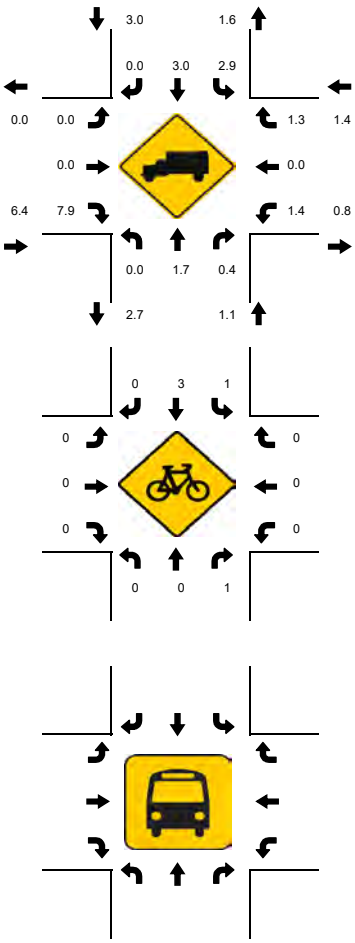
LOCATION: NE 35th Ave & NE 164th St
CITY/STATE: North Miami Beach, FL

PROJECT ID: 19-03331-008
DATE: 05/14/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM







15-Min Count Period Beginning At	NE 35th Ave Northbound					NE 35th Ave Southbound					NE 164th St Eastbound					NE 164th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	10	102	43	0		9	56	1	0		0	0	13	0		32	1	13	0		280	1088
04:15 PM	6	69	47	1		4	66	2	0		1	1	7	0		40	0	22	0		266	1087
04:30 PM	6	74	37	0		6	65	0	1		0	0	7	0		48	1	14	2		261	1123
04:45 PM	8	76	57	0		9	51	0	0		0	0	8	0		57	1	14	0		281	1206
05:00 PM	9	78	39	0		6	60	0	0		0	1	10	0		56	0	19	1		279	1238
05:15 PM	17	87	60	4		3	63	1	0		0	1	7	0		41	0	17	1		302	959
05:30 PM	15	96	63	1		6	59	0	1		3	3	15	0		57	1	23	1		344	657
05:45 PM	11	90	62	0		17	54	0	1		0	1	6	0		54	0	17	0		313	313

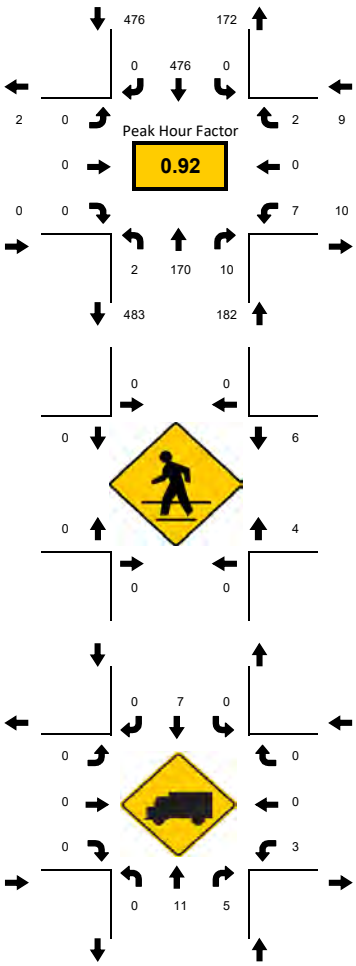
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	68	384	252	16		68	252	4	4		12	12	60	0		228	4	92	4		**1460**
Heavy Trucks	0	8	4			4	8	0			0	0	8			4	0	4			**40**
Pedestrians		0					8					12					8				**28**
Bicycles	0	0	4			4	8	0			0	0	0			0	0	0			**16**
Railroad																					
Stopped Buses																					

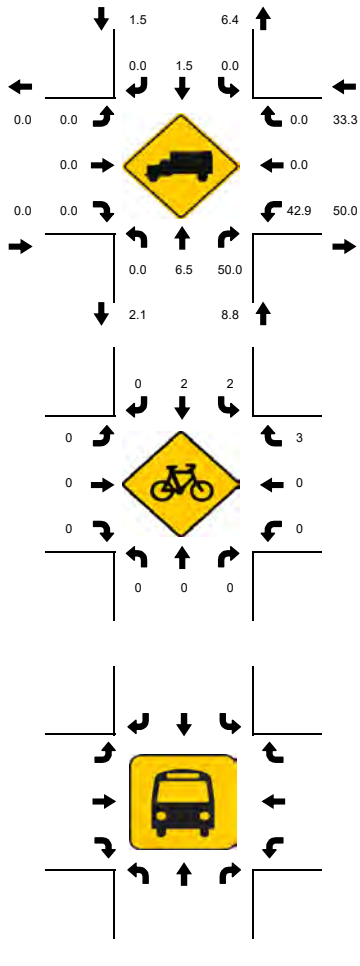
LOCATION: NE 35th Ave & NE 165th St
CITY/STATE: North Miami Beach, FL

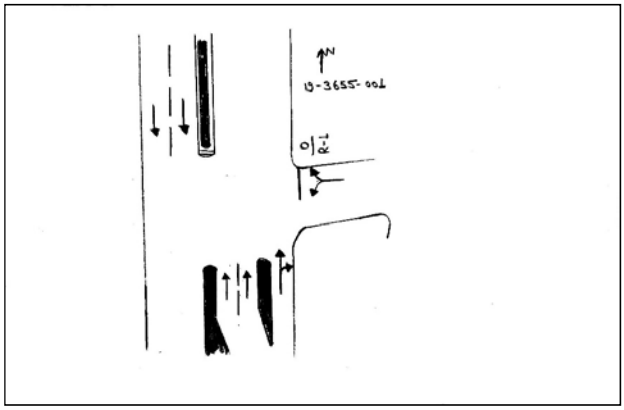
PROJECT ID: 19-03655-001
DATE: 10/10/2019

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

National Data & Surveying Services





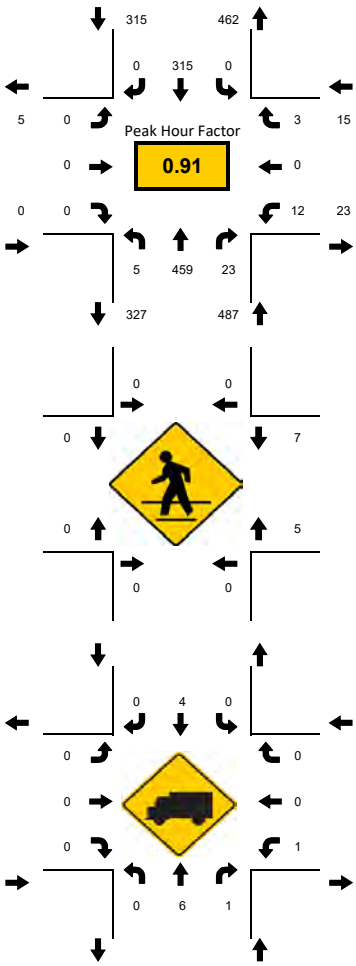


15-Min Count Period Beginning At	NE 35th Ave Northbound					NE 35th Ave Southbound					NE 165th St Eastbound					NE 165th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	30	4	0		0	82	0	0		0	0	0	0		2	0	0	0		118	573
07:15 AM	0	33	3	0		0	83	0	0		0	0	0	0		1	0	0	0		120	631
07:30 AM	0	36	3	0		0	114	0	0		0	0	0	0		1	0	0	0		154	654
07:45 AM	0	41	3	0		0	134	0	0		0	0	0	0		3	0	0	0		181	667
08:00 AM	0	38	1	2		0	133	0	0		0	0	0	0		1	0	1	0		176	649
08:15 AM	0	41	5	0		0	94	0	0		0	0	0	0		2	0	1	0		143	473
08:30 AM	0	50	1	0		0	115	0	0		0	0	0	0		1	0	0	0		167	330
08:45 AM	0	52	1	0		0	108	0	0		0	0	0	0		2	0	0	0		163	163
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	200	20	8		0	536	0	0		0	0	0	0		12	0	4	0		**780**	
Heavy Trucks	0	20	12			0	12	0			0	0	0			4	0	0			**48**	
Pedestrians		0					0					0					16				**16**	
Bicycles	0	0	0			8	4	0			0	0	0			0	0	8			**20**	
Railroad																						
Stopped Buses																						

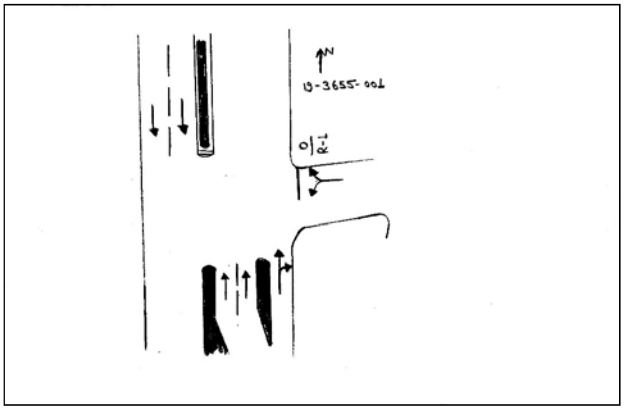
LOCATION: NE 35th Ave & NE 165th St
CITY/STATE: North Miami Beach, FL

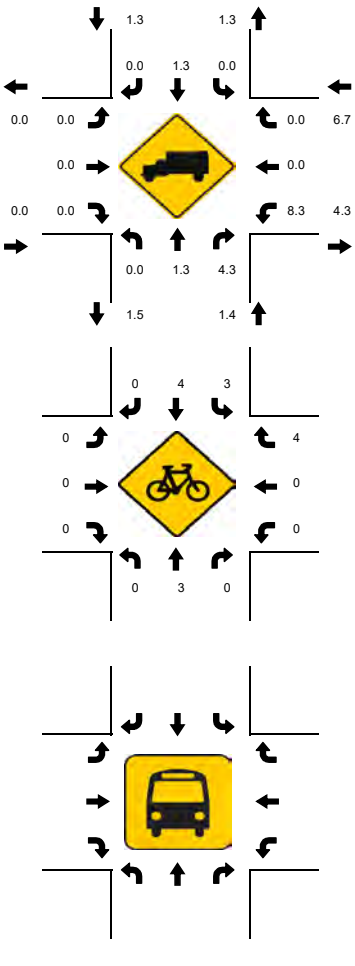
PROJECT ID: 19-03655-001
DATE: 10/10/2019

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	NE 35th Ave Northbound					NE 35th Ave Southbound					NE 165th St Eastbound					NE 165th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	99	0	0		0	82	0	0		0	0	0	0		2	0	0	0		183	683
04:15 PM	0	100	4	1		0	73	0	0		0	0	0	0		1	0	1	0		180	702
04:30 PM	0	88	1	0		0	77	0	0		0	0	0	0		2	0	1	0		169	713
04:45 PM	0	89	4	3		0	53	0	0		0	0	0	0		2	0	0	0		151	769
05:00 PM	0	115	6	1		0	75	0	0		0	0	0	0		5	0	0	0		202	817
05:15 PM	1	99	2	0		0	84	0	0		0	0	0	0		5	0	0	0		191	615
05:30 PM	0	121	10	1		0	90	0	0		0	0	0	0		2	0	1	0		225	424
05:45 PM	1	124	5	1		0	66	0	0		0	0	0	0		0	0	2	0		199	199

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	4	496	40	4		0	360	0	0		0	0	0	0		20	0	8	0		**932**
Heavy Trucks	0	8	4			0	8	0			0	0	0			4	0	0			**24**
Pedestrians		0					0					0					20				**20**
Bicycles	0	4	0			8	8	0			0	0	0			0	0	8			**28**
Railroad																					
Stopped Buses																					

24-Hour Continuous Counts

Prepared by NDS/ATD

VOLUME

NE 163rd St E/O NW 35th Ave

Day: Thursday
Date: 5/30/2019

City: North Miami Beach
Project #: FL19_3386_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	26,695	26,202	52,897

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			100		134		234		12:00			355		390		745	
00:15			73		124		197		12:15			352		372		724	
00:30			60		97		157		12:30			326		371		697	
00:45			68	301	63	418	131	719	12:45			337	1370	396	1529	733	2899
01:00			50		56		106		13:00			400		363		763	
01:15			60		50		110		13:15			404		441		845	
01:30			37		39		76		13:30			395		388		783	
01:45			32	179	44	189	76	368	13:45			285	1484	378	1570	663	3054
02:00			25		20		45		14:00			423		408		831	
02:15			22		24		46		14:15			343		378		721	
02:30			34		31		65		14:30			511		401		912	
02:45			13	94	25	100	38	194	14:45			446	1723	425	1612	871	3335
03:00			14		21		35		15:00			364		467		831	
03:15			12		17		29		15:15			362		518		880	
03:30			15		20		35		15:30			463		561		1024	
03:45			36	77	26	84	62	161	15:45			334	1523	533	2079	867	3602
04:00			28		29		57		16:00			440		558		998	
04:15			25		30		55		16:15			390		562		952	
04:30			35		22		57		16:30			366		587		953	
04:45			43	131	20	101	63	232	16:45			401	1597	488	2195	889	3792
05:00			52		31		83		17:00			379		503		882	
05:15			62		47		109		17:15			372		514		886	
05:30			105		61		166		17:30			403		569		972	
05:45			149	368	77	216	226	584	17:45			413	1567	471	2057	884	3624
06:00			212		88		300		18:00			386		500		886	
06:15			347		101		448		18:15			426		453		879	
06:30			349		159		508		18:30			372		405		777	
06:45			370	1278	198	546	568	1824	18:45			443	1627	353	1711	796	3338
07:00			442		239		681		19:00			326		378		704	
07:15			381		246		627		19:15			350		385		735	
07:30			466		279		745		19:30			311		325		636	
07:45			443	1732	317	1081	760	2813	19:45			354	1341	349	1437	703	2778
08:00			449		334		783		20:00			337		336		673	
08:15			521		360		881		20:15			295		333		628	
08:30			467		396		863		20:30			290		232		522	
08:45			488	1925	371	1461	859	3386	20:45			268	1190	282	1183	550	2373
09:00			437		349		786		21:00			329		255		584	
09:15			394		362		756		21:15			290		242		532	
09:30			453		316		769		21:30			236		213		449	
09:45			365	1649	346	1373	711	3022	21:45			219	1074	246	956	465	2030
10:00			424		323		747		22:00			238		204		442	
10:15			345		332		677		22:15			229		179		408	
10:30			406		344		750		22:30			223		198		421	
10:45			373	1548	339	1338	712	2886	22:45			211	901	180	761	391	1662
11:00			322		335		657		23:00			183		255		438	
11:15			340		428		768		23:15			151		188		339	
11:30			346		351		697		23:30			150		146		296	
11:45			394	1402	347	1461	741	2863	23:45			130	614	155	744	285	1358
TOTALS				10684		8368		19052	TOTALS				16011		17834		33845
SPLIT %				56.1%		43.9%		36.0%	SPLIT %				47.3%		52.7%		64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	26,695	26,202	52,897

AM Peak Hour			08:00	11:15	08:15	PM Peak Hour			14:00	15:45	15:30
AM Pk Volume			1925	1516	3389	PM Pk Volume			1723	2240	3841
Pk Hr Factor			0.924	0.886	0.962	Pk Hr Factor			0.843	0.954	0.938
7 - 9 Volume	0	0	3657	2542	6199	4 - 6 Volume	0	0	3164	4252	7416
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	1925	1461	3386	4 - 6 Pk Volume	0	0	1597	2195	3792
Pk Hr Factor	0.000	0.000	0.924	0.922	0.961	Pk Hr Factor	0.000	0.000	0.907	0.935	0.950

Peak Season Conversion Factor Signal

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.03	1.05
2	01/07/2018 - 01/13/2018	1.03	1.05
3	01/14/2018 - 01/20/2018	1.04	1.06
4	01/21/2018 - 01/27/2018	1.02	1.04
5	01/28/2018 - 02/03/2018	1.01	1.03
* 6	02/04/2018 - 02/10/2018	0.99	1.01
* 7	02/11/2018 - 02/17/2018	0.98	1.00
* 8	02/18/2018 - 02/24/2018	0.98	1.00
* 9	02/25/2018 - 03/03/2018	0.98	1.00
*10	03/04/2018 - 03/10/2018	0.97	0.99
*11	03/11/2018 - 03/17/2018	0.97	0.99
*12	03/18/2018 - 03/24/2018	0.97	0.99
*13	03/25/2018 - 03/31/2018	0.97	0.99
*14	04/01/2018 - 04/07/2018	0.97	0.99
*15	04/08/2018 - 04/14/2018	0.97	0.99
*16	04/15/2018 - 04/21/2018	0.97	0.99
*17	04/22/2018 - 04/28/2018	0.98	1.00
*18	04/29/2018 - 05/05/2018	0.99	1.01
19	05/06/2018 - 05/12/2018	1.00	1.02
20	05/13/2018 - 05/19/2018	1.01	1.03
21	05/20/2018 - 05/26/2018	1.01	1.03
22	05/27/2018 - 06/02/2018	1.01	1.03
23	06/03/2018 - 06/09/2018	1.01	1.03
24	06/10/2018 - 06/16/2018	1.01	1.03
25	06/17/2018 - 06/23/2018	1.01	1.03
26	06/24/2018 - 06/30/2018	1.02	1.04
27	07/01/2018 - 07/07/2018	1.02	1.04
28	07/08/2018 - 07/14/2018	1.02	1.04
29	07/15/2018 - 07/21/2018	1.02	1.04
30	07/22/2018 - 07/28/2018	1.02	1.04
31	07/29/2018 - 08/04/2018	1.01	1.03
32	08/05/2018 - 08/11/2018	1.01	1.03
33	08/12/2018 - 08/18/2018	1.00	1.02
34	08/19/2018 - 08/25/2018	1.00	1.02
35	08/26/2018 - 09/01/2018	1.00	1.02
36	09/02/2018 - 09/08/2018	1.01	1.03
37	09/09/2018 - 09/15/2018	1.01	1.03
38	09/16/2018 - 09/22/2018	1.00	1.02
39	09/23/2018 - 09/29/2018	1.00	1.02
40	09/30/2018 - 10/06/2018	1.00	1.02
41	10/07/2018 - 10/13/2018	0.99	1.01
42	10/14/2018 - 10/20/2018	0.99	1.01
43	10/21/2018 - 10/27/2018	1.00	1.02
44	10/28/2018 - 11/03/2018	1.00	1.02
45	11/04/2018 - 11/10/2018	1.01	1.03
46	11/11/2018 - 11/17/2018	1.01	1.03
47	11/18/2018 - 11/24/2018	1.02	1.04
48	11/25/2018 - 12/01/2018	1.02	1.04
49	12/02/2018 - 12/08/2018	1.02	1.04
50	12/09/2018 - 12/15/2018	1.03	1.05
51	12/16/2018 - 12/22/2018	1.03	1.05
52	12/23/2018 - 12/29/2018	1.03	1.05
53	12/30/2018 - 12/31/2018	1.04	1.06

* PEAK SEASON

Signal Timing Data

TOD Schedule Report
for 2010: SR- 826&US 1

Print Date: 5/30/2019

Print Time: 3:52 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2010	SR- 826&US 1	DOW-5	TOD	[11] PM PEAK	170	77	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
25	43	26	47	25	43	26	47

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	24 - 24 - 24	27 - 27 - 27	4.8	2
2 SBT	4 - 4 - 4	38 - 38 - 38	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	50 - 50 - 50	4.8	2.4
3 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	25 - 25 - 25	34 - 34 - 34	4.8	2
4 WBT	4 - 4 - 4	47 - 47 - 47	7 - 7 - 7	2.5 - 2.5 - 2.5	55 - 55 - 55	55 - 55 - 55	4.8	2.9
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	24 - 24 - 24	27 - 27 - 27	4.8	2
6 NBT	4 - 4 - 4	38 - 38 - 38	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	50 - 50 - 50	4.8	2.4
7 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	25 - 25 - 25	34 - 34 - 34	4.8	2
8 EBT	4 - 4 - 4	47 - 47 - 47	7 - 7 - 7	2.5 - 2.5 - 2.5	55 - 55 - 55	55 - 55 - 55	4.8	2.9

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 2010: SR- 826&US 1

Print Date: 5/30/2019

Print Time: 3:52 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	23	140	14	48	14	35	14	48	14	35	0	60
0100	22	145	14	53	14	35	14	53	14	35	0	60
0500	7	150	19	48	19	35	19	48	19	35	0	60
0530	4	170	22	44	26	49	22	44	26	49	0	77
1000	3	170	25	43	26	47	25	43	26	47	0	77
1500	11	170	25	43	26	47	25	43	26	47	0	77
2100	6	150	19	48	19	35	19	48	19	35	0	60
2300	23	140	14	48	14	35	14	48	14	35	0	60
	1	140	13	57	14	27	13	57	14	27	0	56
	2	125	15	32	17	32	15	32	17	32	0	107
	5	130	14	32	17	38	14	32	17	38	0	18
	8	105	10	32	13	21	10	32	13	21	0	60
	9	150	24	33	25	39	24	33	25	39	0	71
	10	125	16	32	17	31	16	32	17	31	0	107
	12	115	12	32	14	28	12	32	14	28	0	79
	13	130	14	32	20	35	14	32	20	35	0	54
	14	130	14	32	17	38	14	32	17	38	0	62
	15	150	15	45	22	39	15	45	22	39	0	81
	16	115	10	34	12	30	10	34	12	30	0	56
	25	120	13	33	12	32	14	32	19	26	0	52
	26	135	23	32	17	33	22	33	23	28	0	5
	27	160	23	42	17	48	27	38	28	38	0	34
	28	100	13	31	12	14	12	32	13	14	0	83

Local TOD Schedule

Time	Plan	DOW
0000	23	M T W Th F
0000	23	Su S
0100	22	Su S
0100	22	M T W Th F
0500	7	M T W Th F
0530	4	M T W Th F
0600	1	Su S
1000	11	Su S
1000	3	M T W Th F
1500	11	M T W Th F
2100	6	M T W Th F
2100	6	Su S
2300	23	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 4710: SR- 826&NE 26 Av

Print Date: 5/22/2018

Print Time: 3:42 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4710	SR- 826&NE 26 Av	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	-	-	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	10 - 5 - 0	4.8	2
2	WBT	5 - 5 - 5	15 - 15 - 15	5 - 5 - 5	1 - 1 - 1	40 - 35 - 40	40 - 30 - 0	4.8	2
3	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 7 - 20	20 - 7 - 0	4	2
4	-	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 7 - 15	15 - 7 - 0	4.8	2
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	1 - 1 - 1	40 - 35 - 40	40 - 30 - 0	4.8	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 -	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	6	90	8	38	10	7	0	53	0	0	0	88
	7	130	8	76	10	9	0	91	0	0	0	13
	8	120	7	67	10	9	0	81	0	0	0	38
	9	130	7	79	8	9	0	93	0	0	0	113
	26	130	8	76	10	9	0	91	0	0	0	13

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	6	Su S
0645	7	M T W Th F
0900	8	Su S
1000	8	M T W Th F
1530	9	M T W Th F
2000	6	Su M T W Th F S

TOD Schedule Report

for 4710: SR- 826&NE 26 Av

Print Date: 5/22/2018

Print Time: 3:42 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0100	TOD OUTPUTS	------2-	S
0600	TOD OUTPUTS	--------	Su S
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

* Settings

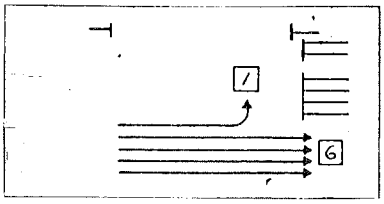
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

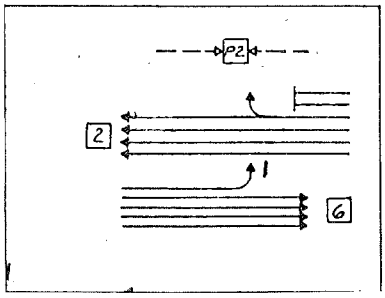
No Calendar Defined/Enabled

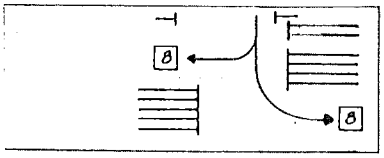
SIGNAL OPERATING PLAN

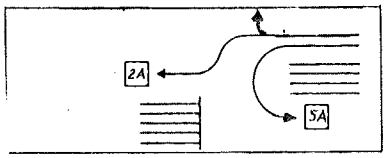
N

PHASE		SIGNAL HEAD NUMBER											
	IN.T	1	2	2A	5A	6	8	P2					
Φ 1 EBLT	R/W	◀	R	R	R	G	R	DW					
	TO CLEAR Φ2	Y	R	R	R	G	R	DW					
Φ 2 E-W	R/W	G	G	R	R	G	R	W					
	PED CL	G	G	R	R	G	R	F DW					
	TO CLEAR Φ3	Y	Y	R	R	Y	R	DW					
	TO CLEAR Φ4	Y	Y	R	R	Y	R	DW					
Φ 3 S'BND	R/W	R	R	R	R	R	G	DW					
	TO CLEAR Φ4	R	R	R	R	R	Y	DW					
	TO CLEAR Φ1	R	R	R	R	R	Y	DW					
	TO CLEAR Φ2	R	R	R	R	R	Y	DW					
Φ 4 W'BND SERVICE ROAD	R/W	R	R	G	◀/G	R	R	DW					
	TO CLEAR Φ1	R	R	Y	Y	R	R	DW					
	TO CLEAR Φ2	R	R	Y	Y	R	R	DW					
	5-SEC HEAD FOR EBLT INSTALLED BETWEEN 8-27-92 & 3/22/94 F. PRATS												









Drawn	Date
CONTRACTOR	1986
Check	**Date**
F. PRATS	11/7/86
Division Engineer	**Date**

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

ASSET NO: 34710

SR 826 & NE 26 AVE

Placed in Service		Phasing Number
Date 11/7/86	C. TRACTOR	3

TOD Schedule Report

for 4800: SR- 826&NE 28 Av

Print Date: 5/22/2018

Print Time: 3:59 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4800	SR- 826&NE 28 Av	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	WU-SERV	-	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 / 2 / 3)	Don't Walk (1 / 2 / 3)	Min Initial (1 / 2 / 3)	Veh Ext (1 / 2 / 3)	Max Limit (1 / 2 / 3)	Max 2 (1 / 2 / 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	10 - 5 - 0	4.8	2
2	WBT	5 - 5 - 5	15 - 15 - 15	5 - 5 - 5	1 - 1 - 1	40 - 35 - 40	40 - 30 - 0	4.8	2
3	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 7 - 20	20 - 7 - 0	4	2
4	WU-	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 7 - 15	15 - 7 - 0	4.8	2
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	1 - 1 - 1	40 - 35 - 40	40 - 30 - 0	4.8	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 WU-SE	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	6	90	8	38	8	9	0	53	0	0	0	28
	7	130	8	76	10	9	0	91	0	0	0	128
	8	120	8	68	8	9	0	83	0	0	0	38
	9	130	6	80	8	9	0	93	0	0	0	122
	26	130	8	78	8	9	0	93	0	0	0	128

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	6	Su S
0645	7	M T W Th F
0900	8	Su S
1000	8	M T W Th F
1530	9	M T W Th F
2000	6	Su M T W Th F S

TOD Schedule Report

for 4800: SR- 826&NE 28 Av

Print Date: 5/22/2018

Print Time: 3:59 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0100	TOD OUTPUTS	------2-	S
0600	TOD OUTPUTS	--------	Su S
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

* Settings

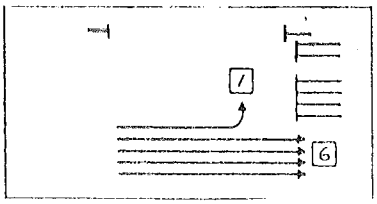
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

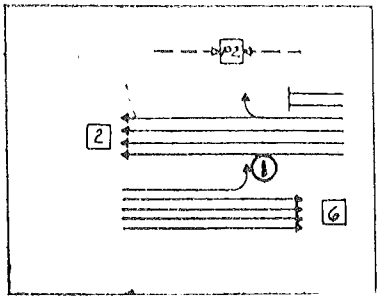
No Calendar Defined/Enabled

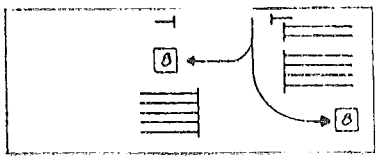
SIGNAL OPERATING PLAN

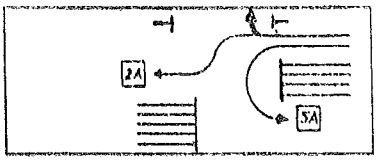
N

PHASE	INT	SIGNAL HEAD NUMBER 1	2	2A	5A	6	8	P2
Φ 1 EBLT	R/W	◀	R	R	R	G	R	DW
	TO CLEAR Φ2	Y	R	R	R	G	R	DW
Φ 2 E-W	R/W	G	G	R	R	G	R	W
	PED CL	G	G	R	R	G	R	F DW
	TO CLEAR Φ3	Y	Y	R	R	Y	R	DW
	TO CLEAR Φ4	Y	Y	R	R	Y	R	DW
Φ 3 S'BND	R/W	R	R	R	R	R	G	DW
	TO CLEAR Φ4	R	R	R	R	R	Y	DW
	TO CLEAR Φ1	R	R	R	R	R	Y	DW
	TO CLEAR Φ2	R	R	R	R	R	Y	DW
Φ 4 W'BND SERVICE ROAD	R/W	R	R	G	◀/G	R	R	DW
	TO CLEAR Φ1	R	R	Y	Y	R	R	DW
	TO CLEAR Φ2	R	R	Y	Y	R	R	DW









Drawn	Date	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION 4800
CONTRACTOR	12/19/85	ASSET NO: 39194
Check: F. PRATS	Date 12/19/85	SR 826 & NE 28 AVE
Division Engineer	Date	Placed In Service / Phasing Number

TOD Schedule Report

for 4801: SR- 826@NE 2900 Blk

Print Date: 5/22/2018

Print Time: 3:59 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4801	SR- 826@NE 2900 Blk	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	WU-SER	SBT	-	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 / 2 / 3)	Don't Walk (1 / 2 / 3)	Min Initial (1 / 2 / 3)	Veh Ext (1 / 2 / 3)	Max Limit (1 / 2 / 3)	Max 2 (1 / 2 / 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	10 - 5 - 0	4.8	2
2	WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 36 - 40	40 - 30 - 0	4.8	2
3	WU-	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 7 - 15	15 - 7 - 0	4.8	2
4	SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 7 - 20	20 - 7 - 0	4	2
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 36 - 40	40 - 30 - 0	4.8	2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 WU-S	4 SBT	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	6	90	5	42	8	8	0	54	0	0	0	35
	7	130	5	84	7	7	0	96	0	0	0	100
	8	120	5	74	7	7	0	86	0	0	0	38
	9	130	5	84	7	7	0	96	0	0	0	109
	26	130	5	84	7	7	0	96	0	0	0	112

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	6	Su S
0645	7	M T W Th F
0900	8	Su S
1000	8	M T W Th F
1530	9	M T W Th F
2000	6	Su M T W Th F S

TOD Schedule Report

for 4801: SR- 826@NE 2900 Blk

Print Date: 5/22/2018

Print Time: 3:59 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0100	TOD OUTPUTS	------2-	S
0600	TOD OUTPUTS	--------	Su S
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

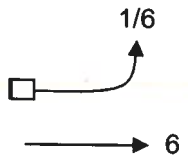
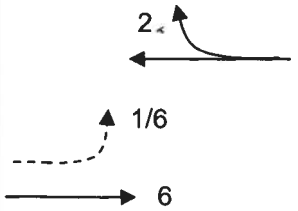
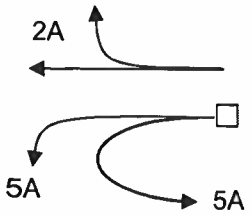
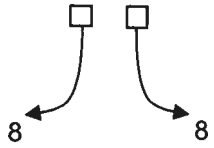
* Settings

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Timing Phases	Direction	Head No.	EB 1/6	EB 6	WB 2	WB SERVICE RD 5A	WB SERVICE RD 2A	SB 8	Ped Heads				Movements/Display/Actuation
(1+6) EBLT + EBT SR 826 (ACTUATED)	Dwell		<G/G	G	R	R	R	R					
	Clear to	2+6	<Y/G	G	R	R	R	R					
(2+6) WBT + EBT SR 826 (RECALL)	Dwell		G	G	G	R	R	R					
	Clear to	(3)	Y	Y	Y	R	R	R					
		(4)	Y	Y	Y	R	R	R					
(3) WB SERVICE RD (ACTUATED)	Dwell		R	R	R	G/<G	G	R					
	Clear to	(4)	R	R	R	Y	Y	R					
		(1+6)	R	R	R	Y	Y	R					
		(2+6)	R	R	R	Y	Y	R					
(4) SB NE 2900 BLK (ACTUATED)	Dwell		R	R	R	R	R	G					
	Clear to	(1+6)	R	R	R	R	R	Y					
		(2+6)	R	R	R	R	R	Y					
	Dwell												
	Clear to												
	Dwell												
	Clear to												
Flashing Operation			FY	FY	FY	FR	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	SR-826 @ NE 2900 BLK			
Erick Zapata	8/14/2018				
Checked	Date	Placed in Service		Phasing No.	Asset Number
E A Espinal	8/14/2018	Date	By	4	4801

TOD Schedule Report

for 4802: SR- 826&NE 34 Av

Print Date: 5/22/2018

Print Time: 3:59 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4802	SR- 826&NE 34 Av	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 / 2 / 3)	Don't Walk (1 / 2 / 3)	Min Initial (1 / 2 / 3)	Veh Ext (1 / 2 / 3)	Max Limit (1 / 2 / 3)	Max 2 (1 / 2 / 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 7 - 10	10 - 7 - 10	4.8	2
2 WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 36 - 40	40 - 31 - 40	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 7 - 15	15 - 7 - 15	4.8	2
4 NBT	5 - 5 - 5	28 - 28 - 28	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 7 - 20	34 - 7 - 20	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 7 - 10	10 - 7 - 10	4.8	2
6 EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 36 - 40	40 - 31 - 40	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	6	90	6	42	6	9	6	42	0	0	0	56
	7	130	7	58	7	31	8	57	0	0	0	63
	8	120	7	48	7	31	9	46	0	0	0	83
	9	130	7	58	7	31	9	56	0	0	0	78
	26	130	7	58	7	31	8	57	0	0	0	63

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	6	Su S
0645	7	M T W Th F
0900	8	Su S
1000	8	M T W Th F
1530	9	M T W Th F
2000	6	Su M T W Th F S

TOD Schedule Report

for 4802: SR- 826&NE 34 Av

Print Date: 5/22/2018

Print Time: 3:59 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0100	TOD OUTPUTS	------2-	S
0600	TOD OUTPUTS	--------	Su S
0600	TOD OUTPUTS	-------1	M T W ThF
0645	TOD OUTPUTS	--------	M T W ThF

*** Settings**

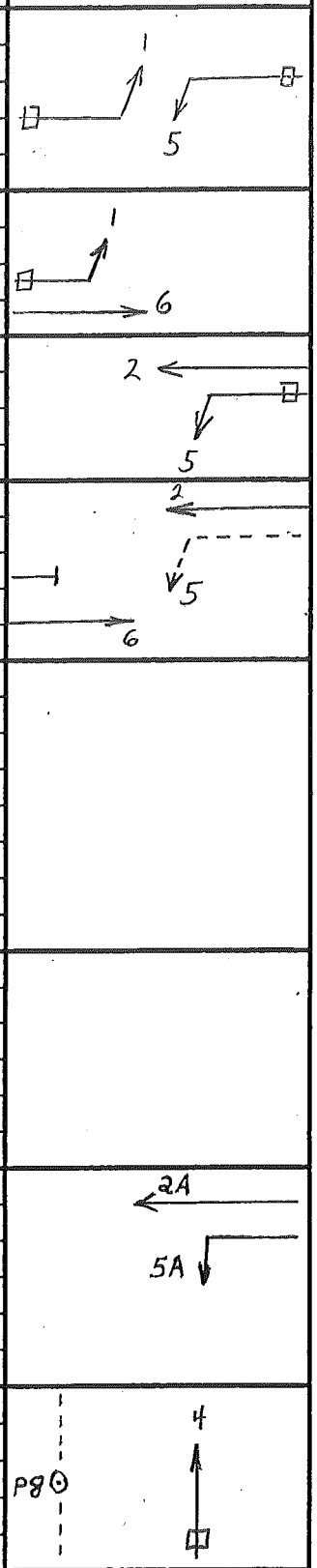
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Timing Phases	Direction	Head No.	E 1/6	E 6		W 5/2	W 2		W 5A		W 2A		N 4				Ped Heads P8		Movements/Display/Actuation
(1+5)	Dwell		<G	R		<G/R	R		R		R		R				DW		
EWLT	Clear	(1+6)	<G	R		<Y/R	R		R		R		R				DW		
		(2+5)	<Y	R		<G/R	R		R		R		R				DW		
(Actuated)		(2+6)	<Y	R		<Y/R	R		R		R		R				DW		
(1+6)	Dwell		<G/	G		R	R		R		R		R				DW		
EBLT	Clear	(2+6)	<Y/	G		R	R		R		R		R				DW		
(Actuated)																			
(2+5)	Dwell		<R	R		<G/G	G		R		R		R				DW		
WBLT	Clear	(2+6)	<R	R		<Y/G	G		R		R		R				DW		
(Actuated)																			
(2+6)	Dwell		<G	G		G	G		R		R		R				DW		
E-W	Clear																		
		(3)	<Y	Y		Y	Y		R		R		R				DW		
(Recall)		(4+8)	<Y	Y		Y	Y		R		R		R				DW		
	Dwell																		
	Clear to																		
	Dwell																		
3	Dwell		<R	R		R	R		G/<G		G		R				DW		
WB	Clear to	4	<R	R		R	R		Y		Y		R				DW		
SERVICE Rd		1+5	<R	R		R	R		Y		Y		R				DW		
		1+6	<R	R		R	R		Y		Y		R				DW		
		2+5	<R	R		R	R		Y		Y		R				DW		
		2+6	<R	R		R	R		Y		Y		R				DW		
(4)	Dwell		<R	R		R	R		R		R		G				W/F		
NB	Clear	(1+5)	<R	R		R	R		R		R		Y				DW		
		(1+6)	<R	R		R	R		R		R		Y				DW		
		(2+5)	<R	R		R	R		R		R		Y				DW		
(ACTUATED)		(2+6)	<R	R		R	R		R		R		Y				DW		
Flashing Operation			FR	FY		FY	FY		FR		FR		FR						Page 1 of 1



Miami-Dade County Public Works Department

Drawn	Date				
F. PRATS	9/15/09	SR 826 & NE 34 Av			
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. KERNONDEZ	9/16/09	Date 11/3/09	By CONTRACTOR	2	4802

HalfQuadPPMainNoPeds

TOD Schedule Report

for 3671: SR- 826&NE 35 Av

Print Date: 5/22/2018

Print Time: 1:19 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3671	SR- 826&NE 35 Av	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	PED	-	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 / 2 / 3)	Don't Walk (1 / 2 / 3)	Min Initial (1 / 2 / 3)	Veh Ext (1 / 2 / 3)	Max Limit (1 / 2 / 3)	Max 2 (1 / 2 / 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3 - 3 - 3	25 - 15 - 15	35 - 12 - 15	4.8	2
2 WBT	4 - 4 - 4	18 - 18 - 18	4 - 4 - 4	1 - 1 - 1	40 - 48 - 48	40 - 38 - 48	4.8	2
3 SBL	4 - 4 - 4	15 - 15 - 15	7 - 7 - 7	3 - 3 - 3	25 - 17 - 15	25 - 12 - 15	4	2
4 PED	4 - 4 - 4	15 - 15 - 15	0 - 0 - 0	0 - 0 - 0	19 - 19 - 19	19 - 19 - 19	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	4 - 4 - 4	18 - 18 - 18	4 - 4 - 4	1 - 1 - 1	40 - 48 - 48	40 - 38 - 48	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 PED	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	7	130	8	60	18	18	0	75	0	0	0	55
	8	130	7	59	20	18	0	73	0	0	0	105
	9	130	11	57	18	18	0	75	0	0	0	68
	26	130	7	61	18	18	0	75	0	0	0	55

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0645	7	M T W Th F
0900	8	Su S
1000	8	M T W Th F
1530	9	M T W Th F
2000	Free	Su M T W Th F S

TOD Schedule Report

for 3671: SR- 826&NE 35 Av

Print Date: 5/22/2018

Print Time: 1:19 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0600	TOD OUTPUTS	-------1	SuM T W ThF S
0645	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0100	TOD OUTPUTS	------2-	S
0600	TOD OUTPUTS	-------1	SuM T W ThF S
0645	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S
2000	TOD OUTPUTS	-------1	SuM T W ThF S

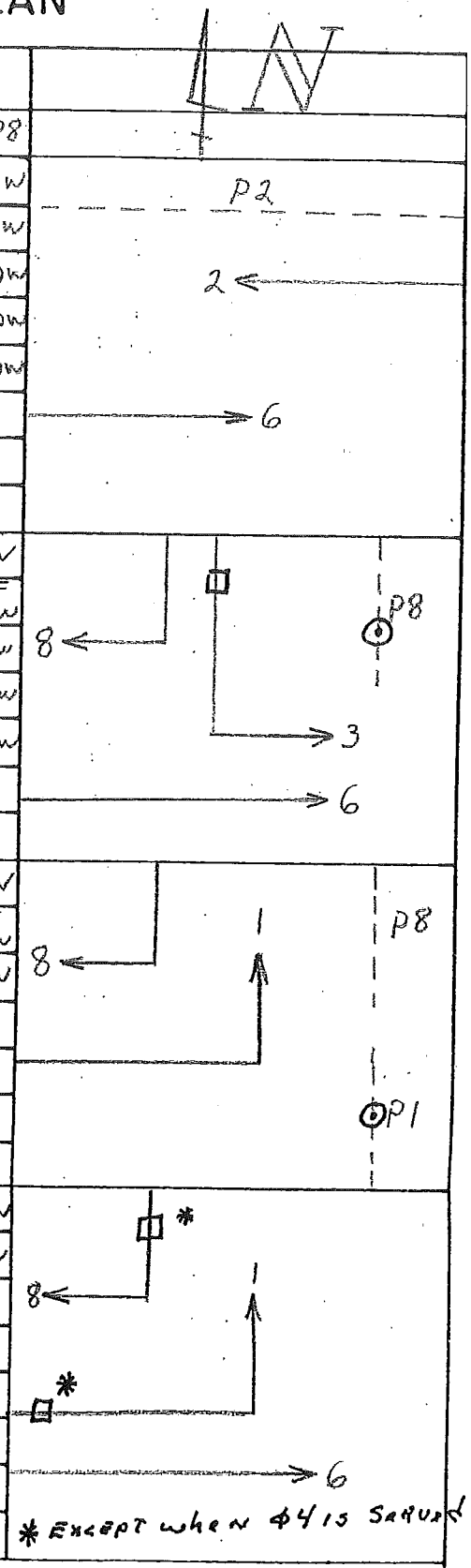
* Settings

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE	INT	1	2	3	6	8					P1	P2	P8
		SIGNAL HEAD NUMBER											
Φ (2+6) EAST-WEST	R/W	~~R~~	G	~~R~~	G	~~R~~					DW	W	DW
	PED CL	~~R~~	G	~~R~~	G	~~R~~					DW	F DW	DW
	TO CLEAR Φ2	~~R~~	Y	~~R~~	G	~~R~~					DW	DW	DW
	TO CLEAR Φ3	~~R~~	Y	~~R~~	Y	~~R~~					DW	DW	DW
	TO CLEAR Φ4	~~R~~	Y	~~R~~	G	~~R~~					DW	DW	DW
RECALL TCS A Φ													
Φ3 (3+8) SBLT	R/W	~~R~~	R	~~G~~	G	~~G~~					DW	DW	W
	PED CL	~~R~~	R	~~G~~	G	~~G~~					DW	DW	F DW
	TO CLEAR Φ3	~~R~~	R	~~Y~~	Y	~~G~~					DW	DW	DW
	TO CLEAR Φ4	~~R~~	R	~~Y~~	G	~~G~~					DW	DW	DW
ACTUATED BY 3 OR P8 TCS B Φ	TO CLEAR Φ1	~~R~~	R	~~Y~~	G	~~Y~~					DW	DW	DW
Φ4 (1+8)	R/W	~~G~~	R	~~R~~	R	~~G~~					W	DW	W
	PED CL	~~G~~	R	~~R~~	R	~~G~~					F DW	DW	F DW
	TO CLEAR Φ1	~~Y~~	R	~~R~~	R	~~Y~~					DW	DW	DW
ACTUATED BY P1 TCS C Φ													
Φ(1+6) (1+6+8) EBLT	R/W	~~G~~	R	~~R~~	G	~~G~~					DW	DW	DW
	TO CLEAR Φ1	~~Y~~	R	~~R~~	G	~~Y~~					DW	DW	DW
ACTUATED BY 1 OR 8 EXCEPT WHEN Φ4 IS SERVED TCS C Φ													
FLASHING OPER		~~R~~	Y	~~R~~	Y	~~R~~							



* EXCEPT WHEN Φ4 IS SERVED

Drawn	Date
F. PRATS	3/20/97
Check: E Lee	3/20/97
Division Engineer	Date

METROPOLITAN DADE COUNTY
DEPARTMENT OF TRAFFIC AND TRANSPORTATION

ASSET NO: 33671

SR 826 & NE 35 Av

Revision 3/14/08 HH

Placed In Service	Phasing Number
Date: 7/24/98 Contractor	

TOD Schedule Report

for 4855: NE 35 Av&NE 164 St

Print Date: 5/22/2018

Print Time: 4:07 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4855	NE 35 Av&NE 164 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	EBT	WBT	-	SBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 / 2 / 3)	Don't Walk (1 / 2 / 3)	Min Initial (1 / 2 / 3)	Veh Ext (1 / 2 / 3)	Max Limit (1 / 2 / 3)	Max 2 (1 / 2 / 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 31 - 35	40 - 31 - 35	4	2
3 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 7 - 8	20 - 7 - 20	4	2
4 WBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	7 - 7 - 7	18 - 7 - 17	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 31 - 35	40 - 31 - 35	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	NBT	EBT	WBT	-	SBT	-	-		
	7	130	0	83	19	10	0	83	0	0	0	116
	8	120	0	73	14	15	0	73	0	0	0	108
	9	130	0	83	14	15	0	83	0	0	0	19
	26	130	0	83	19	10	0	83	0	0	0	116

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0645	7	M T W Th F
0900	8	Su S
1000	8	M T W Th F
1530	9	M T W Th F
2000	Free	Su M T W Th F S

TOD Schedule Report

for 4855: NE 35 Av&NE 164 St

Print Date: 5/22/2018

Print Time: 4:07 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0600	TOD OUTPUTS	-------1	SuM T W ThF S
0645	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0030	TOD OUTPUTS	------2-	SuM T W ThF
0100	TOD OUTPUTS	------2-	S
0600	TOD OUTPUTS	-------1	SuM T W ThF S
0645	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S
2000	TOD OUTPUTS	-----3--	SuM T W ThF S

* Settings

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

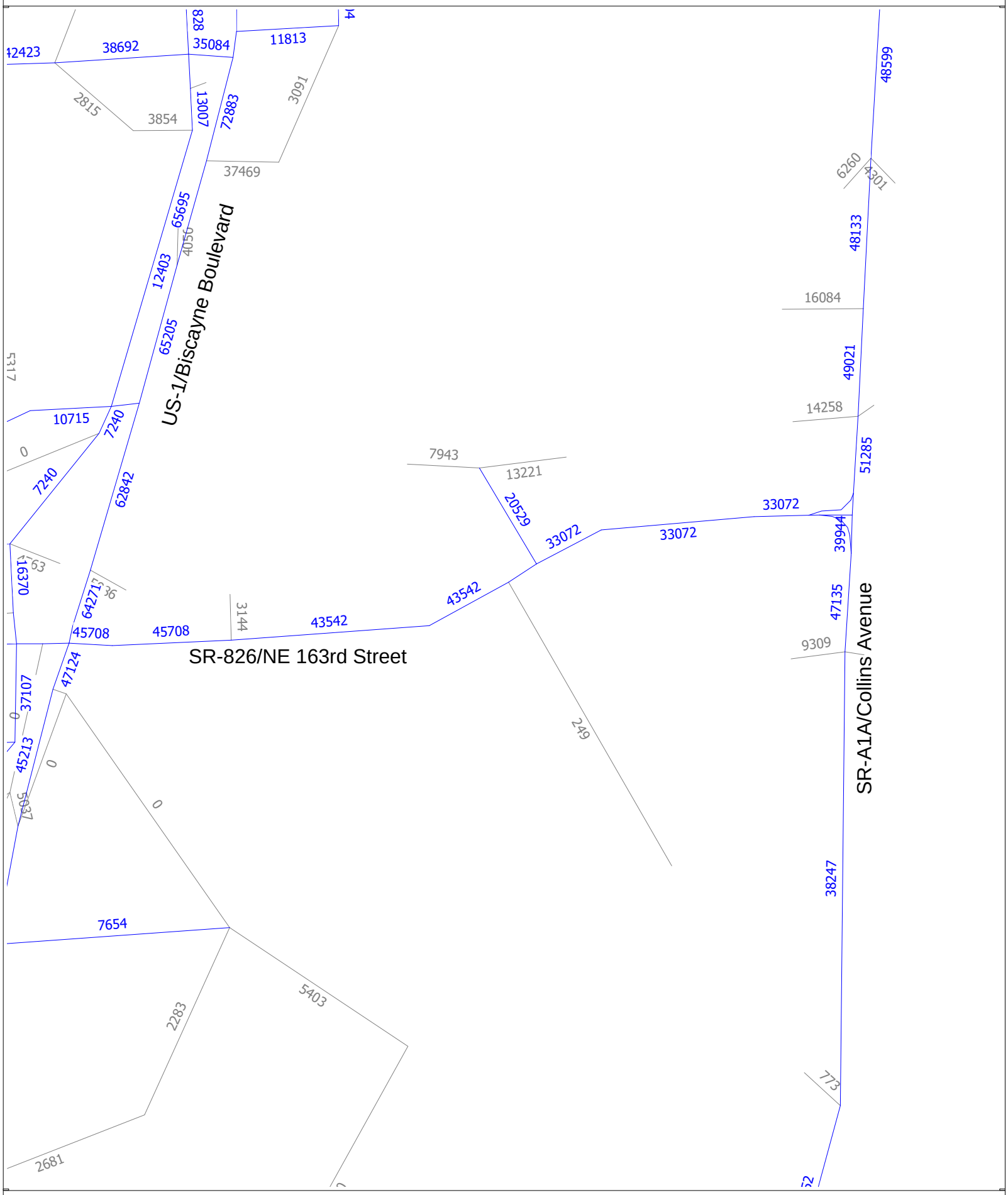
Appendix D

Growth Rate Calculations

SERPM Analysis

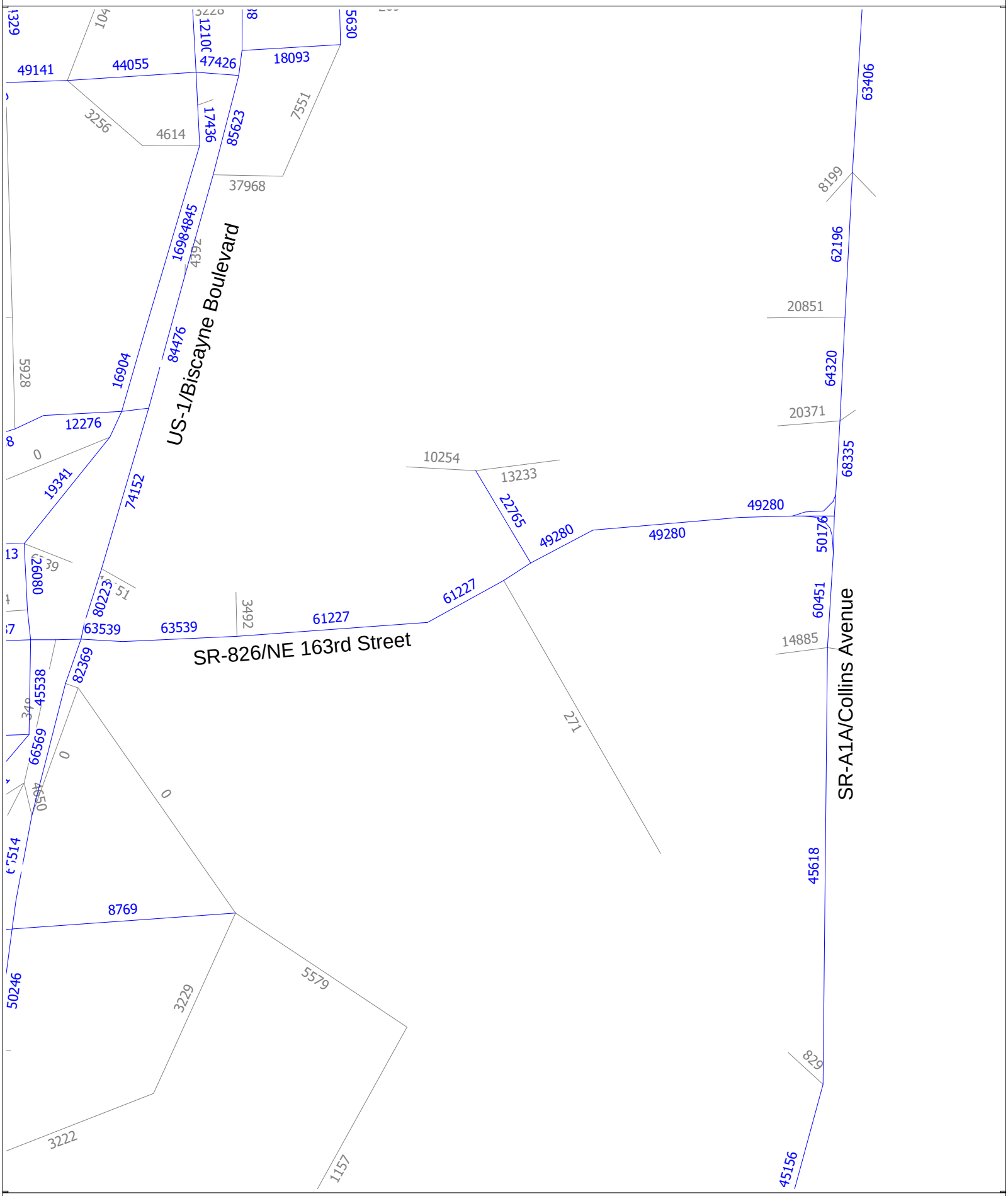
SERPM Growth Rate Summary					
Street Name	**2010**	**2040**	**Difference**	**Growth Rate**	**Annual Growth Rate**
US-1/Biscayne Boulevard	64,271	80,223	15,952	24.82%	0.83%
	62,842	74,152	11,310	18.00%	0.60%
	65,205	84,476	19,271	29.55%	0.99%
SR-A1A/Collins Avenue	47,135	60,451	13,316	28.25%	0.94%
	39,944	50,176	10,232	25.62%	0.85%
	51,285	68,335	17,050	33.25%	1.11%
	49,021	64,320	15,299	31.21%	1.04%
SR-826/NE 163rd Street	45,708	63,539	17,831	39.01%	1.30%
	43,542	61,227	17,685	40.62%	1.35%
	33,072	49,280	16,208	49.01%	1.63%
Total	**502,025**	**656,179**	**154,154**	**30.71%**	**1.02%**

Intracoastal Mall
2010 Volumes
SERPM 7.071



cube
(Licensed to Kimley Horn and Associates Inc)

Intracoastal Mall
CF2040 Volumes
SERPM7.071



FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0269	SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street	-0.37%	0.97%	1.36%	18.07%	-0.42%	1.16%	1.42%	19.57%	-0.46%	1.40%	2.07%	39.12%
0556	SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1	0.91%	5.52%	1.02%	25.00%	0.98%	6.18%	1.00%	25.30%	1.73%	20.35%	1.16%	30.08%
2645	SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard	0.93%	1.00%	0.60%	2.01%	1.19%	1.51%	0.54%	1.67%	3.09%	10.51%	1.14%	6.99%
5219	SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway	2.16%	31.69%	0.13%	0.61%	2.14%	32.69%	0.13%	0.54%	2.27%	52.34%	0.02%	0.00%
8452	NE 35th Avenue -- 200 feet north of NE 166th Street	1.62%	19.76%			1.59%	18.12%			1.27%	9.35%		
Total		**1.05%**	**11.79%**	**0.78%**	**11.42%**	**1.10%**	**11.93%**	**0.77%**	**11.77%**	**1.58%**	**18.79%**	**1.10%**	**19.05%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0269 - SR A1A/COLLINS AV, 300' N NE 172 ST

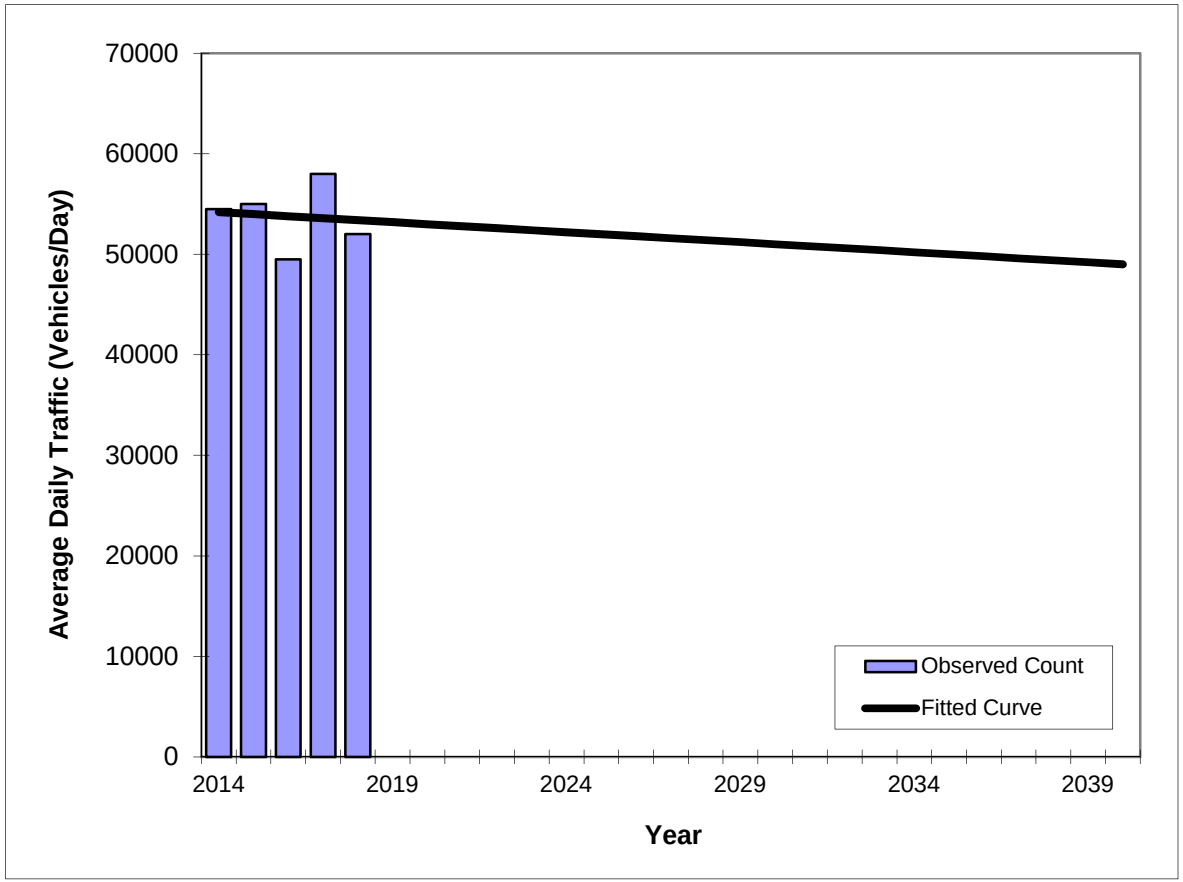
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	52000 C	N 24000	S 28000	9.00	54.30	5.60
2017	58000 C	N 28000	S 30000	9.00	55.00	5.30
2016	49500 C	N 25500	S 24000	9.00	54.50	7.80
2015	55000 C	N 26500	S 28500	9.00	54.70	4.60
2014	54500 C	N 27500	S 27000	9.00	54.50	5.10
2013	58500 C	N 28000	S 30500	9.00	52.40	6.10
2012	58000 C	N 27000	S 31000	9.00	55.70	8.40
2011	52500 C	N 25500	S 27000	9.00	55.10	7.50
2010	49500 C	N 24500	S 25000	8.98	54.08	8.80
2009	43000 C	N 20500	S 22500	8.99	53.24	8.40
2008	44500 C	N 21000	S 23500	9.09	55.75	5.30
2007	52500 C	N 25500	S 27000	8.01	54.34	4.90
2006	51500 C	N 25000	S 26500	7.97	54.22	2.20
2005	48000 C	N 23500	S 24500	8.80	53.80	5.50
2004	47500 C	N 23500	S 24000	9.00	53.30	8.20
2003	48000 C	N 24000	S 24000	8.80	53.40	4.90

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

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street

County:	Miami (87)
Station #:	0269
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	54500	54200
2015	55000	54000
2016	49500	53800
2017	58000	53600
2018	52000	53400

*Axle-Adjusted

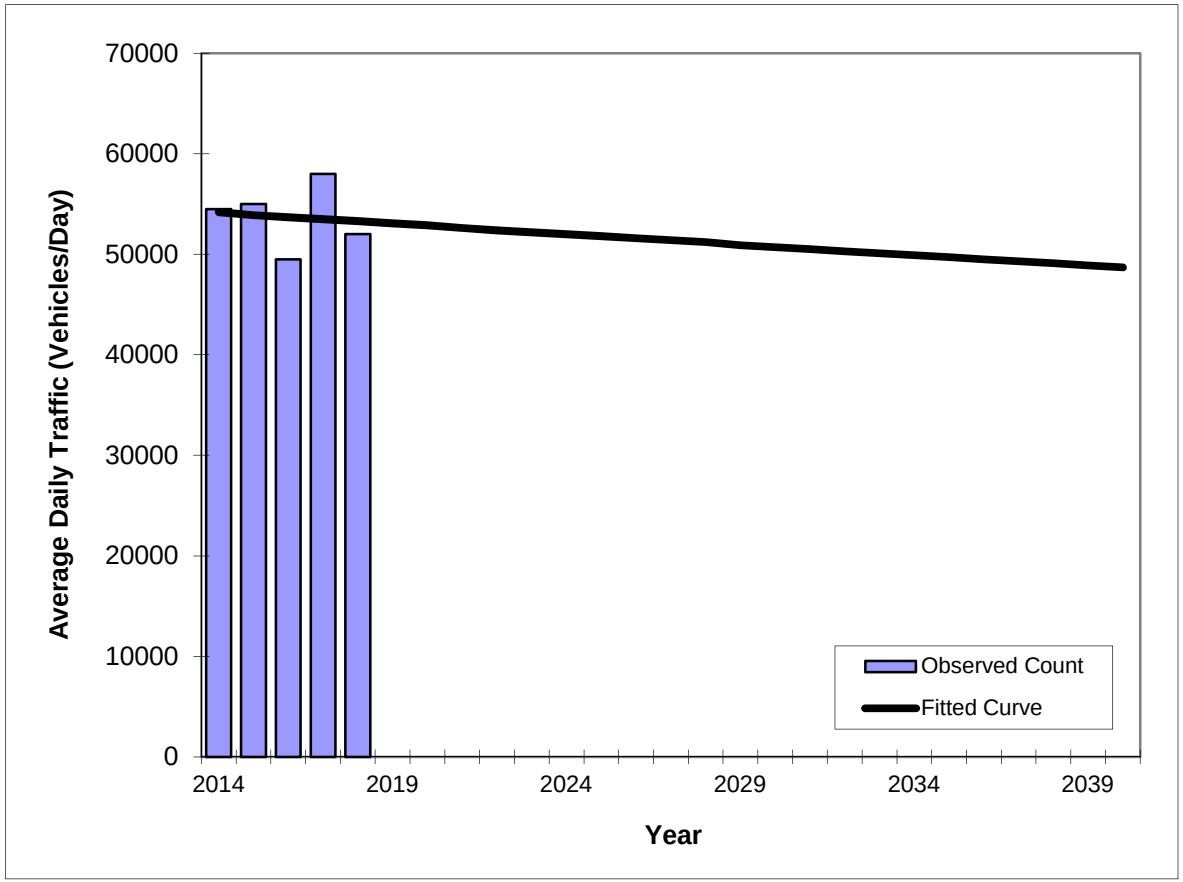
Trend R-squared:	0.97%
Trend Annual Historic Growth Rate:	-0.37%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street

County:	Miami (87)
Station #:	0269
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	54500	54200
2015	55000	53900
2016	49500	53700
2017	58000	53500
2018	52000	53300

*Axle-Adjusted

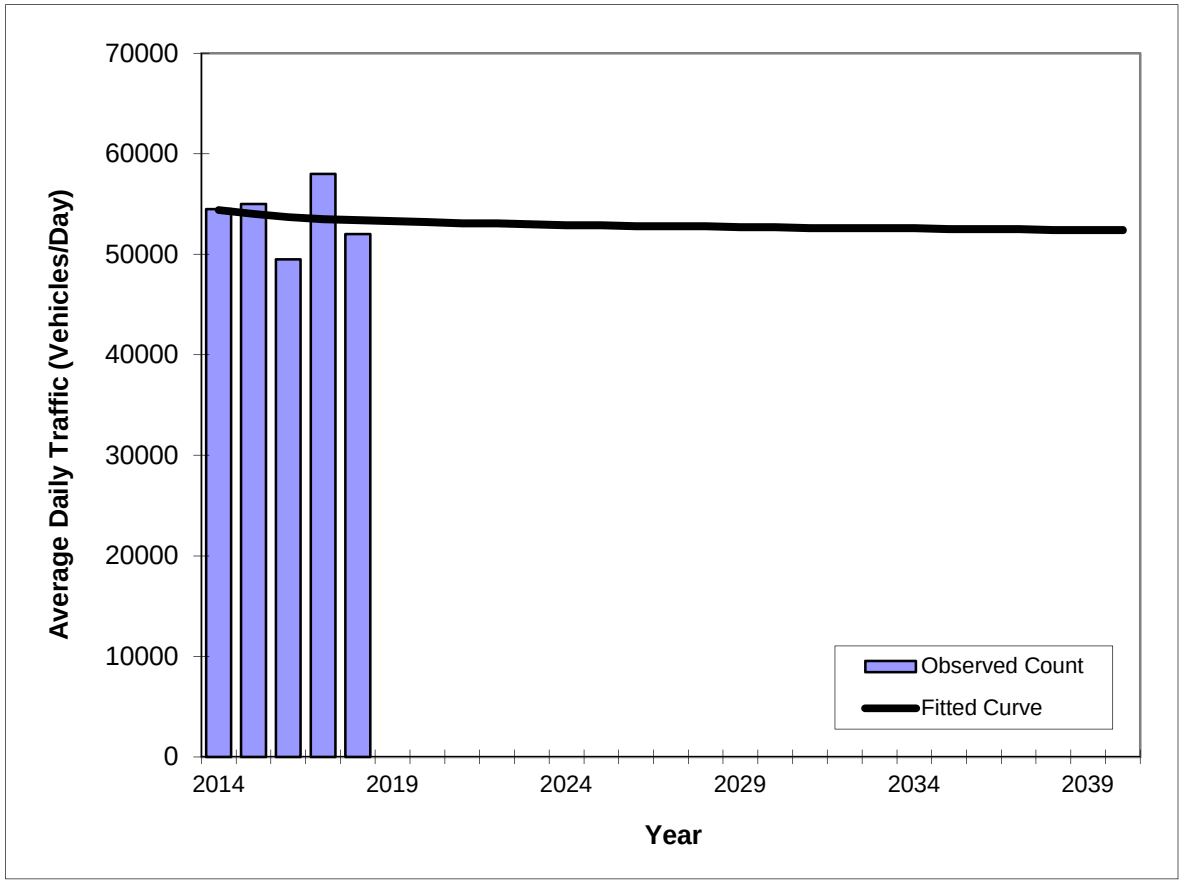
Trend R-squared:	1.16%
Compounded Annual Historic Growth Rate:	-0.42%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street

County:	Miami (87)
Station #:	0269
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	54500	54400
2015	55000	54000
2016	49500	53700
2017	58000	53500
2018	52000	53400

*Axle-Adjusted

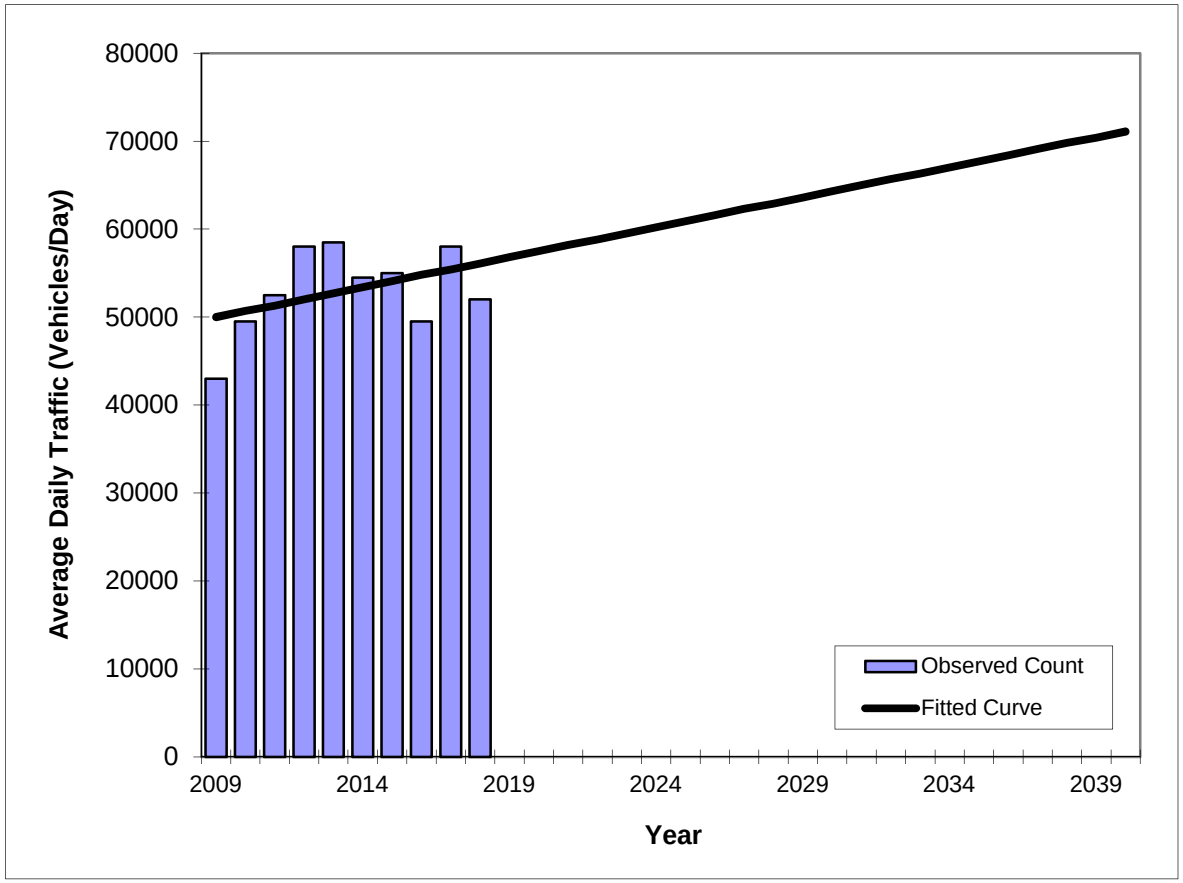
Trend R-squared:	1.40%
Compounded Annual Historic Growth Rate:	-0.46%
Printed:	23-Apr-19

Decaying Exponential Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street

County:	Miami (87)
Station #:	0269
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	43000	50000
2010	49500	50700
2011	52500	51300
2012	58000	52000
2013	58500	52700
2014	54500	53400
2015	55000	54100
2016	49500	54800
2017	58000	55400
2018	52000	56100

*Axle-Adjusted

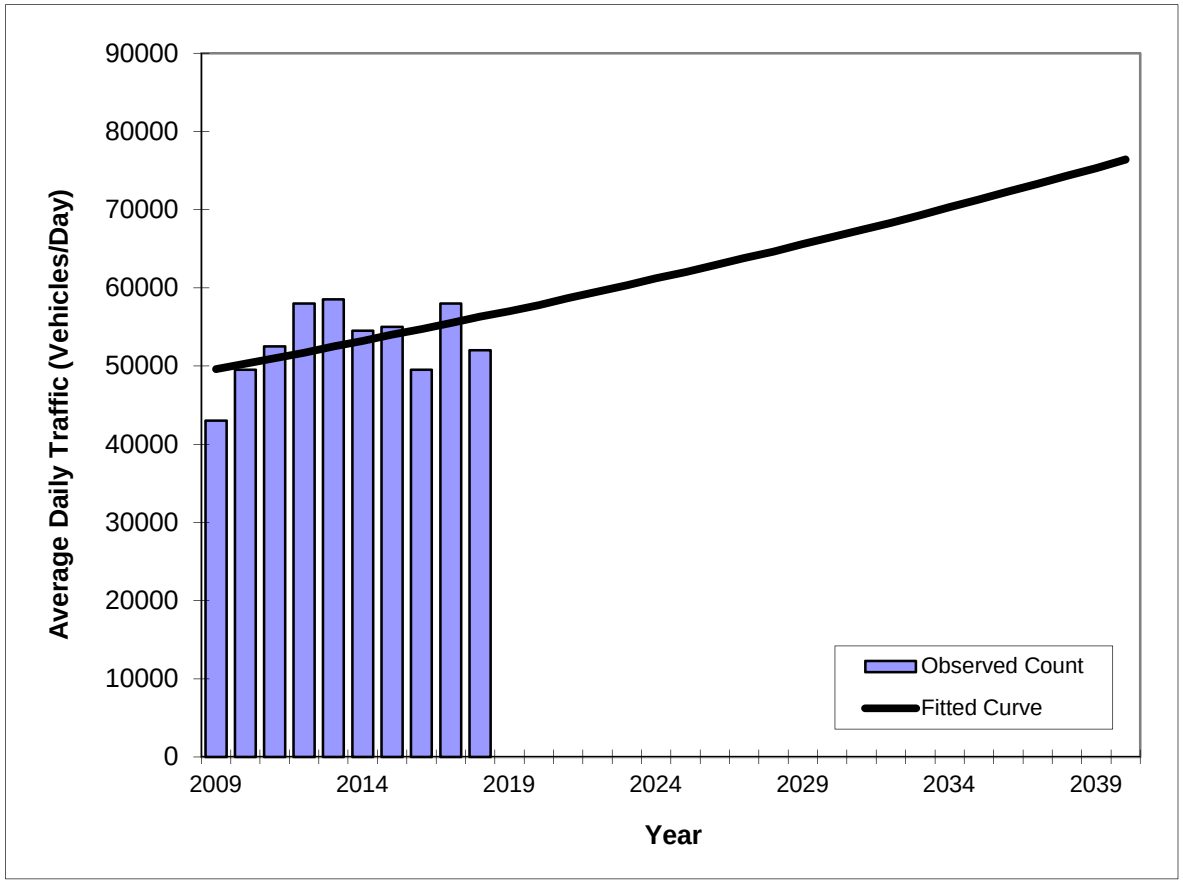
Trend R-squared:	18.07%
Trend Annual Historic Growth Rate:	1.36%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street

County:	Miami (87)
Station #:	0269
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	43000	49600
2010	49500	50300
2011	52500	51000
2012	58000	51700
2013	58500	52500
2014	54500	53200
2015	55000	54000
2016	49500	54700
2017	58000	55500
2018	52000	56300

*Axle-Adjusted

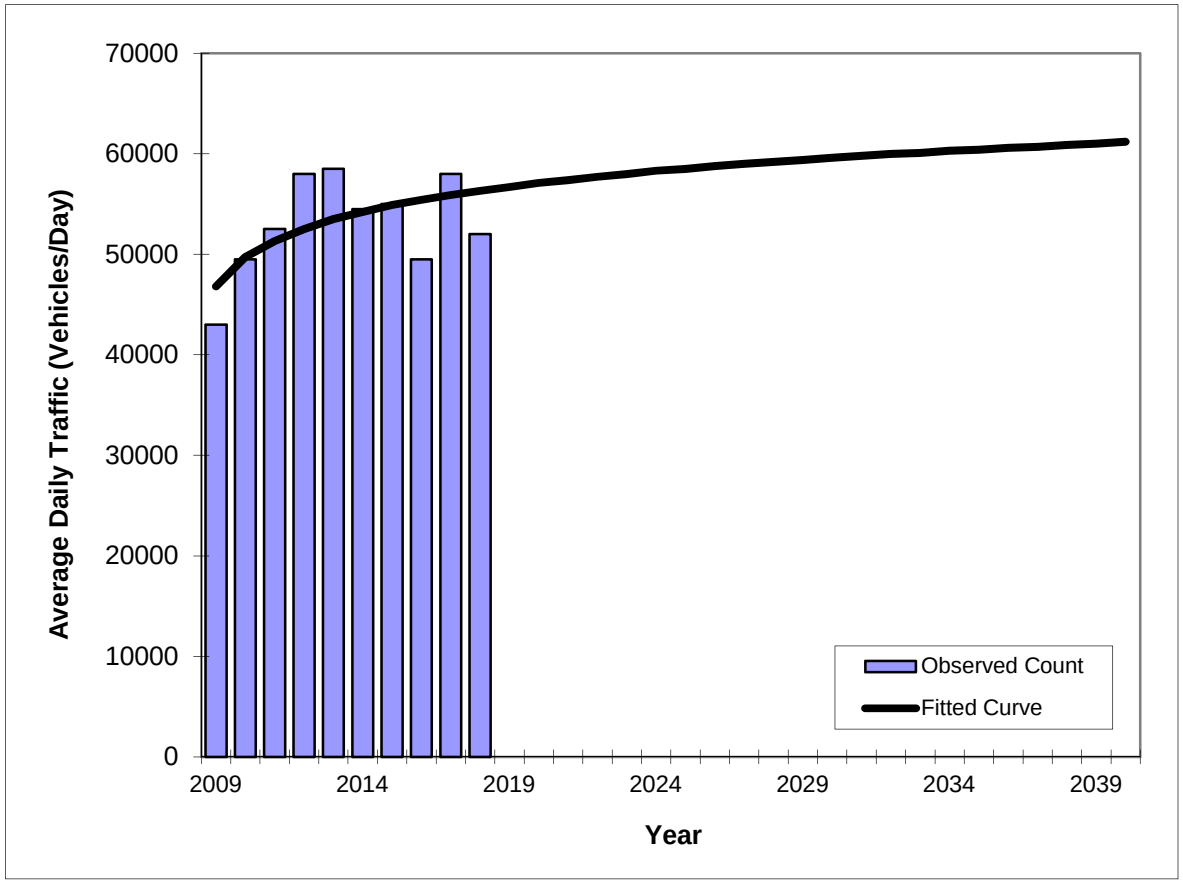
Trend R-squared:	19.57%
Compounded Annual Historic Growth Rate:	1.42%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of NE 172nd Street

County:	Miami (87)
Station #:	0269
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	43000	46800
2010	49500	49700
2011	52500	51300
2012	58000	52500
2013	58500	53500
2014	54500	54200
2015	55000	54900
2016	49500	55400
2017	58000	55900
2018	52000	56300

*Axle-Adjusted

Trend R-squared:	39.12%
Compounded Annual Historic Growth Rate:	2.07%
Printed:	23-Apr-19

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0556 - SR 826/NE 163 ST, 1700' E SR 5/US-1

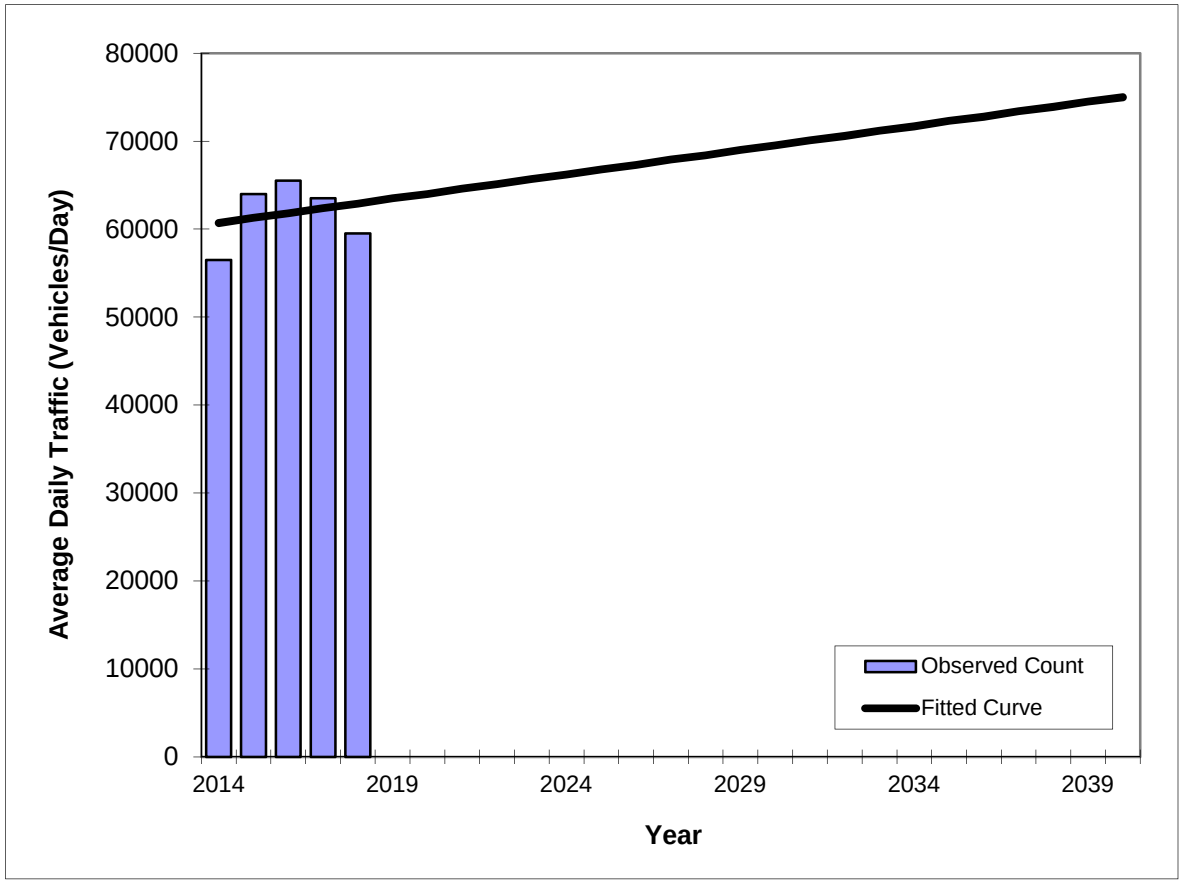
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	59500 C	E 29500	W 30000	9.00	54.30	5.10
2017	63500 C	E 31000	W 32500	9.00	55.00	3.30
2016	65500 C	E 32000	W 33500	9.00	54.50	3.10
2015	64000 C	E 31500	W 32500	9.00	54.70	6.00
2014	56500 C	E 27500	W 29000	9.00	54.50	6.00
2013	60000 C	E 29000	W 31000	9.00	52.40	6.00
2012	61000 C	E 29500	W 31500	9.00	55.70	3.40
2011	63500 C	E 34000	W 29500	9.00	55.10	4.90
2010	55000 C	E 26500	W 28500	8.98	54.08	4.90
2009	57000 C	E 28500	W 28500	8.99	53.24	2.70
2008	53000 C	E 26500	W 26500	9.09	55.75	2.70
2007	42500 C	E 21000	W 21500	8.01	54.34	3.40
2006	66500 C	E 35500	W 31000	7.97	54.22	2.10
2005	61500 C	E 29000	W 32500	8.80	53.80	14.70
2004	67500 C	E 32500	W 35000	9.00	53.30	14.70
2003	45000 C	E 23000	W 22000	8.80	53.40	3.90

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

Traffic Trends

SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1

County:	Miami (87)
Station #:	0556
Highway:	SR-826/NE 163rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	56500	60700
2015	64000	61300
2016	65500	61800
2017	63500	62400
2018	59500	62900

*Axle-Adjusted

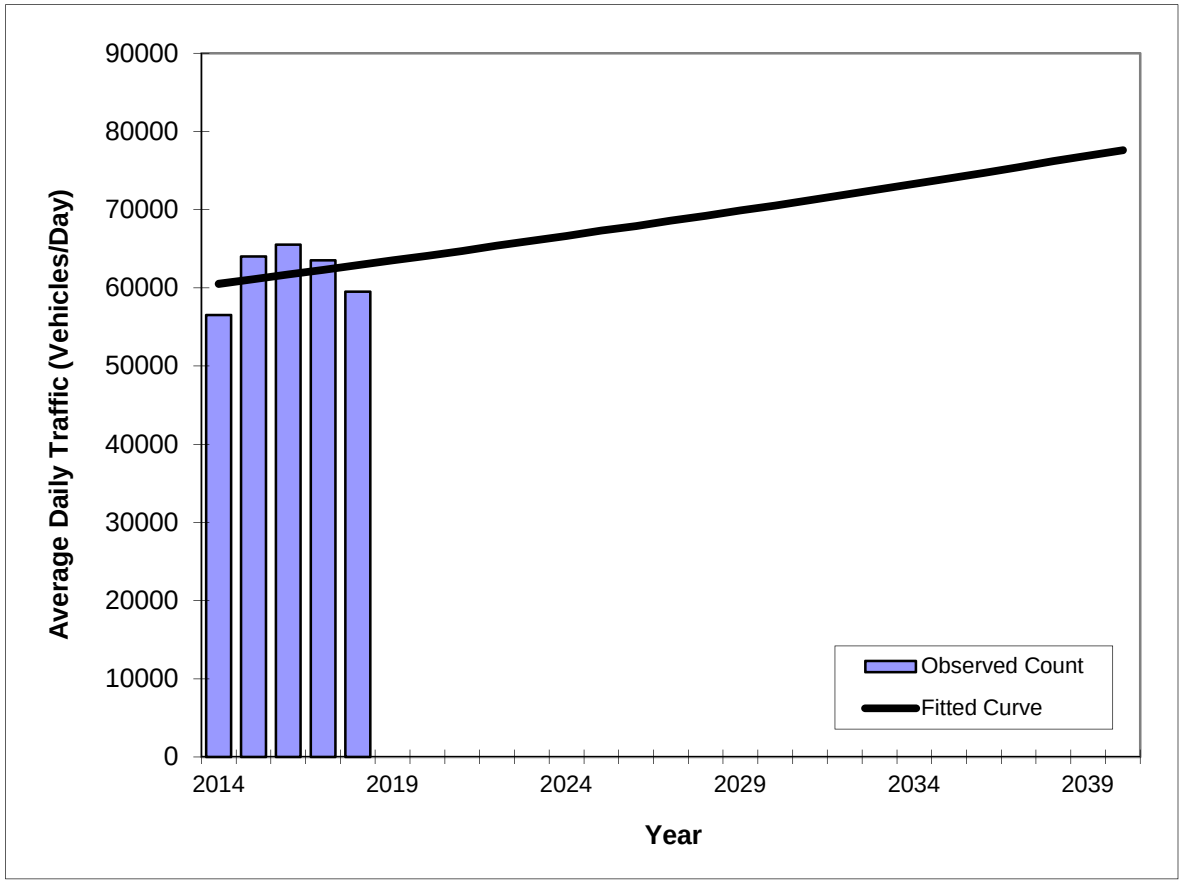
Trend R-squared:	5.52%
Trend Annual Historic Growth Rate:	0.91%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1

County:	Miami (87)
Station #:	0556
Highway:	SR-826/NE 163rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	56500	60500
2015	64000	61100
2016	65500	61700
2017	63500	62300
2018	59500	62900

*Axle-Adjusted

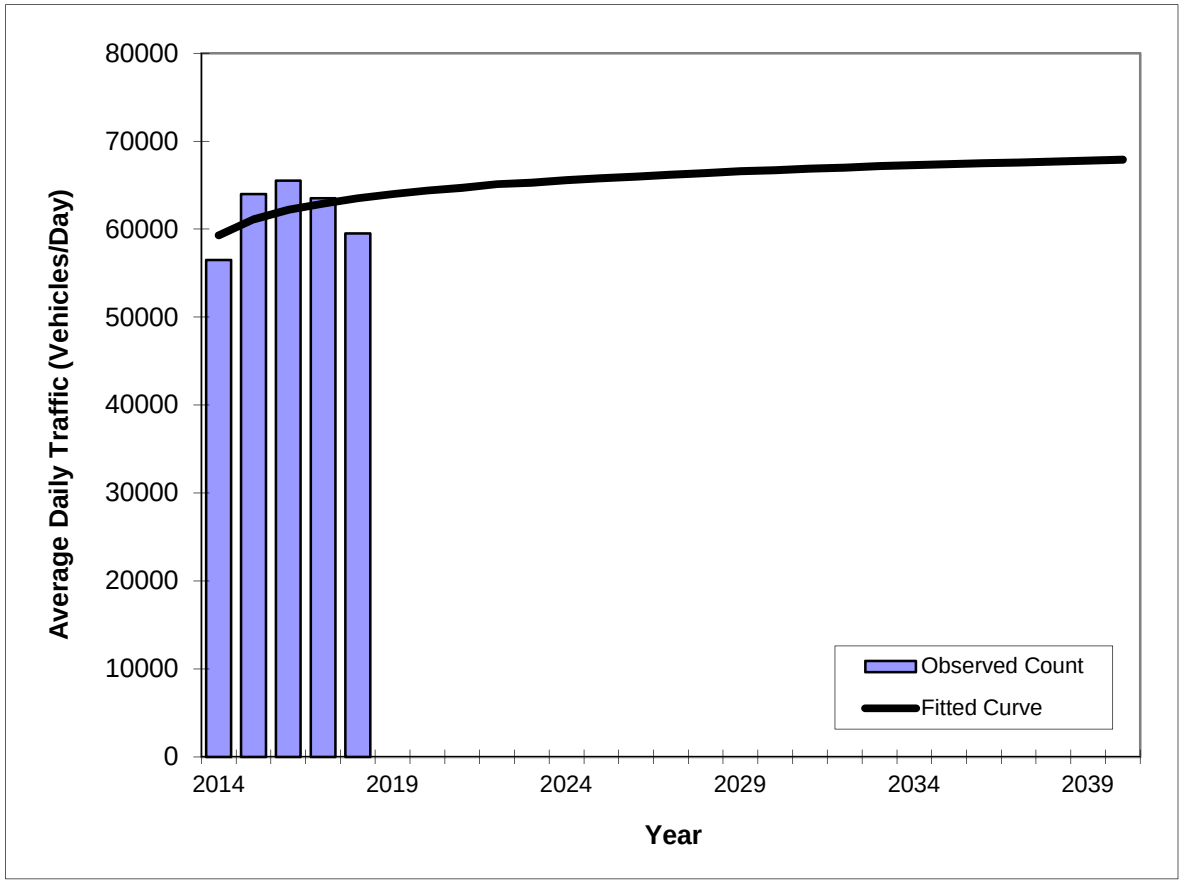
Trend R-squared:	6.18%
Compounded Annual Historic Growth Rate:	0.98%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1

County:	Miami (87)
Station #:	0556
Highway:	SR-826/NE 163rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	56500	59300
2015	64000	61100
2016	65500	62200
2017	63500	62900
2018	59500	63500

*Axle-Adjusted

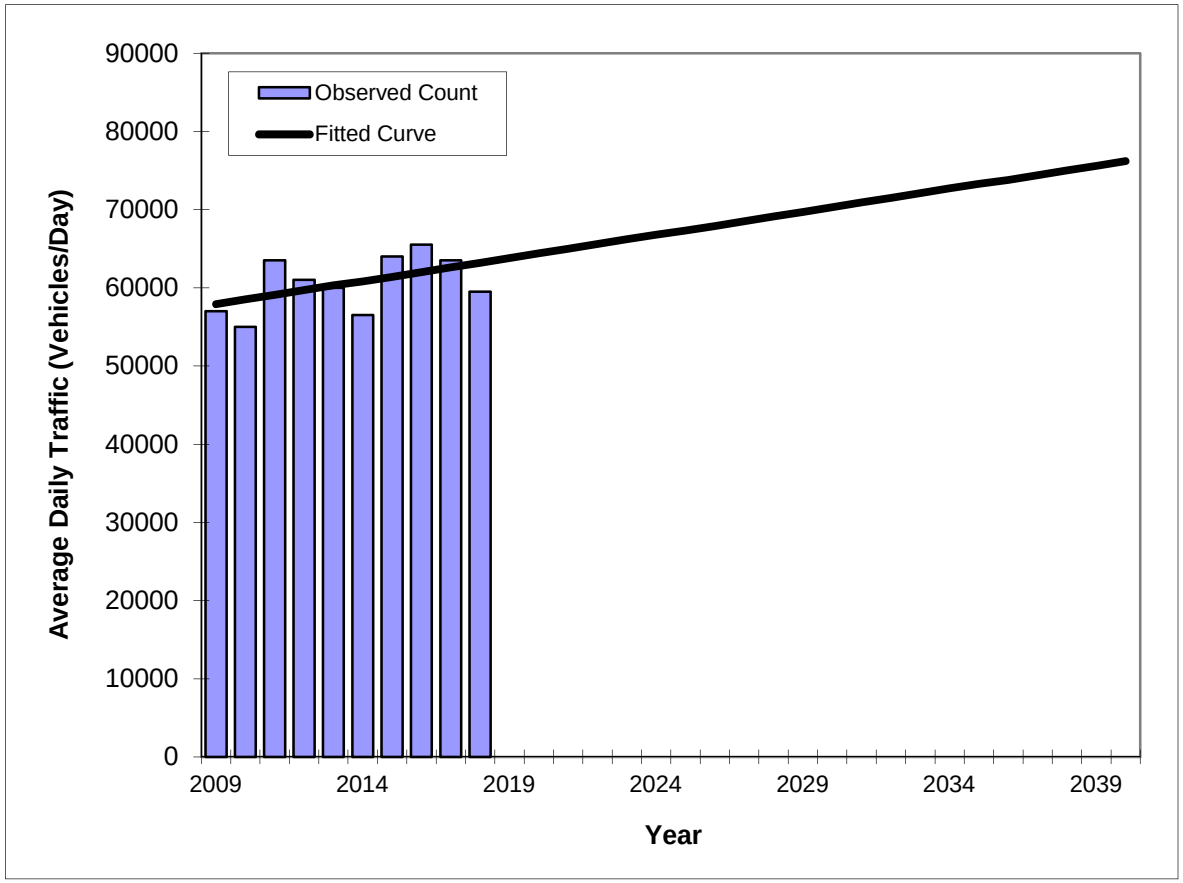
Trend R-squared:	20.35%
Compounded Annual Historic Growth Rate:	1.73%
Printed:	23-Apr-19

Decaying Exponential Growth Option

Traffic Trends

SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1

County:	Miami (87)
Station #:	0556
Highway:	SR-826/NE 163rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2009	57000	57900
2010	55000	58500
2011	63500	59100
2012	61000	59700
2013	60000	60300
2014	56500	60800
2015	64000	61400
2016	65500	62000
2017	63500	62600
2018	59500	63200

*Axle-Adjusted

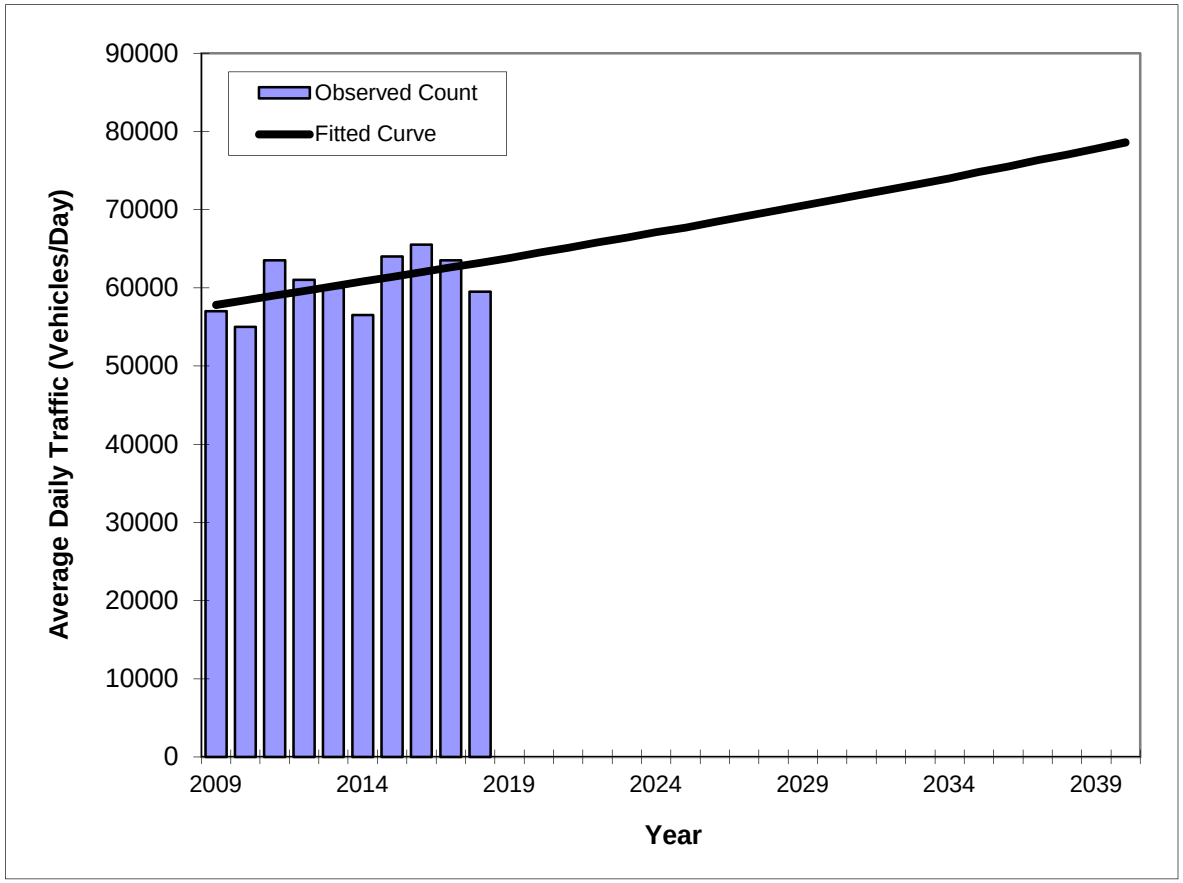
Trend R-squared:	25.00%
Trend Annual Historic Growth Rate:	1.02%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1

County:	Miami (87)
Station #:	0556
Highway:	SR-826/NE 163rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2009	57000	57800
2010	55000	58400
2011	63500	59000
2012	61000	59600
2013	60000	60200
2014	56500	60800
2015	64000	61400
2016	65500	62000
2017	63500	62600
2018	59500	63200

*Axle-Adjusted

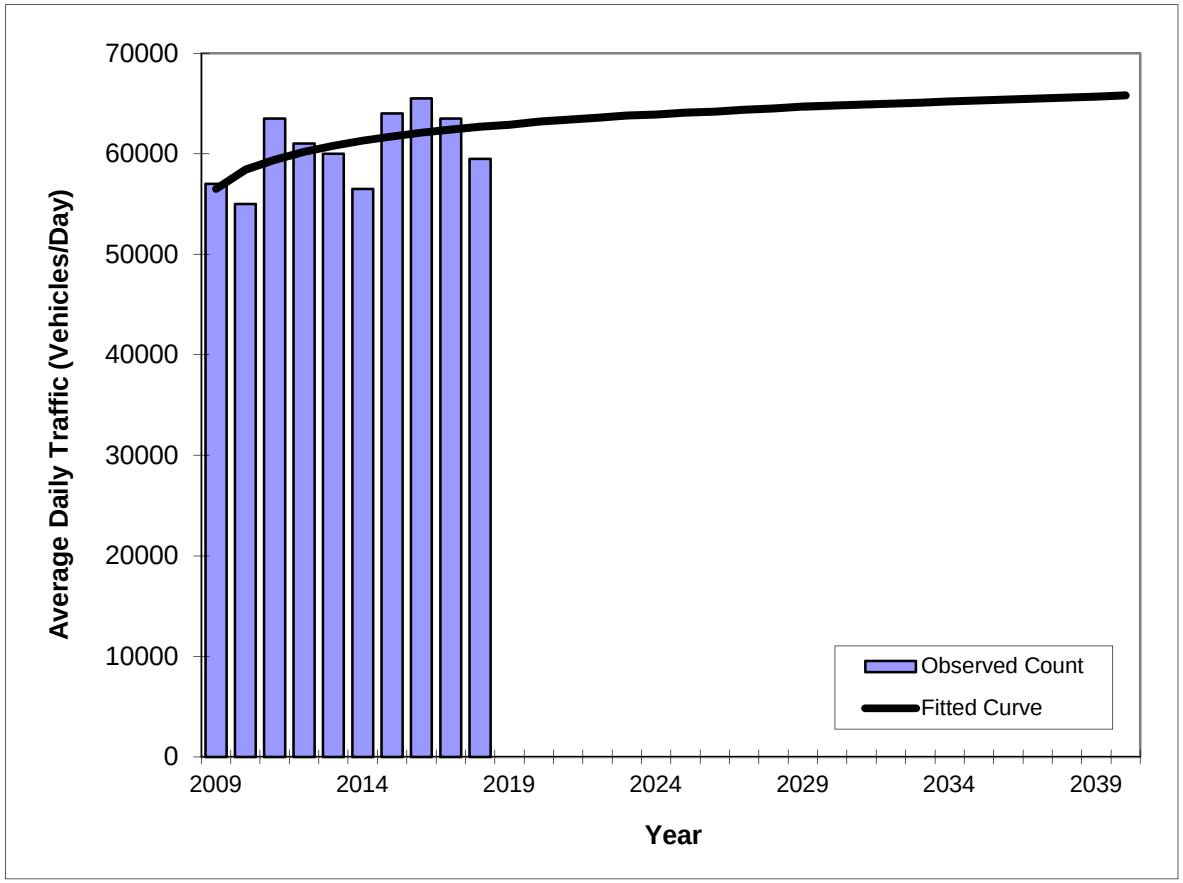
Trend R-squared:	25.30%
Compounded Annual Historic Growth Rate:	1.00%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-826/NE 163rd Street -- 1,700 feet east of SR-5/US-1

County:	Miami (87)
Station #:	0556
Highway:	SR-826/NE 163rd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2009	57000	56500
2010	55000	58400
2011	63500	59400
2012	61000	60200
2013	60000	60800
2014	56500	61300
2015	64000	61700
2016	65500	62100
2017	63500	62400
2018	59500	62700

*Axle-Adjusted

Trend R-squared:	30.08%
Compounded Annual Historic Growth Rate:	1.16%
Printed:	23-Apr-19

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2645 - SR A1A/COLLINS AVE, 200' N OF MIAMI BEACH BLVD

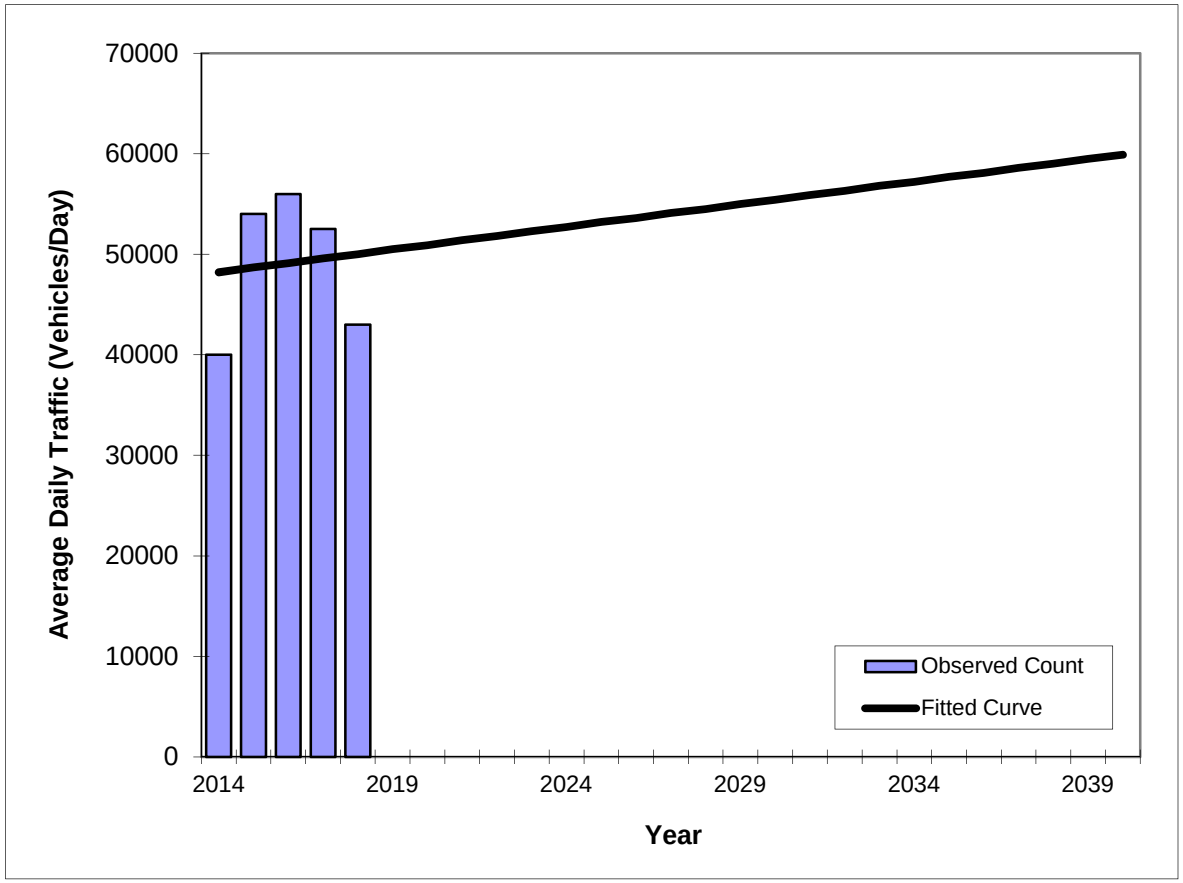
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	43000 C	N 20500	S 22500	9.00	54.30	5.60
2017	52500 C	N 26000	S 26500	9.00	55.00	5.30
2016	56000 C	N 28500	S 27500	9.00	54.50	7.80
2015	54000 C	N 27000	S 27000	9.00	54.70	4.60
2014	40000 C	N 19500	S 20500	9.00	54.50	5.10
2013	56500 C	N 28000	S 28500	9.00	52.40	6.10
2012	56000 C	N 28000	S 28000	9.00	55.70	8.40
2011	48500 C	N 23500	S 25000	9.00	55.10	7.50
2010	46000 C	N 22000	S 24000	8.98	54.08	8.80
2009	44500 C	N 21500	S 23000	8.99	53.24	8.40
2008	45000 C	N 22000	S 23000	9.09	55.75	5.30
2007	52500 C	N 26500	S 26000	8.01	54.34	4.90
2006	51000 C	N 25500	S 25500	7.97	54.22	2.20
2005	49000 C	N 24000	S 25000	8.80	53.80	5.50
2004	48000 C	N 23500	S 24500	9.00	53.30	8.20
2003	50500 C	N 25500	S 25000	8.80	53.40	4.90

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

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard

County:	Miami (87)
Station #:	2645
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	40000	48200
2015	54000	48700
2016	56000	49100
2017	52500	49600
2018	43000	50000

*Axle-Adjusted

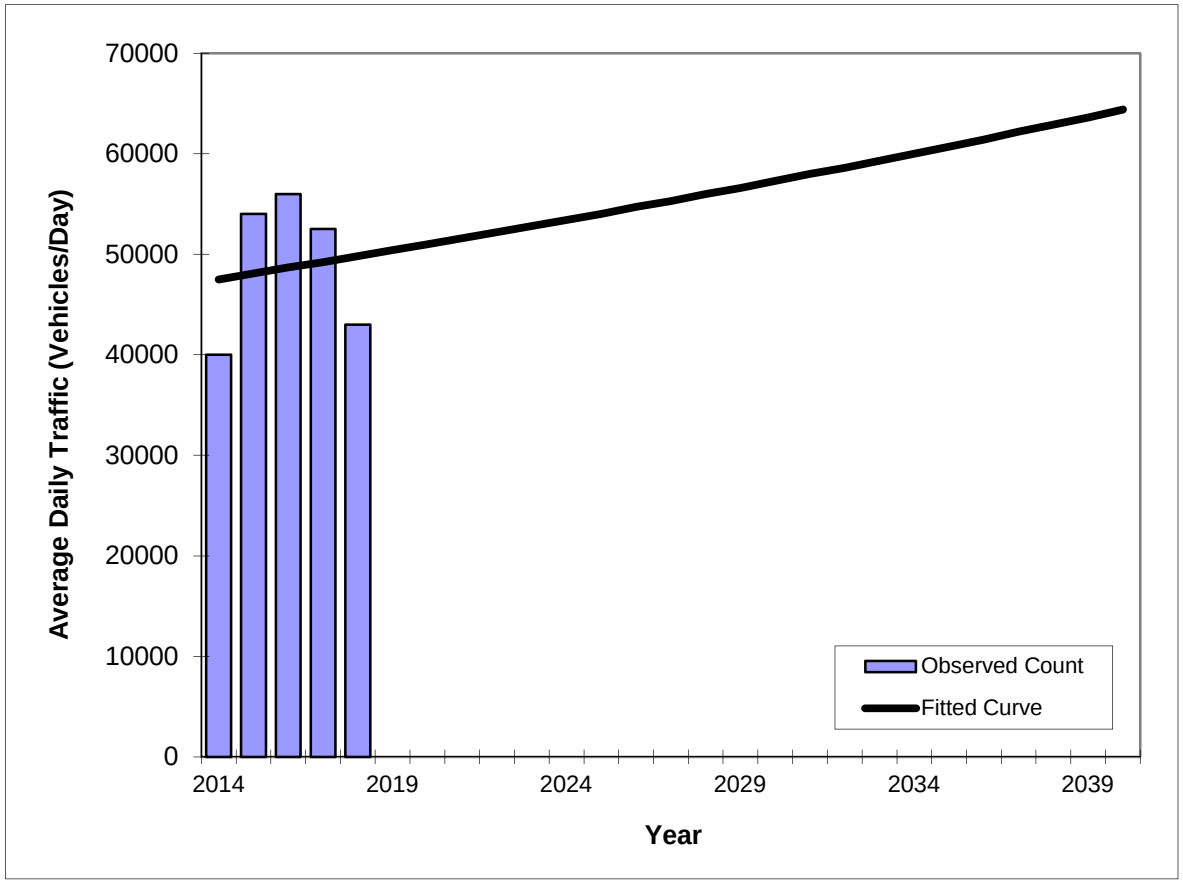
Trend R-squared:	1.00%
Trend Annual Historic Growth Rate:	0.93%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard

County:	Miami (87)
Station #:	2645
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	40000	47500
2015	54000	48100
2016	56000	48700
2017	52500	49200
2018	43000	49800

*Axle-Adjusted

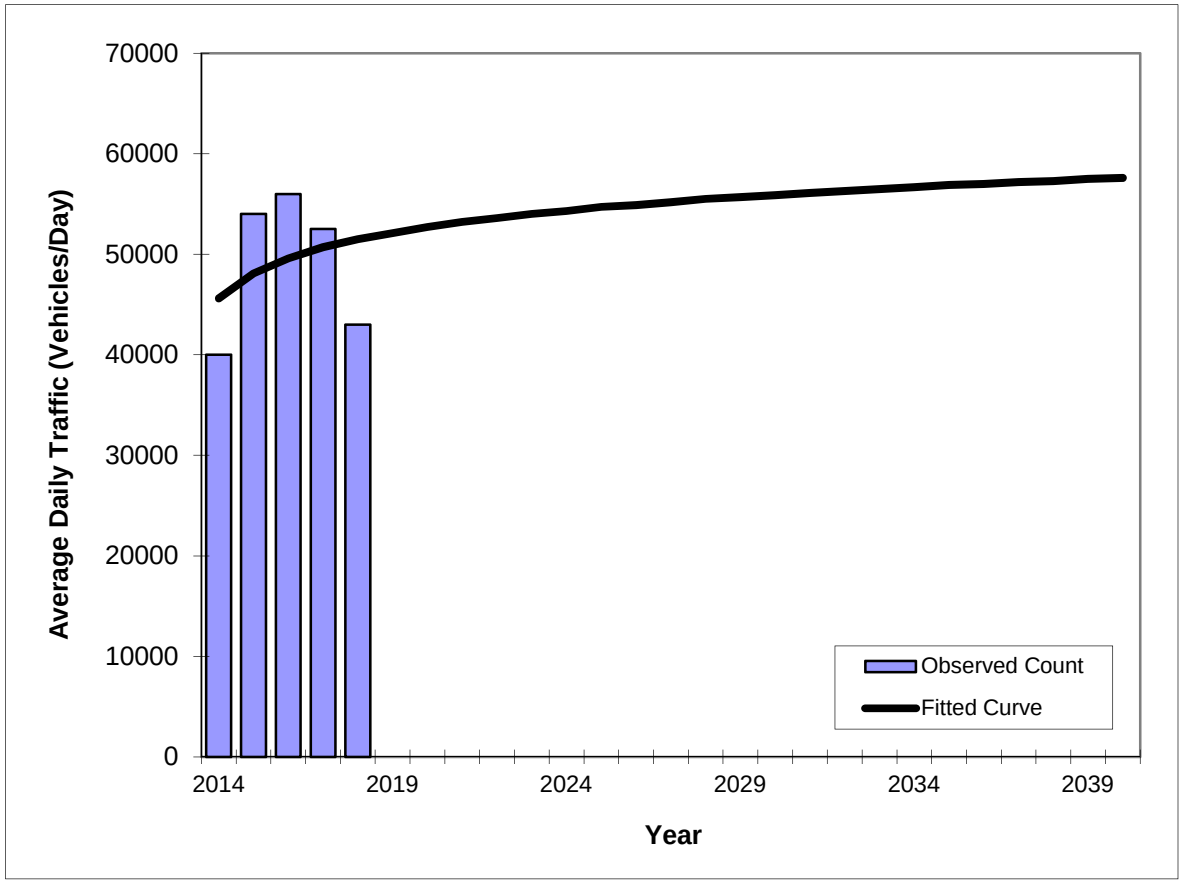
Trend R-squared:	1.51%
Compounded Annual Historic Growth Rate:	1.19%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard

County:	Miami (87)
Station #:	2645
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	40000	45600
2015	54000	48100
2016	56000	49600
2017	52500	50700
2018	43000	51500

*Axle-Adjusted

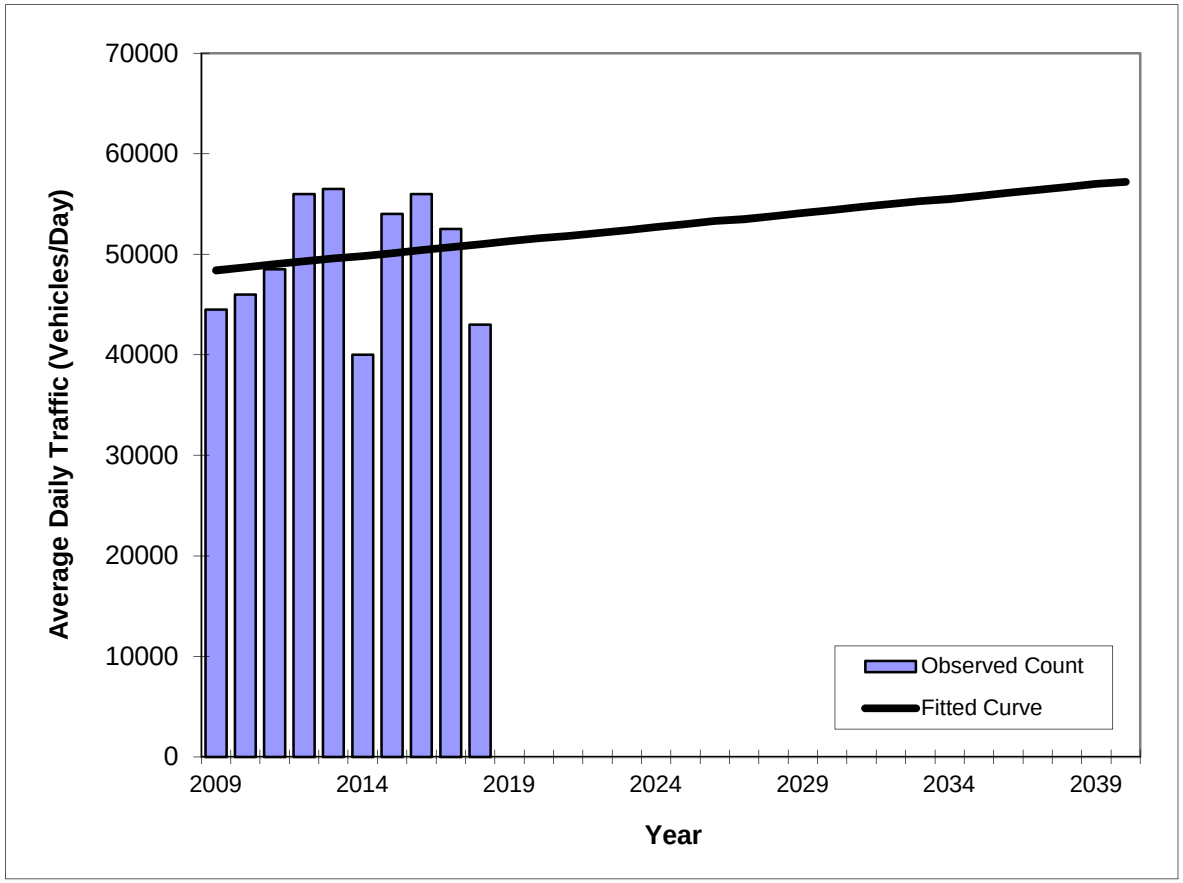
Trend R-squared:	10.51%
Compounded Annual Historic Growth Rate:	3.09%
Printed:	23-Apr-19

Decaying Exponential Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard

County:	Miami (87)
Station #:	2645
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	44500	48400
2010	46000	48700
2011	48500	49000
2012	56000	49300
2013	56500	49600
2014	40000	49800
2015	54000	50100
2016	56000	50400
2017	52500	50700
2018	43000	51000

*Axle-Adjusted

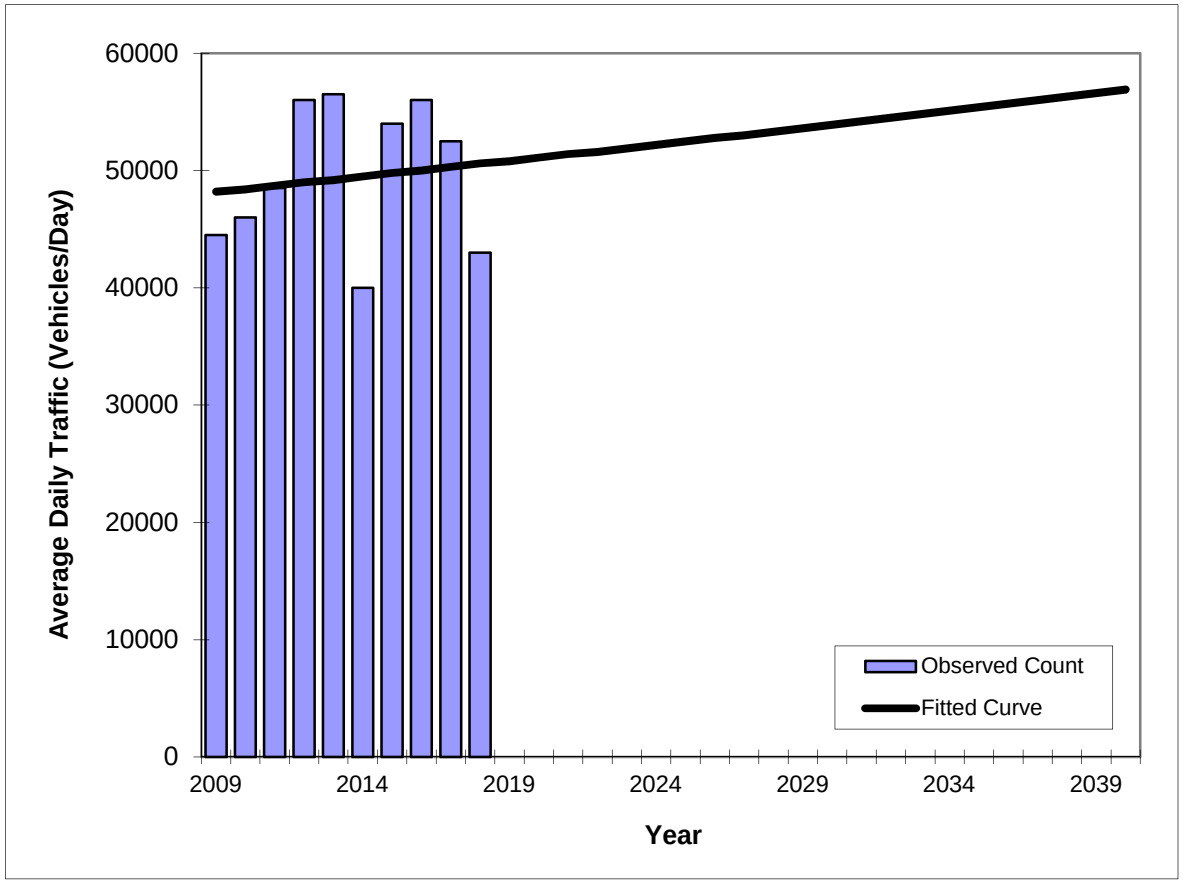
Trend R-squared:	2.01%
Trend Annual Historic Growth Rate:	0.60%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard

County:	Miami (87)
Station #:	2645
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	44500	48200
2010	46000	48400
2011	48500	48700
2012	56000	49000
2013	56500	49200
2014	40000	49500
2015	54000	49800
2016	56000	50000
2017	52500	50300
2018	43000	50600

*Axle-Adjusted

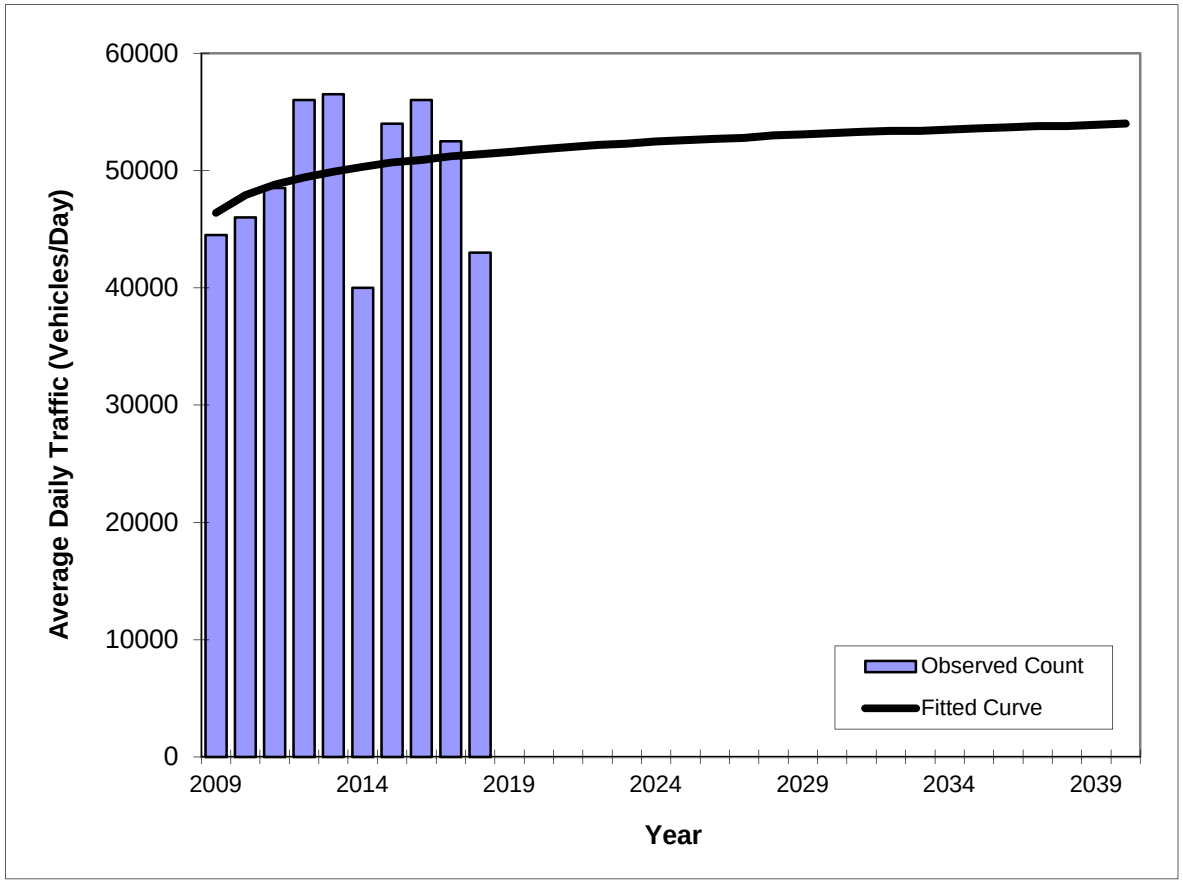
Trend R-squared:	1.67%
Compounded Annual Historic Growth Rate:	0.54%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-A1A/Collins Avenue -- 200 feet north of Miami Beach Boulevard

County:	Miami (87)
Station #:	2645
Highway:	SR-A1A/Collins Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2009	44500	46400
2010	46000	47900
2011	48500	48800
2012	56000	49400
2013	56500	49900
2014	40000	50300
2015	54000	50700
2016	56000	50900
2017	52500	51200
2018	43000	51400

*Axle-Adjusted

Trend R-squared:	6.99%
Compounded Annual Historic Growth Rate:	1.14%
Printed:	23-Apr-19

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5219 - SR 5/US-1, 300' S NE 163 ST/SUNNY ISLES CSWY

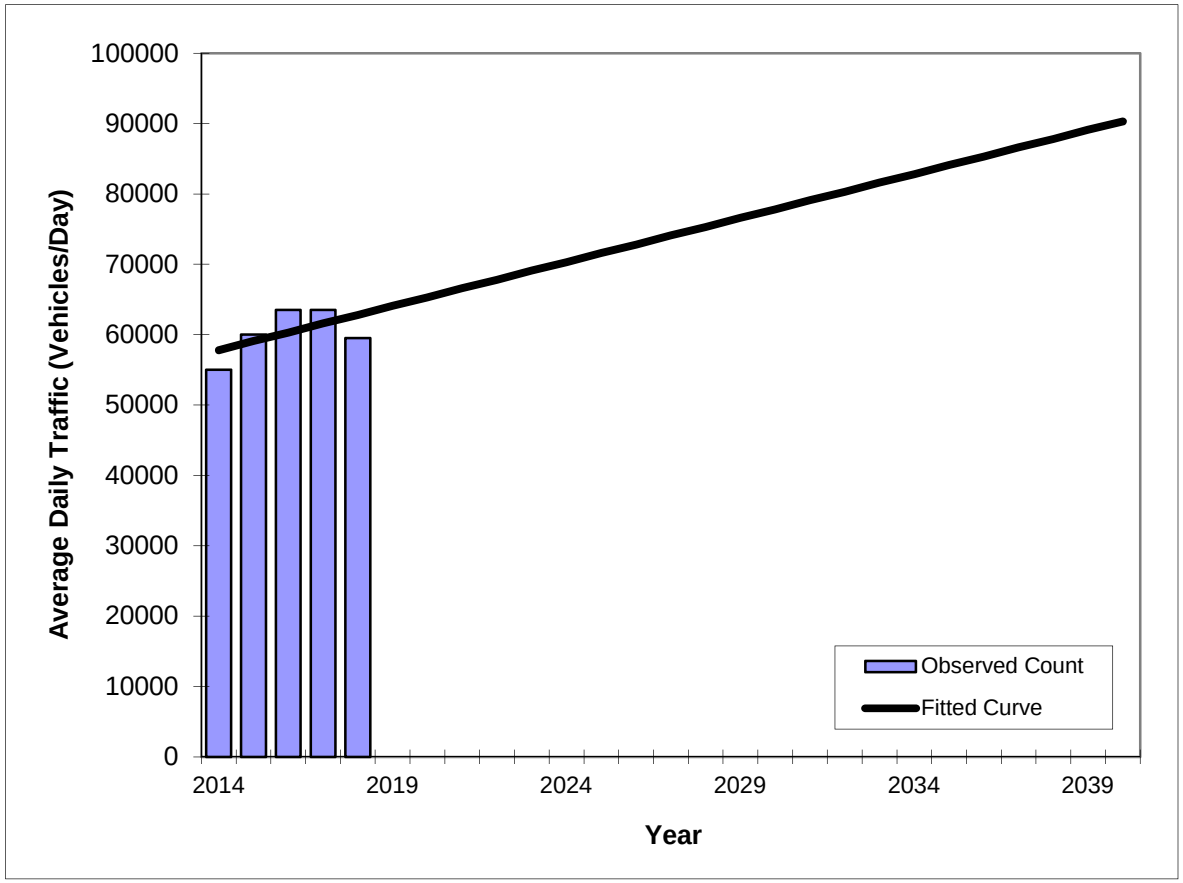
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	59500 C	N 29500	S 30000	9.00	54.30	2.40
2017	63500 C	N 31500	S 32000	9.00	55.00	2.30
2016	63500 C	N 31000	S 32500	9.00	54.50	2.00
2015	60000 C	N 29500	S 30500	9.00	54.70	2.00
2014	55000 C	N 25500	S 29500	9.00	54.50	4.90
2013	54000 C	N 25000	S 29000	9.00	52.40	3.50
2012	64000 C	N 31000	S 33000	9.00	55.70	4.80
2011	61500 C	N 30500	S 31000	9.00	55.10	3.90
2010	60000 C	N 30000	S 30000	8.98	54.08	3.90
2009	60500 C	N 29500	S 31000	8.99	53.24	3.40
2008	55000 C	N 27000	S 28000	9.09	55.75	4.70
2007	60500 C	N 29000	S 31500	8.01	54.34	5.90
2006	58000 C	N 29000	S 29000	7.97	54.22	4.20
2005	57500 C	N 28500	S 29000	8.80	53.80	7.70
2004	50000 C	N 24000	S 26000	9.00	53.30	7.70
2003	44500 C	N 22000	S 22500	8.80	53.40	2.70

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

Traffic Trends

SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway

County:	Miami (87)
Station #:	5219
Highway:	SR-5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2014	55000	57800
2015	60000	59100
2016	63500	60300
2017	63500	61600
2018	59500	62800

*Axle-Adjusted

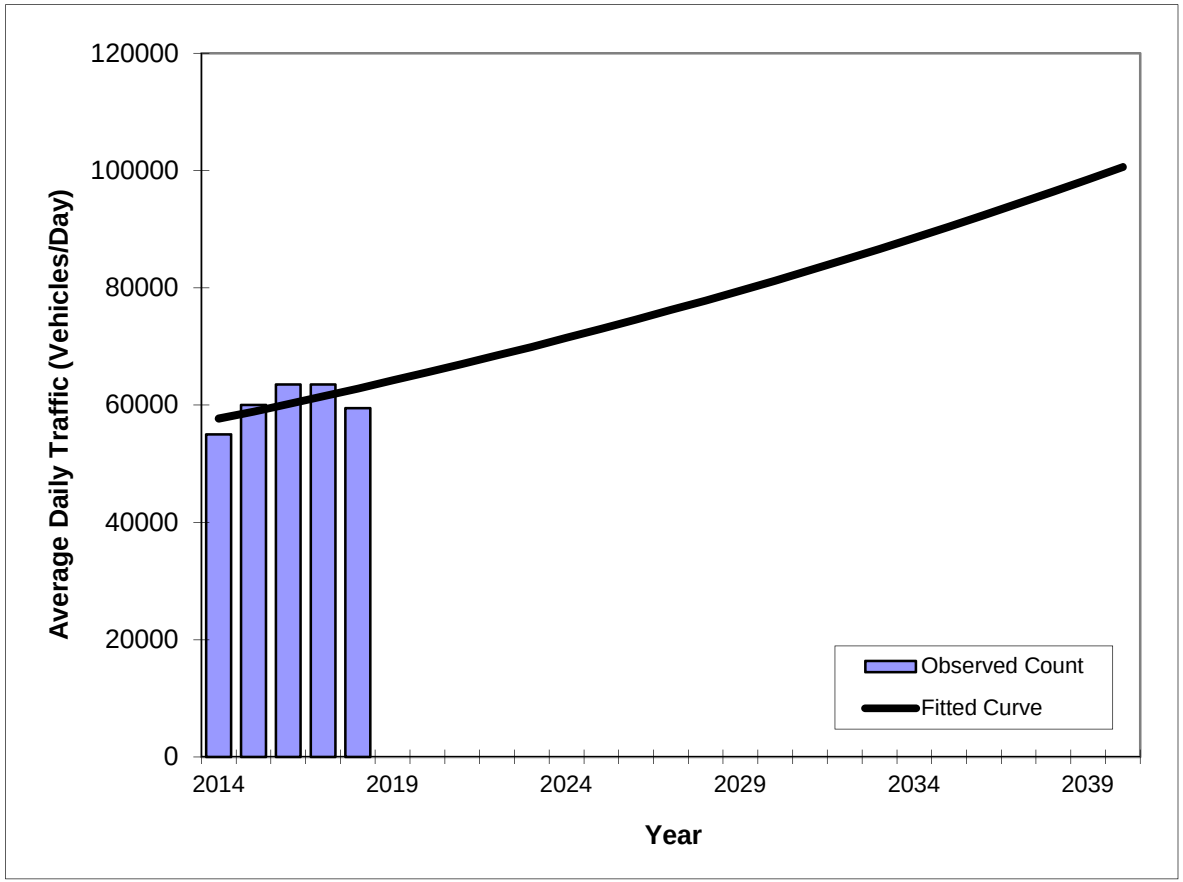
Trend R-squared:	31.69%
Trend Annual Historic Growth Rate:	2.16%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway

County:	Miami (87)
Station #:	5219
Highway:	SR-5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2014	55000	57700
2015	60000	58900
2016	63500	60200
2017	63500	61500
2018	59500	62800

*Axle-Adjusted

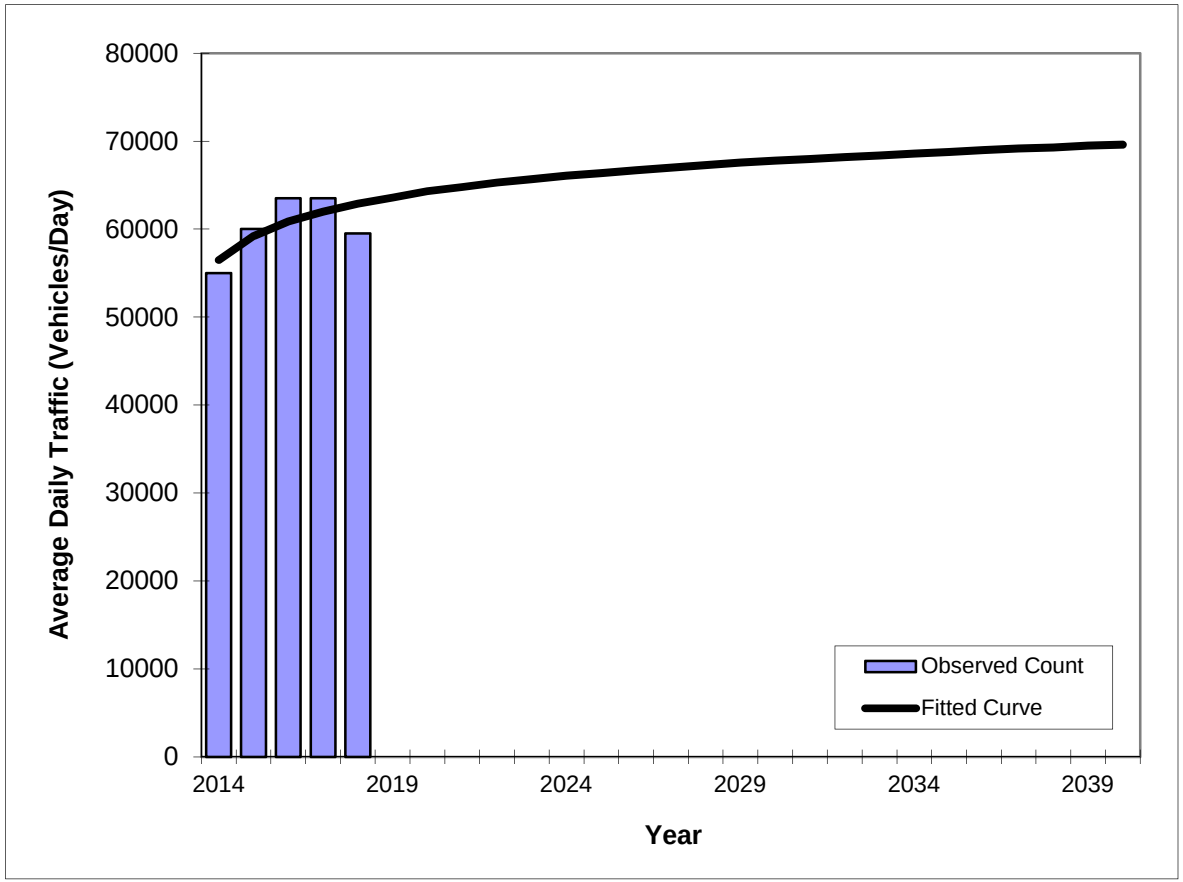
Trend R-squared:	32.69%
Compounded Annual Historic Growth Rate:	2.14%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway

County:	Miami (87)
Station #:	5219
Highway:	SR-5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2014	55000	56500
2015	60000	59200
2016	63500	60900
2017	63500	62000
2018	59500	62900

*Axle-Adjusted

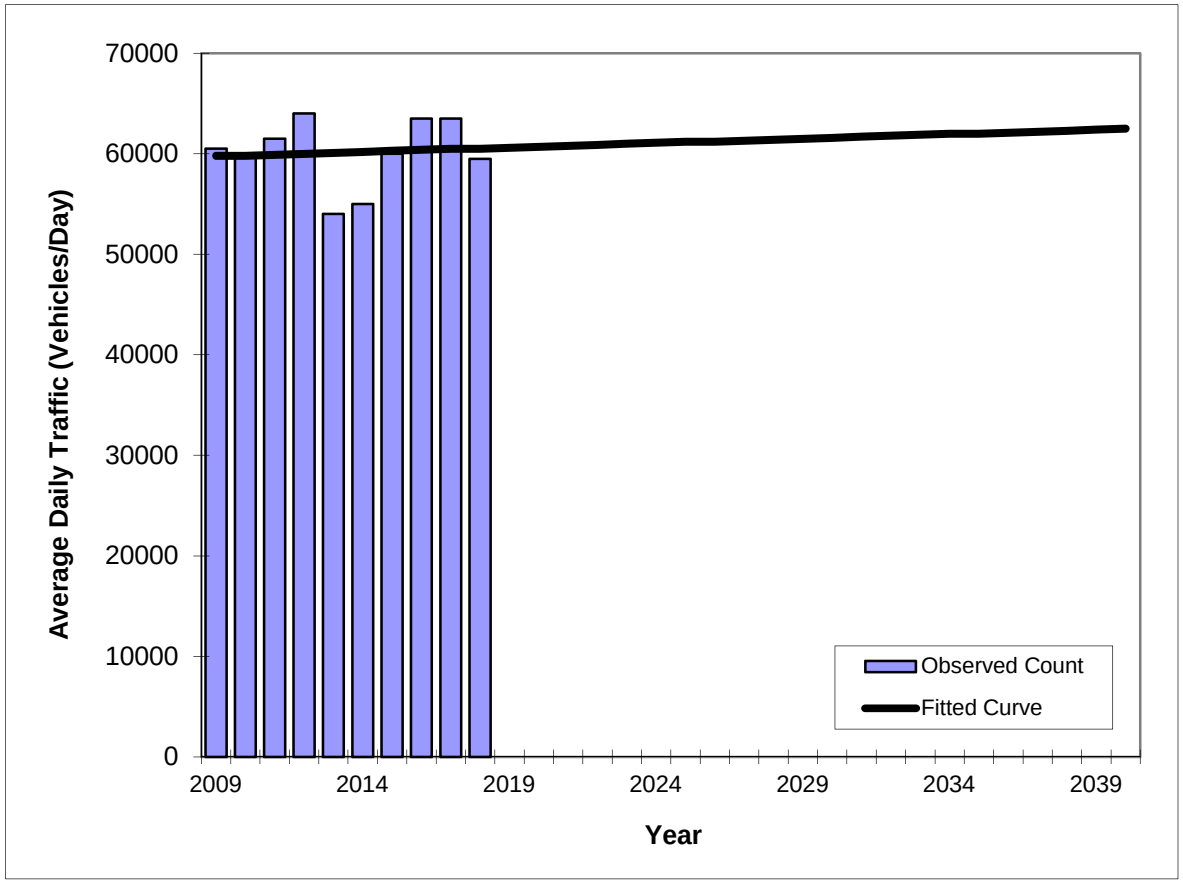
Trend R-squared:	52.34%
Compounded Annual Historic Growth Rate:	2.72%
Printed:	23-Apr-19

Decaying Exponential Growth Option

Traffic Trends

SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway

County:	Miami (87)
Station #:	5219
Highway:	SR-5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	60500	59800
2010	60000	59800
2011	61500	59900
2012	64000	60000
2013	54000	60100
2014	55000	60200
2015	60000	60300
2016	63500	60400
2017	63500	60500
2018	59500	60500

*Axle-Adjusted

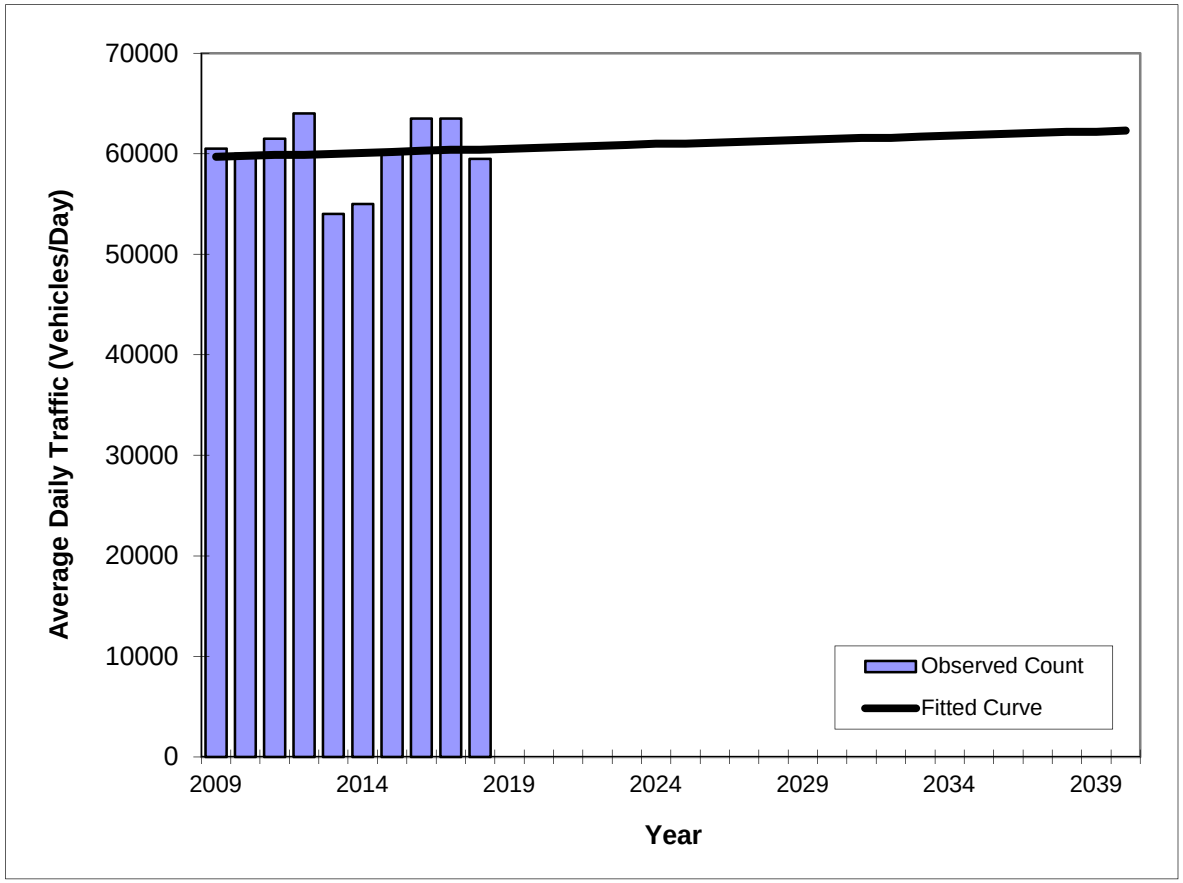
Trend R-squared:	0.61%
Trend Annual Historic Growth Rate:	0.13%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway

County:	Miami (87)
Station #:	5219
Highway:	SR-5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	60500	59700
2010	60000	59800
2011	61500	59900
2012	64000	59900
2013	54000	60000
2014	55000	60100
2015	60000	60200
2016	63500	60300
2017	63500	60400
2018	59500	60400

*Axle-Adjusted

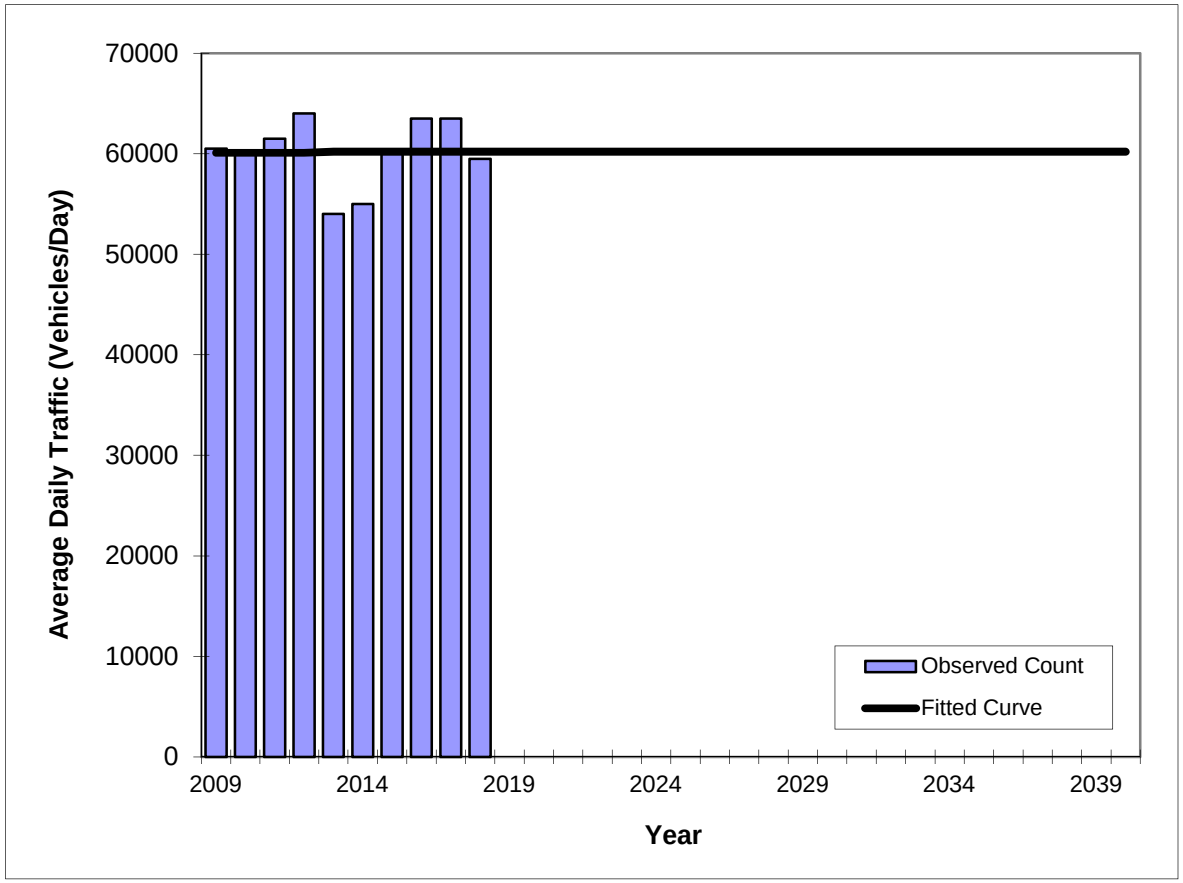
Trend R-squared:	0.54%
Compounded Annual Historic Growth Rate:	0.13%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

SR-5/US-1 -- 300 feet south of NE 163rd Street/Sunny Isles Causeway

County:	Miami (87)
Station #:	5219
Highway:	SR-5/US-1



Year	Traffic (ADT/AADT) Count*	Trend**
2009	60500	60100
2010	60000	60100
2011	61500	60100
2012	64000	60100
2013	54000	60200
2014	55000	60200
2015	60000	60200
2016	63500	60200
2017	63500	60200
2018	59500	60200

*Axle-Adjusted

Trend R-squared:	0.00%
Compounded Annual Historic Growth Rate:	0.02%
Printed:	23-Apr-19

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8452 - NE 35 AVE, 200 FT N OFNE 166 ST (2011 OFF SYSTEM CYCLE)

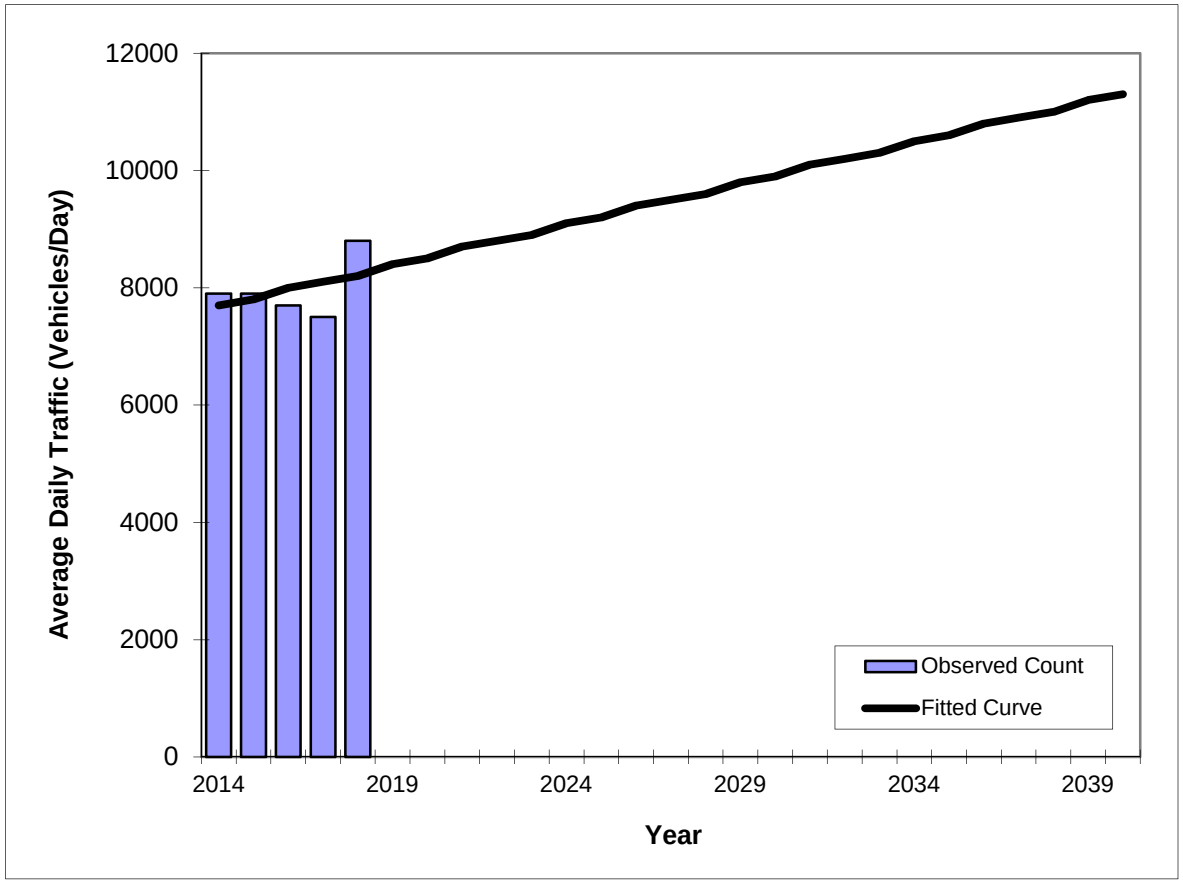
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	8800 C	N 4500	S 4300	9.00	54.30	2.30
2017	7500 T	N 3800	S 3700	9.00	56.10	5.10
2016	7700 S	N 3900	S 3800	9.00	56.10	3.80
2015	7900 F	N 4000	S 3900	9.00	57.40	4.10
2014	7900 C	N 4000	S 3900	9.00	59.30	6.70
2013	7800 F	N 3900	S 3900	9.00	58.90	16.20
2012	7800 C	N 3900	S 3900	9.00	59.70	16.00

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

Traffic Trends

NE 35th Avenue -- 200 feet north of NE 166th Street

County:	Miami (87)
Station #:	8452
Highway:	NE 35th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	7900	7700
2015	7900	7800
2016	7700	8000
2017	7500	8100
2018	8800	8200

*Axle-Adjusted

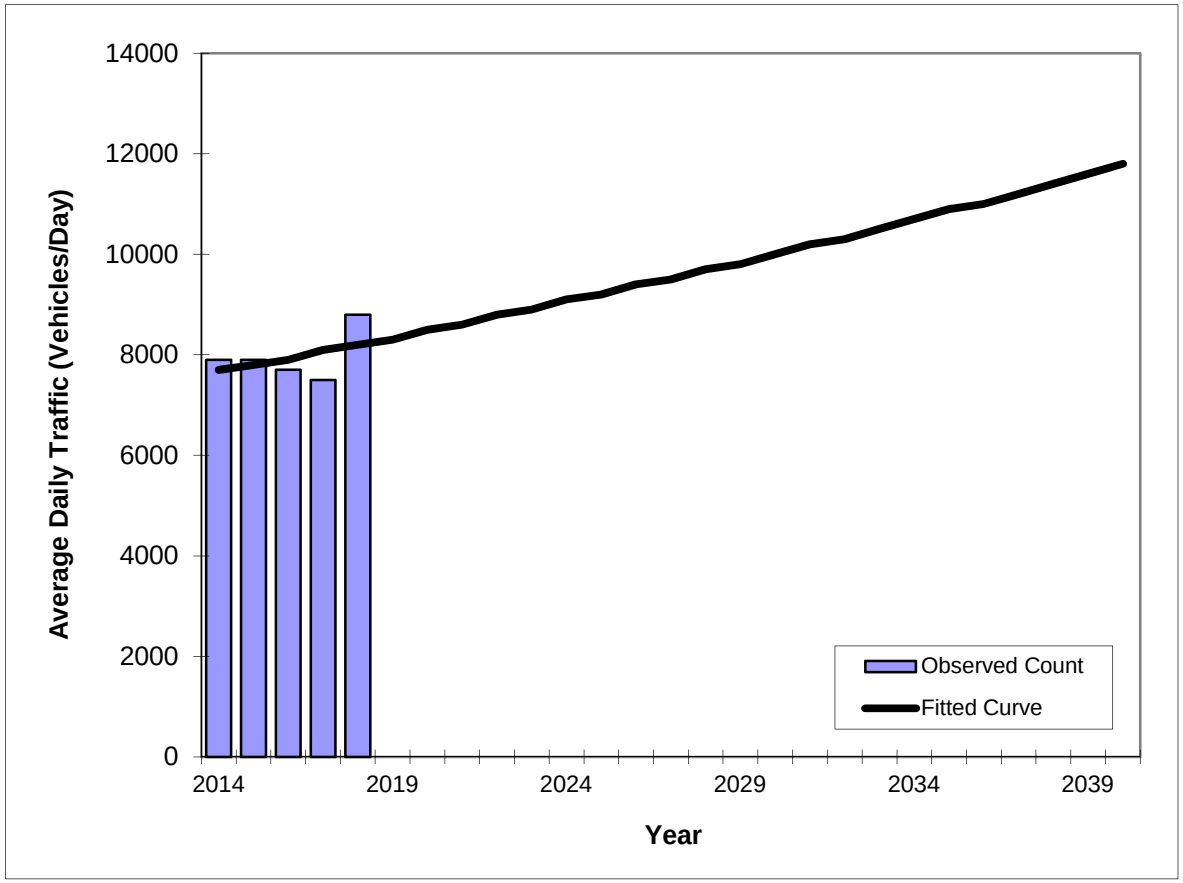
Trend R-squared:	19.76%
Trend Annual Historic Growth Rate:	1.62%
Printed:	23-Apr-19

Straight Line Growth Option

Traffic Trends

NE 35th Avenue -- 200 feet north of NE 166th Street

County:	Miami (87)
Station #:	8452
Highway:	NE 35th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	7900	7700
2015	7900	7800
2016	7700	7900
2017	7500	8100
2018	8800	8200

*Axle-Adjusted

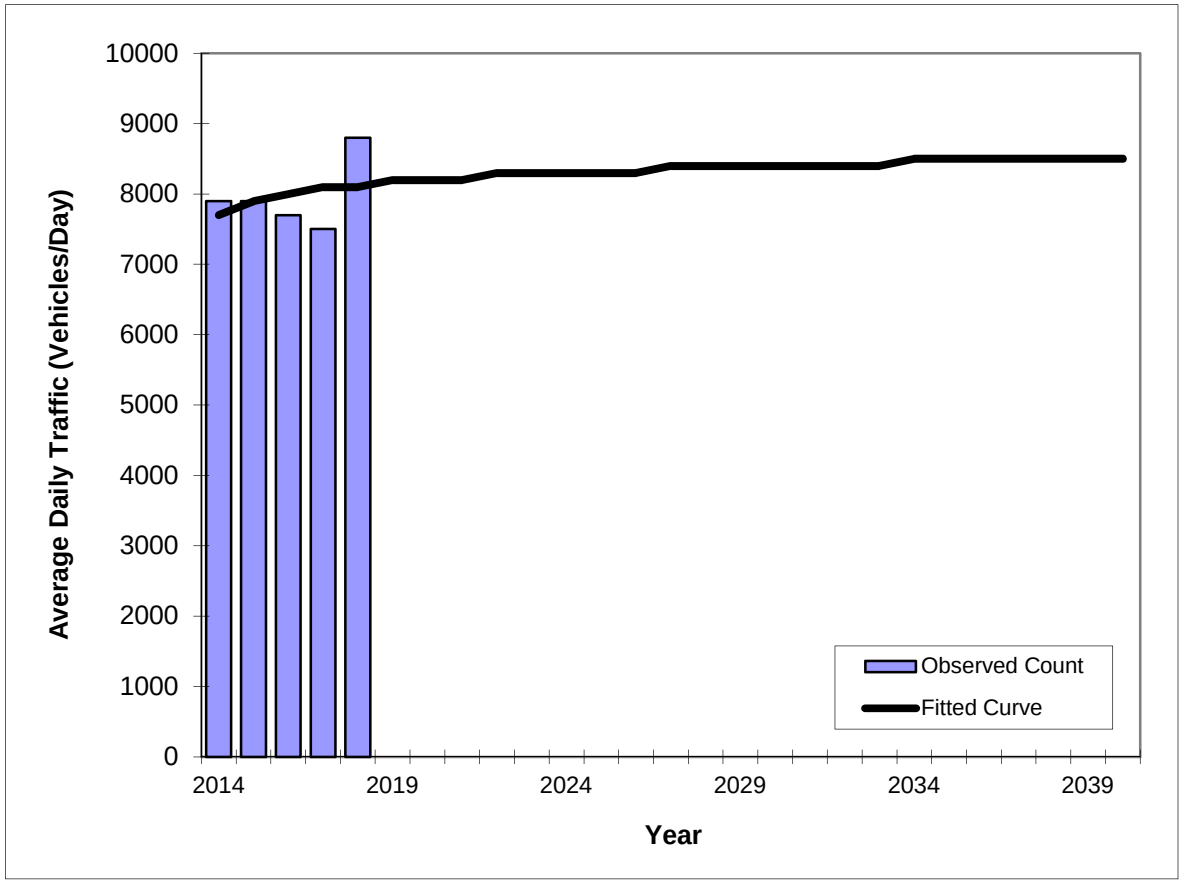
Trend R-squared:	18.12%
Compounded Annual Historic Growth Rate:	1.59%
Printed:	23-Apr-19

Exponential Growth Option

Traffic Trends

NE 35th Avenue -- 200 feet north of NE 166th Street

County:	Miami (87)
Station #:	8452
Highway:	NE 35th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	7900	7700
2015	7900	7900
2016	7700	8000
2017	7500	8100
2018	8800	8100

*Axle-Adjusted

Trend R-squared:	9.35%
Compounded Annual Historic Growth Rate:	1.27%
Printed:	23-Apr-19

Decaying Exponential Growth Option

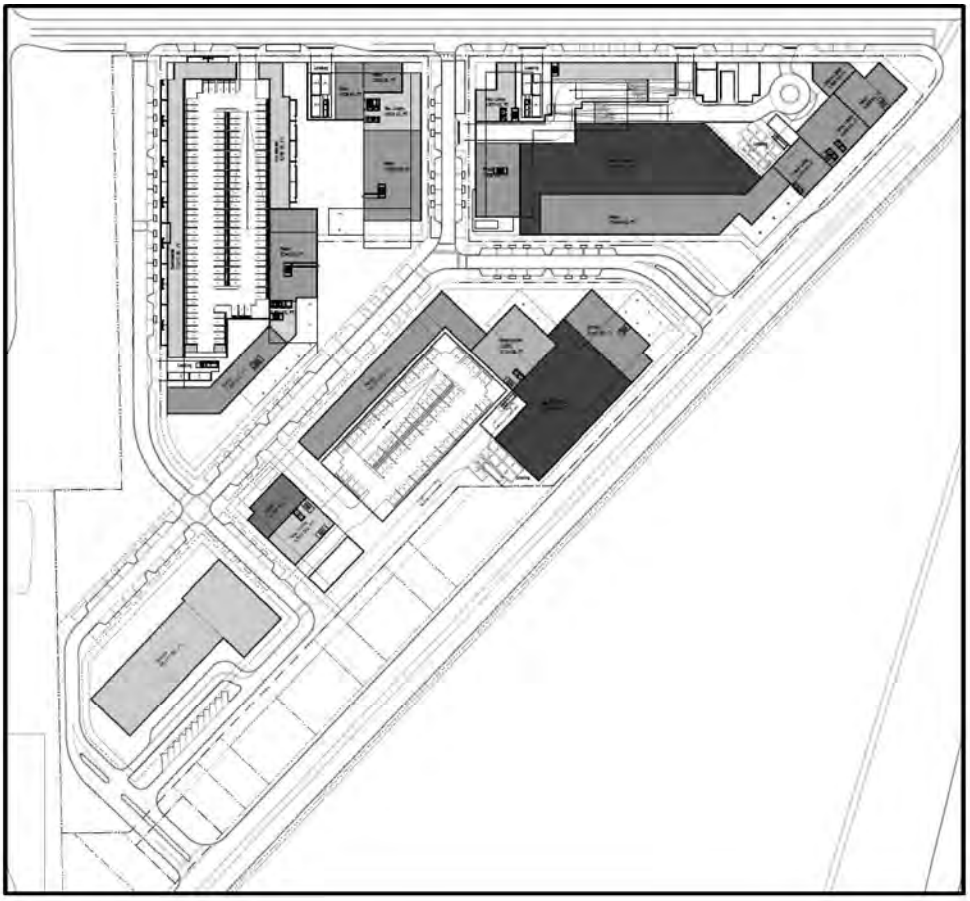
Appendix E

Committed Development Traffic

Traffic Impact Analysis for
Submittal to the
City of North Miami Beach

15780 West Dixie Highway

North Miami Beach, Florida



Kimley»Horn

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Revised May 2018
March 2018
043932000

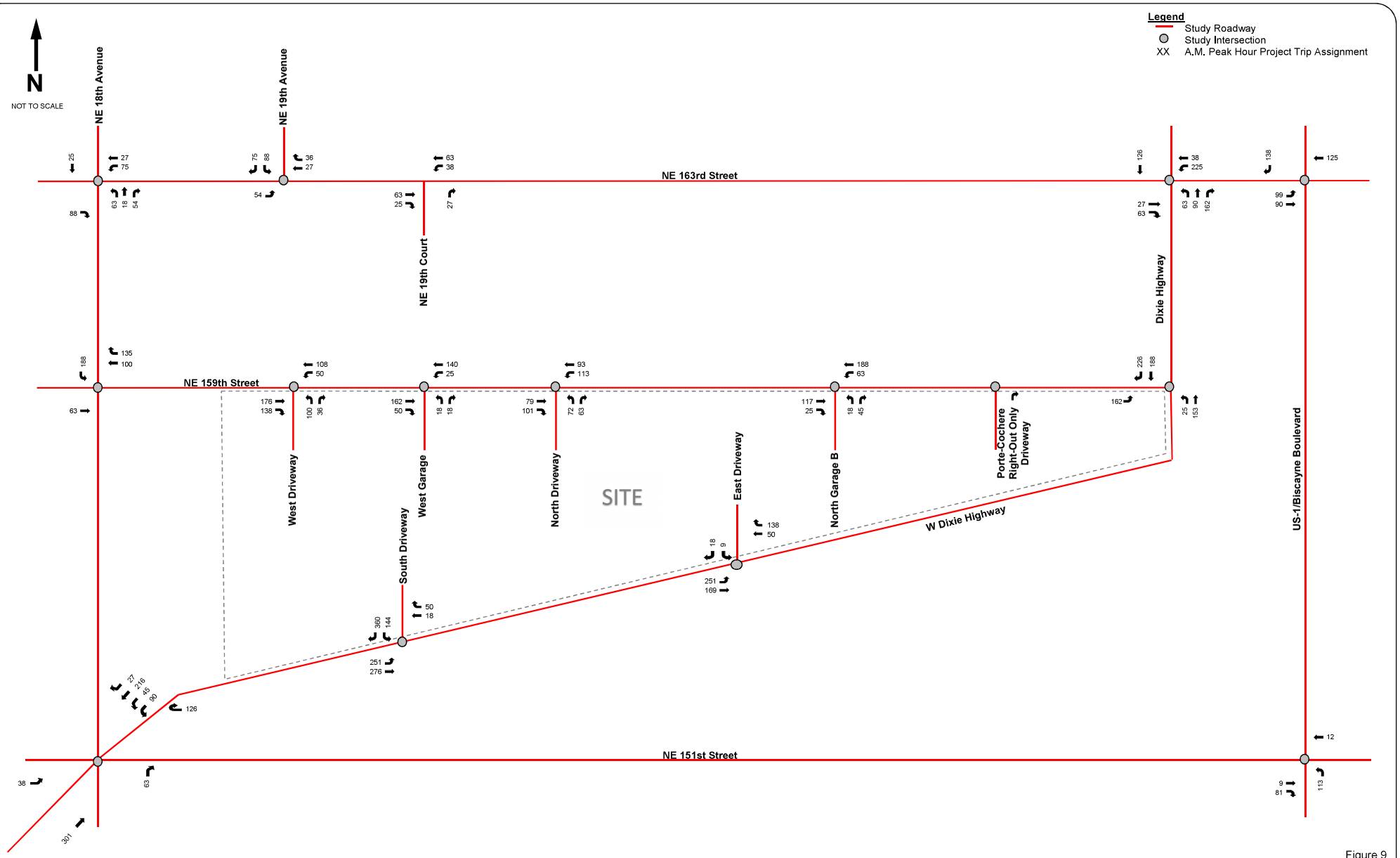

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Figure 9
A.M. Peak Hour Net New Trip Assignment
15780 West Dixie Highway
North Miami Beach, Florida

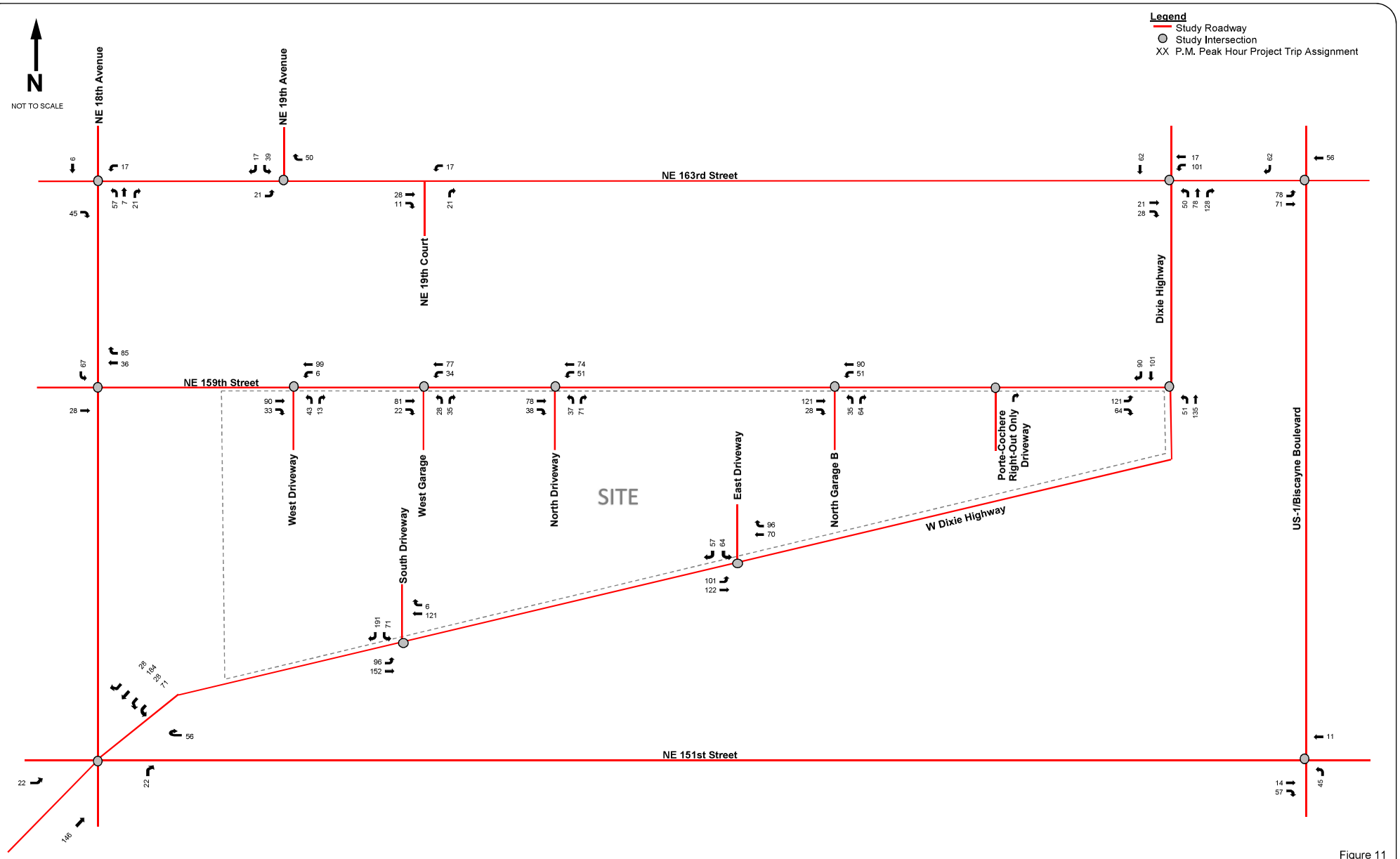

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Figure 11
P.M. Peak Hour Net New Trip Assignment
15780 West Dixie Highway
North Miami Beach, Florida

Traffic Impact Analysis

Uptown Biscayne
North Miami Beach, Florida

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Updated October 2017
043745000

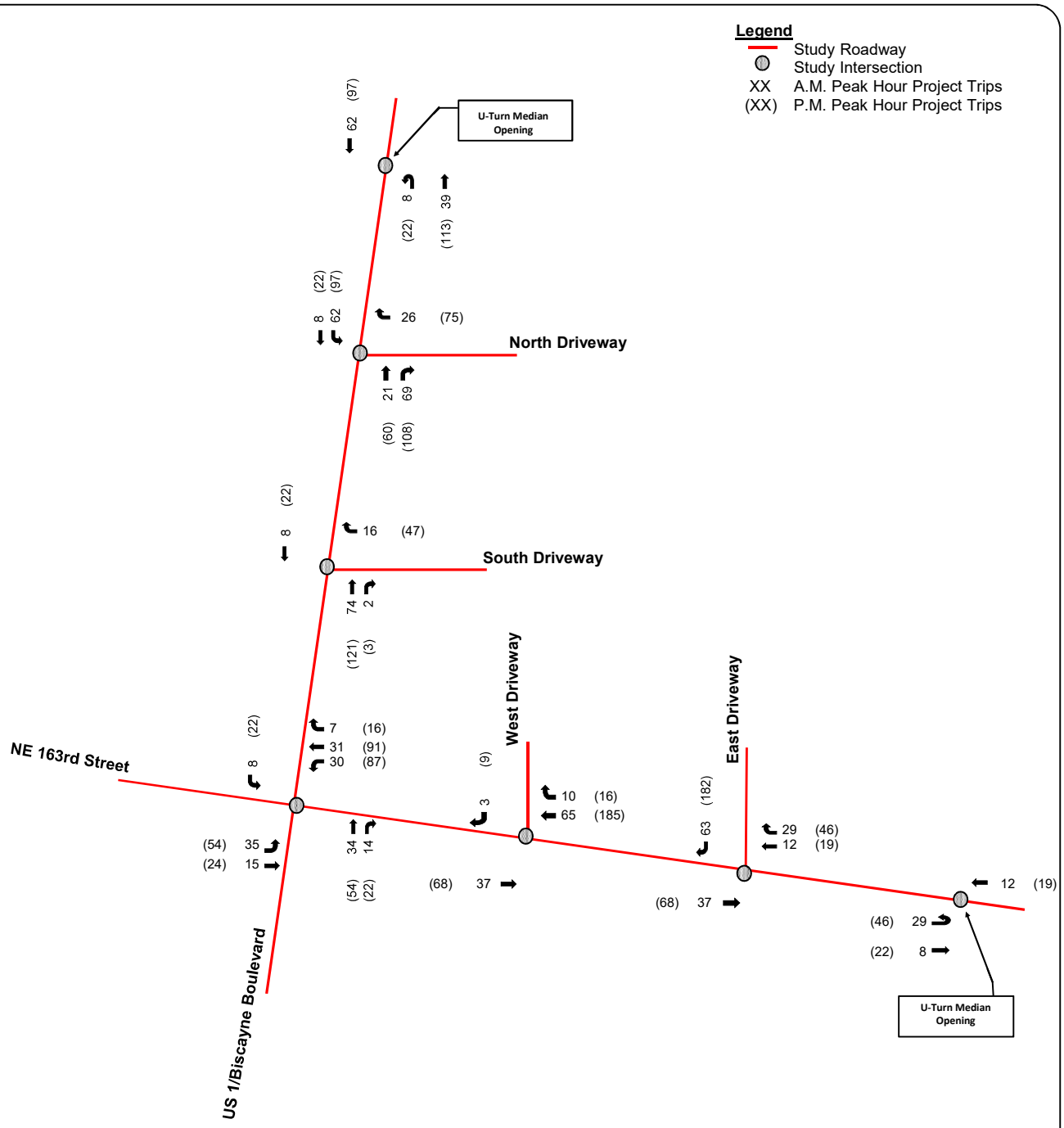

Figure 13
Project Trip Assignment - Scenario 3
A.M. and P.M. Peak Hours
Uptown Biscayne
North Miami Beach, Florida

Kimley»Horn

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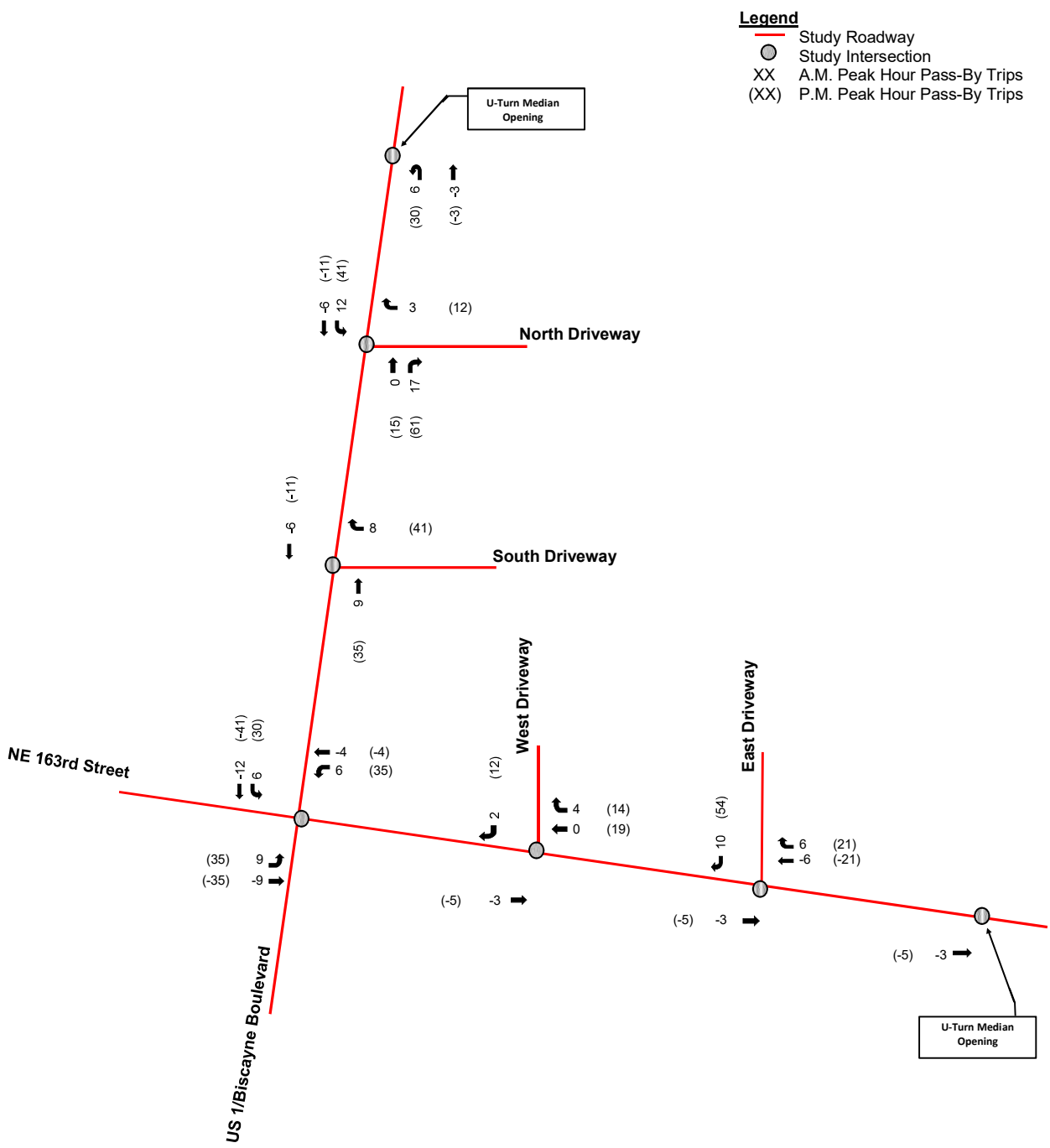

Figure 15
Pass-By Trip Assignment - Scenario 3
A.M. and P.M. Peak Hours
Uptown Biscayne
North Miami Beach, Florida

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Appendix F

Volume Development Worksheets

No Roadway Improvements

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and Biscayne Boulevard/US 1
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.99
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		218	1,142	280		397	971	553		224	980	464		438	1,393	433
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**225**	**1,176**	**288**		**409**	**1,000**	**570**		**231**	**1,009**	**478**		**451**	**1,435**	**446**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		304	1,032	409		463	1,258	781		460	1,357	588		459	1,298	433
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**313**	**1,063**	**421**		**477**	**1,296**	**804**		**474**	**1,398**	**606**		**473**	**1,337**	**446**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO		99	90				125									138
Uptown Biscayne		35	15			30	31	7			34	14		8		
TOTAL "VESTED" TRAFFIC		134	105	0		30	156	7		0	34	14		8	0	138
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		32	165	40		57	140	80		32	142	67		63	201	63
AM NON-PROJECT TRAFFIC		**391**	**1,446**	**328**		**496**	**1,296**	**657**		**263**	**1,185**	**559**		**522**	**1,636**	**647**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO		78	71				56									62
Uptown Biscayne		54	24			87	91	16			54	22		22		
TOTAL "VESTED" TRAFFIC		132	95	0		87	147	16		0	54	22		22	0	62
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		44	149	59		67	182	113		66	196	85		66	188	63
PM NON-PROJECT TRAFFIC		**489**	**1,307**	**480**		**631**	**1,625**	**933**		**540**	**1,648**	**713**		**561**	**1,525**	**571**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			21.0%									32.0%		22.0%		
	Exiting						32.0%	21.0%	22.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering							-51.0%									
	Exiting							51.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			21.0%									32.0%		22.0%		
	Exiting						32.0%	21.0%	22.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			76			151	100	104				116		80		
AM TOTAL PROJECT TRAFFIC			**0**	**76**	**0**		**151**	**100**	**104**		**0**	**0**	**116**		**80**	**0**	**0**
AM TOTAL TRAFFIC			**391**	**1,522**	**328**		**647**	**1,396**	**761**		**263**	**1,185**	**675**		**602**	**1,636**	**647**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-12									
	Valet																
	Net New			71			110	72	75				108		74		
PM TOTAL PROJECT TRAFFIC			**0**	**71**	**0**		**110**	**60**	**75**		**0**	**0**	**108**		**74**	**0**	**0**
PM TOTAL TRAFFIC			**489**	**1,378**	**480**		**741**	**1,685**	**1,008**		**540**	**1,648**	**821**		**635**	**1,525**	**571**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 26th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM Raw Turning Movements	1	32	2,016	0		0	1,797	37	8	20	0	7		37	69	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**1**	**33**	**2,076**	**0**		**0**	**1,851**	**38**	**8**	**21**	**0**	**7**		**38**	**71**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM Raw Turning Movements	7	114	1,930	0		0	2,165	51	13	47	0	19		50	65	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**7**	**117**	**1,988**	**0**		**0**	**2,230**	**53**	**13**	**48**	**0**	**20**		**52**	**67**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			90				125									
Uptown Biscayne			8				12									
TOTAL "VESTED" TRAFFIC	0	0	98	0		0	137	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	0	5	291	0		0	260	5	1	3	0	1		5	10	0
AM NON-PROJECT TRAFFIC	**1**	**38**	**2,465**	**0**		**0**	**2,248**	**43**	**9**	**24**	**0**	**8**		**43**	**81**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			71				56									
Uptown Biscayne			22				19									
TOTAL "VESTED" TRAFFIC	0	0	93	0		0	75	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	1	16	279	0		0	313	7	2	7	0	3		7	9	0
PM NON-PROJECT TRAFFIC	**8**	**133**	**2,360**	**0**		**0**	**2,618**	**60**	**15**	**55**	**0**	**23**		**59**	**76**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering							-51.0%									
	Exiting							51.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			272				355									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**272**	**0**		**0**	**355**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**1**	**38**	**2,737**	**0**		**0**	**2,603**	**43**	**9**	**24**	**0**	**8**		**43**	**81**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-12									
	Valet																
	Net New			253				257									
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**253**	**0**		**0**	**245**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**8**	**133**	**2,613**	**0**		**0**	**2,863**	**60**	**15**	**55**	**0**	**23**		**59**	**76**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 28th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM Raw Turning Movements	22	8	2,032	0		1,743	15	4	16	48	11	1		2	18	5
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**23**	**8**	**2,093**	**0**		**1,795**	**15**	**4**	**16**	**49**	**11**	**1**		**2**	**19**	**5**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM Raw Turning Movements	7	21	1,947	0		2,228	8	8	14	33	19	2		11	16	5
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**7**	**22**	**2,005**	**0**		**2,295**	**8**	**8**	**14**	**34**	**20**	**2**		**12**	**16**	**5**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			90			125										
Uptown Biscayne			8			12										
TOTAL "VESTED" TRAFFIC	0	0	98	0		137	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	3	1	294	0		252	2	1	2	7	2	0		0	3	1
AM NON-PROJECT TRAFFIC	**26**	**9**	**2,485**	**0**		**2,184**	**17**	**5**	**18**	**56**	**13**	**1**		**2**	**22**	**6**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			71			56										
Uptown Biscayne			22			19										
TOTAL "VESTED" TRAFFIC	0	0	93	0		75	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	1	3	281	0		322	1	1	2	5	3	0		2	2	1
PM NON-PROJECT TRAFFIC	**8**	**25**	**2,379**	**0**		**2,692**	**9**	**9**	**16**	**39**	**23**	**2**		**14**	**18**	**6**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering						-51.0%										
	Exiting						51.0%										
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			272			355										
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**272**	**0**		**355**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**26**	**9**	**2,757**	**0**		**2,539**	**17**	**5**	**18**	**56**	**13**	**1**		**2**	**22**	**6**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						-12										
	Valet																
	Net New			253			257										
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**253**	**0**		**245**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**8**	**25**	**2,632**	**0**		**2,937**	**9**	**9**	**16**	**39**	**23**	**2**		**14**	**18**	**6**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 2900 Block
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM Raw Turning Movements	17	17	2,000	0		1,755	9	3	7	3	8	0		1	2	1
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**18**	**18**	**2,060**	**0**		**1,808**	**9**	**3**	**7**	**3**	**8**	**0**		**1**	**2**	**1**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM Raw Turning Movements	47	54	1,872	0		2,135	20	19	28	74	21	2		14	33	4
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**48**	**56**	**1,928**	**0**		**2,199**	**21**	**20**	**29**	**76**	**22**	**2**		**14**	**34**	**4**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			90			125										
Uptown Biscayne			8			12										
TOTAL "VESTED" TRAFFIC	0	0	98	0		137	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	3	3	289	0		254	1	0	1	0	1	0		0	0	0
AM NON-PROJECT TRAFFIC	**21**	**21**	**2,447**	**0**		**2,199**	**10**	**3**	**8**	**3**	**9**	**0**		**1**	**2**	**1**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			71			56										
Uptown Biscayne			22			19										
TOTAL "VESTED" TRAFFIC	0	0	93	0		75	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	7	8	270	0		308	3	3	4	11	3	0		2	5	1
PM NON-PROJECT TRAFFIC	**55**	**64**	**2,291**	**0**		**2,582**	**24**	**23**	**33**	**87**	**25**	**2**		**16**	**39**	**5**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering						-51.0%										
	Exiting						51.0%										
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			272			355										
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**272**	**0**		**355**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**21**	**21**	**2,719**	**0**		**2,554**	**10**	**3**	**8**	**3**	**9**	**0**		**1**	**2**	**1**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						-12										
	Valet																
	Net New			253			257										
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**253**	**0**		**245**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**55**	**64**	**2,544**	**0**		**2,827**	**24**	**23**	**33**	**87**	**25**	**2**		**16**	**39**	**5**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 34th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
AM Raw Turning Movements	6	45	1,942	16	12	3	1,762	8	17	5	0	4	4	23	5	7
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**6**	**46**	**2,000**	**16**	**12**	**3**	**1,815**	**8**	**18**	**5**	**0**	**4**	**4**	**24**	**5**	**7**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
PM Raw Turning Movements	22	4	1,877	15	21	8	2,111	21	0	28	1	6	17	46	15	1
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**23**	**4**	**1,933**	**15**	**22**	**8**	**2,174**	**22**	**0**	**29**	**1**	**6**	**18**	**47**	**15**	**1**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
TECO			90				125									
Uptown Biscayne			8				12									
TOTAL "VESTED" TRAFFIC	0	0	98	0	0	0	137	0	0	0	0	0	0	0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	1	6	281	2	2	0	255	1	3	1	0	1	1	3	1	1
AM NON-PROJECT TRAFFIC	**7**	**52**	**2,379**	**18**	**14**	**3**	**2,207**	**9**	**21**	**6**	**0**	**5**	**5**	**27**	**6**	**8**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
TECO			71				56									
Uptown Biscayne			22				19									
TOTAL "VESTED" TRAFFIC	0	0	93	0	0	0	75	0	0	0	0	0	0	0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	3	1	271	2	3	1	305	3	0	4	0	1	3	7	2	0
PM NON-PROJECT TRAFFIC	**26**	**5**	**2,297**	**17**	**25**	**9**	**2,554**	**25**	**0**	**33**	**1**	**7**	**21**	**54**	**17**	**1**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
Pass-By Distribution	Entering							-51.0%									
	Exiting							51.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			272				355									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**272**	**0**	**0**	**0**	**355**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC		**7**	**52**	**2,651**	**18**	**14**	**3**	**2,562**	**9**	**21**	**6**	**0**	**5**	**5**	**27**	**6**	**8**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-12									
	Valet																
	Net New			253				257									
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**253**	**0**	**0**	**0**	**245**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL TRAFFIC		**26**	**5**	**2,550**	**17**	**25**	**9**	**2,799**	**25**	**0**	**33**	**1**	**7**	**21**	**54**	**17**	**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 35th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
AM Raw Turning Movements		345	1,615	0		1,374	29	101		0	0	0		149	424	11
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**355**	**1,663**	**0**		**1,415**	**30**	**104**		**0**	**0**	**0**		**153**	**437**	**11**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
PM Raw Turning Movements		499	1,421	0		1,862	17	135		0	0	0		212	283	7
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**514**	**1,464**	**0**		**1,918**	**18**	**139**		**0**	**0**	**0**		**219**	**291**	**7**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
TECO			90			125										
Uptown Biscayne			8			12										
TOTAL "VESTED" TRAFFIC		0	98	0		137	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		50	233	0		199	4	15		0	0	0		21	61	2
AM NON-PROJECT TRAFFIC		**405**	**1,994**	**0**		**1,751**	**34**	**119**		**0**	**0**	**0**		**174**	**498**	**13**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
TECO			71			56										
Uptown Biscayne			22			19										
TOTAL "VESTED" TRAFFIC		0	93	0		75	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		72	205	0		269	3	19		0	0	0		31	41	1
PM NON-PROJECT TRAFFIC		**586**	**1,762**	**0**		**2,262**	**21**	**158**		**0**	**0**	**0**		**250**	**332**	**8**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		75.0%						6.0%								
	Exiting						38.0%								21.0%	37.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering		48.0%	-48.0%			-48.0%		19.0%						-1.0%	-3.0%	
	Exiting						29.0%								49.0%	22.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		75.0%						6.0%								
	Exiting						38.0%								21.0%	37.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		272				180		22						99	175	
AM TOTAL PROJECT TRAFFIC			**272**	**0**	**0**		**180**	**0**	**22**		**0**	**0**	**0**		**99**	**175**	**0**
AM TOTAL TRAFFIC			**677**	**1,994**	**0**		**1,931**	**34**	**141**		**0**	**0**	**0**		**273**	**673**	**13**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By		98	-98			-45		39						88	33	
	Valet																
	Net New		253				130		20						72	127	
PM TOTAL PROJECT TRAFFIC			**351**	**-98**	**0**		**85**	**0**	**59**		**0**	**0**	**0**		**160**	**160**	**0**
PM TOTAL TRAFFIC			**937**	**1,664**	**0**		**2,347**	**21**	**217**		**0**	**0**	**0**		**410**	**492**	**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and Intracoastal Mall Driveway
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.9
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,763	0		0	1,468	78		0	0	0		0	0	34
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**0**	**1,816**	**0**		**0**	**1,512**	**80**		**0**	**0**	**0**		**0**	**0**	**35**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,619	0		0	1,913	183		0	0	0		0	0	126
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**0**	**1,668**	**0**		**0**	**1,970**	**188**		**0**	**0**	**0**		**0**	**0**	**130**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO			90				125									
Uptown Biscayne			8				12									
TOTAL "VESTED" TRAFFIC		0	98	0		0	137	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	255	0		0	212	11		0	0	0		0	0	5
AM NON-PROJECT TRAFFIC		**0**	**2,169**	**0**		**0**	**1,861**	**91**		**0**	**0**	**0**		**0**	**0**	**40**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO			71				56									
Uptown Biscayne			22				19									
TOTAL "VESTED" TRAFFIC		0	93	0		0	75	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	234	0		0	276	26		0	0	0		0	0	18
PM NON-PROJECT TRAFFIC		**0**	**1,995**	**0**		**0**	**2,321**	**214**		**0**	**0**	**0**		**0**	**0**	**148**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							6.0%	15.0%								
	Exiting			21.0%													38.0%

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-49.0%				-29.0%	29.0%								
	Exiting			49.0%													29.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							6.0%	15.0%								
	Exiting			21.0%													38.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			99				22	55								180
AM TOTAL PROJECT TRAFFIC			**0**	**99**	**0**		**0**	**22**	**55**		**0**	**0**	**0**		**0**	**0**	**180**
AM TOTAL TRAFFIC			**0**	**2,268**	**0**		**0**	**1,883**	**146**		**0**	**0**	**0**		**0**	**0**	**220**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			-10				-59	59								53
	Valet																
	Net New			72				20	50								130
PM TOTAL PROJECT TRAFFIC			**0**	**62**	**0**		**0**	**-39**	**109**		**0**	**0**	**0**		**0**	**0**	**183**
PM TOTAL TRAFFIC			**0**	**2,057**	**0**		**0**	**2,282**	**323**		**0**	**0**	**0**		**0**	**0**	**331**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: NE 164th Street and NE 35th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.9

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	48		57	3	23		40	213	95		16	469	3
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**0**	**0**	**49**		**59**	**3**	**24**		**41**	**219**	**98**		**16**	**483**	**3**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		3	6	38		211	1	76		57	351	224		34	236	1
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**3**	**6**	**39**		**217**	**1**	**78**		**59**	**362**	**231**		**35**	**243**	**1**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	0	7		8	0	3		6	31	14		2	68	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**56**		**67**	**3**	**27**		**47**	**250**	**112**		**18**	**551**	**3**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	1	5		30	0	11		8	51	32		5	34	0
PM NON-PROJECT TRAFFIC		**3**	**7**	**44**		**247**	**1**	**89**		**67**	**413**	**263**		**40**	**277**	**1**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												81.0%		4.0%		
	Exiting						58.0%		2.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering												67.0%		4.0%	-4.0%	
	Exiting						71.0%										
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												81.0%		4.0%		
	Exiting						58.0%		2.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						274		10				294		15		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**274**	**0**	**10**		**0**	**0**	**294**		**15**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**56**		**341**	**3**	**37**		**47**	**250**	**406**		**33**	**551**	**3**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						130						137		9	-9	
	Valet																
	Net New						199		7				273		13		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**329**	**0**	**7**		**0**	**0**	**410**		**22**	**-9**	**0**
PM TOTAL TRAFFIC			**3**	**7**	**44**		**576**	**1**	**96**		**67**	**413**	**673**		**62**	**268**	**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Intracoastal Mall Drive North/NE 165th Street and NE 35th Avenue
COUNT DATE: October 10, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		7	0	2	2	0	170	10		0	476	0
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**0**	**0**	**0**		**7**	**0**	**2**	**2**	**0**	**172**	**10**		**0**	**481**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		12	0	3	2	2	459	23		0	315	0
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**0**	**0**	**0**		**12**	**0**	**3**	**2**	**2**	**464**	**23**		**0**	**318**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		1	0	0	0	0	24	1		0	67	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**8**	**0**	**2**	**2**	**0**	**196**	**11**		**0**	**548**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		2	0	0	0	0	65	3		0	45	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**14**	**0**	**3**	**2**	**2**	**529**	**26**		**0**	**363**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															4.0%	
	Exiting								2.0%			2.0%					

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															4.0%	
	Exiting								2.0%			2.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								9			10				15	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**9**	**0**	**0**	**10**	**0**		**0**	**15**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**8**	**0**	**11**	**2**	**0**	**206**	**11**		**0**	**563**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								7			7				13	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**7**	**0**	**0**	**7**	**0**		**0**	**13**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**14**	**0**	**10**	**2**	**2**	**536**	**26**		**0**	**376**	**0**

With Improvements

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and Biscayne Boulevard/US 1
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.99
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		218	1,142	280		397	971	553		224	980	464		438	1,393	433
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**225**	**1,176**	**288**		**409**	**1,000**	**570**		**231**	**1,009**	**478**		**451**	**1,435**	**446**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		304	1,032	409		463	1,258	781		460	1,357	588		459	1,298	433
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**313**	**1,063**	**421**		**477**	**1,296**	**804**		**474**	**1,398**	**606**		**473**	**1,337**	**446**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO		99	90				125									138
Uptown Biscayne		35	15			30	31	7			34	14		8		
TOTAL "VESTED" TRAFFIC		134	105	0		30	156	7		0	34	14		8	0	138
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		32	165	40		57	140	80		32	142	67		63	201	63
AM NON-PROJECT TRAFFIC		**391**	**1,446**	**328**		**496**	**1,296**	**657**		**263**	**1,185**	**559**		**522**	**1,636**	**647**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO		78	71				56									62
Uptown Biscayne		54	24			87	91	16			54	22		22		
TOTAL "VESTED" TRAFFIC		132	95	0		87	147	16		0	54	22		22	0	62
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		44	149	59		67	182	113		66	196	85		66	188	63
PM NON-PROJECT TRAFFIC		**489**	**1,307**	**480**		**631**	**1,625**	**933**		**540**	**1,648**	**713**		**561**	**1,525**	**571**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			21.0%									32.0%		22.0%		
	Exiting						32.0%	21.0%	22.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering							-51.0%									
	Exiting							51.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			21.0%									32.0%		22.0%		
	Exiting						32.0%	21.0%	22.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			69			141	93	97				106		73		
AM TOTAL PROJECT TRAFFIC			**0**	**69**	**0**		**141**	**93**	**97**		**0**	**0**	**106**		**73**	**0**	**0**
AM TOTAL TRAFFIC			**391**	**1,515**	**328**		**637**	**1,389**	**754**		**263**	**1,185**	**665**		**595**	**1,636**	**647**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-11									
	Valet																
	Net New			62			97	64	67				94		64		
PM TOTAL PROJECT TRAFFIC			**0**	**62**	**0**		**97**	**53**	**67**		**0**	**0**	**94**		**64**	**0**	**0**
PM TOTAL TRAFFIC			**489**	**1,369**	**480**		**728**	**1,678**	**1,000**		**540**	**1,648**	**807**		**625**	**1,525**	**571**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 26th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM Raw Turning Movements	1	32	2,016	0		0	1,797	37	8	20	0	7		37	69	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**1**	**33**	**2,076**	**0**		**0**	**1,851**	**38**	**8**	**21**	**0**	**7**		**38**	**71**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM Raw Turning Movements	7	114	1,930	0		0	2,165	51	13	47	0	19		50	65	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**7**	**117**	**1,988**	**0**		**0**	**2,230**	**53**	**13**	**48**	**0**	**20**		**52**	**67**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			90				125									
Uptown Biscayne			8				12									
TOTAL "VESTED" TRAFFIC	0	0	98	0		0	137	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	0	5	291	0		0	260	5	1	3	0	1		5	10	0
AM NON-PROJECT TRAFFIC	**1**	**38**	**2,465**	**0**		**0**	**2,248**	**43**	**9**	**24**	**0**	**8**		**43**	**81**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			71				56									
Uptown Biscayne			22				19									
TOTAL "VESTED" TRAFFIC	0	0	93	0		0	75	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	1	16	279	0		0	313	7	2	7	0	3		7	9	0
PM NON-PROJECT TRAFFIC	**8**	**133**	**2,360**	**0**		**0**	**2,618**	**60**	**15**	**55**	**0**	**23**		**59**	**76**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering							-51.0%									
	Exiting							51.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			248				331									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**248**	**0**		**0**	**331**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**1**	**38**	**2,713**	**0**		**0**	**2,579**	**43**	**9**	**24**	**0**	**8**		**43**	**81**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-11									
	Valet																
	Net New			220				228									
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**220**	**0**		**0**	**217**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**8**	**133**	**2,580**	**0**		**0**	**2,835**	**60**	**15**	**55**	**0**	**23**		**59**	**76**	**0**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 28th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM Raw Turning Movements	22	8	2,032	0		1,743	15	4	16	48	11	1		2	18	5
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**23**	**8**	**2,093**	**0**		**1,795**	**15**	**4**	**16**	**49**	**11**	**1**		**2**	**19**	**5**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM Raw Turning Movements	7	21	1,947	0		2,228	8	8	14	33	19	2		11	16	5
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**7**	**22**	**2,005**	**0**		**2,295**	**8**	**8**	**14**	**34**	**20**	**2**		**12**	**16**	**5**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			90			125										
Uptown Biscayne			8			12										
TOTAL "VESTED" TRAFFIC	0	0	98	0		137	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	3	1	294	0		252	2	1	2	7	2	0		0	3	1
AM NON-PROJECT TRAFFIC	**26**	**9**	**2,485**	**0**		**2,184**	**17**	**5**	**18**	**56**	**13**	**1**		**2**	**22**	**6**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			71			56										
Uptown Biscayne			22			19										
TOTAL "VESTED" TRAFFIC	0	0	93	0		75	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	1	3	281	0		322	1	1	2	5	3	0		2	2	1
PM NON-PROJECT TRAFFIC	**8**	**25**	**2,379**	**0**		**2,692**	**9**	**9**	**16**	**39**	**23**	**2**		**14**	**18**	**6**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering						-51.0%										
	Exiting						51.0%										
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			248			331										
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**248**	**0**		**331**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**26**	**9**	**2,733**	**0**		**2,515**	**17**	**5**	**18**	**56**	**13**	**1**		**2**	**22**	**6**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						-11										
	Valet																
	Net New			220			228										
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**220**	**0**		**217**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**8**	**25**	**2,599**	**0**		**2,909**	**9**	**9**	**16**	**39**	**23**	**2**		**14**	**18**	**6**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 2900 Block
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM Raw Turning Movements	17	17	2,000	0		1,755	9	3	7	3	8	0		1	2	1
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**18**	**18**	**2,060**	**0**		**1,808**	**9**	**3**	**7**	**3**	**8**	**0**		**1**	**2**	**1**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM Raw Turning Movements	47	54	1,872	0		2,135	20	19	28	74	21	2		14	33	4
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**48**	**56**	**1,928**	**0**		**2,199**	**21**	**20**	**29**	**76**	**22**	**2**		**14**	**34**	**4**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			90			125										
Uptown Biscayne			8			12										
TOTAL "VESTED" TRAFFIC	0	0	98	0		137	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	3	3	289	0		254	1	0	1	0	1	0		0	0	0
AM NON-PROJECT TRAFFIC	**21**	**21**	**2,447**	**0**		**2,199**	**10**	**3**	**8**	**3**	**9**	**0**		**1**	**2**	**1**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
TECO			71			56										
Uptown Biscayne			22			19										
TOTAL "VESTED" TRAFFIC	0	0	93	0		75	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	7	8	270	0		308	3	3	4	11	3	0		2	5	1
PM NON-PROJECT TRAFFIC	**55**	**64**	**2,291**	**0**		**2,582**	**24**	**23**	**33**	**87**	**25**	**2**		**16**	**39**	**5**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering						-51.0%										
	Exiting						51.0%										
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting						75.0%										

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			248			331										
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**248**	**0**		**331**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC		**21**	**21**	**2,695**	**0**		**2,530**	**10**	**3**	**8**	**3**	**9**	**0**		**1**	**2**	**1**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	WB2U	WB2L	WB2T	WB2R	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						-11										
	Valet																
	Net New			220			228										
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**220**	**0**		**217**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC		**55**	**64**	**2,511**	**0**		**2,799**	**24**	**23**	**33**	**87**	**25**	**2**		**16**	**39**	**5**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 34th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
AM Raw Turning Movements	6	45	1,942	16	12	3	1,762	8	17	5	0	4	4	23	5	7
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS	**6**	**46**	**2,000**	**16**	**12**	**3**	**1,815**	**8**	**18**	**5**	**0**	**4**	**4**	**24**	**5**	**7**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
PM Raw Turning Movements	22	4	1,877	15	21	8	2,111	21	0	28	1	6	17	46	15	1
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS	**23**	**4**	**1,933**	**15**	**22**	**8**	**2,174**	**22**	**0**	**29**	**1**	**6**	**18**	**47**	**15**	**1**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
TECO			90				125									
Uptown Biscayne			8				12									
TOTAL "VESTED" TRAFFIC	0	0	98	0	0	0	137	0	0	0	0	0	0	0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH	1	6	281	2	2	0	255	1	3	1	0	1	1	3	1	1
AM NON-PROJECT TRAFFIC	**7**	**52**	**2,379**	**18**	**14**	**3**	**2,207**	**9**	**21**	**6**	**0**	**5**	**5**	**27**	**6**	**8**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
TECO			71				56									
Uptown Biscayne			22				19									
TOTAL "VESTED" TRAFFIC	0	0	93	0	0	0	75	0	0	0	0	0	0	0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH	3	1	271	2	3	1	305	3	0	4	0	1	3	7	2	0
PM NON-PROJECT TRAFFIC	**26**	**5**	**2,297**	**17**	**25**	**9**	**2,554**	**25**	**0**	**33**	**1**	**7**	**21**	**54**	**17**	**1**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
Pass-By Distribution	Entering							-51.0%									
	Exiting							51.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			75.0%													
	Exiting							75.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			248				331									
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**248**	**0**	**0**	**0**	**331**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC		**7**	**52**	**2,627**	**18**	**14**	**3**	**2,538**	**9**	**21**	**6**	**0**	**5**	**5**	**27**	**6**	**8**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	WB2U	WB2L	WB2T	WB2R
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-11									
	Valet																
	Net New			220				228									
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**220**	**0**	**0**	**0**	**217**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL TRAFFIC		**26**	**5**	**2,517**	**17**	**25**	**9**	**2,771**	**25**	**0**	**33**	**1**	**7**	**21**	**54**	**17**	**1**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and NE 35th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
AM Raw Turning Movements		345	1,615	0		1,374	29	101		0	0	0		149	424	11
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**355**	**1,663**	**0**		**1,415**	**30**	**104**		**0**	**0**	**0**		**153**	**437**	**11**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
PM Raw Turning Movements		499	1,421	0		1,862	17	135		0	0	0		212	283	7
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**514**	**1,464**	**0**		**1,918**	**18**	**139**		**0**	**0**	**0**		**219**	**291**	**7**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
TECO			90			125										
Uptown Biscayne			8			12										
TOTAL "VESTED" TRAFFIC		0	98	0		137	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		50	233	0		199	4	15		0	0	0		21	61	2
AM NON-PROJECT TRAFFIC		**405**	**1,994**	**0**		**1,751**	**34**	**119**		**0**	**0**	**0**		**174**	**498**	**13**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
TECO			71			56										
Uptown Biscayne			22			19										
TOTAL "VESTED" TRAFFIC		0	93	0		75	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		72	205	0		269	3	19		0	0	0		31	41	1
PM NON-PROJECT TRAFFIC		**586**	**1,762**	**0**		**2,262**	**21**	**158**		**0**	**0**	**0**		**250**	**332**	**8**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		20.0%	55.0%					6.0%								
	Exiting						38.0%								2.0%	37.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
Pass-By Distribution	Entering		23.0%	-23.0%			-48.0%		19.0%						-1.0%	-3.0%	
	Exiting						29.0%								23.0%	22.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		20.0%	55.0%					6.0%								
	Exiting						38.0%								2.0%	37.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
AM TRAFFIC DIVERSIONS															-56		
Project Trips	Pass - By																
	Valet																
	Net New		66	182			168		20						9	163	
AM TOTAL PROJECT TRAFFIC			**66**	**182**	**0**		**168**	**0**	**20**		**0**	**0**	**0**		**-47**	**163**	**0**
AM TOTAL TRAFFIC			**471**	**2,176**	**0**		**1,919**	**34**	**139**		**0**	**0**	**0**		**127**	**661**	**13**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBT	WBR	WBR2	NBU	NBL	NBT	NBR	SBU	SBL	SBR	SBR2
PM TRAFFIC DIVERSIONS															-104		
Project Trips	Pass - By		44	-44			-43		37						38	32	
	Valet																
	Net New		59	161			116		17						6	112	
PM TOTAL PROJECT TRAFFIC			**103**	**117**	**0**		**73**	**0**	**54**		**0**	**0**	**0**		**-60**	**144**	**0**
PM TOTAL TRAFFIC			**689**	**1,879**	**0**		**2,335**	**21**	**212**		**0**	**0**	**0**		**190**	**476**	**8**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 163rd Street/SR 826 and Intracoastal Mall Driveway
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.9
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	1,763	0		0	1,468	78		0	0	0		0	0	34
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**0**	**1,816**	**0**		**0**	**1,512**	**80**		**0**	**0**	**0**		**0**	**0**	**35**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,619	0		0	1,913	183		0	0	0		0	0	126
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**0**	**1,668**	**0**		**0**	**1,970**	**188**		**0**	**0**	**0**		**0**	**0**	**130**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO			90				125									
Uptown Biscayne			8				12									
TOTAL "VESTED" TRAFFIC		0	98	0		0	137	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	255	0		0	212	11		0	0	0		0	0	5
AM NON-PROJECT TRAFFIC		**0**	**2,169**	**0**		**0**	**1,861**	**91**		**0**	**0**	**0**		**0**	**0**	**40**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO			71				56									
Uptown Biscayne			22				19									
TOTAL "VESTED" TRAFFIC		0	93	0		0	75	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	234	0		0	276	26		0	0	0		0	0	18
PM NON-PROJECT TRAFFIC		**0**	**1,995**	**0**		**0**	**2,321**	**214**		**0**	**0**	**0**		**0**	**0**	**148**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		55.0%					6.0%	15.0%								
	Exiting			2.0%											19.0%		38.0%

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		25.0%	-49.0%				-29.0%	29.0%								
	Exiting			23.0%											26.0%		29.0%
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		55.0%					6.0%	15.0%								
	Exiting			2.0%											19.0%		38.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS				**-56**											**56**		
Project Trips	Pass - By																
	Valet																
	Net New		182	9				20	49						83		168
AM TOTAL PROJECT TRAFFIC			**182**	**-47**	**0**		**0**	**20**	**49**		**0**	**0**	**0**		**139**	**0**	**168**
AM TOTAL TRAFFIC			**182**	**2,122**	**0**		**0**	**1,881**	**140**		**0**	**0**	**0**		**139**	**0**	**208**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS				**-104**											**104**		
Project Trips	Pass - By		48	-54				-56	56						45		50
	Valet																
	Net New		161	6				17	44						58		116
PM TOTAL PROJECT TRAFFIC			**209**	**-152**	**0**		**0**	**-39**	**100**		**0**	**0**	**0**		**207**	**0**	**166**
PM TOTAL TRAFFIC			**209**	**1,843**	**0**		**0**	**2,282**	**314**		**0**	**0**	**0**		**207**	**0**	**314**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: NE 164th Street and NE 35th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.9

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	48		57	3	23		40	213	95		16	469	3
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**0**	**0**	**49**		**59**	**3**	**24**		**41**	**219**	**98**		**16**	**483**	**3**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		3	6	38		211	1	76		57	351	224		34	236	1
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**3**	**6**	**39**		**217**	**1**	**78**		**59**	**362**	**231**		**35**	**243**	**1**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	0	7		8	0	3		6	31	14		2	68	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**56**		**67**	**3**	**27**		**47**	**250**	**112**		**18**	**551**	**3**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	1	5		30	0	11		8	51	32		5	34	0
PM NON-PROJECT TRAFFIC		**3**	**7**	**44**		**247**	**1**	**89**		**67**	**413**	**263**		**40**	**277**	**1**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												16.0%		4.0%		
	Exiting						29.0%		2.0%	10.0%							

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering												19.0%		4.0%	-4.0%	
	Exiting						22.0%			23.0%							
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												16.0%		4.0%		
	Exiting						29.0%		2.0%	10.0%							

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS							**-50**									**-6**	
Project Trips	Pass - By																
	Valet																
	Net New						128		9	44			53		13		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**78**	**0**	**9**	**44**	**0**	**0**	**53**		**13**	**-6**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**56**		**145**	**3**	**36**	**44**	**47**	**250**	**165**		**31**	**545**	**3**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS							**-99**									**-5**	
Project Trips	Pass - By						38			40			37		8	-8	
	Valet																
	Net New						88		6	30			47		12		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**27**	**0**	**6**	**70**	**0**	**0**	**84**		**20**	**-13**	**0**
PM TOTAL TRAFFIC			**3**	**7**	**44**		**274**	**1**	**95**	**70**	**67**	**413**	**347**		**60**	**264**	**1**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: Intracoastal Mall Drive North/NE 165th Street and NE 35th Avenue
COUNT DATE: October 10, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		7	0	2	2	0	170	10		0	476	0
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**0**	**0**	**0**		**7**	**0**	**2**	**2**	**0**	**172**	**10**		**0**	**481**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		12	0	3	2	2	459	23		0	315	0
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**0**	**0**	**0**		**12**	**0**	**3**	**2**	**2**	**464**	**23**		**0**	**318**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		1	0	0	0	0	24	1		0	67	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**8**	**0**	**2**	**2**	**0**	**196**	**11**		**0**	**548**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0	0	0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		2	0	0	0	0	65	3		0	45	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**14**	**0**	**3**	**2**	**2**	**529**	**26**		**0**	**363**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															4.0%	
	Exiting								2.0%			2.0%					

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering															4.0%	
	Exiting								2.0%			2.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS							-6										
Project Trips	Pass - By																
	Valet																
	Net New								9			9				13	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**-6**	**0**	**9**	**0**	**0**	**9**	**0**		**0**	**13**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**2**	**0**	**11**	**2**	**0**	**205**	**11**		**0**	**561**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS							-5										
Project Trips	Pass - By																
	Valet																
	Net New								6			6				12	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**-5**	**0**	**6**	**0**	**0**	**6**	**0**		**0**	**12**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**9**	**0**	**9**	**2**	**2**	**535**	**26**		**0**	**375**	**0**

TRAFFIC VOLUMES WITH PROPOSED IMPROVEMENTS AT STUDY INTERSECTIONS

INTERSECTION: Intracoastal Mall Drive South and NE 35th Avenue
COUNT DATE: May 14, 2019
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	446	0		0	574	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**459**	**0**		**0**	**591**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	634	0		0	485	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**653**	**0**		**0**	**500**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	64	0		0	83	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**523**	**0**		**0**	**674**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TECO																
Uptown Biscayne																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Yearly Growth Rate	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%	1.10%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	92	0		0	70	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**745**	**0**		**0**	**570**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											16.0%	10.0%				
	Exiting								10.0%							39.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											19.0%	23.0%			-4.0%	
	Exiting								23.0%							45.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											16.0%	10.0%				
	Exiting								10.0%							39.0%	

"AM PROJECT TRAFFIC"

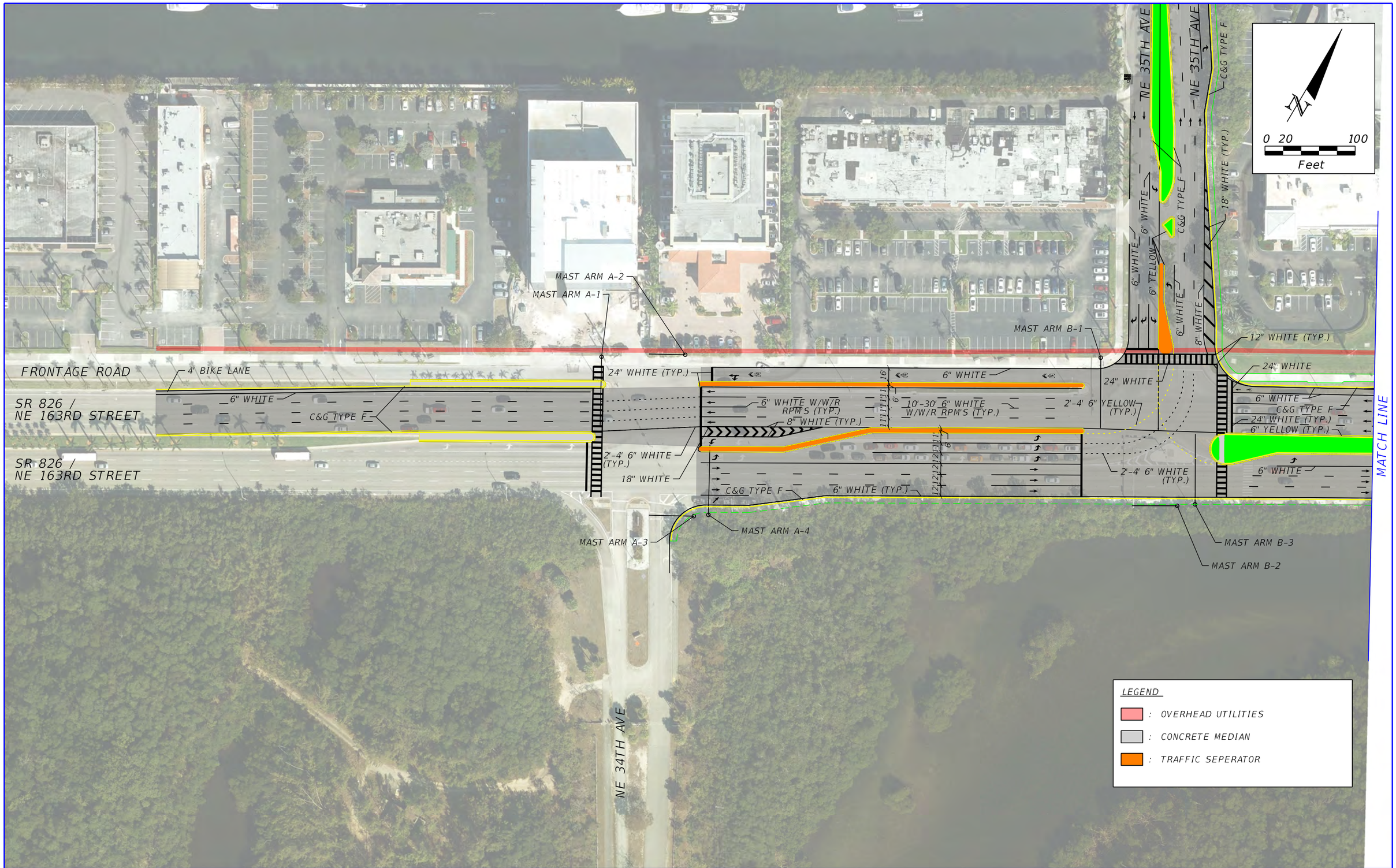
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								44			53	33			172	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**44**		**0**	**53**	**33**		**0**	**172**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**44**		**0**	**576**	**33**		**0**	**846**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By								40			37	44			70	
	Valet																
	Net New								30			47	29			118	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**70**		**0**	**84**	**73**		**0**	**188**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**70**		**0**	**829**	**73**		**0**	**758**	**0**

Appendix G

Conceptual Improvements



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

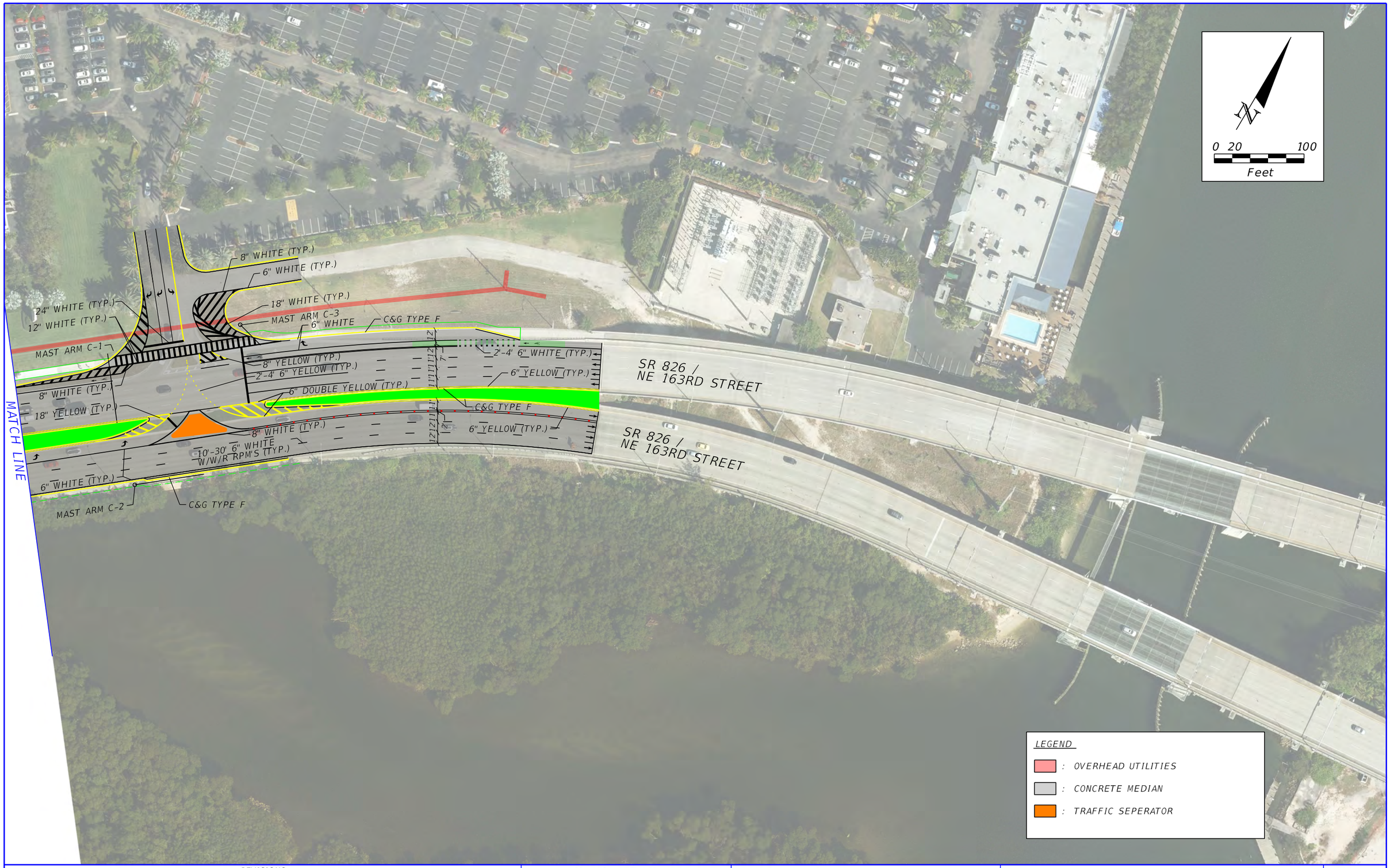
Kimley»Horn
355 Alhambra Circle, Suite 1400
Coral Gables, FL 33134
(305) 673-2025
CA No. : 696

INTRACOASTAL MALL

ROAD NO.	COUNTY
SR 826	MIAMI-DADE

ROADWAY IMPROVEMENT CONCEPT - ALTERNATIVE 4

SHEET NO.
01



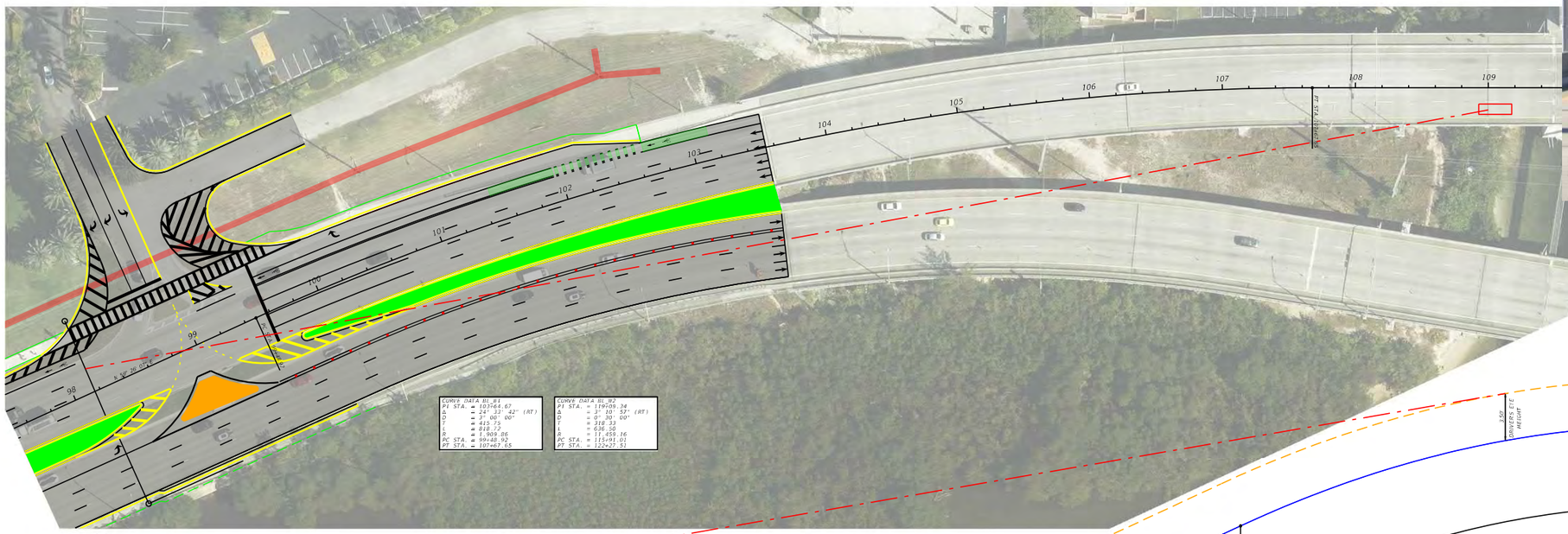
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Kimley»Horn
355 Alhambra Circle, Suite 1400
Coral Gables, FL 33134
(305) 673-2025
CA No. : 696

INTRACOASTAL MALL	
ROAD NO.	COUNTY
SR 826	MIAMI-DADE

ROADWAY IMPROVEMENT CONCEPT - ALTERNATIVE 4

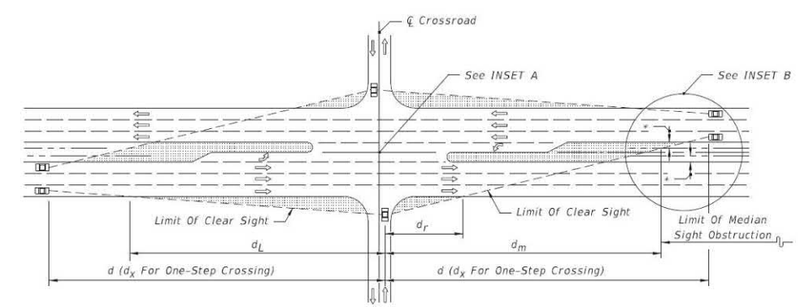
SHEET NO. 02



View from Top of Bridge

INTERSECTION SIGHT DISTANCE: 6-LANE DIVIDED

Median 30' or Less				
Design Speed (mph)	d_x (Ft.)	d_L (Ft.)	d_r (Ft.)	d_m (Ft.)
30	650	460	110	560
35	755	535	130	655
40	865	615	145	745
45	970	690	165	835
50	1080	765	185	930
55	1185	840	200	1025
60	1290	915	220	1115
65	1400	990	235	1210



6-LANE DIVIDED

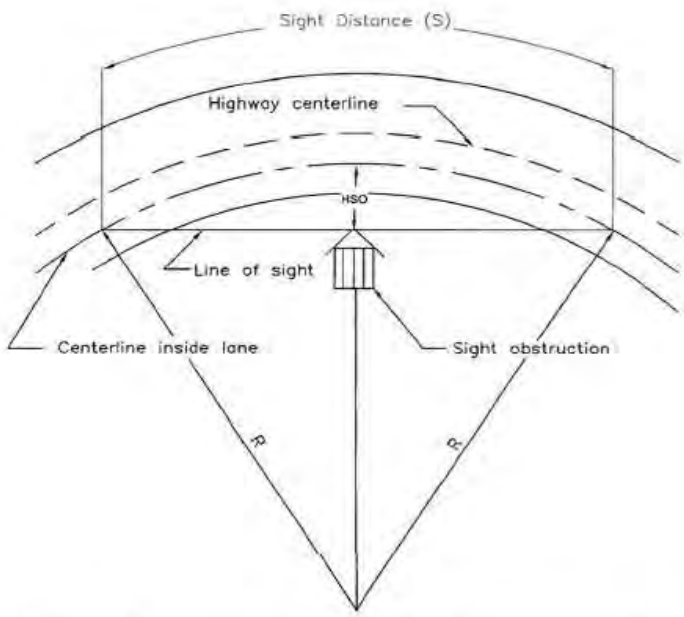


Exhibit 3-54. Diagram Illustrating Components for Determining Horizontal Sight Distance

US Customary

$$HSO = R\left[\left(1 - \cos\frac{28.65S}{R}\right)\right] \quad \textbf{(3-38)}$$

where:

S = Stopping sight distance, ft
R = Radius of curve, ft
HSO = Horizontal sightline offset, ft

S =	389.2	ft	Per FDM Table 210.11.1 **DS=40 mph**, 5% downgrade, S = 326 ft (req'd)	
R =	1892	ft	Radius = 1885.86 + 12/2 = 1915.86 ft	(Radius along centerline
HSO =	10.00	ft		of inside lane)
Lane Width =	12	ft		
Shoulder Width =	4.00	ft	Existing shoulder width = 4-ft, **Criteria met** for **DS=40mph**	

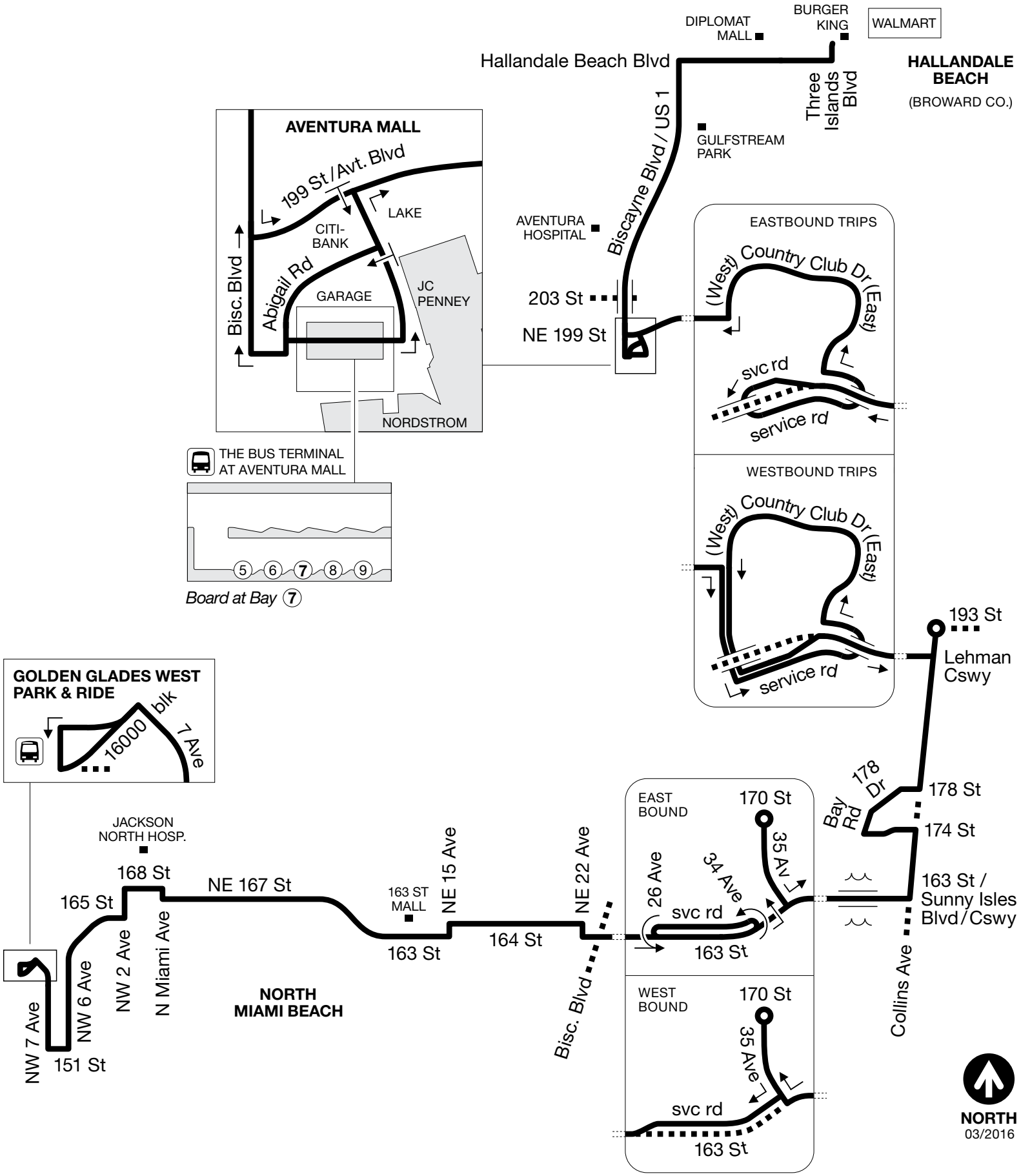
S =	389.2	ft	Per FDM Table 210.11.1 **DS=45 mph**, 5% downgrade, S = 392 ft (req'd)	
R =	1892	ft	Radius = 1885.86 + 12/2 = 1915.86 ft	(Radius along centerline
HSO =	10.0	ft		of inside lane)
Lane Width =	12	ft		
Shoulder Width =	4.00	ft	Existing shoulder width = 4-ft	

Existing shoulder width is 99.3% compliant (389.2/392 *100%) for **DS=45 mph**

Appendix H

Transit Route Information

Route E


DIPLOMAT MALL
BURGER KING
WALMART
Hallandale Beach Blvd
HALLANDALE BEACH
(BROWARD CO.)
Three Islands Blvd
GULFSTREAM PARK
Biscayne Blvd / US 1
AVENTURA MALL
199 St / Avt. Blvd
LAKE
CITI-BANK
Abigail Rd
Bisc. Blvd
GARAGE
JC PENNEY
NORDSTROM
AVENTURA HOSPITAL
203 St
NE 199 St
EASTBOUND TRIPS
(West) Country Club Dr (East)
svc rd
service rd
WESTBOUND TRIPS
(West) Country Club Dr (East)
service rd
THE BUS TERMINAL AT AVENTURA MALL
5 6 7 8 9
Board at Bay 7
193 St
Lehman Cswy
GOLDEN GLADES WEST PARK & RIDE
16000 blk
7 Ave
178 Dr
Bay Rd
178 St
174 St
163 St / Sunny Isles Blvd / Cswy
Collins Ave
JACKSON NORTH HOSP.
168 St
165 St
NE 167 St
163 ST MALL
NE 15 Ave
NE 22 Ave
164 St
163 St
Bisc. Blvd
EAST BOUND
170 St
35 Av
34 Ave
26 Ave
svc rd
163 St
WEST BOUND
170 St
35 Ave
svc rd
163 St
NW 7 Ave
NW 6 Ave
NW 2 Ave
N Miami Ave
151 St
NORTH MIAMI BEACH
NORTH
03/2016

Bus Routes Schedule

miamidade.gov METROBUS

105 (Eastbound) WEEKDAY

GOLDEN GLADES P&R (WEST LOT)	NW 168 ST & 1 AV	NE 164 ST & 15 AV	NE 163 ST & BISCAYNE BLVD	COLLINS AV AT 16900 BLK	N BAY RD & 174 ST	COLLINS AV & 185 ST	BUS TERMINAL AT AVENTURA MALL	THREE IS BLVD & HALLANDALE BCH BLVD
05:55AM	06:06AM	06:16AM	06:24AM	06:45AM	06:49AM	06:54AM	07:09AM	07:30AM
06:33AM	06:44AM	06:54AM	07:02AM	07:23AM	07:27AM	07:32AM	07:47AM	08:08AM
07:10AM	07:21AM	07:31AM	07:39AM	08:00AM	08:04AM	08:09AM	08:24AM	08:45AM
07:40AM	07:51AM	08:01AM	08:09AM	08:30AM	08:34AM	08:39AM	08:54AM	09:18AM
08:10AM	08:21AM	08:31AM	08:39AM	09:00AM	09:05AM	09:10AM	09:25AM	09:49AM
08:45AM	08:56AM	09:07AM	09:15AM	09:36AM	09:41AM	09:46AM	10:01AM	10:25AM
09:25AM	09:36AM	09:47AM	09:55AM	10:16AM	10:21AM	10:26AM	10:41AM	11:05AM
10:10AM	10:21AM	10:32AM	10:40AM	11:01AM	11:06AM	11:11AM	11:26AM	11:50AM
11:00AM	11:11AM	11:22AM	11:30AM	11:51AM	11:56AM	12:01PM	12:16PM	12:40PM
11:50AM	12:01PM	12:12PM	12:20PM	12:41PM	12:46PM	12:51PM	01:06PM	01:30PM
12:35PM	12:46PM	12:57PM	01:05PM	01:26PM	01:31PM	01:36PM	01:51PM	02:15PM

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01:20PM	01:31PM	01:42PM	01:50PM	02:11PM	02:16PM	02:21PM	02:36PM	03:03PM
02:10PM	02:21PM	02:32PM	02:40PM	03:01PM	03:06PM	03:11PM	03:26PM	03:53PM
02:50PM	03:03PM	03:15PM	03:23PM	03:44PM	03:49PM	03:54PM	04:09PM	04:36PM
03:25PM	03:38PM	03:50PM	03:58PM	04:19PM	04:24PM	04:29PM	04:44PM	05:11PM
03:55PM	04:08PM	04:20PM	04:28PM	04:49PM	04:54PM	04:59PM	05:14PM	05:41PM
04:25PM	04:38PM	04:50PM	04:58PM	05:19PM	05:24PM	05:29PM	05:44PM	06:11PM
04:55PM	05:08PM	05:20PM	05:28PM	05:49PM	05:54PM	05:59PM	06:14PM	06:41PM
05:30PM	05:43PM	05:55PM	06:03PM	06:24PM	06:29PM	06:34PM	06:49PM	07:16PM
06:00PM	06:13PM	06:25PM	06:33PM	06:54PM	06:59PM	07:04PM	07:19PM	07:40PM
06:30PM	06:43PM	06:55PM	07:03PM	07:22PM	07:27PM	07:31PM	07:46PM	08:07PM
07:30PM	07:41PM	07:51PM	07:58PM	08:17PM	08:22PM	08:26PM	08:41PM	09:02PM
08:30PM	08:41PM	08:51PM	08:58PM	09:17PM	09:22PM	09:26PM	09:41PM	10:02PM

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TRANSPORTATION & PUBLIC WORKS

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Bus Routes Schedule

miamidade.gov METROBUS

105 (Westbound) WEEKDAY

THREE IS BLVD & HALLANDALE BCH BLVD	BUS TERMINAL AT AVENTURA MALL	COLLINS AV & 185 ST	N BAY RD & 174 ST	NE 163 ST & COLLINS AV	NE 163 ST & BISCAYNE BLVD	NE 164 ST & 15 AV	NW 168 ST & 1 AV	GOLDEN GLADES P&R (WEST LOT)
-	05:47AM	06:08AM	06:12AM	06:17AM	06:32AM	06:39AM	06:50AM	07:00AM
06:01AM	06:17AM	06:38AM	06:42AM	06:47AM	07:02AM	07:09AM	07:20AM	07:30AM
06:31AM	06:47AM	07:08AM	07:12AM	07:17AM	07:32AM	07:39AM	07:50AM	08:00AM
07:03AM	07:19AM	07:40AM	07:44AM	07:49AM	08:05AM	08:12AM	08:25AM	08:35AM
07:41AM	07:57AM	08:20AM	08:24AM	08:29AM	08:45AM	08:52AM	09:05AM	09:15AM
08:19AM	08:42AM	09:05AM	09:09AM	09:14AM	09:30AM	09:37AM	09:50AM	10:00AM
09:09AM	09:32AM	09:55AM	09:59AM	10:04AM	10:20AM	10:27AM	10:40AM	10:50AM
09:54AM	10:17AM	10:40AM	10:44AM	10:49AM	11:05AM	11:12AM	11:25AM	11:35AM
10:44AM	11:07AM	11:30AM	11:34AM	11:39AM	11:55AM	12:02PM	12:15PM	12:25PM
11:29AM	11:52AM	12:15PM	12:19PM	12:24PM	12:40PM	12:47PM	01:00PM	01:10PM
12:19PM	12:42PM	01:05PM	01:09PM	01:14PM	01:30PM	01:37PM	01:50PM	02:00PM

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01:14PM	01:37PM	02:00PM	02:04PM	02:09PM	02:25PM	02:32PM	02:45PM	02:55PM
01:49PM	02:12PM	02:35PM	02:39PM	02:44PM	03:01PM	03:08PM	03:24PM	03:35PM
02:28PM	02:51PM	03:15PM	03:19PM	03:24PM	03:41PM	03:48PM	04:04PM	04:15PM
02:54PM	03:21PM	03:45PM	03:49PM	03:54PM	04:11PM	04:18PM	04:34PM	04:45PM
03:24PM	03:51PM	04:15PM	04:19PM	04:24PM	04:41PM	04:48PM	05:04PM	05:15PM
03:54PM	04:21PM	04:45PM	04:49PM	04:54PM	05:11PM	05:18PM	05:34PM	05:45PM
04:24PM	04:51PM	05:15PM	05:19PM	05:24PM	05:41PM	05:48PM	06:04PM	06:15PM
04:54PM	05:21PM	05:45PM	05:49PM	05:54PM	06:11PM	06:18PM	06:34PM	06:45PM
05:26PM	05:53PM	06:17PM	06:21PM	06:26PM	06:43PM	06:50PM	07:06PM	07:15PM
06:06PM	06:33PM	06:57PM	07:01PM	07:05PM	07:19PM	07:25PM	07:36PM	07:45PM
06:38PM	07:05PM	07:27PM	07:31PM	07:35PM	07:49PM	07:55PM	08:06PM	08:15PM
07:30PM	07:50PM	08:12PM	08:16PM	08:20PM	08:34PM	08:40PM	08:51PM	09:00PM
08:20PM	08:40PM	09:02PM	09:06PM	09:10PM	09:24PM	09:30PM	09:41PM	09:50PM
09:20PM	09:40PM	10:02PM	10:05PM	10:08PM	10:20PM	10:25PM	10:34PM	10:40PM
10:06PM	10:23PM	-	-	-	-	-	-	-

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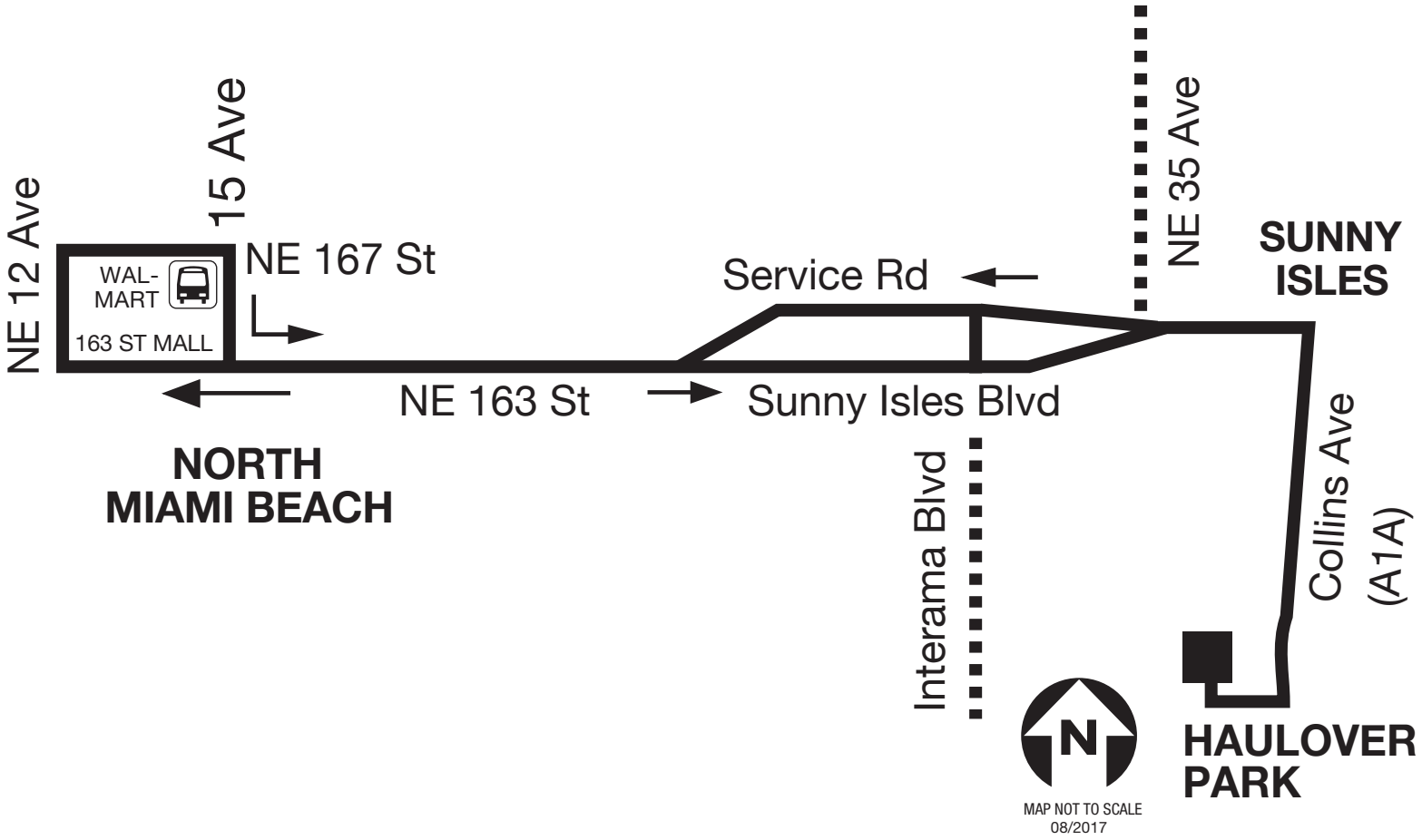
NE 12 Ave
15 Ave
WAL-
MART
163 ST MALL
NE 167 St
Service Rd
NE 35 Ave
SUNNY
ISLES
NE 163 St
Sunny Isles Blvd
NORTH
MIAMI BEACH
Interama Blvd
Collins Ave
(A1A)
N
HAULOVER
PARK
MAP NOT TO SCALE
08/2017

Bus Routes Schedule

miamidade.gov METROBUS

108 (Northbound) WEEKDAY

HAULOVER CLUB PARKING LOT	COLLINS AV & ATLANTIC AV	NE 167 ST & 15 AV
05:40AM	05:45AM	05:59AM
06:10AM	06:15AM	06:33AM
06:45AM	06:50AM	07:11AM
07:15AM	07:20AM	07:41AM
07:45AM	07:50AM	08:11AM
08:15AM	08:20AM	08:41AM
08:45AM	08:50AM	09:12AM
09:15AM	09:20AM	09:42AM
09:45AM	09:50AM	10:12AM
10:15AM	10:20AM	10:42AM
10:45AM	10:50AM	11:12AM
11:15AM	11:20AM	11:42AM
11:45AM	11:50AM	12:13PM

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12:15PM	12:20PM	12:43PM
12:45PM	12:50PM	01:13PM
01:15PM	01:20PM	01:43PM
01:45PM	01:50PM	02:13PM
02:15PM	02:20PM	02:43PM
02:45PM	02:50PM	03:13PM
03:15PM	03:20PM	03:43PM
03:45PM	03:50PM	04:13PM
04:15PM	04:20PM	04:43PM
04:45PM	04:50PM	05:13PM
05:15PM	05:20PM	05:43PM
05:45PM	05:50PM	06:13PM
06:15PM	06:20PM	06:43PM
06:45PM	06:50PM	07:13PM
07:15PM	07:20PM	07:39PM
07:45PM	07:50PM	08:09PM
08:15PM	08:20PM	08:36PM
08:45PM	08:50PM	09:06PM
09:15PM	09:20PM	09:36PM
09:50PM	09:55PM	10:11PM

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10:20PM	10:25PM	10:41PM
10:50PM	10:55PM	11:11PM
11:20PM	11:25PM	11:41PM
12:00AM	12:05AM	12:19AM
12:30AM	12:35AM	12:49AM

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TRANSPORTATION & PUBLIC WORKS

Alice N. Bravo, P.E., Director

Overtown Transit Village North
701 NW 1st Court, Suite 1700, Miami, FL 33136
786-469-5675 |
Contact Us | About Us

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Bus Routes Schedule

miamidade.gov METROBUS

108 (Southbound) WEEKDAY

NE 167 ST & 15 AV	COLLINS AV & 163 ST	HAULOVER CLUB PARKING LOT
05:13AM	05:28AM	05:33AM
05:42AM	05:57AM	06:02AM
06:12AM	06:27AM	06:32AM
06:39AM	06:57AM	07:02AM
07:06AM	07:27AM	07:32AM
07:36AM	07:57AM	08:02AM
08:04AM	08:27AM	08:32AM
08:34AM	08:57AM	09:02AM
09:04AM	09:27AM	09:32AM
09:34AM	09:57AM	10:02AM
10:04AM	10:27AM	10:32AM
10:34AM	10:57AM	11:02AM
11:04AM	11:27AM	11:32AM

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11:34AM	11:57AM	12:02PM
12:04PM	12:27PM	12:32PM
12:34PM	12:57PM	01:02PM
01:04PM	01:27PM	01:32PM
01:34PM	01:57PM	02:02PM
02:04PM	02:27PM	02:32PM
02:34PM	02:57PM	03:02PM
03:04PM	03:27PM	03:32PM
03:34PM	03:57PM	04:02PM
04:04PM	04:27PM	04:32PM
04:34PM	04:57PM	05:02PM
05:04PM	05:27PM	05:32PM
05:34PM	05:57PM	06:02PM
06:04PM	06:27PM	06:32PM
06:34PM	06:57PM	07:02PM
07:08PM	07:27PM	07:32PM
07:38PM	07:57PM	08:02PM
08:15PM	08:32PM	08:37PM
08:45PM	09:02PM	09:07PM
09:20PM	09:37PM	09:42PM

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09:50PM	10:07PM	10:12PM
10:20PM	10:37PM	10:42PM
10:50PM	11:07PM	11:12PM
11:30PM	11:47PM	11:52PM
12:02AM	12:17AM	12:22AM

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TRANSPORTATION & PUBLIC WORKS
Alice N. Bravo, P.E., Director

Overtown Transit Village North
701 NW 1st Court, Suite 1700, Miami, FL 33136
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Key to major locations in NMB

163rd Mall Main Entrance	19
ATM High School	10
Biscayne Commons Plaza	15
City Hall/Victory Pool McDonald Center Y.E.S. Center	10
David Lawrence, Jr. K-8 Center	8
FIU	9
Fulford Elem/ Allen Park	3
Greynolds Park Elementary	4
Intracoastal Mall	1
NMB Library	9 17 2
NMB Sr High/ JFK Middle	20 20
Nova S. University	14
Post Office/ Laurenzo's	7 12
Skylake Shops	7
Spanish Monastery/ Snyder Tennis Center	12
Walmart	10 1 1

NMB LINE

TROLLEYS SCHEDULE
MONDAY – SATURDAY
7:30 A.M. TO 7:30 P.M.

Includes a map with major locations in NMB

Route A
Stops from Intracoastal Mall, Eastern Shores, Stratford House, Post Office, Laurenzo's Market, Inland Towers, NMB Library, 163rd Street Mall, and more!

Route B
Stops from 163rd Street Mall, Mishcon Athletic Field, Shops at Skylake, City Hall, Spanish Monastery, Nova University, NMB Library, NMB Senior High and more!

Route C
Stops from NMB Library, Allen Park, Fulford Elementary, Taylor Park, Alonzo & Tracy Mourning Senior High School, FIU North Campus, Highland Park, and more!

@CityNMB
#IamNMB

NMB-Line Routes & Schedules

NMB-Line will not be providing service on the following holidays: New Year's Day, MLK Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

ROUTE A

1	2	3	4	5	1		6	7	8	9	10	9	11	7	6	1
Intracoastal Mall	NE 35 Ave. & 166 St.	NE 35 Ave. & 169 St.	NE 35 Ave. & 170 St.	NE 35 Ave. & 171 St.	Intracoastal Mall ARRIVAL	Intracoastal Mall DEPARTURE	Stratford House	Post Office / Laurenzo's Market	Inland Towers	NMB Library / Three Seasons	Walmart	NMB Library / Three Seasons	Inland Towers	NE 22 Ave. & 164 St.	Stratford House	Intracoastal Mall
7:30 AM	7:32 AM	7:35 AM	7:37 AM	7:40 AM	7:43 AM	7:48 AM	7:51 AM	7:55 AM	7:58 AM	8:01 AM	8:04 AM	8:06 AM	8:08 AM	8:10 AM	8:14 AM	8:18 AM
8:30 AM	8:32 AM	8:35 AM	8:37 AM	8:40 AM	8:43 AM	8:48 AM	8:51 AM	8:55 AM	8:58 AM	9:01 AM	9:04 AM	9:06 AM	9:08 AM	9:10 AM	9:14 AM	9:18 AM
9:30 AM	9:32 AM	9:35 AM	9:37 AM	9:40 AM	9:43 AM	9:48 AM	9:51 AM	9:55 AM	9:58 AM	10:01 AM	10:04 AM	10:06 AM	10:08 AM	10:10 AM	10:14 AM	10:18 AM
10:30 AM	10:32 AM	10:35 AM	10:37 AM	10:40 AM	10:43 AM	10:48 AM	10:51 AM	10:55 AM	10:58 AM	11:01 AM	11:04 AM	11:06 AM	11:08 AM	11:10 AM	11:14 AM	11:18 AM
11:30 AM	11:32 AM	11:35 AM	11:37 AM	11:40 AM	11:43 AM	11:48 AM	11:51 AM	11:55 AM	11:58 AM	12:01 PM	12:04 PM	12:06 PM	12:08 PM	12:10 PM	12:14 PM	12:18 PM
12:30 PM	12:32 PM	12:35 PM	12:37 PM	12:40 PM	12:43 PM	12:48 PM	12:51 PM	12:55 PM	12:58 PM	1:01 PM	1:04 PM	1:06 PM	1:08 PM	1:10 PM	1:14 PM	1:18 PM
1:30 PM	1:32 PM	1:35 PM	1:37 PM	1:40 PM	1:43 PM	1:48 PM	1:51 PM	1:55 PM	1:58 PM	2:01 PM	2:04 PM	2:06 PM	2:08 PM	2:10 PM	2:14 PM	2:18 PM
2:30 PM	2:32 PM	2:35 PM	2:37 PM	2:40 PM	2:43 PM	2:48 PM	2:51 PM	2:55 PM	2:58 PM	3:01 PM	3:04 PM	3:06 PM	3:08 PM	3:10 PM	3:14 PM	3:18 PM
3:30 PM	3:32 PM	3:35 PM	3:37 PM	3:40 PM	3:43 PM	3:48 PM	3:51 PM	3:55 PM	3:58 PM	4:01 PM	4:04 PM	4:06 PM	4:08 PM	4:10 PM	4:14 PM	4:18 PM
4:30 PM	4:32 PM	4:35 PM	4:37 PM	4:40 PM	4:43 PM	4:48 PM	4:51 PM	4:55 PM	4:58 PM	5:01 PM	5:04 PM	5:06 PM	5:08 PM	5:10 PM	5:14 PM	5:18 PM
5:30 PM	5:32 PM	5:35 PM	5:37 PM	5:40 PM	5:43 PM	5:48 PM	5:51 PM	5:55 PM	5:58 PM	6:01 PM	6:04 PM	6:06 PM	6:08 PM	6:10 PM	6:14 PM	6:18 PM
6:30 PM	6:32 PM	6:35 PM	6:37 PM	6:40 PM	6:43 PM	6:48 PM	6:51 PM	6:55 PM	6:58 PM	7:01 PM	7:04 PM	7:06 PM	7:08 PM	7:10 PM	7:14 PM	7:18 PM

ROUTE B

1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walmart ARRIVAL	Walmart DEPARTURE	NE 170 St. & 15 Ave.	NE 175 St. & 15 Ave.	Greynolds Park Elem.	NE 181 St. & 12 Ave.	NE 185 St. 1700 Block	Skylake Shops	NE 183 St. & 19 Ave.	NE 175 St. & 19 Ave.	Victory Pool & City Hall	NE 171 St. & 23 Ave.	Tennis Ctr./ Monastery	NE 167 St. & 22 Ave.	Nova SE University	NE 167 St. & 19 Ave.	NE 164 St. & 19 Ave.	NMB Public Library	NE 164 St. & 15 Ave.	163rd St. Mall Main Entrance	NMB High & JFK Middle
	7:30 AM	7:31 AM	7:34 AM	7:35 AM	7:37 AM	7:38 AM	7:42 AM	7:45 AM	7:46 AM	7:48 AM	7:50 AM	7:51 AM	7:52 AM	7:55 AM	7:57 AM	7:59 AM	8:01 AM	8:02 AM	8:04 AM	8:08 AM
8:10 AM	8:16 AM	8:17 AM	8:20 AM	8:21 AM	8:23 AM	8:24 AM	8:28 AM	8:31 AM	8:33 AM	8:35 AM	8:36 AM	8:38 AM	8:39 AM	8:41 AM	8:44 AM	8:46 AM	8:47 AM	8:48 AM	8:51 AM	8:54 AM
8:56 AM	9:02 AM	9:04 AM	9:06 AM	9:07 AM	9:09 AM	9:10 AM	9:16 AM	9:20 AM	9:21 AM	9:24 AM	9:25 AM	9:27 AM	9:28 AM	9:30 AM	9:32 AM	9:34 AM	9:36 AM	9:37 AM	9:40 AM	9:43 AM
9:45 AM	9:51 AM	9:52 AM	9:55 AM	9:56 AM	9:58 AM	9:59 AM	10:03 AM	10:06 AM	10:07 AM	10:09 AM	10:11 AM	10:12 AM	10:13 AM	10:16 AM	10:18 AM	10:20 AM	10:21 AM	10:23 AM	10:25 AM	10:28 AM
10:30 AM	10:36 AM	10:38 AM	10:40 AM	10:41 AM	10:43 AM	10:44 AM	10:48 AM	10:51 AM	10:53 AM	10:55 AM	10:56 AM	10:58 AM	10:59 AM	11:01 AM	11:04 AM	11:06 AM	11:07 AM	11:08 AM	11:11 AM	11:14 AM
11:16 AM	11:22 AM	11:23 AM	11:26 AM	11:27 AM	11:29 AM	11:30 AM	11:34 AM	11:37 AM	11:38 AM	11:40 AM	11:42 AM	11:43 AM	11:44 AM	11:47 AM	11:49 AM	11:51 AM	11:53 AM	11:54 AM	11:56 AM	12:00 PM
12:02 PM	12:08 PM	12:09 PM	12:12 PM	12:13 PM	12:14 PM	12:15 PM	12:19 PM	12:23 PM	12:24 PM	12:26 PM	12:28 PM	12:29 PM	12:30 PM	12:32 PM	12:35 PM	12:37 PM	12:38 PM	12:40 PM	12:42 PM	12:45 PM
12:47 PM	12:53 AM	12:55 PM	12:57 PM	12:58 PM	1:00 PM	1:01 PM	1:05 PM	1:08 PM	1:09 PM	1:11 PM	1:13 PM	1:14 PM	1:16 PM	1:18 PM	1:20 PM	1:22 PM	1:24 PM	1:25 PM	1:28 PM	1:31 PM
1:33 PM	1:39 PM	1:40 PM	1:43 PM	1:44 PM	1:46 PM	1:47 PM	1:50 PM	1:54 PM	1:55 PM	1:57 PM	1:59 PM	2:00 PM	2:01 PM	2:04 PM	2:06 PM	2:08 PM	2:09 PM	2:11 PM	2:13 PM	2:17 PM
2:19 PM	2:25 PM	2:26 PM	2:29 PM	2:30 PM	2:32 PM	2:33 PM	2:37 PM	2:40 PM	2:41 PM	2:43 PM	2:45 PM	2:47 PM	2:48 PM	2:50 PM	2:52 PM	2:54 PM	2:56 PM	2:57 PM	3:00 PM	3:03 PM
3:05 PM	3:11 PM	3:13 PM	3:15 PM	3:16 PM	3:18 PM	3:19 PM	3:23 PM	3:27 PM	3:28 PM	3:30 PM	3:32 PM	3:33 PM	3:34 PM	3:37 PM	3:39 PM	3:41 PM	3:42 PM	3:44 PM	3:46 PM	3:49 PM
3:52 PM	3:58 PM	3:59 PM	4:02 PM	4:03 PM	4:04 PM	4:05 PM	4:09 PM	4:12 PM	4:16 PM	4:16 PM	4;18 PM	4:19 PM	4:20 PM	4:22 PM	4:25 PM	4:27PM	4:28 PM	4:30 PM	4:32 PM	4:35 PM
4:37 PM	4:43 PM	4:45 PM	4:47 PM	4:48 PM	4:50 PM	4:51 PM	4:55 PM	4:58 PM	4:59 PM	5:01 PM	5:03 PM	5:04 PM	5:06 PM	5:08 PM	5:10 PM	5:12 PM	5:14 PM	5:15 PM	5:18 PM	5:21 PM
5:23 PM	5:29 PM	5:30 PM	5:33 PM	5:34 PM	5:35 PM	5:36 PM	5:40 PM	5:44 PM	5:45 PM	5:47 PM	5:49 PM	5:50 PM	5:51 PM	5:54 PM	5:56 PM	5:58 PM	5:59 PM	6:01 PM	6:03 PM	6:06 PM
6:08 PM	6:14 PM	6:16 PM	6:18 PM	6:19 PM	6:21 PM	6:22 PM	6:26 PM	6:29 PM	6:30 PM	6:33 PM	6:34 PM	6:36 PM	6:37 PM	6:39 PM	6:41 PM	6:43 PM	6:45 PM	6:46 PM	6:49 PM	6:52 PM
6:54 PM	7:00 PM	7:01 PM	7:04 PM	7:05 PM	7:07 PM	7:08 PM	7:12 PM	7:15 PM	7:16 PM	7:18 PM	7:20 PM	7:21 PM	7:22 PM	7:25 PM	7:27 PM	7:29 PM	7:30 PM	7:32 PM	7:34 PM	7:37 PM
7:39 PM																				

ROUTE C

1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Walmart ARRIVAL	Walmart DEPARTURE	NMB Public Library	Fulford Elem. Allen Park	NE 157 St. & NE 18 Ave.	NE 153 Terr. & NE 16 Ave.	W. Dixie Hwy. & NE 151 St.	NE 151 St. W. Dixie Hwy	David Lawrence Jr.	FIU North Campus	ATM High School	NE 151 St. & US1	NE 146 St. & US1	Highland Park	NE 141 St. & US1	NE 146 St. & US1	W. Dixie Hwy. & NE 18 Ave.	NE 152 Terr. & NE 14 Ct.	NE 154 St. & NE 13 Ave.	NE 158 St. & NE 12 Ave.	NMB High & JFK Middle
													7:30 AM	7:32 AM	7:33 AM	7:39 AM	7:44 AM	7:46 AM	7:49 AM	7:53 AM
7:56 AM	8:04 AM	8:06 AM	8:09 AM	8:11 AM	8:13 AM	8:15 AM	8:17 AM	8:20 AM	8:23 AM	8:26 AM	8:28 AM	8:30 AM	8:34 AM	8:36 AM	8:37 AM	8:43 AM	8:47 AM	8:50 AM	8:53 AM	8:56 AM
8:59 AM	9:07 AM	9:10 AM	9:13 AM	9:14 AM	9:17 AM	9:19 AM	9:21 AM	9:24 AM	9:26 AM	9:29 AM	9:32 AM	9:33 AM	9:37 AM	9:39 AM	9:41 AM	9:46 AM	9:51 AM	9:53 AM	9:56 AM	10:00 AM
10:03 AM	10:11 AM	10:13 AM	10:16 AM	10:17 AM	10:20 AM	10:22 AM	10:24 AM	10:27 AM	10:29 AM	10:32 AM	10:35 AM	10:36 AM	10:40 AM	10:42 AM	10:44 AM	10:49 AM	10:54 AM	10:56 AM	10:59 AM	11:03 AM
11:06 AM	11:14 AM	11:16 AM	11:19 AM	11:21 AM	11:23 AM	11:25 AM	11:27 AM	11:30 AM	11:32 AM	11:35 AM	11:38 AM	11:40 AM	11:43 AM	11:45 AM	11:47 AM	11:52 AM	11:57 AM	12:00 PM	12:03 PM	12:06 PM
12:09 AM	12:17 PM	12:19 PM	12:22 PM	12:24 PM	12:26 PM	12:28 PM	12:30 PM	12:33 PM	12:35 PM	12:28 PM	12:41 PM	12:43 PM	12:46 PM	12:48 PM	12:50 PM	12:55 PM	1:00 PM	1:03 PM	1:06 PM	1:09 PM
1:12 PM	1:20 PM	1:22 PM	1:25 PM	1:27 PM	1:30 PM	1:32 PM	1:34 PM	1:37 PM	1:39 PM	1:43 PM	1:45 PM	1:47 PM	1:51 PM	1:53 PM	1:54 PM	2:00 PM	2:05 PM	2:07 PM	2:10 PM	2:14 PM
2:17 PM	2:25 PM	2:27 PM	2:30 PM	2:32 PM	2:35 PM	2:37 PM	2:38 PM	2:42 PM	2:44 PM	2:47 PM	2:50 PM	2:52 PM	2:55 PM	2:57 PM	2:59 PM	3:04 PM	3:09 PM	3:12 PM	3:15 PM	3:18 PM
3:21 PM	3:29 PM	3:32 PM	3:35 PM	3:37 PM	3:39 PM	3:41 PM	3:43 PM	3:46 PM	3:48 PM	3:51 PM	3:54 PM	3:56 PM	3:59 PM	4:01 PM	4:03 PM	4:08 PM	4:13 PM	4:16 PM	4:19 PM	4:22 PM
4:25 PM	4:33 PM	4:35 PM	4:38 PM	4:40 PM	4:42 PM	4:44 PM	4:46 PM	4:49 PM	4:51 PM	4:54 PM	4:57 PM	4:59 PM	5:02 PM	5:04 PM	5:06 PM	5:11 PM	5:16 PM	5:19 PM	5:22 PM	5:25 PM
5:28 PM	5:36 PM	5:38 PM	5:41 PM	5:43 PM	5:46 PM	5:47 PM	5:49 PM	5:52 PM	5:54 PM	5:58 PM	6:00 PM	6:02 PM	6:05 PM	6:07 PM	6:09 PM	6:15 PM	6:19 PM	6:22 PM	6:25 PM	6:28 PM
6:34 PM	6:39 PM	6:41 PM	6:44 PM	6:46 PM	6:49 PM	6:50 PM	6:52 PM	6:55 PM	6:57 PM	7:01 PM	7:03 PM	7:05 PM	7:09 PM	7:11 PM	7:12 PM	7:18 PM	7:22 PM	7:25 PM	7:18 PM	7:30 PM

Riding the B is Free!
Take the sting out of paying high gas prices and ride the B-Line for free. This service operates Monday thru Saturday in North Miami Beach, and anyone can ride. Check the schedule, download our new NMB Transit App, or visit www.citynmb.com and hop on the trolley at marked B-Line bus stops.

Make the Connection
The B-Line has expanded service with two new routes and more connections than ever before. Connect with the City of North Miami and Sunny Isles Beach shuttle services, as well as Miami-Dade Transit, all along the new routes and at their Terminal at 163rd Street Mall. The B-Line is a great free-B in NMB.

It's a Cool Ride
Enjoy an air-conditioned ride with free Wifi on board to the store, mall, park, library, city hall or any of the many destinations offered.

We're Accessible
All of the B-Line trolleys are equipped to accommodate conventional and motorized wheelchairs.

NMB LINE AB
Call 305-537-4173
City of North Miami Beach
www.citynmb.com

Special Rules to Remember:

- Shop for only as much as you can carry yourself.
- No more than four(4) plastic or two(2) paper grocery bags allowed per person.
- The driver can not carry your packages or leave the van unattended.
- Please, no tipping.

NMB-LINE
Is operated by
The City of North Miami Beach Public Works Department
For more information call:
(305) 537-4173
(305) RIDENMB
743-3662
or visit us on line at
www.citynmb.com

Appendix I

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	189.026	ksf	62%	38%	153	93	246	10.0%	25	138	83	221	0.0%	0	138	83	221	0.0%	0	138	83	221
	2	Supermarket	10	850	45	ksf	60%	40%	103	69	172	10.0%	17	93	62	155	0.0%	0	93	62	155	0.0%	0	93	62	155
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		256	162	418	10.0%	42	231	145	376	0.0%	0	231	145	376	0.0%	0	231	145	376

ITE Land Use Code	Rate or Equation
820	Y=0.5*(X)+151.78
850	Y=3.82(X)

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	General Office Building	10	710	200	ksf	86%	14%	184	30	214	15.0%	32	156	26	182	12.6%	23	140	19	159	0.0%	0	140	19	159
	2	Shopping Center	10	820	280	ksf	62%	38%	163	100	263	15.0%	39	139	85	224	6.5%	15	129	80	209	0.0%	0	129	80	209
	3	Supermarket	10	850	50	ksf	60%	40%	115	76	191	15.0%	29	98	64	162	6.5%	10	91	61	152	0.0%	0	91	61	152
	4	Health/Fitness Club	10	492	45	ksf	51%	49%	30	29	59	15.0%	9	25	25	50	0.0%	0	25	25	50	0.0%	0	25	25	50
	5	Multifamily Housing (High-Rise)	10	222	1917	du	24%	76%	132	418	550	15.0%	82	112	356	468	2.2%	11	110	347	457	0.0%	0	110	347	457
	6	Multifamily (Mid-Rise)	10	221	48	du	26%	74%	4	13	17	15.0%	3	3	11	14	2.2%	0	3	11	14	0.0%	0	3	11	14
	7	Multifamily Housing (Low-Rise)	10	220	35	du	23%	77%	4	14	18	15.0%	3	3	12	15	2.2%	0	3	12	15	0.0%	0	3	12	15
	8	Hotel	10	310	250	room	59%	41%	71	49	120	15.0%	18	60	42	102	10.8%	11	60	31	91	0.0%	0	60	31	91
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		703	729	1,432	15.0%	215	596	621	1,217	5.8%	70	561	586	1,147	0.0%	0	561	586	1,147

ITE Land Use Code	Rate or Equation
710	Y=0.94*(X)+26.49
820	Y=0.94(X)
850	Y=3.82(X)
492	Y=1.31(X)
222	Y=0.28*(X)+12.86
221	LN(Y) = 0.98*LN(X)+-0.98
220	LN(Y) = 0.95*LN(X)+-0.51
310	Y=0.5*(X)+-5.34

	IN	OUT	TOTAL
NET NEW TRIPS	330	441	771

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	189.026	ksf	48%	52%	418	452	870	10.0%	87	376	407	783	0.0%	0	376	407	783	34.0%	266	248	269	517
	2	Supermarket	10	850	45	ksf	51%	49%	220	211	431	10.0%	43	198	190	388	0.0%	0	198	190	388	36.0%	140	127	121	248
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		638	663	1,301	10.0%	130	574	597	1,171	0.0%	0	574	597	1,171	34.7%	406	375	390	765

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.74*LN(X)+2.89
850	LN(Y) = 0.75*LN(X)+3.21

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	General Office Building	10	710	200	ksf	16%	84%	35	185	220	15.0%	33	30	157	187	28.3%	53	11	123	134	0.0%	0	11	123	134
	2	Shopping Center	10	820	280	ksf	48%	52%	559	605	1,164	15.0%	175	475	514	989	23.7%	234	391	364	755	34.0%	257	258	240	498
	3	Supermarket	10	850	50	ksf	51%	49%	238	228	466	15.0%	70	202	194	396	23.7%	94	165	137	302	36.0%	109	105	88	193
	4	Health/Fitness Club	10	492	45	ksf	57%	43%	84	63	147	15.0%	22	71	54	125	28.0%	35	53	37	90	0.0%	0	53	37	90
	5	Multifamily Housing (High-Rise)	10	222	1917	du	61%	39%	403	257	660	15.0%	99	343	218	561	43.2%	242	179	140	319	0.0%	0	179	140	319
	6	Multifamily (Mid-Rise)	10	221	48	du	61%	39%	13	9	22	15.0%	3	11	8	19	43.2%	8	6	5	11	0.0%	0	6	5	11
	7	Multifamily Housing (Low-Rise)	10	220	35	du	63%	37%	14	9	23	15.0%	3	12	8	20	43.2%	9	6	5	11	0.0%	0	6	5	11
	8	Hotel	10	310	250	room	51%	49%	82	79	161	15.0%	24	70	67	137	22.6%	31	50	56	106	0.0%	0	50	56	106
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		1,428	1,435	2,863	15.0%	429	1,214	1,220	2,434	29.0%	706	861	867	1,728	21.2%	366	668	694	1,362

ITE Land Use Code	Rate or Equation
710	LN(Y) = 0.95*LN(X)+0.36
820	LN(Y) = 0.74*LN(X)+2.89
850	LN(Y) = 0.75*LN(X)+3.21
492	LN(Y) = 0.67*LN(X)+2.44
222	Y=0.34*(X)+8.56
221	LN(Y) = 0.96*LN(X)+-0.63
220	LN(Y) = 0.89*LN(X)+-0.02
310	Y=0.75*(X)+-26.02

	IN	OUT	TOTAL
NET NEW TRIPS	**293**	**304**	**597**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

INPUT

GROSS TRIP GENERATION

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	156	26	30	157
Retail	237	149	677	708
Restaurant	0	0	0	0
Cinema/Entertainment	25	25	71	54
Residential	118	379	366	234
Hotel	60	42	70	67
	596	621	1,214	1,220

OUTPUT

INTERNAL TRIPS

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	16	7	19	34
Retail	17	8	121	207
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	18	17
Residential	2	9	175	84
Hotel	0	11	20	11
	35	35	353	353

OUTPUT

Total % Reduction	***5.8%***	***29.0%***
Office	12.6%	28.3%
Retail	6.5%	23.7%
Restaurant		
Cinema/Entertainment	0.0%	28.0%
Residential	2.2%	43.2%
Hotel	10.8%	22.6%

OUTPUT

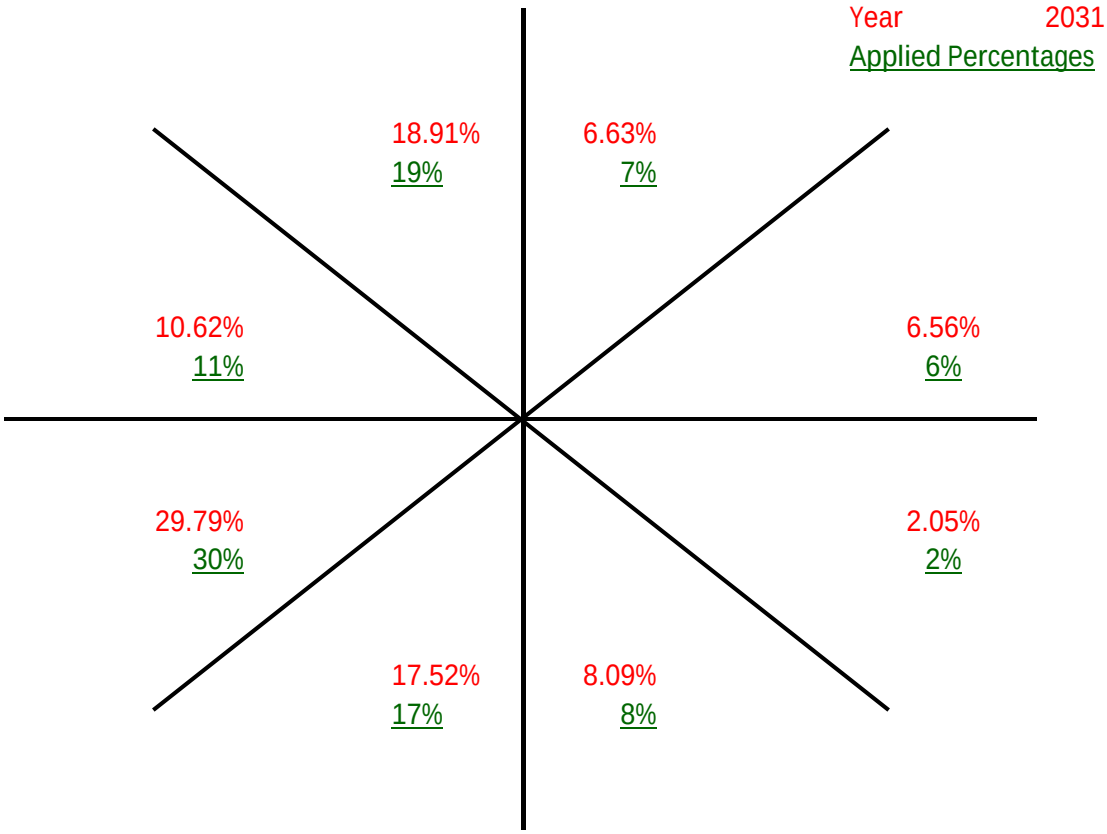
EXTERNAL TRIPS

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	140	19	11	123
Retail	220	141	556	501
Restaurant	0	0	0	0
Cinema/Entertainment	25	25	53	37
Residential	116	370	191	150
Hotel	60	31	50	56
	561	586	861	867

Appendix J

Cardinal Trip Distribution

Cardinal Distribution for TAZ 91



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2031 Interpolated	2031 Rounded
	2010	2040		
North-Northeast	6.7%	6.60%	6.63%	7.00%
East-Northeast	6.0%	6.80%	6.56%	6.00%
East-Southeast	1.0%	2.50%	2.05%	2.00%
South-Southeast	9.0%	7.70%	8.09%	8.00%
South-Southwest	17.8%	17.40%	17.52%	17.00%
West-Southwest	27.2%	30.90%	29.79%	30.00%
West-Northwest	12.3%	9.90%	10.62%	11.00%
North-Northwest	20.1%	18.40%	18.91%	19.00%
Total	100.1%	100.2%	100.17%	100.00%

Miami-Dade 2010 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
83	2983	TRIPS	351	40	1	115	242	220	179	98	1,246
83	2983	PERCENT	28.2	3.2	0.1	9.2	19.4	17.7	14.4	7.9	
84	2984	TRIPS	559	465	153	365	865	746	334	514	4,001
84	2984	PERCENT	14.0	11.6	3.8	9.1	21.6	18.7	8.4	12.9	
85	2985	TRIPS	188	95	250	96	304	63	164	218	1,378
85	2985	PERCENT	13.6	6.9	18.1	7.0	22.1	4.6	11.9	15.8	
86	2986	TRIPS	729	318	175	394	899	1,068	479	705	4,767
86	2986	PERCENT	15.3	6.7	3.7	8.3	18.9	22.4	10.1	14.8	
87	2987	TRIPS	617	93	194	162	635	433	374	357	2,865
87	2987	PERCENT	21.5	3.3	6.8	5.7	22.2	15.1	13.1	12.5	
88	2988	TRIPS	404	39	25	180	295	156	148	172	1,419
88	2988	PERCENT	28.5	2.8	1.8	12.7	20.8	11.0	10.4	12.1	
89	2989	TRIPS	439	194	25	110	400	312	209	409	2,098
89	2989	PERCENT	20.9	9.3	1.2	5.2	19.1	14.9	10.0	19.5	
90	2990	TRIPS	3,896	381	391	963	4,381	3,762	2,705	3,769	20,248
90	2990	PERCENT	19.2	1.9	1.9	4.8	21.6	18.6	13.4	18.6	
91	2991	TRIPS	384	345	57	518	1,028	1,569	711	1,160	5,772
91	2991	PERCENT	6.7	6.0	1.0	9.0	17.8	27.2	12.3	20.1	
92	2992	TRIPS	285	363	90	433	876	827	388	701	3,963
92	2992	PERCENT	7.2	9.2	2.3	10.9	22.1	20.9	9.8	17.7	
93	2993	TRIPS	333	106	3	113	321	270	255	180	1,581
93	2993	PERCENT	21.1	6.7	0.2	7.2	20.3	17.1	16.1	11.4	
94	2994	TRIPS	723	134	78	236	580	389	471	351	2,962
94	2994	PERCENT	24.4	4.5	2.6	8.0	19.6	13.1	15.9	11.9	
95	2995	TRIPS	1,114	208	132	432	836	871	670	535	4,798
95	2995	PERCENT	23.2	4.3	2.8	9.0	17.4	18.2	14.0	11.2	
96	2996	TRIPS	419	66	25	139	406	295	257	194	1,801
96	2996	PERCENT	23.3	3.7	1.4	7.7	22.5	16.4	14.3	10.8	
97	2997	TRIPS	443	23	42	136	434	389	389	247	2,103
97	2997	PERCENT	21.1	1.1	2.0	6.5	20.6	18.5	18.5	11.8	
98	2998	TRIPS	366	342	59	254	480	250	436	317	2,504
98	2998	PERCENT	14.6	13.7	2.4	10.1	19.2	10.0	17.4	12.7	
99	2999	TRIPS	1,032	663	214	768	1,149	754	738	800	6,118
99	2999	PERCENT	16.9	10.8	3.5	12.6	18.8	12.3	12.1	13.1	
100	3000	TRIPS	711	1,020	394	880	939	1,040	645	451	6,080
100	3000	PERCENT	11.7	16.8	6.5	14.5	15.4	17.1	10.6	7.4	
101	3001	TRIPS	2,051	720	290	949	1,366	1,177	1,651	2,084	10,288
101	3001	PERCENT	19.9	7.0	2.8	9.2	13.3	11.4	16.1	20.3	
102	3002	TRIPS	1,290	1,226	338	1,238	1,466	1,285	919	960	8,722
102	3002	PERCENT	14.8	14.1	3.9	14.2	16.8	14.7	10.5	11.0	
103	3003	TRIPS	623	571	316	426	794	561	461	357	4,109

Miami-Dade 2040 Directional Distribution Summary											
Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
83	2983	TRIPS	383	99	16	129	328	292	186	207	1,640
83	2983	PERCENT	23.4	6.0	1.0	7.9	20.0	17.8	11.3	12.6	
84	2984	TRIPS	1,429	1,141	312	896	1,983	1,378	942	1,148	9,229
84	2984	PERCENT	15.5	12.4	3.4	9.7	21.5	14.9	10.2	12.4	
85	2985	TRIPS	279	96	257	122	354	292	200	242	1,842
85	2985	PERCENT	15.2	5.2	14.0	6.6	19.2	15.9	10.9	13.1	
86	2986	TRIPS	1,315	352	210	564	1,270	1,178	538	638	6,065
86	2986	PERCENT	21.7	5.8	3.5	9.3	20.9	19.4	8.9	10.5	
87	2987	TRIPS	766	140	263	149	825	540	447	578	3,708
87	2987	PERCENT	20.7	3.8	7.1	4.0	22.3	14.6	12.1	15.6	
88	2988	TRIPS	555	85	25	152	413	322	203	320	2,075
88	2988	PERCENT	26.8	4.1	1.2	7.3	19.9	15.5	9.8	15.4	
89	2989	TRIPS	452	249	60	114	569	399	244	289	2,376
89	2989	PERCENT	19.0	10.5	2.5	4.8	24.0	16.8	10.3	12.2	
90	2990	TRIPS	5,044	561	691	1,099	5,956	4,093	2,851	4,467	24,762
90	2990	PERCENT	20.4	2.3	2.8	4.4	24.1	16.5	11.5	18.0	
91	2991	TRIPS	461	473	175	538	1,216	2,167	690	1,288	7,008
91	2991	PERCENT	6.6	6.8	2.5	7.7	17.4	30.9	9.9	18.4	
92	2992	TRIPS	393	608	103	397	846	1,178	475	826	4,826
92	2992	PERCENT	8.1	12.6	2.1	8.2	17.5	24.4	9.8	17.1	
93	2993	TRIPS	318	151	40	121	303	398	328	147	1,806
93	2993	PERCENT	17.6	8.4	2.2	6.7	16.8	22.0	18.2	8.1	
94	2994	TRIPS	1,962	549	137	460	2,200	1,423	1,227	1,012	8,970
94	2994	PERCENT	21.9	6.1	1.5	5.1	24.5	15.9	13.7	11.3	
95	2995	TRIPS	1,343	274	186	677	1,205	935	822	658	6,100
95	2995	PERCENT	22.0	4.5	3.1	11.1	19.8	15.3	13.5	10.8	
96	2996	TRIPS	698	306	170	207	513	332	412	351	2,989
96	2996	PERCENT	23.4	10.2	5.7	6.9	17.2	11.1	13.8	11.7	
97	2997	TRIPS	697	158	77	348	739	500	507	332	3,358
97	2997	PERCENT	20.8	4.7	2.3	10.4	22.0	14.9	15.1	9.9	
98	2998	TRIPS	740	391	285	455	713	553	700	567	4,404
98	2998	PERCENT	16.8	8.9	6.5	10.3	16.2	12.6	15.9	12.9	
99	2999	TRIPS	2,877	1,784	1,094	1,735	2,812	2,129	2,402	1,891	16,724
99	2999	PERCENT	17.2	10.7	6.5	10.4	16.8	12.7	14.4	11.3	
100	3000	TRIPS	821	1,023	529	1,273	1,213	1,291	812	488	7,450
100	3000	PERCENT	11.0	13.7	7.1	17.1	16.3	17.3	10.9	6.6	
101	3001	TRIPS	931	487	262	438	656	643	657	899	4,973
101	3001	PERCENT	18.7	9.8	5.3	8.8	13.2	12.9	13.2	18.1	
102	3002	TRIPS	1,303	1,366	533	1,360	1,810	1,412	1,245	1,110	10,139
102	3002	PERCENT	12.9	13.5	5.3	13.4	17.9	13.9	12.3	11.0	
103	3003	TRIPS	746	605	454	475	914	728	452	433	4,807

Appendix K

Intersection Capacity Analysis Worksheets

A.M. Peak Hour

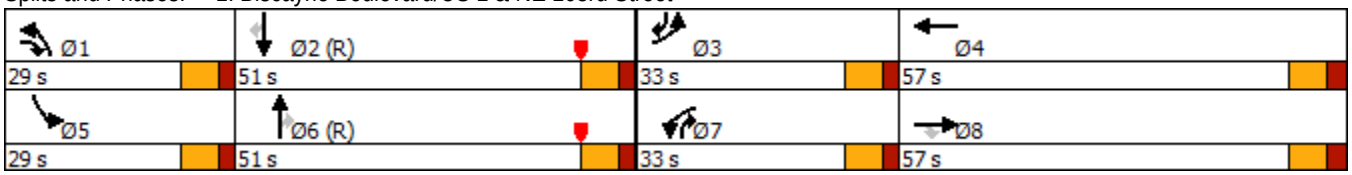
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	1176	288	409	1000	570	231	1009	478	451	1435	446
Future Volume (vph)	225	1176	288	409	1000	570	231	1009	478	451	1435	446
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	56.7	11.8	11.8	56.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	57.0	29.0	33.0	57.0		29.0	51.0	33.0	29.0	51.0	33.0
Total Split (%)	19.4%	33.5%	17.1%	19.4%	33.5%		17.1%	30.0%	19.4%	17.1%	30.0%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	1176	288	409	1000	570	231	1009	478	451	1435	446
Future Volume (veh/h)	225	1176	288	409	1000	570	231	1009	478	451	1435	446
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	1188	291	413	1010	0	233	1019	483	456	1449	451
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	277	1375	547	460	1646		279	1926	677	451	2246	678
Arrive On Green	0.08	0.27	0.27	0.13	0.32	0.00	0.11	0.40	0.40	0.17	0.46	0.46
Sat Flow, veh/h	3456	5106	1557	3456	5106	1585	3456	6434	1557	3456	6434	1580
Grp Volume(v), veh/h	227	1188	291	413	1010	0	233	1019	483	456	1449	451
Grp Sat Flow(s),veh/h/ln	1728	1702	1557	1728	1702	1585	1728	1609	1557	1728	1609	1580
Q Serve(g_s), s	11.0	37.7	25.4	20.0	28.4	0.0	11.2	20.5	43.7	22.2	29.3	36.8
Cycle Q Clear(g_c), s	11.0	37.7	25.4	20.0	28.4	0.0	11.2	20.5	43.7	22.2	29.3	36.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	1375	547	460	1646		279	1926	677	451	2246	678
V/C Ratio(X)	0.82	0.86	0.53	0.90	0.61		0.83	0.53	0.71	1.01	0.65	0.66
Avail Cap(c_a), veh/h	533	1481	580	533	1646		451	1926	677	451	2246	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.0	59.2	44.2	72.5	48.7	0.0	74.7	42.0	34.2	70.2	37.5	31.4
Incr Delay (d2), s/veh	6.0	5.1	0.6	15.2	0.6	0.0	7.1	1.0	6.3	45.0	1.4	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	17.0	10.0	9.9	12.3	0.0	5.2	8.1	16.9	12.4	11.3	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.0	64.3	44.8	87.8	49.2	0.0	81.9	43.1	40.5	115.2	38.9	36.5
LnGrp LOS	F	E	D	F	D		F	D	D	F	D	D
Approach Vol, veh/h		1706			1423	A		1735			2356	
Approach Delay, s/veh		63.4			60.4			47.6			53.2	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	66.6	20.4	62.5	29.0	58.1	29.4	53.5
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	22.2	* 44	26.2	* 49	22.2	* 44	26.2	* 49
Max Q Clear Time (g_c+I1), s	13.2	38.8	13.0	30.4	24.2	45.7	22.0	39.7
Green Ext Time (p_c), s	0.5	2.6	0.6	6.0	0.0	0.0	0.6	5.4

Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Notes

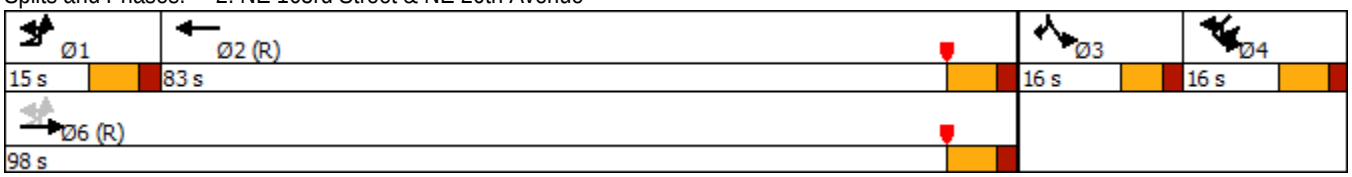
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	1	33	2076	1851	38	71	21	0
Future Volume (vph)	1	33	2076	1851	38	71	21	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 13 (10%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	1	33	2076	1851	38	38	71	8	21	0	7
Future Volume (vph)	1	33	2076	1851	38	38	71	8	21	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6384		1770	1583		1770	1583	
Flt Permitted		0.07	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		127	6408	6384		1770	1583		1770	1583	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	34	2162	1928	40	40	74	8	22	0	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	35	2163	1968	0	40	74	0	30	7	0
Confl. Peds. (#/hr)		5			5						5
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		97.7	97.7	87.5		7.8	7.8		4.9	4.9	
Effective Green, g (s)		97.7	97.7	87.5		7.8	7.8		4.9	4.9	
Actuated g/C Ratio		0.75	0.75	0.67		0.06	0.06		0.04	0.04	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		138	4815	4296		106	94		66	59	
v/s Ratio Prot		0.01	c0.34	0.31		0.02	c0.05		c0.02	0.00	
v/s Ratio Perm		0.18									
v/c Ratio		0.25	0.45	0.46		0.38	0.79		0.45	0.12	
Uniform Delay, d1		6.0	6.1	10.0		58.8	60.3		61.2	60.5	
Progression Factor		1.00	1.00	0.13		1.00	1.00		0.97	0.98	
Incremental Delay, d2		0.4	0.3	0.3		1.6	33.1		3.5	0.6	
Delay (s)		6.4	6.4	1.6		60.4	93.4		62.9	60.0	
Level of Service		A	A	A		E	F		E	E	
Approach Delay (s)			6.4	1.6		81.8			62.3		
Approach LOS			A	A		F			E		

Intersection Summary

HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

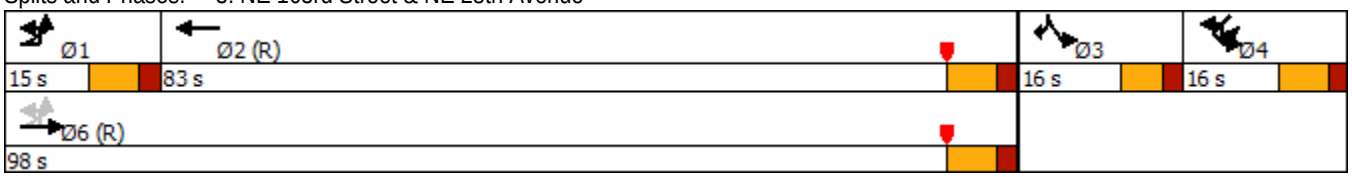
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	23	8	2093	1795	2	19	49	11
Future Volume (vph)	23	8	2093	1795	2	19	49	11
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	23	8	2093	1795	15	4	2	19	5	16	49	11
Future Volume (vph)	23	8	2093	1795	15	4	2	19	5	16	49	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6396			1770	1583			1770	1583
Flt Permitted		0.07	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		127	6408	6396			1770	1583			1770	1583
Peak-hour factor, PHF	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)	25	9	2275	1951	16	4	2	21	5	17	53	12
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	34	2275	1971	0	0	2	26	0	0	70	13
Confl. Peds. (#/hr)		3				3						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		97.6	97.6	87.4			5.0	5.0			7.8	7.8
Effective Green, g (s)		97.6	97.6	87.4			5.0	5.0			7.8	7.8
Actuated g/C Ratio		0.75	0.75	0.67			0.04	0.04			0.06	0.06
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		138	4810	4300			68	60			106	94
v/s Ratio Prot		0.01	c0.36	0.31			0.00	c0.02			c0.04	0.01
v/s Ratio Perm		0.18										
v/c Ratio		0.25	0.47	0.46			0.03	0.43			0.66	0.14
Uniform Delay, d1		6.0	6.3	10.1			60.2	61.1			59.8	57.9
Progression Factor		1.25	0.87	0.20			1.00	1.00			1.04	1.07
Incremental Delay, d2		0.3	0.3	0.3			0.1	3.6			13.0	0.5
Delay (s)		7.9	5.7	2.3			60.3	64.7			75.1	62.2
Level of Service		A	A	A			E	E			E	E
Approach Delay (s)			5.8	2.3			64.4				73.1	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

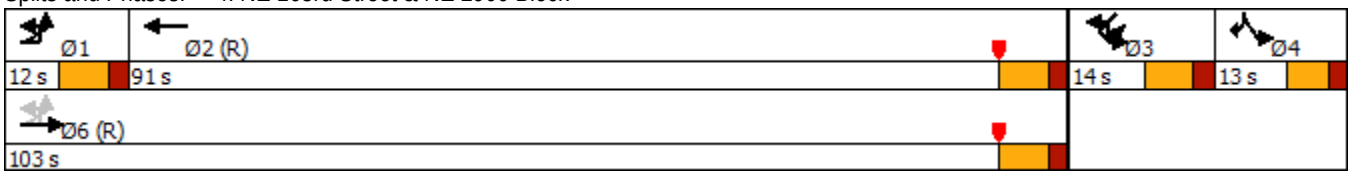
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	3
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	18	18	2060	1808	1	2	3	8
Future Volume (vph)	18	18	2060	1808	1	2	3	8
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 100 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	18	18	2060	1808	9	3	1	2	1	7	3	8
Future Volume (vph)	18	18	2060	1808	9	3	1	2	1	7	3	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6401			1770	1583			1770	1583
Flt Permitted		0.07	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		130	6408	6401			1770	1583			1770	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	20	20	2264	1987	10	3	1	2	1	8	3	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	40	2264	2000	0	0	1	3	0	0	11	9
Confl. Peds. (#/hr)		4				4						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		106.2	106.2	95.3			1.4	1.4			2.8	2.8
Effective Green, g (s)		106.2	106.2	95.3			1.4	1.4			2.8	2.8
Actuated g/C Ratio		0.82	0.82	0.73			0.01	0.01			0.02	0.02
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		157	5234	4692			19	17			38	34
v/s Ratio Prot		0.01	c0.35	0.31			0.00	c0.00			c0.01	0.01
v/s Ratio Perm		0.20										
v/c Ratio		0.25	0.43	0.43			0.05	0.18			0.29	0.26
Uniform Delay, d1		3.6	3.4	6.7			63.6	63.7			62.6	62.6
Progression Factor		2.71	3.05	0.02			1.00	1.00			0.67	0.68
Incremental Delay, d2		0.3	0.2	0.3			0.8	3.6			3.0	3.0
Delay (s)		10.2	10.5	0.4			64.5	67.3			45.2	45.5
Level of Service		B	B	A			E	E			D	D
Approach Delay (s)			10.5	0.4			66.6				45.3	
Approach LOS			B	A			E				D	

Intersection Summary

HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

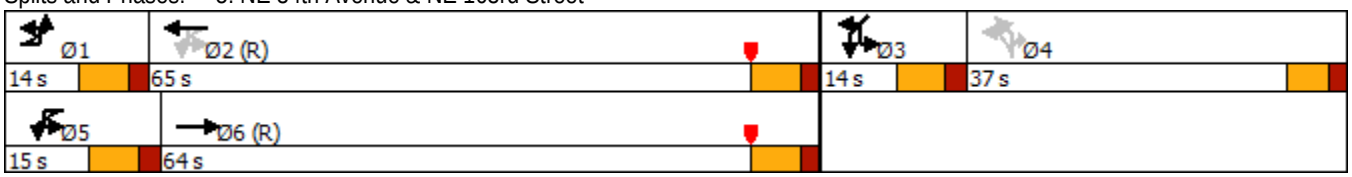
c Critical Lane Group

Lane Group	EBL2	EBT	WBU	WBL	WBT	NBL	NBR2	SWL	SWR
Lane Configurations									
Traffic Volume (vph)	46	2000	12	3	1815	0	4	24	5
Future Volume (vph)	46	2000	12	3	1815	0	4	24	5
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	Perm	Prot	Prot
Protected Phases	1	6	5	5	2			3	3
Permitted Phases			2	2		4	4		
Detector Phase	1	6	5	5	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	11.8	21.8	37.0	37.0	13.8	13.8
Total Split (s)	14.0	64.0	15.0	15.0	65.0	37.0	37.0	14.0	14.0
Total Split (%)	10.8%	49.2%	11.5%	11.5%	50.0%	28.5%	28.5%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL2	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL	NBR2
Lane Configurations												
Traffic Volume (vph)	6	46	2000	16	12	3	1815	8	18	5	0	4
Future Volume (vph)	6	46	2000	16	12	3	1815	8	18	5	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8			6.8	6.8				6.0	6.0
Lane Util. Factor		1.00	0.86			1.00	0.86				1.00	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Frt		1.00	1.00			1.00	1.00				1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00				0.95	1.00
Satd. Flow (prot)		1770	6399			1770	6394				1770	1583
Flt Permitted		0.95	1.00			0.07	1.00				0.95	1.00
Satd. Flow (perm)		1770	6399			122	6394				1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	6	49	2128	17	13	3	1931	9	19	5	0	4
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	55	2145	0	0	16	1959	0	0	0	5	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		pm+pt	pm+pt	NA			Perm	Perm	Perm
Protected Phases	1	1	6		5	5	2					
Permitted Phases					2	2				4	4	4
Actuated Green, G (s)		7.5	94.4			91.1	89.0				2.8	2.8
Effective Green, g (s)		7.5	94.4			91.1	89.0				2.8	2.8
Actuated g/C Ratio		0.06	0.73			0.70	0.68				0.02	0.02
Clearance Time (s)		6.8	6.8			6.8	6.8				6.0	6.0
Vehicle Extension (s)		2.0	1.0			2.0	1.0				2.5	2.5
Lane Grp Cap (vph)		102	4646			112	4377				38	34
v/s Ratio Prot		c0.03	c0.34			0.00	0.31					
v/s Ratio Perm						0.10					c0.00	0.00
v/c Ratio		0.54	0.46			0.14	0.45				0.13	0.00
Uniform Delay, d1		59.6	7.3			6.1	9.3				62.4	62.2
Progression Factor		0.98	0.80			0.61	0.60				1.00	1.00
Incremental Delay, d2		2.6	0.3			0.2	0.3				1.1	0.0
Delay (s)		60.7	6.2			3.9	5.9				63.6	62.3
Level of Service		E	A			A	A				E	E
Approach Delay (s)			7.5				5.8					
Approach LOS			A				A					

Intersection Summary

HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL2	SWL	SWR	SWR2
Lane Configurations				
Traffic Volume (vph)	4	24	5	7
Future Volume (vph)	4	24	5	7
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1770	1583	
Flt Permitted		0.95	1.00	
Satd. Flow (perm)		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	26	5	7
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	30	12	0
Confl. Peds. (#/hr)				10
Confl. Bikes (#/hr)				
Turn Type	Prot	Prot	Prot	
Protected Phases	3	3	3	
Permitted Phases				
Actuated Green, G (s)		4.3	4.3	
Effective Green, g (s)		4.3	4.3	
Actuated g/C Ratio		0.03	0.03	
Clearance Time (s)		6.8	6.8	
Vehicle Extension (s)		2.5	2.5	
Lane Grp Cap (vph)		58	52	
v/s Ratio Prot		c0.02	0.01	
v/s Ratio Perm				
v/c Ratio		0.52	0.23	
Uniform Delay, d1		61.8	61.2	
Progression Factor		1.06	1.09	
Incremental Delay, d2		5.2	1.5	
Delay (s)		70.9	68.0	
Level of Service		E	E	
Approach Delay (s)		70.1		
Approach LOS		E		

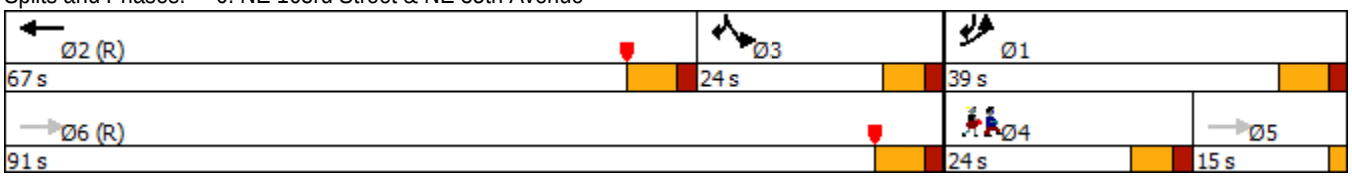
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø4	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	355	1663	1415	153	437			
Future Volume (vph)	355	1663	1415	153	437			
Turn Type	Prot	NA	NA	Prot	pt+ov			
Protected Phases	1		2	3	1 3	4	5	6
Permitted Phases		5 6						
Detector Phase	1	5 6	2	3	1 3			
Switch Phase								
Minimum Initial (s)	7.0		4.0	7.0		1.0	4.0	4.0
Minimum Split (s)	13.8		28.8	24.0		24.0	6.0	28.8
Total Split (s)	39.0		67.0	24.0		24.0	15.0	91.0
Total Split (%)	30.0%		51.5%	18.5%		18%	12%	70%
Yellow Time (s)	4.8		4.8	4.0		4.0	2.0	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	6.8		6.8	6.0				
Lead/Lag			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	None		None	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 55 (42%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	382	1788	1666	165	482
v/c Ratio	0.70	0.35	0.48	0.67	0.50
Control Delay	66.7	0.3	18.5	63.6	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	0.3	18.5	63.6	33.6
Queue Length 50th (ft)	173	0	236	137	190
Queue Length 95th (ft)	230	0	295	#223	235
Internal Link Dist (ft)		488	387	465	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	850	5085	3490	245	1204
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.35	0.48	0.67	0.40

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	355	1663	1415	30	104	153	437	11	0	0
Future Volume (vph)	355	1663	1415	30	104	153	437	11	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	2.0	6.8			6.0	6.8			
Lane Util. Factor	0.97	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	3433	5085	6313			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	3433	5085	6313			1770	2787			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	382	1788	1522	32	112	165	470	12	0	0
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	382	1788	1659	0	0	165	482	0	0	0
Confl. Peds. (#/hr)	5				5					
Turn Type	Prot	NA	NA			Prot	pt+ov			
Protected Phases	1		2			3	1 3			
Permitted Phases		5 6								
Actuated Green, G (s)	20.7	130.0	71.7			18.0	44.7			
Effective Green, g (s)	20.7	123.2	71.7			18.0	38.7			
Actuated g/C Ratio	0.16	0.95	0.55			0.14	0.30			
Clearance Time (s)	6.8		6.8			6.0				
Vehicle Extension (s)	3.0		1.0			3.0				
Lane Grp Cap (vph)	546	4819	3481			245	829			
v/s Ratio Prot	c0.11		c0.26			c0.09	0.17			
v/s Ratio Perm		0.35								
v/c Ratio	0.70	0.37	0.48			0.67	0.58			
Uniform Delay, d1	51.7	0.3	17.7			53.2	38.8			
Progression Factor	1.17	1.00	1.00			0.92	0.95			
Incremental Delay, d2	3.7	0.0	0.5			7.1	1.0			
Delay (s)	64.0	0.3	18.2			56.2	37.8			
Level of Service	E	A	B			E	D			
Approach Delay (s)		11.5	18.2			42.5			0.0	
Approach LOS		B	B			D			A	

Intersection Summary

HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1816	1134	80	0	35
Future Volume (Veh/h)	0	1816	1134	80	0	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	2018	1260	89	0	39
Pedestrians					23	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		467				
pX, platoon unblocked						
vC, conflicting volume	1283				1788	443
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1283				1788	443
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	93
cM capacity (veh/h)	525				71	550

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	504	504	504	504	420	420	420	89	39
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	89	39
cSH	1700	1700	1700	1700	1700	1700	1700	1700	550
Volume to Capacity	0.30	0.30	0.30	0.30	0.25	0.25	0.25	0.05	0.07
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Lane LOS									B
Approach Delay (s)	0.0				0.0				12.0
Approach LOS									B

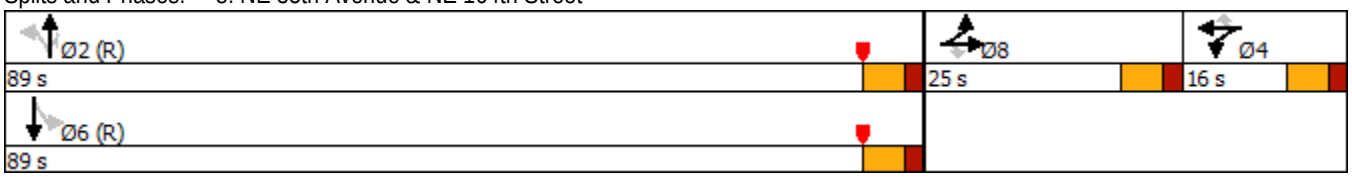
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	59	3	24	41	219	98	16	483
Future Volume (vph)	49	59	3	24	41	219	98	16	483
Turn Type	Perm	Split	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4	4			2			6
Permitted Phases	8			4	2		2	6	
Detector Phase	8	4	4	4	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	16.0	16.0	16.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	25.0	16.0	16.0	16.0	89.0	89.0	89.0	89.0	89.0
Total Split (%)	19.2%	12.3%	12.3%	12.3%	68.5%	68.5%	68.5%	68.5%	68.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	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	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	49	59	3	24	41	219	98	16	483	3
Future Volume (veh/h)	0	0	49	59	3	24	41	219	98	16	483	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	53	65	0	26	44	235	105	17	519	3
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	86	70	195	0	84	723	2704	1184	844	2756	16
Arrive On Green	0.00	0.00	0.05	0.05	0.00	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1870	1523	3563	0	1524	878	3554	1556	1037	3622	21
Grp Volume(v), veh/h	0	0	53	65	0	26	44	235	105	17	255	267
Grp Sat Flow(s),veh/h/ln	0	1870	1523	1781	0	1524	878	1777	1556	1037	1777	1866
Q Serve(g_s), s	0.0	0.0	4.5	2.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	4.5	2.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	86	70	195	0	84	723	2704	1184	844	1352	1420
V/C Ratio(X)	0.00	0.00	0.76	0.33	0.00	0.31	0.06	0.09	0.09	0.02	0.19	0.19
Avail Cap(c_a), veh/h	0	273	223	274	0	117	723	2704	1184	844	1352	1420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	61.3	59.1	0.0	59.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	11.7	0.7	0.0	1.5	0.1	0.0	0.1	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.0	1.1	0.0	0.9	0.0	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	73.0	59.9	0.0	60.6	0.1	0.0	0.1	0.0	0.3	0.3
LnGrp LOS	A	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		53			91			384			539	
Approach Delay, s/veh		73.0			60.1			0.1			0.3	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		104.9		13.1		104.9		12.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		83.0		10.0		83.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0		4.3		2.0		6.5				
Green Ext Time (p_c), s		0.7		0.1		1.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	172	10	0	481
Future Vol, veh/h	7	2	172	10	0	481
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	2	187	11	0	523

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	465	109	0	0	-	-
Stage 1	203	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	759	1079	-	-	0	-
Stage 1	897	-	-	-	0	-
Stage 2	873	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	751	1069	-	-	-	-
Mov Cap-2 Maneuver	751	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	804	-
HCM Lane V/C Ratio	-	-	0.012	-
HCM Control Delay (s)	-	-	9.5	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

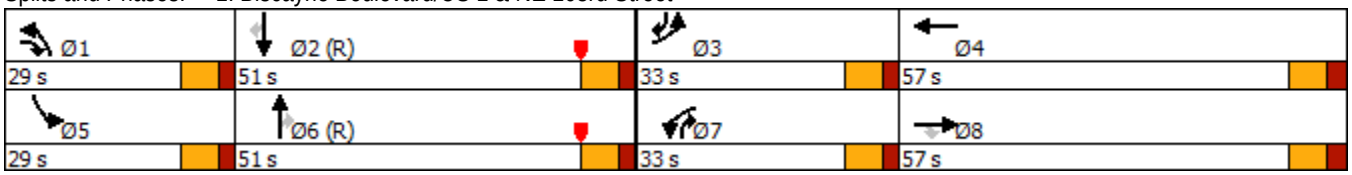
Future Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	1446	328	496	1296	657	263	1185	559	522	1636	647
Future Volume (vph)	391	1446	328	496	1296	657	263	1185	559	522	1636	647
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	56.7	11.8	11.8	56.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	57.0	29.0	33.0	57.0		29.0	51.0	33.0	29.0	51.0	33.0
Total Split (%)	19.4%	33.5%	17.1%	19.4%	33.5%		17.1%	30.0%	19.4%	17.1%	30.0%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	1446	328	496	1296	657	263	1185	559	522	1636	647
Future Volume (veh/h)	391	1446	328	496	1296	657	263	1185	559	522	1636	647
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	1461	331	501	1309	0	266	1197	565	527	1653	654
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1481	595	533	1613		312	1658	645	451	1917	674
Arrive On Green	0.13	0.29	0.29	0.15	0.32	0.00	0.12	0.34	0.34	0.17	0.40	0.40
Sat Flow, veh/h	3456	5106	1557	3456	5106	1585	3456	6434	1556	3456	6434	1579
Grp Volume(v), veh/h	395	1461	331	501	1309	0	266	1197	565	527	1653	654
Grp Sat Flow(s),veh/h/ln	1728	1702	1557	1728	1702	1585	1728	1609	1556	1728	1609	1579
Q Serve(g_s), s	19.1	48.4	28.4	24.4	40.1	0.0	12.8	27.6	43.8	22.2	40.1	50.6
Cycle Q Clear(g_c), s	19.1	48.4	28.4	24.4	40.1	0.0	12.8	27.6	43.8	22.2	40.1	50.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	1481	595	533	1613		312	1658	645	451	1917	674
V/C Ratio(X)	0.89	0.99	0.56	0.94	0.81		0.85	0.72	0.88	1.17	0.86	0.97
Avail Cap(c_a), veh/h	533	1481	595	533	1613		451	1658	645	451	1917	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	60.0	41.4	71.1	53.5	0.0	73.7	50.6	41.9	70.2	48.1	42.5
Incr Delay (d2), s/veh	15.1	20.2	1.0	21.7	2.6	0.0	10.2	2.8	15.4	97.1	5.4	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	23.7	11.2	12.5	17.7	0.0	6.0	11.1	25.4	15.7	16.2	33.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	80.2	42.4	92.8	56.1	0.0	83.9	53.3	57.3	167.3	53.5	70.7
LnGrp LOS	F	F	D	F	E		F	D	E	F	D	E
Approach Vol, veh/h		2187			1810	A		2028			2834	
Approach Delay, s/veh		75.9			66.3			58.4			78.7	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	57.8	28.6	61.4	29.0	51.0	33.0	57.0
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	22.2	* 44	26.2	* 49	22.2	* 44	26.2	* 49
Max Q Clear Time (g_c+I1), s	14.8	52.6	21.1	42.1	24.2	45.8	26.4	50.4
Green Ext Time (p_c), s	0.5	0.0	0.7	4.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.8
HCM 6th LOS	E

Notes

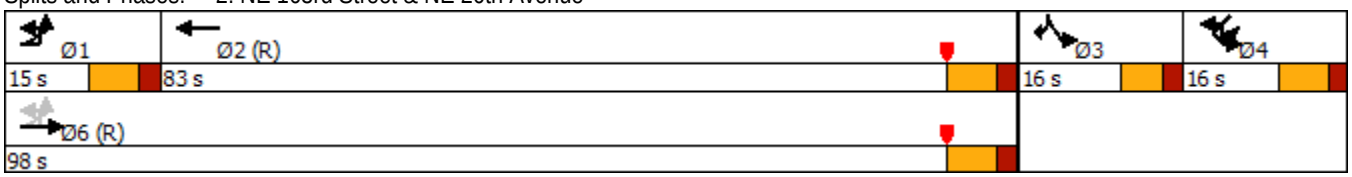
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	1	38	2465	2248	43	81	24	0
Future Volume (vph)	1	38	2465	2248	43	81	24	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 13 (10%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	1	38	2465	2248	43	43	81	9	24	0	8
Future Volume (vph)	1	38	2465	2248	43	43	81	9	24	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6385		1770	1583		1770	1583	
Flt Permitted		0.04	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		81	6408	6385		1770	1583		1770	1583	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	40	2568	2342	45	45	84	9	25	0	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	41	2568	2387	0	45	84	0	34	8	0
Confl. Peds. (#/hr)		5			5						5
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		96.0	96.0	84.7		9.4	9.4		5.0	5.0	
Effective Green, g (s)		96.0	96.0	84.7		9.4	9.4		5.0	5.0	
Actuated g/C Ratio		0.74	0.74	0.65		0.07	0.07		0.04	0.04	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		118	4732	4160		127	114		68	60	
v/s Ratio Prot		0.01	c0.40	c0.37		0.03	c0.05		c0.02	0.01	
v/s Ratio Perm		0.24									
v/c Ratio		0.35	0.54	0.57		0.35	0.74		0.50	0.13	
Uniform Delay, d1		9.3	7.4	12.6		57.4	59.1		61.3	60.4	
Progression Factor		1.00	1.00	0.11		1.00	1.00		0.91	0.95	
Incremental Delay, d2		0.6	0.5	0.5		1.2	20.6		4.1	0.7	
Delay (s)		10.0	7.9	1.9		58.6	79.7		59.9	58.1	
Level of Service		A	A	A		E	E		E	E	
Approach Delay (s)			7.9	1.9		72.4			59.5		
Approach LOS			A	A		E			E		

Intersection Summary

HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

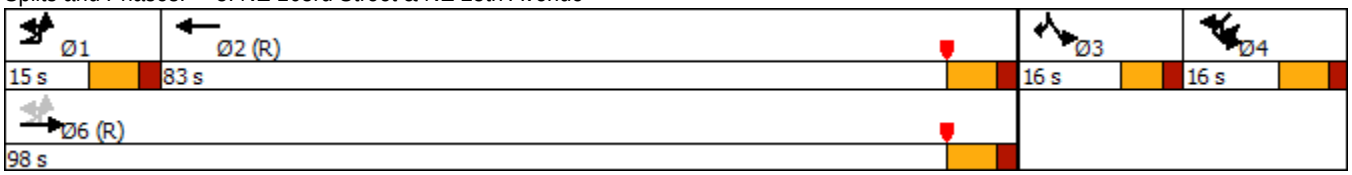
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	26	9	2485	2184	2	22	56	13
Future Volume (vph)	26	9	2485	2184	2	22	56	13
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	26	9	2485	2184	17	5	2	22	6	18	56	13
Future Volume (vph)	26	9	2485	2184	17	5	2	22	6	18	56	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6397			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		82	6408	6397			1770	1583			1770	1583
Peak-hour factor, PHF	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)	28	10	2701	2374	18	5	2	24	7	20	61	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	38	2701	2397	0	0	2	31	0	0	81	15
Confl. Peds. (#/hr)		3				3						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		95.8	95.8	84.5			5.2	5.2			9.4	9.4
Effective Green, g (s)		95.8	95.8	84.5			5.2	5.2			9.4	9.4
Actuated g/C Ratio		0.74	0.74	0.65			0.04	0.04			0.07	0.07
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		118	4722	4158			70	63			127	114
v/s Ratio Prot		0.01	c0.42	0.37			0.00	c0.02			c0.05	0.01
v/s Ratio Perm		0.23										
v/c Ratio		0.32	0.57	0.58			0.03	0.49			0.64	0.13
Uniform Delay, d1		9.3	7.8	12.7			60.0	61.1			58.6	56.5
Progression Factor		2.98	0.83	0.19			1.00	1.00			1.03	1.04
Incremental Delay, d2		0.5	0.4	0.5			0.1	4.3			8.9	0.4
Delay (s)		28.1	6.9	3.0			60.1	65.5			69.0	59.3
Level of Service		C	A	A			E	E			E	E
Approach Delay (s)			7.2	3.0			65.1				67.5	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

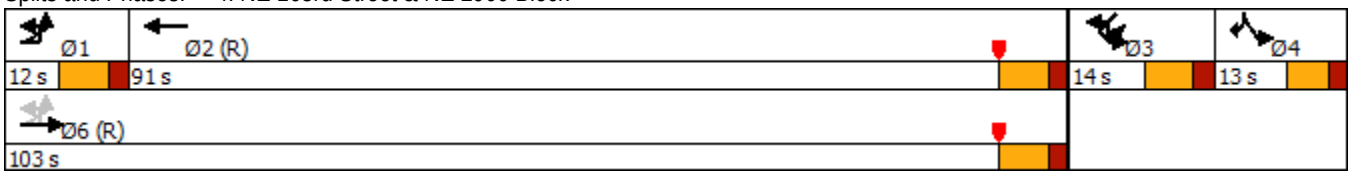
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	3
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	21	21	2447	2199	1	2	3	9
Future Volume (vph)	21	21	2447	2199	1	2	3	9
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 100 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	21	21	2447	2199	10	3	1	2	1	8	3	9
Future Volume (vph)	21	21	2447	2199	10	3	1	2	1	8	3	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6401			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		74	6408	6401			1770	1583			1770	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	23	2689	2416	11	3	1	2	1	9	3	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	46	2689	2430	0	0	1	3	0	0	12	10
Confl. Peds. (#/hr)		4				4						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		104.8	104.8	93.9			1.4	1.4			4.2	4.2
Effective Green, g (s)		104.8	104.8	93.9			1.4	1.4			4.2	4.2
Actuated g/C Ratio		0.81	0.81	0.72			0.01	0.01			0.03	0.03
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		113	5165	4623			19	17			57	51
v/s Ratio Prot		0.01	c0.42	0.38			0.00	c0.00			c0.01	0.01
v/s Ratio Perm		0.31										
v/c Ratio		0.41	0.52	0.53			0.05	0.18			0.21	0.20
Uniform Delay, d1		6.5	4.2	8.1			63.6	63.7			61.3	61.3
Progression Factor		1.44	3.08	0.02			1.00	1.00			0.58	0.58
Incremental Delay, d2		0.7	0.3	0.4			0.8	3.6			1.3	1.3
Delay (s)		10.1	13.3	0.5			64.5	67.3			37.0	36.9
Level of Service		B	B	A			E	E			D	D
Approach Delay (s)			13.2	0.5			66.6				37.0	
Approach LOS			B	A			E				D	

Intersection Summary

HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

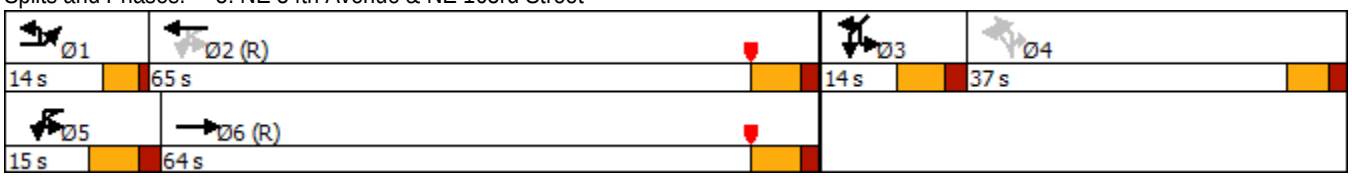
c Critical Lane Group

Lane Group	EBL	EBT	WBU	WBL	WBT	NBL	NBR2	SWL	SWR
Lane Configurations									
Traffic Volume (vph)	52	2379	14	3	2207	0	5	27	6
Future Volume (vph)	52	2379	14	3	2207	0	5	27	6
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	Perm	Prot	Prot
Protected Phases	1	6	5	5	2			3	3
Permitted Phases			2	2		4	4		
Detector Phase	1	6	5	5	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	9.5	21.8	11.8	11.8	21.8	37.0	37.0	13.8	13.8
Total Split (s)	14.0	64.0	15.0	15.0	65.0	37.0	37.0	14.0	14.0
Total Split (%)	10.8%	49.2%	11.5%	11.5%	50.0%	28.5%	28.5%	10.8%	10.8%
Yellow Time (s)	3.5	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8		6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL	NBR2
Lane Configurations												
Traffic Volume (vph)	7	52	2379	18	14	3	2207	9	21	6	0	5
Future Volume (vph)	7	52	2379	18	14	3	2207	9	21	6	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	6.8			6.8	6.8				6.0	6.0
Lane Util. Factor		1.00	0.86			1.00	0.86				1.00	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Frt		1.00	1.00			1.00	1.00				1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00				0.95	1.00
Satd. Flow (prot)		1770	6400			1770	6395				1770	1583
Flt Permitted		0.95	1.00			0.05	1.00				0.95	1.00
Satd. Flow (perm)		1770	6400			84	6395				1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Adj. Flow (vph)	7	55	2531	19	15	3	2348	10	23	6	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	62	2550	0	0	18	2381	0	0	0	6	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		pm+pt	pm+pt	NA			Perm	Perm	Perm
Protected Phases	1	1	6		5	5	2					
Permitted Phases					2	2				4	4	4
Actuated Green, G (s)		8.7	93.0			90.8	88.7				2.8	2.8
Effective Green, g (s)		8.7	93.0			90.8	88.7				2.8	2.8
Actuated g/C Ratio		0.07	0.72			0.70	0.68				0.02	0.02
Clearance Time (s)		4.5	6.8			6.8	6.8				6.0	6.0
Vehicle Extension (s)		3.0	1.0			2.0	1.0				2.5	2.5
Lane Grp Cap (vph)		118	4578			85	4363				38	34
v/s Ratio Prot		c0.04	c0.40			0.00	0.37					
v/s Ratio Perm						0.14					c0.00	0.00
v/c Ratio		0.53	0.56			0.21	0.55				0.16	0.00
Uniform Delay, d1		58.7	8.8			7.0	10.5				62.4	62.2
Progression Factor		0.91	0.89			0.76	0.51				1.00	1.00
Incremental Delay, d2		3.7	0.4			0.4	0.4				1.4	0.0
Delay (s)		57.2	8.2			5.7	5.8				63.9	62.3
Level of Service		E	A			A	A				E	E
Approach Delay (s)			9.4				5.8					
Approach LOS			A				A					

Intersection Summary

HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL2	SWL	SWR	SWR2
Lane Configurations				
Traffic Volume (vph)	5	27	6	8
Future Volume (vph)	5	27	6	8
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1770	1583	
Flt Permitted		0.95	1.00	
Satd. Flow (perm)		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	29	6	9
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	34	15	0
Confl. Peds. (#/hr)				10
Confl. Bikes (#/hr)				
Turn Type	Prot	Prot	Prot	
Protected Phases	3	3	3	
Permitted Phases				
Actuated Green, G (s)		5.7	5.7	
Effective Green, g (s)		5.7	5.7	
Actuated g/C Ratio		0.04	0.04	
Clearance Time (s)		6.8	6.8	
Vehicle Extension (s)		2.5	2.5	
Lane Grp Cap (vph)		77	69	
v/s Ratio Prot		c0.02	0.01	
v/s Ratio Perm				
v/c Ratio		0.44	0.22	
Uniform Delay, d1		60.6	60.0	
Progression Factor		1.02	1.02	
Incremental Delay, d2		2.4	1.0	
Delay (s)		64.3	61.9	
Level of Service		E	E	
Approach Delay (s)		63.5		
Approach LOS		E		

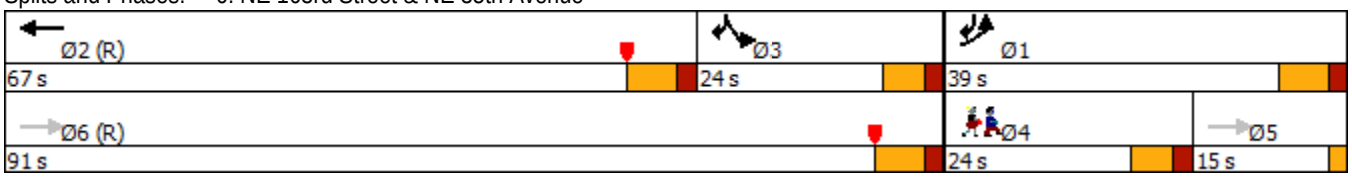
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø4	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	405	1994	1751	174	498			
Future Volume (vph)	405	1994	1751	174	498			
Turn Type	Prot	NA	NA	Prot	pt+ov			
Protected Phases	1		2	3	1 3	4	5	6
Permitted Phases		5 6						
Detector Phase	1	5 6	2	3	1 3			
Switch Phase								
Minimum Initial (s)	7.0		4.0	7.0		1.0	4.0	4.0
Minimum Split (s)	13.8		28.8	24.0		24.0	10.8	28.8
Total Split (s)	39.0		67.0	24.0		24.0	15.0	91.0
Total Split (%)	30.0%		51.5%	18.5%		18%	12%	70%
Yellow Time (s)	4.8		4.8	4.0		4.0	2.0	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	6.8		6.8	6.0				
Lead/Lag			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	None		None	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 55 (42%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	435	2144	2048	187	549
v/c Ratio	0.71	0.42	0.61	0.76	0.54
Control Delay	65.0	0.4	22.3	70.1	32.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	0.4	22.3	70.1	32.9
Queue Length 50th (ft)	197	0	334	156	215
Queue Length 95th (ft)	257	0	411	#266	261
Internal Link Dist (ft)		488	387	465	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	850	5085	3375	245	1204
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.42	0.61	0.76	0.46

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	405	1994	1751	34	119	174	498	13	0	0
Future Volume (vph)	405	1994	1751	34	119	174	498	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	2.0	6.8			6.0	6.8			
Lane Util. Factor	0.97	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	3433	5085	6320			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	3433	5085	6320			1770	2787			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	435	2144	1883	37	128	187	535	14	0	0
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	435	2144	2041	0	0	187	549	0	0	0
Confl. Peds. (#/hr)	5				5					
Turn Type	Prot	NA	NA			Prot	pt+ov			
Protected Phases	1		2			3	1 3			
Permitted Phases		5 6								
Actuated Green, G (s)	23.1	130.0	69.3			18.0	47.1			
Effective Green, g (s)	23.1	123.2	69.3			18.0	41.1			
Actuated g/C Ratio	0.18	0.95	0.53			0.14	0.32			
Clearance Time (s)	6.8		6.8			6.0				
Vehicle Extension (s)	3.0		1.0			3.0				
Lane Grp Cap (vph)	610	4819	3369			245	881			
v/s Ratio Prot	c0.13		c0.32			c0.11	0.20			
v/s Ratio Perm		0.42								
v/c Ratio	0.71	0.44	0.61			0.76	0.62			
Uniform Delay, d1	50.3	0.3	20.9			53.9	37.9			
Progression Factor	1.18	1.00	1.00			0.92	0.95			
Incremental Delay, d2	3.5	0.0	0.8			13.0	1.4			
Delay (s)	63.0	0.3	21.8			62.7	37.2			
Level of Service	E	A	C			E	D			
Approach Delay (s)		10.9	21.8			43.7			0.0	
Approach LOS		B	C			D			A	

Intersection Summary

HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2169	1396	91	0	40
Future Volume (Veh/h)	0	2169	1396	91	0	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	2410	1551	101	0	44
Pedestrians					23	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		467				
pX, platoon unblocked						
vC, conflicting volume	1574				2176	540
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1574				2176	540
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	91
cM capacity (veh/h)	406				39	475

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	602	602	602	602	517	517	517	101	44
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	101	44
cSH	1700	1700	1700	1700	1700	1700	1700	1700	475
Volume to Capacity	0.35	0.35	0.35	0.35	0.30	0.30	0.30	0.06	0.09
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
Lane LOS									B
Approach Delay (s)	0.0				0.0				13.3
Approach LOS									B

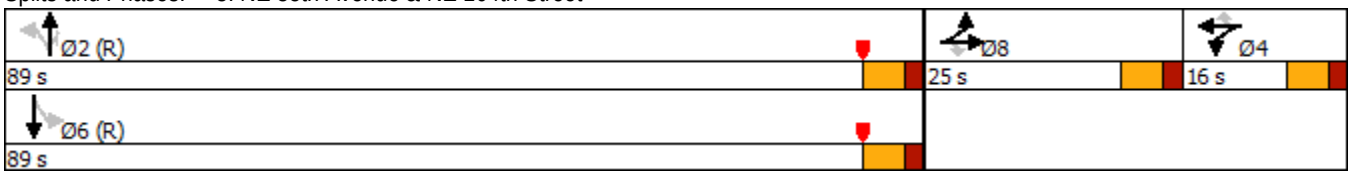
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	67	3	27	47	250	112	18	551
Future Volume (vph)	56	67	3	27	47	250	112	18	551
Turn Type	Perm	Split	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4	4			2			6
Permitted Phases	8			4	2		2	6	
Detector Phase	8	4	4	4	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	16.0	16.0	16.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	25.0	16.0	16.0	16.0	89.0	89.0	89.0	89.0	89.0
Total Split (%)	19.2%	12.3%	12.3%	12.3%	68.5%	68.5%	68.5%	68.5%	68.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	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	6.0
Lead/Lag	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	56	67	3	27	47	250	112	18	551	3
Future Volume (veh/h)	0	0	56	67	3	27	47	250	112	18	551	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	60	74	0	29	51	269	120	19	592	3
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	91	74	198	0	85	677	2692	1179	806	2746	14
Arrive On Green	0.00	0.00	0.05	0.06	0.00	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	0	1870	1523	3563	0	1525	820	3554	1556	991	3625	18
Grp Volume(v), veh/h	0	0	60	74	0	29	51	269	120	19	290	305
Grp Sat Flow(s),veh/h/ln	0	1870	1523	1781	0	1525	820	1777	1556	991	1777	1867
Q Serve(g_s), s	0.0	0.0	5.1	2.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.1	2.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	91	74	198	0	85	677	2692	1179	806	1346	1414
V/C Ratio(X)	0.00	0.00	0.81	0.37	0.00	0.34	0.08	0.10	0.10	0.02	0.22	0.22
Avail Cap(c_a), veh/h	0	273	223	274	0	117	677	2692	1179	806	1346	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.63	0.63	0.63	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	61.2	59.2	0.0	59.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	14.2	0.9	0.0	1.8	0.1	0.0	0.1	0.1	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	1.2	0.0	1.0	0.0	0.0	0.0	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	75.5	60.1	0.0	60.9	0.1	0.0	0.1	0.1	0.4	0.3
LnGrp LOS	A	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		60			103			440			614	
Approach Delay, s/veh		75.5			60.3			0.1			0.3	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		104.5		13.2		104.5		12.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		83.0		10.0		83.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0		4.6		2.0		7.1				
Green Ext Time (p_c), s		0.8		0.1		1.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	2	196	11	0	548
Future Vol, veh/h	8	2	196	11	0	548
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	213	12	0	596

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	527	123	0	0	-	-
Stage 1	229	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	713	1064	-	-	0	-
Stage 1	864	-	-	-	0	-
Stage 2	836	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	706	1054	-	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	756	-
HCM Lane V/C Ratio	-	-	0.014	-
HCM Control Delay (s)	-	-	9.8	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

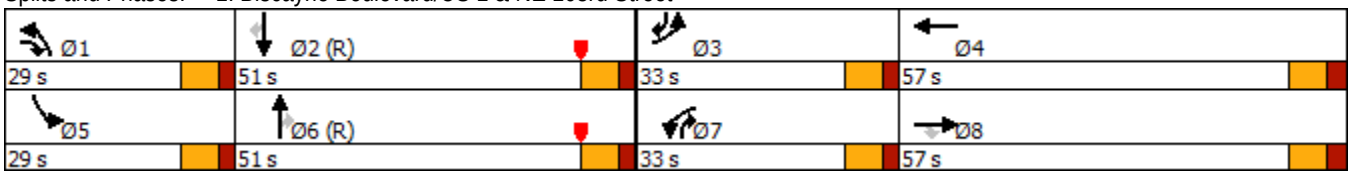
Future Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	1522	328	647	1396	761	263	1185	675	602	1636	647
Future Volume (vph)	391	1522	328	647	1396	761	263	1185	675	602	1636	647
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	56.7	11.8	11.8	56.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	57.0	29.0	33.0	57.0		29.0	51.0	33.0	29.0	51.0	33.0
Total Split (%)	19.4%	33.5%	17.1%	19.4%	33.5%		17.1%	30.0%	19.4%	17.1%	30.0%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



HCM 6th Signalized Intersection Summary
1: Biscayne Boulevard/US 1 & NE 163rd Street

Future Total Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	1522	328	647	1396	761	263	1185	675	602	1636	647
Future Volume (veh/h)	391	1522	328	647	1396	761	263	1185	675	602	1636	647
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	1537	331	654	1410	0	266	1197	682	608	1653	654
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1481	595	533	1613		312	1658	645	451	1917	674
Arrive On Green	0.13	0.29	0.29	0.15	0.32	0.00	0.12	0.34	0.34	0.17	0.40	0.40
Sat Flow, veh/h	3456	5106	1557	3456	5106	1585	3456	6434	1556	3456	6434	1579
Grp Volume(v), veh/h	395	1537	331	654	1410	0	266	1197	682	608	1653	654
Grp Sat Flow(s),veh/h/ln	1728	1702	1557	1728	1702	1585	1728	1609	1556	1728	1609	1579
Q Serve(g_s), s	19.1	49.3	28.4	26.2	44.4	0.0	12.8	27.6	43.8	22.2	40.1	50.6
Cycle Q Clear(g_c), s	19.1	49.3	28.4	26.2	44.4	0.0	12.8	27.6	43.8	22.2	40.1	50.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	1481	595	533	1613		312	1658	645	451	1917	674
V/C Ratio(X)	0.89	1.04	0.56	1.23	0.87		0.85	0.72	1.06	1.35	0.86	0.97
Avail Cap(c_a), veh/h	533	1481	595	533	1613		451	1658	645	451	1917	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	60.4	41.4	71.9	55.0	0.0	73.7	50.6	45.9	70.2	48.1	42.5
Incr Delay (d2), s/veh	15.1	33.9	1.0	114.5	4.2	0.0	10.2	2.8	51.5	170.5	5.4	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	25.9	11.2	20.1	19.7	0.0	6.0	11.1	37.1	20.3	16.2	33.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	94.2	42.4	186.4	59.1	0.0	83.9	53.3	97.4	240.7	53.5	70.7
LnGrp LOS	F	F	D	F	E		F	D	F	F	D	E
Approach Vol, veh/h		2263			2064	A		2145			2915	
Approach Delay, s/veh		85.6			99.5			71.1			96.4	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	57.8	28.6	61.4	29.0	51.0	33.0	57.0
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	22.2	* 44	26.2	* 49	22.2	* 44	26.2	* 49
Max Q Clear Time (g_c+I1), s	14.8	52.6	21.1	46.4	24.2	45.8	28.2	51.3
Green Ext Time (p_c), s	0.5	0.0	0.7	2.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	88.7
HCM 6th LOS	F

Notes

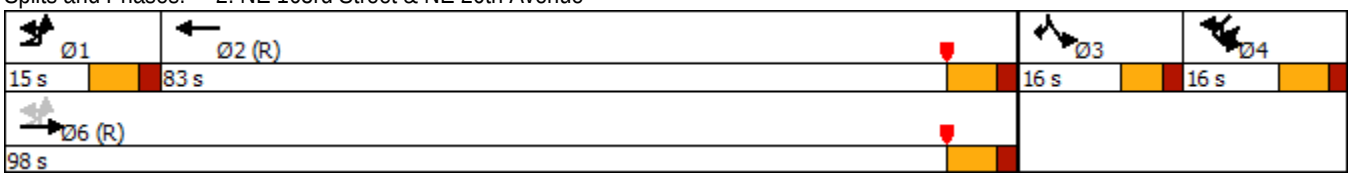
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	1	38	2737	2603	43	81	24	0
Future Volume (vph)	1	38	2737	2603	43	81	24	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 13 (10%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	1	38	2737	2603	43	43	81	9	24	0	8
Future Volume (vph)	1	38	2737	2603	43	43	81	9	24	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6388		1770	1583		1770	1583	
Flt Permitted		0.04	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		81	6408	6388		1770	1583		1770	1583	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	40	2851	2711	45	45	84	9	25	0	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	41	2851	2756	0	45	84	0	34	8	0
Confl. Peds. (#/hr)		5			5						5
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		96.0	96.0	84.7		9.4	9.4		5.0	5.0	
Effective Green, g (s)		96.0	96.0	84.7		9.4	9.4		5.0	5.0	
Actuated g/C Ratio		0.74	0.74	0.65		0.07	0.07		0.04	0.04	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		118	4732	4162		127	114		68	60	
v/s Ratio Prot		0.01	c0.44	c0.43		0.03	c0.05		c0.02	0.01	
v/s Ratio Perm		0.24									
v/c Ratio		0.35	0.60	0.66		0.35	0.74		0.50	0.13	
Uniform Delay, d1		11.8	8.0	13.9		57.4	59.1		61.3	60.4	
Progression Factor		1.00	1.00	0.10		1.00	1.00		0.89	0.91	
Incremental Delay, d2		0.6	0.6	0.7		1.2	20.6		4.0	0.7	
Delay (s)		12.5	8.6	2.0		58.6	79.7		58.3	55.6	
Level of Service		B	A	A		E	E		E	E	
Approach Delay (s)			8.6	2.0		72.4			57.8		
Approach LOS			A	A		E			E		

Intersection Summary

HCM 2000 Control Delay	7.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		

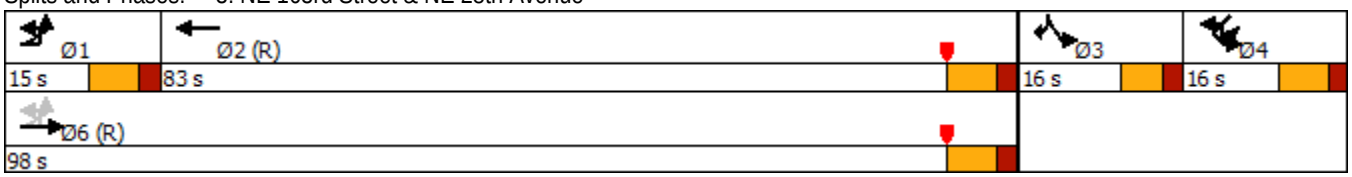
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	26	9	2757	2539	2	22	56	13
Future Volume (vph)	26	9	2757	2539	2	22	56	13
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	26	9	2757	2539	17	5	2	22	6	18	56	13
Future Volume (vph)	26	9	2757	2539	17	5	2	22	6	18	56	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6398			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		82	6408	6398			1770	1583			1770	1583
Peak-hour factor, PHF	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)	28	10	2997	2760	18	5	2	24	7	20	61	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	38	2997	2783	0	0	2	31	0	0	81	15
Confl. Peds. (#/hr)		3				3						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		95.8	95.8	84.5			5.2	5.2			9.4	9.4
Effective Green, g (s)		95.8	95.8	84.5			5.2	5.2			9.4	9.4
Actuated g/C Ratio		0.74	0.74	0.65			0.04	0.04			0.07	0.07
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		118	4722	4158			70	63			127	114
v/s Ratio Prot		0.01	c0.47	c0.43			0.00	c0.02			c0.05	0.01
v/s Ratio Perm		0.23										
v/c Ratio		0.32	0.63	0.67			0.03	0.49			0.64	0.13
Uniform Delay, d1		11.9	8.5	14.1			60.0	61.1			58.6	56.5
Progression Factor		2.85	0.80	0.19			1.00	1.00			1.02	1.05
Incremental Delay, d2		0.5	0.6	0.7			0.1	4.3			8.8	0.4
Delay (s)		34.5	7.3	3.4			60.1	65.5			68.6	59.5
Level of Service		C	A	A			E	E			E	E
Approach Delay (s)			7.6	3.4			65.1				67.2	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

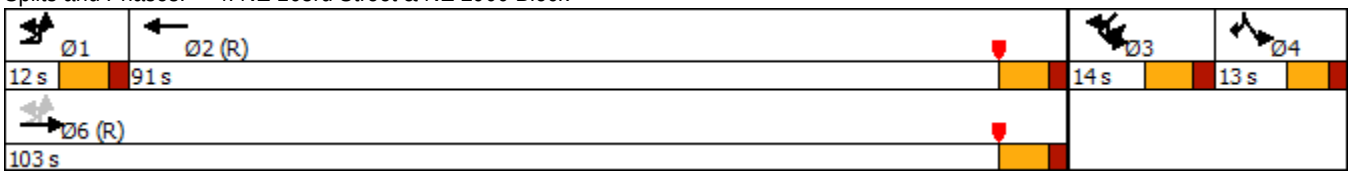
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	3
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	21	21	2719	2554	1	2	3	9
Future Volume (vph)	21	21	2719	2554	1	2	3	9
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 100 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	21	21	2719	2554	10	3	1	2	1	8	3	9
Future Volume (vph)	21	21	2719	2554	10	3	1	2	1	8	3	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6402			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		74	6408	6402			1770	1583			1770	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	23	2988	2807	11	3	1	2	1	9	3	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	46	2988	2821	0	0	1	3	0	0	12	10
Confl. Peds. (#/hr)		4				4						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		104.8	104.8	93.9			1.4	1.4			4.2	4.2
Effective Green, g (s)		104.8	104.8	93.9			1.4	1.4			4.2	4.2
Actuated g/C Ratio		0.81	0.81	0.72			0.01	0.01			0.03	0.03
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		113	5165	4624			19	17			57	51
v/s Ratio Prot		0.01	c0.47	c0.44			0.00	c0.00			c0.01	0.01
v/s Ratio Perm		0.31										
v/c Ratio		0.41	0.58	0.61			0.05	0.18			0.21	0.20
Uniform Delay, d1		8.7	4.6	9.0			63.6	63.7			61.3	61.3
Progression Factor		1.34	2.94	0.02			1.00	1.00			0.56	0.56
Incremental Delay, d2		0.7	0.4	0.5			0.8	3.6			1.3	1.3
Delay (s)		12.4	13.8	0.7			64.5	67.3			35.4	35.4
Level of Service		B	B	A			E	E			D	D
Approach Delay (s)			13.8	0.7			66.6				35.4	
Approach LOS			B	A			E				D	

Intersection Summary

HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		

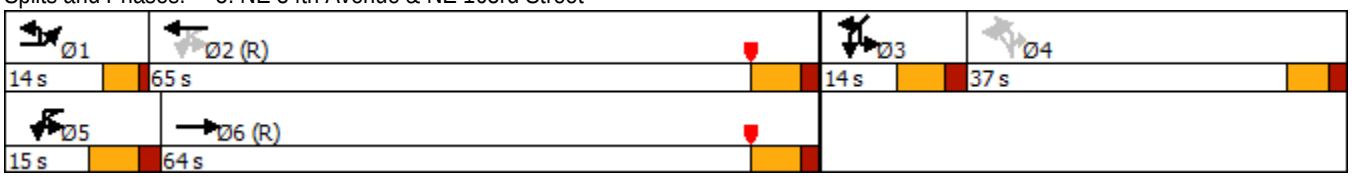
c Critical Lane Group

Lane Group	EBL	EBT	WBU	WBL	WBT	NBL	NBR2	SWL	SWR
Lane Configurations									
Traffic Volume (vph)	52	2651	14	3	2562	0	5	27	6
Future Volume (vph)	52	2651	14	3	2562	0	5	27	6
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	Perm	Prot	Prot
Protected Phases	1	6	5	5	2			3	3
Permitted Phases			2	2		4	4		
Detector Phase	1	6	5	5	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	9.5	21.8	11.8	11.8	21.8	37.0	37.0	13.8	13.8
Total Split (s)	14.0	64.0	15.0	15.0	65.0	37.0	37.0	14.0	14.0
Total Split (%)	10.8%	49.2%	11.5%	11.5%	50.0%	28.5%	28.5%	10.8%	10.8%
Yellow Time (s)	3.5	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8		6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL	NBR2
Lane Configurations												
Traffic Volume (vph)	7	52	2651	18	14	3	2562	9	21	6	0	5
Future Volume (vph)	7	52	2651	18	14	3	2562	9	21	6	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	6.8			6.8	6.8				6.0	6.0
Lane Util. Factor		1.00	0.86			1.00	0.86				1.00	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Frt		1.00	1.00			1.00	1.00				1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00				0.95	1.00
Satd. Flow (prot)		1770	6401			1770	6397				1770	1583
Flt Permitted		0.95	1.00			0.05	1.00				0.95	1.00
Satd. Flow (perm)		1770	6401			84	6397				1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	55	2820	19	15	3	2726	10	22	6	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	62	2839	0	0	18	2758	0	0	0	6	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		pm+pt	pm+pt	NA			Perm	Perm	Perm
Protected Phases	1	1	6		5	5	2					
Permitted Phases					2	2				4	4	4
Actuated Green, G (s)		8.7	93.0			90.8	88.7				2.8	2.8
Effective Green, g (s)		8.7	93.0			90.8	88.7				2.8	2.8
Actuated g/C Ratio		0.07	0.72			0.70	0.68				0.02	0.02
Clearance Time (s)		4.5	6.8			6.8	6.8				6.0	6.0
Vehicle Extension (s)		3.0	1.0			2.0	1.0				2.5	2.5
Lane Grp Cap (vph)		118	4579			85	4364				38	34
v/s Ratio Prot		c0.04	c0.44			0.00	0.43					
v/s Ratio Perm						0.14					c0.00	0.00
v/c Ratio		0.53	0.62			0.21	0.63				0.16	0.00
Uniform Delay, d1		58.7	9.5			7.9	11.5				62.4	62.2
Progression Factor		0.92	1.04			0.59	0.49				1.00	1.00
Incremental Delay, d2		3.6	0.6			0.3	0.5				1.4	0.0
Delay (s)		57.4	10.4			4.9	6.1				63.9	62.3
Level of Service		E	B			A	A				E	E
Approach Delay (s)			11.4				6.1					
Approach LOS			B				A					

Intersection Summary

HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL2	SWL	SWR	SWR2
Lane Configurations				
Traffic Volume (vph)	5	27	6	8
Future Volume (vph)	5	27	6	8
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1770	1583	
Flt Permitted		0.95	1.00	
Satd. Flow (perm)		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	29	6	9
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	34	15	0
Confl. Peds. (#/hr)				10
Confl. Bikes (#/hr)				
Turn Type	Prot	Prot	Prot	
Protected Phases	3	3	3	
Permitted Phases				
Actuated Green, G (s)		5.7	5.7	
Effective Green, g (s)		5.7	5.7	
Actuated g/C Ratio		0.04	0.04	
Clearance Time (s)		6.8	6.8	
Vehicle Extension (s)		2.5	2.5	
Lane Grp Cap (vph)		77	69	
v/s Ratio Prot		c0.02	0.01	
v/s Ratio Perm				
v/c Ratio		0.44	0.22	
Uniform Delay, d1		60.6	60.0	
Progression Factor		0.94	0.93	
Incremental Delay, d2		2.0	0.8	
Delay (s)		58.8	56.7	
Level of Service		E	E	
Approach Delay (s)		58.2		
Approach LOS		E		

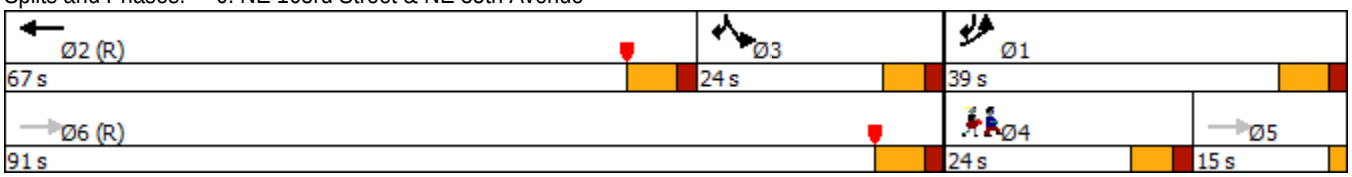
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø4	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	677	1994	1931	273	673			
Future Volume (vph)	677	1994	1931	273	673			
Turn Type	Prot	NA	NA	Prot	pt+ov			
Protected Phases	1		2	3	1 3	4	5	6
Permitted Phases		5 6						
Detector Phase	1	5 6	2	3	1 3			
Switch Phase								
Minimum Initial (s)	7.0		4.0	7.0		1.0	4.0	4.0
Minimum Split (s)	13.8		28.8	24.0		24.0	10.8	28.8
Total Split (s)	39.0		67.0	24.0		24.0	15.0	91.0
Total Split (%)	30.0%		51.5%	18.5%		18%	12%	70%
Yellow Time (s)	4.8		4.8	4.0		4.0	2.0	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	6.8		6.8	6.0				
Lead/Lag			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	None		None	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 55 (42%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	728	2144	2265	294	738
v/c Ratio	0.88	0.42	0.76	1.20	0.62
Control Delay	66.7	0.2	30.6	162.4	35.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.7	0.2	30.6	162.4	35.1
Queue Length 50th (ft)	293	0	451	~305	315
Queue Length 95th (ft)	#410	0	497	#491	389
Internal Link Dist (ft)		488	387	465	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	850	5085	2971	245	1204
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.86	0.42	0.76	1.20	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	677	1994	1931	34	141	273	673	13	0	0
Future Volume (vph)	677	1994	1931	34	141	273	673	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	2.0	6.8			6.0	6.8			
Lane Util. Factor	0.97	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	3433	5085	6317			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	3433	5085	6317			1770	2787			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	728	2144	2076	37	152	294	724	14	0	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	728	2144	2257	0	0	294	738	0	0	0
Confl. Peds. (#/hr)	5				5					
Turn Type	Prot	NA	NA			Prot	pt+ov			
Protected Phases	1		2			3	1 3			
Permitted Phases		5 6								
Actuated Green, G (s)	31.4	130.0	61.0			18.0	55.4			
Effective Green, g (s)	31.4	123.2	61.0			18.0	49.4			
Actuated g/C Ratio	0.24	0.95	0.47			0.14	0.38			
Clearance Time (s)	6.8		6.8			6.0				
Vehicle Extension (s)	3.0		1.0			3.0				
Lane Grp Cap (vph)	829	4819	2964			245	1059			
v/s Ratio Prot	c0.21		c0.36			c0.17	0.26			
v/s Ratio Perm		0.42								
v/c Ratio	0.88	0.44	0.76			1.20	0.70			
Uniform Delay, d1	47.5	0.3	28.5			56.0	34.0			
Progression Factor	1.17	1.00	1.00			0.84	1.12			
Incremental Delay, d2	9.0	0.0	1.9			121.1	1.9			
Delay (s)	64.7	0.3	30.4			168.2	39.9			
Level of Service	E	A	C			F	D			
Approach Delay (s)		16.6	30.4			76.5			0.0	
Approach LOS		B	C			E			A	

Intersection Summary

HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2268	1412	146	0	220
Future Volume (Veh/h)	0	2268	1412	146	0	220
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	2520	1569	162	0	244
Pedestrians					23	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					2	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		467				
pX, platoon unblocked						
vC, conflicting volume	1592				2222	546
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1592				2222	546
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	48
cM capacity (veh/h)	399				36	471

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	630	630	630	630	523	523	523	162	244
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	162	244
cSH	1700	1700	1700	1700	1700	1700	1700	1700	471
Volume to Capacity	0.37	0.37	0.37	0.37	0.31	0.31	0.31	0.10	0.52
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	73
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6
Lane LOS									C
Approach Delay (s)	0.0				0.0				20.6
Approach LOS									C

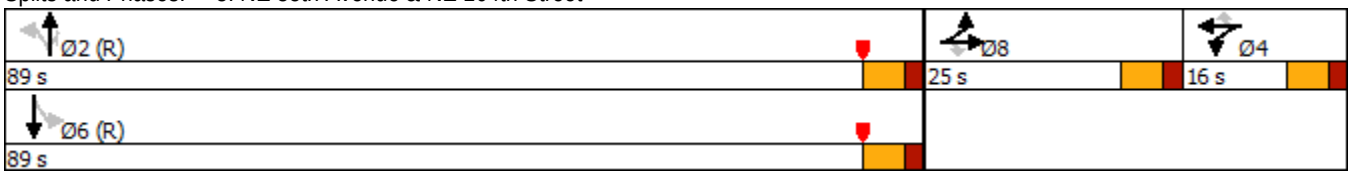
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	341	3	37	47	250	406	33	551
Future Volume (vph)	56	341	3	37	47	250	406	33	551
Turn Type	Perm	Split	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases		4	4			2			6
Permitted Phases	8			4	2		2	6	
Detector Phase	8	4	4	4	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	16.0	16.0	16.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	25.0	16.0	16.0	16.0	89.0	89.0	89.0	89.0	89.0
Total Split (%)	19.2%	12.3%	12.3%	12.3%	68.5%	68.5%	68.5%	68.5%	68.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	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	6.0
Lead/Lag	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	56	341	3	37	47	250	406	33	551	3
Future Volume (veh/h)	0	0	56	341	3	37	47	250	406	33	551	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	60	369	0	40	51	269	437	35	592	3
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	91	74	274	0	119	656	2615	1145	599	2668	14
Arrive On Green	0.00	0.00	0.05	0.08	0.00	0.08	0.98	0.98	0.98	0.98	0.98	0.98
Sat Flow, veh/h	0	1870	1523	3563	0	1542	820	3554	1556	740	3625	18
Grp Volume(v), veh/h	0	0	60	369	0	40	51	269	437	35	290	305
Grp Sat Flow(s),veh/h/ln	0	1870	1523	1781	0	1542	820	1777	1556	740	1777	1867
Q Serve(g_s), s	0.0	0.0	5.1	10.0	0.0	3.2	0.2	0.2	1.2	0.2	0.6	0.6
Cycle Q Clear(g_c), s	0.0	0.0	5.1	10.0	0.0	3.2	0.8	0.2	1.2	0.4	0.6	0.6
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	91	74	274	0	119	656	2615	1145	599	1308	1374
V/C Ratio(X)	0.00	0.00	0.81	1.35	0.00	0.34	0.08	0.10	0.38	0.06	0.22	0.22
Avail Cap(c_a), veh/h	0	273	223	274	0	119	656	2615	1145	599	1308	1374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	0.36	0.36	0.36	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	61.2	60.0	0.0	56.9	0.4	0.4	0.4	0.4	0.4	0.4
Incr Delay (d2), s/veh	0.0	0.0	14.2	178.2	0.0	1.2	0.1	0.0	0.3	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	11.3	0.0	1.3	0.0	0.1	0.3	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	75.5	238.2	0.0	58.1	0.5	0.4	0.7	0.6	0.8	0.7
LnGrp LOS	A	A	E	F	A	E	A	A	A	A	A	A
Approach Vol, veh/h		60			409			757			630	
Approach Delay, s/veh		75.5			220.6			0.6			0.7	
Approach LOS		E			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		101.7		16.0		101.7		12.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		83.0		10.0		83.0		19.0				
Max Q Clear Time (g_c+I1), s		3.2		12.0		2.6		7.1				
Green Ext Time (p_c), s		1.0		0.0		1.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.

Intersection						
Int Delay, s/veh	0.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	11	206	11	0	563
Future Vol, veh/h	8	11	206	11	0	563
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	12	224	12	0	612

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	546	128	0	0	-	-
Stage 1	240	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	700	1059	-	-	0	-
Stage 1	850	-	-	-	0	-
Stage 2	828	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	693	1049	-	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	862	-
HCM Lane V/C Ratio	-	-	0.024	-
HCM Control Delay (s)	-	-	9.3	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-

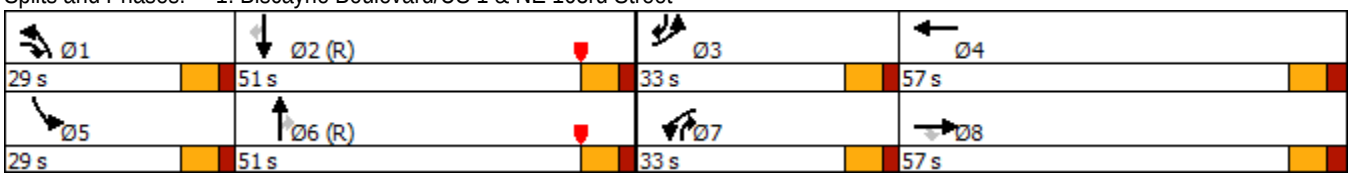
Future Total with Improvements Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	391	1515	328	637	1389	754	263	1185	665	595	1636	647
Future Volume (vph)	391	1515	328	637	1389	754	263	1185	665	595	1636	647
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	56.7	11.8	11.8	56.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	57.0	29.0	33.0	57.0		29.0	51.0	33.0	29.0	51.0	33.0
Total Split (%)	19.4%	33.5%	17.1%	19.4%	33.5%		17.1%	30.0%	19.4%	17.1%	30.0%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	391	1515	328	637	1389	754	263	1185	665	595	1636	647
Future Volume (veh/h)	391	1515	328	637	1389	754	263	1185	665	595	1636	647
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	1530	331	643	1403	0	266	1197	672	601	1653	654
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1481	595	533	1613		312	1658	645	451	1917	674
Arrive On Green	0.13	0.29	0.29	0.15	0.32	0.00	0.12	0.34	0.34	0.17	0.40	0.40
Sat Flow, veh/h	3456	5106	1557	3456	5106	1585	3456	6434	1556	3456	6434	1579
Grp Volume(v), veh/h	395	1530	331	643	1403	0	266	1197	672	601	1653	654
Grp Sat Flow(s),veh/h/ln	1728	1702	1557	1728	1702	1585	1728	1609	1556	1728	1609	1579
Q Serve(g_s), s	19.1	49.3	28.4	26.2	44.1	0.0	12.8	27.6	43.8	22.2	40.1	50.6
Cycle Q Clear(g_c), s	19.1	49.3	28.4	26.2	44.1	0.0	12.8	27.6	43.8	22.2	40.1	50.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	1481	595	533	1613		312	1658	645	451	1917	674
V/C Ratio(X)	0.89	1.03	0.56	1.21	0.87		0.85	0.72	1.04	1.33	0.86	0.97
Avail Cap(c_a), veh/h	533	1481	595	533	1613		451	1658	645	451	1917	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	60.4	41.4	71.9	54.9	0.0	73.7	50.6	45.9	70.2	48.1	42.5
Incr Delay (d2), s/veh	15.1	32.4	1.0	106.1	4.0	0.0	10.2	2.8	46.7	163.9	5.4	28.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	25.7	11.2	19.5	19.6	0.0	6.0	11.1	36.2	19.9	16.2	33.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	92.8	42.4	178.0	58.9	0.0	83.9	53.3	92.6	234.1	53.5	70.7
LnGrp LOS	F	F	D	F	E		F	D	F	F	D	E
Approach Vol, veh/h		2256			2046	A		2135			2908	
Approach Delay, s/veh		84.5			96.3			69.5			94.7	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	57.8	28.6	61.4	29.0	51.0	33.0	57.0
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	22.2	* 44	26.2	* 49	22.2	* 44	26.2	* 49
Max Q Clear Time (g_c+I1), s	14.8	52.6	21.1	46.1	24.2	45.8	28.2	51.3
Green Ext Time (p_c), s	0.5	0.0	0.7	2.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.9
HCM 6th LOS	F

Notes

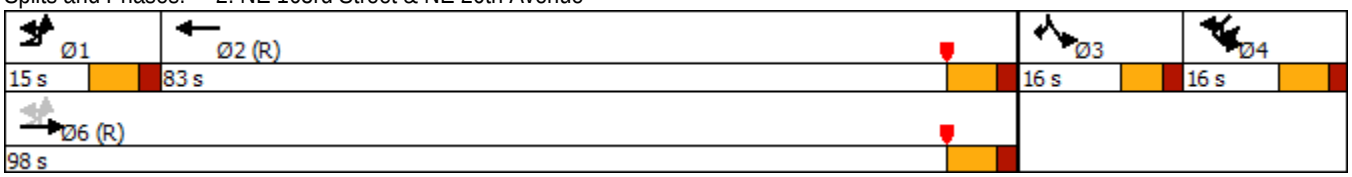
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	1	38	2713	2579	43	81	24	0
Future Volume (vph)	1	38	2713	2579	43	81	24	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 13 (10%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	1	38	2713	2579	43	43	81	9	24	0	8
Future Volume (vph)	1	38	2713	2579	43	43	81	9	24	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6388		1770	1583		1770	1583	
Flt Permitted		0.04	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		81	6408	6388		1770	1583		1770	1583	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1	40	2826	2686	45	45	84	9	25	0	8
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	41	2826	2731	0	45	84	0	34	8	0
Confl. Peds. (#/hr)		5			5						5
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		96.0	96.0	84.7		9.4	9.4		5.0	5.0	
Effective Green, g (s)		96.0	96.0	84.7		9.4	9.4		5.0	5.0	
Actuated g/C Ratio		0.74	0.74	0.65		0.07	0.07		0.04	0.04	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		118	4732	4162		127	114		68	60	
v/s Ratio Prot		0.01	c0.44	c0.43		0.03	c0.05		c0.02	0.01	
v/s Ratio Perm		0.24									
v/c Ratio		0.35	0.60	0.66		0.35	0.74		0.50	0.13	
Uniform Delay, d1		11.6	8.0	13.8		57.4	59.1		61.3	60.4	
Progression Factor		1.00	1.00	0.25		1.00	1.00		0.89	0.92	
Incremental Delay, d2		0.6	0.6	0.6		1.2	20.6		4.0	0.7	
Delay (s)		12.3	8.5	4.0		58.6	79.7		58.4	56.5	
Level of Service		B	A	A		E	E		E	E	
Approach Delay (s)			8.6	4.0		72.4			58.0		
Approach LOS			A	A		E			E		

Intersection Summary

HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

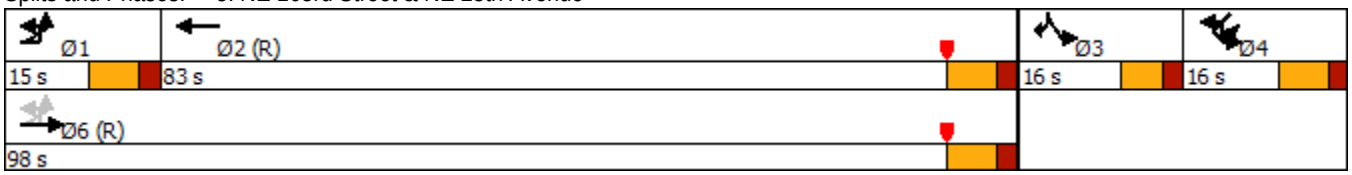
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	26	9	2733	2515	2	22	56	13
Future Volume (vph)	26	9	2733	2515	2	22	56	13
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	15.0	15.0	98.0	83.0	16.0	16.0	16.0	16.0
Total Split (%)	11.5%	11.5%	75.4%	63.8%	12.3%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	26	9	2733	2515	17	5	2	22	6	18	56	13
Future Volume (vph)	26	9	2733	2515	17	5	2	22	6	18	56	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6398			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		82	6408	6398			1770	1583			1770	1583
Peak-hour factor, PHF	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)	28	10	2971	2734	18	5	2	24	7	20	61	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	38	2971	2757	0	0	2	31	0	0	81	15
Confl. Peds. (#/hr)		3				3						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		95.8	95.8	84.5			5.2	5.2			9.4	9.4
Effective Green, g (s)		95.8	95.8	84.5			5.2	5.2			9.4	9.4
Actuated g/C Ratio		0.74	0.74	0.65			0.04	0.04			0.07	0.07
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		118	4722	4158			70	63			127	114
v/s Ratio Prot		0.01	c0.46	c0.43			0.00	c0.02			c0.05	0.01
v/s Ratio Perm		0.23										
v/c Ratio		0.32	0.63	0.66			0.03	0.49			0.64	0.13
Uniform Delay, d1		11.7	8.4	14.0			60.0	61.1			58.6	56.5
Progression Factor		2.86	0.80	0.48			1.00	1.00			1.03	1.05
Incremental Delay, d2		0.5	0.5	0.7			0.1	4.3			8.8	0.4
Delay (s)		34.0	7.3	7.4			60.1	65.5			69.1	59.4
Level of Service		C	A	A			E	E			E	E
Approach Delay (s)			7.6	7.4			65.1				67.6	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

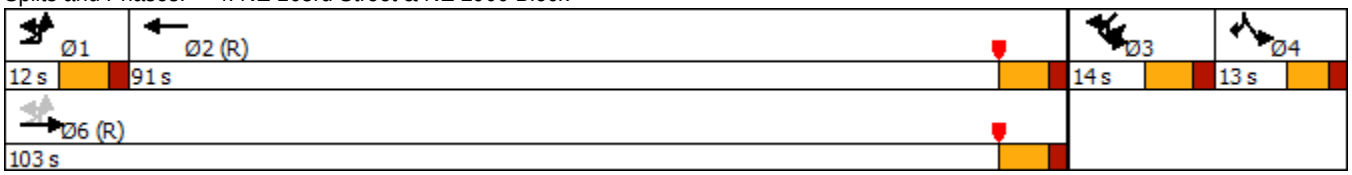
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	3
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	21	21	2695	2530	1	2	3	9
Future Volume (vph)	21	21	2695	2530	1	2	3	9
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 100 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	21	21	2695	2530	10	3	1	2	1	8	3	9
Future Volume (vph)	21	21	2695	2530	10	3	1	2	1	8	3	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6402			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		74	6408	6402			1770	1583			1770	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	23	23	2962	2780	11	3	1	2	1	9	3	10
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	46	2962	2794	0	0	1	3	0	0	12	10
Confl. Peds. (#/hr)		4				4						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		104.8	104.8	93.9			1.4	1.4			4.2	4.2
Effective Green, g (s)		104.8	104.8	93.9			1.4	1.4			4.2	4.2
Actuated g/C Ratio		0.81	0.81	0.72			0.01	0.01			0.03	0.03
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		113	5165	4624			19	17			57	51
v/s Ratio Prot		0.01	c0.46	c0.44			0.00	c0.00			c0.01	0.01
v/s Ratio Perm		0.31										
v/c Ratio		0.41	0.57	0.60			0.05	0.18			0.21	0.20
Uniform Delay, d1		8.5	4.5	8.9			63.6	63.7			61.3	61.3
Progression Factor		1.36	2.95	0.02			1.00	1.00			0.58	0.59
Incremental Delay, d2		0.7	0.4	0.5			0.8	3.6			1.2	1.2
Delay (s)		12.3	13.8	0.7			64.5	67.3			37.0	37.2
Level of Service		B	B	A			E	E			D	D
Approach Delay (s)			13.7	0.7			66.6				37.1	
Approach LOS			B	A			E				D	

Intersection Summary

HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

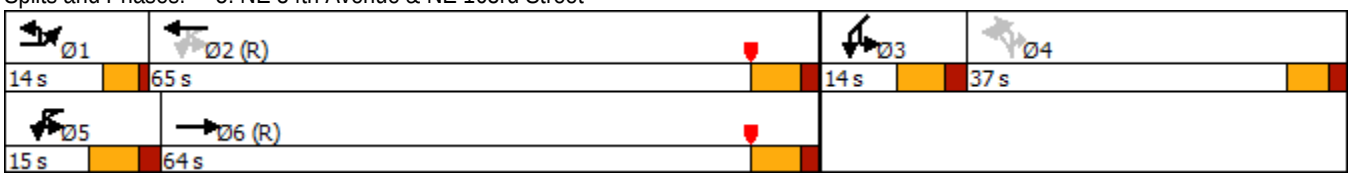
c Critical Lane Group

Lane Group	EBL	EBT	WBU	WBL	WBT	NBL	NBR2	SWL
Lane Configurations								
Traffic Volume (vph)	52	2627	14	3	2538	0	5	27
Future Volume (vph)	52	2627	14	3	2538	0	5	27
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	Perm	Prot
Protected Phases	1	6	5	5	2			3
Permitted Phases			2	2		4	4	
Detector Phase	1	6	5	5	2	4	4	3
Switch Phase								
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	9.5	21.8	11.8	11.8	21.8	37.0	37.0	13.8
Total Split (s)	14.0	64.0	15.0	15.0	65.0	37.0	37.0	14.0
Total Split (%)	10.8%	49.2%	11.5%	11.5%	50.0%	28.5%	28.5%	10.8%
Yellow Time (s)	3.5	4.8	4.8	4.8	4.8	4.0	4.0	4.8
All-Red Time (s)	1.0	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
Total Lost Time (s)	4.5	6.8		6.8	6.8	6.0	6.0	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	WBR2	NBL2	NBL	NBR2
Lane Configurations												
Traffic Volume (vph)	7	52	2627	18	14	3	2538	9	21	6	0	5
Future Volume (vph)	7	52	2627	18	14	3	2538	9	21	6	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	6.8			6.8	6.8				6.0	6.0
Lane Util. Factor		1.00	0.86			1.00	0.86				1.00	1.00
Frpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Flpb, ped/bikes		1.00	1.00			1.00	1.00				1.00	1.00
Frt		1.00	1.00			1.00	1.00				1.00	0.85
Flt Protected		0.95	1.00			0.95	1.00				0.95	1.00
Satd. Flow (prot)		1770	6400			1770	6397				1770	1583
Flt Permitted		0.95	1.00			0.05	1.00				0.95	1.00
Satd. Flow (perm)		1770	6400			84	6397				1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	55	2795	19	15	3	2700	10	22	6	0	5
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	62	2814	0	0	18	2732	0	0	0	6	0
Confl. Peds. (#/hr)						1						
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		pm+pt	pm+pt	NA			Perm	Perm	Perm
Protected Phases	1	1	6		5	5	2					
Permitted Phases					2	2				4	4	4
Actuated Green, G (s)		8.7	92.9			90.7	88.6				2.8	2.8
Effective Green, g (s)		8.7	92.9			90.7	88.6				2.8	2.8
Actuated g/C Ratio		0.07	0.71			0.70	0.68				0.02	0.02
Clearance Time (s)		4.5	6.8			6.8	6.8				6.0	6.0
Vehicle Extension (s)		3.0	1.0			2.0	1.0				2.5	2.5
Lane Grp Cap (vph)		118	4573			85	4359				38	34
v/s Ratio Prot		c0.04	c0.44			0.00	0.43					
v/s Ratio Perm						0.14					c0.00	0.00
v/c Ratio		0.53	0.62			0.21	0.63				0.16	0.00
Uniform Delay, d1		58.7	9.4			7.8	11.5				62.4	62.2
Progression Factor		0.91	1.03			1.67	1.73				1.00	1.00
Incremental Delay, d2		3.6	0.5			0.3	0.5				1.4	0.0
Delay (s)		57.3	10.2			13.3	20.3				63.9	62.3
Level of Service		E	B			B	C				E	E
Approach Delay (s)			11.3				20.3					
Approach LOS			B				C					

Intersection Summary

HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL2	SWL	SWR	SWR2
Lane Configurations				
Traffic Volume (vph)	5	27	6	8
Future Volume (vph)	5	27	6	8
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.8		
Lane Util. Factor		1.00		
Frpb, ped/bikes		0.96		
Flpb, ped/bikes		1.00		
Frt		0.96		
Flt Protected		0.97		
Satd. Flow (prot)		1657		
Flt Permitted		0.97		
Satd. Flow (perm)		1657		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94
Adj. Flow (vph)	5	29	6	9
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	0	49	0	0
Confl. Peds. (#/hr)				10
Confl. Bikes (#/hr)				
Turn Type	Prot	Prot		
Protected Phases	3	3		
Permitted Phases				
Actuated Green, G (s)		5.8		
Effective Green, g (s)		5.8		
Actuated g/C Ratio		0.04		
Clearance Time (s)		6.8		
Vehicle Extension (s)		2.5		
Lane Grp Cap (vph)		73		
v/s Ratio Prot		c0.03		
v/s Ratio Perm				
v/c Ratio		0.67		
Uniform Delay, d1		61.2		
Progression Factor		0.95		
Incremental Delay, d2		13.6		
Delay (s)		72.0		
Level of Service		E		
Approach Delay (s)		72.0		
Approach LOS		E		

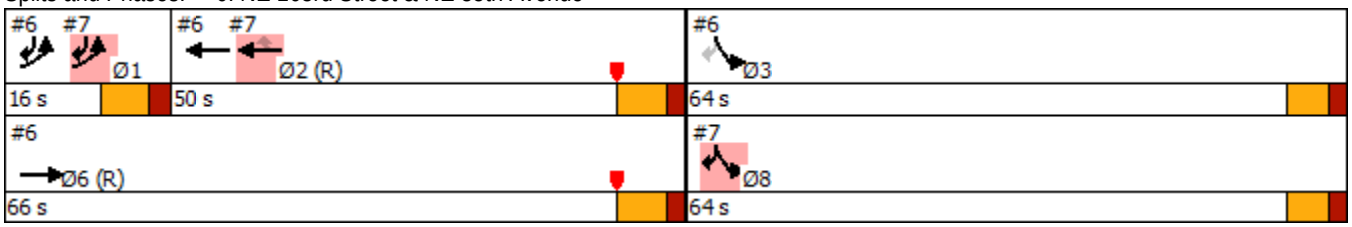
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø8
Lane Configurations						
Traffic Volume (vph)	471	2176	1919	127	661	
Future Volume (vph)	471	2176	1919	127	661	
Turn Type	Prot	NA	NA	Prot	pm+ov	
Protected Phases	1	6	2	3	1	8
Permitted Phases					3	
Detector Phase	1	6	2	3	1	
Switch Phase						
Minimum Initial (s)	7.0	4.0	4.0	7.0	7.0	7.0
Minimum Split (s)	13.8	28.8	28.8	24.0	13.8	13.0
Total Split (s)	16.0	66.0	50.0	64.0	16.0	64.0
Total Split (%)	12.3%	50.8%	38.5%	49.2%	12.3%	49%
Yellow Time (s)	4.8	4.8	4.8	4.0	4.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.0	6.8	
Lead/Lag	Lead		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Recall Mode	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 91 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	506	2340	2249	137	725
v/c Ratio	0.38	0.60	0.79	0.60	0.58
Control Delay	36.6	5.5	12.0	61.3	33.8
Queue Delay	0.0	0.2	0.0	0.0	0.6
Total Delay	36.6	5.7	12.0	61.3	34.4
Queue Length 50th (ft)	153	282	99	114	295
Queue Length 95th (ft)	103	3	134	177	336
Internal Link Dist (ft)		488	388	245	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	1344	3921	2847	789	1242
Starvation Cap Reductn	0	585	23	0	0
Spillback Cap Reductn	0	0	0	0	208
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.70	0.80	0.17	0.70

Intersection Summary

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	471	2176	1919	34	139	127	661	13	0	0
Future Volume (vph)	471	2176	1919	34	139	127	661	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8			6.0	6.8			
Lane Util. Factor	0.94	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	4990	5085	6318			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	4990	5085	6318			1770	2787			
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	506	2340	2063	37	149	137	711	14	0	0
RTOR Reduction (vph)	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	506	2340	2242	0	0	137	725	0	0	0
Confl. Peds. (#/hr)	5				5					
Turn Type	Prot	NA	NA			Prot	pm+ov			
Protected Phases	1	6	2			3	1			
Permitted Phases							3			
Actuated Green, G (s)	35.0	100.3	58.5			16.9	51.9			
Effective Green, g (s)	35.0	100.3	58.5			16.9	51.9			
Actuated g/C Ratio	0.27	0.77	0.45			0.13	0.40			
Clearance Time (s)	6.8	6.8	6.8			6.0	6.8			
Vehicle Extension (s)	3.0	1.0	1.0			3.0	3.0			
Lane Grp Cap (vph)	1343	3923	2843			230	1112			
v/s Ratio Prot	0.10	c0.46	c0.35			0.08	c0.18			
v/s Ratio Perm							0.08			
v/c Ratio	0.38	0.60	0.79			0.60	0.65			
Uniform Delay, d1	38.6	6.3	30.5			53.3	31.7			
Progression Factor	0.91	0.72	0.33			0.97	1.17			
Incremental Delay, d2	0.2	0.6	1.7			4.0	1.4			
Delay (s)	35.3	5.1	11.8			55.7	38.5			
Level of Service	D	A	B			E	D			
Approach Delay (s)		10.5	11.8			41.2			0.0	
Approach LOS		B	B			D			A	

Intersection Summary

HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

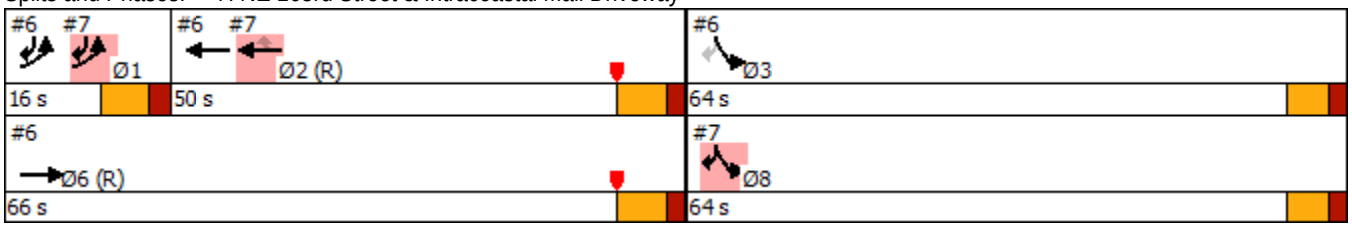
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø6
Lane Configurations								
Traffic Volume (vph)	182	2122	1881	140	139	208		
Future Volume (vph)	182	2122	1881	140	139	208		
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov		
Protected Phases	1		2		8	8 1	3	6
Permitted Phases		Free		2				
Detector Phase	1		2	2	8	8 1		
Switch Phase								
Minimum Initial (s)	7.0		4.0	4.0	7.0		7.0	4.0
Minimum Split (s)	13.8		28.8	28.8	13.0		24.0	28.8
Total Split (s)	16.0		50.0	50.0	64.0		64.0	66.0
Total Split (%)	12.3%		38.5%	38.5%	49.2%		49%	51%
Yellow Time (s)	4.8		4.8	4.8	4.0		4.0	4.8
All-Red Time (s)	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8	6.0			
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None		C-Max	C-Max	None		None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 91 (70%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 163rd Street & Intracoastal Mall Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	202	2358	2090	156	154	231
v/c Ratio	0.42	0.46	0.73	0.23	0.67	0.18
Control Delay	47.2	0.3	31.3	12.2	67.4	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	0.3	31.3	12.2	67.4	21.6
Queue Length 50th (ft)	124	0	385	36	125	68
Queue Length 95th (ft)	179	0	493	91	189	87
Internal Link Dist (ft)		388	319		49	
Turn Bay Length (ft)	250			155		
Base Capacity (vph)	476	5085	2880	689	789	1287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	3	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.46	0.73	0.23	0.20	0.18

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	182	2122	1881	140	139	208
Future Volume (vph)	182	2122	1881	140	139	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	4.0	6.8	6.8	6.0	6.0
Lane Util. Factor	1.00	0.91	0.86	1.00	1.00	0.88
Frpb, ped/bikes	1.00	1.00	1.00	0.91	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	6408	1441	1770	2787
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	5085	6408	1441	1770	2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	202	2358	2090	156	154	231
RTOR Reduction (vph)	0	0	0	42	0	0
Lane Group Flow (vph)	202	2358	2090	114	154	231
Confl. Peds. (#/hr)				23		
Confl. Bikes (#/hr)				4		
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	1		2		8	8 1
Permitted Phases		Free		2		
Actuated Green, G (s)	35.0	130.0	58.5	58.5	16.9	57.9
Effective Green, g (s)	35.0	130.0	58.5	58.5	16.9	57.9
Actuated g/C Ratio	0.27	1.00	0.45	0.45	0.13	0.45
Clearance Time (s)	6.8		6.8	6.8	6.0	
Vehicle Extension (s)	3.0		1.0	1.0	3.0	
Lane Grp Cap (vph)	476	5085	2883	648	230	1241
v/s Ratio Prot	0.11		c0.33		c0.09	0.08
v/s Ratio Perm		c0.46		0.08		
v/c Ratio	0.42	0.46	0.72	0.18	0.67	0.19
Uniform Delay, d1	39.2	0.0	29.2	21.3	53.9	21.8
Progression Factor	1.10	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.3	1.6	0.6	7.2	0.1
Delay (s)	43.6	0.3	30.8	21.9	61.1	21.9
Level of Service	D	A	C	C	E	C
Approach Delay (s)		3.7	30.2		37.6	
Approach LOS		A	C		D	

Intersection Summary

HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

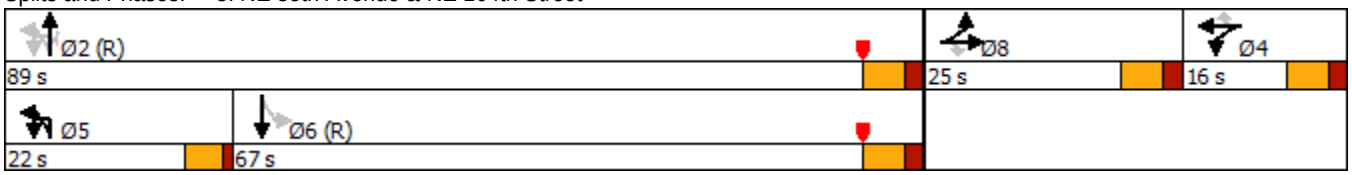
c Critical Lane Group

Lane Group	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	56	145	3	36	44	47	250	165	31	545
Future Volume (vph)	56	145	3	36	44	47	250	165	31	545
Turn Type	Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA
Protected Phases		4	4		5	5	2			6
Permitted Phases	8			4	2	2		2	6	
Detector Phase	8	4	4	4	5	5	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	16.0	16.0	16.0	9.5	9.5	21.0	21.0	21.0	21.0
Total Split (s)	25.0	16.0	16.0	16.0	22.0	22.0	89.0	89.0	67.0	67.0
Total Split (%)	19.2%	12.3%	12.3%	12.3%	16.9%	16.9%	68.5%	68.5%	51.5%	51.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	1.0	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	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		4.5	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	56	145	3	36	44	47	250	165	31	545
Future Volume (vph)	0	0	56	145	3	36	44	47	250	165	31	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.0	6.0	6.0		4.5	6.0	6.0	6.0	6.0
Lane Util. Factor			1.00	0.95	0.95	1.00		1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes			0.97	1.00	1.00	0.96		1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt			0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected			1.00	0.95	0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)			1543	1681	1688	1522		1768	3539	1554	1761	3536
Flt Permitted			1.00	0.95	0.95	1.00		0.39	1.00	1.00	0.59	1.00
Satd. Flow (perm)			1543	1681	1688	1522		724	3539	1554	1086	3536
Peak-hour factor, PHF	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)	0	0	60	156	3	39	47	51	269	177	33	586
RTOR Reduction (vph)	0	0	57	0	0	36	0	0	0	47	0	0
Lane Group Flow (vph)	0	0	3	80	79	3	0	98	269	130	33	589
Confl. Peds. (#/hr)	7		2	2		7	2	14		15	15	
Confl. Bikes (#/hr)										1		
Turn Type			Perm	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA
Protected Phases	8	8		4	4		5	5	2			6
Permitted Phases			8			4	2	2		2	6	
Actuated Green, G (s)			5.6	11.2	11.2	11.2		95.2	95.2	95.2	83.1	83.1
Effective Green, g (s)			5.6	11.2	11.2	11.2		95.2	95.2	95.2	83.1	83.1
Actuated g/C Ratio			0.04	0.09	0.09	0.09		0.73	0.73	0.73	0.64	0.64
Clearance Time (s)			6.0	6.0	6.0	6.0		4.5	6.0	6.0	6.0	6.0
Vehicle Extension (s)			2.5	2.5	2.5	2.5		3.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)			66	144	145	131		591	2591	1138	694	2260
v/s Ratio Prot				c0.05	0.05			c0.01	0.08			c0.17
v/s Ratio Perm			c0.00			0.00		0.11		0.08	0.03	
v/c Ratio			0.04	0.56	0.54	0.03		0.17	0.10	0.11	0.05	0.26
Uniform Delay, d1			59.6	57.0	57.0	54.4		5.2	5.0	5.1	8.7	10.1
Progression Factor			1.00	1.00	1.00	1.00		1.66	1.65	8.34	1.00	1.00
Incremental Delay, d2			0.2	3.7	3.3	0.1		0.1	0.1	0.2	0.1	0.3
Delay (s)			59.8	60.7	60.2	54.5		8.8	8.4	42.6	8.9	10.4
Level of Service			E	E	E	D		A	A	D	A	B
Approach Delay (s)		59.8			59.3				19.6			10.3
Approach LOS		E			E				B			B

Intersection Summary

HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	3
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Confl. Bikes (#/hr)	5
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	205	11	0	561
Future Vol, veh/h	2	11	205	11	0	561
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	223	12	0	610

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	544	128	0	0	-	-
Stage 1	239	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	701	1059	-	-	0	-
Stage 1	852	-	-	-	0	-
Stage 2	829	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	694	1049	-	-	-	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	972	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	8.8	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	44	576	33	0	846
Future Vol, veh/h	0	44	576	33	0	846
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	48	626	36	0	920

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	331	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	867	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	867	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	867	-
HCM Lane V/C Ratio	-	-	0.055	-
HCM Control Delay (s)	-	-	9.4	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.2	-

P.M. Peak Hour

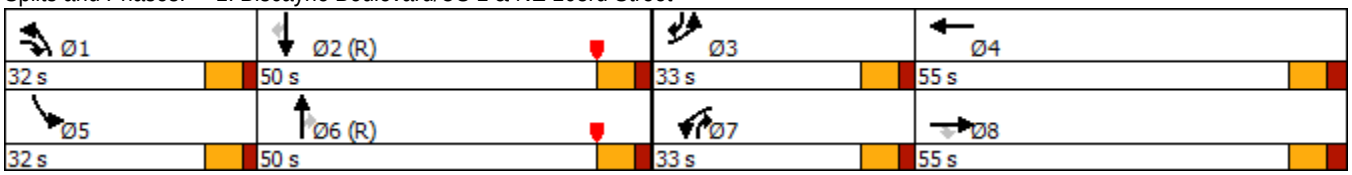
Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	313	1063	421	477	1296	804	474	1398	606	473	1337	446
Future Volume (vph)	313	1063	421	477	1296	804	474	1398	606	473	1337	446
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	54.7	11.8	11.8	54.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	55.0	32.0	33.0	55.0		32.0	50.0	33.0	32.0	50.0	33.0
Total Split (%)	19.4%	32.4%	18.8%	19.4%	32.4%		18.8%	29.4%	19.4%	18.8%	29.4%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	1063	421	477	1296	804	474	1398	606	473	1337	446
Future Volume (veh/h)	313	1063	421	477	1296	804	474	1398	606	473	1337	446
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	323	1096	434	492	1336	0	489	1441	625	488	1378	460
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1368	650	528	1596		512	1695	647	512	1695	576
Arrive On Green	0.11	0.27	0.27	0.15	0.31	0.00	0.20	0.35	0.35	0.20	0.35	0.35
Sat Flow, veh/h	3456	5106	1549	3456	5106	1585	3456	6434	1537	3456	6434	1537
Grp Volume(v), veh/h	323	1096	434	492	1336	0	489	1441	625	488	1378	460
Grp Sat Flow(s),veh/h/ln	1728	1702	1549	1728	1702	1585	1728	1609	1537	1728	1609	1537
Q Serve(g_s), s	15.6	34.0	38.6	23.9	41.4	0.0	23.8	35.2	44.8	23.7	33.1	44.8
Cycle Q Clear(g_c), s	15.6	34.0	38.6	23.9	41.4	0.0	23.8	35.2	44.8	23.7	33.1	44.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	374	1368	650	528	1596		512	1695	647	512	1695	576
V/C Ratio(X)	0.86	0.80	0.67	0.93	0.84		0.95	0.85	0.97	0.95	0.81	0.80
Avail Cap(c_a), veh/h	533	1421	666	533	1596		512	1695	647	512	1695	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.6	58.0	40.3	71.1	54.4	0.0	67.7	52.1	44.4	67.7	51.4	42.6
Incr Delay (d2), s/veh	10.1	3.2	2.3	19.3	3.1	0.0	28.6	5.6	27.9	28.2	4.4	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	15.1	15.3	12.1	18.3	0.0	12.3	14.4	31.5	12.2	13.4	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.7	61.2	42.5	90.5	57.5	0.0	96.3	57.7	72.3	95.8	55.8	53.6
LnGrp LOS	F	E	D	F	E		F	E	E	F	E	D
Approach Vol, veh/h		1853			1828	A		2555			2326	
Approach Delay, s/veh		60.9			66.4			68.6			63.8	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	52.0	25.2	60.8	32.0	52.0	32.8	53.2
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47
Max Q Clear Time (g_c+I1), s	25.8	46.8	17.6	43.4	25.7	46.8	25.9	40.6
Green Ext Time (p_c), s	0.0	0.0	0.7	2.6	0.0	0.0	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	65.2
HCM 6th LOS	E

Notes

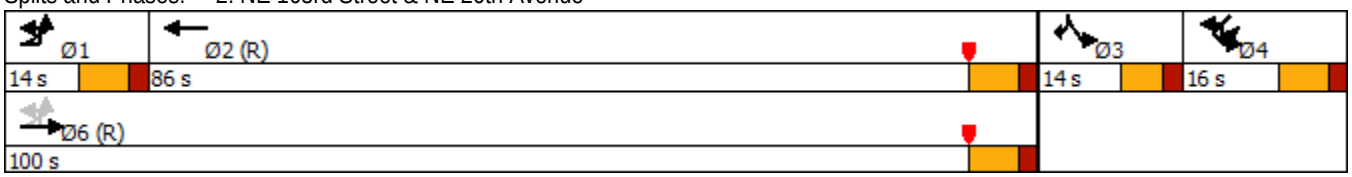
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	7	117	1988	2230	52	67	48	0
Future Volume (vph)	7	117	1988	2230	52	67	48	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	14.0	14.0	100.0	86.0	14.0	14.0	16.0	16.0
Total Split (%)	10.8%	10.8%	76.9%	66.2%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 113 (87%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	7	117	1988	2230	53	52	67	13	48	0	20
Future Volume (vph)	7	117	1988	2230	53	52	67	13	48	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6379		1770	1583		1770	1583	
Flt Permitted		0.05	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		84	6408	6379		1770	1583		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	124	2115	2372	56	55	71	14	51	0	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	131	2115	2428	0	55	71	0	65	21	0
Confl. Peds. (#/hr)		7			7						7
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		95.5	95.5	81.4		7.8	7.8		7.1	7.1	
Effective Green, g (s)		95.5	95.5	81.4		7.8	7.8		7.1	7.1	
Actuated g/C Ratio		0.73	0.73	0.63		0.06	0.06		0.05	0.05	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		156	4707	3994		106	94		96	86	
v/s Ratio Prot		c0.05	0.33	0.38		0.03	c0.04		c0.04	0.01	
v/s Ratio Perm		c0.57									
v/c Ratio		0.84	0.45	0.61		0.52	0.76		0.68	0.24	
Uniform Delay, d1		31.7	6.8	14.7		59.3	60.2		60.3	58.9	
Progression Factor		1.00	1.00	1.76		1.00	1.00		1.03	1.05	
Incremental Delay, d2		29.7	0.3	0.6		3.2	27.4		15.8	1.1	
Delay (s)		61.4	7.1	26.5		62.5	87.6		77.9	62.9	
Level of Service		E	A	C		E	F		E	E	
Approach Delay (s)			10.3	26.5		76.6			74.2		
Approach LOS			B	C		E			E		

Intersection Summary

HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

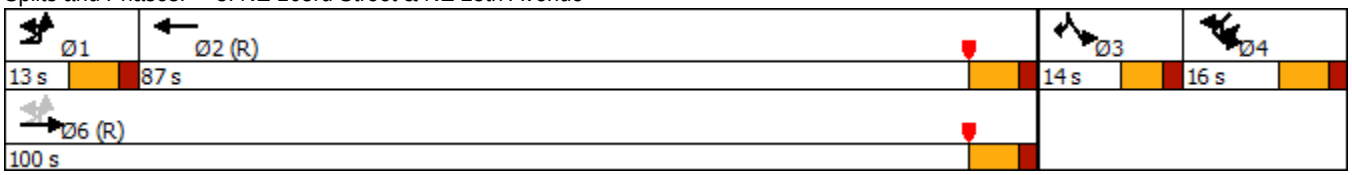
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	7	22	2005	2295	12	16	34	20
Future Volume (vph)	7	22	2005	2295	12	16	34	20
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	13.0	13.0	100.0	87.0	14.0	14.0	16.0	16.0
Total Split (%)	10.0%	10.0%	76.9%	66.9%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 122 (94%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	7	22	2005	2295	8	8	12	16	5	14	34	20
Future Volume (vph)	7	22	2005	2295	8	8	12	16	5	14	34	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6398			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		78	6408	6398			1770	1583			1770	1583
Peak-hour factor, PHF	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)	8	24	2156	2468	9	9	13	17	5	15	37	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	32	2156	2486	0	0	13	22	0	0	52	24
Confl. Peds. (#/hr)		14				14						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		98.9	98.9	88.8			4.6	4.6			6.9	6.9
Effective Green, g (s)		98.9	98.9	88.8			4.6	4.6			6.9	6.9
Actuated g/C Ratio		0.76	0.76	0.68			0.04	0.04			0.05	0.05
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		102	4875	4370			62	56			93	84
v/s Ratio Prot		0.01	c0.34	c0.39			0.01	c0.01			c0.03	0.02
v/s Ratio Perm		0.23										
v/c Ratio		0.31	0.44	0.57			0.21	0.39			0.56	0.29
Uniform Delay, d1		7.9	5.6	10.7			60.9	61.3			60.1	59.2
Progression Factor		2.77	0.52	0.43			1.00	1.00			0.98	0.99
Incremental Delay, d2		0.6	0.3	0.5			1.2	3.3			5.7	1.4
Delay (s)		22.6	3.2	5.0			62.2	64.6			64.6	60.2
Level of Service		C	A	A			E	E			E	E
Approach Delay (s)			3.5	5.0			63.7				63.2	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

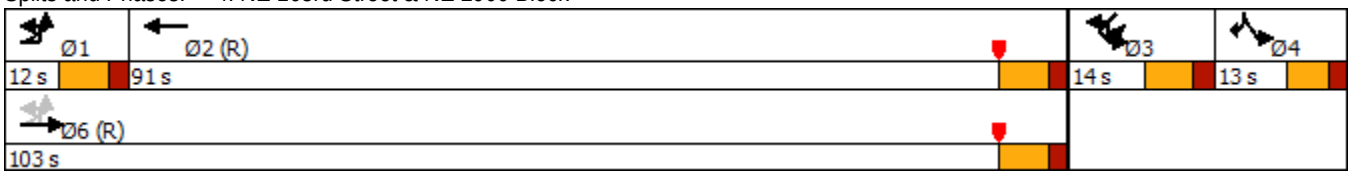
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	48	56	1928	2199	14	34	76	22
Future Volume (vph)	48	56	1928	2199	14	34	76	22
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 109 (84%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	48	56	1928	2199	21	20	14	34	4	29	76	22
Future Volume (vph)	48	56	1928	2199	21	20	14	34	4	29	76	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6387			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		81	6408	6387			1770	1583			1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	51	59	2029	2315	22	21	15	36	4	31	80	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	110	2029	2358	0	0	15	40	0	0	111	25
Confl. Peds. (#/hr)		11				11						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		97.6	97.6	85.3			5.6	5.6			7.2	7.2
Effective Green, g (s)		97.6	97.6	85.3			5.6	5.6			7.2	7.2
Actuated g/C Ratio		0.75	0.75	0.66			0.04	0.04			0.06	0.06
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		132	4810	4190			76	68			98	87
v/s Ratio Prot		c0.04	0.32	0.37			0.01	c0.03			c0.06	0.02
v/s Ratio Perm		c0.59										
v/c Ratio		0.83	0.42	0.56			0.20	0.59			1.13	0.29
Uniform Delay, d1		26.7	5.9	12.2			60.0	61.1			61.4	58.9
Progression Factor		1.63	0.87	0.21			1.00	1.00			0.96	0.97
Incremental Delay, d2		31.0	0.3	0.5			0.9	10.3			131.0	1.3
Delay (s)		74.4	5.4	3.0			61.0	71.4			190.1	58.3
Level of Service		E	A	A			E	E			F	E
Approach Delay (s)			8.9	3.0			68.5				165.8	
Approach LOS			A	A			E				F	

Intersection Summary

HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

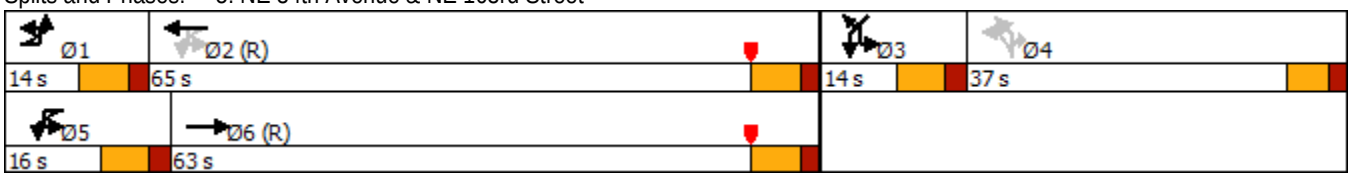
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	11
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL2	EBT	WBU	WBL	WBT	NBL	NBR2	SWL	SWR2
Lane Configurations									
Traffic Volume (vph)	4	1933	22	8	2174	1	6	47	1
Future Volume (vph)	4	1933	22	8	2174	1	6	47	1
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	Perm	Prot	Prot
Protected Phases	1	6	5	5	2			3	3
Permitted Phases			2	2		4	4		
Detector Phase	1	6	5	5	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	11.8	21.8	37.0	37.0	13.8	13.8
Total Split (s)	14.0	63.0	16.0	16.0	65.0	37.0	37.0	14.0	14.0
Total Split (%)	10.8%	48.5%	12.3%	12.3%	50.0%	28.5%	28.5%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 78 (60%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL2	EBT	EBR	WBU	WBL	WBT	WBR	NBL2	NBL	NBR2	SWL2
Lane Configurations												
Traffic Volume (vph)	23	4	1933	15	22	8	2174	22	29	1	6	18
Future Volume (vph)	23	4	1933	15	22	8	2174	22	29	1	6	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Lane Util. Factor		1.00	0.86			1.00	0.86			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	1.00			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1770	6399			1770	6398			1770	1583	
Flt Permitted		0.95	1.00			0.06	1.00			0.95	1.00	
Satd. Flow (perm)		1770	6399			118	6398			1770	1583	
Peak-hour factor, PHF	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)	25	4	2078	16	24	9	2338	24	31	1	6	19
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	29	2094	0	0	33	2362	0	0	32	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		pm+pt	pm+pt	NA		Perm	Perm	Perm	Prot
Protected Phases	1	1	6		5	5	2					3
Permitted Phases					2	2			4	4	4	
Actuated Green, G (s)		4.7	88.0			89.9	86.6			5.1	5.1	
Effective Green, g (s)		4.7	88.0			89.9	86.6			5.1	5.1	
Actuated g/C Ratio		0.04	0.68			0.69	0.67			0.04	0.04	
Clearance Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Vehicle Extension (s)		2.0	1.0			2.0	1.0			2.5	2.5	
Lane Grp Cap (vph)		63	4331			123	4262			69	62	
v/s Ratio Prot		c0.02	0.33			0.01	c0.37					
v/s Ratio Perm						0.18				c0.02	0.00	
v/c Ratio		0.46	0.48			0.27	0.55			0.46	0.00	
Uniform Delay, d1		61.4	10.1			7.2	11.5			61.1	60.0	
Progression Factor		0.86	1.35			1.45	0.36			1.00	1.00	
Incremental Delay, d2		1.8	0.4			0.3	0.4			3.6	0.0	
Delay (s)		54.4	14.0			10.7	4.5			64.7	60.0	
Level of Service		D	B			B	A			E	E	
Approach Delay (s)			14.5				4.6					
Approach LOS			B				A					

Intersection Summary

HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	47	15	1
Future Volume (vph)	47	15	1
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.8		6.8
Lane Util. Factor	1.00		1.00
Frpb, ped/bikes	1.00		1.00
Flpb, ped/bikes	1.00		1.00
Frt	0.97		0.85
Flt Protected	0.96		1.00
Satd. Flow (prot)	1740		1583
Flt Permitted	0.96		1.00
Satd. Flow (perm)	1740		1583
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	51	16	1
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	86	0	1
Confl. Peds. (#/hr)			3
Confl. Bikes (#/hr)			
Turn Type	Prot		Prot
Protected Phases	3		3
Permitted Phases			
Actuated Green, G (s)	7.2		7.2
Effective Green, g (s)	7.2		7.2
Actuated g/C Ratio	0.06		0.06
Clearance Time (s)	6.8		6.8
Vehicle Extension (s)	2.5		2.5
Lane Grp Cap (vph)	96		87
v/s Ratio Prot	c0.05		0.00
v/s Ratio Perm			
v/c Ratio	0.90		0.01
Uniform Delay, d1	61.0		58.0
Progression Factor	0.96		1.07
Incremental Delay, d2	58.5		0.0
Delay (s)	117.1		61.9
Level of Service	F		E
Approach Delay (s)	116.5		
Approach LOS	F		

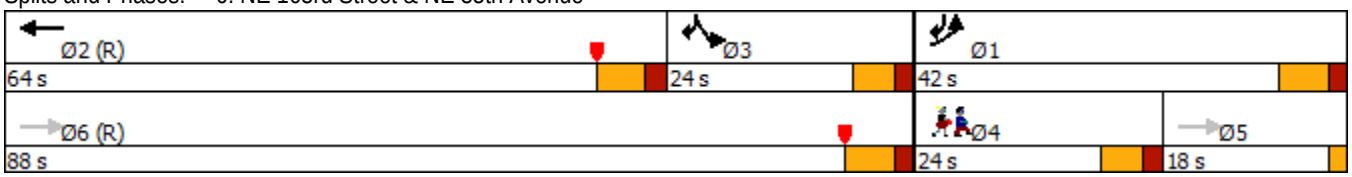
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø4	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	514	1464	1918	219	291			
Future Volume (vph)	514	1464	1918	219	291			
Turn Type	Prot	NA	NA	Prot	pt+ov			
Protected Phases	1		2	3	1 3	4	5	6
Permitted Phases		5 6						
Detector Phase	1	5 6	2	3	1 3			
Switch Phase								
Minimum Initial (s)	7.0		4.0	7.0		1.0	4.0	4.0
Minimum Split (s)	13.8		28.8	24.0		24.0	6.0	28.8
Total Split (s)	42.0		64.0	24.0		24.0	18.0	88.0
Total Split (%)	32.3%		49.2%	18.5%		18%	14%	68%
Yellow Time (s)	4.8		4.8	4.0		4.0	2.0	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	6.8		6.8	6.0				
Lead/Lag			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	None		None	Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	541	1541	2184	231	313
v/c Ratio	0.58	0.30	0.78	0.94	0.25
Control Delay	61.9	0.1	33.4	86.0	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	61.9	0.1	33.4	86.0	21.9
Queue Length 50th (ft)	251	0	446	202	123
Queue Length 95th (ft)	309	0	494	#362	169
Internal Link Dist (ft)		488	387	465	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	929	5085	2790	245	1269
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.30	0.78	0.94	0.25

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	514	1464	1918	18	139	219	291	7	0	0
Future Volume (vph)	514	1464	1918	18	139	219	291	7	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	2.0	6.8			6.0	6.8			
Lane Util. Factor	0.97	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	3433	5085	6321			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	3433	5085	6321			1770	2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	541	1541	2019	19	146	231	306	7	0	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	541	1541	2176	0	0	231	313	0	0	0
Confl. Peds. (#/hr)	9				9	5				
Confl. Bikes (#/hr)				2	2					
Turn Type	Prot	NA	NA			Prot	pt+ov			
Protected Phases	1		2			3	1 3			
Permitted Phases		5 6								
Actuated Green, G (s)	35.2	130.0	57.2			18.0	59.2			
Effective Green, g (s)	35.2	123.2	57.2			18.0	53.2			
Actuated g/C Ratio	0.27	0.95	0.44			0.14	0.41			
Clearance Time (s)	6.8		6.8			6.0				
Vehicle Extension (s)	3.0		1.0			3.0				
Lane Grp Cap (vph)	929	4819	2781			245	1140			
v/s Ratio Prot	c0.16		c0.34			c0.13	0.11			
v/s Ratio Perm		0.30								
v/c Ratio	0.58	0.32	0.78			0.94	0.27			
Uniform Delay, d1	41.0	0.3	31.1			55.5	25.6			
Progression Factor	1.44	1.00	1.00			0.74	0.98			
Incremental Delay, d2	0.9	0.2	2.3			40.9	0.1			
Delay (s)	59.9	0.4	33.4			81.8	25.1			
Level of Service	E	A	C			F	C			
Approach Delay (s)		15.9	33.4			49.2			0.0	
Approach LOS		B	C			D			A	

Intersection Summary

HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1668	1478	188	0	130
Future Volume (Veh/h)	0	1668	1478	188	0	130
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	1774	1572	200	0	138
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		467				
pX, platoon unblocked						
vC, conflicting volume	1584				2028	536
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1584				2028	536
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	71
cM capacity (veh/h)	406				49	483

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	444	444	444	444	524	524	524	200	138
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	200	138
cSH	1700	1700	1700	1700	1700	1700	1700	1700	483
Volume to Capacity	0.26	0.26	0.26	0.26	0.31	0.31	0.31	0.12	0.29
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	29
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
Lane LOS									C
Approach Delay (s)	0.0				0.0				15.4
Approach LOS									C

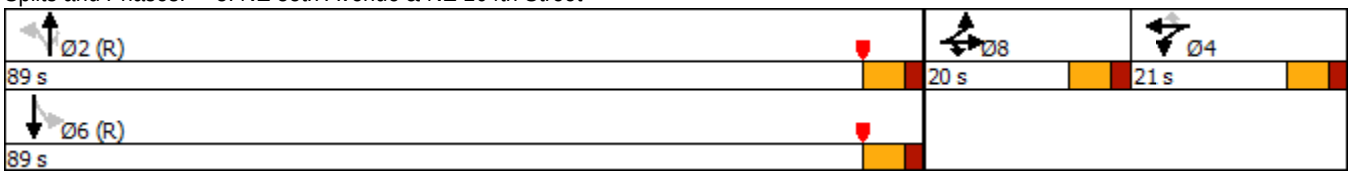
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	6	39	217	1	78	59	362	231	35	243
Future Volume (vph)	6	39	217	1	78	59	362	231	35	243
Turn Type	NA	Prot	Split	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	8	8	4	4			2			6
Permitted Phases					4	2		2	6	
Detector Phase	8	8	4	4	4	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	13.0	16.0	16.0	16.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	20.0	20.0	21.0	21.0	21.0	89.0	89.0	89.0	89.0	89.0
Total Split (%)	15.4%	15.4%	16.2%	16.2%	16.2%	68.5%	68.5%	68.5%	68.5%	68.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 19 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	6	39	217	1	78	59	362	231	35	243	1
Future Volume (veh/h)	3	6	39	217	1	78	59	362	231	35	243	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	7	43	242	0	87	66	402	257	39	270	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	59	71	303	0	133	861	2597	1155	618	2653	10
Arrive On Green	0.05	0.05	0.05	0.08	0.00	0.08	0.97	0.97	0.97	0.97	0.97	0.97
Sat Flow, veh/h	553	1290	1550	3563	0	1563	1106	3554	1580	774	3631	13
Grp Volume(v), veh/h	10	0	43	242	0	87	66	402	257	39	132	139
Grp Sat Flow(s),veh/h/ln	1843	0	1550	1781	0	1563	1106	1777	1580	774	1777	1868
Q Serve(g_s), s	0.7	0.0	3.5	8.7	0.0	7.0	0.3	0.5	0.8	0.2	0.3	0.3
Cycle Q Clear(g_c), s	0.7	0.0	3.5	8.7	0.0	7.0	0.6	0.5	0.8	0.7	0.3	0.3
Prop In Lane	0.30		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	85	0	71	303	0	133	861	2597	1155	618	1298	1365
V/C Ratio(X)	0.12	0.00	0.60	0.80	0.00	0.66	0.08	0.15	0.22	0.06	0.10	0.10
Avail Cap(c_a), veh/h	198	0	167	411	0	180	861	2597	1155	618	1298	1365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	0.0	60.9	58.4	0.0	57.6	0.5	0.5	0.5	0.5	0.5	0.5
Incr Delay (d2), s/veh	0.5	0.0	6.0	6.8	0.0	4.0	0.1	0.1	0.4	0.2	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.5	4.2	0.0	2.9	0.1	0.2	0.3	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	66.9	65.2	0.0	61.7	0.6	0.6	0.9	0.7	0.7	0.6
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		53			329			725			310	
Approach Delay, s/veh		65.6			64.3			0.7			0.7	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		101.0		17.0		101.0		12.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		83.0		15.0		83.0		14.0				
Max Q Clear Time (g_c+I1), s		2.8		10.7		2.7		5.5				
Green Ext Time (p_c), s		1.2		0.4		0.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	464	23	0	318
Future Vol, veh/h	12	3	464	23	0	318
Conflicting Peds, #/hr	0	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	510	25	0	349

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	710	280	0	0	-	-
Stage 1	535	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	593	912	-	-	0	-
Stage 1	554	-	-	-	0	-
Stage 2	971	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	586	902	-	-	-	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	630	-
HCM Lane V/C Ratio	-	-	0.026	-
HCM Control Delay (s)	-	-	10.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

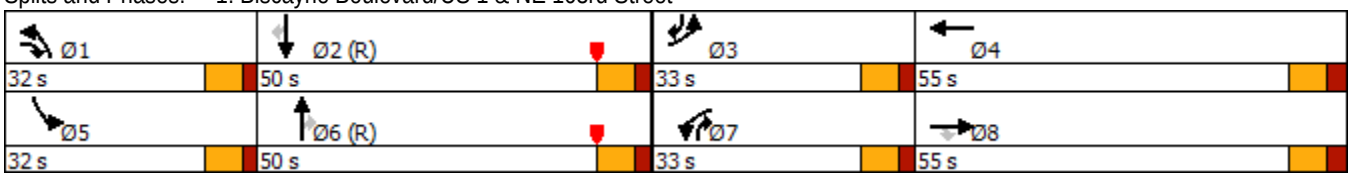
Future Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	489	1307	480	631	1625	933	540	1648	713	561	1525	571
Future Volume (vph)	489	1307	480	631	1625	933	540	1648	713	561	1525	571
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	54.7	11.8	11.8	54.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	55.0	32.0	33.0	55.0		32.0	50.0	33.0	32.0	50.0	33.0
Total Split (%)	19.4%	32.4%	18.8%	19.4%	32.4%		18.8%	29.4%	19.4%	18.8%	29.4%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	489	1307	480	631	1625	933	540	1648	713	561	1525	571
Future Volume (veh/h)	489	1307	480	631	1625	933	540	1648	713	561	1525	571
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	504	1347	495	651	1675	0	557	1699	735	578	1572	589
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	533	1421	666	533	1421		512	1620	631	512	1620	631
Arrive On Green	0.15	0.28	0.28	0.15	0.28	0.00	0.20	0.33	0.33	0.20	0.33	0.33
Sat Flow, veh/h	3456	5106	1550	3456	5106	1585	3456	6434	1536	3456	6434	1536
Grp Volume(v), veh/h	504	1347	495	651	1675	0	557	1699	735	578	1572	589
Grp Sat Flow(s),veh/h/ln	1728	1702	1550	1728	1702	1585	1728	1609	1536	1728	1609	1536
Q Serve(g_s), s	24.6	44.0	45.8	26.2	47.3	0.0	25.2	42.8	42.8	25.2	40.9	42.8
Cycle Q Clear(g_c), s	24.6	44.0	45.8	26.2	47.3	0.0	25.2	42.8	42.8	25.2	40.9	42.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	533	1421	666	533	1421		512	1620	631	512	1620	631
V/C Ratio(X)	0.95	0.95	0.74	1.22	1.18		1.09	1.05	1.17	1.13	0.97	0.93
Avail Cap(c_a), veh/h	533	1421	666	533	1421		512	1620	631	512	1620	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	60.1	41.1	71.9	61.4	0.0	68.2	56.5	46.6	68.2	55.9	44.4
Incr Delay (d2), s/veh	26.2	13.4	4.3	110.8	85.6	0.0	65.5	36.4	90.7	80.0	16.4	22.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	20.8	18.4	19.9	31.7	0.0	15.5	20.9	43.2	16.6	17.9	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.4	73.6	45.4	182.7	146.9	0.0	133.8	92.9	137.4	148.3	72.3	67.2
LnGrp LOS	F	E	D	F	F		F	F	F	F	E	E
Approach Vol, veh/h		2346			2326	A		2991			2739	
Approach Delay, s/veh		72.7			156.9			111.5			87.2	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	50.0	33.0	55.0	32.0	50.0	33.0	55.0
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47
Max Q Clear Time (g_c+I1), s	27.2	44.8	26.6	49.3	27.2	44.8	28.2	47.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	106.5
HCM 6th LOS	F

Notes

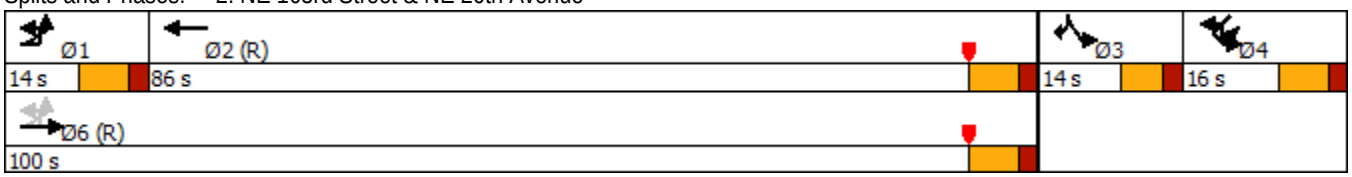
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	8	133	2360	2618	59	76	55	0
Future Volume (vph)	8	133	2360	2618	59	76	55	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	14.0	14.0	100.0	86.0	14.0	14.0	16.0	16.0
Total Split (%)	10.8%	10.8%	76.9%	66.2%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 113 (87%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	8	133	2360	2618	60	59	76	15	55	0	23
Future Volume (vph)	8	133	2360	2618	60	59	76	15	55	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6380		1770	1583		1770	1583	
Flt Permitted		0.05	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		85	6408	6380		1770	1583		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	141	2511	2785	64	63	81	16	59	0	24
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	150	2511	2849	0	63	81	0	75	24	0
Confl. Peds. (#/hr)		7			7						7
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		95.1	95.1	80.5		8.0	8.0		7.3	7.3	
Effective Green, g (s)		95.1	95.1	80.5		8.0	8.0		7.3	7.3	
Actuated g/C Ratio		0.73	0.73	0.62		0.06	0.06		0.06	0.06	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		163	4687	3950		108	97		99	88	
v/s Ratio Prot		c0.06	0.39	0.45		0.04	c0.05		c0.04	0.02	
v/s Ratio Perm		c0.61									
v/c Ratio		0.92	0.54	0.72		0.58	0.84		0.76	0.27	
Uniform Delay, d1		37.4	7.7	17.0		59.4	60.3		60.5	58.8	
Progression Factor		1.00	1.00	1.39		1.00	1.00		1.03	1.05	
Incremental Delay, d2		47.1	0.4	0.9		6.5	42.6		26.5	1.2	
Delay (s)		84.5	8.1	24.7		65.9	103.0		89.0	63.0	
Level of Service		F	A	C		E	F		F	E	
Approach Delay (s)			12.5	24.7		86.7			82.7		
Approach LOS			B	C		F			F		

Intersection Summary

HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

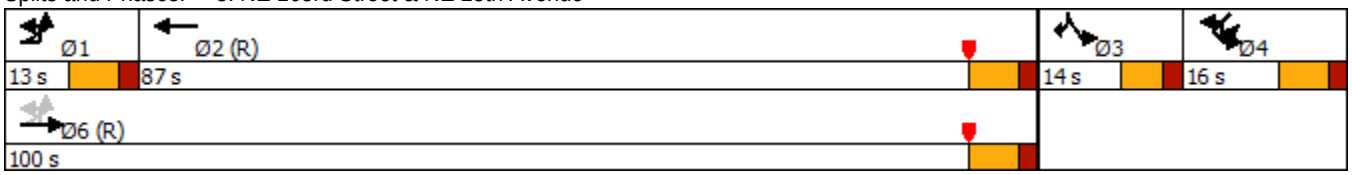
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	8	25	2379	2692	14	18	39	23
Future Volume (vph)	8	25	2379	2692	14	18	39	23
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	13.0	13.0	100.0	87.0	14.0	14.0	16.0	16.0
Total Split (%)	10.0%	10.0%	76.9%	66.9%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 122 (94%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	8	25	2379	2692	9	9	14	18	6	16	39	23
Future Volume (vph)	8	25	2379	2692	9	9	14	18	6	16	39	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6398			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		78	6408	6398			1770	1583			1770	1583
Peak-hour factor, PHF	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)	9	27	2558	2895	10	10	15	19	6	17	42	25
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	36	2558	2915	0	0	15	25	0	0	59	27
Confl. Peds. (#/hr)		14				14						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		98.7	98.7	88.5			4.6	4.6			7.1	7.1
Effective Green, g (s)		98.7	98.7	88.5			4.6	4.6			7.1	7.1
Actuated g/C Ratio		0.76	0.76	0.68			0.04	0.04			0.05	0.05
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		103	4865	4355			62	56			96	86
v/s Ratio Prot		0.01	c0.40	c0.46			0.01	c0.02			c0.03	0.02
v/s Ratio Perm		0.25										
v/c Ratio		0.35	0.53	0.67			0.24	0.45			0.61	0.31
Uniform Delay, d1		11.1	6.3	12.2			61.0	61.5			60.1	59.1
Progression Factor		3.08	0.48	0.52			1.00	1.00			0.98	0.99
Incremental Delay, d2		0.6	0.4	0.6			1.5	4.1			9.4	1.5
Delay (s)		34.9	3.3	7.0			62.5	65.5			68.4	60.3
Level of Service		C	A	A			E	E			E	E
Approach Delay (s)			3.8	7.0			64.4				65.9	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

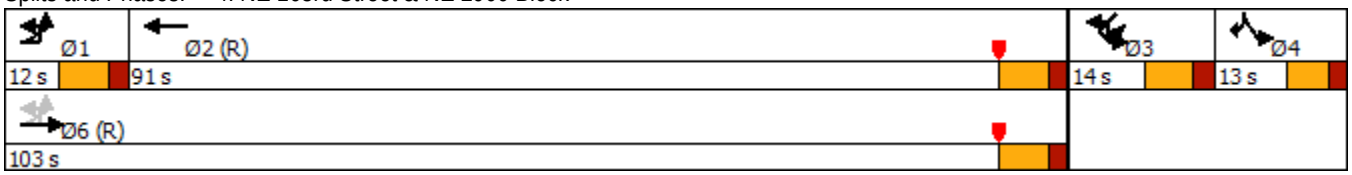
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	55	64	2291	2582	16	39	87	25
Future Volume (vph)	55	64	2291	2582	16	39	87	25
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 109 (84%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	55	64	2291	2582	24	23	16	39	5	33	87	25
Future Volume (vph)	55	64	2291	2582	24	23	16	39	5	33	87	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6388			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		81	6408	6388			1770	1583			1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	67	2412	2718	25	24	17	41	5	35	92	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	125	2412	2767	0	0	17	46	0	0	127	28
Confl. Peds. (#/hr)		11				11						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		97.6	97.6	84.7			5.6	5.6			7.2	7.2
Effective Green, g (s)		97.6	97.6	84.7			5.6	5.6			7.2	7.2
Actuated g/C Ratio		0.75	0.75	0.65			0.04	0.04			0.06	0.06
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		140	4810	4162			76	68			98	87
v/s Ratio Prot		c0.04	0.38	0.43			0.01	c0.03			c0.07	0.02
v/s Ratio Perm		c0.62										
v/c Ratio		0.89	0.50	0.66			0.22	0.68			1.30	0.32
Uniform Delay, d1		32.8	6.5	13.9			60.1	61.3			61.4	59.1
Progression Factor		1.55	0.81	0.15			1.00	1.00			0.95	0.95
Incremental Delay, d2		40.9	0.3	0.7			1.1	21.5			189.6	1.6
Delay (s)		91.8	5.6	2.8			61.2	82.8			247.9	57.8
Level of Service		F	A	A			E	F			F	E
Approach Delay (s)			9.8	2.8			77.0				213.5	
Approach LOS			A	A			E				F	

Intersection Summary

HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

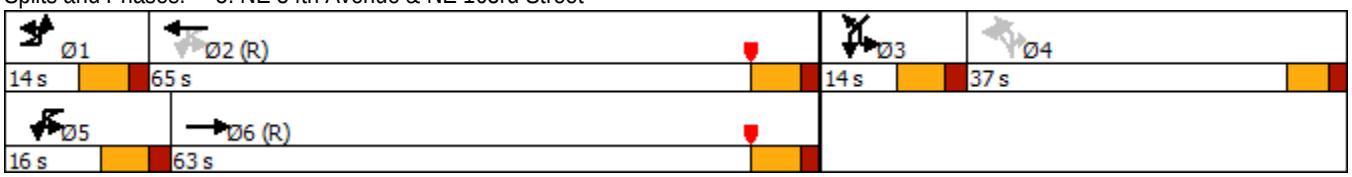
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	11
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL2	EBT	WBU	WBL	WBT	NBL	NBR2	SWL	SWR2
Lane Configurations									
Traffic Volume (vph)	5	2297	25	9	2554	1	7	54	1
Future Volume (vph)	5	2297	25	9	2554	1	7	54	1
Turn Type	Prot	NA	pm+pt	pm+pt	NA	Perm	Perm	Prot	Prot
Protected Phases	1	6	5	5	2			3	3
Permitted Phases			2	2		4	4		
Detector Phase	1	6	5	5	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	11.8	21.8	37.0	37.0	13.8	13.8
Total Split (s)	14.0	63.0	16.0	16.0	65.0	37.0	37.0	14.0	14.0
Total Split (%)	10.8%	48.5%	12.3%	12.3%	50.0%	28.5%	28.5%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 78 (60%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL2	EBT	EBR	WBU	WBL	WBT	WBR	NBL2	NBL	NBR2	SWL2
Lane Configurations												
Traffic Volume (vph)	26	5	2297	17	25	9	2554	25	33	1	7	21
Future Volume (vph)	26	5	2297	17	25	9	2554	25	33	1	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Lane Util. Factor		1.00	0.86			1.00	0.86			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	1.00			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1770	6400			1770	6398			1770	1583	
Flt Permitted		0.95	1.00			0.05	1.00			0.95	1.00	
Satd. Flow (perm)		1770	6400			87	6398			1770	1583	
Peak-hour factor, PHF	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)	28	5	2470	18	27	10	2746	27	35	1	8	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	33	2488	0	0	37	2773	0	0	36	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		pm+pt	pm+pt	NA		Perm	Perm	Perm	Prot
Protected Phases	1	1	6		5	5	2					3
Permitted Phases					2	2			4	4	4	
Actuated Green, G (s)		4.9	86.6			90.5	86.1			5.4	5.4	
Effective Green, g (s)		4.9	86.6			90.5	86.1			5.4	5.4	
Actuated g/C Ratio		0.04	0.67			0.70	0.66			0.04	0.04	
Clearance Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Vehicle Extension (s)		2.0	1.0			2.0	1.0			2.5	2.5	
Lane Grp Cap (vph)		66	4263			117	4237			73	65	
v/s Ratio Prot		c0.02	0.39			0.01	c0.43					
v/s Ratio Perm						0.21				c0.02	0.00	
v/c Ratio		0.50	0.58			0.32	0.65			0.49	0.01	
Uniform Delay, d1		61.3	11.9			8.8	13.1			61.0	59.7	
Progression Factor		0.88	1.39			2.22	0.34			1.00	1.00	
Incremental Delay, d2		1.9	0.5			0.3	0.4			3.8	0.0	
Delay (s)		56.1	17.0			19.9	4.8			64.7	59.7	
Level of Service		E	B			B	A			E	E	
Approach Delay (s)			17.5				5.0					
Approach LOS			B				A					

Intersection Summary

HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	54	17	1
Future Volume (vph)	54	17	1
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.8		6.8
Lane Util. Factor	1.00		1.00
Frpb, ped/bikes	1.00		1.00
Flpb, ped/bikes	1.00		1.00
Frt	0.97		0.85
Flt Protected	0.96		1.00
Satd. Flow (prot)	1741		1583
Flt Permitted	0.96		1.00
Satd. Flow (perm)	1741		1583
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	58	18	1
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	99	0	1
Confl. Peds. (#/hr)			3
Confl. Bikes (#/hr)			
Turn Type	Prot		Prot
Protected Phases	3		3
Permitted Phases			
Actuated Green, G (s)	7.2		7.2
Effective Green, g (s)	7.2		7.2
Actuated g/C Ratio	0.06		0.06
Clearance Time (s)	6.8		6.8
Vehicle Extension (s)	2.5		2.5
Lane Grp Cap (vph)	96		87
v/s Ratio Prot	c0.06		0.00
v/s Ratio Perm			
v/c Ratio	1.03		0.01
Uniform Delay, d1	61.4		58.0
Progression Factor	0.95		1.01
Incremental Delay, d2	99.9		0.0
Delay (s)	158.4		58.5
Level of Service	F		E
Approach Delay (s)	157.4		
Approach LOS	F		

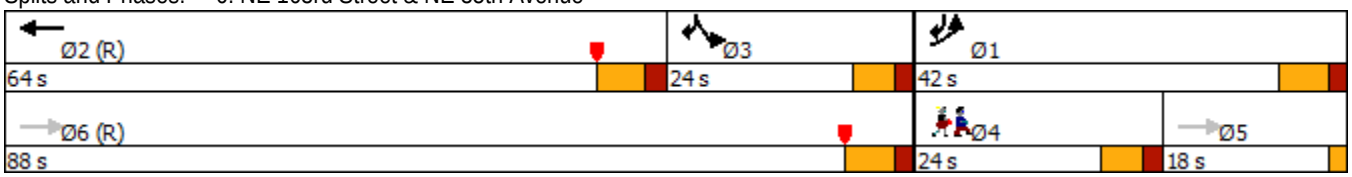
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø4	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	586	1762	2262	250	332			
Future Volume (vph)	586	1762	2262	250	332			
Turn Type	Prot	NA	NA	Prot	pt+ov			
Protected Phases	1		2	3	1 3	4	5	6
Permitted Phases		5 6						
Detector Phase	1	5 6	2	3	1 3			
Switch Phase								
Minimum Initial (s)	7.0		4.0	7.0		1.0	4.0	4.0
Minimum Split (s)	13.8		28.8	24.0		24.0	6.0	28.8
Total Split (s)	42.0		64.0	24.0		24.0	18.0	88.0
Total Split (%)	32.3%		49.2%	18.5%		18%	14%	68%
Yellow Time (s)	4.8		4.8	4.0		4.0	2.0	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	6.8		6.8	6.0				
Lead/Lag			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	None		None	Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	617	1855	2569	263	357
v/c Ratio	0.66	0.36	0.92	1.07	0.28
Control Delay	65.4	0.2	40.7	117.7	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	0.2	40.7	117.7	22.1
Queue Length 50th (ft)	286	0	580	~250	142
Queue Length 95th (ft)	345	0	634	#430	192
Internal Link Dist (ft)		488	387	465	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	929	5085	2790	245	1269
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	0.36	0.92	1.07	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	586	1762	2262	21	158	250	332	8	0	0
Future Volume (vph)	586	1762	2262	21	158	250	332	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	2.0	6.8			6.0	6.8			
Lane Util. Factor	0.97	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	3433	5085	6324			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	3433	5085	6324			1770	2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	617	1855	2381	22	166	263	349	8	0	0
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	617	1855	2561	0	0	263	357	0	0	0
Confl. Peds. (#/hr)	9				9	5				
Confl. Bikes (#/hr)				2	2					
Turn Type	Prot	NA	NA			Prot	pt+ov			
Protected Phases	1		2			3	1 3			
Permitted Phases		5 6								
Actuated Green, G (s)	35.2	130.0	57.2			18.0	59.2			
Effective Green, g (s)	35.2	123.2	57.2			18.0	53.2			
Actuated g/C Ratio	0.27	0.95	0.44			0.14	0.41			
Clearance Time (s)	6.8		6.8			6.0				
Vehicle Extension (s)	3.0		1.0			3.0				
Lane Grp Cap (vph)	929	4819	2782			245	1140			
v/s Ratio Prot	c0.18		c0.41			c0.15	0.13			
v/s Ratio Perm		0.36								
v/c Ratio	0.66	0.38	0.92			1.07	0.31			
Uniform Delay, d1	42.1	0.3	34.3			56.0	26.0			
Progression Factor	1.46	1.00	1.00			0.73	0.97			
Incremental Delay, d2	1.5	0.2	6.4			77.1	0.2			
Delay (s)	63.2	0.5	40.6			118.1	25.3			
Level of Service	E	A	D			F	C			
Approach Delay (s)		16.1	40.6			64.7			0.0	
Approach LOS		B	D			E			A	

Intersection Summary

HCM 2000 Control Delay	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1995	1741	214	0	148
Future Volume (Veh/h)	0	1995	1741	214	0	148
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2122	1852	228	0	157
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		467				
pX, platoon unblocked						
vC, conflicting volume	1864				2394	629
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1864				2394	629
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	63
cM capacity (veh/h)	316				28	420

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	530	530	530	530	617	617	617	228	157
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	228	157
cSH	1700	1700	1700	1700	1700	1700	1700	1700	420
Volume to Capacity	0.31	0.31	0.31	0.31	0.36	0.36	0.36	0.13	0.37
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	43
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Lane LOS									C
Approach Delay (s)	0.0				0.0				18.6
Approach LOS									C

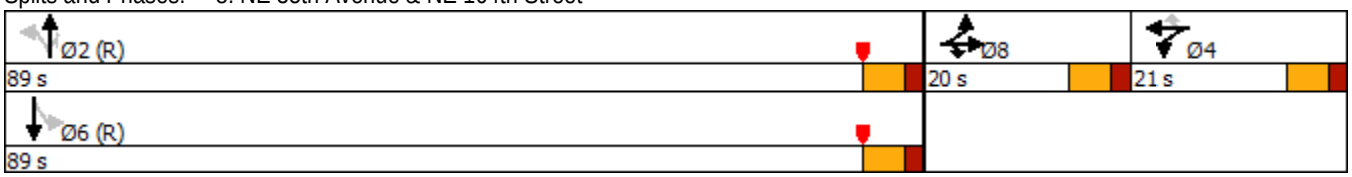
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	44	247	1	89	67	413	263	40	277
Future Volume (vph)	7	44	247	1	89	67	413	263	40	277
Turn Type	NA	Prot	Split	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	8	8	4	4			2			6
Permitted Phases					4	2		2	6	
Detector Phase	8	8	4	4	4	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	13.0	16.0	16.0	16.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	20.0	20.0	21.0	21.0	21.0	89.0	89.0	89.0	89.0	89.0
Total Split (%)	15.4%	15.4%	16.2%	16.2%	16.2%	68.5%	68.5%	68.5%	68.5%	68.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 19 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	7	44	247	1	89	67	413	263	40	277	1
Future Volume (veh/h)	3	7	44	247	1	89	67	413	263	40	277	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	8	49	275	0	99	74	459	292	44	308	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	64	74	334	0	147	820	2559	1138	562	2616	8
Arrive On Green	0.05	0.05	0.05	0.09	0.00	0.09	0.96	0.96	0.96	0.96	0.96	0.96
Sat Flow, veh/h	503	1342	1550	3563	0	1565	1068	3554	1580	711	3633	12
Grp Volume(v), veh/h	11	0	49	275	0	99	74	459	292	44	151	158
Grp Sat Flow(s),veh/h/ln	1845	0	1550	1781	0	1565	1068	1777	1580	711	1777	1868
Q Serve(g_s), s	0.7	0.0	4.0	9.9	0.0	8.0	0.5	0.9	1.3	0.4	0.5	0.5
Cycle Q Clear(g_c), s	0.7	0.0	4.0	9.9	0.0	8.0	1.0	0.9	1.3	1.3	0.5	0.5
Prop In Lane	0.27		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	88	0	74	334	0	147	820	2559	1138	562	1279	1345
V/C Ratio(X)	0.13	0.00	0.66	0.82	0.00	0.67	0.09	0.18	0.26	0.08	0.12	0.12
Avail Cap(c_a), veh/h	199	0	167	411	0	181	820	2559	1138	562	1279	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	0.0	60.9	57.8	0.0	57.0	0.8	0.8	0.8	0.8	0.8	0.8
Incr Delay (d2), s/veh	0.5	0.0	7.3	9.9	0.0	5.9	0.2	0.1	0.4	0.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.7	4.9	0.0	3.4	0.1	0.3	0.4	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	0.0	68.2	67.7	0.0	62.9	1.0	0.9	1.2	1.1	1.0	1.0
LnGrp LOS	E	A	E	E	A	E	A	A	A	A	A	A
Approach Vol, veh/h		60			374			825			353	
Approach Delay, s/veh		66.7			66.4			1.0			1.0	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		99.6		18.2		99.6		12.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		83.0		15.0		83.0		14.0				
Max Q Clear Time (g_c+I1), s		3.3		11.9		3.3		6.0				
Green Ext Time (p_c), s		1.4		0.3		0.8		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	0.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	3	529	26	0	363
Future Vol, veh/h	14	3	529	26	0	363
Conflicting Peds, #/hr	0	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	3	581	29	0	399

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	808	317	0	0	-	-
Stage 1	608	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	537	879	-	-	0	-
Stage 1	498	-	-	-	0	-
Stage 2	942	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	531	869	-	-	-	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	570	-
HCM Lane V/C Ratio	-	-	0.033	-
HCM Control Delay (s)	-	-	11.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

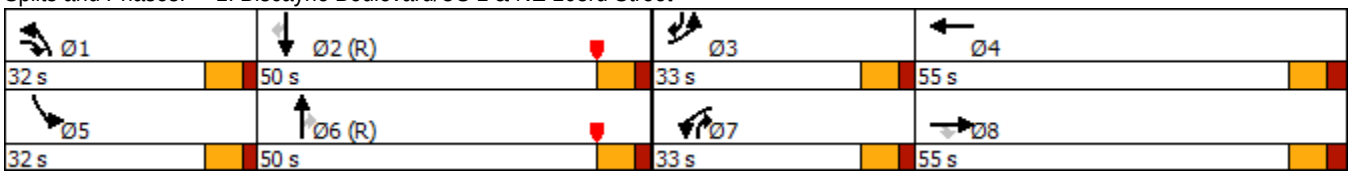
Future Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	489	1378	480	741	1685	1008	540	1648	821	635	1525	571
Future Volume (vph)	489	1378	480	741	1685	1008	540	1648	821	635	1525	571
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	54.7	11.8	11.8	54.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	33.0	55.0	32.0	33.0	55.0		32.0	50.0	33.0	32.0	50.0	33.0
Total Split (%)	19.4%	32.4%	18.8%	19.4%	32.4%		18.8%	29.4%	19.4%	18.8%	29.4%	19.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	489	1378	480	741	1685	1008	540	1648	821	635	1525	571
Future Volume (veh/h)	489	1378	480	741	1685	1008	540	1648	821	635	1525	571
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	504	1421	495	764	1737	0	557	1699	846	655	1572	589
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	533	1421	666	533	1421		512	1620	631	512	1620	631
Arrive On Green	0.15	0.28	0.28	0.15	0.28	0.00	0.20	0.33	0.33	0.20	0.33	0.33
Sat Flow, veh/h	3456	5106	1550	3456	5106	1585	3456	6434	1536	3456	6434	1536
Grp Volume(v), veh/h	504	1421	495	764	1737	0	557	1699	846	655	1572	589
Grp Sat Flow(s),veh/h/ln	1728	1702	1550	1728	1702	1585	1728	1609	1536	1728	1609	1536
Q Serve(g_s), s	24.6	47.3	45.8	26.2	47.3	0.0	25.2	42.8	42.8	25.2	40.9	42.8
Cycle Q Clear(g_c), s	24.6	47.3	45.8	26.2	47.3	0.0	25.2	42.8	42.8	25.2	40.9	42.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	533	1421	666	533	1421		512	1620	631	512	1620	631
V/C Ratio(X)	0.95	1.00	0.74	1.43	1.22		1.09	1.05	1.34	1.28	0.97	0.93
Avail Cap(c_a), veh/h	533	1421	666	533	1421		512	1620	631	512	1620	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.2	61.4	41.1	71.9	61.4	0.0	68.2	56.5	46.6	68.2	55.9	44.4
Incr Delay (d2), s/veh	26.2	23.9	4.3	201.5	103.9	0.0	65.5	36.4	163.9	139.9	16.4	22.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	23.6	18.4	26.6	34.1	0.0	15.5	20.9	56.0	20.8	17.9	28.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.4	85.3	45.4	273.4	165.2	0.0	133.8	92.9	210.5	208.1	72.3	67.2
LnGrp LOS	F	F	D	F	F		F	F	F	F	E	E
Approach Vol, veh/h		2420			2501	A		3102			2816	
Approach Delay, s/veh		79.6			198.3			132.3			102.8	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	50.0	33.0	55.0	32.0	50.0	33.0	55.0
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	25.2	* 43	26.2	* 47	25.2	* 43	26.2	* 47
Max Q Clear Time (g_c+I1), s	27.2	44.8	26.6	49.3	27.2	44.8	28.2	49.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	128.1
HCM 6th LOS	F

Notes

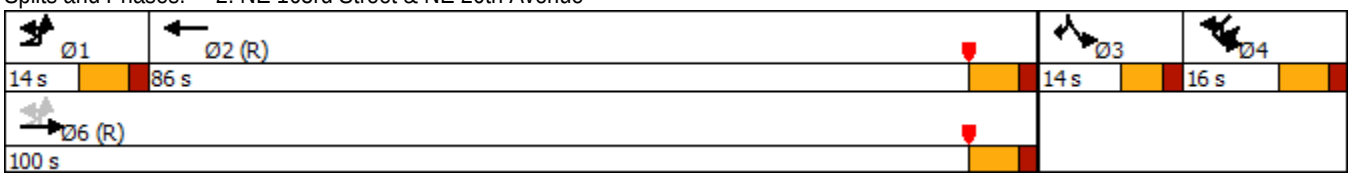
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	8	133	2613	2863	59	76	55	0
Future Volume (vph)	8	133	2613	2863	59	76	55	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	14.0	14.0	100.0	86.0	14.0	14.0	16.0	16.0
Total Split (%)	10.8%	10.8%	76.9%	66.2%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 113 (87%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	8	133	2613	2863	60	59	76	15	55	0	23
Future Volume (vph)	8	133	2613	2863	60	59	76	15	55	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6383		1770	1583		1770	1583	
Flt Permitted		0.05	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		85	6408	6383		1770	1583		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	141	2780	3046	64	63	81	16	59	0	24
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	150	2780	3110	0	63	81	0	75	24	0
Confl. Peds. (#/hr)		7			7						7
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		95.1	95.1	80.5		8.0	8.0		7.3	7.3	
Effective Green, g (s)		95.1	95.1	80.5		8.0	8.0		7.3	7.3	
Actuated g/C Ratio		0.73	0.73	0.62		0.06	0.06		0.06	0.06	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		163	4687	3952		108	97		99	88	
v/s Ratio Prot		c0.06	0.43	0.49		0.04	c0.05		c0.04	0.02	
v/s Ratio Perm		c0.61									
v/c Ratio		0.92	0.59	0.79		0.58	0.84		0.76	0.27	
Uniform Delay, d1		38.8	8.3	18.4		59.4	60.3		60.5	58.8	
Progression Factor		1.00	1.00	1.28		1.00	1.00		1.04	1.05	
Incremental Delay, d2		47.1	0.6	1.2		6.5	42.6		26.5	1.2	
Delay (s)		86.0	8.8	24.7		65.9	103.0		89.4	63.2	
Level of Service		F	A	C		E	F		F	E	
Approach Delay (s)			12.8	24.7		86.7			83.0		
Approach LOS			B	C		F			F		

Intersection Summary

HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		

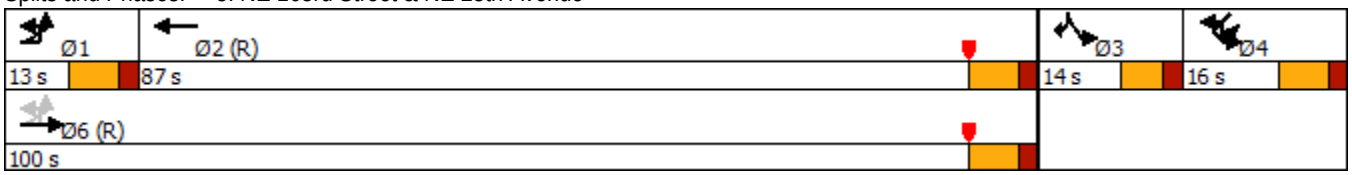
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	8	25	2632	2937	14	18	39	23
Future Volume (vph)	8	25	2632	2937	14	18	39	23
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	13.0	13.0	100.0	87.0	14.0	14.0	16.0	16.0
Total Split (%)	10.0%	10.0%	76.9%	66.9%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 122 (94%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	8	25	2632	2937	9	9	14	18	6	16	39	23
Future Volume (vph)	8	25	2632	2937	9	9	14	18	6	16	39	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6399			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		78	6408	6399			1770	1583			1770	1583
Peak-hour factor, PHF	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)	9	27	2830	3158	10	10	15	19	6	17	42	25
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	36	2830	3178	0	0	15	25	0	0	59	27
Confl. Peds. (#/hr)		14				14						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		98.7	98.7	88.5			4.6	4.6			7.1	7.1
Effective Green, g (s)		98.7	98.7	88.5			4.6	4.6			7.1	7.1
Actuated g/C Ratio		0.76	0.76	0.68			0.04	0.04			0.05	0.05
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		103	4865	4356			62	56			96	86
v/s Ratio Prot		0.01	c0.44	c0.50			0.01	c0.02			c0.03	0.02
v/s Ratio Perm		0.25										
v/c Ratio		0.35	0.58	0.73			0.24	0.45			0.61	0.31
Uniform Delay, d1		13.7	6.7	13.2			61.0	61.5			60.1	59.1
Progression Factor		2.96	0.45	0.50			1.00	1.00			0.99	1.00
Incremental Delay, d2		0.6	0.4	0.8			1.5	4.1			9.4	1.5
Delay (s)		41.1	3.4	7.3			62.5	65.5			69.2	60.5
Level of Service		D	A	A			E	E			E	E
Approach Delay (s)			3.9	7.3			64.4				66.5	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	6.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

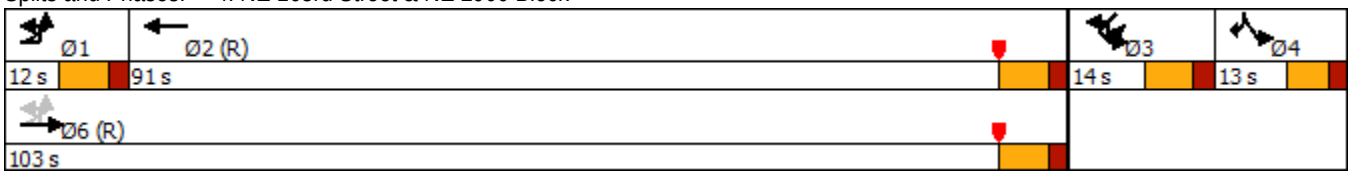
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	55	64	2544	2827	16	39	87	25
Future Volume (vph)	55	64	2544	2827	16	39	87	25
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 109 (84%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	55	64	2544	2827	24	23	16	39	5	33	87	25
Future Volume (vph)	55	64	2544	2827	24	23	16	39	5	33	87	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6389			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		81	6408	6389			1770	1583			1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	67	2678	2976	25	24	17	41	5	35	92	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	125	2678	3025	0	0	17	46	0	0	127	28
Confl. Peds. (#/hr)		11				11						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		97.6	97.6	84.7			5.6	5.6			7.2	7.2
Effective Green, g (s)		97.6	97.6	84.7			5.6	5.6			7.2	7.2
Actuated g/C Ratio		0.75	0.75	0.65			0.04	0.04			0.06	0.06
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		140	4810	4162			76	68			98	87
v/s Ratio Prot		0.04	c0.42	0.47			0.01	c0.03			c0.07	0.02
v/s Ratio Perm		c0.62										
v/c Ratio		0.89	0.56	0.73			0.22	0.68			1.30	0.32
Uniform Delay, d1		34.3	6.9	15.0			60.1	61.3			61.4	59.1
Progression Factor		1.48	0.81	0.27			1.00	1.00			0.96	0.96
Incremental Delay, d2		39.8	0.4	0.9			1.1	21.5			189.5	1.6
Delay (s)		90.6	6.0	4.9			61.2	82.8			248.3	58.2
Level of Service		F	A	A			E	F			F	E
Approach Delay (s)			9.8	4.9			77.0				213.9	
Approach LOS			A	A			E				F	

Intersection Summary

HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

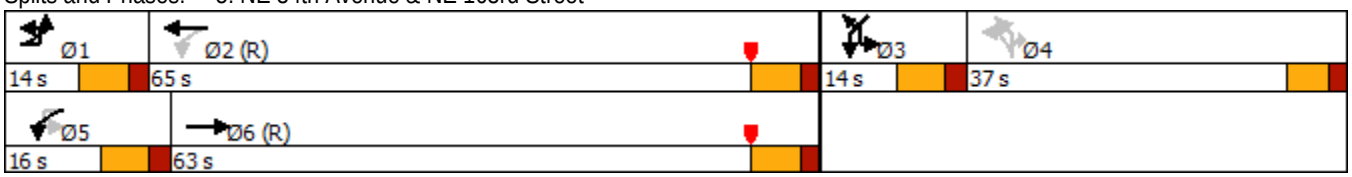
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	11
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL2	EBT	WBU	WBL	WBT	NBL	NBR2	SWL	SWR2
Lane Configurations									
Traffic Volume (vph)	5	2550	25	9	2799	1	7	54	1
Future Volume (vph)	5	2550	25	9	2799	1	7	54	1
Turn Type	Prot	NA	custom	pm+pt	NA	Perm	Perm	Prot	Prot
Protected Phases	1	6		5	2			3	3
Permitted Phases			5	2		4	4		
Detector Phase	1	6	5	5	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	11.8	21.8	37.0	37.0	13.8	13.8
Total Split (s)	14.0	63.0	16.0	16.0	65.0	37.0	37.0	14.0	14.0
Total Split (%)	10.8%	48.5%	12.3%	12.3%	50.0%	28.5%	28.5%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 78 (60%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL2	EBT	EBR	WBU	WBL	WBT	WBR	NBL2	NBL	NBR2	SWL2
Lane Configurations												
Traffic Volume (vph)	26	5	2550	17	25	9	2799	25	33	1	7	21
Future Volume (vph)	26	5	2550	17	25	9	2799	25	33	1	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Lane Util. Factor		1.00	0.86			1.00	0.86			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	1.00			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1770	6401			1770	6399			1770	1583	
Flt Permitted		0.95	1.00			0.05	1.00			0.95	1.00	
Satd. Flow (perm)		1770	6401			87	6399			1770	1583	
Peak-hour factor, PHF	0.93	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	28	5	2742	18	27	10	3010	27	35	1	8	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	33	2760	0	0	37	3037	0	0	36	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		custom	pm+pt	NA		Perm	Perm	Perm	Prot
Protected Phases	1	1	6			5	2					3
Permitted Phases					5	2			4	4	4	
Actuated Green, G (s)		4.9	86.6			90.5	86.1			5.4	5.4	
Effective Green, g (s)		4.9	86.6			90.5	86.1			5.4	5.4	
Actuated g/C Ratio		0.04	0.67			0.70	0.66			0.04	0.04	
Clearance Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Vehicle Extension (s)		2.0	1.0			2.0	1.0			2.5	2.5	
Lane Grp Cap (vph)		66	4264			117	4238			73	65	
v/s Ratio Prot		c0.02	0.43			0.01	c0.47					
v/s Ratio Perm						0.21				c0.02	0.00	
v/c Ratio		0.50	0.65			0.32	0.72			0.49	0.01	
Uniform Delay, d1		61.3	12.7			10.3	14.1			61.0	59.7	
Progression Factor		0.97	1.26			1.92	0.41			1.00	1.00	
Incremental Delay, d2		1.8	0.6			0.3	0.5			3.8	0.0	
Delay (s)		61.2	16.6			20.0	6.3			64.7	59.7	
Level of Service		E	B			C	A			E	E	
Approach Delay (s)			17.2				6.4					
Approach LOS			B				A					

Intersection Summary

HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	54	17	1
Future Volume (vph)	54	17	1
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.8		6.8
Lane Util. Factor	1.00		1.00
Frpb, ped/bikes	1.00		1.00
Flpb, ped/bikes	1.00		1.00
Frt	0.97		0.85
Flt Protected	0.96		1.00
Satd. Flow (prot)	1741		1583
Flt Permitted	0.96		1.00
Satd. Flow (perm)	1741		1583
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	58	18	1
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	99	0	1
Confl. Peds. (#/hr)			3
Confl. Bikes (#/hr)			
Turn Type	Prot		Prot
Protected Phases	3		3
Permitted Phases			
Actuated Green, G (s)	7.2		7.2
Effective Green, g (s)	7.2		7.2
Actuated g/C Ratio	0.06		0.06
Clearance Time (s)	6.8		6.8
Vehicle Extension (s)	2.5		2.5
Lane Grp Cap (vph)	96		87
v/s Ratio Prot	c0.06		0.00
v/s Ratio Perm			
v/c Ratio	1.03		0.01
Uniform Delay, d1	61.4		58.0
Progression Factor	0.96		1.03
Incremental Delay, d2	99.7		0.0
Delay (s)	158.9		60.0
Level of Service	F		E
Approach Delay (s)	157.9		
Approach LOS	F		

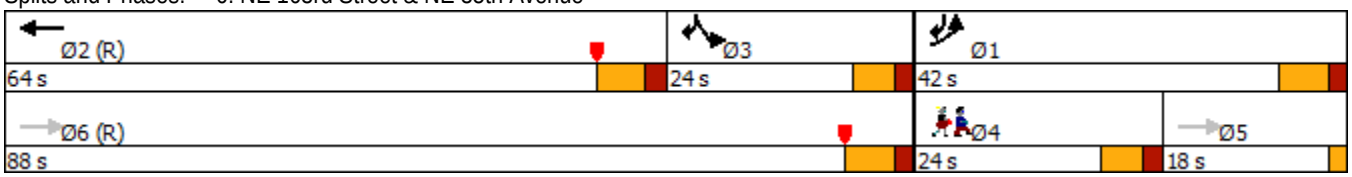
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø4	Ø5	Ø6
Lane Configurations								
Traffic Volume (vph)	937	1664	2347	410	492			
Future Volume (vph)	937	1664	2347	410	492			
Turn Type	Prot	NA	NA	Prot	pt+ov			
Protected Phases	1		2	3	1 3	4	5	6
Permitted Phases		5 6						
Detector Phase	1	5 6	2	3	1 3			
Switch Phase								
Minimum Initial (s)	7.0		4.0	7.0		1.0	4.0	4.0
Minimum Split (s)	13.8		28.8	24.0		24.0	10.8	28.8
Total Split (s)	42.0		64.0	24.0		24.0	18.0	88.0
Total Split (%)	32.3%		49.2%	18.5%		18%	14%	68%
Yellow Time (s)	4.8		4.8	4.0		4.0	2.0	4.8
All-Red Time (s)	2.0		2.0	2.0		2.0	0.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	6.8		6.8	6.0				
Lead/Lag			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	
Recall Mode	None		C-Max	None		None	None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	986	1752	2721	432	526
v/c Ratio	1.06	0.34	0.98	1.76	0.41
Control Delay	104.5	0.1	48.2	380.4	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	104.5	0.1	48.2	380.4	24.5
Queue Length 50th (ft)	~484	0	640	~555	238
Queue Length 95th (ft)	#620	0	#742	m#627	m260
Internal Link Dist (ft)		488	387	465	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	929	5085	2783	245	1269
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	0.34	0.98	1.76	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	937	1664	2347	21	217	410	492	8	0	0
Future Volume (vph)	937	1664	2347	21	217	410	492	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	2.0	6.8			6.0	6.8			
Lane Util. Factor	0.97	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	3433	5085	6302			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	3433	5085	6302			1770	2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	986	1752	2471	22	228	432	518	8	0	0
RTOR Reduction (vph)	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	986	1752	2710	0	0	432	526	0	0	0
Confl. Peds. (#/hr)	9				9	5				
Confl. Bikes (#/hr)				2	2					
Turn Type	Prot	NA	NA			Prot	pt+ov			
Protected Phases	1		2			3	1 3			
Permitted Phases		5 6								
Actuated Green, G (s)	35.2	130.0	57.2			18.0	59.2			
Effective Green, g (s)	35.2	123.2	57.2			18.0	53.2			
Actuated g/C Ratio	0.27	0.95	0.44			0.14	0.41			
Clearance Time (s)	6.8		6.8			6.0				
Vehicle Extension (s)	3.0		1.0			3.0				
Lane Grp Cap (vph)	929	4819	2772			245	1140			
v/s Ratio Prot	c0.29		c0.43			c0.24	0.19			
v/s Ratio Perm		0.34								
v/c Ratio	1.06	0.36	0.98			1.76	0.46			
Uniform Delay, d1	47.4	0.3	35.8			56.0	28.0			
Progression Factor	1.38	1.00	1.00			0.60	0.99			
Incremental Delay, d2	44.3	0.0	12.6			354.9	0.2			
Delay (s)	109.5	0.3	48.4			388.4	28.0			
Level of Service	F	A	D			F	C			
Approach Delay (s)		39.6	48.4			190.5			0.0	
Approach LOS		D	D			F			A	

Intersection Summary

HCM 2000 Control Delay	65.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	2057	1712	323	0	331
Future Volume (Veh/h)	0	2057	1712	323	0	331
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2188	1821	344	0	352
Pedestrians					12	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		467				
pX, platoon unblocked						
vC, conflicting volume	1833				2380	619
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1833				2380	619
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	17
cM capacity (veh/h)	325				28	427

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	547	547	547	547	607	607	607	344	352
Volume Left	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	344	352
cSH	1700	1700	1700	1700	1700	1700	1700	1700	427
Volume to Capacity	0.32	0.32	0.32	0.32	0.36	0.36	0.36	0.20	0.83
Queue Length 95th (ft)	0	0	0	0	0	0	0	0	193
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.5
Lane LOS									E
Approach Delay (s)	0.0				0.0				42.5
Approach LOS									E

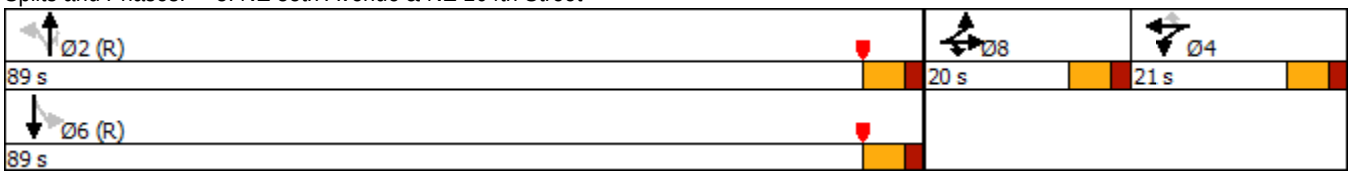
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	7	44	576	1	96	67	413	673	62	268
Future Volume (vph)	7	44	576	1	96	67	413	673	62	268
Turn Type	NA	Prot	Split	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	8	8	4	4			2			6
Permitted Phases					4	2		2	6	
Detector Phase	8	8	4	4	4	2	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	13.0	16.0	16.0	16.0	21.0	21.0	21.0	21.0	21.0
Total Split (s)	20.0	20.0	21.0	21.0	21.0	89.0	89.0	89.0	89.0	89.0
Total Split (%)	15.4%	15.4%	16.2%	16.2%	16.2%	68.5%	68.5%	68.5%	68.5%	68.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 19 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	7	44	576	1	96	67	413	673	62	268	1
Future Volume (veh/h)	3	7	44	576	1	96	67	413	673	62	268	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	8	49	641	0	107	74	459	748	69	298	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	64	74	411	0	181	801	2482	1104	374	2537	9
Arrive On Green	0.05	0.05	0.05	0.12	0.00	0.12	0.93	0.93	0.93	0.93	0.93	0.93
Sat Flow, veh/h	503	1342	1550	3563	0	1569	1078	3554	1580	463	3633	12
Grp Volume(v), veh/h	11	0	49	641	0	107	74	459	748	69	146	153
Grp Sat Flow(s),veh/h/ln	1845	0	1550	1781	0	1569	1078	1777	1580	463	1777	1868
Q Serve(g_s), s	0.7	0.0	4.0	15.0	0.0	8.4	0.8	1.4	11.8	2.1	0.8	0.9
Cycle Q Clear(g_c), s	0.7	0.0	4.0	15.0	0.0	8.4	1.6	1.4	11.8	3.5	0.8	0.9
Prop In Lane	0.27		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	88	0	74	411	0	181	801	2482	1104	374	1241	1305
V/C Ratio(X)	0.13	0.00	0.66	1.56	0.00	0.59	0.09	0.18	0.68	0.18	0.12	0.12
Avail Cap(c_a), veh/h	199	0	167	411	0	181	801	2482	1104	374	1241	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	0.0	60.9	57.5	0.0	54.6	1.5	1.4	1.8	1.6	1.4	1.4
Incr Delay (d2), s/veh	0.5	0.0	7.3	263.4	0.0	4.4	0.0	0.0	0.3	1.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.7	21.8	0.0	3.6	0.2	0.5	1.7	0.3	0.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	0.0	68.2	320.9	0.0	59.0	1.5	1.5	2.1	2.7	1.6	1.6
LnGrp LOS	E	A	E	F	A	E	A	A	A	A	A	A
Approach Vol, veh/h		60			748			1281			368	
Approach Delay, s/veh		66.7			283.4			1.8			1.8	
Approach LOS		E			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.8		21.0		96.8		12.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		83.0		15.0		83.0		14.0				
Max Q Clear Time (g_c+I1), s		13.8		17.0		5.5		6.0				
Green Ext Time (p_c), s		1.7		0.0		1.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			89.1									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection						
Int Delay, s/veh	0.3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	10	536	26	0	376
Future Vol, veh/h	14	10	536	26	0	376
Conflicting Peds, #/hr	0	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	11	589	29	0	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	823	321	0	0	-	-
Stage 1	616	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	529	876	-	-	0	-
Stage 1	493	-	-	-	0	-
Stage 2	934	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	523	866	-	-	-	-
Mov Cap-2 Maneuver	523	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	934	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	626	-
HCM Lane V/C Ratio	-	-	0.042	-
HCM Control Delay (s)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

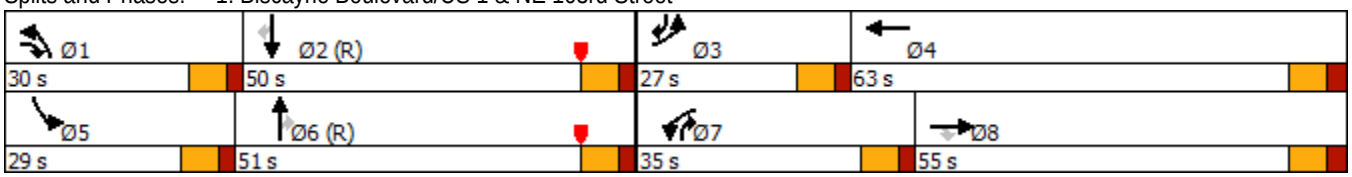
Future Total with Improvements Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	489	1369	480	728	1678	1000	540	1648	807	625	1525	571
Future Volume (vph)	489	1369	480	728	1678	1000	540	1648	807	625	1525	571
Turn Type	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8			Free			6			2
Detector Phase	3	8	1	7	4		1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.8	54.7	11.8	11.8	54.7		11.8	49.2	11.8	11.8	49.2	11.8
Total Split (s)	27.0	55.0	30.0	35.0	63.0		30.0	51.0	35.0	29.0	50.0	27.0
Total Split (%)	15.9%	32.4%	17.6%	20.6%	37.1%		17.6%	30.0%	20.6%	17.1%	29.4%	15.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9	2.0	2.0	2.9		2.0	2.4	2.0	2.0	2.4	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	7.7	6.8	6.8	7.7		6.8	7.2	6.8	6.8	7.2	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 77 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Biscayne Boulevard/US 1 & NE 163rd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	489	1369	480	728	1678	1000	540	1648	807	625	1525	571
Future Volume (veh/h)	489	1369	480	728	1678	1000	540	1648	807	625	1525	571
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	504	1411	495	751	1730	0	557	1699	832	644	1572	589
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	411	1421	647	573	1661		472	1658	659	451	1620	575
Arrive On Green	0.12	0.28	0.28	0.17	0.33	0.00	0.18	0.34	0.34	0.17	0.33	0.33
Sat Flow, veh/h	3456	5106	1550	3456	5106	1585	3456	6434	1536	3456	6434	1536
Grp Volume(v), veh/h	504	1411	495	751	1730	0	557	1699	832	644	1572	589
Grp Sat Flow(s),veh/h/ln	1728	1702	1550	1728	1702	1585	1728	1609	1536	1728	1609	1536
Q Serve(g_s), s	20.2	46.9	46.7	28.2	55.3	0.0	23.2	43.8	43.8	22.2	40.9	42.8
Cycle Q Clear(g_c), s	20.2	46.9	46.7	28.2	55.3	0.0	23.2	43.8	43.8	22.2	40.9	42.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	1421	647	573	1661		472	1658	659	451	1620	575
V/C Ratio(X)	1.23	0.99	0.76	1.31	1.04		1.18	1.02	1.26	1.43	0.97	1.02
Avail Cap(c_a), veh/h	411	1421	647	573	1661		472	1658	659	451	1620	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	61.2	42.8	70.9	57.3	0.0	69.6	55.9	45.3	70.2	55.9	48.9
Incr Delay (d2), s/veh	122.2	22.2	5.2	146.6	28.6	0.0	101.5	28.7	130.3	204.7	16.4	43.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.0	23.2	18.9	24.2	28.2	0.0	16.7	20.4	52.3	22.4	17.9	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	197.1	83.4	48.0	217.5	86.0	0.0	171.0	84.5	175.5	274.9	72.3	92.8
LnGrp LOS	F	F	D	F	F		F	F	F	F	E	F
Approach Vol, veh/h		2410			2481	A		3088			2805	
Approach Delay, s/veh		99.9			125.8			124.7			123.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	50.0	27.0	63.0	29.0	51.0	35.0	55.0
Change Period (Y+Rc), s	6.8	* 7.2	6.8	* 7.7	6.8	* 7.2	6.8	* 7.7
Max Green Setting (Gmax), s	23.2	* 43	20.2	* 55	22.2	* 44	28.2	* 47
Max Q Clear Time (g_c+I1), s	25.2	44.8	22.2	57.3	24.2	45.8	30.2	48.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	119.0
HCM 6th LOS	F

Notes

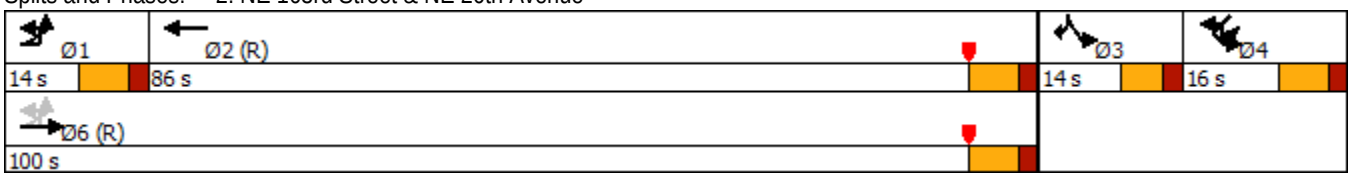
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	8	133	2580	2835	59	76	55	0
Future Volume (vph)	8	133	2580	2835	59	76	55	0
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	14.0	14.0	100.0	86.0	14.0	14.0	16.0	16.0
Total Split (%)	10.8%	10.8%	76.9%	66.2%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 113 (87%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 2: NE 163rd Street & NE 26th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR2	SBL	SBR	SWU	SWL	SWR	SWR2
Lane Configurations											
Traffic Volume (vph)	8	133	2580	2835	60	59	76	15	55	0	23
Future Volume (vph)	8	133	2580	2835	60	59	76	15	55	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Lane Util. Factor		1.00	0.86	0.86		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1770	6408	6382		1770	1583		1770	1583	
Flt Permitted		0.05	1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		85	6408	6382		1770	1583		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	141	2745	3016	64	63	81	16	59	0	24
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	150	2745	3080	0	63	81	0	75	24	0
Confl. Peds. (#/hr)		7			7						7
Turn Type	pm+pt	pm+pt	NA	NA		Prot	Prot	Prot	Prot	Prot	
Protected Phases	1	1	6	2		3	3	4	4	4	
Permitted Phases	6	6									
Actuated Green, G (s)		95.1	95.1	80.5		8.0	8.0		7.3	7.3	
Effective Green, g (s)		95.1	95.1	80.5		8.0	8.0		7.3	7.3	
Actuated g/C Ratio		0.73	0.73	0.62		0.06	0.06		0.06	0.06	
Clearance Time (s)		6.8	6.8	6.8		6.0	6.0		6.8	6.8	
Vehicle Extension (s)		2.0	1.0	1.0		2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)		163	4687	3951		108	97		99	88	
v/s Ratio Prot		c0.06	0.43	0.48		0.04	c0.05		c0.04	0.02	
v/s Ratio Perm		c0.61									
v/c Ratio		0.92	0.59	0.78		0.58	0.84		0.76	0.27	
Uniform Delay, d1		38.7	8.2	18.2		59.4	60.3		60.5	58.8	
Progression Factor		1.00	1.00	1.10		1.00	1.00		1.03	1.04	
Incremental Delay, d2		47.1	0.5	1.2		6.5	42.6		26.5	1.2	
Delay (s)		85.8	8.7	21.3		65.9	103.0		88.8	62.6	
Level of Service		F	A	C		E	F		F	E	
Approach Delay (s)			12.7	21.3		86.7			82.4		
Approach LOS			B	C		F			F		

Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

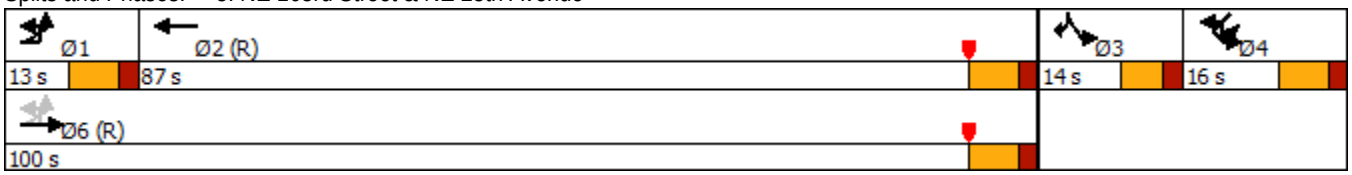
c Critical Lane Group

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	8	25	2599	2909	14	18	39	23
Future Volume (vph)	8	25	2599	2909	14	18	39	23
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	3	3	4	4
Permitted Phases	6	6						
Detector Phase	1	1	6	2	3	3	4	4
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	11.8	26.8	13.0	13.0	13.8	13.8
Total Split (s)	13.0	13.0	100.0	87.0	14.0	14.0	16.0	16.0
Total Split (%)	10.0%	10.0%	76.9%	66.9%	10.8%	10.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 122 (94%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: NE 163rd Street & NE 28th Avenue



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	8	25	2599	2909	9	9	14	18	6	16	39	23
Future Volume (vph)	8	25	2599	2909	9	9	14	18	6	16	39	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6399			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		78	6408	6399			1770	1583			1770	1583
Peak-hour factor, PHF	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)	9	27	2795	3128	10	10	15	19	6	17	42	25
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	36	2795	3148	0	0	15	25	0	0	59	27
Confl. Peds. (#/hr)		14				14						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			3	3		4	4	4
Permitted Phases	6	6										
Actuated Green, G (s)		98.7	98.7	88.5			4.6	4.6			7.1	7.1
Effective Green, g (s)		98.7	98.7	88.5			4.6	4.6			7.1	7.1
Actuated g/C Ratio		0.76	0.76	0.68			0.04	0.04			0.05	0.05
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		103	4865	4356			62	56			96	86
v/s Ratio Prot		0.01	c0.44	c0.49			0.01	c0.02			c0.03	0.02
v/s Ratio Perm		0.25										
v/c Ratio		0.35	0.57	0.72			0.24	0.45			0.61	0.31
Uniform Delay, d1		13.3	6.7	13.0			61.0	61.5			60.1	59.1
Progression Factor		3.00	0.45	0.04			1.00	1.00			1.05	1.05
Incremental Delay, d2		0.6	0.4	0.8			1.5	4.1			9.4	1.5
Delay (s)		40.6	3.4	1.2			62.5	65.5			72.4	63.7
Level of Service		D	A	A			E	E			E	E
Approach Delay (s)			3.9	1.2			64.4				69.7	
Approach LOS			A	A			E				E	

Intersection Summary

HCM 2000 Control Delay	3.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

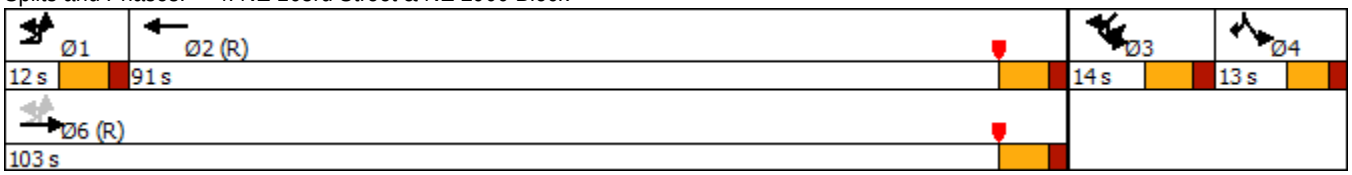
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	14
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBU	EBL2	EBT	WBT	SBL	SBR	SWL	SWR
Lane Configurations								
Traffic Volume (vph)	55	64	2511	2799	16	39	87	25
Future Volume (vph)	55	64	2511	2799	16	39	87	25
Turn Type	pm+pt	pm+pt	NA	NA	Prot	Prot	Prot	Prot
Protected Phases	1	1	6	2	4	4	3	3
Permitted Phases	6	6						
Detector Phase	1	1	6	2	4	4	3	3
Switch Phase								
Minimum Initial (s)	5.0	5.0	15.0	15.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	11.8	21.8	21.8	13.0	13.0	13.8	13.8
Total Split (s)	12.0	12.0	103.0	91.0	13.0	13.0	14.0	14.0
Total Split (%)	9.2%	9.2%	79.2%	70.0%	10.0%	10.0%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.8	4.8
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
Total Lost Time (s)		6.8	6.8	6.8	6.0	6.0	6.8	6.8
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 109 (84%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: NE 163rd Street & NE 2900 Block



Movement	EBU	EBL2	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SWU	SWL	SWR
Lane Configurations												
Traffic Volume (vph)	55	64	2511	2799	24	23	16	39	5	33	87	25
Future Volume (vph)	55	64	2511	2799	24	23	16	39	5	33	87	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Lane Util. Factor		1.00	0.86	0.86			1.00	1.00			1.00	1.00
Frpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00			1.00	1.00			1.00	1.00
Frt		1.00	1.00	1.00			1.00	0.85			1.00	0.85
Flt Protected		0.95	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (prot)		1770	6408	6389			1770	1583			1770	1583
Flt Permitted		0.04	1.00	1.00			0.95	1.00			0.95	1.00
Satd. Flow (perm)		81	6408	6389			1770	1583			1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	67	2643	2946	25	24	17	41	5	35	92	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	125	2643	2995	0	0	17	46	0	0	127	28
Confl. Peds. (#/hr)		11				11						
Turn Type	pm+pt	pm+pt	NA	NA			Prot	Prot		Prot	Prot	Prot
Protected Phases	1	1	6	2			4	4		3	3	3
Permitted Phases	6	6										
Actuated Green, G (s)		97.6	97.6	84.7			5.6	5.6			7.2	7.2
Effective Green, g (s)		97.6	97.6	84.7			5.6	5.6			7.2	7.2
Actuated g/C Ratio		0.75	0.75	0.65			0.04	0.04			0.06	0.06
Clearance Time (s)		6.8	6.8	6.8			6.0	6.0			6.8	6.8
Vehicle Extension (s)		2.0	1.0	1.0			2.5	2.5			2.5	2.5
Lane Grp Cap (vph)		140	4810	4162			76	68			98	87
v/s Ratio Prot		0.04	c0.41	0.47			0.01	c0.03			c0.07	0.02
v/s Ratio Perm		c0.62										
v/c Ratio		0.89	0.55	0.72			0.22	0.68			1.30	0.32
Uniform Delay, d1		34.1	6.9	14.9			60.1	61.3			61.4	59.1
Progression Factor		1.49	0.81	0.49			1.00	1.00			1.00	1.01
Incremental Delay, d2		39.9	0.4	0.8			1.1	21.5			189.5	1.6
Delay (s)		90.8	6.0	8.1			61.2	82.8			251.2	61.5
Level of Service		F	A	A			E	F			F	E
Approach Delay (s)			9.8	8.1			77.0				216.9	
Approach LOS			A	A			E				F	

Intersection Summary

HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

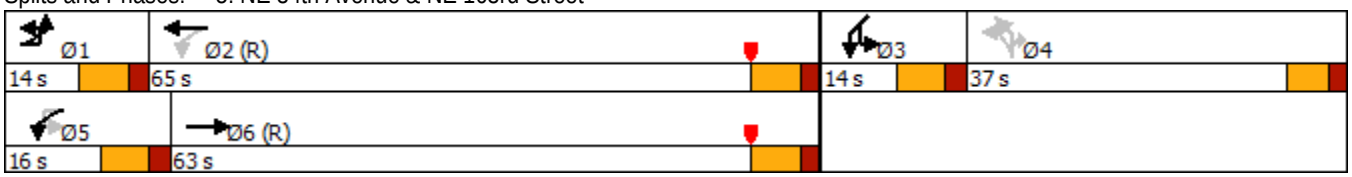
Movement	SWR2
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	2
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	11
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL2	EBT	WBU	WBL	WBT	NBL	NBR2	SWL
Lane Configurations								
Traffic Volume (vph)	5	2517	25	9	2771	1	7	54
Future Volume (vph)	5	2517	25	9	2771	1	7	54
Turn Type	Prot	NA	custom	pm+pt	NA	Perm	Perm	Prot
Protected Phases	1	6		5	2			3
Permitted Phases			5	2		4	4	
Detector Phase	1	6	5	5	2	4	4	3
Switch Phase								
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	7.0	7.0	7.0
Minimum Split (s)	11.8	21.8	11.8	11.8	21.8	37.0	37.0	13.8
Total Split (s)	14.0	63.0	16.0	16.0	65.0	37.0	37.0	14.0
Total Split (%)	10.8%	48.5%	12.3%	12.3%	50.0%	28.5%	28.5%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.8
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
Total Lost Time (s)	6.8	6.8		6.8	6.8	6.0	6.0	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 60 (46%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 5: NE 34th Avenue & NE 163rd Street



Movement	EBU	EBL2	EBT	EBR	WBU	WBL	WBT	WBR	NBL2	NBL	NBR2	SWL2
Lane Configurations												
Traffic Volume (vph)	26	5	2517	17	25	9	2771	25	33	1	7	21
Future Volume (vph)	26	5	2517	17	25	9	2771	25	33	1	7	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Lane Util. Factor		1.00	0.86			1.00	0.86			1.00	1.00	
Frpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00			1.00	1.00	
Frt		1.00	1.00			1.00	1.00			1.00	0.85	
Flt Protected		0.95	1.00			0.95	1.00			0.95	1.00	
Satd. Flow (prot)		1770	6401			1770	6399			1770	1583	
Flt Permitted		0.95	1.00			0.05	1.00			0.95	1.00	
Satd. Flow (perm)		1770	6401			87	6399			1770	1583	
Peak-hour factor, PHF	0.93	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	28	5	2706	18	27	10	2980	27	35	1	8	23
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	33	2724	0	0	37	3007	0	0	36	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)				2								
Turn Type	Prot	Prot	NA		custom	pm+pt	NA		Perm	Perm	Perm	Prot
Protected Phases	1	1	6			5	2					3
Permitted Phases					5	2			4	4	4	
Actuated Green, G (s)		4.9	86.6			90.5	86.1			5.4	5.4	
Effective Green, g (s)		4.9	86.6			90.5	86.1			5.4	5.4	
Actuated g/C Ratio		0.04	0.67			0.70	0.66			0.04	0.04	
Clearance Time (s)		6.8	6.8			6.8	6.8			6.0	6.0	
Vehicle Extension (s)		2.0	1.0			2.0	1.0			2.5	2.5	
Lane Grp Cap (vph)		66	4264			117	4238			73	65	
v/s Ratio Prot		c0.02	0.43			0.01	c0.47					
v/s Ratio Perm						0.21				c0.02	0.00	
v/c Ratio		0.50	0.64			0.32	0.71			0.49	0.01	
Uniform Delay, d1		61.3	12.6			10.0	14.0			61.0	59.7	
Progression Factor		1.19	0.93			1.96	1.11			1.00	1.00	
Incremental Delay, d2		1.8	0.6			0.3	0.6			3.8	0.0	
Delay (s)		74.6	12.3			20.0	16.2			64.7	59.7	
Level of Service		E	B			C	B			E	E	
Approach Delay (s)			13.0				16.2					
Approach LOS			B				B					

Intersection Summary

HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	26.4
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SWL	SWR	SWR2
Lane Configurations			
Traffic Volume (vph)	54	17	1
Future Volume (vph)	54	17	1
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	6.8		
Lane Util. Factor	1.00		
Frpb, ped/bikes	0.99		
Flpb, ped/bikes	1.00		
Frt	0.97		
Flt Protected	0.96		
Satd. Flow (prot)	1729		
Flt Permitted	0.96		
Satd. Flow (perm)	1729		
Peak-hour factor, PHF	0.93	0.93	0.93
Adj. Flow (vph)	58	18	1
RTOR Reduction (vph)	0	0	0
Lane Group Flow (vph)	100	0	0
Confl. Peds. (#/hr)			3
Confl. Bikes (#/hr)			
Turn Type	Prot		
Protected Phases	3		
Permitted Phases			
Actuated Green, G (s)	7.2		
Effective Green, g (s)	7.2		
Actuated g/C Ratio	0.06		
Clearance Time (s)	6.8		
Vehicle Extension (s)	2.5		
Lane Grp Cap (vph)	95		
v/s Ratio Prot	c0.06		
v/s Ratio Perm			
v/c Ratio	1.05		
Uniform Delay, d1	61.4		
Progression Factor	0.96		
Incremental Delay, d2	106.6		
Delay (s)	165.5		
Level of Service	F		
Approach Delay (s)	165.5		
Approach LOS	F		

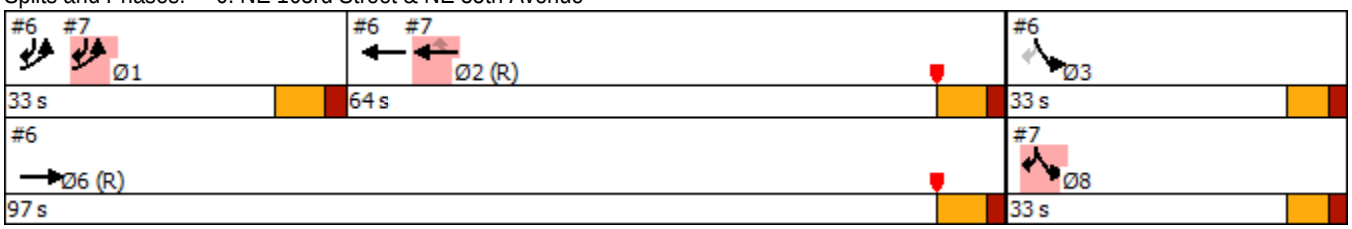
Intersection Summary

Lane Group	EBL	EBT	WBT	SBL	SBR	Ø8
Lane Configurations						
Traffic Volume (vph)	689	1879	2335	190	476	
Future Volume (vph)	689	1879	2335	190	476	
Turn Type	Prot	NA	NA	Prot	pm+ov	
Protected Phases	1	6	2	3	1	8
Permitted Phases					3	
Detector Phase	1	6	2	3	1	
Switch Phase						
Minimum Initial (s)	7.0	4.0	4.0	7.0	7.0	7.0
Minimum Split (s)	13.8	28.8	28.8	24.0	13.8	13.0
Total Split (s)	33.0	97.0	64.0	33.0	33.0	33.0
Total Split (%)	25.4%	74.6%	49.2%	25.4%	25.4%	25%
Yellow Time (s)	4.8	4.8	4.8	4.0	4.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8	6.8	6.0	6.8	
Lead/Lag	Lead		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Recall Mode	None	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 72 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 6: NE 163rd Street & NE 35th Avenue



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	725	1978	2703	200	509
v/c Ratio	0.72	0.53	0.88	0.70	0.44
Control Delay	58.3	1.2	16.4	52.5	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	1.2	16.4	52.5	29.1
Queue Length 50th (ft)	165	13	138	142	177
Queue Length 95th (ft)	211	13	#225	202	206
Internal Link Dist (ft)		488	434	237	
Turn Bay Length (ft)	275			300	
Base Capacity (vph)	1047	3761	3065	367	1165
Starvation Cap Reductn	0	190	7	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.55	0.88	0.54	0.44

Intersection Summary

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

Movement	EBL	EBT	WBT	WBR	WBR2	SBL	SBR	SBR2	SEL	SER
Lane Configurations										
Traffic Volume (vph)	689	1879	2335	21	212	190	476	8	0	0
Future Volume (vph)	689	1879	2335	21	212	190	476	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8			6.0	6.8			
Lane Util. Factor	0.94	0.91	0.86			1.00	0.88			
Frpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Flpb, ped/bikes	1.00	1.00	1.00			1.00	1.00			
Frt	1.00	1.00	0.99			1.00	0.85			
Flt Protected	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (prot)	4990	5085	6304			1770	2787			
Flt Permitted	0.95	1.00	1.00			0.95	1.00			
Satd. Flow (perm)	4990	5085	6304			1770	2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	725	1978	2458	22	223	200	501	8	0	0
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	0	0
Lane Group Flow (vph)	725	1978	2693	0	0	200	509	0	0	0
Confl. Peds. (#/hr)	9				9	5				
Confl. Bikes (#/hr)				2	2					
Turn Type	Prot	NA	NA			Prot	pm+ov			
Protected Phases	1	6	2			3	1			
Permitted Phases							3			
Actuated Green, G (s)	26.3	96.2	63.1			21.0	47.3			
Effective Green, g (s)	26.3	96.2	63.1			21.0	47.3			
Actuated g/C Ratio	0.20	0.74	0.49			0.16	0.36			
Clearance Time (s)	6.8	6.8	6.8			6.0	6.8			
Vehicle Extension (s)	3.0	1.0	1.0			3.0	3.0			
Lane Grp Cap (vph)	1009	3762	3059			285	1014			
v/s Ratio Prot	c0.15	0.39	c0.43			c0.11	0.10			
v/s Ratio Perm							0.08			
v/c Ratio	0.72	0.53	0.88			0.70	0.50			
Uniform Delay, d1	48.4	7.2	30.1			51.5	32.2			
Progression Factor	1.13	0.09	0.41			0.78	1.03			
Incremental Delay, d2	2.0	0.4	2.8			7.3	0.4			
Delay (s)	56.8	1.1	15.1			47.5	33.5			
Level of Service	E	A	B			D	C			
Approach Delay (s)		16.0	15.1			37.5			0.0	
Approach LOS		B	B			D			A	

Intersection Summary

HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

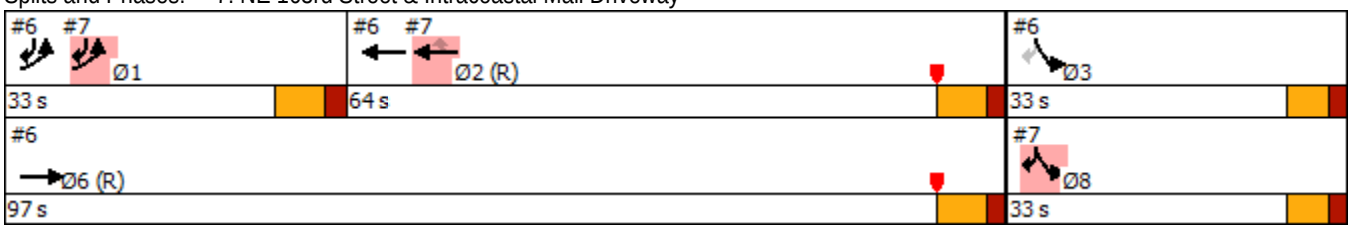
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø6
Lane Configurations								
Traffic Volume (vph)	209	1843	2282	314	207	314		
Future Volume (vph)	209	1843	2282	314	207	314		
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov		
Protected Phases	1		2		8	8 1	3	6
Permitted Phases		Free		2				
Detector Phase	1		2	2	8	8 1		
Switch Phase								
Minimum Initial (s)	7.0		4.0	4.0	7.0		7.0	4.0
Minimum Split (s)	13.8		28.8	28.8	13.0		24.0	28.8
Total Split (s)	33.0		64.0	64.0	33.0		33.0	97.0
Total Split (%)	25.4%		49.2%	49.2%	25.4%		25%	75%
Yellow Time (s)	4.8		4.8	4.8	4.0		4.0	4.8
All-Red Time (s)	2.0		2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			
Total Lost Time (s)	6.8		6.8	6.8	6.0			
Lead/Lag	Lead		Lag	Lag				
Lead-Lag Optimize?	Yes		Yes	Yes				
Recall Mode	None		C-Max	C-Max	None		None	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 72 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 7: NE 163rd Street & Intracoastal Mall Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	222	1961	2428	334	220	334
v/c Ratio	0.62	0.39	0.78	0.41	0.77	0.29
Control Delay	69.8	0.2	31.0	12.9	69.5	25.0
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	69.8	0.2	31.1	12.9	69.5	25.0
Queue Length 50th (ft)	183	0	505	86	179	100
Queue Length 95th (ft)	272	0	578	172	256	132
Internal Link Dist (ft)		434	283		23	
Turn Bay Length (ft)	250			155		
Base Capacity (vph)	371	5085	3107	808	367	1166
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	96	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.39	0.81	0.41	0.60	0.29

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	209	1843	2282	314	207	314
Future Volume (vph)	209	1843	2282	314	207	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	4.0	6.8	6.8	6.0	6.0
Lane Util. Factor	1.00	0.91	0.86	1.00	1.00	0.88
Frpb, ped/bikes	1.00	1.00	1.00	0.94	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	6408	1490	1770	2787
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	5085	6408	1490	1770	2787
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	222	1961	2428	334	220	334
RTOR Reduction (vph)	0	0	0	86	0	0
Lane Group Flow (vph)	222	1961	2428	248	220	334
Confl. Peds. (#/hr)				12		
Confl. Bikes (#/hr)				6		
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	1		2		8	8 1
Permitted Phases		Free		2		
Actuated Green, G (s)	26.3	130.0	63.1	63.1	21.0	53.3
Effective Green, g (s)	26.3	130.0	63.1	63.1	21.0	53.3
Actuated g/C Ratio	0.20	1.00	0.49	0.49	0.16	0.41
Clearance Time (s)	6.8		6.8	6.8	6.0	
Vehicle Extension (s)	3.0		1.0	1.0	3.0	
Lane Grp Cap (vph)	358	5085	3110	723	285	1142
v/s Ratio Prot	c0.13		c0.38		c0.12	0.12
v/s Ratio Perm		0.39		0.17		
v/c Ratio	0.62	0.39	0.78	0.34	0.77	0.29
Uniform Delay, d1	47.3	0.0	27.7	20.6	52.2	25.7
Progression Factor	1.32	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	0.2	2.0	1.3	12.2	0.1
Delay (s)	65.5	0.2	29.7	21.9	64.4	25.9
Level of Service	E	A	C	C	E	C
Approach Delay (s)		6.8	28.8		41.2	
Approach LOS		A	C		D	

Intersection Summary

HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

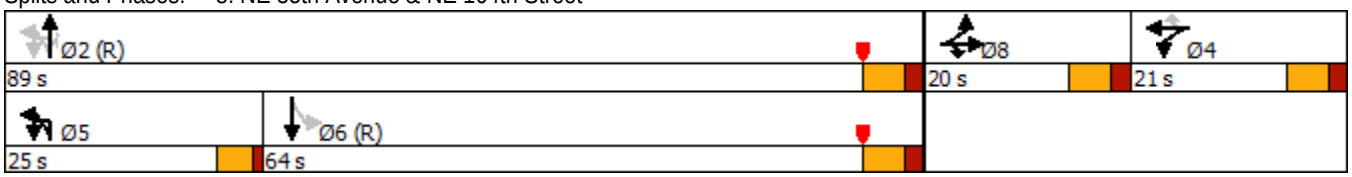
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	7	44	274	1	95	70	67	413	347	60	264
Future Volume (vph)	7	44	274	1	95	70	67	413	347	60	264
Turn Type	NA	Prot	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA
Protected Phases	8	8	4	4		5	5	2			6
Permitted Phases					4	2	2		2	6	
Detector Phase	8	8	4	4	4	5	5	2	2	6	6
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	15.0	15.0	15.0	15.0
Minimum Split (s)	13.0	13.0	16.0	16.0	16.0	9.5	9.5	21.0	21.0	21.0	21.0
Total Split (s)	20.0	20.0	21.0	21.0	21.0	25.0	25.0	89.0	89.0	64.0	64.0
Total Split (%)	15.4%	15.4%	16.2%	16.2%	16.2%	19.2%	19.2%	68.5%	68.5%	49.2%	49.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.5	3.5	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	1.0	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	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 19 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 8: NE 35th Avenue & NE 164th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	7	44	274	1	95	70	67	413	347	60	264
Future Volume (vph)	3	7	44	274	1	95	70	67	413	347	60	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes		1.00	1.00	1.00	1.00	0.97		1.00	1.00	0.99	1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.99	1.00	0.95	0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1838	1583	1681	1686	1540		1768	3539	1560	1767	3537
Flt Permitted		0.99	1.00	0.95	0.95	1.00		0.54	1.00	1.00	0.49	1.00
Satd. Flow (perm)		1838	1583	1681	1686	1540		1005	3539	1560	907	3537
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	8	49	304	1	106	78	74	459	386	67	293
RTOR Reduction (vph)	0	0	47	0	0	92	0	0	0	121	0	0
Lane Group Flow (vph)	0	11	2	152	153	14	0	152	459	265	67	294
Confl. Peds. (#/hr)	4					4		7		6	6	
Confl. Bikes (#/hr)												
Turn Type	Split	NA	Prot	Split	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm	NA
Protected Phases	8	8	8	4	4		5	5	2			6
Permitted Phases						4	2	2		2	6	
Actuated Green, G (s)		5.6	5.6	17.0	17.0	17.0		89.4	89.4	89.4	75.6	75.6
Effective Green, g (s)		5.6	5.6	17.0	17.0	17.0		89.4	89.4	89.4	75.6	75.6
Actuated g/C Ratio		0.04	0.04	0.13	0.13	0.13		0.69	0.69	0.69	0.58	0.58
Clearance Time (s)		6.0	6.0	6.0	6.0	6.0		4.5	6.0	6.0	6.0	6.0
Vehicle Extension (s)		2.5	2.5	2.5	2.5	2.5		3.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)		79	68	219	220	201		745	2433	1072	527	2056
v/s Ratio Prot		c0.01	0.00	0.09	c0.09			0.01	0.13			0.08
v/s Ratio Perm						0.01		0.13		c0.17	0.07	
v/c Ratio		0.14	0.03	0.69	0.70	0.07		0.20	0.19	0.25	0.13	0.14
Uniform Delay, d1		59.9	59.6	54.0	54.0	49.6		7.0	7.3	7.6	12.3	12.4
Progression Factor		1.00	1.00	1.00	1.00	1.00		0.47	0.50	2.03	1.00	1.00
Incremental Delay, d2		0.6	0.1	8.5	8.5	0.1		0.1	0.1	0.4	0.5	0.1
Delay (s)		60.5	59.7	62.5	62.5	49.7		3.4	3.8	16.0	12.8	12.6
Level of Service		E	E	E	E	D		A	A	B	B	B
Approach Delay (s)		59.9			59.2				8.4			12.6
Approach LOS		E			E				A			B

Intersection Summary

HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.90
Adj. Flow (vph)	1
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Confl. Bikes (#/hr)	3
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	9	535	26	0	375
Future Vol, veh/h	9	9	535	26	0	375
Conflicting Peds, #/hr	0	0	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	588	29	0	412

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	821	321	0	0	-	-
Stage 1	615	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	5	5	-	-	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	530	876	-	-	0	-
Stage 1	493	-	-	-	0	-
Stage 2	935	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	524	866	-	-	-	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	653	-
HCM Lane V/C Ratio	-	-	0.03	-
HCM Control Delay (s)	-	-	10.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.4					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	829	73	0	758
Future Vol, veh/h	0	70	829	73	0	758
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	901	79	0	824

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	490	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	740	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	740	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	740	-
HCM Lane V/C Ratio	-	-	0.103	-
HCM Control Delay (s)	-	-	10.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Appendix L

Signal Warrant Analysis

Pagone's Theorem			
Situation	Approach Configuration	Condition	Reduction of right turns
1	Shared left/through right	R > 0.7A	Reduce R by 60 percent
		0.7A≥ R > 0.35A	Reduce R by 30 percent
		R ≤ 0.35A	Reduce R by 20 percent
2	Exclusive left, shared through/right	R >3T	Reduce R by 60 percent
		3T ≥ R ≥ T/3	Reduce R by 30 percent
		R ≤ T/3	Reduce R by 20 percent
3	Any configuration with an exclusive right turn lane (usually ≥ 600 feet long)		Reduce R by 75 percent in all cases
4	Shared left/through and shared through/right	R > (T+L)	Reduce R by 65 percent
		L > (T+R)	Use Situation 2
		L = T = R (± 10 vehicles)	Reduce R by 40 percent
		L = T > 3R	Reduce R by 20 percent
		R = T >3L	Reduce R by 50 percent
		All other cases	Reduce R by 30 percent
5	Exclusive left, exclusive through and shared through/right	R > T	Reduce R by 75 percent
		T ≥ R ≥ T/2	Reduce R by 50 percent
		T/2 ≥ R > T/4	Reduce R by 30 percent
		R ≤ T/4	Reduce R by 15 percent

Hour	Raw Existing TMCs						
	Southbound (Project Driveway)		Eastbound (Turbo Lanes)[1] (SR 826/NE 163rd Street)	Westbound (SR 826/NE 163rd Street)		Major Street	Highest Minor
Start - End	SBL	SBR	EBT	WBT	WBR		
12:00 AM - 1:00 AM				418		418	0
1:00 AM - 2:00 AM				189		189	0
2:00 AM - 3:00 AM				100		100	0
3:00 AM - 4:00 AM				84		84	0
4:00 AM - 5:00 AM				101		101	0
5:00 AM - 6:00 AM				216		216	0
6:00 AM - 7:00 AM				546		546	0
7:00 AM - 8:00 AM				1,081		1,081	0
8:00 AM - 9:00 AM				1,461		1,461	0
9:00 AM - 10:00 AM				1,373		1,373	0
10:00 AM - 11:00 AM				1,338		1,338	0
11:00 AM - 12:00 PM				1,461		1,461	0
12:00 PM - 1:00 PM				1,529		1,529	0
1:00 PM - 2:00 PM				1,570		1,570	0
2:00 PM - 3:00 PM				1,612		1,612	0
3:00 PM - 4:00 PM				2,079		2,079	0
4:00 PM - 5:00 PM				2,195		2,195	0
5:00 PM - 6:00 PM				2,057		2,057	0
6:00 PM - 7:00 PM				1,711		1,711	0
7:00 PM - 8:00 PM				1,437		1,437	0
8:00 PM - 9:00 PM				1,183		1,183	0
9:00 PM - 10:00 PM				956		956	0
10:00 PM - 11:00 PM				761		761	0
11:00 PM - 12:00 AM				744		744	0

Hour	Future Background 2031 TMCs, PSCF = 1.03, Growth = 1.10%						
	Southbound (Project Driveway)		Eastbound (Turbo Lanes)[1] (SR 826/NE 163rd Street)	Westbound (SR 826/NE 163rd Street)		Major Street	Highest Minor
Start - End	SBL	SBR	EBT	WBT	WBR		
12:00 AM - 1:00 AM				487		487	0
1:00 AM - 2:00 AM				220		220	0
2:00 AM - 3:00 AM				117		117	0
3:00 AM - 4:00 AM				98		98	0
4:00 AM - 5:00 AM				118		118	0
5:00 AM - 6:00 AM				252		252	0
6:00 AM - 7:00 AM				637		637	0
7:00 AM - 8:00 AM				1,260		1,260	0
8:00 AM - 9:00 AM				1,703		1,703	0
9:00 AM - 10:00 AM				1,601		1,601	0
10:00 AM - 11:00 AM				1,560		1,560	0
11:00 AM - 12:00 PM				1,703		1,703	0
12:00 PM - 1:00 PM				1,783		1,783	0
1:00 PM - 2:00 PM				1,831		1,831	0
2:00 PM - 3:00 PM				1,880		1,880	0
3:00 PM - 4:00 PM				2,424		2,424	0
4:00 PM - 5:00 PM				2,559		2,559	0
5:00 PM - 6:00 PM				2,398		2,398	0
6:00 PM - 7:00 PM				1,995		1,995	0
7:00 PM - 8:00 PM				1,675		1,675	0
8:00 PM - 9:00 PM				1,379		1,379	0
9:00 PM - 10:00 PM				1,115		1,115	0
10:00 PM - 11:00 PM				887		887	0
11:00 PM - 12:00 AM				867		867	0

Notes: [1] Not accounted for as approach operates under free flow conditions

Hour	Project Traffic						
	Southbound (Project Driveway)		Eastbound (Turbo Lanes)[1] (SR 826/NE 163rd Street)	Westbound (SR 826/NE 163rd Street)		Major Street	Highest Minor
Start - End	SBL	SBR	EBT	WBT	WBR		
12:00 AM - 1:00 AM	6	12		3	7	10	18
1:00 AM - 2:00 AM	4	7		2	4	6	11
2:00 AM - 3:00 AM	3	5		1	3	4	8
3:00 AM - 4:00 AM	4	7		2	4	6	11
4:00 AM - 5:00 AM	5	11		2	6	8	16
5:00 AM - 6:00 AM	12	23		5	12	17	35
6:00 AM - 7:00 AM	26	51		11	28	39	77
7:00 AM - 8:00 AM	66	131		28	71	99	197
8:00 AM - 9:00 AM	111	223		34	84	118	334
9:00 AM - 10:00 AM	47	94		20	51	71	141
10:00 AM - 11:00 AM	35	71		15	38	53	106
11:00 AM - 12:00 PM	47	94		20	51	71	141
12:00 PM - 1:00 PM	65	131		34	84	118	196
1:00 PM - 2:00 PM	56	111		29	72	101	167
2:00 PM - 3:00 PM	69	138		36	89	125	207
3:00 PM - 4:00 PM	75	150		39	97	136	225
4:00 PM - 5:00 PM	92	184		47	119	166	276
5:00 PM - 6:00 PM	132	264		40	100	140	396
6:00 PM - 7:00 PM	96	191		49	123	172	287
7:00 PM - 8:00 PM	69	138		36	89	125	207
8:00 PM - 9:00 PM	62	124		32	80	112	186
9:00 PM - 10:00 PM	44	87		22	56	78	131
10:00 PM - 11:00 PM	35	70		18	45	63	105
11:00 PM - 12:00 AM	15	29		7	19	26	44

Hour	Future Total 2031 TMCs							Including Pagone's Reduction		
	Southbound (Project Driveway)		Eastbound (Turbo Lanes)[1] (SR 826/NE 163rd Street)	Westbound (SR 826/NE 163rd Street)		Major Street	Highest Minor	Pagone's Reduction	Major Street	Highest Minor
Start - End	SBL	SBR	EBT	WBT	WBR					
12:00 AM - 1:00 AM	6	12		490	7	497	19	75%	497	9
1:00 AM - 2:00 AM	4	7		222	4	226	11	75%	226	5
2:00 AM - 3:00 AM	3	5		118	3	121	8	75%	121	4
3:00 AM - 4:00 AM	4	7		99	4	103	11	75%	103	5
4:00 AM - 5:00 AM	5	11		120	6	126	16	75%	126	8
5:00 AM - 6:00 AM	12	23		257	12	269	35	75%	269	17
6:00 AM - 7:00 AM	26	51		648	28	675	77	75%	675	39
7:00 AM - 8:00 AM	66	131		1,289	71	1,360	197	75%	1,360	98
8:00 AM - 9:00 AM	111	223		1,737	84	1,821	334	75%	1,821	167
9:00 AM - 10:00 AM	47	94		1,621	51	1,672	141	75%	1,672	70
10:00 AM - 11:00 AM	35	71		1,575	38	1,614	106	75%	1,614	53
11:00 AM - 12:00 PM	47	94		1,724	51	1,774	141	75%	1,774	70
12:00 PM - 1:00 PM	65	131		1,816	84	1,901	196	75%	1,901	98
1:00 PM - 2:00 PM	56	111		1,859	72	1,931	167	75%	1,931	84
2:00 PM - 3:00 PM	69	138		1,915	89	2,004	207	75%	2,004	104
3:00 PM - 4:00 PM	75	150		2,463	97	2,560	225	75%	2,560	113
4:00 PM - 5:00 PM	92	184		2,607	119	2,725	276	75%	2,725	138
5:00 PM - 6:00 PM	132	264		2,438	100	2,539	396	75%	2,539	198
6:00 PM - 7:00 PM	96	191		2,044	123	2,168	287	75%	2,168	144
7:00 PM - 8:00 PM	69	138		1,711	89	1,800	207	75%	1,800	104
8:00 PM - 9:00 PM	62	124		1,411	80	1,491	185	75%	1,491	93
9:00 PM - 10:00 PM	44	87		1,137	56	1,193	131	75%	1,193	65
10:00 PM - 11:00 PM	35	70		905	45	951	105	75%	951	53
11:00 PM - 12:00 AM	15	29		875	19	894	44	75%	894	22

Notes: [1] Not accounted for as approach operates under free flow conditions

DAILY TRIP GENERATION COMPARISON

EXISTING DAILY TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	10	820	189.026	ksf	50%	50%	4,635	4,634	9,269	10.0%	927	4,171	4,171	8,342	0.0%	0	4,171	4,171	8,342	0.0%	0	4,171	4,171	8,342
	2	Supermarket	10	850	45	ksf	50%	50%	2,201	2,202	4,403	10.0%	440	1,981	1,982	3,963	0.0%	0	1,981	1,982	3,963	0.0%	0	1,981	1,982	3,963
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		6,836	6,836	13,672	10.0%	1,367	6,152	6,153	12,305	0.0%	0	6,152	6,153	12,305	0.0%	0	6,152	6,153	12,305

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.68*LN(X)+5.57
850	Y=70.89*(X)+1212.64

PROPOSED DAILY TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	General Office Building	10	710	200	ksf	50%	50%	1,039	1,039	2,078	15.0%	312	883	883	1,766	28.6%	505	603	658	1,261	0.0%	0	603	658	1,261
	2	Shopping Center	10	820	280	ksf	50%	50%	6,054	6,054	12,108	15.0%	1,816	5,146	5,146	10,292	16.6%	1,704	4,288	4,300	8,588	0.0%	0	4,288	4,300	8,588
	3	Supermarket	10	850	50	ksf	50%	50%	2,379	2,378	4,757	15.0%	713	2,022	2,022	4,044	16.6%	670	1,684	1,690	3,374	0.0%	0	1,684	1,690	3,374
	4	Health/Fitness Club	10	492	45	ksf	50%	50%	862	863	1,725	15.0%	259	733	733	1,466	14.5%	213	638	615	1,253	0.0%	0	638	615	1,253
	5	Multifamily Housing (High-Rise)	10	222	1917	du	50%	50%	3,883	3,882	7,765	15.0%	1,165	3,300	3,300	6,600	25.6%	1,690	2,469	2,441	4,910	0.0%	0	2,469	2,441	4,910
	6	Multifamily (Mid-Rise)	10	221	48	du	50%	50%	129	130	259	15.0%	39	110	110	220	25.6%	56	82	82	164	0.0%	0	82	82	164
	7	Multifamily Housing (Low-Rise)	10	220	35	du	50%	50%	112	112	224	15.0%	34	95	95	190	25.6%	49	71	70	141	0.0%	0	71	70	141
	8	Hotel	10	310	250	room	50%	50%	1,198	1,198	2,396	15.0%	359	1,018	1,019	2,037	15.3%	311	873	853	1,726	0.0%	0	873	853	1,726
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
							Total:		15,656	15,656	31,312	15.0%	4,697	13,307	13,308	26,615	19.5%	5,198	10,708	10,709	21,417	0.0%	0	10,708	10,709	21,417

ITE Land Use Code	Rate or Equation
710	LN(Y) = 0.97*LN(X)+2.5
820	LN(Y) = 0.68*LN(X)+5.57
850	Y=70.89*(X)+1212.64
492	Y=38.33(X)
222	Y=3.94*(X)+211.81
221	Y=5.44*(X)+-1.75
220	Y=7.56*(X)+-40.86
310	Y=11.29*(X)+-426.97

	IN	OUT	TOTAL
NET NEW TRIPS	**4,556**	**4,556**	**9,112**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED)

INPUT

GROSS TRIP GENERATION

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	883	883	156	26	30	157
Retail	7,168	7,168	237	149	677	708
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	733	733	25	25	71	54
Residential	3,505	3,505	118	379	366	234
Hotel	1,018	1,019	60	42	70	67
	13,307	13,308	596	621	1,214	1,220

OUTPUT

INTERNAL TRIPS

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	280	225	16	7	19	34
Retail	1,196	1,178	17	8	121	207
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	95	118	0	0	18	17
Residential	883	912	2	9	175	84
Hotel	145	166	0	11	20	11
	2,599	2,599	35	35	353	353

OUTPUT

Total % Reduction	***19.5%***	***5.8%***	***29.0%***
Office	28.6%	12.6%	28.3%
Retail	16.6%	6.5%	23.7%
Restaurant			
Cinema/Entertainment	14.5%	0.0%	28.0%
Residential	25.6%	2.2%	43.2%
Hotel	15.3%	10.8%	22.6%

OUTPUT

EXTERNAL TRIPS

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	603	658	140	19	11	123
Retail	5,972	5,990	220	141	556	501
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	638	615	25	25	53	37
Residential	2,622	2,593	116	370	191	150
Hotel	873	853	60	31	50	56
	10,708	10,709	561	586	861	867

Daily Trip Distribution

Hourly distribution derived from ITE Trip Generation 10th Edition

	LUC 220				LUC 221				LUC 222[1]				LUC 310			
	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs
0:00	0.2%	0.5%	0.33%	1.06%	0.1%	0.4%	0.26%	0.73%	0.1%	0.4%	0.25%	0.74%	0.6%	0.5%	1.20%	0.98%
1:00	0.1%	0.3%	0.2%	0.60%	0.1%	0.2%	0.2%	0.44%	0.1%	0.2%	0.1%	0.44%	0.0%	0.0%	0.0%	0.00%
2:00	0.1%	0.2%	0.1%	0.45%	0.1%	0.1%	0.1%	0.29%	0.0%	0.2%	0.1%	0.30%	0.2%	0.1%	0.3%	0.27%
3:00	0.1%	0.3%	0.2%	0.60%	0.1%	0.2%	0.2%	0.44%	0.1%	0.2%	0.1%	0.44%	0.7%	0.5%	1.3%	1.07%
4:00	0.1%	0.5%	0.3%	0.91%	0.1%	0.4%	0.3%	0.73%	0.1%	0.4%	0.2%	0.74%	1.2%	0.9%	2.3%	1.87%
5:00	0.3%	1.0%	0.6%	1.97%	0.4%	1.3%	0.9%	2.48%	0.4%	1.3%	0.8%	2.51%	1.2%	0.8%	2.2%	1.78%
6:00	0.7%	2.2%	1.4%	4.39%	1.0%	3.0%	2.1%	5.84%	1.0%	3.0%	2.0%	5.92%	1.7%	1.2%	3.2%	2.58%
7:00	1.7%	5.7%	3.5%	11.19%	2.0%	5.6%	4.0%	10.94%	1.8%	5.7%	3.7%	11.09%	2.7%	1.9%	5.0%	4.09%
8:00	1.4%	4.9%	3.0%	9.53%	1.6%	4.6%	3.3%	9.05%	1.5%	4.7%	3.1%	9.17%	3.7%	2.5%	6.8%	5.52%
9:00	1.2%	4.1%	2.5%	8.01%	1.1%	3.2%	2.3%	6.27%	1.0%	3.3%	2.1%	6.36%	4.0%	2.7%	7.3%	5.96%
10:00	0.9%	3.1%	1.9%	6.05%	1.0%	2.7%	2.0%	5.40%	0.9%	2.8%	1.8%	5.47%	3.5%	2.5%	6.6%	5.34%
11:00	1.2%	4.1%	2.5%	8.01%	1.2%	3.3%	2.4%	6.57%	1.1%	3.4%	2.2%	6.65%	2.3%	1.6%	4.3%	3.47%
12:00	3.4%	2.0%	6.9%	3.92%	2.9%	1.8%	5.8%	3.61%	2.9%	1.8%	5.9%	3.57%	2.3%	2.3%	4.3%	4.89%
1:00	2.9%	1.7%	5.9%	3.34%	2.7%	1.7%	5.5%	3.38%	2.7%	1.7%	5.5%	3.34%	2.3%	2.3%	4.3%	4.89%
2:00	3.6%	2.1%	7.3%	4.14%	3.3%	2.1%	6.7%	4.15%	3.3%	2.1%	6.8%	4.10%	3.1%	2.9%	5.7%	6.38%
3:00	3.9%	2.3%	8.0%	4.50%	3.5%	2.3%	7.2%	4.46%	3.5%	2.3%	7.3%	4.40%	4.2%	4.0%	7.7%	8.72%
4:00	4.8%	2.8%	9.8%	5.52%	5.1%	3.2%	10.3%	6.38%	5.1%	3.2%	10.5%	6.30%	3.6%	3.4%	6.6%	7.44%
5:00	5.7%	3.4%	11.7%	6.61%	6.2%	3.9%	12.6%	7.77%	6.2%	3.9%	12.7%	7.66%	3.6%	3.5%	6.7%	7.55%
6:00	5.0%	2.9%	10.2%	5.74%	4.8%	3.1%	9.8%	6.07%	4.8%	3.1%	10.0%	6.00%	2.8%	2.6%	5.1%	5.74%
7:00	3.6%	2.1%	7.3%	4.14%	3.8%	2.5%	7.8%	4.84%	3.8%	2.5%	7.9%	4.78%	1.8%	1.8%	3.4%	3.83%
8:00	3.2%	1.9%	6.6%	3.71%	3.1%	2.0%	6.3%	3.92%	3.1%	2.0%	6.4%	3.87%	1.4%	1.4%	2.6%	2.98%
9:00	2.3%	1.3%	4.6%	2.62%	2.4%	1.5%	4.8%	3.00%	2.4%	1.5%	4.9%	2.96%	2.4%	2.3%	4.4%	5.00%
10:00	1.8%	1.1%	3.7%	2.11%	1.6%	1.1%	3.4%	2.08%	1.6%	1.1%	3.4%	2.05%	2.9%	2.7%	5.3%	5.95%
11:00	0.8%	0.4%	1.5%	0.87%	0.9%	0.6%	1.9%	1.15%	0.9%	0.6%	1.9%	1.14%	1.8%	1.7%	3.3%	3.72%
Total	49.0%	50.9%	100.00%	100.00%	49.1%	50.7%	100.00%	100.00%	48.4%	51.4%	100.00%	100.00%	54.0%	46.1%	100.00%	100.00%
AM Directional	23%	77%			26%	74%			24%	76%			59%	41%		
PM Directional	63%	37%			61%	39%			61%	39%			51%	49%		

	LUC 492[2]				LUC 710				LUC 820				LUC 850			
	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs	% Ins of Daily	% Outs of Daily	% Ins of Ins	% Outs of Outs
0:00	0.1%	0.0%	0.09%	0.11%	0.1%	0.0%	0.20%	0.02%	0.1%	0.1%	0.24%	0.16%	0.0%	0.0%	0.00%	0.00%
1:00	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.00%	0.1%	0.0%	0.1%	0.08%	0.0%	0.0%	0.0%	0.00%
2:00	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.00%
3:00	0.0%	0.0%	0.0%	0.00%	0.1%	0.0%	0.2%	0.02%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.00%
4:00	0.4%	0.3%	0.7%	0.76%	0.2%	0.0%	0.4%	0.05%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.00%
5:00	1.2%	1.1%	2.1%	2.50%	0.2%	0.0%	0.4%	0.05%	0.1%	0.0%	0.1%	0.08%	0.0%	0.0%	0.0%	0.00%
6:00	2.0%	1.9%	3.6%	4.24%	1.9%	0.3%	4.4%	0.54%	0.1%	0.1%	0.2%	0.16%	0.4%	0.2%	0.7%	0.51%
7:00	2.3%	2.3%	4.3%	5.00%	6.0%	1.0%	14.1%	1.71%	0.7%	0.4%	1.3%	0.85%	1.9%	1.2%	3.5%	2.66%
8:00	3.5%	3.3%	6.3%	7.39%	7.6%	1.2%	17.7%	2.15%	1.2%	0.8%	2.4%	1.55%	3.2%	2.2%	6.1%	4.63%
9:00	3.4%	3.2%	6.1%	7.17%	4.6%	0.8%	10.8%	1.32%	2.2%	1.4%	4.4%	2.80%	3.2%	2.1%	6.0%	4.54%
10:00	2.9%	2.8%	5.3%	6.19%	5.1%	0.8%	11.9%	1.44%	3.5%	2.1%	6.8%	4.35%	3.1%	2.1%	5.8%	4.45%
11:00	2.7%	2.5%	4.8%	5.65%	7.2%	1.2%	16.9%	2.06%	5.1%	3.2%	10.1%	6.45%	4.0%	2.6%	7.4%	5.65%
12:00	3.4%	2.5%	6.1%	5.62%	1.7%	8.7%	3.9%	15.28%	4.8%	5.2%	9.4%	10.63%	3.7%	3.6%	7.0%	7.66%
1:00	1.4%	1.1%	2.6%	2.38%	1.3%	6.9%	3.1%	12.04%	4.5%	4.8%	8.8%	9.88%	3.7%	3.6%	7.0%	7.66%
2:00	1.8%	1.3%	3.2%	2.95%	1.2%	6.3%	2.8%	11.02%	4.3%	4.7%	8.5%	9.57%	3.7%	3.6%	7.0%	7.66%
3:00	3.3%	2.5%	6.0%	5.53%	1.2%	6.2%	2.8%	10.87%	4.2%	4.6%	8.3%	9.35%	4.1%	4.0%	7.7%	8.50%
4:00	4.1%	3.1%	7.5%	6.86%	1.6%	8.5%	3.8%	14.83%	4.4%	4.8%	8.7%	9.78%	5.3%	5.1%	9.9%	10.91%
5:00	7.0%	5.3%	12.8%	11.72%	1.7%	8.7%	3.9%	15.28%	4.5%	4.8%	8.8%	9.88%	5.1%	4.9%	9.5%	10.49%
6:00	4.8%	3.7%	8.8%	8.10%	0.4%	2.0%	0.9%	3.53%	3.8%	4.2%	7.5%	8.50%	4.6%	4.4%	8.6%	9.45%
7:00	5.6%	4.3%	10.3%	9.44%	0.3%	1.4%	0.6%	2.50%	2.9%	3.2%	5.8%	6.48%	3.2%	3.0%	5.9%	6.51%
8:00	3.1%	2.3%	5.6%	5.15%	0.2%	0.8%	0.4%	1.47%	2.1%	2.3%	4.2%	4.68%	2.0%	2.0%	3.8%	4.20%
9:00	1.7%	1.3%	3.1%	2.86%	0.2%	0.8%	0.4%	1.47%	1.4%	1.5%	2.7%	3.08%	2.1%	2.0%	3.9%	4.30%
10:00	0.2%	0.1%	0.3%	0.29%	0.2%	1.0%	0.4%	1.76%	0.5%	0.6%	1.0%	1.17%	0.1%	0.1%	0.2%	0.21%
11:00	0.1%	0.0%	0.1%	0.10%	0.1%	0.3%	0.1%	0.59%	0.2%	0.3%	0.5%	0.53%	0.0%	0.0%	0.0%	0.00%
Total	54.8%	45.1%	100.00%	100.00%	42.8%	57.2%	100.00%	100.00%	50.9%	48.9%	100.00%	100.00%	53.4%	46.7%	100.00%	100.00%
AM Directional	51%	49%			86%	14%			62%	38%			60%	40%		
PM Directional	57%	43%			16%	84%			48%	52%			51%	49%		

Notes: [1] Based on distribution for LUC 221 as distribution for LUC 222 is unavailable
[2] Based on distribution for LUC 495 as distribution for LUC 492 is unavailable

LUC 220 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **141** **In: 71** **Out: 70**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.33%	1.06%	0.34%	0.96%	0	1	1	
1:00 AM	2:00 AM	0.19%	0.60%	0.19%	0.55%	0	0	1	
2:00 AM	3:00 AM	0.14%	0.45%	0.14%	0.41%	0	0	0	
3:00 AM	4:00 AM	0.19%	0.60%	0.19%	0.55%	0	0	1	
4:00 AM	5:00 AM	0.28%	0.91%	0.29%	0.82%	0	1	1	
5:00 AM	6:00 AM	0.61%	1.97%	0.62%	1.77%	0	1	2	
6:00 AM	7:00 AM	1.36%	4.39%	1.39%	3.96%	1	3	4	
7:00 AM	8:00 AM	3.48%	11.19%	3.56%	10.10%	3	7	10	
8:00 AM	9:00 AM	2.96%	9.53%	4.23%	17.14%	3	12	15	(2)(3)
9:00 AM	10:00 AM	2.49%	8.01%	2.55%	7.24%	2	5	7	
10:00 AM	11:00 AM	1.88%	6.05%	1.92%	5.46%	1	4	5	
11:00 AM	12:00 PM	2.49%	8.01%	2.55%	7.24%	2	5	7	
12:00 PM	1:00 PM	6.95%	3.92%	7.11%	3.54%	5	2	8	
1:00 PM	2:00 PM	5.92%	3.34%	6.05%	3.02%	4	2	6	
2:00 PM	3:00 PM	7.33%	4.14%	7.50%	3.74%	5	3	8	
3:00 PM	4:00 PM	7.98%	4.50%	8.16%	4.07%	6	3	9	
4:00 PM	5:00 PM	9.78%	5.52%	10.00%	4.99%	7	3	11	
5:00 PM	6:00 PM	11.71%	6.61%	8.45%	7.14%	6	5	11	(2)(3)
6:00 PM	7:00 PM	10.16%	5.74%	10.40%	5.18%	7	4	11	
7:00 PM	8:00 PM	7.33%	4.14%	7.50%	3.74%	5	3	8	
8:00 PM	9:00 PM	6.56%	3.71%	6.71%	3.35%	5	2	7	
9:00 PM	10:00 PM	4.63%	2.62%	4.74%	2.36%	3	2	5	
10:00 PM	11:00 PM	3.73%	2.11%	3.82%	1.90%	3	1	4	
11:00 PM	12:00 AM	1.54%	0.87%	1.58%	0.79%	1	1	2	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	14.66%	16.14%	12.68%	24.29%				
	Non Peak Total [6]	85.34%	83.86%	87.32%	75.71%				
	Peak Difference [7]	-	-	-1.99%	8.15%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 221 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **164** **In: 82** **Out: 82**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.26%	0.73%	0.28%	0.72%	0	1	1	
1:00 AM	2:00 AM	0.16%	0.44%	0.17%	0.43%	0	0	0	
2:00 AM	3:00 AM	0.11%	0.29%	0.11%	0.29%	0	0	0	
3:00 AM	4:00 AM	0.16%	0.44%	0.17%	0.43%	0	0	0	
4:00 AM	5:00 AM	0.26%	0.73%	0.28%	0.72%	0	1	1	
5:00 AM	6:00 AM	0.90%	2.48%	0.96%	2.46%	1	2	3	
6:00 AM	7:00 AM	2.12%	5.84%	2.26%	5.78%	2	5	7	
7:00 AM	8:00 AM	3.97%	10.94%	4.24%	10.84%	3	9	12	
8:00 AM	9:00 AM	3.28%	9.05%	3.66%	13.41%	3	11	14	(2)(3)
9:00 AM	10:00 AM	2.28%	6.27%	2.43%	6.21%	2	5	7	
10:00 AM	11:00 AM	1.96%	5.40%	2.09%	5.35%	2	4	6	
11:00 AM	12:00 PM	2.38%	6.57%	2.54%	6.50%	2	5	7	
12:00 PM	1:00 PM	5.84%	3.61%	6.23%	3.58%	5	3	8	
1:00 PM	2:00 PM	5.47%	3.38%	5.83%	3.35%	5	3	8	
2:00 PM	3:00 PM	6.71%	4.15%	7.16%	4.11%	6	3	9	
3:00 PM	4:00 PM	7.21%	4.46%	7.69%	4.42%	6	4	10	
4:00 PM	5:00 PM	10.32%	6.38%	11.00%	6.32%	9	5	14	
5:00 PM	6:00 PM	12.55%	7.77%	7.32%	6.10%	6	5	11	(2)(3)
6:00 PM	7:00 PM	9.82%	6.07%	10.47%	6.01%	9	5	14	
7:00 PM	8:00 PM	7.83%	4.84%	8.35%	4.80%	7	4	11	
8:00 PM	9:00 PM	6.34%	3.92%	6.76%	3.88%	6	3	9	
9:00 PM	10:00 PM	4.85%	3.00%	5.17%	2.97%	4	2	7	
10:00 PM	11:00 PM	3.36%	2.08%	3.58%	2.06%	3	2	5	
11:00 PM	12:00 AM	1.86%	1.15%	1.99%	1.14%	2	1	3	
	Total	100.00%	100.00%	100.73%	101.88%				
	Peak Total [5]	15.84%	16.81%	10.98%	19.51%				
	Non Peak Total [6]	83.47%	81.29%	89.02%	80.49%				
	Peak Difference [7]	-	-	-5.55%	0.80%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 222 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **4,910** **In: 2,469** **Out: 2,441**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.25%	0.74%	0.26%	0.71%	6	17	24	
1:00 AM	2:00 AM	0.15%	0.44%	0.16%	0.43%	4	10	14	
2:00 AM	3:00 AM	0.10%	0.30%	0.10%	0.28%	3	7	10	
3:00 AM	4:00 AM	0.15%	0.44%	0.16%	0.43%	4	10	14	
4:00 AM	5:00 AM	0.25%	0.74%	0.26%	0.71%	6	17	24	
5:00 AM	6:00 AM	0.84%	2.51%	0.88%	2.42%	22	59	81	
6:00 AM	7:00 AM	1.98%	5.92%	2.08%	5.69%	51	139	190	
7:00 AM	8:00 AM	3.72%	11.09%	3.90%	10.68%	96	261	357	
8:00 AM	9:00 AM	3.07%	9.17%	4.46%	14.22%	110	347	457	(2)(3)
9:00 AM	10:00 AM	2.13%	6.36%	2.24%	6.12%	55	149	205	
10:00 AM	11:00 AM	1.83%	5.47%	1.92%	5.27%	47	129	176	
11:00 AM	12:00 PM	2.23%	6.65%	2.34%	6.41%	58	156	214	
12:00 PM	1:00 PM	5.92%	3.57%	6.21%	3.43%	153	84	237	
1:00 PM	2:00 PM	5.54%	3.34%	5.81%	3.21%	144	78	222	
2:00 PM	3:00 PM	6.80%	4.10%	7.14%	3.94%	176	96	272	
3:00 PM	4:00 PM	7.31%	4.40%	7.66%	4.24%	189	103	293	
4:00 PM	5:00 PM	10.46%	6.30%	10.97%	6.06%	271	148	419	
5:00 PM	6:00 PM	12.73%	7.66%	7.25%	5.74%	179	140	319	(2)(3)
6:00 PM	7:00 PM	9.95%	6.00%	10.44%	5.77%	258	141	399	
7:00 PM	8:00 PM	7.94%	4.78%	8.32%	4.60%	206	112	318	
8:00 PM	9:00 PM	6.43%	3.87%	6.74%	3.73%	166	91	257	
9:00 PM	10:00 PM	4.91%	2.96%	5.15%	2.85%	127	70	197	
10:00 PM	11:00 PM	3.40%	2.05%	3.57%	1.97%	88	48	136	
11:00 PM	12:00 AM	1.89%	1.14%	1.98%	1.10%	49	27	76	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	15.80%	16.83%	11.71%	19.95%				
	Non Peak Total [6]	84.20%	83.17%	88.29%	80.05%				
	Peak Difference [7]	-	-	-4.10%	3.12%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 310 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **1,726** **In: 873** **Out: 853**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	1.20%	0.98%	1.21%	1.01%	11	9	19	
1:00 AM	2:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
2:00 AM	3:00 AM	0.33%	0.27%	0.33%	0.28%	3	2	5	
3:00 AM	4:00 AM	1.31%	1.07%	1.32%	1.10%	12	9	21	
4:00 AM	5:00 AM	2.29%	1.87%	2.32%	1.93%	20	16	37	
5:00 AM	6:00 AM	2.18%	1.78%	2.21%	1.84%	19	16	35	
6:00 AM	7:00 AM	3.17%	2.58%	3.20%	2.66%	28	23	51	
7:00 AM	8:00 AM	5.02%	4.09%	5.08%	4.23%	44	36	80	
8:00 AM	9:00 AM	6.77%	5.52%	6.87%	3.63%	60	31	91	(2)(3)
9:00 AM	10:00 AM	7.32%	5.96%	7.39%	6.16%	65	53	117	
10:00 AM	11:00 AM	6.55%	5.34%	6.62%	5.51%	58	47	105	
11:00 AM	12:00 PM	4.26%	3.47%	4.30%	3.58%	38	31	68	
12:00 PM	1:00 PM	4.34%	4.89%	4.39%	5.05%	38	43	81	
1:00 PM	2:00 PM	4.34%	4.89%	4.39%	5.05%	38	43	81	
2:00 PM	3:00 PM	5.67%	6.38%	5.72%	6.59%	50	56	106	
3:00 PM	4:00 PM	7.74%	8.72%	7.82%	9.01%	68	77	145	
4:00 PM	5:00 PM	6.61%	7.44%	6.68%	7.69%	58	66	124	
5:00 PM	6:00 PM	6.70%	7.55%	5.73%	6.57%	50	56	106	(2)(3)
6:00 PM	7:00 PM	5.10%	5.74%	5.15%	5.93%	45	51	96	
7:00 PM	8:00 PM	3.40%	3.83%	3.43%	3.95%	30	34	64	
8:00 PM	9:00 PM	2.64%	2.98%	2.67%	3.07%	23	26	50	
9:00 PM	10:00 PM	4.44%	5.00%	4.48%	5.16%	39	44	83	
10:00 PM	11:00 PM	5.29%	5.95%	5.34%	6.15%	47	52	99	
11:00 PM	12:00 AM	3.30%	3.72%	3.34%	3.84%	29	33	62	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	13.48%	13.06%	12.60%	10.20%				
	Non Peak Total [6]	86.52%	86.94%	87.40%	89.80%				
	Peak Difference [7]	-	-	-0.88%	-2.86%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 492 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **1,253** **In: 638** **Out: 615**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.09%	0.11%	0.10%	0.12%	1	1	1	
1:00 AM	2:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
2:00 AM	3:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
3:00 AM	4:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
4:00 AM	5:00 AM	0.65%	0.76%	0.71%	0.85%	5	5	10	
5:00 AM	6:00 AM	2.14%	2.50%	2.32%	2.78%	15	17	32	
6:00 AM	7:00 AM	3.63%	4.24%	3.94%	4.71%	25	29	54	
7:00 AM	8:00 AM	4.28%	5.00%	4.65%	5.55%	30	34	64	
8:00 AM	9:00 AM	6.33%	7.39%	3.92%	4.07%	25	25	50	(2)(3)
9:00 AM	10:00 AM	6.14%	7.17%	6.67%	7.97%	43	49	92	
10:00 AM	11:00 AM	5.31%	6.19%	5.76%	6.88%	37	42	79	
11:00 AM	12:00 PM	4.84%	5.65%	5.25%	6.28%	34	39	72	
12:00 PM	1:00 PM	6.14%	5.62%	6.66%	6.25%	43	38	81	
1:00 PM	2:00 PM	2.60%	2.38%	2.82%	2.65%	18	16	34	
2:00 PM	3:00 PM	3.23%	2.95%	3.50%	3.28%	22	20	43	
3:00 PM	4:00 PM	6.03%	5.53%	6.55%	6.15%	42	38	80	
4:00 PM	5:00 PM	7.49%	6.86%	8.13%	7.63%	52	47	99	
5:00 PM	6:00 PM	12.80%	11.72%	8.31%	6.02%	53	37	90	(2)(3)
6:00 PM	7:00 PM	8.84%	8.10%	9.60%	9.01%	61	55	117	
7:00 PM	8:00 PM	10.30%	9.44%	11.18%	10.49%	71	65	136	
8:00 PM	9:00 PM	5.62%	5.15%	6.10%	5.72%	39	35	74	
9:00 PM	10:00 PM	3.12%	2.86%	3.39%	3.18%	22	20	41	
10:00 PM	11:00 PM	0.31%	0.29%	0.34%	0.32%	2	2	4	
11:00 PM	12:00 AM	0.10%	0.10%	0.11%	0.11%	1	1	1	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	19.13%	19.11%	12.23%	10.08%				
	Non Peak Total [6]	80.87%	80.89%	87.77%	89.92%				
	Peak Difference [7]	-	-	-6.90%	-9.03%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 710 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **1,261** **In: 603** **Out: 658**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.20%	0.02%	0.19%	0.02%	1	0	1	
1:00 AM	2:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
2:00 AM	3:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
3:00 AM	4:00 AM	0.20%	0.02%	0.19%	0.02%	1	0	1	
4:00 AM	5:00 AM	0.40%	0.05%	0.38%	0.05%	2	0	3	
5:00 AM	6:00 AM	0.40%	0.05%	0.38%	0.05%	2	0	3	
6:00 AM	7:00 AM	4.42%	0.54%	4.22%	0.51%	25	3	29	
7:00 AM	8:00 AM	14.06%	1.71%	13.44%	1.63%	81	11	92	
8:00 AM	9:00 AM	17.68%	2.15%	23.22%	2.89%	140	19	159	(2)(3)
9:00 AM	10:00 AM	10.85%	1.32%	10.37%	1.26%	63	8	71	
10:00 AM	11:00 AM	11.85%	1.44%	11.33%	1.37%	68	9	77	
11:00 AM	12:00 PM	16.87%	2.06%	16.13%	1.95%	97	13	110	
12:00 PM	1:00 PM	3.89%	15.28%	3.71%	14.51%	22	95	118	
1:00 PM	2:00 PM	3.06%	12.04%	2.93%	11.44%	18	75	93	
2:00 PM	3:00 PM	2.80%	11.02%	2.68%	10.46%	16	69	85	
3:00 PM	4:00 PM	2.77%	10.87%	2.64%	10.32%	16	68	84	
4:00 PM	5:00 PM	3.77%	14.83%	3.61%	14.09%	22	93	114	
5:00 PM	6:00 PM	3.89%	15.28%	1.82%	18.69%	11	123	134	(2)(3)
6:00 PM	7:00 PM	0.90%	3.53%	0.86%	3.35%	5	22	27	
7:00 PM	8:00 PM	0.64%	2.50%	0.61%	2.37%	4	16	19	
8:00 PM	9:00 PM	0.37%	1.47%	0.36%	1.39%	2	9	11	
9:00 PM	10:00 PM	0.37%	1.47%	0.36%	1.39%	2	9	11	
10:00 PM	11:00 PM	0.45%	1.76%	0.43%	1.67%	3	11	14	
11:00 PM	12:00 AM	0.15%	0.59%	0.14%	0.56%	1	4	5	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	21.57%	17.43%	25.04%	21.58%				
	Non Peak Total [6]	78.43%	82.57%	74.96%	78.42%				
	Peak Difference [7]	-	-	3.48%	4.15%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 820 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **8,588** **In: 4,288** **Out: 4,300**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.24%	0.16%	0.25%	0.16%	11	7	18	
1:00 AM	2:00 AM	0.12%	0.08%	0.12%	0.08%	5	3	9	
2:00 AM	3:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
3:00 AM	4:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
4:00 AM	5:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
5:00 AM	6:00 AM	0.12%	0.08%	0.12%	0.08%	5	3	9	
6:00 AM	7:00 AM	0.24%	0.16%	0.25%	0.16%	11	7	18	
7:00 AM	8:00 AM	1.34%	0.85%	1.37%	0.89%	59	38	97	
8:00 AM	9:00 AM	2.44%	1.55%	3.01%	1.86%	129	80	209	(2)(3)
9:00 AM	10:00 AM	4.39%	2.80%	4.50%	2.92%	193	126	318	
10:00 AM	11:00 AM	6.82%	4.35%	6.99%	4.55%	300	195	495	
11:00 AM	12:00 PM	10.12%	6.45%	10.36%	6.74%	444	290	734	
12:00 PM	1:00 PM	9.44%	10.63%	9.67%	11.11%	415	478	892	
1:00 PM	2:00 PM	8.77%	9.88%	8.99%	10.33%	386	444	830	
2:00 PM	3:00 PM	8.49%	9.57%	8.70%	10.00%	373	430	803	
3:00 PM	4:00 PM	8.30%	9.35%	8.51%	9.77%	365	420	785	
4:00 PM	5:00 PM	8.68%	9.78%	8.89%	10.22%	381	439	821	
5:00 PM	6:00 PM	8.77%	9.88%	6.02%	5.58%	258	240	498	(2)(3)
6:00 PM	7:00 PM	7.55%	8.50%	7.73%	8.89%	332	382	714	
7:00 PM	8:00 PM	5.76%	6.48%	5.90%	6.78%	253	291	544	
8:00 PM	9:00 PM	4.15%	4.68%	4.25%	4.89%	182	210	393	
9:00 PM	10:00 PM	2.74%	3.08%	2.80%	3.22%	120	139	259	
10:00 PM	11:00 PM	1.04%	1.17%	1.06%	1.22%	46	53	98	
11:00 PM	12:00 AM	0.47%	0.53%	0.48%	0.56%	21	24	45	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	11.21%	11.44%	9.03%	7.44%				
	Non Peak Total [6]	88.79%	88.56%	90.97%	92.56%				
	Peak Difference [7]	-	-	-2.19%	-4.00%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

LUC 850 Daily Total Applied to Peak Hour Traffic Hourly Distribution

Daily Trips Generated: **3,374** **In: 1,684** **Out: 1,690**

		Hourly Distribution [1]		Adjusted Hourly Dist. [4]		Total Project Trips [8]			
		Ins	Outs	Ins	Outs	Ins	Outs	Total	
12:00 AM	1:00 AM	0.24%	0.16%	0.24%	0.16%	4	3	7	
1:00 AM	2:00 AM	0.12%	0.08%	0.12%	0.08%	2	1	3	
2:00 AM	3:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
3:00 AM	4:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
4:00 AM	5:00 AM	0.00%	0.00%	0.00%	0.00%	0	0	0	
5:00 AM	6:00 AM	0.12%	0.08%	0.12%	0.08%	2	1	3	
6:00 AM	7:00 AM	0.24%	0.16%	0.24%	0.16%	4	3	7	
7:00 AM	8:00 AM	1.34%	0.85%	1.33%	0.88%	22	15	37	
8:00 AM	9:00 AM	2.44%	1.55%	5.40%	3.61%	91	61	152	(2)(3)
9:00 AM	10:00 AM	4.39%	2.80%	4.37%	2.88%	74	49	122	
10:00 AM	11:00 AM	6.82%	4.35%	6.79%	4.48%	114	76	190	
11:00 AM	12:00 PM	10.12%	6.45%	10.07%	6.64%	170	112	282	
12:00 PM	1:00 PM	9.44%	10.63%	9.39%	10.94%	158	185	343	
1:00 PM	2:00 PM	8.77%	9.88%	8.73%	10.18%	147	172	319	
2:00 PM	3:00 PM	8.49%	9.57%	8.45%	9.85%	142	166	309	
3:00 PM	4:00 PM	8.30%	9.35%	8.26%	9.63%	139	163	302	
4:00 PM	5:00 PM	8.68%	9.78%	8.64%	10.07%	145	170	316	
5:00 PM	6:00 PM	8.77%	9.88%	6.24%	5.21%	105	88	193	(2)(3)
6:00 PM	7:00 PM	7.55%	8.50%	7.51%	8.75%	127	148	274	
7:00 PM	8:00 PM	5.76%	6.48%	5.73%	6.67%	96	113	209	
8:00 PM	9:00 PM	4.15%	4.68%	4.13%	4.81%	70	81	151	
9:00 PM	10:00 PM	2.74%	3.08%	2.72%	3.17%	46	54	99	
10:00 PM	11:00 PM	1.04%	1.17%	1.03%	1.20%	17	20	38	
11:00 PM	12:00 AM	0.47%	0.53%	0.47%	0.55%	8	9	17	
	Total	100.00%	100.00%	100.00%	100.00%				
	Peak Total [5]	11.21%	11.44%	11.64%	8.82%				
	Non Peak Total [6]	88.79%	88.56%	88.36%	91.18%				
	Peak Difference [7]	-	-	0.43%	-2.62%				

Notes:

(1) Hourly distribution derived from ITE Trip Generation 10th Edition

(2) Peak Hour volumes obtained from Trip Generation Calculations

(3) Adjusted Hourly Distribution for peak hours calculated using peak and daily trip generation

(4) Adjusted Hourly Distribution for non peak hours calculated by proportionally distributing the peak difference

(5) Peak Hour percentages

(6) Summation of all non peak hours

(7) Difference of PM peaks of ITE Hourly Distribution and the the peaks calculated using trip generation volumes

(8) Adjusted trips calculated with adjusted hourly distribution and daily trips

Approach Daily Total Applied to Peak Hour Project Traffic Volumes

SR 826/NE 163rd Street and Intracoastal Mall Driveway

Time Interval		Net New Project Trips					
		Outs			Ins		
		SBL[2]	SBR[2]	EBT[2]	WBT[3]	WBR[3]	
		19.0%	38.0%	2.0%	6.0%	15.0%	
12:00 AM	1:00 AM	6	12	1	3	7	
1:00 AM	2:00 AM	4	7	0	2	4	
2:00 AM	3:00 AM	3	5	0	1	3	
3:00 AM	4:00 AM	4	7	0	2	4	
4:00 AM	5:00 AM	5	11	1	2	6	
5:00 AM	6:00 AM	12	23	1	5	12	
6:00 AM	7:00 AM	26	51	3	11	28	
7:00 AM	8:00 AM	66	131	7	28	71	
8:00 AM	9:00 AM	111	223	12	34	84	(1)
9:00 AM	10:00 AM	47	94	5	20	51	
10:00 AM	11:00 AM	35	71	4	15	38	
11:00 AM	12:00 PM	47	94	5	20	51	
12:00 PM	1:00 PM	65	131	7	34	84	
1:00 PM	2:00 PM	56	111	6	29	72	
2:00 PM	3:00 PM	69	138	7	36	89	
3:00 PM	4:00 PM	75	150	8	39	97	
4:00 PM	5:00 PM	92	184	10	47	119	
5:00 PM	6:00 PM	132	264	14	40	100	(1)
6:00 PM	7:00 PM	96	191	10	49	123	
7:00 PM	8:00 PM	69	138	7	36	89	
8:00 PM	9:00 PM	62	124	7	32	80	
9:00 PM	10:00 PM	44	87	5	22	56	
10:00 PM	11:00 PM	35	70	4	18	45	
11:00 PM	12:00 AM	15	29	2	7	19	

Notes:
(1) Peak Hour volumes obtained from Trip Generation Calculations
(2) Trips calculated with Outs hourly distribution
(3) Trips calculated with Ins hourly distribution

SR 826/NE 163rd Street and Intracoastal Mall Driveway

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

INTERSECTION NAME: SR 826/NE 163rd Street and Intracoastal Mall Driveway

SCENARIO: Future Total

MAJOR STREET: SR 826/NE 163rd Street — # OF APPROACH LANES: 5

MINOR STREET: Intracoastal Mall Driveway — # OF APPROACH LANES: 2

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): N

	MAJOR ST WESTBOUND	MINOR ST SOUTHBOUND	WARRANT 1-A			WARRANT 1-B			COMBINATION OF WARRANT 1-A &1-B						WARRANT 2	WARRANT 3
			MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET	WARRANT 1-A			WARRANT 1-B				
									MAJOR STREET	MINOR STREET	BOTH MET	MAJOR STREET	MINOR STREET	BOTH MET		
THRESHOLD VALUES			600	200		900	100		480	160		720	80			
04:00 AM TO 05:00 AM	126	8														
05:00 AM TO 06:00 AM	269	17														
06:00 AM TO 07:00 AM	675	39	Y						Y							
07:00 AM TO 08:00 AM	1,360	98	Y			Y			Y			Y	Y	**Y**		
08:00 AM TO 09:00 AM	1,821	167	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
09:00 AM TO 10:00 AM	1,672	70	Y			Y			Y			Y				
10:00 AM TO 11:00 AM	1,614	53	Y			Y			Y			Y				
11:00 AM TO 12:00 PM	1,774	70	Y			Y			Y			Y				
12:00 PM TO 01:00 PM	1,901	98	Y			Y			Y			Y	Y	**Y**		
01:00 PM TO 02:00 PM	1,931	84	Y			Y			Y			Y	Y	**Y**		
02:00 PM TO 03:00 PM	2,004	104	Y			Y	Y	**Y**	Y			Y	Y	**Y**		
03:00 PM TO 04:00 PM	2,560	113	Y			Y	Y	**Y**	Y			Y	Y	**Y**		
04:00 PM TO 05:00 PM	2,725	138	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
05:00 PM TO 06:00 PM	2,539	198	Y			Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**
06:00 PM TO 07:00 PM	2,168	144	Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**	
07:00 PM TO 08:00 PM	1,800	104	Y			Y	Y	**Y**	Y			Y	Y	**Y**		
	26,939	1,505			**0**			**7**			**2**			**10**	**4**	**2**
			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS NEEDED **NOT SATISFIED**			8 HOURS OF BOTH WARR #1-A AND WARR #1-B NEEDED **NOT SATISFIED**						4 HRS NEEDED **SATISFIED**	1 HR NEEDED **SATISFIED**

WARRANT 1 -- Eight Hour Vehicular Volume

WARRANT 2 -- Four Hour Vehicular Volume

WARRANT 3 -- Peak Hour

CITY OF NORTH MIAMI BEACH SUPPORT LETTER DATED JUNE 23, 2020

City of North Miami Beach, Florida

Office of the City Manager

June 23, 2020

Mr. Ali Al-Said, P.E.
Florida Department of Transportation, District Six
District Permits Engineer
1000 NW 111th Avenue, Room 6207
Miami, Florida 33172

Re: Intracoastal Mall Redevelopment
Driveway/Connection Application
3881 NE 163rd Street, North Miami Beach, Florida

Dear Mr. Al-Said:

Developer Dezer International, LLC has applied for a development agreement from the City of North Miami Beach for the redevelopment of the Intracoastal Mall at 3881 NE 163rd Street. Accompanying the development agreement is a traffic impact study demonstrating the project's compliance with the City's Code and Comprehensive Plan and numerous improvements to SR 826/NE163rd Street. Also included in the traffic impact study is a plan and analysis for the construction of a signalized intersection providing direct east and west access to and from the Intracoastal Mall and SR 826/NE 163rd Street.

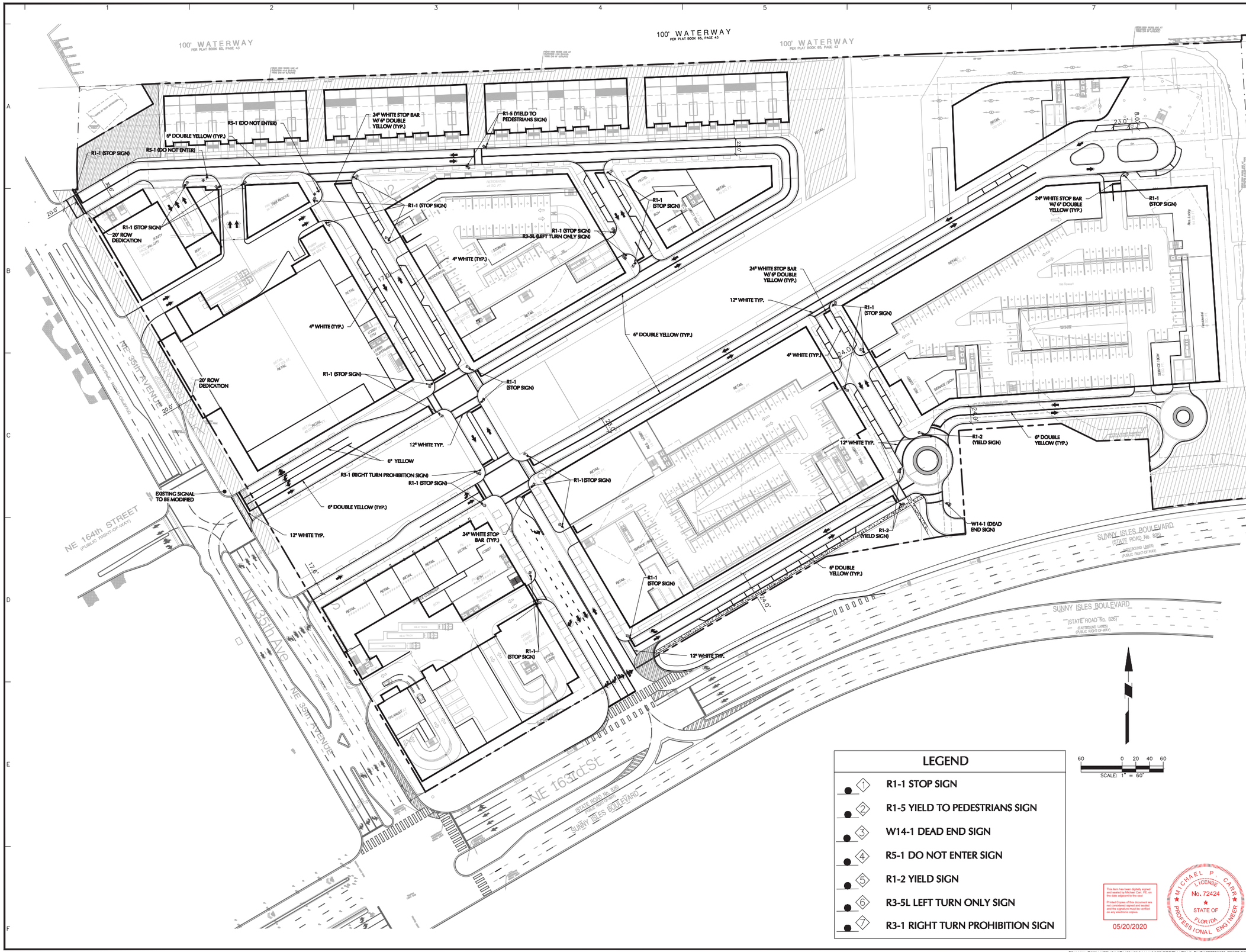
The developer is proposing the signalized intersection to satisfy the City's Zoning Code Sections 24-58.7(O)(2)(e) and 24-58.7(P)(2)(a), which require that a direct east and west access to the Intracoastal Mall be provided to and from SR 826/NE 163rd Street. Furthermore, the proposed improvements on SR 826/NE 163rd Street transform the current suburban characteristics of the roadway into an urban thoroughfare, in line with the urban vision of the City of North Miami Beach. The goal of the SR 826/NE 163rd Street direct east and west access is that NE 35th Avenue is not overburdened.

The City of North Miami Beach supports the proposed signalized intersection at the existing Intracoastal Mall Driveway and SR 826/NE 163rd Street and proposed improvements at the intersection of SR 826/NE 163rd Street and NE 35th Avenue. Therefore, the City of North Miami Beach urges the Florida Department of Transportation to approve the requested signalized intersection at the existing Intracoastal Mall Driveway and SR 826/NE 163rd Street. Please note the development agreement and accompanying traffic circulation plan are subject to the approval of the North Miami Beach City Commission. This letter does not provide a vested right to the applicant.

Please feel free to contact me if you have any questions. We look forward to working with the Department on the approval of this application.

Sincerely,

Esmond K. Scott
City Manager



LEGEND

1	R1-1 STOP SIGN
2	R1-5 YIELD TO PEDESTRIANS SIGN
3	W14-1 DEAD END SIGN
4	R5-1 DO NOT ENTER SIGN
5	R1-2 YIELD SIGN
6	R3-5L LEFT TURN ONLY SIGN
7	R3-1 RIGHT TURN PROHIBITION SIGN

This item has been digitally signed and sealed by Michael P. Carr on the date adjacent to the seal.

Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

05/20/2020

MICHAEL P. CARR LICENSE No. 72424 STATE OF FLORIDA PROFESSIONAL ENGINEER

Date	Description	No.

REVISIONS

MICHAEL P CARR — Digitally signed by MICHAEL P CARR Date: 2020.05.21 07:51:51 -04'00'

SIGNATURE — DATE SIGNED

MICHAEL CARR
PROFESSIONAL ENGINEER FL Lic. No. 72424

LANGAN
Langan Engineering and Environmental Services, Inc.
15150 NW 79th Court, Suite 200
Miami Lakes, FL 33016
T: 786.264.7200 F: 786.264.7201 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 00006010,EB7172,LB8198

Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE — FLORIDA

Drawing Title

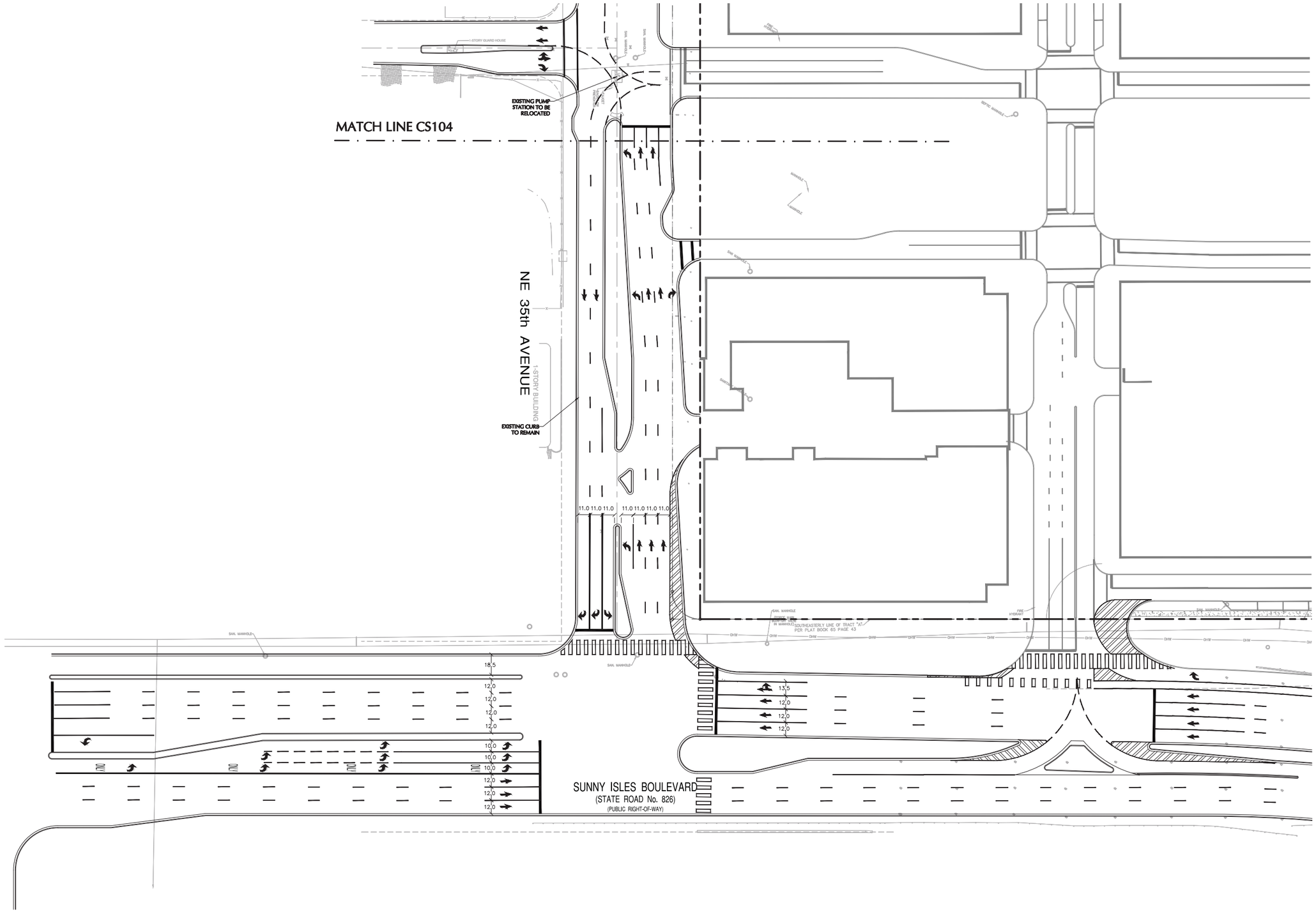
CONCEPTUAL STRIPING AND SIGNAGE PLAN

Project No. 300251101	Drawing No. CS101
Date 07/23/2019	
Drawn By CRV	
Checked By MPC	Sheet 1 of 11

PROJECT NO. 300251101

© 2019 Langan

Filename: C:\Users\Mpalma\Desktop\Intracoastal Mall\01\SheetFiles_Drafts\300251101-CS102-0101.dwg Date: 5/20/2020 Time: 23:16 User: mpalma Style Table: Langan.stb Layout: CS102-0101



This item has been digitally signed and sealed by Michael Carr, PE, on the date adjacent to the seal

Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

05/20/2020

MICHAEL P. CARR
LICENSE
No. 72424
STATE OF FLORIDA
PROFESSIONAL ENGINEER

Date	Description	No.

REVISIONS

MICHAEL P CARR — Digitally signed by MICHAEL P CARR Date: 2020.05.21 08:14:10 -04'00'

SIGNATURE — DATE SIGNED

MICHAEL CARR
PROFESSIONAL ENGINEER FL Lic. No. 72424

LANGAN
Langan Engineering and Environmental Services, Inc.
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FL CERTIFICATE OF AUTHORIZATION No. 0000601LB8712LB8198

Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE — FLORIDA

Drawing Title

CONCEPTUAL OFF-SITE IMPROVEMENTS

Project No.	Drawing No.
300251101	CS102
Date: 07/26/2019	
Drawn By: MJB	
Checked By: MPC	

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PROJECT NO. 300251101

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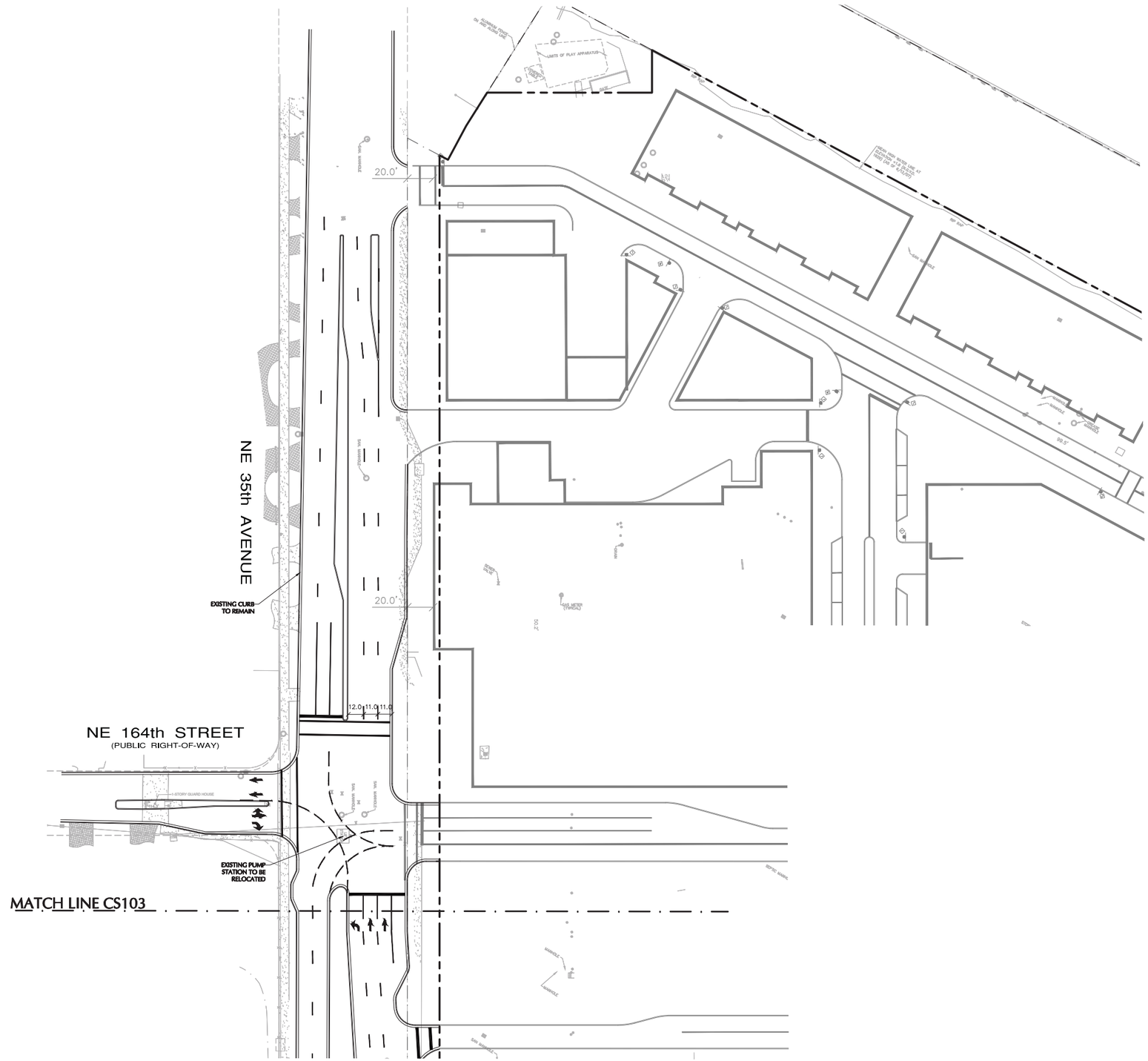

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Project

INTRACOASTAL MALL

MIAMI-DADE MIAMI FLORIDA

Drawing Title

CONCEPTUAL OFF-SITE IMPROVEMENTS

Project No.	Drawing No.
300251101	CS103
Date 07/26/2019	
Drawn By MJB	
Checked By MPC	

PROJECT NO. 300251101

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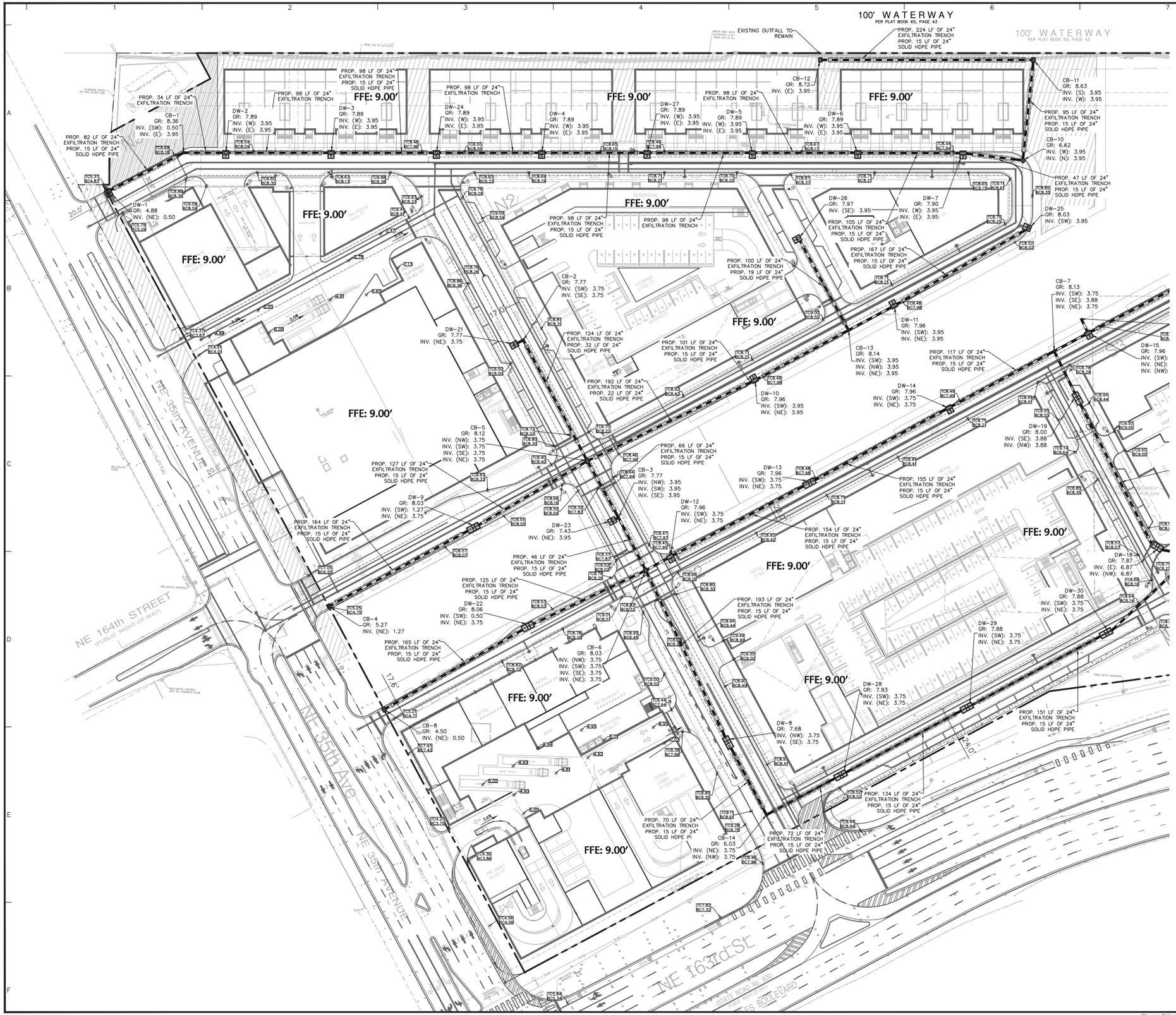

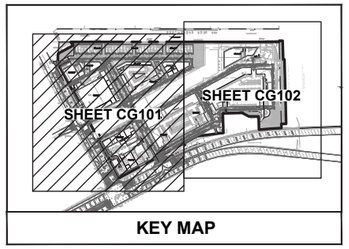

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Project

INTRACOASTAL MALL

MIAMI
MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL GRADING & DRAINAGE PLAN PARTIAL VIEW

Project No. 300251101
Date JULY 2019
Drawn By CU
Checked By MC

Drawing No. CG101

Sheet 2 of 11

PROJECT NO. 300251101

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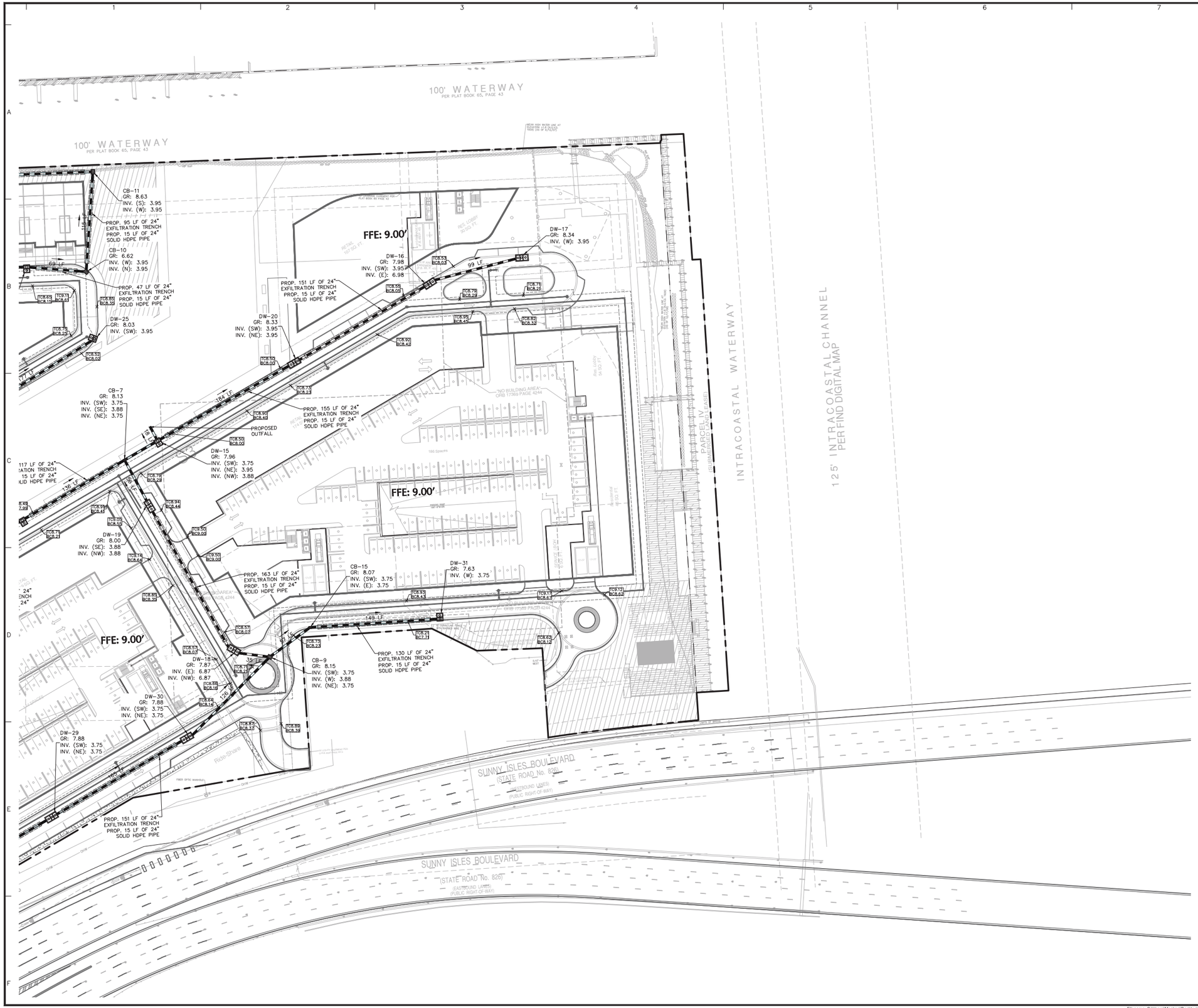
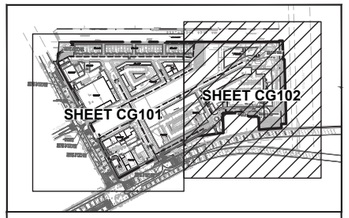
Filename: C:\Users\Mpalma\Desktop\Intracoastal Mall\01\SheetFiles_Drafts\300251101-CG101-0101.dwg Date: 5/20/2020 Time: 23:17 User: mpalma Style Table: Langan.stb Layout: ARCHD-SL





KEY MAP

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Project

INTRACOASTAL MALL

MIAMI-DADE MIAMI FLORIDA

Drawing Title

CONCEPTUAL GRADING & DRAINAGE PLAN PARTIAL VIEW

Project No.	Drawing No.
300251101	CG102
Date: JULY 2019	
Drawn By: CU	
Checked By: MC	Sheet 3 of 11

PROJECT NO. 300251101

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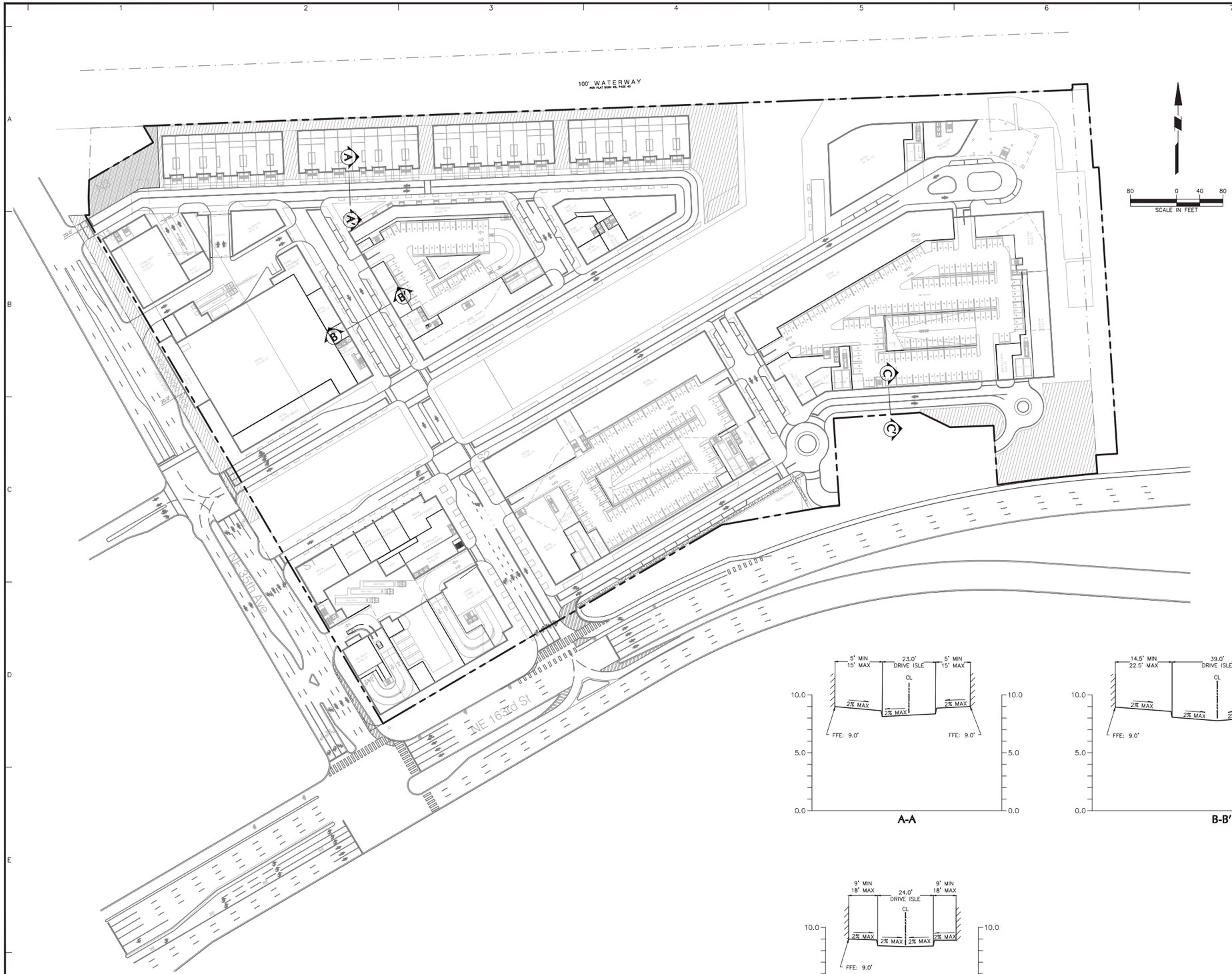
Filename: C:\Users\Mpalma\Desktop\Intracoastal Mall\01\Sheet\Files_Drafts\300251101-CG101-0101.dwg Date: 5/20/2020 Time: 23:18 User: mpalma Style Table: Langan.stb Layout: ARCHD-SL (2)



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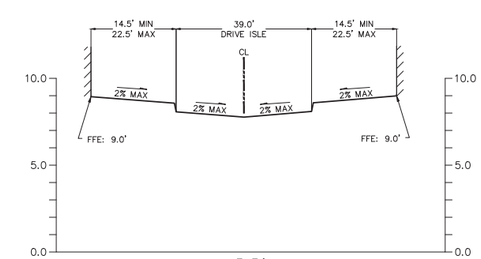

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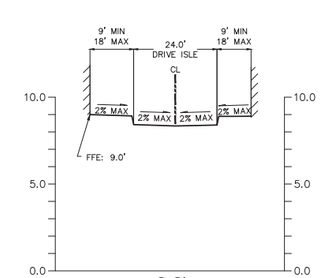

C-C'

PROFILE SCALES

20 0 5 10 20
HORIZONTAL SCALE IN FEET

4 0 1 2 4
VERTICAL SCALE IN FEET

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Project

INTRACOASTAL MALL

MIAMI
MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL TYPICAL ROADWAY SECTIONS

Project No. 300251101
Date JULY 2019
Drawn By MP
Checked By MC

Drawing No. CP301

Sheet 4 of 11

PROJECT NO. 300251101

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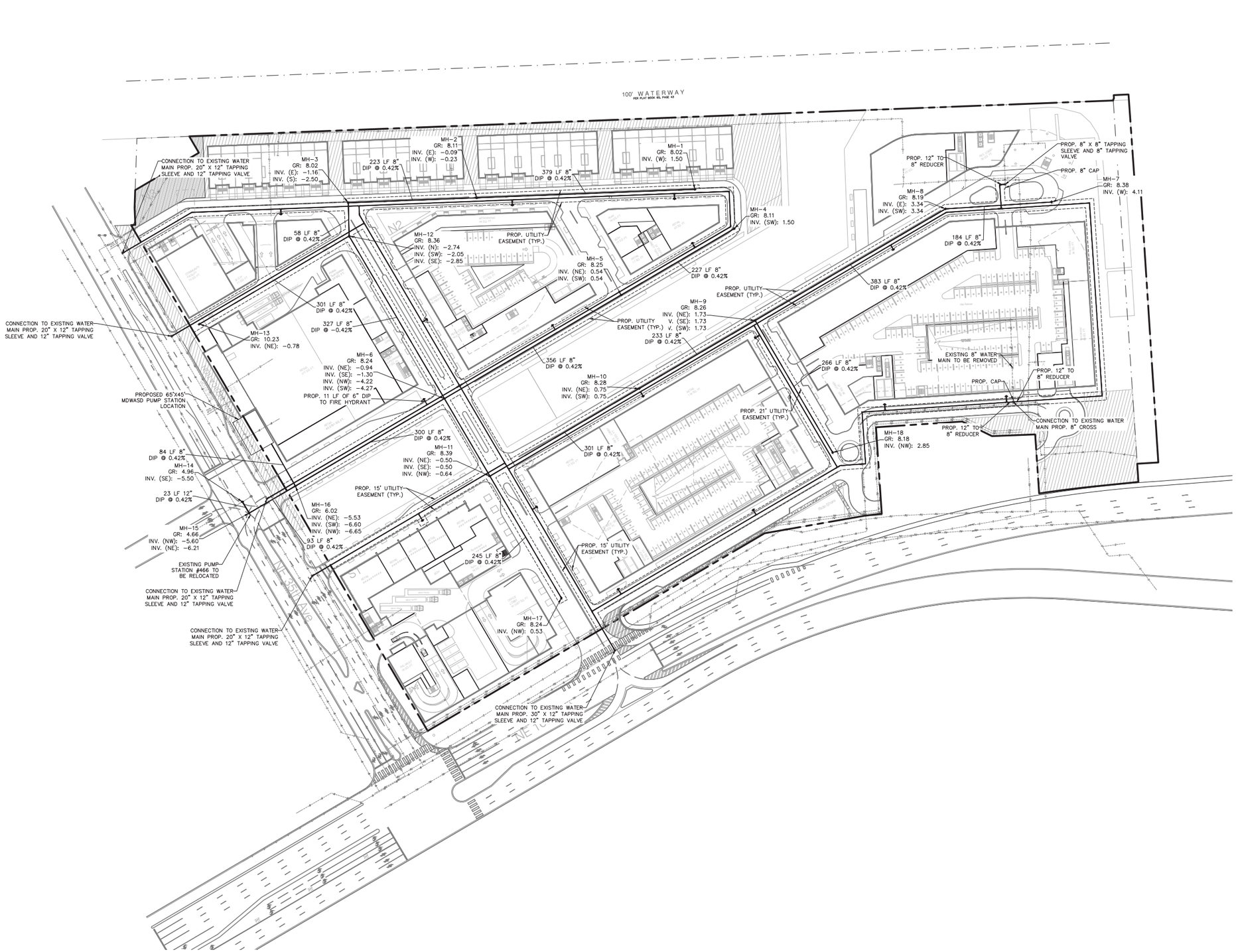

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Project
INTRACOASTAL MALL
MIAMI
MIAMI-DADE FLORIDA

Drawing Title
CONCEPTUAL UTILITY PLAN

Project No.	Drawing No.
300251101	CU101
Date: JULY 2019	
Drawn By: MP	
Checked By: MC	Sheet 5 of 11

PROJECT NO. 300251101

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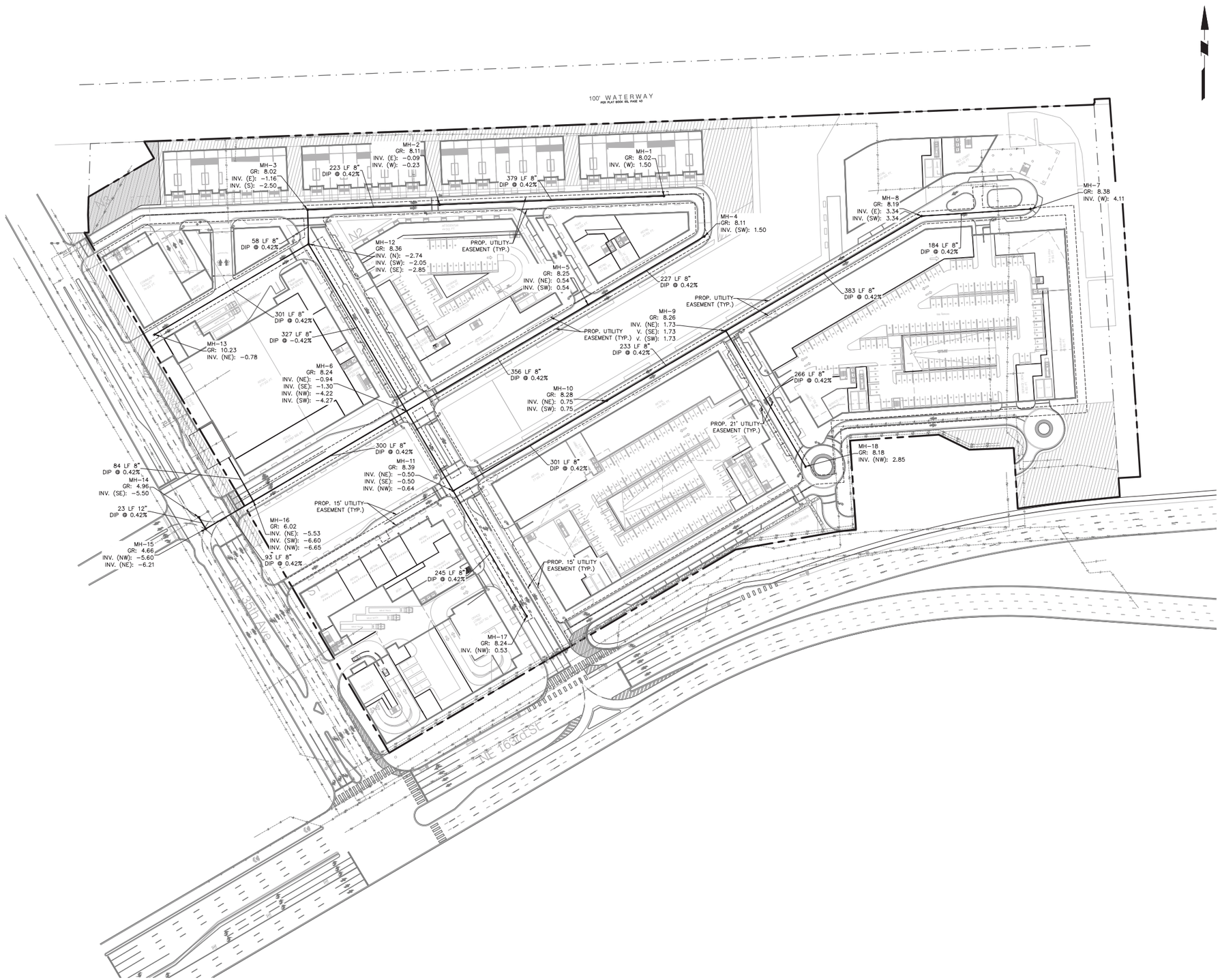

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Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL SEWER PLAN

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Project No.	Drawing No.
300251101	CU102
Date: JULY 2019	
Drawn By: MEP	
Checked By: MPC	Sheet 6 of 12

PROJECT NO. 300251101

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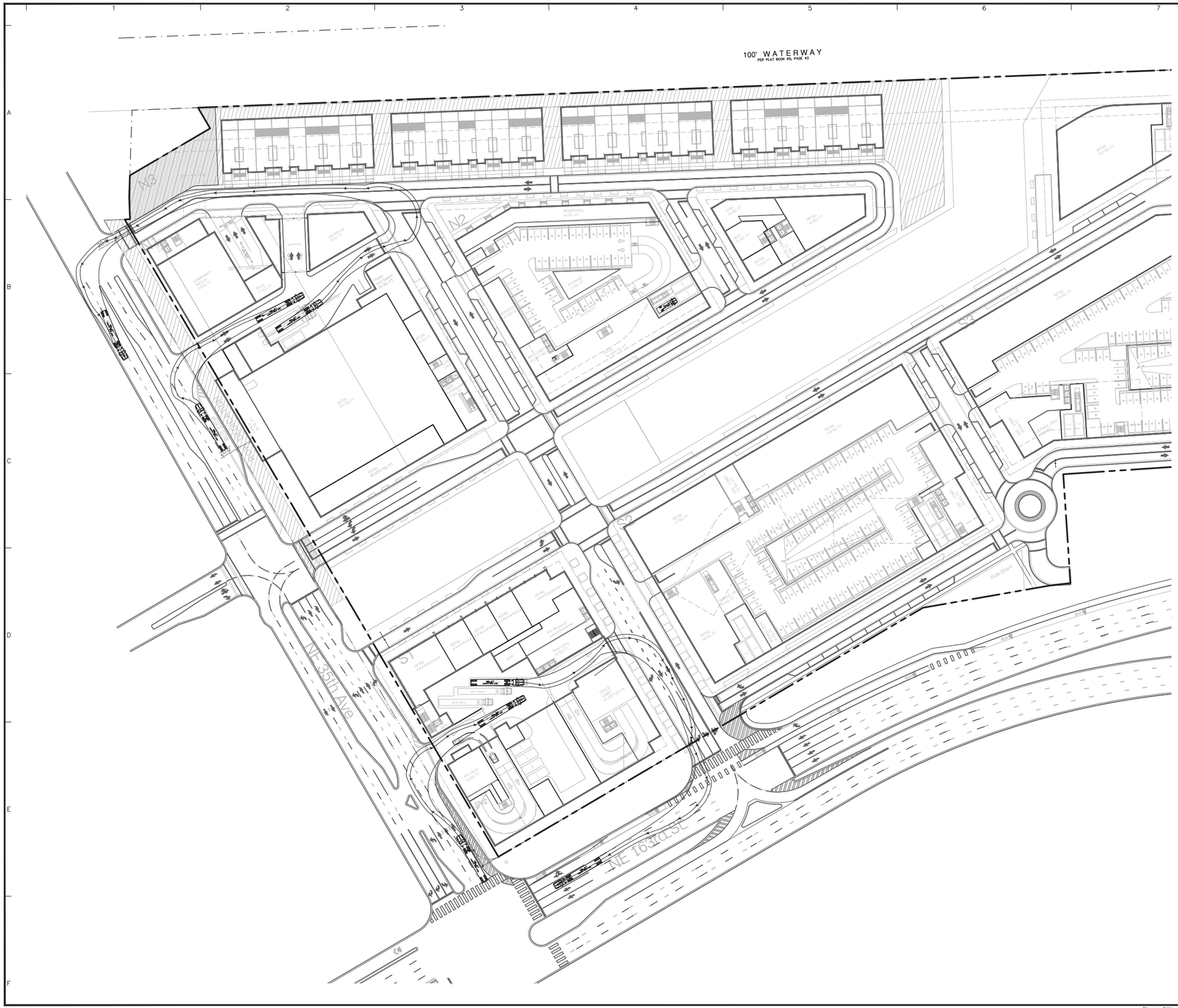

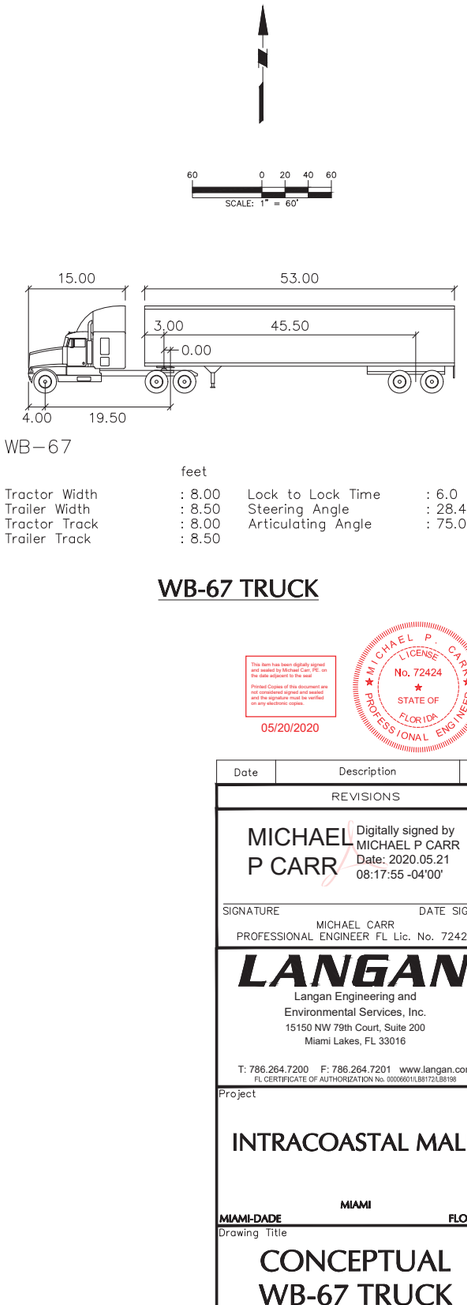

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

WB-67 TRUCK

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Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL WB-67 TRUCK CIRCULATION PLAN

Project No. 300251101	Drawing No. CP101
Date JULY 2019	
Drawn By CU	
Checked By MC	Sheet 6 of 11

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PROJECT NO. 300251101

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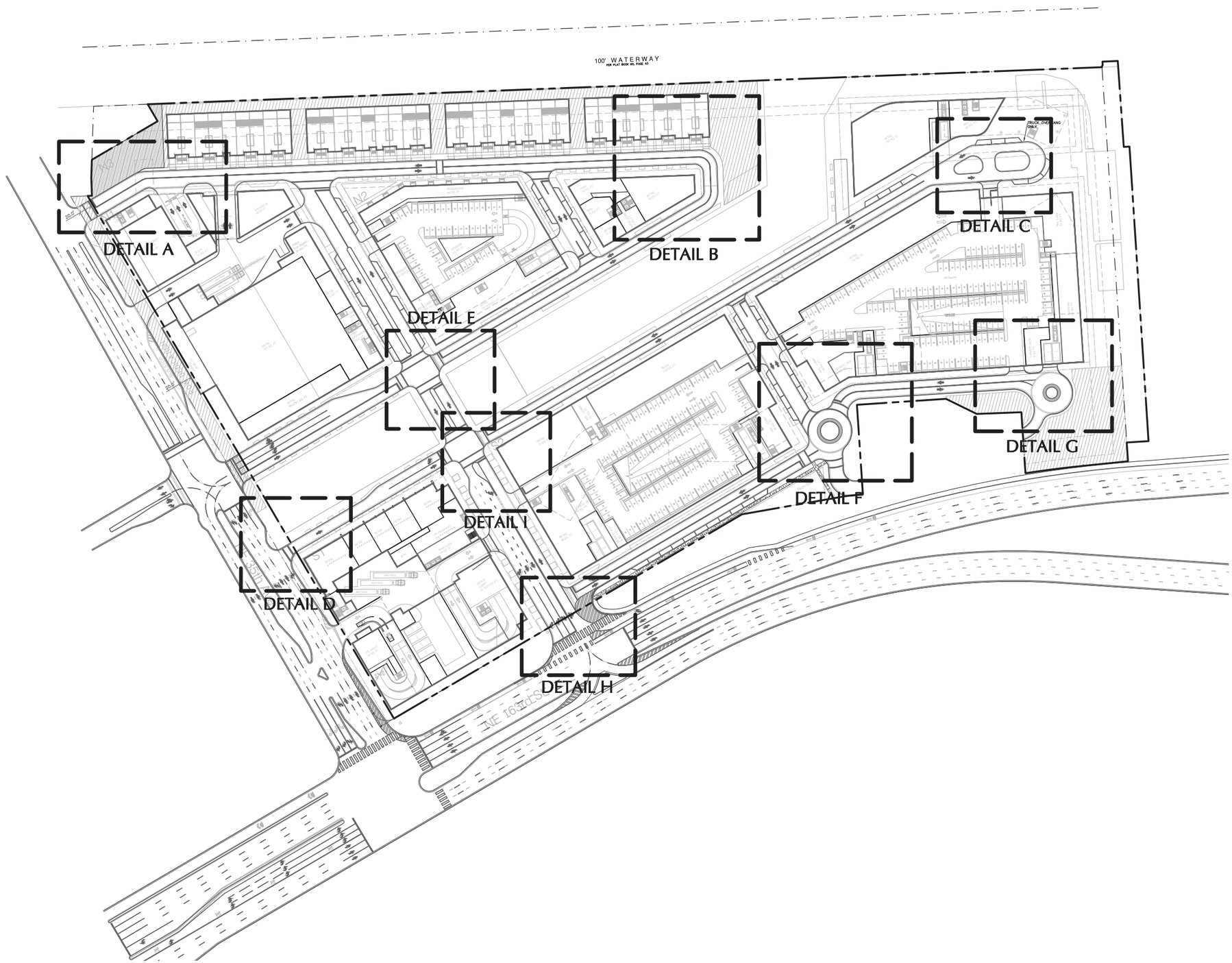

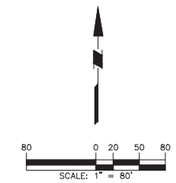

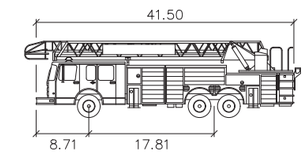

Miami–Dade FT

	feet
Width	: 8.00
Track	: 6.85
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

MIAMI-DADE FIRE TRUCK

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Project

INTRACOASTAL MALL

MIAMI-DADE MIAMI FLORIDA

Drawing Title

CONCEPTUAL FIRE TRUCK CIRCULATION PLAN

Project No.	Drawing No.
300251101	CP102
Date: JULY 2019	
Drawn By: CU	
Checked By: MC	Sheet 7 of 11

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PROJECT NO. 300251101

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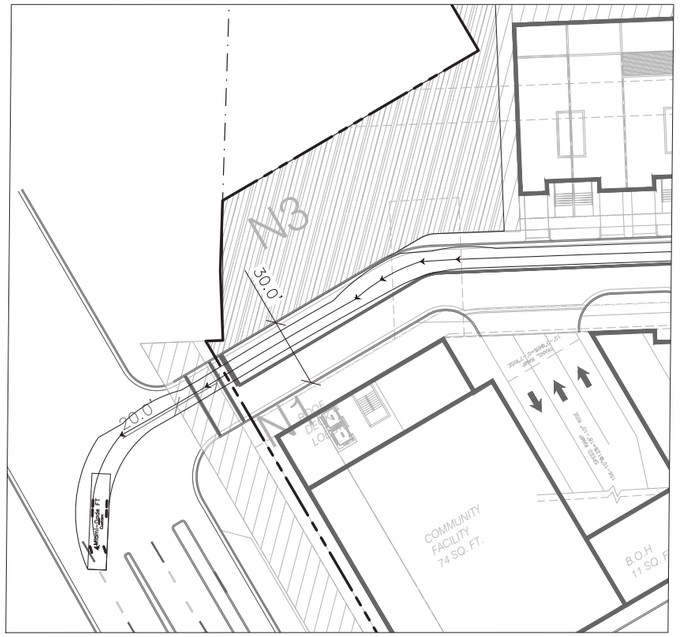

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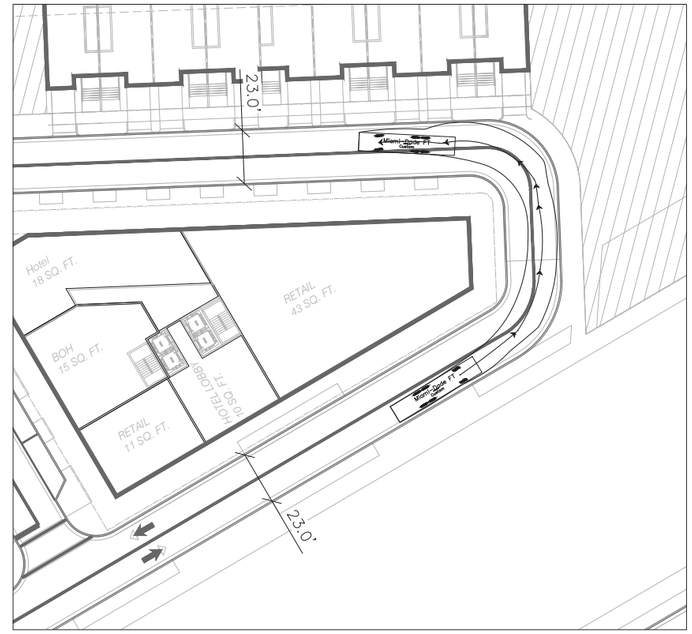

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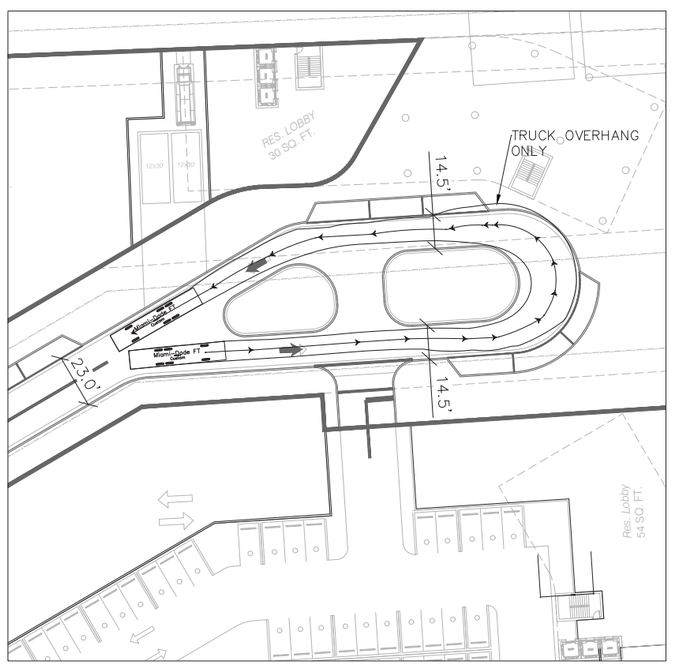

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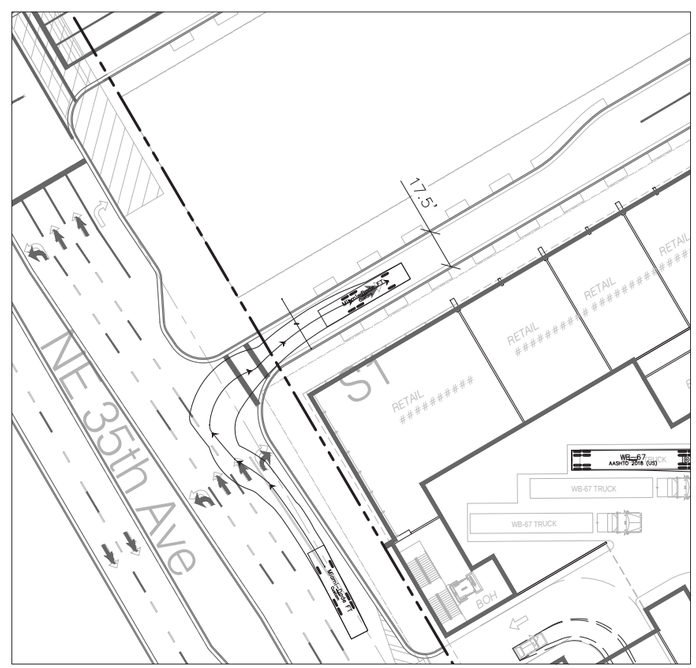

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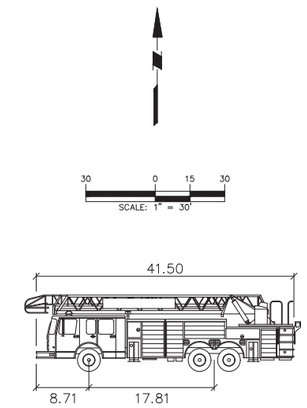

Miami–Dade FT

	feet
Width	: 8.00
Track	: 6.85
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

MIAMI-DADE FIRE TRUCK

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Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL FIRE TUCK CIRCULATION PLAN

Project No.	Drawing No.
300251101	CP103
Date: JULY 2019	
Drawn By: CU	
Checked By: MC	Sheet 8 of 11

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PROJECT NO. 300251101

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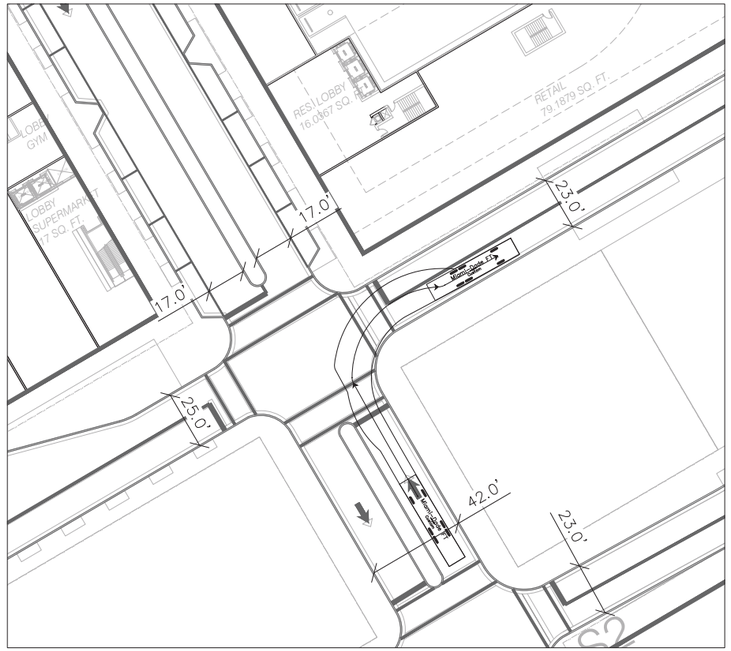

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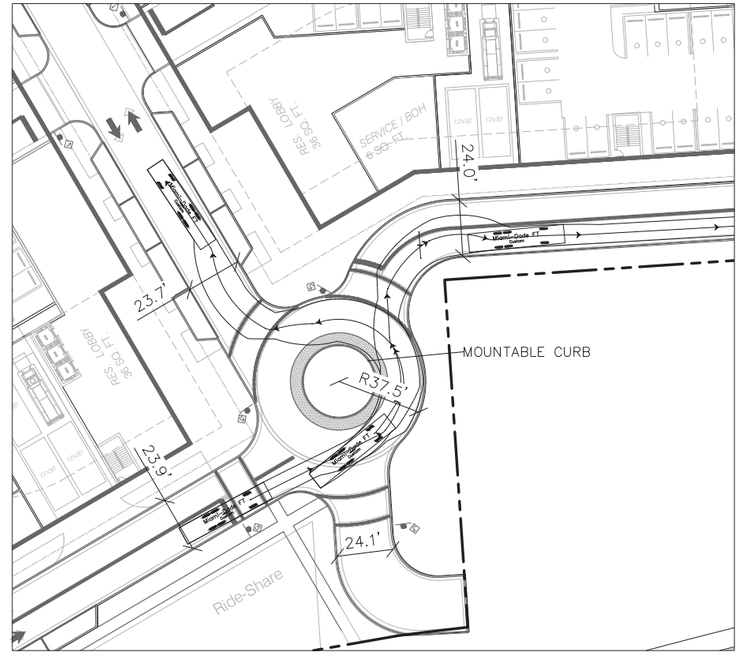

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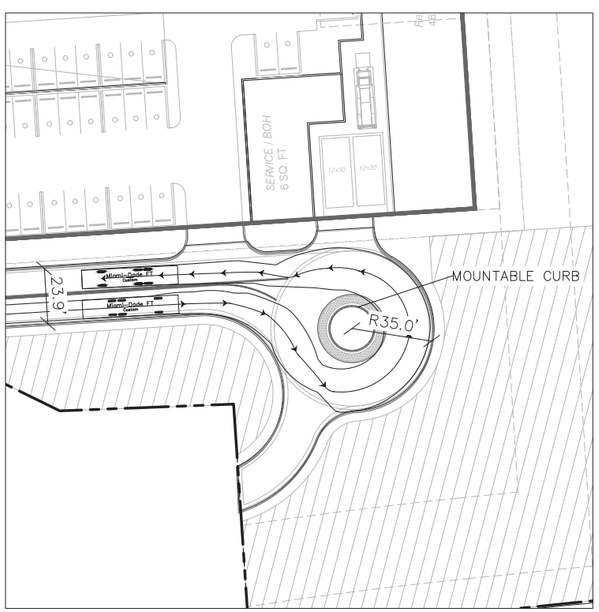

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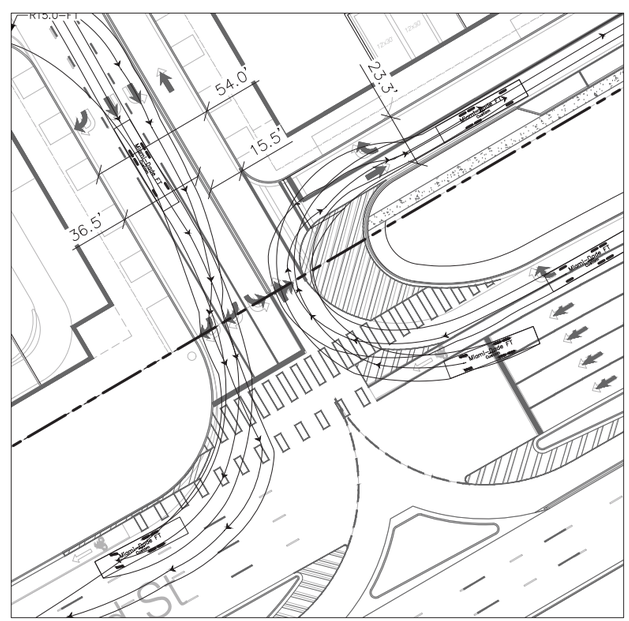

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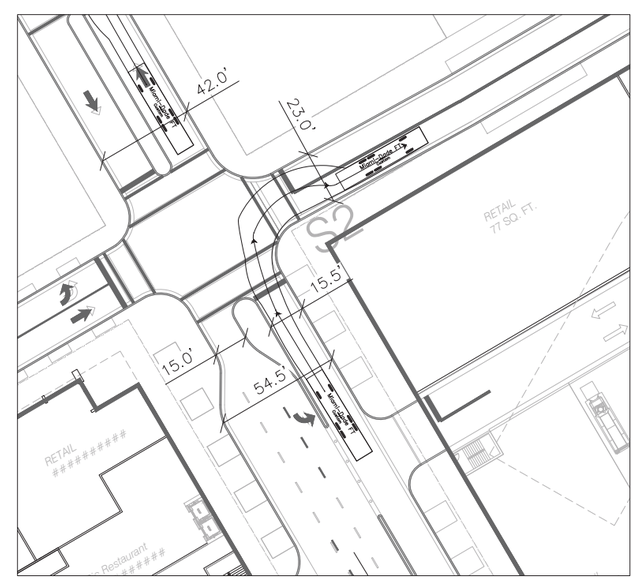

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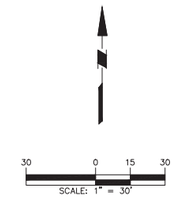

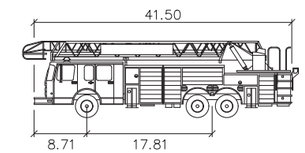

Miami–Dade FT

	feet
Width	: 8.00
Track	: 6.85
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

MIAMI-DADE FIRE TRUCK

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Project

INTRACOASTAL MALL

MIAMI-DADE — MIAMI — FLORIDA

Drawing Title

CONCEPTUAL FIRE TRUCK CIRCULATION PLAN

Project No. 300251101	Drawing No. CP104
Date JULY 2019	
Drawn By CU	
Checked By MC	Sheet 9 of 11

PROJECT NO. 300251101

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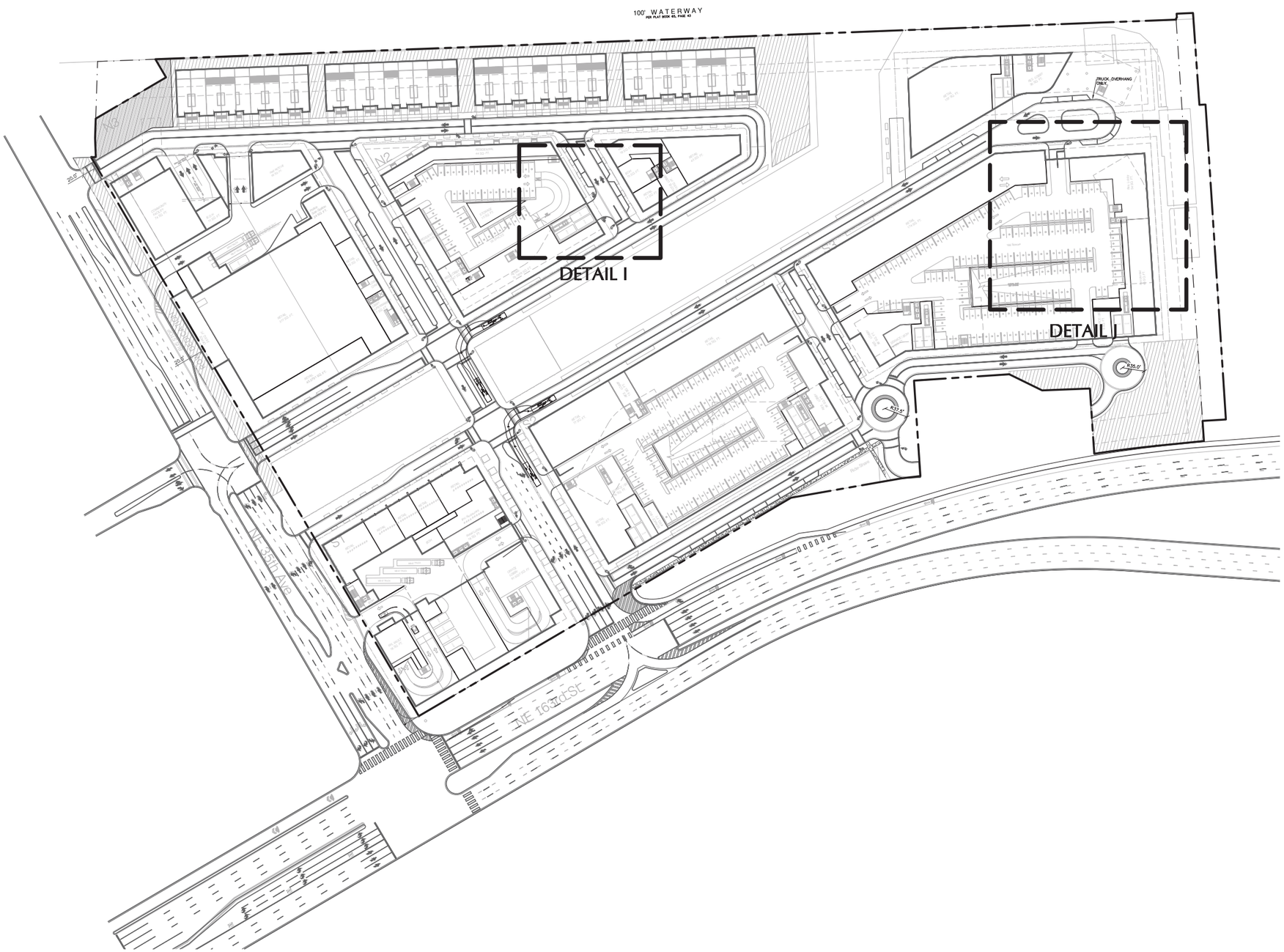

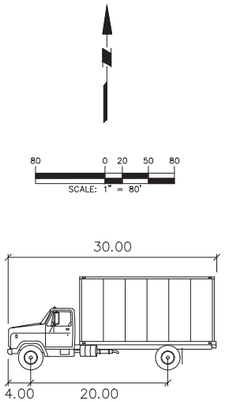

SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

SU-30 TRUCK

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Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL SU-30 TRUCK CIRCULATION PLAN

Project No.	Drawing No.
300251101	CP105
Date: JULY 2019	
Drawn By: CU	
Checked By: MC	Sheet 10 of 11

LANGAN

PROJECT NO. 300251101

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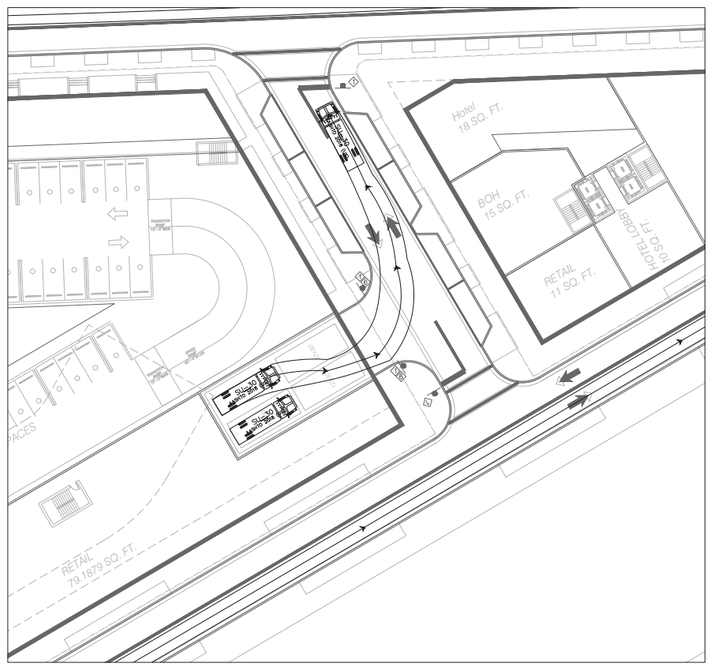
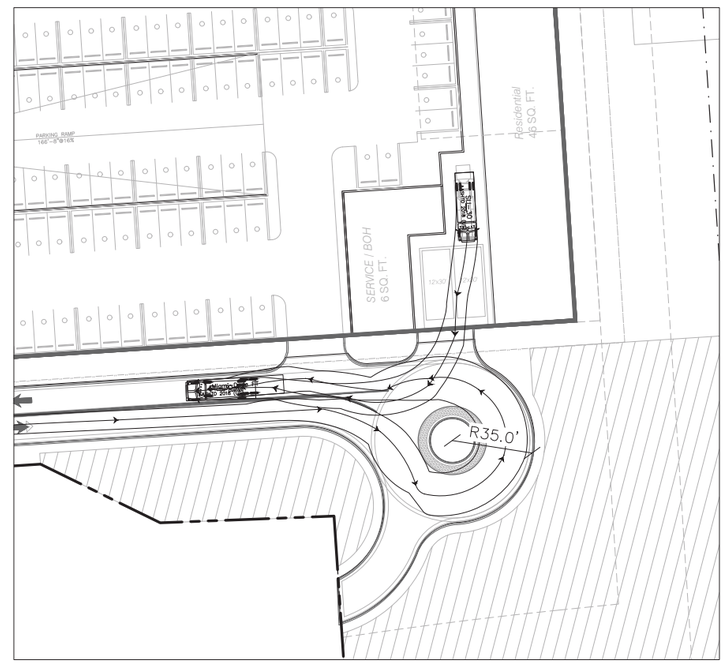
Filename: C:\Users\Mpalma\Desktop\Intracoastal Mall\01\SheetFiles_Drafts\300251101-CP102-0101.dwg Date: 5/20/2020 Time: 23:19 User: mpalma Style Table: Langan.stb Layout: CP105



DETAIL I



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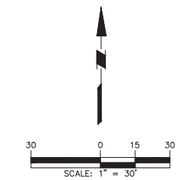

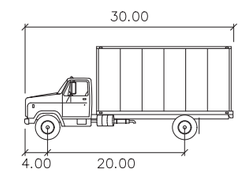

SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

SU-30 TRUCK

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Project

INTRACOASTAL MALL

MIAMI

MIAMI-DADE FLORIDA

Drawing Title

CONCEPTUAL SU-30 TRUCK CIRCULATION PLAN

Project No.	Drawing No.
300251101	CP106
Date: JULY 2019	
Drawn By: CU	
Checked By: MC	Sheet 11 of 11

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PROJECT NO. 300251101

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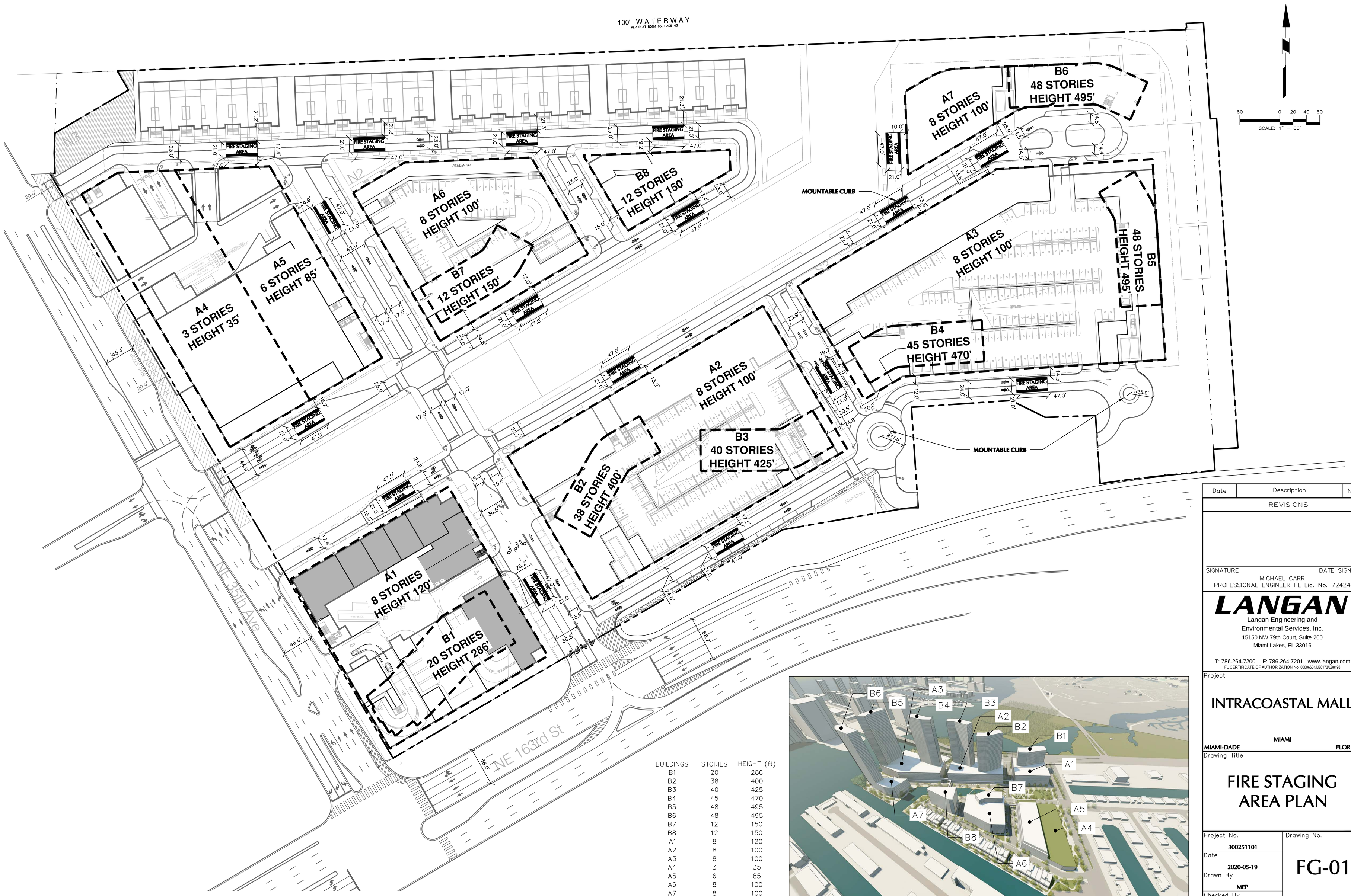

BUILDINGS	STORIES	HEIGHT (ft)
B1	20	286
B2	38	400
B3	40	425
B4	45	470
B5	48	495
B6	48	495
B7	12	150
B8	12	150
A1	8	120
A2	8	100
A3	8	100
A4	3	35
A5	6	85
A6	8	100
A7	8	100

Date	Description	No.

REVISIONS

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Project

INTRACOASTAL MALL

MIAMI-DADE MIAMI FLORIDA

Drawing Title

FIRE STAGING AREA PLAN

Project No. 300251101

Date 2020-05-19

Drawn By MEP

Checked By MPC

Drawing No. FG-01

LANGAN

PROJECT NO. 300251101

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0' 50' 100' 200'
Scale: N.T.S.

North Miami Beach, Florida | **Overall Master Plan** | **L-200**

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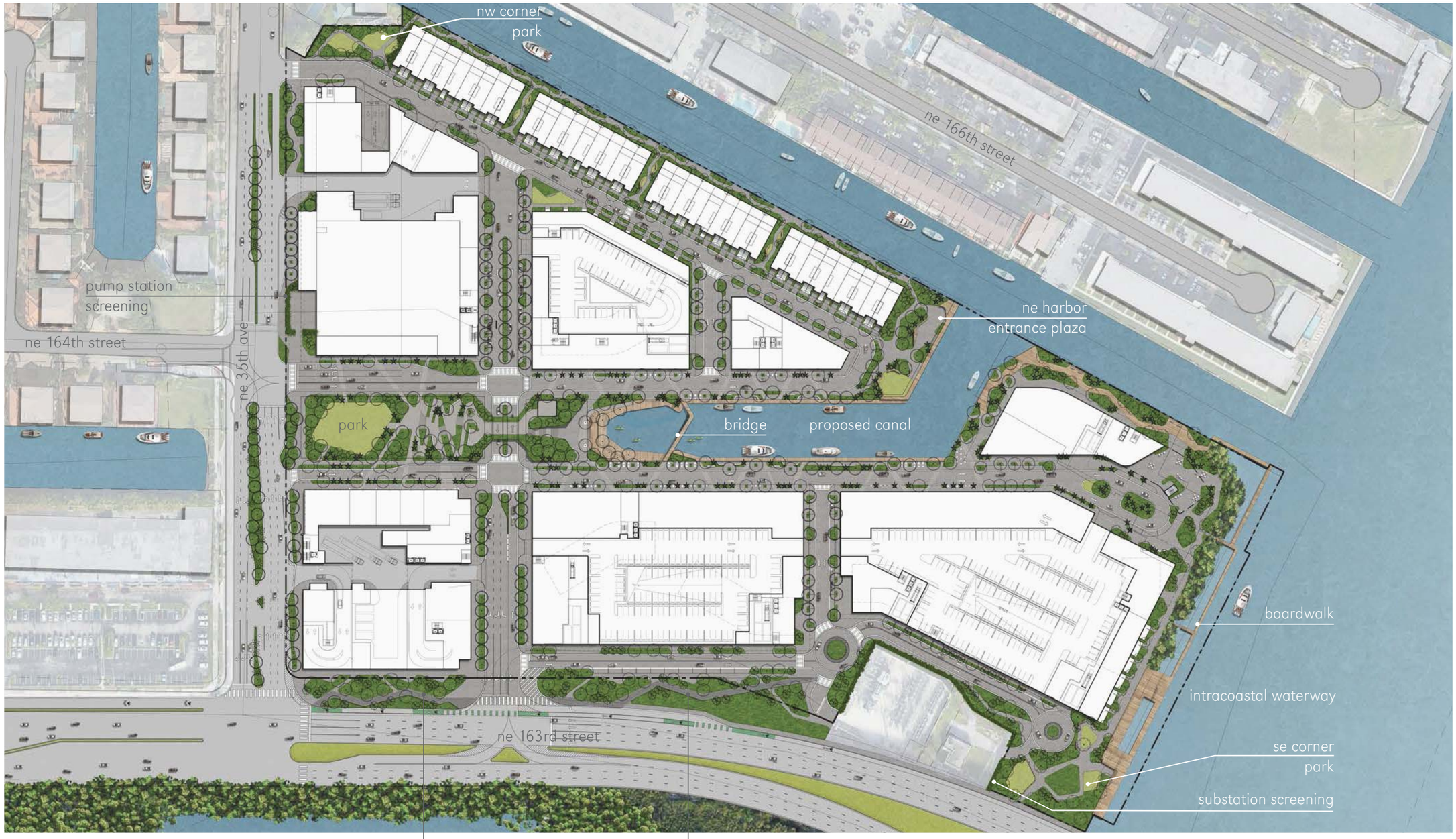

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0' 50' 100' 200'
Scale: N.T.S.

North Miami Beach, Florida | **Understory Planting Masterplan** | **L-201**

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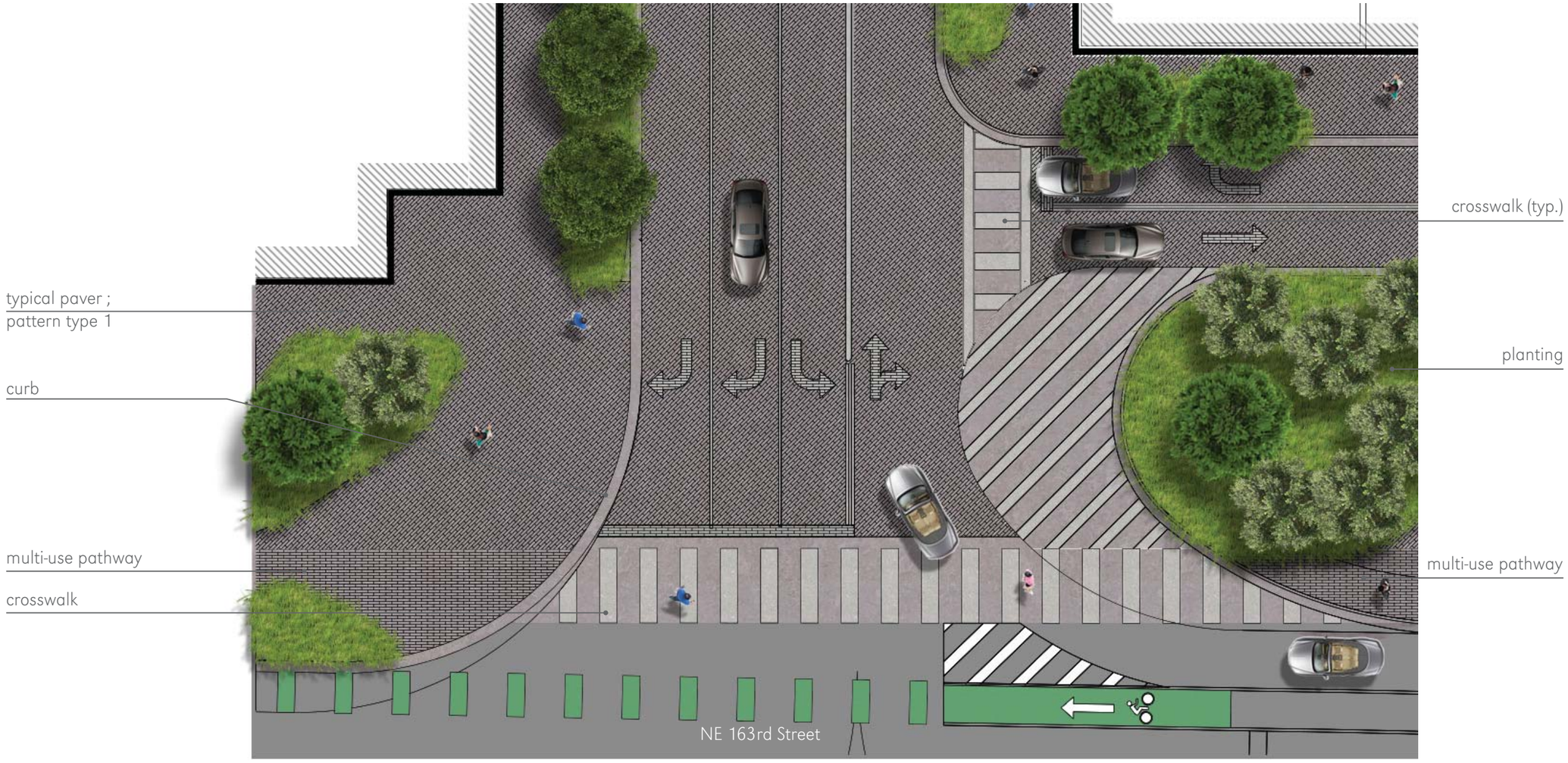

0 6' 12' 24'

Scale: 1" = 20'

key plan

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North Miami Beach, Florida | **NE 163rd Entrance** | **L-202**

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key plan

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0 6′ 12′ 24′

Scale: 1″ = 20′

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key plan

North Miami Beach, Florida | **Plan Enlargement - Canopy** | **L-204**

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0 6' 12' 24'

Scale: 1" = 20'

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key plan

North Miami Beach, Florida

Plan Enlargement - Understory

L-205

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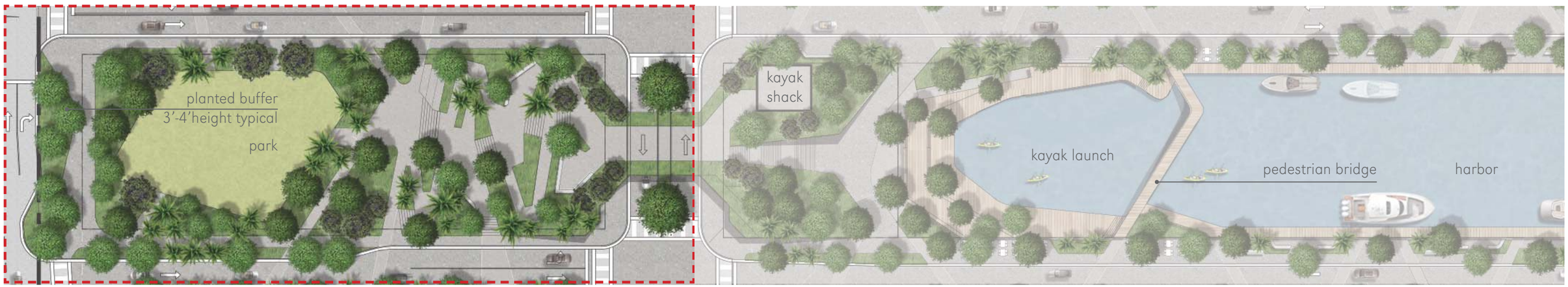
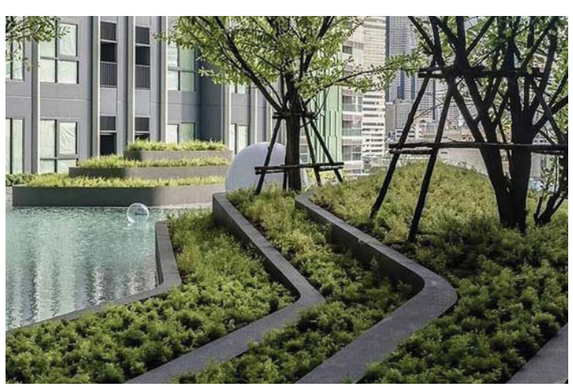


* canopy trees planted along minimum 70% of waterfront promenade frontage

Scale: N.T.S 0 20' 40' 80'



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North Miami Beach, Florida | **Park Enlargement Plan** | **L-206**

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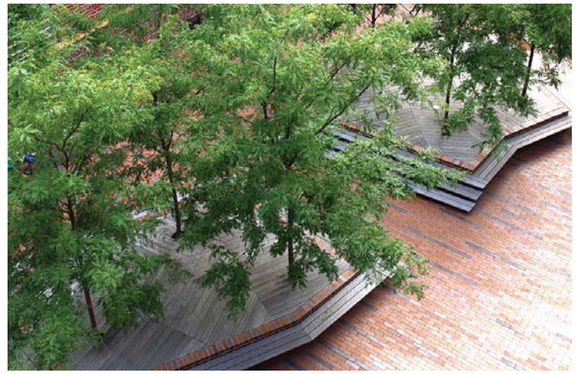

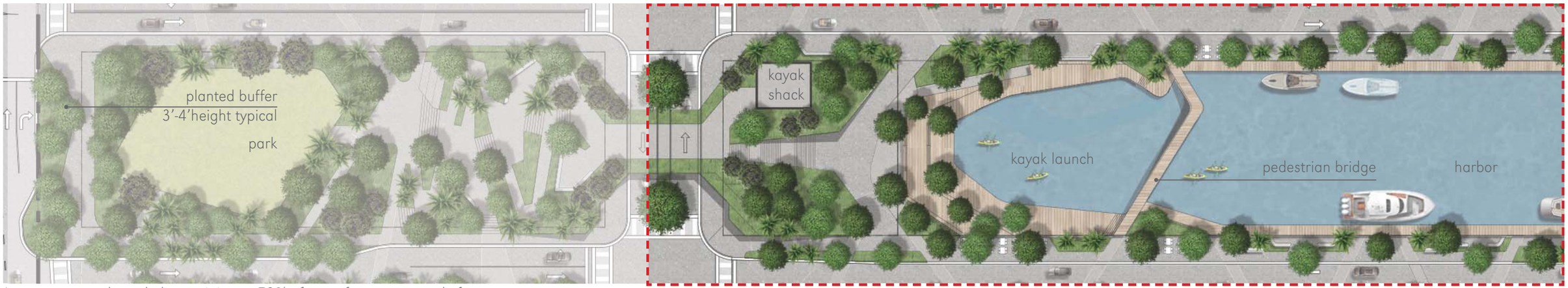

* canopy trees planted along minimum 70% of waterfront promenade frontage

Scale: N.T.S 0 20' 40' 80'

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North Miami Beach, Florida | **Harbor Enlargement Plan** | **L-207**

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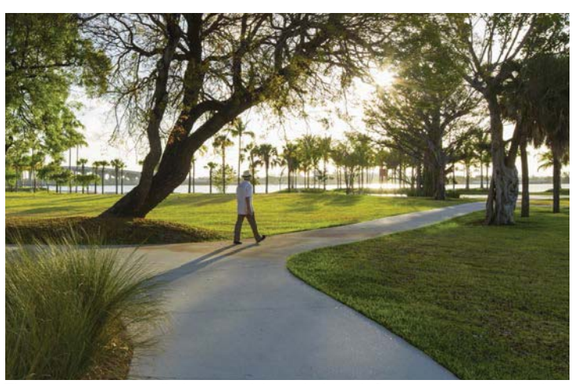
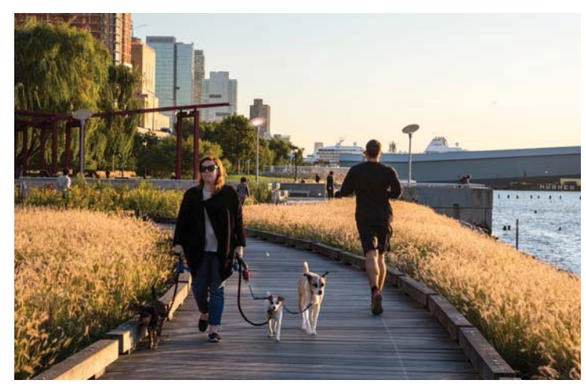
0 12' 24' 48'

Scale: N.T.S

key plan





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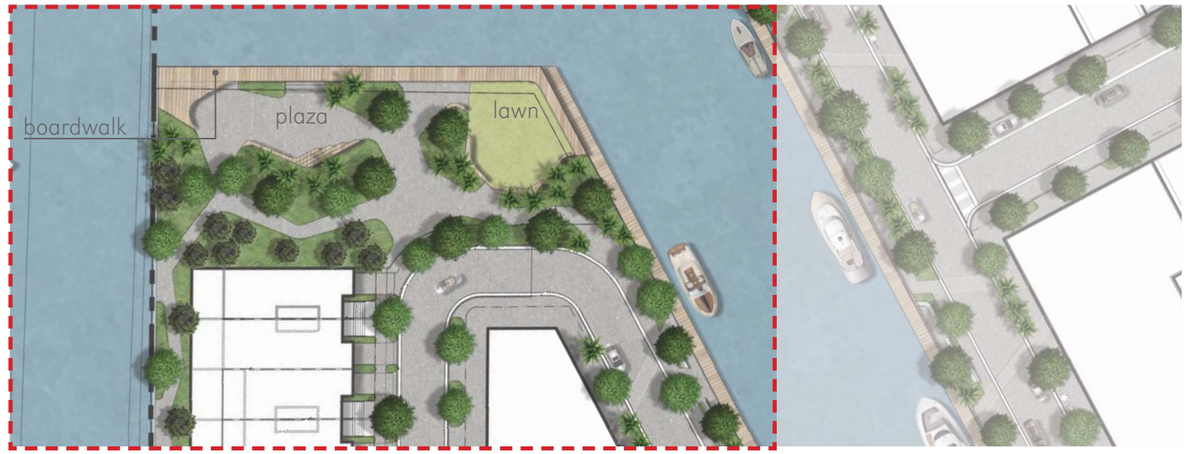
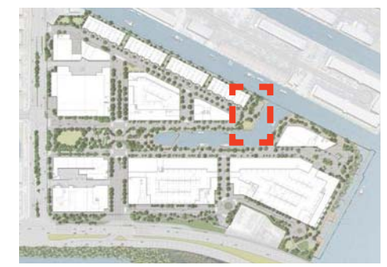
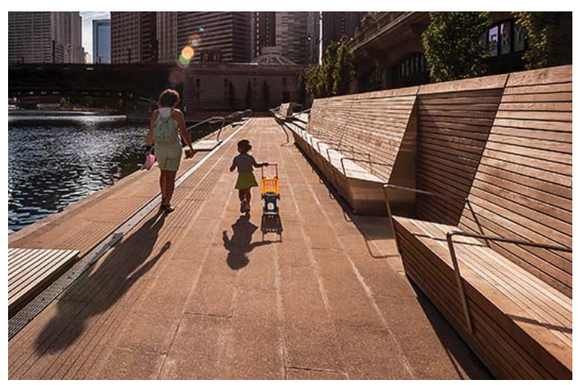


0 20' 40' 80'

Scale: N.T.S



key plan



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0 20' 40' 80'

Scale: N.T.S

key plan

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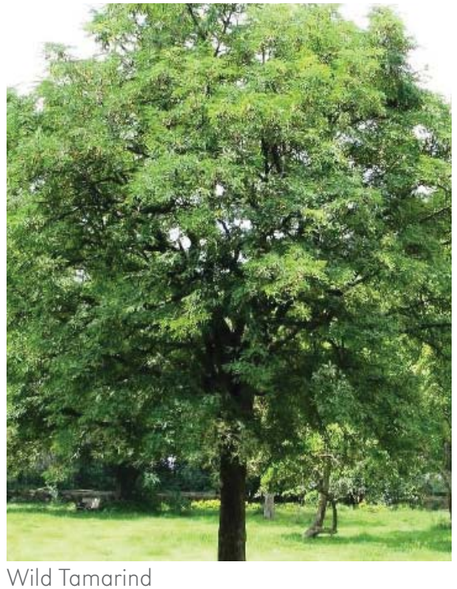
Bald Cypress
(Taxodium distichum)

Royal Poinciana
(Delonix regia)

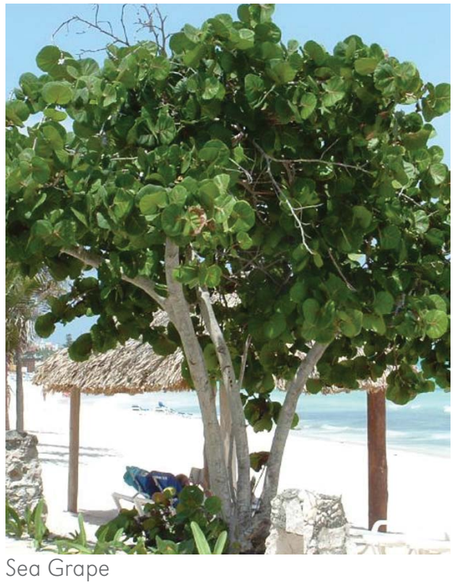
Mahogany
(Swietenia mahagoni)

Gumbo Limbo
(Bursera simaruba)

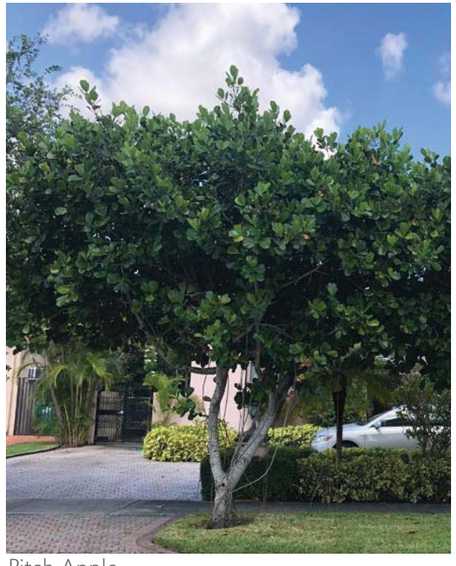


Wild Tamarind
(Lysiloma latisiliquum)

Verawood
(Bulnesia arborea)



Sea Grape
(Coccoloba uvifera)



Pitch Apple
(Clusia rosea)

Crepe Myrtle
(Lagerstroemia indica)

Simpson Stopper
(Myrcianthes fragrans)

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North Miami Beach, Florida | **Planting Image Board** | **L-500**

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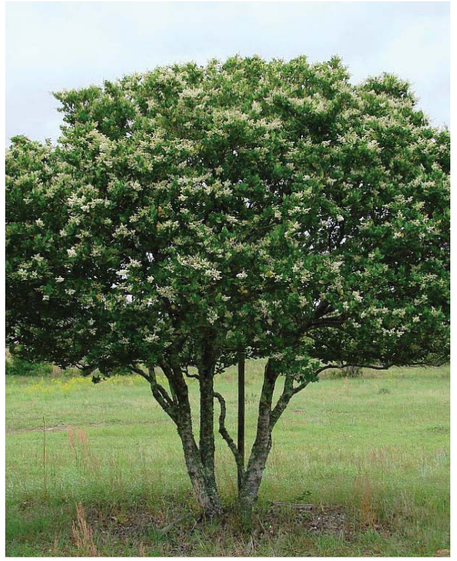
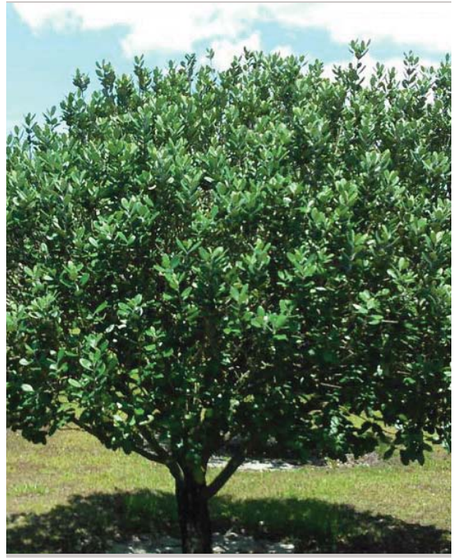


Japanese Privet
(Ligustrum japonicum)

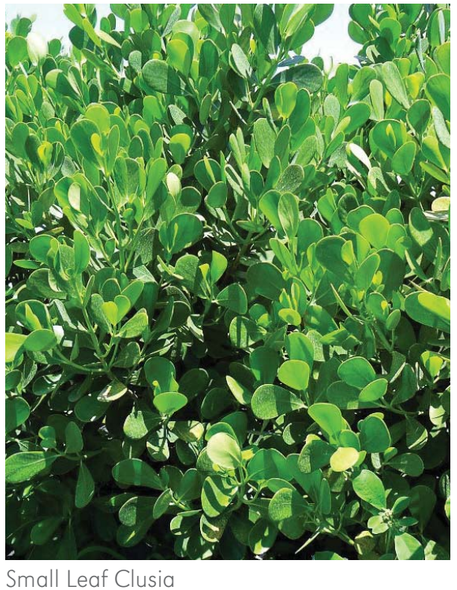


Pineapple Guava
(Acca sellowiana)

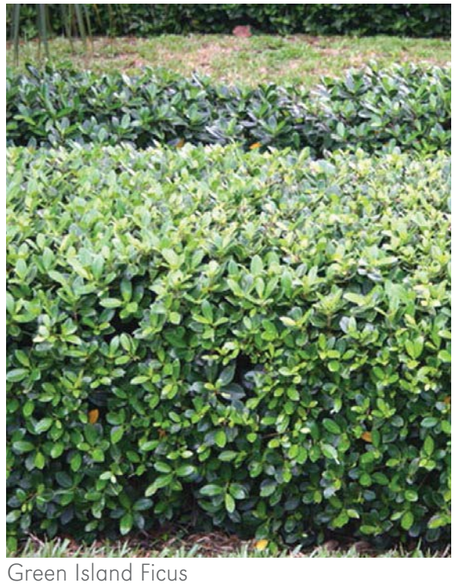
Date Palm
(Phoenix dactylifera)

Veitchia Palm
(Veitchia montgomeryana)

Green Buttonwood
(Conocarpus erectus)



Small Leaf Clusia
(Clusia guttifera)



Green Island Ficus
(Ficus microcarpa)

Golden Creeper
(Ernodea littoralis)

Holly Fern
(Cyrtomium falcatum)

Wild Allamanda
(Urechites lutea)

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida | **Planting Image Board** | **L-501**

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Natal Plum
(Carissa macrocarpa)

Blue-Eyed Grass
(Sisyrinchium angustifolium)

African Iris
(Dietes bicolor)

Perfumed Spider Lily
(Hymenocallis latifolia)

Sand Cordgrass
(Spartina bakeri)

Dwarf Fakahatchee
(Tripsacum floridana)

Blue Flag Iris
(Iris versicolor)

Giant Apostle's Iris
(Neomarica caerulea 'regina')

Beach Dune Sunflower
(Helianthus debilis)

Purple Trailing Lantana
(Lantana montevidensis)

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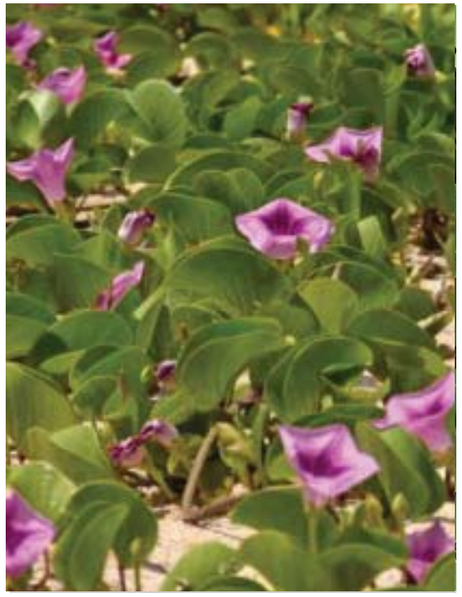
Indian Blanket
(Gaillardia pulchella)



Railroad Vine
(Ipomea pes caprae)

Wart Fern
(Microsorum scolopendrium)

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North Miami Beach, Florida | **Tree Canopy Diagram** | **L-504**

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INTRACOASTAL MALL - CANOPY PLAN

SYM	SCIENTIFIC NAME	COMMON NAME	MINIMUM SPECIFICATIONS	NOTES	NATIVE
PROPOSED TREES					
AS	*Acca sellowiana*	Pineapple Guava	12' HT; 6' SP; 3" DBH	B&B FIELD GROWN	N
BA	*Bulnesia arborea*	Verawood	18' HT; 8' SP; 5" DBH	B&B FIELD GROWN	N
BS	*Bursera simaruba*	Gumbo Limbo	18' HT; 16' SP; 5" DBH	B&B FIELD GROWN	Y
CR	*Clusia rosea*	Pitch Apple	14' HT; 8' SP; 3" DBH	B&B FIELD GROWN	Y
CU	*Coccoloba uvifera*	Sea Grape	18' HT; 12' SP; 5" DBH	B&B FIELD GROWN	Y
DR	*Delonix regia*	Royal Poinciana	20' HT; 16' SP; 5" DBH	B&B FIELD GROWN	N
LI	*Lagerstroemia indica*	Crape Myrtle	12' HT; 5' SP; 3" DBH	B&B FIELD GROWN	N
LJ	*Ligustrum japonicum*	Japanese Privet	12' HT; 10' SP; 3" DBH	B&B FIELD GROWN	N
LL	*Lysiloma latisiliquum*	Wild Tamarind	18' HT; 12' SP; 5" DBH	B&B FIELD GROWN	Y
MF	*Myrcianthes fragrans*	Simpson's Stopper	12' HT; 6' SP; 3" DBH	MULTI TRUNK, FULL HEADS	Y
PD	*Phoenix dactylifera*	Date Palm	RELOCATED ON SITE	B&B FIELD GROWN	N
SM	*Swietenia mahagoni*	Mahogany	18' HT; 12' SP; 5" DBH	B&B FIELD GROWN	Y
TD	*Taxodium distichum*	Bald Cypress	18' HT; 10' SP; 5" DBH	B&B FIELD GROWN	Y
VM	*Veitchia montgomeryana*	Veitchia Palm	25' MIN.16-25' CT; FIELD GROWN	VARY HEIGHTS, MIN 3' STAGGER	N

INTRACOASTAL MALL - SHRUBS AND UNDERSTORY SCHEDULE

SYM	SCIENTIFIC NAME	COMMON NAME	MINIMUM SPECIFICATIONS	NOTES	NATIVE
PROPOSED SHRUBS					
COE	*Conocarpus erectus*	Green Buttonwood	100 GAL; 10'-12' HT; 48" O.C.	FULL TO BASE	Y
CLG	*Clusia guttifera*	Small-Leaf Clusia	7 GAL; 36" HT		N
PROPOSED UNDERSTORY					
CAM	*Carissa macrocarpa*	Natal plum	3 GAL; 18" O.C.		N
CYF	*Cyrtomium falcatum*	Holly Fern	3 GAL; 24" O.C.		N
DIB	*Dietes bicolor*	African Iris	3 GAL; 24" O.C.		N
ERL	*Ernodea littoralis*	Golden Creeper	7 GAL; 24" HT; 24" O.C.		Y
FIM	*Ficus microcarpa*	Green Island Ficus	7 GAL; 24" HT; 24" O.C.		N
GAP	*Gaillardia pulchella*	Indian Blanket	1 GAL; 14" O.C.		Y
HED	*Helianthus debilis*	Dune Sunflower	1 GAL; 18" O.C.		Y
HYL	*Hymenocallis latifolia*	Perfumed Spider Lily	3 GAL; 24" HT; 24" O.C.	FULL 2'x2'	Y
IPC	*Ipomea pes caprae*	Railroad Vine	1 GAL; 18" O.C.	MIN. 2' VINES	Y
IRV	*Iris versicolor*	Blue Flag Iris	3 GAL; 18" O.C.		Y
LAM	*Lantana montevidensis*	Purple Trailing Lantana	7 GAL; 24" HT; 24" O.C.		N
MIS	*Microsorum scolopendrium*	Wart Fern	3 GAL; 18" O.C.		N
NEC	*Neomarica caerulea 'regina'*	Giant Apostle's Iris	3 GAL; 18" O.C.		N
SIA	*Sisyrinchium angustifolium*	Blue-Eyed Grass	1 GAL; 18" O.C.	FULL	Y
SPB	*Spartina bakeri*	Sand Cordgrass	1 GAL; 18" O.C.		Y
TRF	*Tripsacum floridana*	Dwarf Fakahatchee	3 GAL; 24" O.C.		Y
URL	*Urechites lutea*	Wild Allamanda	7 GAL; TRELLIS 3' MIN		Y

24-119A(2) - MINIMUM TREE SPECIFICATIONS

** ALL REQUIRED TREES SHALL BE FIELD GROWN AND HAVE A MINIMUM CALIPER OR DIAMETER AT BREAST HEIGHT (D.B.H) OF THREE INCHES AND BE A MINIMUM OF TWELVE FEET IN HEIGHT AND FIVE FEET IN SPREAD AT TIME OF PLANTING.

24-119A(4) - MINIMUM TREE SPECIFICATIONS

** AT LEAST TWENTY-FIVE (25) PERCENT OF ALL REQUIRED TREES SHALL BE OF A PALM SPECIES.

24-119A(10) - MINIMUM TREE SPECIFICATIONS

** MINIMUM TREE SPECIFICATIONS FOR PROPERTIES WITH THREE STORIES OR TALLER.
ALL REQUIRED TREES SHALL BE FIELD GROWN AND BE A MINIMUM OF EIGHTEEN FEET IN HEIGHT AND EIGHT TO TEN FEET IN SPREAD AT TIME OF PLANTING.

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TAB 7

65-43 #1

EASTERN SHORES

2nd. ADDITION

A SUBDIVISION LYING IN SECTIONS 10, 11, 14 & 15, TOWNSHIP 52 SOUTH, RANGE 42 EAST, N. MIAMI BEACH, DADE COUNTY, FLORIDA

JOHN O. BRENDLA · ENGINEER · FT. LAUDERDALE, FLORIDA

JULY, 1957

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

That EASTERN PROPERTIES INC. a Florida Corporation, has caused the lands described hereon to be surveyed, subdivided and platted as shown on sheet two (2) to be known as "EASTERN SHORES 2nd. ADDITION"

The Streets, Avenue and Road shown hereon together with all existing and future planting, Trees and Shrubbery thereon are hereby dedicated to the perpetual use of the public for proper purposes.

The drainage easements as shown hereon are for the installation and maintenance of drainage facilities only.

The Easements as shown hereon by dashed lines and marked "A.E." are for the installation and maintenance of Public Utilities.

In witness whereof the said EASTERN PROPERTIES INC. has caused these presents to be signed by its President and attested by its Secretary-Treasurer this 28th day of June A.D. 1957

EASTERN PROPERTIES INC.

Witness Alice B. Palmer
Witness Homer R. King
AS TO BOTH SIGNATURES

Andrew T. Manno — President — Seal
Charles E. Hoy — Secretary-Treasurer — Seal

ACKNOWLEDGEMENT

State of Florida
County of Broward } S.S.

This is to certify that on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, Andrew T. Manno and Charles E. Hoy, President and Secretary-Treasurer respectively of Eastern Properties Inc., and they acknowledged to me the execution of the foregoing instrument and the seal of said corporation was affixed thereto by and with the authority of the Board of Directors for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 28th day of June A.D. 1957

My commission expires March 30, 1960

Alice B. Palmer
NOTARY PUBLIC · STATE OF FLORIDA

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS:

That the CENTER CORPORATION, E. Raymond Moss, President and William E. Hayes Treasurer, owners and holders of a certain mortgage dated July 18, 1956, under Clerks file No. FF-110498 of the Public Records of Dade County, Florida, do hereby consent to this plat and join in the dedication.

Witness our hands and seals of Dade County, Florida this 21 day of June A.D. 1957.

CENTER CORPORATION

Witness Charles H. Klein
Witness Joseph A. Jackson
AS TO BOTH SIGNATURES

E. Raymond Moss — President — Seal
Attest William E. Hayes — William E. Hayes · Treasurer — Seal

ACKNOWLEDGEMENT

State of Florida
County of Dade } S.S.

This is to certify that on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, E. Raymond Moss and William E. Hayes, President and Treasurer respectively of CENTER CORPORATION, and they acknowledged to me the execution of the foregoing instrument and the seal of said corporation was affixed thereto by and with the authority of the Board of Directors for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 21 day of June A.D. 1957

My commission expires May 3, 1961

Joseph A. Jackson
NOTARY PUBLIC · STATE OF FLORIDA

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS and Emma L. Graves

That H. Wilbur Graves, as ancillary executor under last will and testament of Harvey B. Graves, deceased, owners and holders of a certain mortgage dated Jan. 14, 1955 and filed in Mortgage Book 3274 of page 377 of the Public Records of Dade County, Florida do hereby consent to this plat and join in the dedication. Witness our hands and seal this 22nd day of June 1957.

H. Wilbur Graves — H. WILBUR GRAVES — Seal
Witness Robert T. Gordon
Witness Donald J. Austin
AS TO BOTH SIGNATURES

Emma L. Graves — EMMA L. GRAVES — AS ANCILLARY EXECUTORS — Seal

ACKNOWLEDGEMENT

County of MONROE
State of New York } S.S.

Before me this day personally appeared H. Wilbur Graves and Emma L. Graves, to me well known to be the persons described in and who executed the foregoing instrument and who upon being duly sworn, acknowledged that they executed the same freely and voluntarily for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 22nd day of JUNE A.D. 1957

My commission expires MARCH 30, 1958

Donald J. Austin
NOTARY PUBLIC · STATE OF NEW YORK

ACKNOWLEDGEMENT

State of Florida
County of Dade } S.S.

Before me this day personally appeared Harold Thurman, to me well known to be the person described in and who executed the foregoing instrument and who upon being duly sworn, acknowledged that he executed the same freely and voluntarily for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 22 day of July A.D. 1957.

My commission expires Notary Public, State of Florida at Large; My Commission Expires Nov. 22, 1960

Dorothy P. Newman
NOTARY PUBLIC · STATE OF FLORIDA

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS:

That Lester F. Brooker and Gervase M. Brooker, his wife, Harold J. Utter and Dagne H. Utter, his wife, A.T. McAboy and Mildred H. McAboy, his wife, owners and holders of a certain mortgage dated March 8, 1957 and recorded in Clerk's file No. GG-59908 of the Public Records of Dade County, Florida, do hereby consent to this plat and join in the above dedication.

Witness our hands and seals at Dade County, Florida this 28th day of June A.D. 1957

Witness H. S. Mason
Witness Philip G. Lewis
Witness Walter H. Cole
Witness Dorothy Cole
Witness Alice B. Palmer
Witness Homer R. King
AS TO ALL SIGNATURES

Lester F. Brooker — Seal
Gervase M. Brooker — Seal
Harold J. Utter — Seal
Dagne H. Utter — Seal
A.T. McAboy — Seal
Mildred H. McAboy — Seal
AS TRUSTEES

ACKNOWLEDGEMENT

State of Florida
County of Broward } S.S.

This is to certify that on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, Lester F. Brooker and his wife, Gervase M. Brooker, Harold J. Utter and his wife, Dagne H. Utter, A.T. McAboy and his wife, Mildred H. McAboy, to me well known to be the persons described in and who executed the foregoing instrument and who, upon being duly sworn, acknowledged that they executed the same freely and voluntarily.

In witness whereof I have hereunto set my hand and seal this 28th day of June A.D. 1957.

My commission expires March 30, 1960

Alice B. Palmer
NOTARY PUBLIC · STATE OF FLORIDA

SURVEYOR'S CERTIFICATE

I hereby certify that the attached plat of "EASTERN SHORES 2nd. ADDITION" is a true and correct representation of the land as recently surveyed and platted under my direction, also that Permanent Reference Monuments (P.R.M.) as shown on Sheet Two (2) were set on the 24 day of June A.D. 1957 in accordance with Section 7, Chapter 10275 (No. 253) Laws of Florida.

John O. Brendla — 6/24/57
Reg. Land Surveyor No. 349 · Reg. Engineer No. 1885 · State of Florida — DATE

This plat of "EASTERN SHORES 2nd. ADDITION" was approved and the foregoing dedication was accepted and approved by resolution No. 475 passed and adopted by the City Council of North Miami Beach, Florida this 2 day of July A.D. 1957.

Attest Virginia Moore — VIRGINIA MOORE · CITY CLERK
Signed Daniel Dipfenbach — DANIEL DIPFENBACH · Mayor

This plat was approved and the foregoing dedication was accepted and approved by resolution No. 37 passed and adopted by the Board of County Commissioners of Dade County, Florida this 30 day of July A.D. 1957.

Signed Charles F. Hall — Chairman

Approved E. A. Anderson — COUNTY ENGINEER
Attest E.B. LEATHERMAN · Clerk of Circuit Court
by [illegible] — Deputy Clerk

This plat was filed for record this 1st day of August A.D. 1957 at 4:32 P.M. in Book 65 of Plats at page 43 of the Public Records of Dade County, Florida. This plat complies with the provisions of the Laws of the State of Florida.

E.B. LEATHERMAN · Clerk of Circuit Court
by E. M. Ochse — Deputy Clerk

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS:

That Harold Thurman, as trustee, the owner and holder by assignment rerecorded under clerk file No. GG 70549 of that certain mortgage dated July 18, 1956 and recorded under clerk's file No. FF. 110498 of the public records of Dade County, Florida, does hereby consent to this plat and join in the aforegoing dedication.

Witness my hand and seal this 22 day of July, 1957.

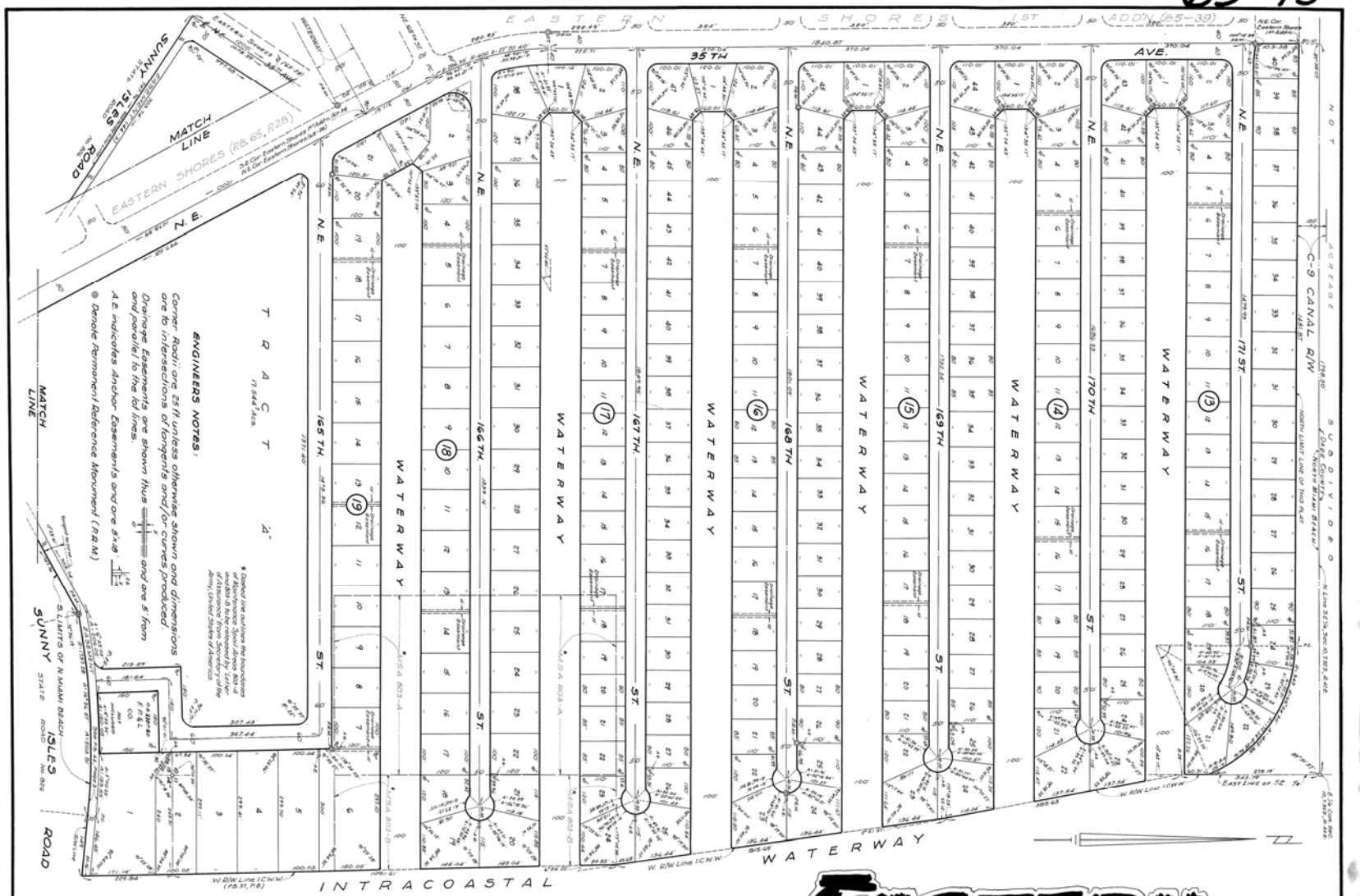
Witness Walter H. Cole
Witness D. P. Henning

Harold Thurman — HAROLD THURMAN — Trustee — Seal

SEE OFFICIAL RECORDS BOOK 4679 PAGE 107 FOR ORDINANCE 65-77 PERTAINING TO THIS PLAT.
E. R. ARK, CLERK
BY Robert H. Weeks D.C.

SHEET 1 OF 2 SHEETS

65-43 #2



LOCATION SKETCH Scale: 1" = 2000

--DESCRIPTION--

Commencing of the Northeast corner of Eastern Shores Subdivision as recorded in Plat Book 65 at Page 28, Dade County Records, which is the intersection of the centerline of N.E. 35TH Avenue with the easterly prolongation of the centerline of the north waterway of said subdivision for a point of beginning; Thence run northwesterly along said centerline of N.E. 35TH Avenue of right angles to said centerline of north waterway for a distance of 180.11 ft. to a point of curvature; Thence run northerly along the arc of a curve to the right having a radius of 600 ft for an arc distance of 284.36 ft. to a point of tangency; Thence run northerly along a line which is tangent to the last described curve for a distance of 1820.67 ft. to a point on the south right-of-way line of the C-9 Canal; Thence run easterly along said south right-of-way line of the C-9 Canal which forms an angle of 90°44'26" to the right with a prolongation of the last described course for a distance of 1481.37 ft. to a point of curvature; Thence run southeasterly along the arc of a curve to the right having a radius of 345.17 ft for an arc distance of 541.17 ft. to a point of tangency; Thence run southerly along said south right-of-way line of the C-9 Canal to the intersection with the east line of Section 10, Twp. 52 S., Rge. 42 E. said point being also on the most right-of-way line of the Intracoastal Waterway; Thence run southerly along said east line of said Section 10 and west right-of-way line of the Intracoastal Waterway for a distance of 68.60 ft. to a point; Thence run southeasterly along said west right-of-way line of the Intracoastal Waterway which forms an angle of 6°42'17" to the left with a prolongation of the last described course for a distance of 985.63 ft. to a point; Thence run southeasterly along said west right-of-way line of the Intracoastal Waterway which forms an angle of 2°21'33" to the right with a prolongation of the last described course for a distance of 815.69 ft. to a point; Thence run southerly along said west right-of-way line of the Intracoastal Waterway as recorded in Plat Book 37 at Page 8, Dade County records, which forms an angle of 2°34'32" to the right with a prolongation of the last described course for a distance of 1991.61 ft. to a point on the south line of Section 11, Twp. 52 S., Rge. 42 E., said point being 983.51 ft. east of the southwest corner of said Section 11; Thence continue southerly along said west right-of-way line of the Intracoastal Waterway which is a continuation of the last described course for a distance of 229.84 ft. to a point on the north right-of-way line of Sunny Isles Road (State Road No. 826) P.B. 44, P. 3; Thence run westerly along said north right-of-way line which forms an angle of 97°16'00" to the right with a prolongation of the last described course for a distance of 149 ft. to a point of curvature; Thence run northwesterly along said north right-of-way line being the arc of a curve to the left having a radius of 1392.28 ft for an arc distance of 203.81 ft. to a point on curve; Thence run southwesterly along said north right-of-way line which forms an angle of 17°13'41" to the left with a prolongation of the tangent to the last described curve of the last described point for a distance of 341.76 ft. to the intersection with the aforesaid centerline of N.E. 35TH Avenue; Thence run northwesterly along said centerline of N.E. 35TH Avenue which is at right angles to the last described course for a distance of 1200 ft. to the POINT OF BEGINNING. Excepting therefrom 15021 square parcel owned by Florida Power & Light Co. recorded in Deed Book 3170, at Page 60 of Dade County, Florida, and subject to 10 Easement as recorded in P.B. 44, P. 3 of Dade County, Florida.

EASTERN SHORES

2ND. ADDITION...

A SUBDIVISION LYING IN

SECTIONS 10, 11, 14 & 15, TOWNSHIP 52 SOUTH, RANGE 42 EAST

N. MIAMI BEACH, DADE COUNTY, FLORIDA

JOHN O. BRENDLA -- ENGINEER

FT. LAUDERDALE, FLA.

SCALE: 1" = 100'

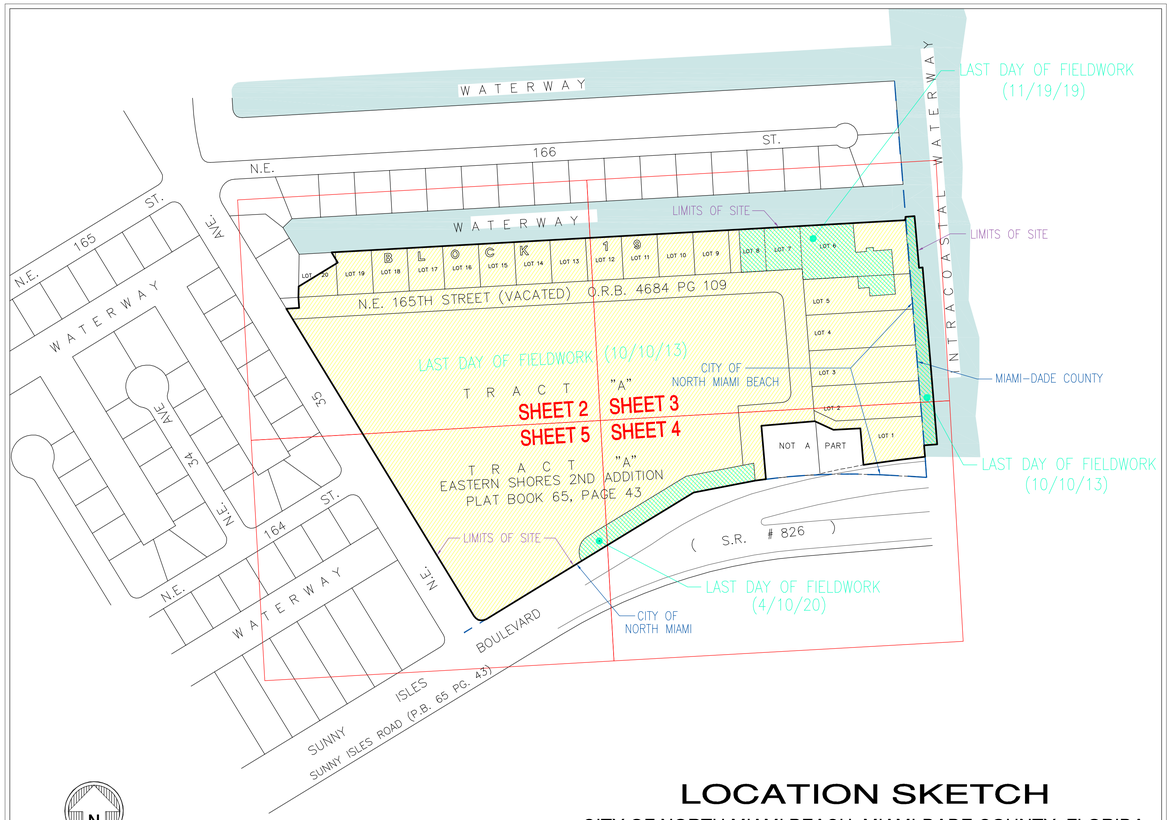
July, 1957

SCALE IN FEET

0 100 200 300 400 500 600

SHEET 2 OF 2 SHEETS

INTRACOASTAL MALL



LOCATION SKETCH

CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA
SCALE: 1" = 200'

OVERALL LEGAL DESCRIPTION:

Tract "A", Lots 2 through 18 and a portion of Lots 1, 19 and 20, Block 19 and also that vacated street known as NE 165th Street extending from NE 35th Avenue Eastward to the Western Boundary of Lots 5 and 6; thence Southerly to State Road 826, all in Block 19 of EASTERN SHORES 2nd ADDITION, according to the Plat thereof, recorded in Plat Book 65, Page 43, and that portion of Lessee's interest in that certain Sovereignty Submerged Lands Lease between the Board of Trustee's of the Internal Improvement Trust Fund of the State of Florida and MSW Intracoastal Mall, L.L.C., recorded on February 2, 2009 in Official Records Book 26738, Page 946, all being recorded in the Public Records of Miami-Dade County, Florida and being more particularly described as follows:

Begin at the Southwest corner of Lot 20 of said Block 19; thence N 00°53'14" E along the West line of said Lot 20 for 30.41 feet; thence N 58°36'22" E for 128.16 feet; thence N 31°23'42" W for 33.10 feet to a point on the North line of said Lot 20; thence N 86°46'13" E along the North line of said Block 19 for 1605.47 feet to the Northeast corner of said Lot 6; thence N 04°46'53" W for 1.86 feet; thence N 39°53'07" E for 1.99 feet; thence N 05°06'53" W for 5.99 feet; thence N 86°29'12" E for 25.80 feet; thence S 04°59'49" E for 144.76 feet; thence N 86°44'31" E for 9.64 feet; thence S 04°42'35" E for 496.02 feet; thence S 85°31'00" W for 36.72 feet; thence S 04°46'53" E along the East line of Block 19, for 31.70 feet to a point on the Northerly Right-of-Way line of State Road 826, per Official Records Book 12103, Page 1685, of the Public Records of Miami-Dade County, Florida; the following two (2) courses being along said Northerly Right-of-Way line; (1) thence S 83°09'49" W for 77.17 feet to a point of curvature of a 1952.86 foot radius curve leading to the left; (2) thence Westerly along said curve through a central angle of 02°49'34" for an arc of 96.32 feet; the following two (2) courses being along the Easterly and Northerly lines of the Warranty Deed granted to Miami Dade Water and Sewer Authority as described in Official Records Book 11323, Page 1086, of the Public Records of Miami-Dade County, Florida; (1) thence N 04°50'25 W for 102.70 feet; (2) thence S 86°46'13" W for 75.11 feet (75.19 feet Deed); thence N 64°54'39" W along said Northerly line of Miami Dade Water and Sewer property and the Northerly line of the property granted to Florida Power and Light Company as described in Official Records Book 6829, Page 118, of the Public Records of Miami-Dade County, Florida for 57.61 feet (57.66 feet Deed) to the Northeast corner of the corrective Warranty Deed granted to Florida Power and Light Company as recorded in Official Records Book 270, Page 60 of the Public Records of Miami-Dade County, Florida; the following (2) courses being along the Northerly and Westerly boundaries of said Florida Power and Light property; (1) thence S 85°09'35" W for 150.00 feet; (2) thence S 04°50'25" E for 150.33 feet (Deed 150.00 feet) to a point on the Northerly Right-of-Way line of State Road No. 826 per property described in Parcel 103, Case Number 84-15796, Miami-Dade County, Florida, said point lying on a circular curve of a 1757.28 foot radius, leading to the left and whose point bears S 07°24'51" E; thence Westerly along said Northerly Right-of-Way line through a central angle of 6°48'46" for an arc of 208.95 feet to a point on a non-tangent line; thence S 58°36'07" W along said Northerly Right-of-Way line of State Road No. 826 as described in Parcel 103 per said Case 84-15796, said line also being the Southeasterly line of said Tract "A" for 675.36 feet to a point of curvature of a 25.00 foot radius curve leading to the right; thence Westerly and Northerly along said curve being along the Southerly line of said Tract "A" through a central angle of 90°00'00" for an arc of 39.27 feet to a point of tangency; thence N 31°23'53" W along the Southwesterly line of said Tract "A" and its Northwesterly prolongation thereof, said Westerly line also being the Easterly Right-of-Way line of NE 35th Avenue for 1006.59 feet to a point on the centerline of said vacated and abandoned NE 165th Street; thence N 86°46'13" E along said centerline for 35.79 feet; thence N 03°13'47" W for 30.00 feet to the POINT OF BEGINNING.

SURVEYOR'S NOTES:

- This site lies in Sections 10, 11, 14 and 15, Township 52 South, Range 42 East, City of North Miami Beach and Unincorporated Miami-Dade, Miami-Dade County, Florida.
- All documents are recorded in the Public Records of Miami-Dade County, Florida unless otherwise noted.
- Lands shown hereon were NOT abstracted for restrictions, easements and/or rights-of-way of records.
- Bearings hereon are referred to an assumed value of S 58°36'07" W for the Northerly right of way line of State Road No. 826, and evidenced by (2) found 1/2" pipe & caps.
- Elevations shown hereon are relative to the National Geodetic Vertical Datum of 1929, based on Dade Miami-Dade County Bench Mark No. N-555, Elevation +4.82, located on April 24, 2019 at Sunny Isles Boulevard and N.E. 35th Avenue.
- Lands shown hereon are located within an area having a Zone Designation AE (EL 8) by the Federal Emergency Management Agency (FEMA), on Flood Insurance Rate Map No. 12086C0142L, for Community No. 120656 & 120635, dated September 11, 2009, and index map revised September 11, 2009, and is relative to the National Geodetic Vertical Datum of 1929.
- Dimensions indicated hereon are field measured by electronic measurement, unless otherwise noted.
- Total lands containing 1,267,011 square feet, or 29.086 acres, more or less.
  Uplands containing 1,248,055 square feet, or 28.651 acres, more or less.
  Submerged lands containing 18,956 square feet, or 0.435 acres, more or less.
- This map is intended to be displayed at the graphic scale shown hereon or smaller.
- Roof overhang not located unless otherwise shown.
- Underground improvements and/or underground encroachments not shown unless otherwise indicated.
- The approximate location of all utilities shown hereon were determined from As-Built plans and/or on-site locations and should be verified before construction.
- Legal description shown hereon furnished by client and no claims as to ownership are made or implied.
- Tax Folio No.: 07-2210-002-2640 & 07-2210-002-2641.
- This is not a Mean High Water Line Survey.

SURVEYOR'S CERTIFICATION:

I hereby certify that this "Boundary and Topographic Survey" was made under my responsible charge on October 10, 2013, and meets the applicable codes as set forth in the Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

"Not valid without the signature and original raised seal or a digital signature of the Florida Licensed Surveyor and Mapper shown below"

FORTIN, LEAVY, SKILES, INC., LB3653

By: _____
Daniel C. Fortin Jr, For The Firm
Surveyor and Mapper, LS6435
State of Florida.

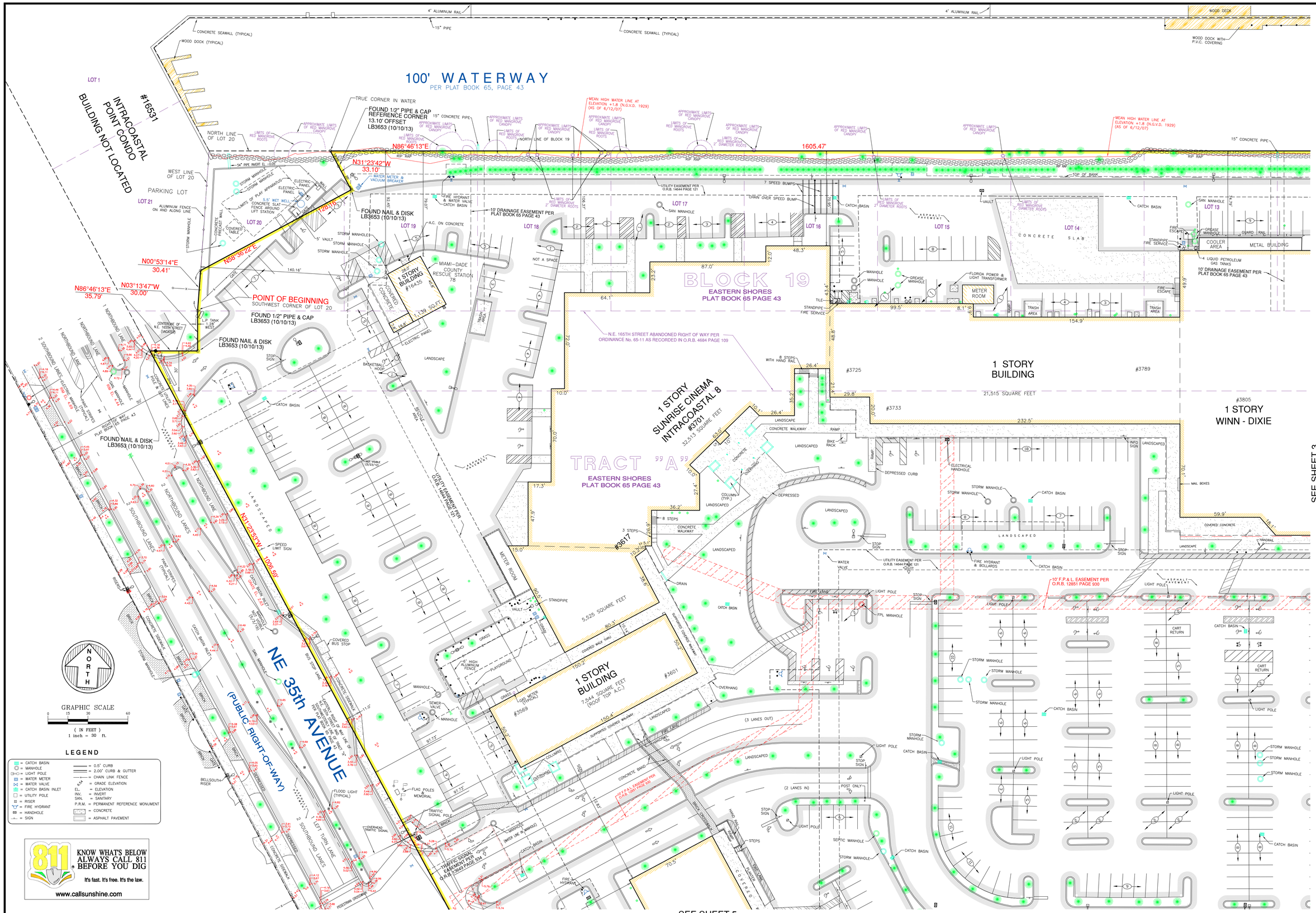
This Drawing is the Property of Fortin, Leavy, Skiles, Inc. and is an Instrument of Service not to be Reproduced in Whole or in Part without the Express WRITTEN Permission of Same.

No.	O.N.	Revision Description

FORTIN, LEAVY, SKILES, INC.
CONSULTING ENGINEERS, SURVEYORS & MAPPERS
FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 00003653
180 Northeast 168th Street / North Miami Beach, Florida 33162
Phone 305-653-4493 / Fax 305-651-7152 / Email fls@flssurvey.com

BOUNDARY & TOPOGRAPHIC SURVEY
INTRACOASTAL MALL
CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA

Original Date	10/10/13
Scale	1"=200'
Drawn By	MAP
CAD No.	970818
Plotted	4/16/20 1:23p
Ref. Dwg.	296-163
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	1 of 5



SEE SHEET 3

SEE SHEET 5

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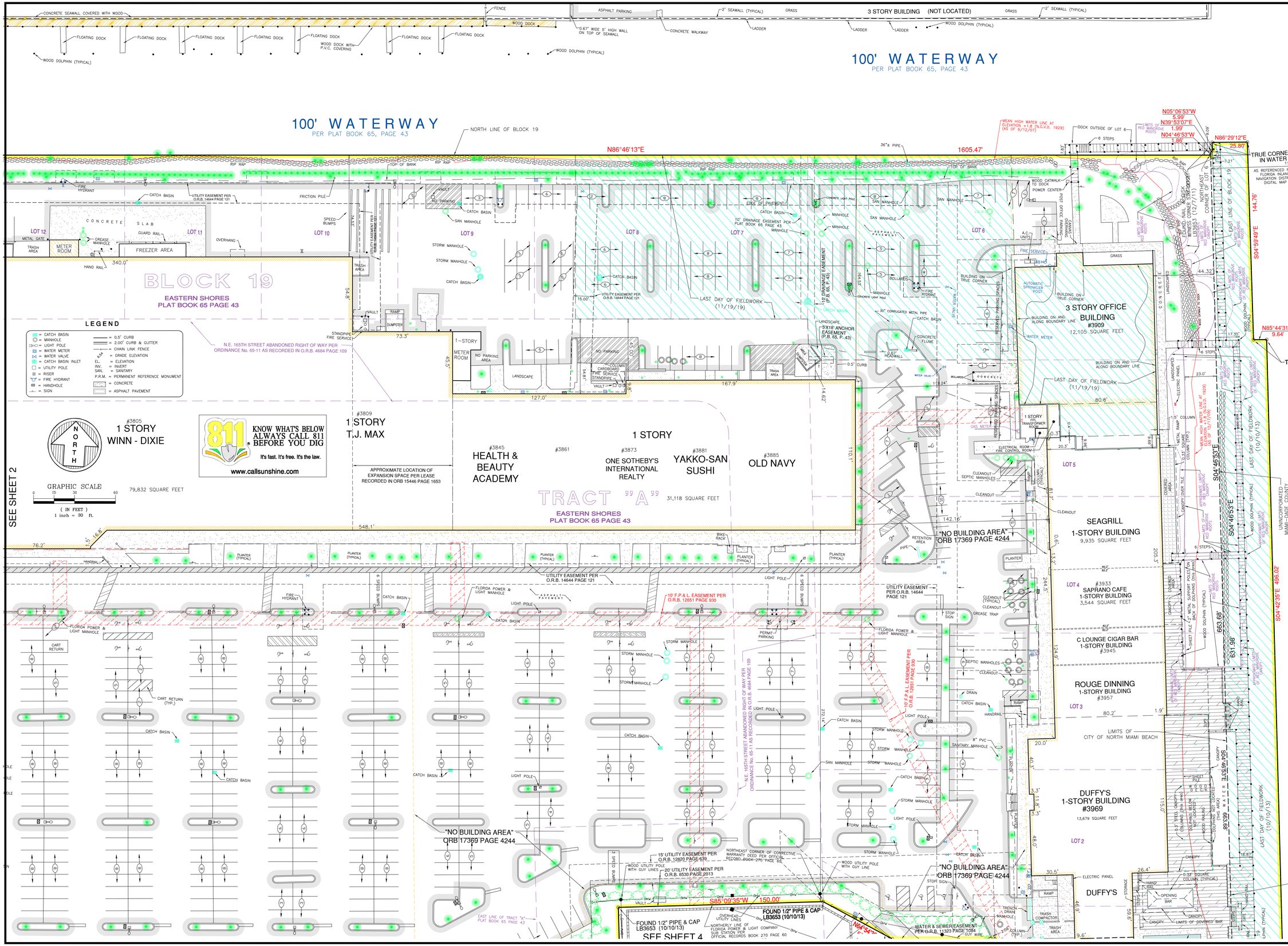
BOUNDARY & TOPOGRAPHIC SURVEY

INTRACOASTAL MALL

CITY OF NORTH MIAMI BEACH, MIAMI-DADE COUNTY, FLORIDA

Original Date	10/10/13
Scale	1"=30'
Drawn By	MAP
CAD No.	970818
Plotted	4/16/20 1:23p
Ref. Dwg.	296-163
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	2 of 5



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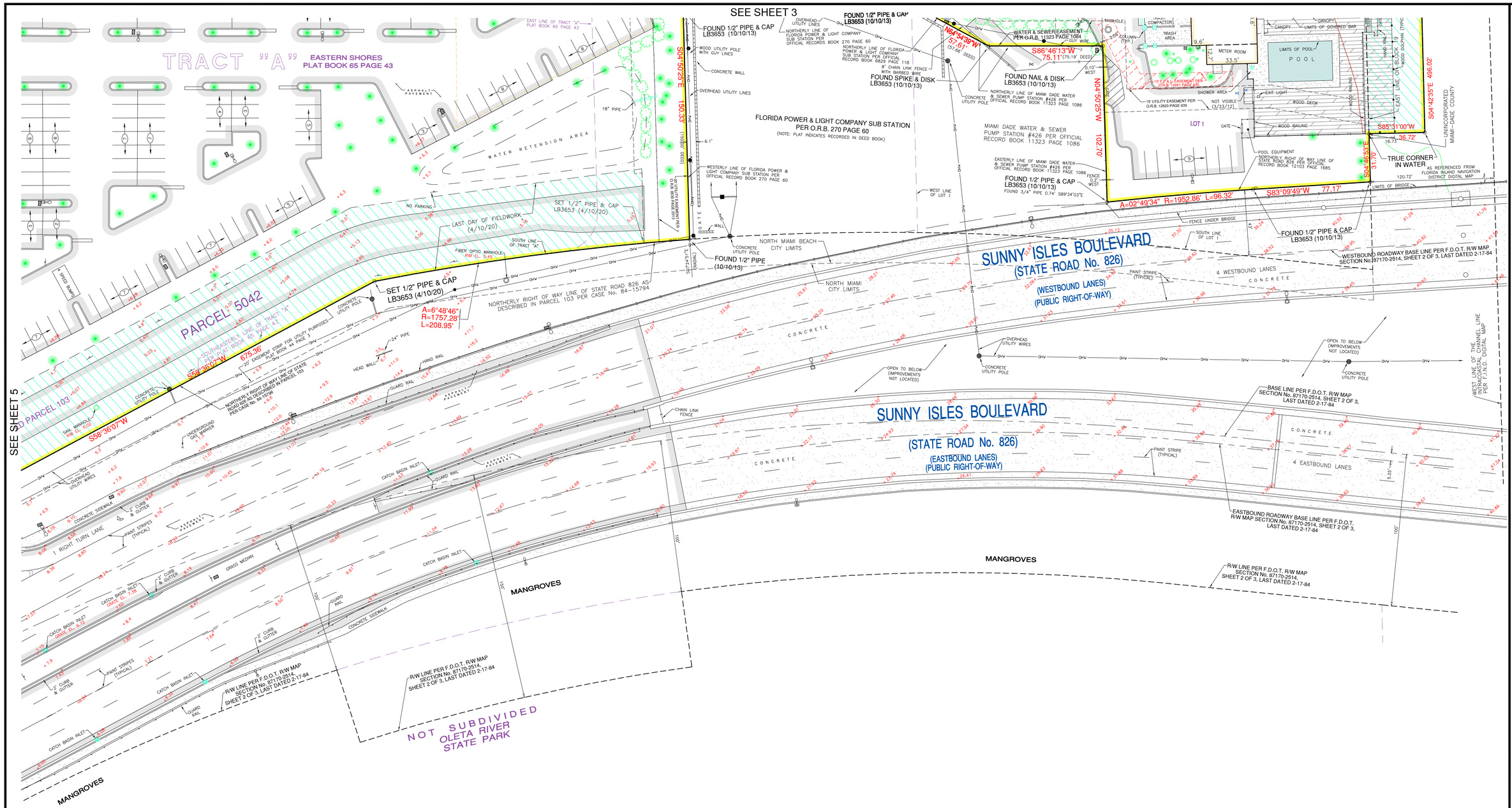
Sheet	3 of 5



NORTH

GRAPHIC SCALE

0 15 30 60

(IN FEET)
1 inch = 30 ft.

LEGEND

- = CATCH BASIN
- = MANHOLE
- = LIGHT POLE
- = WATER METER
- = WATER VALVE
- = CATCH BASIN INLET
- = UTILITY POLE
- = RISER
- = FIRE HYDRANT
- = HANDHOLE
- = SIGN
- = 0.5" CURB
- = 2.00" CURB & GUTTER
- = CHAIN LINK FENCE
- = GRADE ELEVATION
- EL. = ELEVATION
- INV. = INVERT
- SAN. = SANITARY
- P.R.M. = PERMANENT REFERENCE MONUMENT
- = CONCRETE
- = ASPHALT PAVEMENT

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No.	Revision Description	O.N.

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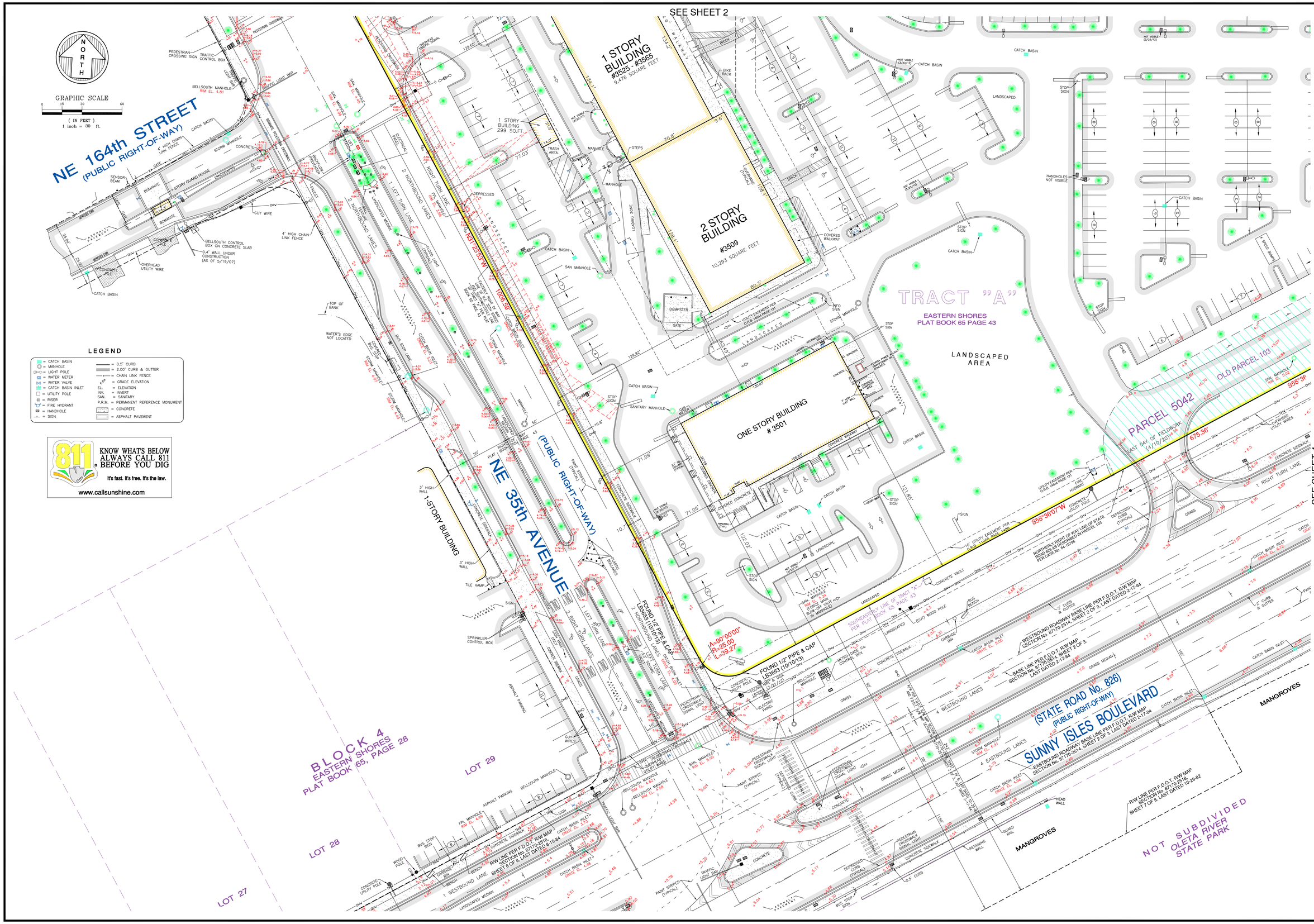
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	4 of 5



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Ref. Dwg.	296-163
Field Book	490/65 SJH
Job No.	200264
Dwg. No.	2020-034
Sheet	5 of 5

TAB 7

65-43 #1

EASTERN SHORES

2nd. ADDITION

A SUBDIVISION LYING IN SECTIONS 10, 11, 14 & 15, TOWNSHIP 52 SOUTH, RANGE 42 EAST, N. MIAMI BEACH, DADE COUNTY, FLORIDA

JOHN O. BRENDLA · ENGINEER · FT. LAUDERDALE, FLORIDA

JULY, 1957

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

That EASTERN PROPERTIES INC. a Florida Corporation, has caused the lands described hereon to be surveyed, subdivided and platted as shown on sheet two (2) to be known as "EASTERN SHORES 2nd. ADDITION"

The Streets, Avenue and Road shown hereon together with all existing and future planting, Trees and Shrubbery thereon are hereby dedicated to the perpetual use of the public for proper purposes.

The drainage easements as shown hereon are for the installation and maintenance of drainage facilities only.

The Easements as shown hereon by dashed lines and marked "A.E." are for the installation and maintenance of Public Utilities.

In witness whereof the said EASTERN PROPERTIES INC. has caused these presents to be signed by its President and attested by its Secretary-Treasurer this 28th day of June A.D. 1957

EASTERN PROPERTIES INC.

Witness Alice B. Palmer
Witness Homer R. King
AS TO BOTH SIGNATURES

Andrew T. Manno — President — Seal
Charles E. Hoy — Secretary-Treasurer — Seal

ACKNOWLEDGEMENT

State of Florida
County of Broward } S.S.

This is to certify that on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, Andrew T. Manno and Charles E. Hoy, President and Secretary-Treasurer respectively of Eastern Properties Inc., and they acknowledged to me the execution of the foregoing instrument and the seal of said corporation was affixed thereto by and with the authority of the Board of Directors for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 28th day of June A.D. 1957

My commission expires March 30, 1960

Alice B. Palmer
NOTARY PUBLIC · STATE OF FLORIDA

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS:

That the CENTER CORPORATION, E. Raymond Moss, President and William E. Hayes Treasurer, owners and holders of a certain mortgage dated July 18, 1956, under Clerks file No. FF-110498 of the Public Records of Dade County, Florida, do hereby consent to this plat and join in the dedication.

Witness our hands and seals of Dade County, Florida this 21 day of June A.D. 1957.

CENTER CORPORATION

Witness Charles H. Klein
Witness Joseph A. Jackson
AS TO BOTH SIGNATURES

E. Raymond Moss — President — Seal
Attest William E. Hayes — William E. Hayes · Treasurer — Seal

ACKNOWLEDGEMENT

State of Florida
County of Dade } S.S.

This is to certify that on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, E. Raymond Moss and William E. Hayes, President and Treasurer respectively of CENTER CORPORATION, and they acknowledged to me the execution of the foregoing instrument and the seal of said corporation was affixed thereto by and with the authority of the Board of Directors for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 21 day of June A.D. 1957

My commission expires May 3, 1961

Joseph A. Jackson
NOTARY PUBLIC · STATE OF FLORIDA

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS and Emma L. Graves

That H. Wilbur Graves, as ancillary executor under last will and testament of Harvey B. Graves, deceased, owners and holders of a certain mortgage dated Jan. 14, 1955 and filed in Mortgage Book 3274 of page 377 of the Public Records of Dade County, Florida do hereby consent to this plat and join in the dedication. Witness our hands and seal this 22nd day of June 1957.

H. Wilbur Graves — H. WILBUR GRAVES — Seal
Witness Robert T. Gordon
Witness Donald J. Austin
AS TO BOTH SIGNATURES

Emma L. Graves — EMMA L. GRAVES — AS ANCILLARY EXECUTORS — Seal

ACKNOWLEDGEMENT

County of MONROE
State of New York } S.S.

Before me this day personally appeared H. Wilbur Graves and Emma L. Graves, to me well known to be the persons described in and who executed the foregoing instrument and who upon being duly sworn, acknowledged that they executed the same freely and voluntarily for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 22nd day of JUNE A.D. 1957

My commission expires MARCH 30, 1958

Donald J. Austin
NOTARY PUBLIC · STATE OF NEW YORK

ACKNOWLEDGEMENT

State of Florida
County of Dade } S.S.

Before me this day personally appeared Harold Thurman, to me well known to be the person described in and who executed the foregoing instrument and who upon being duly sworn, acknowledged that he executed the same freely and voluntarily for the purposes therein expressed.

In witness whereof I have hereunto set my hand and seal this 22 day of July A.D. 1957.

My commission expires Notary Public, State of Florida at Large; My Commission Expires Nov. 22, 1960

Dorothy P. Newman
NOTARY PUBLIC · STATE OF FLORIDA

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS:

That Lester F. Brooker and Gervase M. Brooker, his wife, Harold J. Utter and Dagne H. Utter, his wife, A.T. McAboy and Mildred H. McAboy, his wife, owners and holders of a certain mortgage dated March 8, 1957 and recorded in Clerk's file No. GG-59908 of the Public Records of Dade County, Florida, do hereby consent to this plat and join in the above dedication.

Witness our hands and seals at Dade County, Florida this 28th day of June A.D. 1957

Witness H. S. Mason
Witness Philip G. Lewis
Witness Walter H. Cole
Witness Dorothy Cole
Witness Alice B. Palmer
Witness Homer R. King
AS TO ALL SIGNATURES

Lester F. Brooker — Seal
Gervase M. Brooker — Seal
Harold J. Utter — Seal
Dagne H. Utter — Seal
A.T. McAboy — Seal
Mildred H. McAboy — Seal
AS TRUSTEES

ACKNOWLEDGEMENT

State of Florida
County of Broward } S.S.

This is to certify that on this day personally appeared before me, an officer duly authorized by law to administer oaths and take acknowledgements, Lester F. Brooker and his wife, Gervase M. Brooker, Harold J. Utter and his wife, Dagne H. Utter, A.T. McAboy and his wife, Mildred H. McAboy, to me well known to be the persons described in and who executed the foregoing instrument and who, upon being duly sworn, acknowledged that they executed the same freely and voluntarily.

In witness whereof I have hereunto set my hand and seal this 28th day of June A.D. 1957.

My commission expires March 30, 1960

Alice B. Palmer
NOTARY PUBLIC · STATE OF FLORIDA

SURVEYOR'S CERTIFICATE

I hereby certify that the attached plat of "EASTERN SHORES 2nd. ADDITION" is a true and correct representation of the land as recently surveyed and platted under my direction, also that Permanent Reference Monuments (P.R.M.) as shown on Sheet Two (2) were set on the 24 day of June A.D. 1957 in accordance with Section 7, Chapter 10275 (No. 253) Laws of Florida.

John O. Brendla — 6/24/57
Reg. Land Surveyor No. 349 · Reg. Engineer No. 1885 · State of Florida — DATE

This plat of "EASTERN SHORES 2nd. ADDITION" was approved and the foregoing dedication was accepted and approved by resolution No. 475 passed and adopted by the City Council of North Miami Beach, Florida this 2 day of July A.D. 1957.

Attest Virginia Moore — VIRGINIA MOORE · CITY CLERK
Signed Daniel Dipfenbach — DANIEL DIPFENBACH · Mayor

This plat was approved and the foregoing dedication was accepted and approved by resolution No. 37 passed and adopted by the Board of County Commissioners of Dade County, Florida this 30 day of July A.D. 1957.

Signed Charles F. Hall — Chairman

Approved E. A. Anderson — COUNTY ENGINEER
Attest E.B. LEATHERMAN · Clerk of Circuit Court
by [illegible] — Deputy Clerk

This plat was filed for record this 1st day of August A.D. 1957 at 4:32 P.M. in Book 65 of Plats at page 43 of the Public Records of Dade County, Florida. This plat complies with the provisions of the Laws of the State of Florida.

E.B. LEATHERMAN · Clerk of Circuit Court
by E. M. Ochse — Deputy Clerk

MORTGAGEE APPROVAL

KNOW ALL MEN BY THESE PRESENTS:

That Harold Thurman, as trustee, the owner and holder by assignment rerecorded under clerk file No. GG 70549 of that certain mortgage dated July 18, 1956 and recorded under clerk's file No. FF. 110498 of the public records of Dade County, Florida, does hereby consent to this plat and join in the aforegoing dedication.

Witness my hand and seal this 22 day of July, 1957.

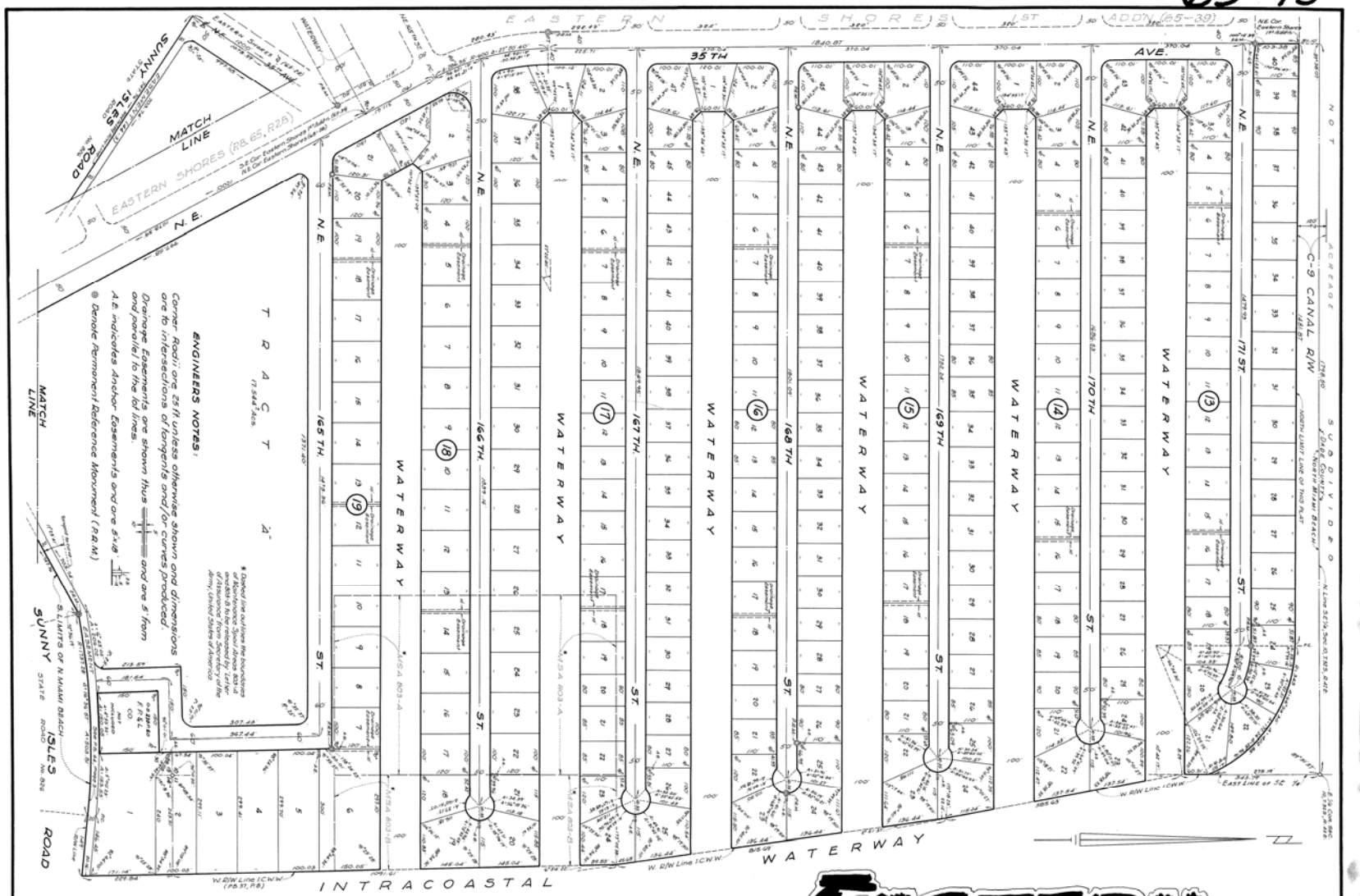
Witness Walter H. Cole
Witness D. P. Henning

Harold Thurman — HAROLD THURMAN — Trustee — Seal

SEE OFFICIAL RECORDS BOOK 4679 PAGE 107 FOR ORDINANCE 65-77 PERTAINING TO THIS PLAT.
E. R. ARK, CLERK
BY Robert H. Weeks D.C.

SHEET 1 OF 2 SHEETS

65-43 #2



LOCATION SKETCH Scale: 1" = 2000

--DESCRIPTION--

Commencing of the Northeast corner of Eastern Shores Subdivision as recorded in Plat Book 65 at Page 28, Dade County Records, which is the intersection of the centerline of N.E. 35TH Avenue with the easterly prolongation of the centerline of the north waterway of said subdivision for a point of beginning; Thence run northwesterly along said centerline of N.E. 35TH Avenue of right angles to said centerline of north waterway for a distance of 180.11 ft. to a point of curvature; Thence run northerly along the arc of a curve to the right having a radius of 600 ft for an arc distance of 284.36 ft. to a point of tangency; Thence run northerly along a line which is tangent to the last described curve for a distance of 1820.67 ft. to a point on the south right-of-way line of the C-9 Canal; Thence run easterly along said south right-of-way line of the C-9 Canal which forms an angle of 90°44'26" to the right with a prolongation of the last described course for a distance of 1481.37 ft. to a point of curvature; Thence run southeasterly along the arc of a curve to the right having a radius of 345.17 ft for an arc distance of 541.17 ft. to a point of tangency; Thence run southerly along said south right-of-way line of the C-9 Canal to the intersection with the east line of Section 10, Twp. 52 S., Rge. 42 E. said point being also on the most right-of-way line of the Intracoastal Waterway; Thence run southerly along said east line of said Section 10 and west right-of-way line of the Intracoastal Waterway for a distance of 68.60 ft. to a point; Thence run southeasterly along said west right-of-way line of the Intracoastal Waterway which forms an angle of 6°42'17" to the left with a prolongation of the last described course for a distance of 985.63 ft. to a point; Thence run southeasterly along said west right-of-way line of the Intracoastal Waterway which forms an angle of 2°21'33" to the right with a prolongation of the last described course for a distance of 815.69 ft. to a point; Thence run southerly along said west right-of-way line of the Intracoastal Waterway as recorded in Plat Book 37 at Page 8, Dade County records, which forms an angle of 2°34'32" to the right with a prolongation of the last described course for a distance of 1991.61 ft. to a point on the south line of Section 11, Twp. 52 S., Rge. 42 E., said point being 983.51 ft. east of the southwest corner of said Section 11; Thence continue southerly along said west right-of-way line of the Intracoastal Waterway which is a continuation of the last described course for a distance of 229.84 ft. to a point on the north right-of-way line of Sunny Isles Road (State Road No. 826) P.B. 44, P. 3; Thence run westerly along said north right-of-way line which forms an angle of 97°16'00" to the right with a prolongation of the last described course for a distance of 149 ft. to a point of curvature; Thence run northwesterly along said north right-of-way line being the arc of a curve to the left having a radius of 1392.28 ft for an arc distance of 203.81 ft. to a point on curve; Thence run southwesterly along said north right-of-way line which forms an angle of 17°13'41" to the left with a prolongation of the tangent to the last described curve of the last described point for a distance of 341.76 ft. to the intersection with the aforesaid centerline of N.E. 35TH Avenue; Thence run northwesterly along said centerline of N.E. 35TH Avenue which is at right angles to the last described course for a distance of 1200 ft. to the POINT OF BEGINNING. Excepting therefrom 15021 square parcel owned by Florida Power & Light Co. recorded in Deed Book 3170, at Page 60 of Dade County, Florida, and subject to 10 Easement as recorded in P.B. 44, P. 3 of Dade County, Florida.

EASTERN SHORES

2ND. ADDITION...

A SUBDIVISION LYING IN

SECTIONS 10, 11, 14 & 15, TOWNSHIP 52 SOUTH, RANGE 42 EAST

N. MIAMI BEACH, DADE COUNTY, FLORIDA

JOHN O. BRENDLA -- ENGINEER

FT. LAUDERDALE, FLA.

SCALE: 1" = 100'

July, 1957

SCALE IN FEET

0 100 200 300 400 500 600

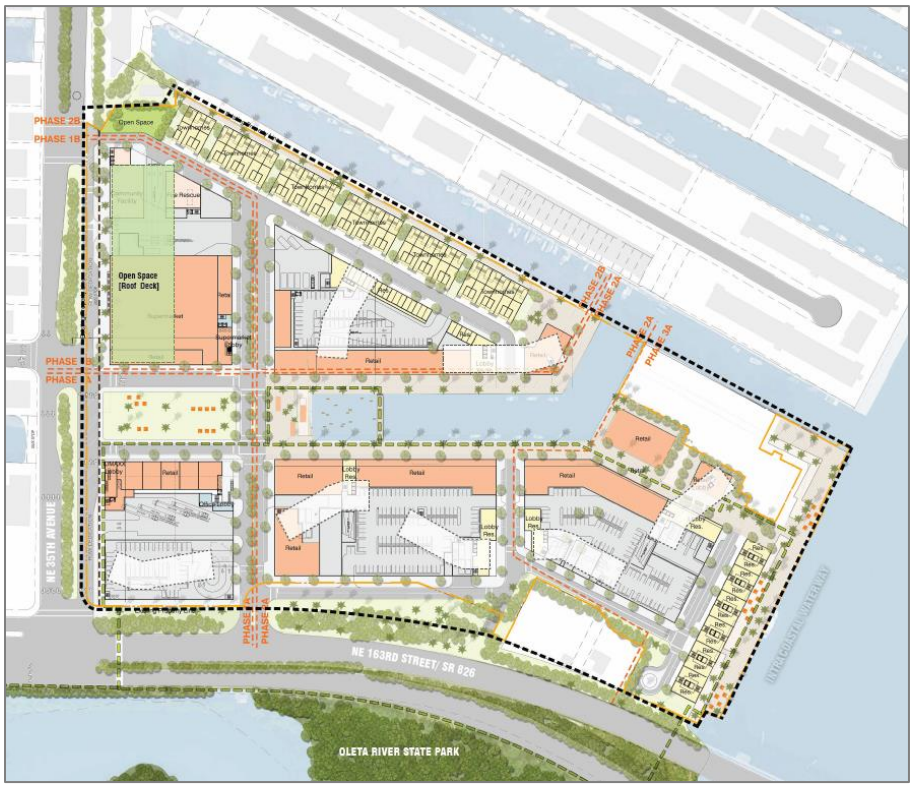
SHEET 2 OF 2 SHEETS

TAB 9

Hurricane Preparedness
for Submittal to the
City of North Miami Beach

Intracoastal Mall Redevelopment

North Miami Beach, Florida



Kimley»Horn

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December 2019
043796003

Hurricane Preparedness
for Submittal to the
City of North Miami Beach

Intracoastal Mall Redevelopment
North Miami Beach, Florida

Prepared for:
Dezer Intracoastal Mall, LLC

Prepared by:
Kimley-Horn and Associates, Inc.

Kimley»Horn

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December 2019
043769003

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INTRODUCTION

The Intracoastal Mall redevelopment is located at 3789 NE 163rd Street in North Miami Beach, Florida. The redevelopment is generally bounded by the Eastern Shores community to the north, SR 826/NE 163rd Street to the south, NE 35th Avenue to the west, and the Intracoastal Waterway to the east. The redevelopment is located within Traffic Analysis Zone (TAZ) 91. In accordance with the Miami-Dade County Department of Emergency Management's *Storm Surge Planning Zones Map*, shown as Figure 1, the redevelopment is located within the Miami-Dade County Department of Emergency Management Hurricane Storm Surge Planning Zones.

Using the *Storm Tide Zones Map*, shown as Figure 2, the redevelopment may experience storm tides during Category 1 to 5 storms. The proposed redevelopment consists of 2,000 multifamily residential dwellings units (35 low-rise, 48 mid-rise, and 1917 high-rise units) and a 250-room hotel, representing a net increase of 2,000 multifamily residential dwelling units and 250 hotel rooms that fall within the Storm Tide Zone. The most severe storm tides may be experienced on the northeast side of the redevelopment where the redevelopment is bounded by the Intracoastal Waterway. Figure 3 illustrates that the proposed redevelopment is not located in a coastal high hazard area as shown on the City's Future Land Use Map. Additionally, Figure 4 illustrates the storm surge height based on the Statewide Regional Evacuation Study Project Depth Analysis Study. The graphic indicates that a maximum of 0 feet of storm surge may be expected for a Category 1 storm in the vicinity of the project site.

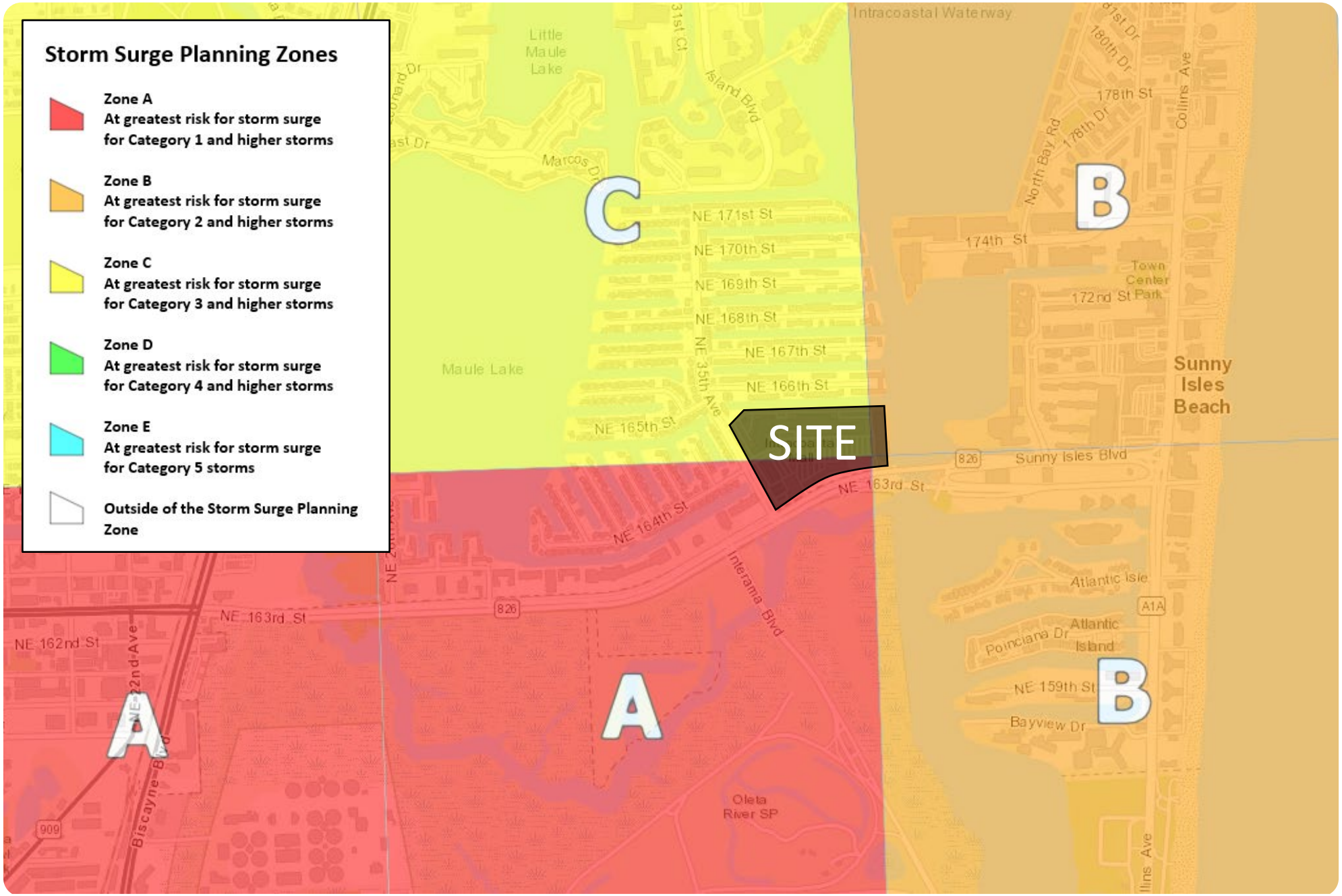

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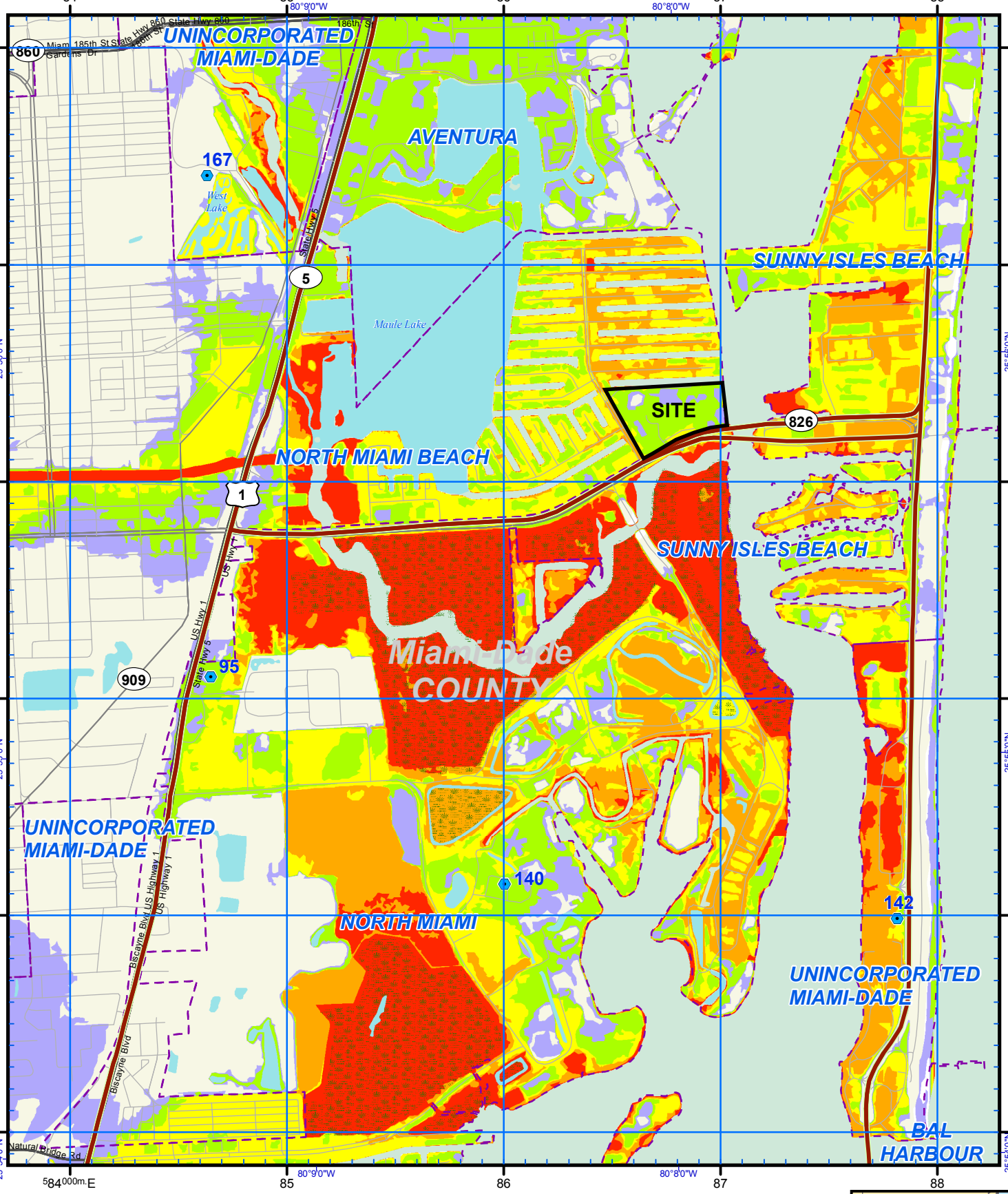
Figure 1
Miami-Dade County Storm Surge Planning Zones
Intracoastal Mall Redevelopment
North Miami Beach, Florida



US National Grid
100,000-m Square ID
NJ
Grid Zone Designation
17R
Datum = NAD 1983, 1,000-m USNG

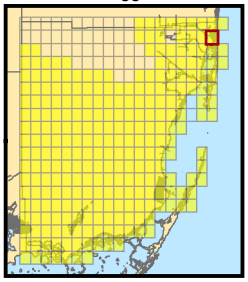
GN
Diagram Not to Scale

Notes:
1. Surge limits are based on still water storm tide height elevation above NAVD88 at high tide with no wave setup.
2. Total Storm Tide limits were derived from Maximum of Maximums surge heights over LIDAR based digital elevation.
3. The Points of Reference are locations determined to be relevant to emergency management officials.

ATLAS LEGEND
- HOSPITAL
- Points of Reference
- Evacuation Route
- City Limits
- NHD Lakes
- NHD Major Water

Cat: 1, 2, 3, 4, 5

Storm Tide Zones
Miami-Dade County, 2010
Scale - 1:24,000
0 — 2,000 Feet
USNG Page **17R NJ 84 65**
Map Plate **291**

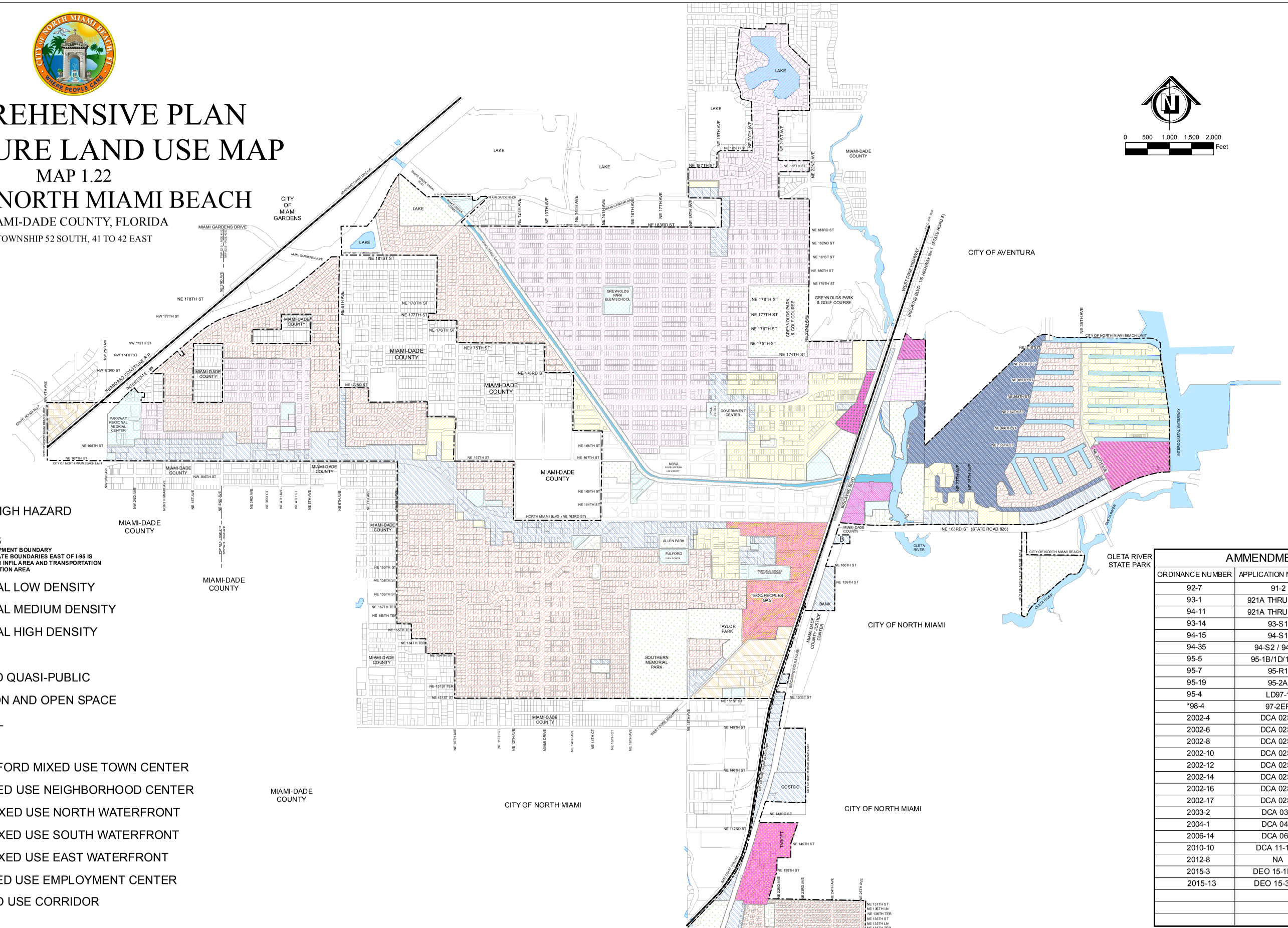


This map is for reference & planning purposes only. Hurricane evacuation decision-making and growth management implementation are local responsibilities. Please consult with local authorities.

Produced by South Florida Regional Planning Council for Florida Division of Emergency Management, 2009-2010

COMPREHENSIVE PLAN
2015 FUTURE LAND USE MAP
MAP 1.22
CITY OF NORTH MIAMI BEACH
MIAMI-DADE COUNTY, FLORIDA

TOWNSHIP 52 SOUTH, 41 TO 42 EAST



LEGEND:

- COASTAL HIGH HAZARD AREAS
- CITY LIMITS
  NOTE: URBAN DEVELOPMENT BOUNDARY AREA WITHIN CORPORATE BOUNDARIES EAST OF I-95 IS DESIGNATED AS URBAN INFIL AREA AND TRANSPORTATION CONCURRANCY EXCEPTION AREA
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- BUSINESS
- PUBLIC AND QUASI-PUBLIC
- RECREATION AND OPEN SPACE
- INDUSTRIAL
- MIXED USE
- MU/TC FULFORD MIXED USE TOWN CENTER
- MU/NC MIXED USE NEIGHBORHOOD CENTER
- MU/NWF MIXED USE NORTH WATERFRONT
- MU/SWF MIXED USE SOUTH WATERFRONT
- MU/EWF MIXED USE EAST WATERFRONT
- MU/EC MIXED USE EMPLOYMENT CENTER
- MU/C MIXED USE CORRIDOR
- WATER

AMMENDMENTS

ORDINANCE NUMBER	APPLICATION NUMBER	DATE
92-7	91-2	5/19/1992
93-1	921A THRU 92-1F	1/19/1993
94-11	921A THRU 92-1F	5/17/1994
93-14	93-S1	12/21/1993
94-15	94-S1	6/21/1994
94-35	94-S2 / 94-S3	10/18/1994
95-5	95-1B/1D/1E/1F	4/18/1995
95-7	95-R1	8/15/1995
95-19	95-2A	12/5/1995
95-4	LD97-1	4/21/1998
*98-4	97-2ER	4/21/1998
2002-4	DCA 02S4	9/3/2002
2002-6	DCA 02S8	9/3/2002
2002-8	DCA 02S1	9/3/2002
2002-10	DCA 02S2	9/3/2002
2002-12	DCA 02S3	9/3/2002
2002-14	DCA 02S5	9/3/2002
2002-16	DCA 02S7	9/3/2002
2002-17	DCA 02S6	9/3/2002
2003-2	DCA 03-1	4/15/2003
2004-1	DCA 04-1	2/3/2004
2006-14	DCA 06-1	10/3/2006
2010-10	DCA 11-1ER	4/26/2011
2012-8	NA	6/5/2012
2015-3	DEO 15-1ESR	3/17/2015
2015-13	DEO 15-3ESR	10/20/2015

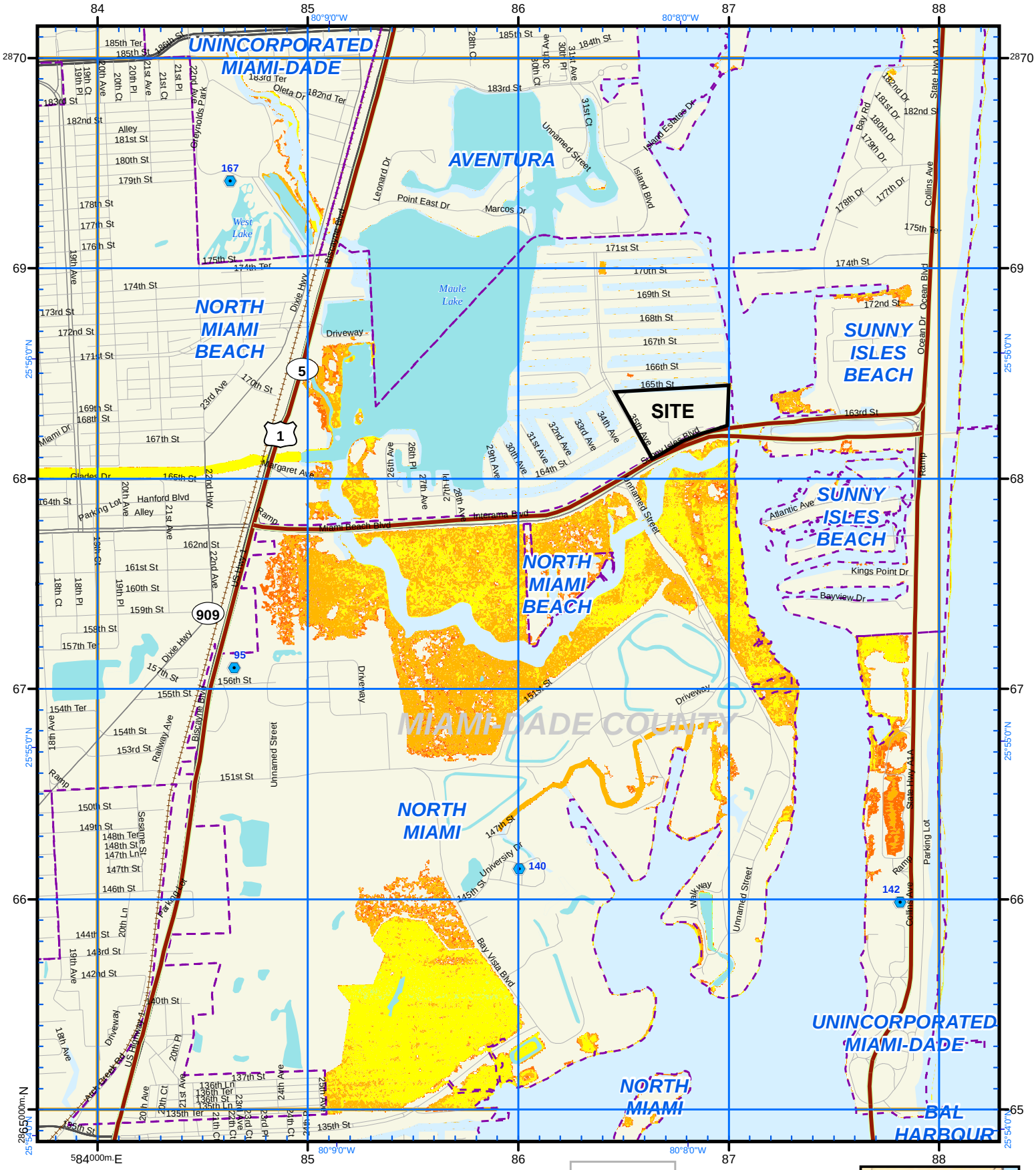
* EAR ADOPTED FLUM ON 4/12/98

MAP ADOPTION: APRIL 21, 1998
REVISED BY: COMMUNITY DEVELOPMENT DEPT. - OCTOBER 2015
REVISED: OCTOBER 26, 2015, MAP REPRINTED: OCTOBER 26, 2015

NOTICE: THE ACCURACY OF THIS MAP IS NOT WARRANTED.
CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT
FOR A FURUTRE LAND USE MAP DETERMINATION AT (305) 948-2966

DRAWN BY: D BLALOCK
MAP NAME: GIS\Users\SharedWorkSpace\Projects\CommDev\FLUM20151026.mxd

Figure 3



US National Grid
100,000-m Square ID
NJ

Grid Zone Designation
17R

Datum = NAD 1983, 1,000-m USNG

GN

Notes:
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3. The Points of Reference are locations determined to be relevant to emergency management officials.

ATLAS LEGEND
- HOSPITAL
- Points of Reference
- Evacuation Route
- City Limits
- NHD Lakes

CATEGORY 1
GRIDCODE
- Dry
- 0 - 0.5 ft
- 0.5 - 1.5 ft
- 1.5 - 3 ft
- 3 - 5 ft
- 5 - 7 ft
- 7 - 10 ft
- 10 - 15 ft
- 15 - 20 ft
- 20 - 42 ft

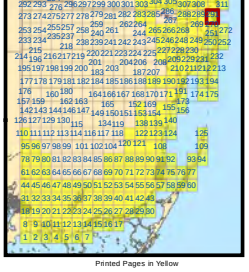
Storm Tide Depth

Miami-Dade, 2012

Scale 1:24,000

0 — 2,000 Feet

Map Plate **291**



Printed Pages in Yellow

This map is for emergency planning purposes only. Hurricane evacuation decision-making and growth management implementation are local responsibilities. Please consult with local authorities.

Produced by the South Florida Regional Planning Council for the Florida Division of Emergency Management, 2011-2012

Figure 4

PUBLIC SHELTER DEMAND

Based on Miami-Dade County's 2018 *Emergency Preparedness Report*, in the event of an evacuation, 84 Hurricane Evacuation Centers are available county-wide. These facilities provide a total of 122,901 public shelter spaces. The Shelter/Evacuation Center section of Miami-Dade County's 2018 *Emergency Preparedness Report* is included in Appendix A. Based on the data provided in the *Statewide Regional Evacuation Study Program*, shown in Table IV-11 contained in Appendix A, for Year 2015, there was expected to be a shelter demand of 30,116 under Evacuation Level C and 64,247 under Evacuation Level E. Therefore, Miami-Dade has a public shelter space surplus of 92,785 under Evacuation Level C and a public shelter surplus of 58,654 under Evacuation Level E for Year 2015 for non-project evacuation.

In addition to an increase in evacuation vehicles added to the surrounding roadway network, a percentage of these vehicles will travel to an evacuation shelter. Table MDTAZ in the *Statewide Regional Evacuation Studies Program* indicates that 2.86 people occupy each residential high-rise dwelling unit and 1.46 people occupy each hotel room. Additionally, Table MDTAZ indicates that 75.1 percent (75.1%) of hotel units are occupied during hurricane season. This analysis assumes that all hotel guests would evacuate to a shelter during a Category 3 evacuation. Table IIIB-1 in the *Statewide Regional Evacuation Studies Program,* included in Appendix A, indicates that 65 percent (65%) of residents are assumed to leave their homes to go to a safer location in a Category 3 evacuation. Table IIIB-4 contained in Appendix A, indicates that 5 percent (5%) of permanent resident evacuees will travel to a local public shelter. Based on these assumptions, it is estimated that the proposed redevelopment will create a demand of 460 shelter spaces [(2,000 residential du X 2.86 ppl/du X 65% evacuees X 5% travel to a shelter) + (250 hotel rooms X 1.46 ppl/room X 75.1% occupied during hurricane season)]. This represents a net increase of 460 in shelter demand for the proposed redevelopment. Therefore, Miami-Dade has a public shelter space surplus of 92,325 (92,785 – 460) under Evacuation Level C and a public shelter space surplus of 58,194 (58,654 – 460) under Evacuation Level E with the proposed redevelopment in place. A summary of the public shelter demand calculations is presented in Table 1 in Appendix B.

HURRICANE EVACUATION ANALYSIS

The redevelopment is located within TAZ 91 and in accordance with the Miami-Dade County Department of Emergency Management *Storm Surge Planning Zones Map*, shown as Figure 1, the redevelopment is located within the Miami-Dade County Office of Emergency Management Hurricane Storm Surge Planning Zones.

In the event of an evacuation, the redevelopment will generate a percentage of evacuation trips to the adjacent roadway network. Table IIIB-1 in the *Statewide Regional Evacuation Studies Program,* included in Appendix A, indicates that 65 percent (65%) of residents are assumed to leave their homes to go to a safer location in a Category 3 evacuation. Additionally, Table MDTAZ indicates that there are 1.65 vehicles per residential dwelling unit, 1.05 vehicles per hotel room, and that 75.1 percent (75.1%) of hotel units are occupied during Hurricane Season. Table IIIB-3 in the *Statewide Regional Evacuation Studies Program*, included in Appendix A, indicates that 80 percent (80%) of vehicles available to the evacuating household will be used in evacuation. It was assumed that 100 percent (100%) of vehicles will be used in evacuation for each hotel room. Based on these assumptions, a net of 1,913 evacuation vehicles ((2,000 residential du X 1.65 veh/du X 65% evacuees X 80% of available vehicles) + (250 hotel rooms X 1.05 veh/room X 75.1% evacuees X 100% of available vehicles)) are expected to be added to the surrounding roadway network by the proposed redevelopment. A summary of the evacuation vehicle calculations is presented in Table 1 in Appendix B.

The designated evacuation routes in the vicinity of the redevelopment are SR 826/NE 163rd Street, SR 826, Biscayne Boulevard, Collins Avenue, I-95, and the Homestead Extension of Florida's Turnpike (HEFT). Evacuation routes are illustrated in Figure 5. An analysis was prepared to determine if the net increase in residential and hotel units associated with the redevelopment would utilize 25 percent (25%) or more of an evacuation route's LOS E hourly directional maximum capacity volume. Based on a 65 percent (65%) evacuation participation rate for Category 3 storms, projected traffic distributions along the designated evacuation routes are provided in Figure 6 for the proposed redevelopment. Table 2 included in Appendix B provides the net new increase in evacuation trips by route. The highest hourly contribution of evacuation

traffic as a percentage of total evacuation traffic was calculated based on the normal response curve illustrated in Figure 1 in the *Florida Statewide Regional Evacuation Study Program: Regional Behavioral Analysis,* Volume 2-11, contained in Appendix A. As shown in the figure, the highest contribution of evacuation traffic as a percentage of total evacuation traffic was determined to be 30 percent (30%) over a two hour period. However, to provide a conservative analysis, a 30 percent (30%) highest hourly percentage of evacuees loading the roadway network was assumed. Additionally, Table 2 included in Appendix B provides the calculations of evacuation redevelopment traffic as a percent of the level of service E hourly directional maximum service volumes. The following provide the results of the evacuee traffic distribution and associated calculations:

- SR 826/NE 163rd Street east of US-1/Biscayne Boulevard: 11.36% of LOS E Hourly Directional Service Volume
- SR 826/NE 163rd Street west of SR A1A/Collins Avenue: 3.36% of LOS E Hourly Directional Service Volume
- SR A1A/Collins Avenue north of SR 826/NE 163rd Street: 4.49% of LOS E Hourly Directional Service Volume
- Biscayne Boulevard/US-1 north of SR 826/NE 163rd Street: 4.26% of LOS E Hourly Directional Service Volume
- SR 826/NE 163rd Street west of US-1/Biscayne Boulevard: 11.21% of LOS E Hourly Directional Service Volume
- SR 826 west of I-95: 1.05% of LOS E Hourly Directional Service Volume
- Homestead Extension of Florida's Turnpike (HEFT) north of SR 826: 2.35% of LOS E Hourly Directional Service Volume
- I-95 north of SR 826: 0.69% of LOS E Hourly Directional Service Volume

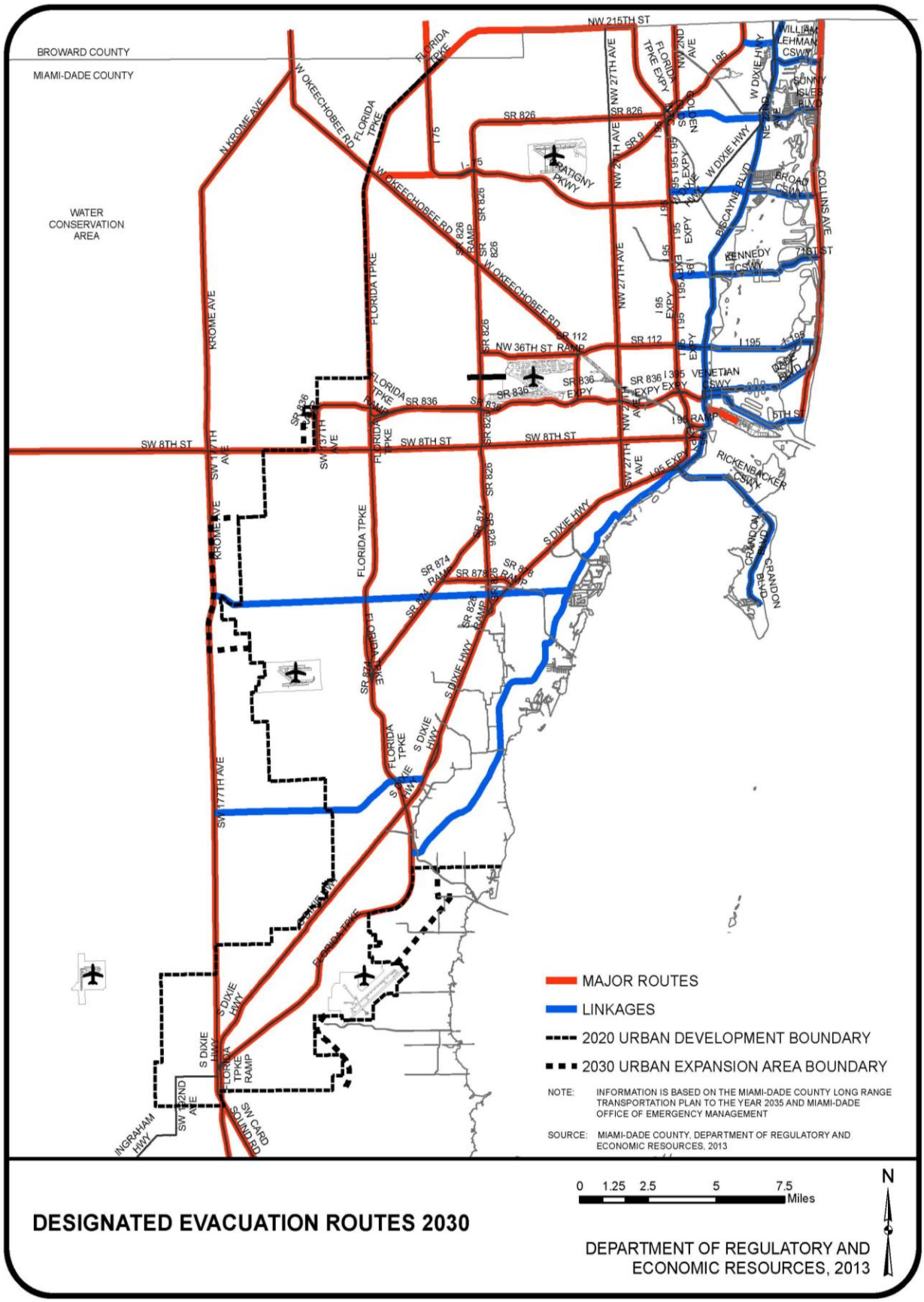

BROWARD COUNTY
MIAMI-DADE COUNTY
WATER CONSERVATION AREA
MAJOR ROUTES
LINKAGES
2020 URBAN DEVELOPMENT BOUNDARY
2030 URBAN EXPANSION AREA BOUNDARY
NOTE: INFORMATION IS BASED ON THE MIAMI-DADE COUNTY LONG RANGE TRANSPORTATION PLAN TO THE YEAR 2035 AND MIAMI-DADE OFFICE OF EMERGENCY MANAGEMENT
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013
0 1.25 2.5 5 7.5 Miles
N
DESIGNATED EVACUATION ROUTES 2030
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES, 2013

Figure 5

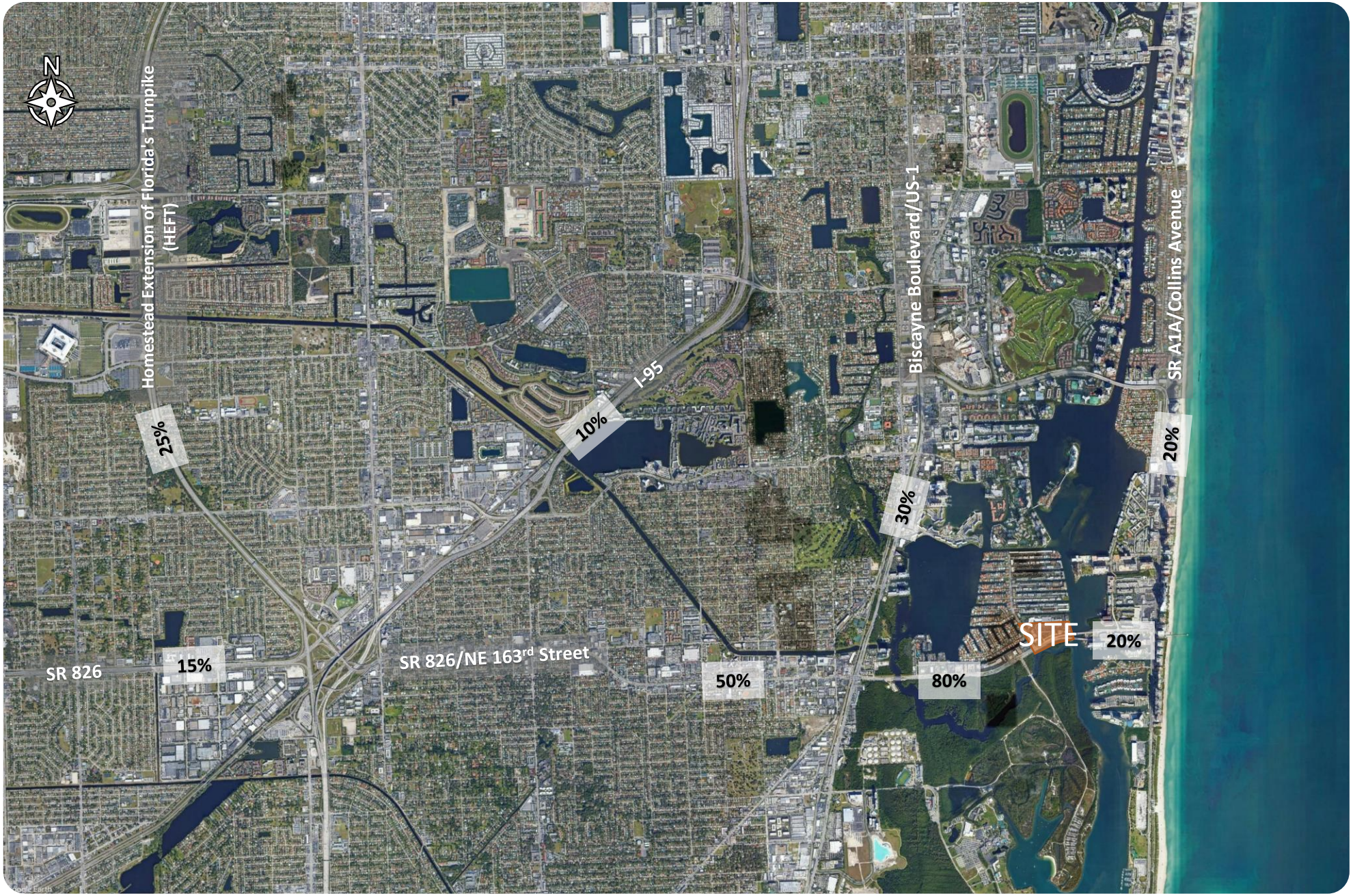


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Figure 6
Hurricane Evacuation Distribution
Intracoastal Mall Redevelopment
North Miami Beach, Florida

CONCLUSION

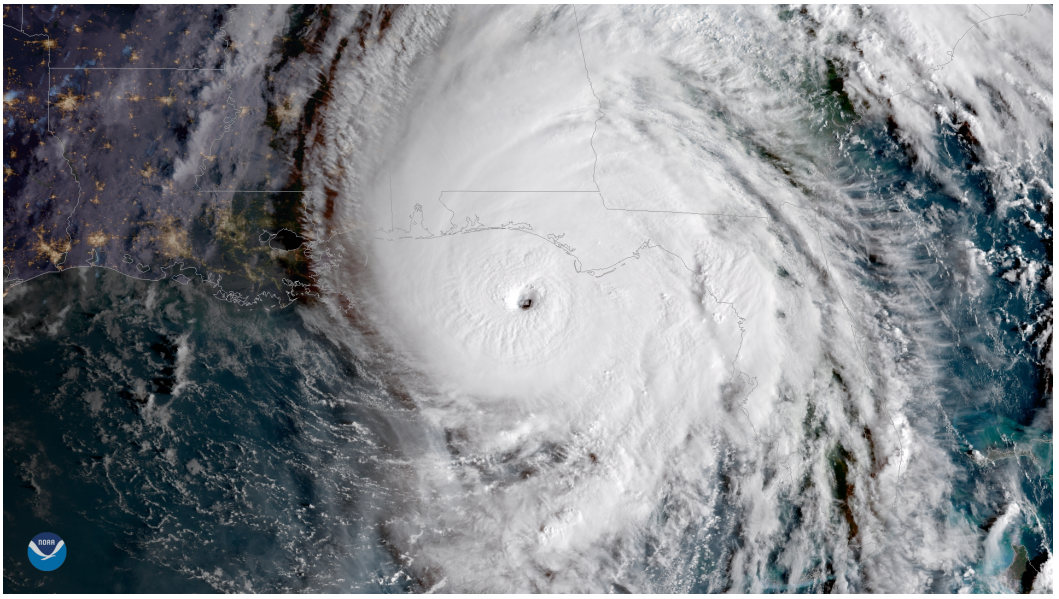
The redevelopment is located within the Storm Surge Evacuation Zones identified by the Miami-Dade County Office of Emergency Management. An analysis was prepared for the residential and hotel land uses of the proposed redevelopment. The analysis determined that sufficient public shelter space and excess capacity on designated evacuation routes is provided to accommodate the proposed redevelopment. Therefore, no mitigation is required.

Appendix A

Reference Documentation

2018 Emergency Preparedness Report

This story was made with Esri's Story Map Journal.
Read the interactive version on the web at https://arcg.is/1bfv5q.



Prepared by Miami-Dade Fire Rescue, Office of Emergency Management

Shelters/Evacuation Centers

OEM, in collaboration with Miami-Dade County Public Schools and the American Red Cross, locates and assesses facilities to be utilized as evacuation centers and shelters. Evacuation Centers are for the general population and are meant to be utilized as a refuge of last resort, when the option to evacuate locally to the home of a friend or family is not possible. Evacuation Centers are not designed for comfort and individuals are allotted 15-20 square feet and evacuees must bring their own comfort items. Pet-Friendly Evacuation Centers (PFEC) have been pre-assigned for residents who will evacuate with their pets. Only PFECs allow animals. Service animals are not considered pets, they are welcome in all evacuation centers. Medical Evacuation Centers (MEC) are evacuation centers for individuals with functional and access needs.

Facilities that are used after a disaster are called shelters. Shelters often accommodate fewer people, have more amenities, such as cots/bedding and are geared for individuals who have been displaced due to their homes being damaged after an event. At a shelter, individuals are usually allotted 40-60 square feet and are provided with an assortment of social services and federal assistance to assist in facilitating the identification of permanent housing. Shelters are expected to be open for days or months.

In 2017, Hurricane Irma presented a threat that Miami-Dade County had not seen in almost two (2) decades. The National Hurricane Center (NHC) forecast prompted Miami-Dade County and its stakeholder agencies into an unprecedented response not seen since Hurricane Andrew in 1992. Over 750,000 residents and visitors were under an evacuation order and over 30,000 evacuees utilized any of the 42 general evacuation centers that were

opened. This mobilization identified resource challenges which facilitated the need to streamline processes for activating evacuation centers.

Per the County Mayor's directive, OEM has worked through improvement planning to enhance our Countywide Emergency Shelter Plan. The plan's enhancement describes the framework for evacuating residents and visitors under any evacuation scenario independent of resources outside the county. This evacuation center enhancement strategy accomplished the following:

- Updated and revised evacuation center plans
- Identified and trained over 2,500 EOC Essential DAEs in evacuation center operations
- Identified appropriate quantities of evacuation center supplies
- Identified facilities to warehouse all evacuation center resources for seamless deployment
- Assessed existing evacuation space usage
- Identified additional evacuation center sites

OEM continues to assess the need to augment the current number of DAEs assigned to the various disaster roles. All evacuation centers will be managed and staffed by DAEs in conjunction with other partner agencies such as Miami-Dade County Public Schools, county and municipal police and fire personnel. Evacuation center staff is a critical role which requires a significant increase in county personnel. The over 2,500 EOC Essential DAEs OEM has trained will serve in various capacities to include shelter management. Additionally, OEM in cooperation with the American Red Cross and Miami-Dade County Public Schools, held a series of simulations focusing on shelter management for DAE assigned to evacuation centers. Year-round, OEM continues to engage DAEs and partner agencies in improving training and simulation opportunities.

2018 SHELTER SUMMARY

General Population
Facilities: **84**
Standard Capacity: **122,901**
Catastrophic Capacity: **161,193**

Medical
Facilities: **6**
Capacity: **3,000**

Pet-Friendly
Facilities: **5**
Capacity: **1,730**

Table IV-11 – Shelter Demand by Base Scenario

	Evacuation Level A	Evacuation Level B	Evacuation Level C	Evacuation Level D	Evacuation Level E
2010					
Monroe – Key West	860	890	592	1,480	1,480
Monroe – Lower Keys	294	307	278	694	694
Monroe – Middle Keys	457	470	244	244	244
Monroe – Upper Keys	736	779	444	444	444
Monroe – Total	2,348	2,446	1,558	2,862	2,862
Miami-Dade County	22,762	27,659	29,419	46,163	61,894
Broward County	9,502	9,809	13,786	19,529	27,184
2015					
Monroe – Key West	870	901	616	1,541	1,541
Monroe – Lower Keys	302	318	302	755	755
Monroe – Middle Keys	463	475	257	257	257
Monroe – Upper Keys	744	792	474	474	474
Monroe – Total	2,377	2,486	1,648	3,027	3,027
Miami-Dade County	23,033	28,170	30,116	48,035	64,247
Broward County	9,894	10,216	14,350	20,365	28,338

Note: Shelter demand is the population in each county who will seek public shelter during their evacuation, either at an in-county shelter or an out of county shelter. See Chapter III, Section C for the source of the small area data.

Table MDTAZ. Dwelling Unit, Population and Vehicle Estimates and Projections, 2006, 2010 and 2015

Population and Vehicles by Type of Dwelling Unit	2006	2010	2015
Site-Built Homes			
Total Units	923,279	951,961	992,852
Percent of Units Occupied during Hurricane Season	89.7%	89.8%	89.9%
Occupied Units	828,541	855,217	892,981
Persons per Occupied Unit	2.83	2.84	2.86
Population in Units	2,342,429	2,428,951	2,549,893
Vehicles per Unit	1.69	1.67	1.65
Vehicles in Units	1,398,596	1,430,457	1,477,844
Mobile Homes			
Total Units	12,467	12,536	12,701
Percent of Units Occupied during Hurricane Season	91.7%	91.7%	91.6%
Occupied Units	11,429	11,492	11,639
Persons per Occupied Unit	3.06	3.06	2.86
Population in Units	34,986	35,116	35,478
Vehicles per Unit	0.56	0.56	0.57
Vehicles in Units	19,631	19,769	20,046
Hotel-Motel Units			
Total Units	46,116	46,116	46,116
Percent of Units Occupied during Hurricane Season	75.1%	75.1%	75.1%
Occupied Units	34,618	34,618	34,618
Persons per Occupied Unit	1.46	1.46	1.46
Population in Units	50,545	50,545	50,545
Vehicles per Unit	1.05	1.05	1.05
Vehicles in Units	36,357	36,357	36,357
Group Quarters			
Population that would participate in general evacuation	0	0	0
Vehicles that would participate in a general evacuation	0	0	0
Totals			
Total Resident Population	2,377,415	2,464,067	2,585,371
Total Households	839,970	866,709	904,620
Total Vehicles	1,454,584	1,486,583	1,534,247

Table IIIB-1: Evacuation Rate for Residents Living in Site-Built Homes – Miami-Dade County

Evacuation Rate (%)	Storm Threat Scenario				
Site-Built Homes	**Cat 1**	**Cat 2**	**Cat 3**	**Cat 4**	**Cat 5**
Cat 1 Surge Evacuation Zone	40	50	65	80	90
Cat 2 Surge Evacuation Zone	30	45	60	80	90
Cat 3 Surge Evacuation Zone	20	25	60	80	85
Cat 4 Surge Evacuation Zone	10	15	30	70	85
Cat 5 Surge Evacuation Zone	8	8	15	55	80
Inland of Surge Evacuation Zones	5	5	5	10	20

Evacuation rate indicates the percent of residents who will leave their homes to go some place safer from each zone in each storm threat scenario. Figures are based on the assumption that officials order evacuation for surge evacuation zones corresponding to storm category, plus all mobile homes and manufactured homes. Figures also assume that that the actual storm track passes very close to the area being evacuated. Shaded cells indicate shadow evacuation – evacuation from areas not included in evacuation notices.

Table IIIB-2: Out-of-County Trip Rates for Residents Living in Site-Built Homes – Miami-Dade County

Out-of-County Trip Rate (%)	Storm Threat Scenario				
Site-Built Homes	**Cat 1**	**Cat 2**	**Cat 3**	**Cat 4**	**Cat 5**
Cat 1 Surge Evacuation Zone	50	50	50	50	50
Cat 2 Surge Evacuation Zone	50	50	50	55	55
Cat 3 Surge Evacuation Zone	50	50	50	55	55
Cat 4 Surge Evacuation Zone	40	40	40	45	45
Cat 5 Surge Evacuation Zone	40	40	40	45	45
Inland of Surge Evacuation Zones	40	40	40	45	45

Out-of-county trip rate indicates the percent of evacuees from each zone who will seek refuge outside their own county of residence in each storm threat scenario.

Table IIIB-3: Vehicle Use Rates for Residents Living in Site-Built Homes – Miami-Dade County

Vehicle Use Rate (%)	Storm Threat Scenario				
Site-Built Homes	**Cat 1**	**Cat 2**	**Cat 3**	**Cat 4**	**Cat 5**
Cat 1 Surge Evacuation Zone	80	80	80	80	80
Cat 2 Surge Evacuation Zone	70	70	70	70	70
Cat 3 Surge Evacuation Zone	70	70	70	70	70
Cat 4 Surge Evacuation Zone	65	65	65	65	65
Cat 5 Surge Evacuation Zone	65	65	65	65	65
Inland of Surge Evacuation Zones	75	75	75	75	75

Vehicle use rate indicates of percentage of vehicles available to the evacuating household from each zone that will be used in evacuation in each storm threat scenario.

Table IIIB-4: Public Shelter Use Rates for Residents Living in Site-Built Homes – Miami-Dade County

Public Shelter Use Rate (%)	Storm Threat Scenario				
Site-Built Homes	**Cat 1**	**Cat 2**	**Cat 3**	**Cat 4**	**Cat 5**
Cat 1 Surge Evacuation Zone	5	5	5	5	8
Cat 2 Surge Evacuation Zone	5	5	5	5	8
Cat 3 Surge Evacuation Zone	5	5	5	5	8
Cat 4 Surge Evacuation Zone	10	10	12	12	12
Cat 5 Surge Evacuation Zone	10	10	12	12	12
Inland of Surge Evacuation Zones	10	10	12	12	15

Public shelter use rate indicates the percent of evacuees from each zone who will seek refuge in public shelters, in each storm threat scenario.

Table IIIB-5: Friend / Relative Refuge Use Rates for Residents of Site-Built Homes – Miami-Dade County

Friend / Relative Use Rate (%)	Storm Threat Scenario				
Site-Built Homes	**Cat 1**	**Cat 2**	**Cat 3**	**Cat 4**	**Cat 5**
Cat 1 Surge Evacuation Zone	65	65	65	65	65
Cat 2 Surge Evacuation Zone	65	65	65	65	65
Cat 3 Surge Evacuation Zone	65	65	65	65	65
Cat 4 Surge Evacuation Zone	65	65	65	65	65
Cat 5 Surge Evacuation Zone	65	65	65	65	65
Inland of Surge Evacuation Zones	65	65	65	65	65

Friend / relative rate indicates the percent of evacuees from each zone who will seek refuge in the homes of friends and relatives, in each storm threat scenario.

Table IIIB-6: Hotel / Motel Refuge Use Rates for Residents of Site-Built Homes – Miami-Dade County

Hotel / Motel Use Rate (%)	Storm Threat Scenario				
Site-Built Homes	**Cat 1**	**Cat 2**	**Cat 3**	**Cat 4**	**Cat 5**
Cat 1 Surge Evacuation Zone	20	20	20	20	20
Cat 2 Surge Evacuation Zone	20	20	20	20	20
Cat 3 Surge Evacuation Zone	20	20	20	20	20
Cat 4 Surge Evacuation Zone	20	20	20	20	20
Cat 5 Surge Evacuation Zone	20	20	20	20	20
Inland of Surge Evacuation Zones	20	20	20	20	20

Hotel/motel rate indicates the percent of evacuees from each zone who will seek refuge in hotels and motels, in each storm threat scenario.

In other evacuations the "S" is stretched laterally and covers more of the length of the line on which it appears, with departures being distributed over a longer length of time. It looks "flatter." In those cases evacuation notices were issued well in advance of anticipated landfall of the storm, and residents were aware that they had the luxury of waiting longer before departing if they choose to do so. Some evacuees do wait longer before leaving, but not all do. Departures are distributed over a longer period of time than in the first example. This might be referred to as a "slow" response.

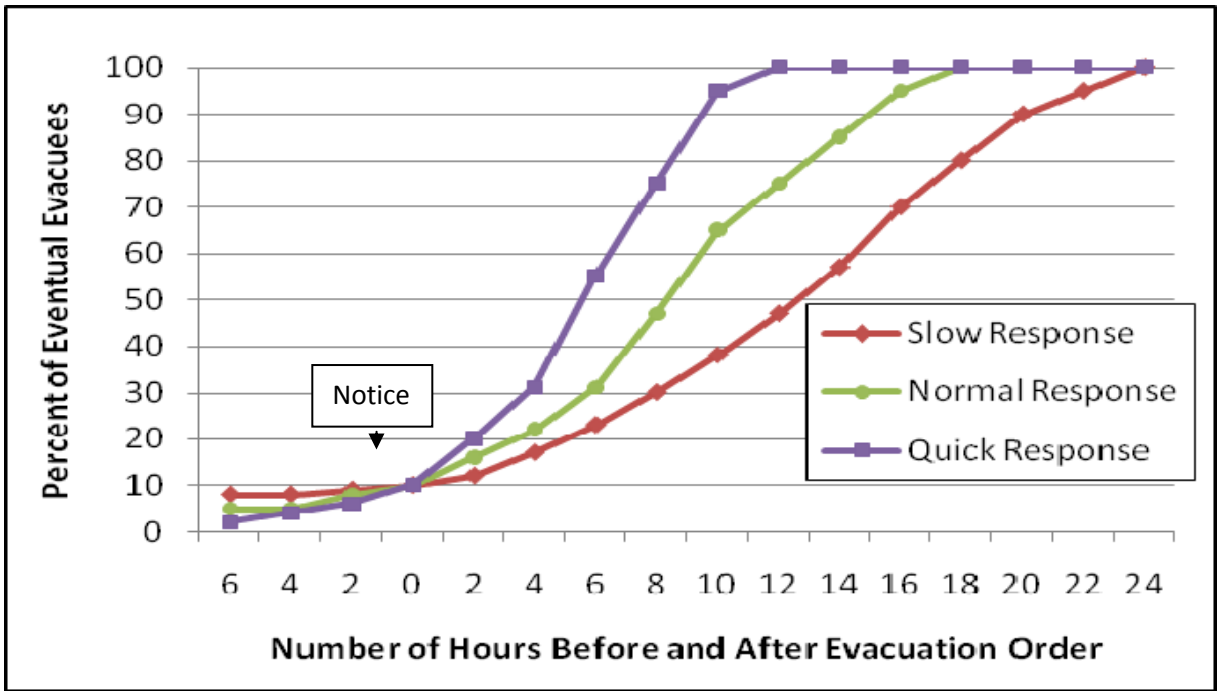
There are also evacuation timing curves that fall between those two, resulting in an "S" that is less compressed than the first, but less stretched than the second. This sort of evacuation results when evacuation notices are issued earlier than in the first example, but not as early as in the second case.

In all three scenarios evacuees collectively take as much time as they believe is available to them. Perceptions about the urgency of the evacuation account for variations in whether the evacuation is "quick," "slow," or in between ("normal").

2. Curves for Planning

The three evacuation timing scenarios described above are depicted graphically in Figure 1, reflecting the three versions of the letter "S." The slowest of the three curves assumes that evacuation notices were issued at least 24 hours before landfall. The fastest of the three assumes that evacuation notices were issued just 12 hours prior to the anticipated onset of hurricane conditions.

Figure 1. Evacuation timing curves for planning



Appendix B

Calculations

Table 1: Hurricane Evacuation Traffic Analysis	
Evacuation Vehicles Generated by Project under Category 3	
Dwelling Units	2,000
Hotel Units	250
Vehicles per Dwelling Unit	1.65
Vehicles per Hotel Room	1.05
Evacuation Participation Rate for Category 3 for Residential Units	65%
Evacuation Vehicle Usage Rate for Residential Units	80%
Evacuation Vehicle Usage Rate for Hotel Rooms	100%
Seasonal Hotel Unit Occupancy Levels	75.1%
Evacuation Vehicles Generated by Project	**1,913** **[(2,000 X 1.65 veh/du X 65% X 80%) + (250 X 1.05 veh/room X 100% X 75.1%)]**
Public Shelter Demand Generated by Project under Category 3	
People per Dwelling Unit	2.86
People per Hotel Room	1.46
Evacuation Participation Rate for Category 3 for Residential Units	65%
Seasonal Hotel Unit Occupancy Levels	75.1%
Percent of Residential Evacuees to Local Public Shelter	5%
Public Shelter Demand Generated by Project	**460** **[(2,000 X 2.86 ppl/du X 65% X 5%) + (250 rooms X 1.46 ppl/room X 75.1%)]**

Table 2: Evacuation Vehicles as Percent of LOS E Directional Service Volume under Category 3						
Designated Evaucation Routes						
	Percent of Evacuation Traffic Using Adjacent Evacuation Road Network (%)	Evacuation Vehicles by Route (veh)	Highest Hourly Contribution of Evacuation Traffic as a Percent of Total Evacuation Traffic Based on Normal Behavioral Response Curve (%)(1)	Highest Hourly Contribution of Evacuation Traffic by Route from Project (veh)	Maximum Directional LOS E Service Volume per Evacuation Route (veh/hr)(2)	Maximum Hourly Evacuation Vehicles as a % of LOS E Hourly Directional Service Volume (%)
SR 826/NE 163rd Street east of US-1/Biscayne Boulevard (8-Lanes)	80%	1,530	30%	459	4,040	11.36%
SR 826/NE 163rd Street west of SR A1A/Collins Avenue (8-Lanes)	20%	383	30%	115	3,420	3.36%
SR A1A/Collins Avenue north of SR 826/NE 163rd Street (6-Lanes)	20%	383	30%	115	2,560	4.49%
Biscayne Boulevard/US-1 north of SR 826/NE 163rd Street (8-Lanes)	30%	574	30%	172	4,040	4.26%
SR 826/NE 163rd Street west of US-1/Biscayne Boulevard (6-Lanes)	50%	957	30%	287	2,560	11.21%
SR 826 west of I-95/Homestead Extension of Florida's Turnpike (HEFT) (8-Lanes)	15%	287	30%	86	8,220	1.05%
HEFT north of SR 826 (6-Lanes)	25%	478	30%	143	6,080	2.35%
I-95 north of SR 826 (7-Lanes)	10%	191	30%	57	8,220	0.69%

Notes: (1) Based upon the behavioral assumptions illustrated in Figure 1 of the *Statewide Regional Evacuation Study Program,* Volume 2-11
(2) Based on the Table 7 from FDOT's *2013 Quality/Level of Service Handbook*

PZB – July 13, 2020

Public Comment Emails

June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners:

justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>; Commissionall@citynmb.com <Commissionall@citynmb.com>; Anthony.defillipo@citynmb.com <Anthony.defillipo@citynmb.com>

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities.

Just presenting this massive redevelopment proposal in a few meetings, let alone in a limited-to-100-participants June 8th Zoom meeting with a two-minute, not the standard three-minute speaking allowance, as is listed on the city's website, was far from acceptable. At best, this wasn't a truly public meeting.

It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero

- There is no reappearance of cases

- Wide-spread testing and contact tracing of those who've contracted the virus is easily available

Just having a meeting without setting public-safety protocols is careless governance. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step.

In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

The ingress/egress and rezoning issues were deferred until July 13th most likely because several residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

The amount of studies that have to be presented by Dezer's project to us as Eastern Shores residents, Sunny Isles and N Miami Beach Residents, of the impact in the area; before any approval;

Environmental

Noise Pollution

Traffic

Sewer studies

While life

Naval Engineering Intracoastal impact and Canals

Mangrove Protection etc

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Eduardo Piana

Resident since 1988.

Cino,Sharon

From: George Vallejo <george@georgevallejo.com>
Sent: Monday, June 8, 2020 11:36 AM
To: NMBCOMDEV; Proffitt, Justin; Scott, Esmond; Bernard, Andrise; Daniel Espino; Williams, Greg
Subject: PUBLIC COMMENT Intracoastal Mall item on P&Z June 8, 2020

****

Madame Clerk: Please ensure my letter is circulated to the P&Z Board with sufficient time for them to read it. I also ask it be read as Public Comment and entered into the record of tonight's P&Z meeting. Finally, please forward to Commissioners and City Attorney. I have timed it and the below reads in under 3 minutes. Kindly reply confirming receipt of this email. Thank you and have a great day!

****

Dear Members of the Planning & Zoning Board:

Hello to all and I hope this message finds you doing well. I respectfully request you and the City postpone any action on the Agenda items related to Intracoastal Mall redevelopment, zoning changes, or traffic changes. At minimum, they should be postponed until such time as (A) citizens can appear in person at the meeting, and (B) Staff and the developer have held at least one town hall meeting in the neighborhood.

Right now, most residents are distracted by the ongoing disruptions from COVID-19 and civil unrest, leaving them in the dark as to what is proposed. Many are unaware City Hall is open for business, much less planning to bring an item of this magnitude to a vote. Hearing it under the current circumstances, with minimal public awareness, Zoom-only meetings, and emailed comments during a declared state of emergency is, on its face, bad public policy. Besides that, it arguably may violate the NMB Citizen's Bill of Rights. **Just because the Governor's Emergency Order allows you to do it does not mean it is prudent to do it.**

Recall the original "MU" re-zonings were the result of a unanimous vote after a two-year long public process with multiple town halls, workshops, public forums, surveys, Strategic Plan votes, P&Z votes, State of Florida Planning reviews, and Commission votes. There were dozens of opportunities for citizen involvement. It was the most studied, vetted, and discussed vote in the history of our City and every step along the way was conducted in the sunshine.

In contrast, here is one of the most critical decisions involving the MU-Waterfront-East district about to be conducted in a hurried and almost clandestine manner: No workshops, no town-hall meetings, minimal mailed notices to neighbors, limited public transparency, and less than a week to review Staff reports.

It is fundamentally unfair for an applicant and their attorneys to present in person, making eye contact, and able to have sidebars with Staff and Commissioners while the public is essentially in the dark, only able to see and hear what is broadcast online. That is if they even can even get online, which many citizens may not be able to do.

Please ask yourselves: How can the current environment be so dangerous that it requires curfews, stay-at-home orders, and online-only meetings but safe enough to vote on a purely discretionary traffic/re-zoning/development agreement? Mind you this project is to take a decade. What is the rush?

Finally, I am reserving judgment on the merits of the actual proposal because frankly, the reports were only released to the public less than a week ago. However, regardless of how good or bad the proposals may be, there is no doubt hearing them tonight is inappropriate. It may meet the minimum legal standard, but prudence and sound governance

dictate you postpone. On something of this magnitude, it is more important to get it right, than to rush it. Thank you for your time and attention.

Sincerely,

George Vallejo
Resident of Eastern Shores and Former Mayor
2940 NE 164 ST, NMB, FL 33160

(I am speaking for myself personally and not for any organization.)

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Cino,Sharon

From: qbish1 <qbish1@aol.com>
Sent: Saturday, June 20, 2020 10:48 AM
To: Proffitt, Justin
Subject: Dezer Intracoastal project

As a 30 year resident of this community, I am respectfully requesting the following on behalf of myself, family and neighbors:

Zoom meetings that only allow 100 participants are NOT allowing public access.

On-site meetings must be held in an auditorium to abide by social-distancing protocols and allow more citizens to attend.

Adding another traffic light at "N.E. 36th" Avenue (the tiny entrance behind the Dollar Store), will create more traffic problems.

A massive mega complex is NOT compatible with the surround homes and nearby residences.

Do not pass the Intracoastal Mall Redevelopment Project rezoning amendment. Larger buildings will increase density and traffic, which is already gridlocked from the 2015 rezoning.

The city should not enter into an agreement with the developer. It silences the residences and blocks future commissioners from making any future changes.

Sincerely
Beile Axelrad

Sent via the Samsung Galaxy S10+, an AT&T 5G Evolution capable smartphone

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Cino,Sharon

From: Maria Julia Sotolongo <julitasotolongo@yahoo.com>
Sent: Sunday, June 21, 2020 12:16 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Dezer Project

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities.

It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero
- There is no reappearance of cases

- Wide-spread testing and contact tracing of those who've contracted the virus is easily available

Just having a meeting without setting public-safety protocols is careless governance. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step.

In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

Just presenting this massive redevelopment proposal in a few meetings, let alone in a limited-to-100-participants June 8th Zoom meeting with a two-minute, not the standard three-minute speaking allowance, as is listed on the city's website, was far from acceptable. At best, this wasn't a truly public meeting.

The ingress/egress and rezoning issues were deferred until July 13th most likely because several residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

María Sotolongo

North Miami Beach, FL 33160

Sent from my iPhone

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Cino,Sharon

From: Diane Serna <bikinicityusa@yahoo.com>
Sent: Monday, June 15, 2020 9:43 PM
To: Defillipo, Anthony
Cc: Bernard, Andrise; Proffitt, Justin; Commission All External
Subject: Re: Request for a complete traffic impact analysis for the proposal of the "Intracoastal Mall Redevelopment Project" (Eastern Shores)

Hello!

As a very concerned longtime Eastern Shores resident on 35th Ave.,(directly facing the 35th Ave. side of the Intracoastal Mall), I would like to please obtain a copy of the March 2020 completed traffic impact analysis that was used by the developer for the newly proposed Intracoastal Mall development. I was told that there is a condensed one available, however it may lack vital information.

Please email it to me, the entire report including ALL Appendices, as well as ALL third party data used to create the report in an electronic format (CSV, Excel, XML, etc).

I was additionally told that there were earlier traffic impact studies performed and I would like to receive copies of them as well.

Also- my statements at tomorrows and future meetings will be as follows;

Where will the 2,000 "multifamily" residential units be housed on the proposed development?

Are the 35 low-rise buildings supposed to be townhomes?
What type of buildings are the 48 mid-rise units going to be and look like?
Where is the sites 35,000 sq. ft. gym supposed to be placed at exactly?
Where will the 200,000 sq. ft. office space be on the site plan?
What is 1917 high-rise units mean exactly?

Lastly, where will the 345,000 sq. ft. of retail be placed in the entire project?

A few other things I'd like to add, is that all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted. Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

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Thank You,

Diane Serna

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Cino,Sharon

From: qbish1 <qbish1@aol.com>
Sent: Friday, June 19, 2020 12:10 PM
To: Proffitt, Justin
Subject: Eastern Shores Dezer project

I am writing to protest this project. I have lived in Eastern Shores 30 years and I've stayed because it's truly a great area. My children grew up here, went to school in the area and this project will totally RUIN our peace.

THIS REZONING MUST NOT PASS. THIS PROJECT MUST NOT HAPPEN.

Beile Axelrad
Eastern Shores resident

Sent via the Samsung Galaxy S10+, an AT&T 5G Evolution capable smartphone

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Cino,Sharon

From: Jeanne Aguilar <jeannaguilar@gmail.com>
Sent: Monday, June 8, 2020 6:17 PM
To: Proffitt, Justin; Commission All External
Subject: Stop massive Dezer development now! Their Building high should be limit to 17 Floors AT MOST!. Density Must be reduced! OVERCROWDING CAN'T BE UNDONE!, 40-story skyscrapers, is insanity!

To: to the city planning manager Justin.Proffitt@citynmb.com, and all the commissioners at commissionall@citynmb.com
June 8th meeting at 6 p.m

I have been a homeowner in Eastern Shores since November 2005. I love my neighborhood and tranquil atmosphere. I do not agree with this massive Dezer development project at the Intracoastal Mall.

- Building 40-Story skyscrapers. **Their Building high should be limit to 17 Floors AT MOST!.**
- **Density Must be reduced!**
- On the other hand, What will be the size of the marina, they may be built? are there any regulations on that?

OVERCROWDING CAN'T BE UNDONE!, **40-story skyscrapers,** is insanity!
OUR PARADISE LOST!

--
Aracelis Jeannette Aguilar, MBA Finance
+ 1 305 510.95.55 - JeannAguilar@gmail.com

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June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners:

justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>; Commissionall@citynmb.com <Commissionall@citynmb.com>; Anthony.defillipo@citynmb.com <Anthony.defillipo@citynmb.com>

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Environmental

Noise Pollution

Traffic

Sewer studies

While life

Naval Engineering Intracoastal impact and Canals

Mangrove Protection etc

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Eduardo Piana

Resident since 1988.

Cino,Sharon

From: Mayling Ganuza <mayling.ganuza@gmail.com>
Sent: Monday, June 8, 2020 10:53 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna
Subject: High rises at Intracoastal Mall

Good morning,

I am writing to express my objection to permitting the construction of monstrous high-rises at Intracoastal Mall.

There is only one entrance to the property which will result in grid-lock and collisions. Lives will be at risk, not to mention the strain on mental health. In addition, I am concerned about the lack of infrastructure to support so many more units. The water pipes are under stress as it is. Sewage leaks are unfortunately a common occurrence, polluting the waters of Oleta State Park. The glossy ads advertising homes in the neighborhood and their waterfront views surely will not capture the smell of putrid water. This is a threat to the environment and public health, not to mention property values.

Michael Dezer is worth $12.4 billion dollars. Why do we have to sell out our neighborhood to him and his family? I cannot imagine ANY benefits this will bring to the community. Sure, more tax money will come in. But the negative effects to public health and safety, not to mention quality of life, far outweigh the tax revenue.

Please REJECT any proposal to develop the site.

Thank you,

Mayling Ganuza
16477 NE 30 Avenue
North Miami Beach, FL 33160
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Cino,Sharon

From: Liliana Custy <lcusty@airlinesupportgroup.net>
Sent: Friday, June 26, 2020 5:53 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: I oppose to the redevelopment of the Intracoastal Mall

Dear All,

I live in Tides Townhomes. I am a neighbor of Eastern Shores.

I oppose to the rezoning and upzoning of the Intracoastal Mall proposed by Mr. Dezer and his group. The scope of this project does not belong in front of our Eastern Shores Community. The Mayor of North Miami beach and the commissioners should consider, before approving any changes, all environmental issues caused by this redevelopment, issues that will destroy the fauna and the flora, affect our waterways, affect our traffic, increase noise pollution and other pollutions, and is against all recommendations made by experts regarding building on or near waterways because of sea rise levels problem, salt water intrusion and storm surges.

If the city leaders can spend significant time discussing a mural to beautify a building project, they should dedicate their time to study more important matters as well, such as Eastern Shores neighbors' concerns regarding Dezer's redevelopment project that will affect the health, welfare, and economy of the citizens that they represent.

I would recommend that you do your own independent studies of how your city will be affected by these environmental and traffic issues and , before candidly accepting the "studies" presented by Dezer and his team.

Best regards,

Joseph Custy

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If the city leaders can spend significant time discussing a mural to beautify a building project, they should dedicate their time to study more important matters as well, such as Eastern Shores neighbors' concerns regarding Dezer's redevelopment project that will affect the health, welfare, and economy of the citizens that they represent.

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Cino,Sharon

From: Liliana <info@korninteriordesign.com>
Sent: Monday, June 15, 2020 4:25 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Intracoastal Mall Redevelopment Meeting

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities.

It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero
- There is no reappearance of cases
- Wide-spread testing and contact tracing of those who've contracted the virus is easily available

Just having a meeting without setting public-safety protocols is careless governance. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step.

In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

Just presenting this massive redevelopment proposal in a few meetings, let alone in a limited-to-100-participants June 8th Zoom meeting with a two-minute, not the standard three-minute speaking allowance, as is listed on the city's website, was far from acceptable. At best, this wasn't a truly public meeting.

The ingress/egress and rezoning issues were deferred until July 13th most likely because several residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Joseph & Liliana Custy

3808 NE 166th Street,

North Miami Beach,

Fl. 33160

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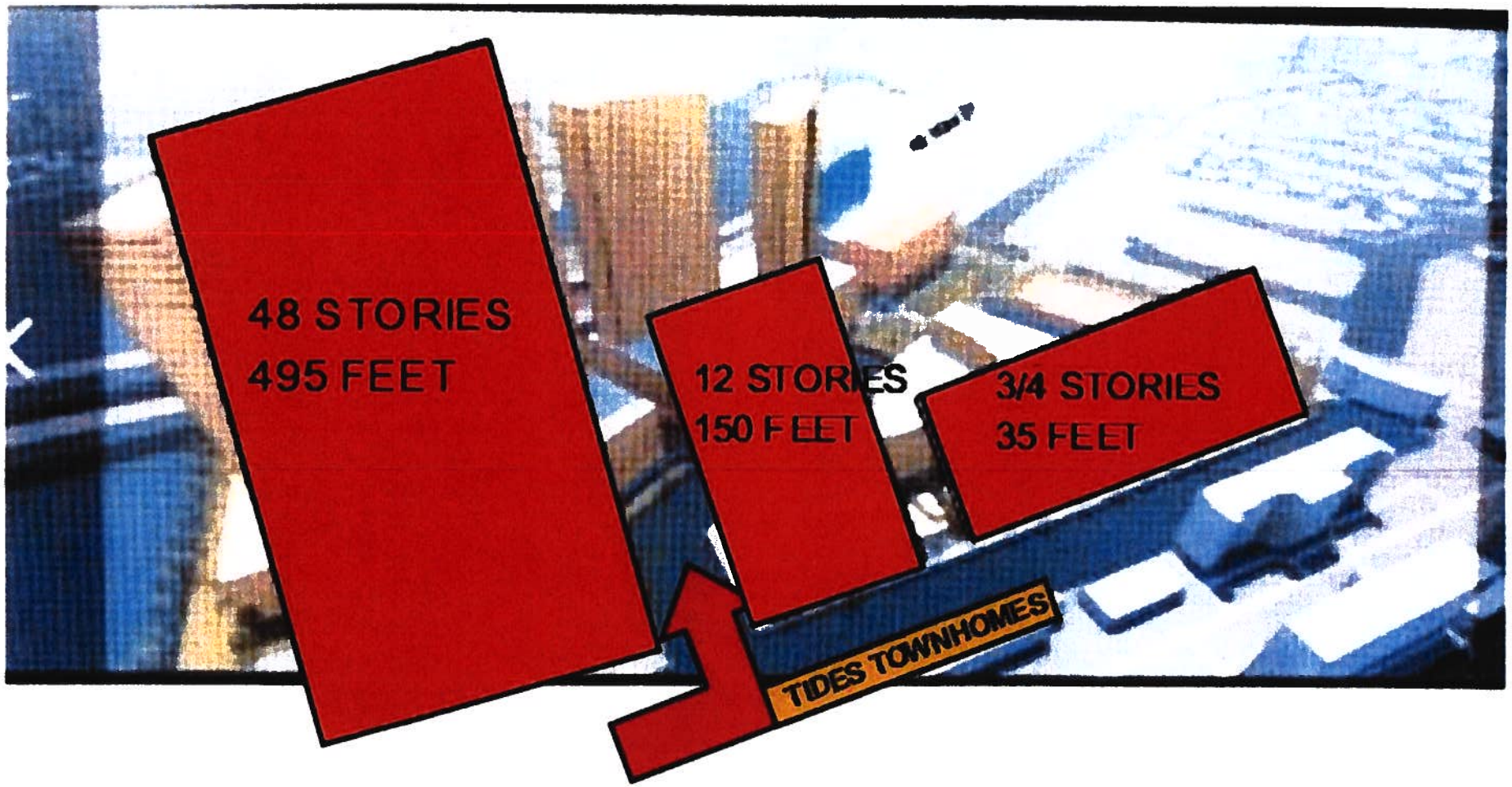
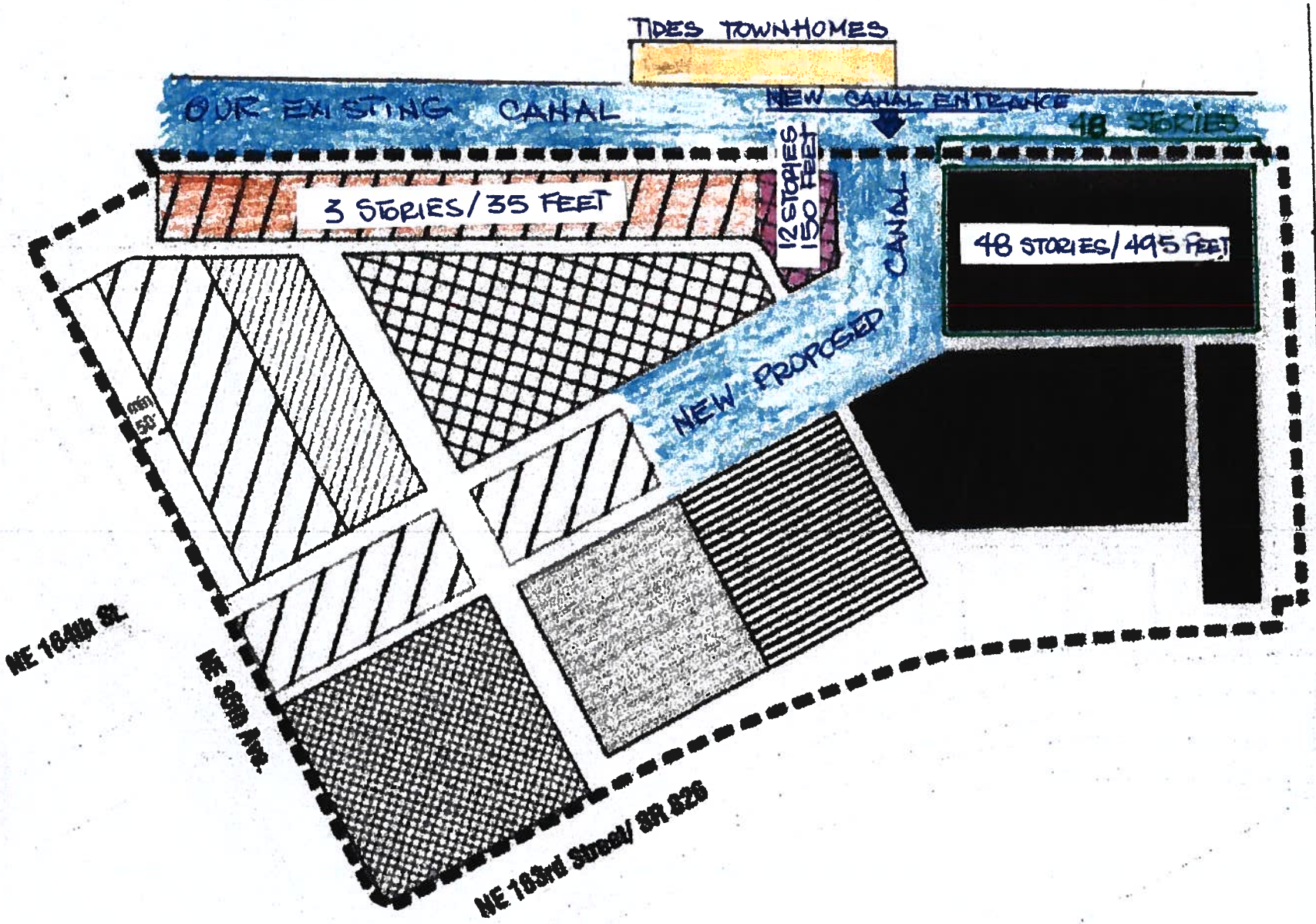
THE PROPOSED REDEVELOPMENT PROJECT BUILDS A WALL ALONG THE 166TH CANAL, WITH A 48 STORIES HIGH BUILDING, A 12 STORIES HIGH BUILDING AND A 3/4 STORIES HIGH BUILDING.



THE PROPOSED REDEVELOPMENT PROJECT USES OUR RESIDENTIAL 166TH CANAL AS AN ENTERING POINT FOR THEIR PROPOSED COMMERCIAL CANAL THAT WILL INCLUDE WATER TAXES.

Proposed

- Maximum 48 Stories/ 495 Feet
- Maximum 43 Stories/ 450 Feet
- Maximum 38 Stories/ 400 Feet
- Maximum 20 Stories/ 286 Feet
- Maximum 12 Stories/ 150 Feet
- Maximum 6 Stories/ 85 Feet
- Maximum 3 Stories/ 35 Feet
- District Boundary



Cino,Sharon

From: Liliana <info@korninteriordesign.com>
Sent: Tuesday, June 16, 2020 9:38 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Intracoastal Mall redevelopment and 166th Street Canal
Attachments: Tides Townhomes height relationship with building proposed for 166th Canal for Intracoastal Mall Redevelopment, 6-16-2020.pdf; Backyard on canal 166 st, 2, 6-16-2020.jpg; Backyard on canal 166 st, 6-16-2020.jpg; Backyard on canal 166 st, 1, 6-16-2020.jpg

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 16, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

I am an old time resident of Tides Townhomes, 3808 NE 166th Street.
I oppose to the scale of the redevelopment of Dezer's project.

I just want to present a sketch to show how the Redevelopment of the Intracoastal Mall will destroy the lifestyle and privacy of neighbors who live in front of 166th canal. I added 3 photos of how our tranquil and private canal looks today.

Best regards,
Liliana

KORNInteriorDesign Inc
Architectural Interior Design & Contracting
Liliana Korn Custy,
Home Design to the Power ^{3}

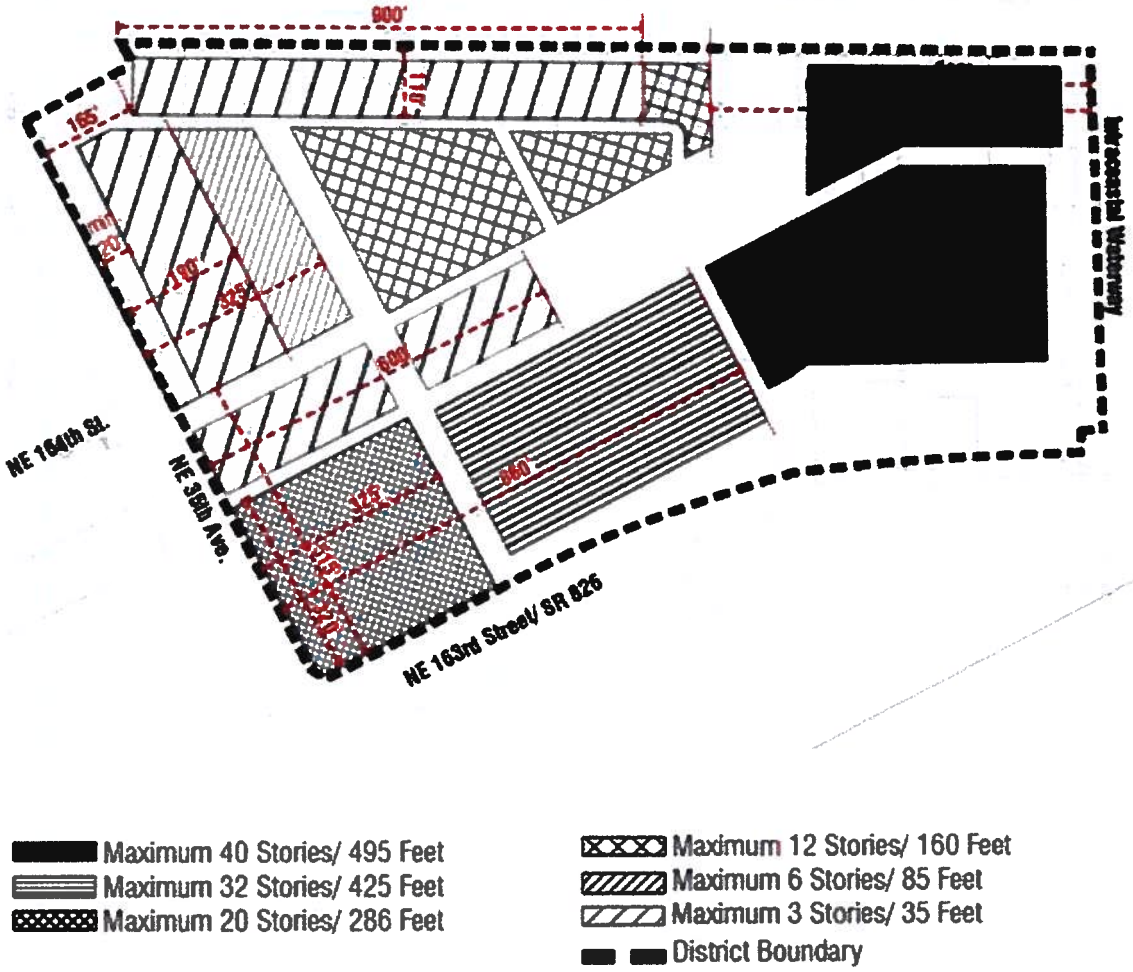
- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture
- Argentinean Architect
- Florida License Interior Designer ID5852
- Florida Licensed General Contractor CGC1513044

korninterior@bellsouth.net
www.korninteriordesign.com

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Tuesday, June 16, 2020 10:24 PM
To: Liliana <info@korninteriordesign.com>
Subject: RE: Intracoastal Mall redevelopment and 166th Street Canal

Hello Liliana,

Thank you for sending your comments. I will place them in the file for the record. However, I want to make sure you have the correct information because the graphic you sent is not accurate. Please see the proposed Mixed Use / Eastern Waterfront Building Height plan from the applicant. Thank you.



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Cino,Sharon

From: Sam Schwartz <sam@utifl.com>
Sent: Tuesday, June 16, 2020 8:47 AM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Intracoastal Mall Redevelopment Meeting

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

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Seriously concerned,

Sam Schwartz

3800 NE 166st

North Miami Beach,

Fl. 33160

Thank You
Sam Schwartz

Ultra Trading Int'l Ltd
305-466-4443 , sam@utifl.com

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Cino,Sharon

From: Liliana Custy <outlook_295EBE7019FF8337@outlook.com> on behalf of Liliana Custy <lcusty@airlinesupportgroup.net>
Sent: Saturday, June 13, 2020 11:39 AM
To: NMBCOMDEV
Subject: Intracoastal Mall redevelopment.

My name is Liliana Custy.
We live in 3808 NE 166th Street.

We are longtime residents of Eastern Shores. We oppose to having an urban metropolis built in the Intracoastal Mall lot. We are opposed to Dezer using our canal to connect with his new proposed canal. We oppose to the traffic mess this out of scale development is going to cause. We oppose to having our quality of life destroyed by this high density mix use project. The traffic is already congested in 163 when the bridge is down, and during rush hour.
Eastern Shores neighbors' lives matter!

Best regards,
Liliana

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Cino,Sharon

From: Ruth Abeckjerr <ruthabeckjerr@gmail.com>
Sent: Thursday, June 18, 2020 11:34 AM
To: Proffitt, Justin; Defillipo, Anthony
Subject: Intracoastal Mall

Dear Mr. Proffitt, Mr. Defillipo, and all else concerned

As a long time resident of Eastern Shores and particularly NE 166th Street and directly across the canal from this proposed project, I STRONGLY oppose.

Personally and I do realize I am not the most important vote in the city. I purchased my property because I like my view and like not having another townhome across the canal. This project would completely change my view and I will have to have years of construction and dust coming from this new project. Our docks would be affected and therefore the value of my home would go down dramatically. This project would dwarf Eastern Shores and the neighborhood would look horrible.

I am not sure how this zoning change happened to begin with and it seems there was some preferential treatment given to this developer.

This project will impact in a negative manner everyone in Eastern Shores, every resident must be notified of all related zoning and commission meetings in writing in a timely manner. Not enough people are aware of the 'upzoning' of this project. The city's "500-feet-from-construction" notification ordinance is insufficient. Also, the signage needs to be visible from anyone's car. Currently, it is not easy to see. Second: The developer is asking to change the 2015 approved redevelopment plan. It did not originally include a 12-story, 250-room hotel, skyscrapers reaching more than 48 stories or towering buildings along the south side of the Milton Littman Memorial Bridge on N.E. 163rd Street. Third: The city should not be in a binding and limiting contract with developers. That would impede future commissioners from making any necessary changes and block residents from their right to influence decisions. It would eliminate the ability to even "downzone" the project to a more manageable size. Fourth: The traffic study is not current and does not reflect today's traffic gridlock during peak hours. That is something commuters never had experienced before the city rezoned in 2015. Now, Eastern Shores' residents cannot travel east or west during morning and afternoon rush-hour times without being stuck in traffic with no alternate routes east, west, north or south for relief. It has become unbearable as it is. Fifth: Traffic lights and more entrances will not alleviate the problem that the influx of an additional 2,000 residential units would cause. If voted in, 2,000 could go to an even higher number. Sixth: With the pandemic, and new, daily large upticks in Covid-19 cases, public meetings need to be postponed until it's safe to congregate. Then, to observe social distancing, the meetings have to be held in an auditorium, not a small meeting room. Seventh: For a project of this scope, Zoom meetings, which lack interactive dialogue, are inappropriate. Residents deserve to be heard and seen as they are in face-to-face meetings. Eighth: Placing the movie theater immediately to the right (the southeast section) as people enter Eastern Shores will definitely cause traffic jam. There is not enough space for moviegoers to exit in an orderly fashion. Their vehicles will block others from entering or exiting to N.E. 163rd Street.
Finally, the city needs to slow down and allow deliberate, democratic process. Rushing an approval through obstructs transparency and removes everyone's voice except the developer's and the city leaders. The city should represent the people, not the build

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Cino,Sharon

From: Joel K <joelnyc@yahoo.com>
Sent: Thursday, June 18, 2020 5:14 PM
To: Proffitt, Justin; Defillipo, Anthony; commssionall@citynmb.com
Subject: No Eastern Shores Development Project

My family and I have been residents of Eastern Shores since 1971. We chose this area because of it's beauty and low key/low rise residences. The proposed development of the shopping center on 35th Avenue at 163rd street will not only change the character of the neighborhood, but will cause untold congestion of people and traffic.

The traffic situation on 163rd street has been bad for years, especially after 3 pm and during the winter season. The 163rd street bridge already causes backups both ways and will be much worse if this project is approved.

In addition, my brother lives here too and is a paraplegic. He needs access to emergency services and the trolley, which the extra congestion would impact. Yes, there is an EMS unit right there, but if they are out on a call and another unit has to respond, they would be held up.

Needless to say I am absolutely against this development. Developers are rich enough and this is just greed... and it is up to you, our elected officials, to protect us from this outrageous greed. Do your job! I will take note of your action when I vote.

Sincerely,

Joel Kurtzberg

3725 NE 169th St, B201

Here are some of the many reasons this project must be rejected:

First: With a project that will impact everyone in Eastern Shores, every resident must be notified of all related zoning and commission meetings in writing in a timely manner. Not enough people are aware of the 'upzoning' of this project. The city's "500-feet-from-construction" notification ordinance is insufficient. Also, the signage needs to be visible from anyone's car. Currently, it is not easy to see.
Second: The developer is asking to change the 2015 approved redevelopment plan. It did not originally include a 12-story, 250-room hotel, skyscrapers reaching more than 48 stories or towering buildings along the south side of the Milton Littman Memorial Bridge on N.E. 163rd Street. Third: The city should not be in a binding and limiting contract with developers. That would impede future commissioners from making any necessary changes and block residents from their right to influence decisions. It would eliminate the ability to even "downzone" the project to a more manageable size. Fourth: The traffic study is not current and does not reflect today's traffic gridlock during peak hours. That is something commuters never had experienced before the city rezoned in 2015. Now, Eastern Shores' residents cannot travel east or west during morning and afternoon rush-hour times without being stuck in traffic with no alternate routes east, west, north or south for relief. Fifth: Traffic lights and more entrances will not alleviate the problem that the influx of an additional 2,000 residential units would cause. If voted in, 2,000 could go to an even higher number. Sixth: With the pandemic, and new, daily large upticks in Covid-19 cases, public meetings need to be postponed until it's safe to congregate. Then, to observe social distancing, the meetings have to be held in an auditorium, not a small meeting room. Seventh:

For a project of this scope, Zoom meetings, which lack interactive dialogue, are inappropriate. Residents deserve to be heard and seen as they are in face-to-face meetings. Eighth: Placing the movie theater immediately to the right (the southeast section) as people enter Eastern Shores will definitely cause traffic jam. There is not enough space for moviegoers to exit in an orderly fashion. Their vehicles will block others from entering or exiting to N.E. 163rd Street. Finally, the city needs to slow down and allow deliberate, democratic process. Rushing an approval through obstructs transparency and removes everyone's voice except the developer's and the city leaders. The city should represent the people, not the builder.

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Cino,Sharon

From: Tkay J <terrij29@gmail.com>
Sent: Thursday, June 18, 2020 1:01 PM
To: Proffitt, Justin
Subject: PLEASE STOP!

Firstly, I have to say I have lived in the North since the 80's and as nice as it is for some development, these massive concrete buildings are just ruining the feel and sights of what was once a pretty town. Foxes, Raccoons, Pelicans, Ducks, were beautiful nuggets. Now not only have they all but disappeared, there is hardly a view of the ocean left. I ask from emotion and from a family of architects, why cant we have be a beautiful low lying shopping center, such as in Naples, Fl. Why do we keep having to build high buildings? I know! Greed is basically the only reason. Builders have to build! I live on Intracoastel and since all the buildings on Collins have been built, a bit of ocean peeks between them. So sad. Hardly any parks or Green Space is left! This makes me want to move. I know a lot of people moving for the simple reason of traffic, congestion. No concern for peoples well being. Dangerous to ride bicycles. To walk! You could all take lessons from states like Colorado where they care about peoples lifestyles! Anyway, here are some tangible issues. First: With a project that will impact everyone in Eastern Shores, every resident must be notified of all related zoning and commission meetings in writing in a timely manner. Not enough people are aware of the 'upzoning' of this project. The city's "500-feet-from-construction" notification ordinance is insufficient. Also, the signage needs to be visible from anyone's car. Currently, it is not easy to see.

Second: The developer is asking to change the 2015 approved redevelopment plan. It did not originally include a 12-story, 250-room hotel, skyscrapers reaching more than 48 stories or towering buildings along the south side of the Milton Littman Memorial Bridge on N.E. 163rd Street.

Third: The city should not be in a binding and limiting contract with developers. That would impede future commissioners from making any necessary changes and block residents from their right to influence decisions. It would eliminate the ability to even "downzone" the project to a more manageable size.

Fourth: The traffic study is not current and does not reflect today's traffic gridlock during peak hours. That is something commuters never had experienced before the city rezoned in 2015. Now, Eastern Shores' residents cannot travel east or west during morning and afternoon rush-hour times without being stuck in traffic with no alternate routes east, west, north or south for relief.

Fifth: Traffic lights and more entrances will not alleviate the problem that the influx of an additional 2,000 residential units would cause. If voted in, 2,000 could go to an even higher number.

Sixth: With the pandemic, and new, daily large upticks in Covid-19 cases, public meetings need to be postponed until it's safe to congregate. Then, to observe social distancing, the meetings have to be held in an auditorium, not a small meeting room.

Seventh: For a project of this scope, Zoom meetings, which lack interactive dialogue, are inappropriate. Residents deserve to be heard and seen as they are in face-to-face meetings.

Eighth: Placing the movie theater immediately to the right (the southeast section) as people enter Eastern Shores will definitely cause traffic jam. There is not enough space for moviegoers to exit in an orderly fashion. Their vehicles will block others from entering or exiting to N.E. 163rd Street.

Finally, the city needs to slow down and allow deliberate, democratic process. Rushing an approval through obstructs transparency and removes everyone's voice except the developer's and the city leaders. The city should represent the people, not the builder.

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Cino,Sharon

From: Linda Carver <klinda02@bellsouth.net>
Sent: Friday, June 5, 2020 9:30 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>
Subject: Dezer Development in Eastern Shores

Mr. Justin Proffitt, AICP Manager, Planning & Zoning Department City of North Miami Beach 17050 NE 19th Avenue North Miami Beach, FL 33162-3100

Dear Sir,
My wife and I are in our late sixties and early seventies and have lived in Eastern Shores for nearly 30 years. We have seen alot of changes to Eastern Shores and as a result an enormous increase in traffic on 163rd Street and the entrance to Eastern shores to such an extent that we now try to avoid leaving our house during the afternoon and earlier evening. The proposed traffic changes will only increase the traffic and in addition to the extra pollution and dirt in the air. This neighborhood pays a great deal of taxes why should we be subjected to this? How could we feel comfortable and safe with this project? Would you want your neighborhood to be threatened?
Allen and Linda Carver
3483 NE 166th Street

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Cino,Sharon

From: Francesco Martini <frankymart.fm@gmail.com>
Sent: Friday, June 5, 2020 8:26 AM
To: Proffitt, Justin; Smukler, Fortuna; Smith, Phyllis
Subject: re zoning at the intracostal mall

Dear Justin Proffitt,

the re zoning of the Intracostal mall in the Eastern Shores is not in the interest of the community and will create hardship to the residents like myself.

I oppose to the Dezer plan of building high towers in the Intracostal mall area

Kind Regards

Francesco Martini
Eastern Shores Resident
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Cino,Sharon

From: Liliana <info@korninteriordesign.com>
Sent: Wednesday, June 17, 2020 10:40 AM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: RE: Intracoastal Mall redevelopment and 166th Street Canal

Hello Mr. Proffitt,
Thanks for your response.

The graphics I sent are a sketch to explain how these new buildings, 35 feet high, 150 feet high and 495 feet high, full of windows, are going to destroy the lifestyle of a private residential community build on 166th Street, who chose to buy there exactly because we had privacy, it was really quiet, and we had no neighbors' houses in front of us.

If this redevelopment project, completely out scale, is build on the other side of our canal, we are not only going to loose our privacy, our quiet and private residential canal, but the wildlife that inhabits the canal and the trees that border the canal, and the sun that bathes our backyards.

We chose to invest in this community and this canal many years ago and we have enjoyed every minute of it, in spite of the horrible traffic of 163rd street in rush hours between 3:00 PM and 6:00 PM, and when the bridge is up, and when all the beach goers from Sunny Isles Beach go back home.

I am afraid that leaders of our community cannot see beyond the name of an important developer, of the taxes the project can bring in, and their commitment to bring beautiful buildings and architecture to the city, as some commissioners insisted in yesterday's meeting.

What about caring about the lifestyle, the investments and the concerns of the neighbors you already represent? If this redevelopment project gets approved without community involvement and approval, the leaders of North Miami Beach will not only destroy the lives and dreams of a big part of its constituents, but will greatly affect the environment, and will deeply compromise traffic in the area.

I hope you can see my point, and understand my position.
Thanks once again for your response.

Best regards,
Liliana

KORNInteriorDesign Inc
Architectural Interior Design & Contracting
Liliana Korn Custy,
Home Design to the Power 3

- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture
- Argentinean Architect
- Florida License Interior Designer ID5852
- Florida Licensed General Contractor CGC1513044

korninterior@bellsouth.net
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954-520-3182
IB 26001347

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Liliana <info@korninteriordesign.com>
Sent: Tuesday, June 16, 2020 9:38 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Commission All External <CommissionAll@citynmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>
Subject: Intracoastal Mall redevelopment and 166th Street Canal

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 16, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

I am an old time resident of Tides Townhomes, 3808 NE 166th Street.
I oppose to the scale of the redevelopment of Dezer's project.

I just want to present a sketch to show how the Redevelopment of the Intracoastal Mall will destroy the lifestyle and privacy of neighbors who live in front of 166th canal. I added 3 photos of how our tranquil and private canal looks today.

Best regards,
Liliana

KORNInteriorDesign Inc
Architectural Interior Design & Contracting
Liliana Korn Custy,
Home Design to the Power ³

- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture

- Argentinean Architect
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June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities.

Just presenting this massive redevelopment proposal in a few meetings, let alone in a limited-to-100-participants June 8th Zoom meeting with a two-minute, not the standard three-minute speaking allowance, as is listed on the city's website, was far from acceptable. At best, this wasn't a truly public meeting.

It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero

- There is no reappearance of cases

- Wide-spread testing and contact tracing of those who've contracted the virus is easily available

Just having a meeting without setting public-safety protocols is careless governance. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step.

In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

The ingress/egress and rezoning issues were deferred until July 13th most likely because several residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

The amount of studies that have to be presented by Dezer's project to us as Eastern Shores residents, Sunny Isles and N Miami Beach Residents, of the impact in the area; before any approval;

Environmental

Noise Pollution

Traffic

Sewer studies

While life

Naval Engineering Intracoastal impact and Canals

Mangrove Protection etc

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Clara Piana

Resident since 1988.

Cino,Sharon

From: Clara Piana <lov2sail@hotmail.com>
Sent: Monday, June 15, 2020 1:08 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony; Clara Piana; Eduardo Piana
Subject: URGENT URGENT
Attachments: JUN 15 EASTERN SHORES.docx

Gentlemen:
We are opposed to Jul 13 meeting, for lack of information and more important for our health, that should be a priority of his residents by the city of North Miami Beach

Yours truly
Clara E Piana
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Duron, Mario F.

From: Jason Sheppard <jasonrsheppard@gmail.com>
Sent: Monday, June 08, 2020 4:15 AM
To: NMBCOMDEV
Subject: Public Comment

As a resident of Eastern Shores for over 20 years. This proposed development in the area is a concern to me. As I have seen first hand how the over development of neighboring sunny isles beach has affected the quality of life and overall community of the area. The oversized high rises in sunny isles have brought in a high number of renters and in turn air bnb rental units which lead to numerous disturbance calls per week. In densely populated high rises such as the intracoastal yacht club which are just across the waterway, there are a number of air bnb units which bring in out of town visitors to the city who do not care about their neighbors or the neighborhood. I would hate to see this become an issue in our section of NMB which has always had the benefit of being a quiet secluded neighborhood with a great sense of community and safety. On top of that, 163rd Street traffic is congested enough as is particularly from 3pm on , building high occupancy apartment buildings would only serve to compound the issue. In the end I feel any new residential development in this area would be a mistake and only serve to lessen the quality of life in the area.
- Jason Sheppard

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:49 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: ZOOM MEETING CANCELED.

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Ramón Rozas Botrán <rrozasbotr@aol.com>
Sent: Saturday, June 6, 2020 11:15 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: ZOOM MEETING CANCELED.

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Ramon Rozas
3251 NE 164th St
North Miami Beach FL 33160
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Randy Rose 3750 NE 169th Street # 111.

I have owned properties in Eastern Shores since 1987 . I have been selling real estate in the area over 40 years. Always been for Development within REASON . What is requested is 100% "NOT" within REASON.

I remember since after the Intracoastal Mall was built, if any Major redevelopment/expansions were to be done with the Mall, FIRST requirement was , Owner of the Mall needed to build a "Texas U Turn , under the 163rd ST bridge.

I respect the DEZER FAMILY. I believe that they were aware of what they could Do and Not do, with the Mall prior to Purchasing . The Texas U turn is a PRIORITY for all concerns whoever travels on 163rd Street in all directions.

I believe that the Mall had approx 20 story height restriction, not sure if any zoning change was approved. Several years ago, the City hired some Planning Company to explore different areas around the City , what may be a possible options for New Development . Possibly with certain political interest. One idea for the Mall was to consider heights up to 40 stories. I am sure if something like this was vision , or any MAJOR CHANGES , then all infrastructures such as WATER-SEWER-TRAFFIC had to be resolved TEXAS U TURN BUILT prior to approval as a CONDITION.

NMB . This ZOOM MEETING is not the proper time to have a MAJOR Discussion or any Decision like this, NEEDS to be held in person Face to Face.

DEZER FAMILY do the Right Thing spend Your Necessary Money Build a Texas U Turn, or Consider Selling the Mall . Let another Shopping Center Owner Do the Right Thing first, Build the Texas U Turn , then build something appropriately.

Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:35 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Rescheduled June 8, 2020 Zoom Planning & Zoning meeting

Fortuna Smukler | *Commissioner*
City of North Miami Beach
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17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Roberta Gordon <brta22@comcast.net>
Sent: Thursday, June 4, 2020 12:07 PM
To: Commission All External <CommissionAll@citynmb.com>; Justin Proffitt <Justin.Proffitt@cnmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Daniel Espino <DEspino@wsh-law.com>
Subject: Rescheduled June 8, 2020 Zoom Planning & Zoning meeting

Dear All,

As I stated in my email to (some of) you sent May 12, I am still not pleased that this meeting could not be rescheduled to a future date when Miami-Dade County will have allowed us to gather.

I've posted meeting notices in all 7 buildings and the Clubhouse at Eden Isles in the attempt to get the word out for Monday's meeting. Hopefully those who cannot Zoom can submit their questions ahead of time to be placed on the agenda and watch the meeting on Channel 77.

Some of what I cover below has to do with the development itself, and some the effects on Eastern Shores.

One concern of mine is the fact that NE 35th Avenue is a public street.
There is a guard house that accepts any vehicles in the right lane without the need to check their destinations (as private gated communities do).
Currently, the number of vehicles that do not come to a rolling stop at the stop sign past the right gate is a major danger at this point in time. I blast my horn whenever someone cuts in front of me as I have gone through the residents gate, and I will begin to take photos of license plates and submit them to the NMBPD. I can't imagine that, should the new development become a reality, many additional vehicles may drive through out of curiosity to the north of the guard house.
People don't stop at the 4 way stop signs, and I've even called NMBPD to have a marked police vehicle create a presence to be a deterrent to these violators. It does work.

Do you have the manpower, vehicles and money to to implement this if necessary? Will you be taking it out of the Dezers' fees? And the tax dollars the City collects from the project?

I am totally appalled at the proposed heights of structures, some from 32 to 40 stories tall, on the Intracoastal Waterway or on the north side of the property abutting 163rd Street, across from Oleta Park. This is totally absurd!!

With the closing of beaches for the last several months, I have found that many people are coming into Eden Isles to its seawalls to fish. Word travels quickly. This is private property. Also, with our own residents wearing masks, it is difficult to tell whether or not they are residents or simply people trying to fish. Can the police department handle the calls that may come in? We have seawalls in need of repair and no CCTV. It's a problem that I see escalating if the development goes through. These are liabilities.

I feel we cannot handle the traffic, the addition of several thousand condo units in the neighborhood, and the fact that we will be under construction for approximately 5 years.
The fact that, currently, if you need to leave Eastern Shores and head west to Biscayne Boulevard after 2 or 3PM, it takes nearly 20 minutes to traverse that route, which will continue, I'm told, till at least August (weather permitting).

Lastly, these are man-made islands and, with the ongoing rise of the waters due to global warming, I feel this is a futile and ill thought proposal.

Please put my questions on the agenda.

This is my third communication to the City since the September Planning & Zoning meeting.

Thank you for you consideration and proper action for all concerned.

Sincerely,

Roberta Gordon
Eden Isles Condominiums
Building G Director

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:30 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Objections to Dezer Project Modifications

Fortuna Smukler | *Commissioner*
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From: Alice Ryan <agoos1304@icloud.com>
Sent: Thursday, June 4, 2020 9:40 AM
To: Commission All External <CommissionAll@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: Objections to Dezer Project Modifications

Mr. Justin Proffitt, AICP Manager,

Planning & Zoning Department

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

Dear Mr. Proffitt,

As someone who has suffered with the traffic on 163rd St. since moving to Sunny Isles Beach in 2011, I strongly object to the revised Dezer project plans.

There is no way that the 163rdrd St bridge (going East to Collins Avenue) will be able to accommodate the traffic that will result from the Dezer project.

I have had a running dialogue with the Mayor of Sunny Isles about the closure of a lane (sometimes two lanes) on the bridge. After years of pointing out that the lane closure was unwarranted and I'm pretty sure not properly licensed, it seems

to have stopped. However, what is clear is the havoc that lane closure caused in terms of traffic—and that was with the existing buildings on the Dezer property. I cannot imagine the traffic caused by the proposed project.

Has anyone even done a traffic study of the proposed development?

The lack of planning that has created the mess we have in Sunny Isles and now North Miami Beach must end.

Before blindly giving the go-ahead for the Dezer Development, please exercise some judgment. At the very least, the application to expand the project's outlines should be denied.

Sincerely,

Alice Agoos

241 Poinciana Island Dr

Sunny Isles Beach, FL 33160

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:26 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Eastern Shores Development

Fortuna Smukler | *Commissioner*
City of North Miami Beach
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From: Angela Boidi <angelaboidi@gmail.com>
Sent: Thursday, June 4, 2020 9:29 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Eastern Shores Development

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
• Six stories to 20 stories

• Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Angela Boidi

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:22 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Mr. Justin Proffitt, AICP

Fortuna Smukler | *Commissioner*
City of North Miami Beach
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From: Alvaro Rodriguez Paz <alvarorpaz@gmail.com>
Sent: Thursday, June 4, 2020 7:29 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: Mr. Justin Proffitt, AICP

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue6
North Miami Beach, FL 33162-3100

June 4, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

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These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

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Sincerely,

Alvaro Rodriguez Paz

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:12 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Intracoastal mall

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
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17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media

From: Joe Leal Jr <jl@wwdrape.com>
Sent: Wednesday, June 3, 2020 9:01 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Intracoastal mall

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

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tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Thanks,
Jose

Sent from my iPhone
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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:31 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Intracoastal Development Project

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: nansmoon@aol.com <nansmoon@aol.com>
Sent: Tuesday, June 2, 2020 2:34 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:19 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Intracostal Mall Project.

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Martha <marthatala03@aol.com>
Sent: Monday, June 1, 2020 9:28 PM
To: Commission All External
Subject: Intracostal Mall Project.

Hello, I m resident in Sunny Isles Beach and Im as many other owners , against the Dezer Development Project which will impact the property value at the area.

My name is Martha Talavera. Thanks

Sent from my iPhone
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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:08 PM
To: Scott, Esmond; Daniel Espino; McHugh,Horace A.; Proffitt, Justin
Subject: Fw: June 8, 2020 Plannign and Zoning meeting

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bill Dean <bill@forddean.com>
Sent: Tuesday, June 2, 2020 10:36 AM
To: Scott, Esmond <Esmond.Scott@citynmb.com>
Cc: Smith, Phyllis <phyllis.smith@citynmb.com>; Kramer, Barbara <barbara.kramer@citynmb.com>; Joseph,Michael <Michael.Joseph@citynmb.com>; Villard, Paule <Paule.Villard@citynmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Fleurimond, McKenzie <McKenzie.Fleurimond@citynmb.com>
Subject: June 8, 2020 Plannign and Zoning meeting

Dear Mr. City Manager, Mr. Mayor and Commissioners,

I send this email to respectfully request that upcoming Planning and Zoning Meeting scheduled for June 8, 2020, be rescheduled to a time when all interested NMB residents can attend said meeting safely in person

I thank you in advance for your cooperation in this regard.

William A. Dean, B.C.S.
Board Certified Civil Trial Lawyer

FORD, DEAN & ROTUNDO, P.A.

3323 N.E. 163 Street, Suite 605
North Miami Beach, FL 33160
Telephone: *(305) 670-2000*
Tollfree: *(888) 372-2873*
Facsimile: *(305) 670-1353*
Email: *bill@forddean.com*

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:02 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Intracoastal mall

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Emily Fernandez <fernandez.emily@ymail.com>
Sent: Monday, June 1, 2020 5:14 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>
Subject: Intracoastal mall

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 1, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Emily fernandez
Fernandez.emily@ymail.com
305-401-1291

Sent from Yahoo Mail on Android

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Duron, Mario F.

From: Silvia y Luis Reyes <silviailuisreyes@gmail.com>
Sent: Monday, June 08, 2020 12:00 AM
To: Proffitt, Justin
Subject: Intracoastal Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

justin.proffitt@citynmb.com

June 7, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

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Sincerely,

Silvia Mejia
Eastern Shores Resident

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Duron, Mario F.

From: Gina Afflitto <gtafflitto@gmail.com>
Sent: Monday, June 08, 2020 10:06 AM
To: NMBCOMDEV
Subject: Public comment

Gina Afflitto
3923 NE 166th Street
North Miami Beach, Fl 33160

I am a resident of Eastern shores and I have some concerns with the development of the Intracoastal mall on 163rd street and 35th avenue.

1. The traffic on 163rd street and 35th avenue is already overcrowded. The addition of 2000 more units will seriously impact the already crowded roads. This is the only access to Eastern Shores. How will this problem be addressed?
2. With regards to the construction, how will the developer protect our seawall while construction is in progress? Also, the addition of more than 2000 residents, there will be more boat traffic which will seriously impact our seawall.
3. Already having limited public transportation in this area, this project will produce many more cars which will tax the roads and cause more air pollution.
4. This area and surrounding areas has already reached its saturation point with population and traffic. To add 2000 more residences would be a disaster and seriously impact our quality of life in this area.

I feel that a development which stands with the current restrictions would be more favorable for development in this area.

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Duron, Mario F.

From: Ann Giordano <agiordano@fscusa.com>
Sent: Monday, June 08, 2020 9:11 AM
To: NMBCOMDEV
Subject: Virtual Public Meeting on Intercon

1. What is the plan for access without long traffic waits. As it is now 35th avenue is the ONLY access to Eastern Shores. From what I see, 35th avenue will still be the only access and you are now proposing to add at lease 2000 residences which will further complicate making a left onto 35th avenue from heading East on NE 163rd street. We sometimes wait 2 or 3 lights to make that left. The only other access would be from heading west on 163rd street, coming off the bridge. When the bridge rises the traffic backs up so severely on 163rd street that cars cannot get close to the left hand turn lanes.
2. As the closest residential neighbor, Eastern Shores Palo Alto is only just across the canal. What precautions will the developer take to protect our new seawall while they are constructing a new canal? What will protect our boats in our canal? What precautions will be taken to protect our property from the noise pollution and debris from the construction project??

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Patricia Asarnow
16449 NE 31st Avenue
North Miami Beach, Florida 33160

June 8, 2020

Via email

Mr. Justin Proffitt
Community Development Director
City of North Miami Beach
17011 NE 19th Avenue
North Miami Beach, FL 33162

Dear Mr. Proffitt:

My name is Patricia Asarnow, and I am, unfortunately, writing to express my shock, disappointment and opposition in regard to the proposed untenable expansion of The Intracoastal Mall property by Dezer Development. My family has resided in Eastern Shores for more than forty-one years. My husband, Chuck Asarnow, served as president and then city liaison of the Eastern Shores Property Owners' Association for twenty years. Since learning of the project in 2013, we, and our neighbors, have been extremely concerned as to the adverse impact of the proposed 2,000 additional residential units and 2.5 million square feet of non-residential space on both traffic patterns and on ingress and egress from the project and our community. Approximately 3,000 people reside in Eastern Shores, and NE 35th Street is the only access road for our community.

It is inconceivable that the Dezer project could even be contemplated today in the absence of a clearly defined traffic plan that is acceptable to the 3,000 residents of Eastern Shores and ensures that the already inexplicable traffic problems experienced by our community are alleviated, both now and in the future. To date, we most certainly have not been provided with sufficient information to allay our concerns. Indeed, since approximately September 2019, we have experienced unprecedented delays in westbound traffic between NE 35th Street and Biscayne Boulevard that were first claimed to be attributable to a water main rupture whose repair ran months beyond schedule, and was followed by further unexplained construction that continues to cause outrageous and objectionable traffic delays.

Indeed, between September 2019 and March 2020, prior to the SARS-CoV-2 crisis, it was common for westbound and eastbound weekday afternoon travel between NE 35th Street and Biscayne Boulevard - a distance of only 1.2 miles - to take, shockingly, approximately forty-five minutes in either direction. These unwarranted delays were not only needlessly and extraordinarily inconvenient, but also posed dramatic safety risks in the event of an exigent circumstance that required the life-saving assistance of emergency personnel at a residence or emergency ambulance transportation to a hospital. To understand the potentially life-threatening hazards posed by the Dezer development, one only needs to look at the disastrous traffic crises in Fort Lee, New Jersey in 2015, when horrific traffic at the George Washington Bridge caused

emergency responders to be delayed nearly one hour in rendering assistance to a man experiencing chest pains, and, in at least one instance, forcing emergency medical workers to leave their ambulance and respond on foot because traffic congestion was so extreme.

It is incomprehensible that the proposed Dezer project, and the exponential increase in traffic resulting from the project, could be considered by the city until (1) the current disgraceful and unacceptable traffic problems are resolved; and (2) the residents of Eastern Shores are assured that traffic patterns during and subsequent to the construction will not jeopardize lives or otherwise adversely impact our quality of life.

Thank you very much for your consideration.

Sincerely,

Patricia Asarnow

Patricia Asarnow

cc: The Honorable Anthony F. DeFillipo
Commissioner Fortuna Smukler

Duron, Mario F.

From: Gregory Kaplan <gbkaplan@icloud.com>
Sent: Sunday, June 07, 2020 5:45 PM
To: NMBCOMDEV
Cc: gbkaplan@icloud.com
Subject: PUBLIC COMMENT

We issue this Public Comment as Presidents of the Coral Isle East and Coral Isle West homeowners associations, where we represent the voices of over 2,000 residents of Eastern Shores. We are expressing our concerns with the proposed plan for redevelopment of the "Intracostal Mall" by Dezer Intracoastal Mall LLC.

First, we believe that the proposed construction of 2,000 multi-family residential units and 250 hotel keys would result in an excessive amount of new traffic and parking on the streets of Eastern Shores. According to the U.S. Census Bureau, the average number of people per household is 2.63, which would translate into more than 5,000 new residents in our neighborhood. We have seen no evidence in the plan of sufficient parking for these new residents, nor have we seen any indication as to how traffic would access the property.

Second, we are concerned about the lack of sufficient public facilities. Will capacity at the North District Wastewater Treatment Plant be expanded? Will sufficient public space be created? According to the proposed plan, +/-8.0 acres will be designated as "Publicly Accessible Open Space." However, the plan does not describe how this space will be distributed? Will parking lots count as "Publicly Accessible Open Space"? How much of this space will be allotted to playgrounds and other areas where friends and families can spend time together?

In addition to assurances that these issues will be addressed, we would also like to be reassured that we will continue to be within walking distance of our supermarket and other essential commercial establishments.

David Biasetti, President, Coral Isle East HOA, 3703 NE 166th St., Apt. 705, North Miami Beach, FL 33160

Gregory Kaplan, President, Coral Isle West HOA, 3545 NE 166th St., Apt. 704, North Miami Beach, FL 33160

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Duron, Mario F.

From: Silvia <silviailuis@aol.com>
Sent: Sunday, June 07, 2020 11:36 PM
To: Proffitt, Justin
Subject: Intracoastal Zoom meeting June 8, 2020

Sent from my iPad
June 7 , 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Luis Reyes,
Eastern Shores Resident

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Duron, Mario F.

From: Silvia <silviailuis@aol.com>
Sent: Sunday, June 07, 2020 11:29 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Sent from my iPad

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

justin.proffitt@citynmb.com

June 7, 2020

Dear Justin Proffitt,

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With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Luis Reyes
Eastern Shores' resident

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Duron, Mario F.

From: Silvia y Luis Reyes <silviailuisreyes@gmail.com>
Sent: Sunday, June 07, 2020 11:16 PM
To: Proffitt, Justin
Cc: Commission All External
Subject: Zoom meeting June 8, 2020

Sent from my iPad
June 7 , 2020

Dear Justin and Commissioners,

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Deeply disappointedly yours,

Silvia, Mejia
Eastern Shores
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Duron, Mario F.

From: Claudia M. Gallegos <claudia.gallegos.be@gmail.com>
Sent: Saturday, June 06, 2020 10:43 AM
To: Proffitt, Justin; NMBCOMDEV
Cc: Smukler, Fortuna; Smith, Phyllis; Kramer, Barbara; Defillipo, Anthony; Joseph,Michael; Villard, Paule; Fleurimond, McKenzie
Subject: Proposed Re-development of Intracoastal mall

Mr Proffitt,

I am deeply disappointed with the City NMB and your office accepting to consider a project that only benefits the pockets of the developer and, in a minuscule manner, the City of NMB.
The City has double-standards between the owners' improvements to their tax-paying properties and the pushy-big-money developers.
It is entirely unacceptable.

I am an 18 year resident of Western Eastern Shores - a forgotten neighborhood the City does not consider or consult in this or any proposals for re-development. We are a sandwich between the re-development of the corner of 163rd and Biscayne and Intracoastal Mall.

The proposed re-development is disproportionate to the area's occupancy and our City. The amount of hotel and residential, offices and retail spaces will become another ghost development, as you can see in Sunny Isles. The units are of a high price, not inviting younger families or newer retirees to our area, either. What are the benefits you see?

The calculations and solutions for traffic are weak at best and unrealistic in the real world. It takes now about 15 minutes from 26th avenue to Biscayne during rush hour, 20 to 25 minutes to be the beach. Good luck having a life that does not include a long time in traffic to do anything. What is the proposed solution for the multiplication of the number of vehicles?

Your office and the City must bring this project to a human scale, and collect taxes, instead of giving away credits for development, which is a false trade.

Your office, the Commission, and the Mayor have not proposed a vision for our City nor a comprehensive plan of re-development. That is what the taxpayers and neighbors of North Miami Beach need.

Kind regards, Claudia Gallegos
Secretary, Board of Directors
Reef Club Condominium Association
Voice + TXT
| 786 565 2272

iPhone
| 305 491 7981
Skype
| Bonnaire-Claudia
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Duron, Mario F.

From: Martha Perea <marthaoperea@yahoo.com.ar>
Sent: Saturday, June 06, 2020 6:22 PM
To: Proffitt, Justin
Subject: Gil.Dezer, new developent

I know that the Intracoastal Mall was sold in 2013 to Mr. Gil. Dezer in 63.5 millons
I remember participating in a meeting at the Eden Isles Club House. Where they presented the original project.
Now after so many years, I noticed that those plans has been changed completely. I also know that with the help of who knows who the construccion codes had been changed, consequentely, there will be more apartments and also a hotel.
Seems that eith the power of money could do anything they want with the people of Eastern Shores, Eden Isles included.
In the old project Epicure was going to be built it at Winn Dixie location.
I wonder what will happen with TJ MAXX, and the rest of the stores
So far the City of North Miami, didn't, let us know the new development project. We found out at internet.
But yes, they want us to talk about the installation on new Trafick Light.
Don't you think that there is alot more to discuss?
For example what about the loss of jobs for people working at Winn Dixie, Tj Maxx, Old Navy. Restaurants, and smaller shops, that conform the Intracoastal Mall.
I think that every neighborg, that once choose to live in this area, choose peace and quiteness, and now we've to give up all that, plus our jobs at those stores?
I know that money talks, specially when the front man in this case is Mr Trump. In 2013 when Mr. Dezer set up his foot at the Intracoastall Mall, this is how it was present it.
Now they say is a place for the Millenials,
and I wonder, what people from the last century suppose to do?
Please let me know, before I die. I was born in 1944. I'm an active person, I still work, besides I want to be able to walk in a quite neighborghood.
If I like a crowd I'll move to New York, but I'm not planning that for the rest of my life.
Thank you
Martha Perea
3600 NE 170th. St ap 205
Eden Isles Condominium

Sent from Yahoo Mail on Android

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Duron, Mario F.

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Sent: Saturday, June 06, 2020 6:22 PM
To: Proffitt, Justin
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But yes, they want us to talk about the installation on new Trafick Light.
Don't you think that there is alot more to discuss?
For example what about the loss of jobs for people working at Winn Dixie, Tj Maxx, Old Navy. Restaurants, and smaller shops, that conform the Intracoastal Mall.
I think that every neighborg, that once choose to live in this area, choose peace and quiteness, and now we've to give up all that, plus our jobs at those stores?
I know that money talks, specially when the front man in this case is Mr Trump. In 2013 when Mr. Dezer set up his foot at the Intracoastall Mall, this is how it was present it.
Now they say is a place for the Millenials,
and I wonder, what people from the last century suppose to do?
Please let me know, before I die. I was born in 1944. I'm an active person, I still work, besides I want to be able to walk in a quite neighborghood.
If I like a crowd I'll move to New York, but I'm not planning that for the rest of my life.
Thank you
Martha Perea
3600 NE 170th. St ap 205
Eden Isles Condominium

Sent from Yahoo Mail on Android

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Duron, Mario F.

From: Kenny Marquez <kenneth.marquez@yahoo.com>
Sent: Saturday, June 06, 2020 9:13 AM
To: Proffitt, Justin
Subject: Hearing rescheduling

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Sincerely,
Ken Marquez

Sent from my iPhone
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Duron, Mario F.

From: Ira Holm <iratholm@icloud.com>
Sent: Saturday, June 06, 2020 5:43 PM
To: Proffitt, Justin
Subject: Zoom meeting re eastern shore mall development

It makes no sense to have such an important meeting take place under these circumstances. It should be delayed till a normal well attended hearing can be arranged and well publicized for full participation of those affected. Please consider how important this is to us. Thank you.

Sent from my iPhone

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Duron, Mario F.

From: Ira Holm <iratholm@icloud.com>
Sent: Saturday, June 06, 2020 5:43 PM
To: Proffitt, Justin
Subject: Zoom meeting re eastern shore mall development

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Sent from my iPhone

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Duron, Mario F.

From: Ramón Rozas Botrán <rrozasbotr@aol.com>
Sent: Saturday, June 06, 2020 11:16 AM
To: Proffitt, Justin; Commission All External
Subject: ZOOM MEETING CANCELED.

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

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All commissioners were voted in to represent their residents and can be voted out!

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We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Ramon Rozas
3251 NE 164th St
North Miami Beach FL 33160
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Duron, Mario F.

From: Diane Serna <bikinicityusa@yahoo.com>
Sent: Saturday, June 06, 2020 7:27 PM
To: Proffitt, Justin; Commission All External
Subject: Re: Conceptual Master Plan-Redevelopment of the Intracoastal Mall (Eastern Shores)

Hi,

As a neighbor of the Eastern Shores community for the last several decades, I have seen many changes here. One of the very worst ones was the delivery entrance and exit for all of the Intracoastal's retail stores and restaurants, as well as Winn Dixie, just to name a few. The trucks delivery entrance is located directly in front of my house, and several other of my neighbors houses that sit adjacent to it. There was an accident many years ago, in which a driver exiting that same entrance/exit-way crashed directly into my front yard, hitting my tree, and missing my daughter to-be at that times newly prepared bedroom. Seeing too many other accidents here as well after that made it clear that it was never a good place for any entrance or exit.

The entranceway is additionally to the sharp right of the guard gate once entering 35th Ave. Many of the vehicles continually make U-turns (No sign is there) in front of our property as to not go through the guard gate.
It creates havoc and traffic backup now, so how will residential homes being built on the canal back there with the same entrance/exit-way help the traffic flow?

If the architect/Dezer plans on widening the parking lot for MORE parking in front of the current ambulance station, and keep that same entrance/exit-way, it is going to be a disaster. Many of my neighbors agree that this plan must be changed.
The guard gate placement is another issue that needs to be addressed also moving forward.

Thank You,

Diane Serna (ESPOA member)
16440 NE 35th Avenue.
NMB, Fl 33160

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Randy Rose 3750 NE 169th Street # 111.

I have owned properties in Eastern Shores since 1987 . I have been selling real estate in the area over 40 years. Always been for Development within REASON . What is requested is 100% "NOT" within REASON.

I remember since after the Intracoastal Mall was built, if any Major redevelopment/expansions were to be done with the Mall, FIRST requirement was , Owner of the Mall needed to build a "Texas U Turn , under the 163rd ST bridge.

I respect the DEZER FAMILY. I believe that they were aware of what they could Do and Not do, with the Mall prior to Purchasing . The Texas U turn is a PRIORITY for all concerns whoever travels on 163rd Street in all directions.

I believe that the Mall had approx 20 story height restriction, not sure if any zoning change was approved. Several years ago, the City hired some Planning Company to explore different areas around the City , what may be a possible options for New Development . Possibly with certain political interest. One idea for the Mall was to consider heights up to 40 stories. I am sure if something like this was vision , or any MAJOR CHANGES , then all infrastructures such as WATER-SEWER-TRAFFIC had to be resolved TEXAS U TURN BUILT prior to approval as a CONDITION.

NMB . This ZOOM MEETING is not the proper time to have a MAJOR Discussion or any Decision like this, NEEDS to be held in person Face to Face.

DEZER FAMILY do the Right Thing spend Your Necessary Money Build a Texas U Turn, or Consider Selling the Mall . Let another Shopping Center Owner Do the Right Thing first, Build the Texas U Turn , then build something appropriately.

Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Friday, June 05, 2020 8:06 PM
To: Smukler, Fortuna; Smith, Phyllis; David Templer; Proffitt, Justin; Diane Frazer
Subject: URGENT

Gentlemen:
The quality of life of our neighborhood, our families, the environment impact, the loss of the Mangroves that provide nutrient uptake, wildlife habitat, storm protection, and erosion control.
The right of peaceful leaving, that will be destroy with all the construction, trucks that will be driven to get to the site, on an area were the traffic is so heavy since Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads. No far from us is the intersection of Biscayne Blvd and 163rd Blvd is the epicenter of traffic congestion in the area; from and study done in 2007, can you imagen the way it is now after 14 years and all the constructions since; from Biscayne Blvd to Collins Ave on 163rd. A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

<u>During the construction and the chaos, it will create the property values will decrease and who is going to compensate the property owners of the loss in value?</u>

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.
<u>Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal</u>. Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance.
This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.
<u>The rezoning proposal is to raise the building heights on the east from: • Six stories to 20 stories • Eight stories to 32 stories</u> That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. in the above-listed bullets. These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is) Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.
Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock. Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list: 1. OVERSIZED DEVELOPMENT PROPOSAL: a. 375,000 SF Commercial/Retail Space b. 200,000 SF Office Space c. 250 Hotel Keys d. 2,000 Multi-Family Residential Units e. New Community Center f. New Police Substation g. Improved Fire Station h. ±8.0 acres of Publicly Accessible Open Space i. ±.71 Mile Waterfront Promenade 2. HUGE BUILDING HEIGHTS: a. 40 Stories or 495 Feet in the Core Sub-Area; b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential) Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital. Increasing the density only compounds the current traffic problem. What's needed here is

careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.
We can promise you Drezel owners will not like it and won't do it in their neighborhood and more important, they won't live in the chaos they will create.!!!

More important this meeting needs to be in person not via Zoom

Yours Truly
Eduardo and Clara Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

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Duron, Mario F.

From: Darlene Forlenza <darl136@hotmail.com>
Sent: Friday, June 05, 2020 8:59 PM
To: NMBCOMDEV
Subject: PUBLIC COMMENT

From: Darlene Forlenza 3923 NE 166th Street North Miami Beach FL 33160

As a resident and closest neighbor to this project my concerns are as follows:

How will the very tall buildings can shade the pool located at my condo at the end of the166th Street and will it take away how the pool is enjoyed? Will the tower block the sunlight especially in winter when the sun is lowest in the sky?

The Traffic this project will bring to 35th avenue.This intersection is already overcrowded and is unsafe at times. Two thousand plus new units will make this intersection impossible to use.
How will this problem be addressed?

Construction of these tall towers will surely bring dirty and noisy conditions to my condo since we are located right next door on 166th Street. This will make life at my home uncomfortable for too long. What can be done to prevent this?

A development in this area which is more in line with Eastern Shoes restrictions would be much more welcome. Buildings of 4 stories or less would bring less residents and have a better outcome for this area.

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Duron, Mario F.

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, June 04, 2020 11:19 AM
To: letters@biscaynetimes.com
Subject: Intracoastal on the Rise

Editor

Though the article (Biscayne Times, Intracoastal on the Rise)) was well written and seemingly accurate, it fails to mention that the proposed "36th Ave" intersection on SR 826, the lynchpin of this proposed development, fails to comply with the City's requirements for egress and ingress to that parcel as redeveloped. That requirement was promulgated in 2015 when the property was rezoned to allow the density and heights. As I understand it, the current proposal is asking the City to change the zoning yet again to shift the placement of the larger buildings that are proposed for the parcel. Also, the applicant is seeking to bind the City (read as "residents of Eastern Shores and North Miami Beach) into allowing the new proposals, despite the non-conformity, with a contract. Such a contract would prohibit City staff, a subsequently elected commission or the residents from a future tightening of the reins regardless of any changed conditions.

I have been in touch with a couple of dozen of my neighbors on these issues. Even those, like me, that favor the development of that parcel are entirely unaccepting of the new proposals and strongly object to "the City" approving and permitting them. These residents are particularly annoyed that the applicant, and "the City", are pursuing this without an in-person public hearing.

David Templer
3260 NE 164 St.
North Miami Beach, FL
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Duron, Mario F.

From: Proffitt, Justin
Sent: Thursday, June 04, 2020 7:06 PM
To: Lamberto, Bruce
Subject: RE: Undeliverable: Public Comment

Thank you Bruce. I will include this email in the record and provide to each P&Z board member.

Thank you,

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bruce Lamberto <blamberto@aol.com>
Sent: Sunday, May 31, 2020 10:51 AM
To: Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>; Villard, Paule <Paule.Villard@citynmb.com>; mckenzie.fleurimonde@citynmb.com; Kramer, Barbara <barbara.kramer@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Joseph,Michael <Michael.Joseph@citynmb.com>
Cc: Proffitt, Justin <Justin.Proffitt@citynmb.com>; dfrazer81@gmail.com; dlt@templerhirsch.com; jose.arrojo@miamidade.gov; martlongo1@gmail.com; samazach@gmail.com; humpty18@yahoo.com
Subject: Fwd: Undeliverable: Public Comment

Subject: Fwd: Undeliverable: Public Comment

Dear Mayor and Commissioners

I received notice of last weeks Zoom Commission Meeting via City email and was informed by the notice that if someone wanted to provide public comment, they were to provide their email comment to the city clerk by 4 pm on Commission Day using the email address cityclerk@citynmb.com . I emailed my public comment to the address supplied in the notice to the city clerk prior to 4 pm. I then proceeded to watch the Commission Meeting online and didn't hear my public comment read into the record at the meeting. Upon checking my email after the meeting, I received the below notice: This is not acceptable. This is also why I am requesting that the June 8th Planning and Zoning meeting be postponed until such tie as an actual live, in-person meeting can be held. The subject of this meeting is the Intracoastal Mall amendments to the site plan and submission of a signalized traffic plan that will directly impact my quality of life and safety along with my family and neighbors. There should be NO virtual meeting held on such a

important zoning issue when there is a strong possibility that technical glitches will impact public comment and residents not being Zoom literate..

By copy of this email, I am requesting that the June 8th P & Z meeting be cancelled until such time that it can be held in-person. A great venue for this meeting to be held would be to utilize the Littman Theater in which there is plenty of room for social distancing for the P&Z Board and the Public. Please consider this request.

Thank-You
Bruce Lamberto
3420 NE 165 ST.
NMB. FL. 33160
786 367 7072 cell

-----Original Message-----
To: blamberto@aol.com
Sent: Tue, May 19, 2020 3:57 pm
Subject: Undeliverable: Public Comment

Your message to cityclerk@citynmb.com couldn't be delivered.

The group cityclerk only accepts messages from people in its organization or on its allowed senders list, and your email address isn't on the list.

blamberto	**Office 365**	**cityclerk**
Sender		**Action Required**
		Sender not allowed

How to Fix It

It appears you aren't in the same organization as the group (or a sub-group) you're sending to or your email address isn't on the group's allowed senders list. Ask the owner of the group to grant you permission to send to it, and then try again. If the group belongs to a different organization than yours, contact the organization's customer service department for assistance. If the group is in your organization and you don't know who the group owner is, you can find it by doing the following in either Outlook on the web or Outlook:

- Open your Sent folder and select the original message.
- If you're using Outlook on the web, select the group name located on the To or CC line. If you're using Outlook, double-click the group name located on the To or CC line.
- In Outlook on the web, from the pop-up dialog box, choose Owner. In Outlook, choose Contact. The owner's name is listed under Owner.

The owner of the group may have intentionally chosen to restrict who can send messages to it, and they may not want to adjust the existing restriction. In this case, you'll have to contact the group members by some other means, such as sending an email message to their individual email addresses or contacting them by phone.

Was this helpful? Send feedback to Microsoft.

More Info for Email Admins

Status code: 550 5.7.133

This error occurs when the distribution group, security group, or Office 365 group is configured to accept messages only from authenticated senders (senders in the same organization or those added to the group's allowed senders list).

To fix the issue, the recipient's email admin or the group owner must add the sender's email address to the group's allowed senders list or change the group's delivery management setting to accept messages from senders inside and outside of the organization.

Usually this issue can only be fixed by the recipient's email admin or the group owner.

For more information and steps to fix this error, see Fix email delivery issues for error code 5.7.133 in Office 365.

Original Message Details

Created Date:	5/19/2020 7:57:29 PM
Sender Address:	blamberto@aol.com
Recipient Address:	cityclerk@citynmb.com
Subject:	Public Comment

Error Details

Reported error:	*550 5.7.133 RESOLVER.RST.SenderNotAuthenticatedForGroup; authentication required; Delivery restriction check failed because the sender was not authenticated when sending to this group*
DSN generated by:	BY5PR09MB5315.namprd09.prod.outlook.com

Message Hops

HOP	TIME (UTC)	FROM	TO	WITH
1	5/19/2020 7:57:30 PM	sonic.gate.mail.ne1.yahoo.com	sonic301.consmr.mail.ne1.yahoo.com	HTTP
2	5/19/2020 7:57:32 PM	sonic301-32.consmr.mail.ne1.yahoo.com	BL0GCC02FT014.mail.protection.outlook.com	Microsoft SMTP S cipher=TLS_ECDH
3	5/19/2020 7:57:34 PM	BL0GCC02FT014.eop-gcc02.prod.protection.outlook.com	BN3PR09CA0053.outlook.office365.com	Microsoft SMTP S cipher=TLS_ECDH

4	5/19/2020 7:57:34 PM	BN3PR09CA0053.namprd09.prod.outlook.com	BY5PR09MB5315.namprd09.prod.outlook.com	Microsoft SMTP Ser cipher=TLS_ECDHE_

Original Message Headers

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V2X9WlAN8xFipz2KznMJoKpI7J0nle6Y5OPMtN5GyIXMQtBnTKypemUfmNjWV9tTodWOLa7LVttq
xlKLnA5JE8QILOrwlIw--

Received: from sonic.gate.mail.ne1.yahoo.com by sonic301.consmr.mail.ne1.yahoo.com with HTTP; Tue, 19 May 2020 18:37:30 -0000

Date: Tue, 19 May 2020 18:37:29 +0000 (UTC)

From: Bruce Lamberto <blamberto@aol.com>

To: cityclerk@citynmb.com

Message-ID: <239382930.1711023.1589918249805@mail.yahoo.com>

Subject: Public Comment

MIME-Version: 1.0

Content-Type: multipart/alternative;

boundary="----=_Part_1711012_1663603145.1589918249804"

References: <239382930.1711023.1589918249805.ref@mail.yahoo.com>

X-Mailer: WebService/1.1.15960 aolandmobile/5.0 (Linux; Android 8; SM-A310 Build/PPR1.180610.011; wv) AppleWebKit/537.36 (KHTML, like Gecko) Version/4.0 Chrome/83.0.4097.132 Mobile Safari/537.36 AolApp/6.12.0.2446

Content-Length: 2986

Return-Path: blamberto@aol.com

X-EOPEnvelopeMessage: 0

X-ExchTenantRouteMessage: [illegible]

X-Forefront-Antispam-Report: [illegible]

X-MS-Exchange-Antispam-Verdict: Email

X-MS-Office365-Filtering-Correlation-Id: [illegible]

X-MS-TrafficTypeDiagnostic: [illegible]

Bruce Lamberto
3420 NE 165 ST
NMB

Mayor & Commission

The City is now in possession of approximately $100 million in borrowed money. The funding is for the Citys 5 year CIP plan. The clock is ticking on paying it back. The City should be immediately contracting an Engineering firm to draft the engineering plans necessary for permitting and contracting the construction work. Engineering will take 4 to 6 months, review and comment, bidding, and contract award will take months more. We cannot afford to take the amount of time it has taken to renegotiate the Jacobs contract as costs increase every year on our proposed projects and we will run out of money before we complete the projects. Please dont be as complacent on this time-table as you have been in allowing excessive time to go by on the water utility negotiations. This one item has delayed the critical path of steps that needs to happen in scheduling and contracting the required contractors necessary to complete the CIP projects. City staff was hired more than 7 months ago to begin the CIP work. Next month marks the halfway period through the current year and four months away from the end of the fiscal year. Please help expedite the pending projects. Thank you

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Duron, Mario F.

From: Alvaro Rodriguez Paz <alvarorpaz@gmail.com>
Sent: Thursday, June 04, 2020 7:30 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Mr. Justin Proffitt, AICP

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue6
North Miami Beach, FL 33162-3100

June 4, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
• Six stories to 20 stories
• Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Alvaro Rodriguez Paz

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Duron, Mario F.

From: Henry, Andrea M.
Sent: Thursday, June 04, 2020 3:24 PM
To: Scott, Esmond; Proffitt, Justin; McHugh,Horace A.; Bernard, Andrise; Proffitt, Justin; Cino,Sharon
Subject: Intracoastal Mall Project

All:

I returned Magda Ammirati's call, and she is requesting that the item re: the Intracoastal Mall Project be postponed until there can be an in-person meeting.

Andrea

One Vision · One Mission · One City
#StepUpNMB Census2020

Andrea M. Henry | *Assistant to City Manager*
City of North Miami Beach
Office of the City Manager

T (305) 948-2900
F (305) 957-3602
andrea.henry@citynmb.com

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

No act of kindness, no matter how small, is ever wasted. -Aesop

From: Ramos, Shakira
Sent: Thursday, June 4, 2020 2:13 PM
To: Henry, Andrea M. <Andrea.Henry@citynmb.com>
Cc: Bernard, Andrise <Andrise.Bernard@citynmb.com>
Subject: Agenda item

Hi Andrea,

Nadia took a message down while I was on break from Mrs. Madga Amminati. She stated that Mrs. Amminati wanted to speak to you. Here is the transcript of the full message that Nadia took down:

Madga Amminati
305-336-3443
Request that item on Agenda to be postponed and take place in person.

Also would like for Andrea to give a call because she needs transcripts of last Zoom meeting.

Shakira

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Duron, Mario F.

From: Henry, Andrea M.
Sent: Thursday, June 04, 2020 3:24 PM
To: Scott, Esmond; Proffitt, Justin; McHugh,Horace A.; Bernard, Andrise; Proffitt, Justin; Cino,Sharon
Subject: Intracoastal Mall Project

All:

I returned Magda Ammirati's call, and she is requesting that the item re: the Intracoastal Mall Project be postponed until there can be an in-person meeting.

Andrea

One Vision • One Mission One City
#StepUpNMB Census2020

Andrea M. Henry | *Assistant to City Manager*
City of North Miami Beach
Office of the City Manager

T (305) 948-2900
F (305) 957-3602
andrea.henry@citynmb.com

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

No act of kindness, no matter how small, is ever wasted. -Aesop

From: Ramos, Shakira
Sent: Thursday, June 4, 2020 2:13 PM
To: Henry, Andrea M. <Andrea.Henry@citynmb.com>
Cc: Bernard, Andrise <Andrise.Bernard@citynmb.com>
Subject: Agenda item

Hi Andrea,

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305-336-3443
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Duron, Mario F.

From: Angela Boidi <angelaboidi@gmail.com>
Sent: Thursday, June 04, 2020 9:30 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Eastern Shores Development

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
- Six stories to 20 stories
- Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Angela Boidi

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Duron, Mario F.

From: Michelle Reyes <michellermiami@gmail.com>
Sent: Wednesday, June 03, 2020 7:16 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

Dear Justin,

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1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center

f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

MICHELLE REYES
SALES ASSOCIATE
THE JASON MITCHELL GROUP
C. 305.900.7014

MICHELLERMIAMI@GMAIL.COM
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Duron, Mario F.

From: Michelle Reyes <michellermiami@gmail.com>
Sent: Wednesday, June 03, 2020 7:16 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

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Sincerely,

MICHELLE REYES
SALES ASSOCIATE
THE JASON MITCHELL GROUP
C. 305.900.7014

MICHELLERMIAMI@GMAIL.COM
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Duron, Mario F.

From: Mychael ACE <mychael.ace@gmail.com>
Sent: Wednesday, June 03, 2020 8:04 PM
To: Proffitt, Justin; Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

Mr. Justin Proffitt, AICP Manager, Planning & Zoning Department City of North Miami Beach 17050 NE 19th Avenue North Miami Beach, FL 33162-3100 justin.proffitt@citynmb.com cc fortuna.smukler@citynmb.com cc commissionall@citynmb.com June 3, 2020 Dear Justin, As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads. A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale. Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal. Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street. The rezoning proposal is to raise the building heights on the east from: • Six stories to 20 stories • Eight stories to 32 stories That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets. These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue. Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock. Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list: 1. OVERSIZED DEVELOPMENT PROPOSAL: a. 375,000 SF Commercial/Retail Space b. 200,000 SF Office Space c. 250 Hotel Keys d. 2,000 Multi-Family Residential Units e. New Community Center f. New Police Substation g. Improved Fire Station h. ±8.0 acres of Publicly Accessible Open Space i. ±.71 Mile Waterfront Promenade 2. HUGE BUILDING HEIGHTS: a. 40 Stories or 495 Feet in the Core Sub-Area; b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential) Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital. Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

--
Sincerely,

Mychael Oliver
Administrative Director
Ace-Classes.com, INC.
www.Ace-Classes.com

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Duron, Mario F.

From: Robert Hayhurst <rob1995@me.com>
Sent: Tuesday, June 02, 2020 6:12 PM
To: Proffitt, Justin; Diane Frazer
Subject: Please Submit for June 8 Meeting

Dear Justin Proffit,

I've been asked to forward the following numbered points (below) to you on behalf of Diane Frazer, ESPOA, and the entire Eastern Shores community.

Please submit the following for Zoning and Planning Board's consideration at the meeting on June 8th.

Thank you very much,

Robert Hayhurst
ESPOA Admin Support

Key Points:

1. The proposed intersection and 35th ave curb cuts do NOT meet the requirements set forth by the City in 2015 and/or that the Traffic Study is flawed.
2. The proposed new layout of the buildings on the parcel, at 35th Ave. and along 163, should be objected to and disallowed. The sightlines of the newly considered layout negatively impact the neighborhood significantly more than before. As well, the character of the proposed buildings (hotel, for example) are not desirable.
3. The City should NOT exercise its discretion to enter into a Development Agreement with the applicant. In this particular case there is no substantial benefit to the City in doing so (if the applicant could build the Texas U-Turn and was willing to do it, a new analysis on benefit to the City may be appropriate).

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Duron, Mario F.

From: Marilyn Rubin <savvygirl1947@gmail.com>
Sent: Tuesday, June 02, 2020 9:44 PM
To: Proffitt, Justin
Subject: Eastern shores intracoastal mall

Please stop Dezer from developing the mall. We live in a very special neighborhood and this development will be a disaster. Besides Dezer couldn't care one bit about the residents of our community. He only cares about his bottom line and nothing else. Please please stop him

Sent from my iPhone

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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Tuesday, June 02, 2020 9:26 AM
To: Proffitt, Justin
Subject: FW: Planning and Zoning Virtual Meeting June 8, 2020

I only hope that this meeting will NOT!!!! Take place via zoom. It's not fair.
Fabio Nick
3403 NE 166St

From: David Templer <dlt@templerhirsch.com>
Sent: Saturday, May 30, 2020 7:09 PM
To: Marteen Longo <martlongo1@gmail.com>; Diane & Robert Hayhurst <dfrazer81@gmail.com>
Cc: Leslie Sardinia <samazach@gmail.com>; Bruce Lamberto <blamberto@aol.com>; dan@rotecapital.com; fabdimsa@bellsouth.net; Marc & Susan Einbinder <MSEPA@aol.com>; sobesan@aol.com; roskinsd@aol.com; e.riccardi@me.com; gabbidoniona@yahoo.com; drjackrx@netzero.com; Neal & Larysa Keys <neal@palmtravel.com>; Fortuna & Saul Smukler <Miamimicrotronix@bellsouth.net>
Subject: Re: Planning and Zoning Virtual Meeting June 8, 2020

I don't know how to mobilize the condo side but I will do a street on the houses side if and when it is necessary to put flyers out.

David Templer

Templer & Hirsch

20801 Biscayne Blvd., Suite 400

Aventura, FL 33180

305.937.2700

dlt@templerhirsch.com

From: Marteen Longo <martlongo1@gmail.com>
Sent: Saturday, May 30, 2020 6:11 PM
To: Diane & Robert Hayhurst <dfrazer81@gmail.com>
Cc: David Templer <dlt@templerhirsch.com>; Leslie Sardinia <samazach@gmail.com>; Bruce Lamberto <blamberto@aol.com>; dan@rotecapital.com <dan@rotecapital.com>; fabdimsa@bellsouth.net <fabdimsa@bellsouth.net>; Marc & Susan Einbinder <msepa@aol.com>; sobesan@aol.com <sobesan@aol.com>;

roskinsd@aol.com <roskinsd@aol.com>; e.riccardi@me.com <e.riccardi@me.com>; gabbidoniona@yahoo.com <gabbidoniona@yahoo.com>; drjackrx@netzero.com <drjackrx@netzero.com>; Neal & Larysa Keys <neal@palmtravel.com>; Fortuna & Saul Smukler <miamimicrotronix@bellsouth.net>
Subject: Re: Planning and Zoning Virtual Meeting June 8, 2020

I, personally, do not think more will "attend" a ZOOM meeting.
I feel I am fairly computer literate. Have used Zoom twice and do not find it easy!!
Can't imagine how it will work if there are many who sign on???
This is definitely NOT how it should be conducted.
Everyone should send emails to Justin.Profitt@citynmb.com and also to nmbcomdev@citynmb.com.
This, in my opinion, is crazy!!!!
Marteen
I have offered my "delivery service" to Diane for the flyers.
We need to talk to our neighbors.

On May 30, 2020, at 5:52 PM, Diane Frazer <dfrazer81@gmail.com> wrote:

Thanks David, but at this point any efforts are appreciated.

On Sat, May 30, 2020, 4:28 PM David Templer <dlt@templerhirsch.com> wrote:

This meeting is NOT before the Commission but rather before the Planning and Zoning Board. Respectfully, comments should focus on the particular issue at hand rather than how the meeting will be held or Eastern Shores generally. Personally, I suspect more people will "attend" by Zoom than in person.

David Templer
dlt@templerhirsch.com
On May 30, 2020, at 3:56 PM, Leslie Sardinia <samazach@gmail.com> wrote:

I sent my own email to the mayor and commissioners.

Mr Mayor and Commissioners,

There CAN NOT be a meeting via zoom, when most have no clue or know how to use Zoom. I use zoom and since everyone is home using internet, I lose wifi service while taking a class or having a meeting. There's no way this is fair to the homeowners of ES, who pay the majority of the taxes to NMB, and will be effected the most by a metropolis in a small neighborhood shopping center.
The city of NMB, should first and foremost, represent the current owners and tax payers, not a billionaire who wants to make millions at the cost of US, the current
residents. Not a billionaire to come in and swoop down and take advantage during a pandemic situation, with the blessings of our elected officials.
I think you know what should be done in this situation, and if it goes as planned, I think you know, as current elected officials, you will lose the support of Eastern Shores residents. We have been overlooked long enough, with power lines and poles falling over, streets that are chopped up, no

sidewalks. We are coming together and we have a voice, and we want it to be heard in person, NOT on Zoom.
I apologize for the stern words, but this is our home, our community, where we have raised and are raising our children. This is not what the families of Eastern Shores want in our neighborhood community.

Sincerely,

Bruce & Leslie Sardinia

Only if we understand, can we care.
Only if we care, we will help.
Only if we help, we shall be saved.
-Jane Goodall

On May 30, 2020, at 1:19 PM, Diane Frazer < dfrazer81@gmail.com> wrote:

FYI - I felt the need to send this...doubt it will have an impact.

---------- Forwarded message ---------
From: **Diane Frazer** <dfrazer81@gmail.com>
Date: Sat, May 30, 2020 at 1:16 PM
Subject: Planning and Zoning Virtual Meeting June 8, 2020
To: anthony.defillipo < anthony.defillipo@citynmb.com>, Smukler, Fortuna < Fortuna.Smukler@citynmb.com>, Smith, Phyllis < Phyllis.smith@citynmb.com>, barbara.kramer < barbara.kramer@citynmb.com>, Fleurimond, McKenzie < McKenzie.Fleurimond@citynmb.com>, Joseph,Michael < Michael.Joseph@citynmb.com>, Villard, Paule < Paule.Villard@citynmb.com>, Scott, Esmond < Esmond.Scott@citynmb.com>

Good Afternoon All,

This email is in response to the Planning and Zoning Meeting scheduled for June 8 via zoom. I find it appalling that the city thinks that it is okay to hold a meeting of this importance via zoom. We all know that this is not the ideal format to ask questions, hear responses, etc. Let alone, the large number of residents who are unable to participate due to lack of equipment, inability to understand, etc.

I understand that other business has been done via this format, Taco Bell, for one. I highly doubt that there are as many interested in variances for Taco Bell as the building of a development, including numerous high rises, a hotel, and new traffic patterns that are absurd!

The city is beginning to reopen and I believe that waiting for a few weeks to allow residents to attend the meeting should not be out of the question. All I hear is that the developer wants to work with us, etc. So if this is the case, why not wait until concerned residents can appear before the committee to express their support or concerns.

I doubt that if the city wanted to build a hotel in your backyard (Commissioner Smukler and Smith, this is your backyard) that any of you would want these meetings held via zoom.

Please consider rescheduling this meeting so that the many residents are effected can attend and voice their concerns.

Diane Frazer-Hayhurst
ESPOA President

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Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Wednesday, June 03, 2020 6:34 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis; Commission All External
Subject: Traffic problems with Dezer's Intracoastal Mall Development Plan

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100
June 3, 2020

Dear Justin,

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Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,
Margo Berman
--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRItOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Wednesday, June 03, 2020 6:34 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis; Commission All External
Subject: Traffic problems with Dezer's Intracoastal Mall Development Plan

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100
June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:

- Six stories to 20 stories
- Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

1. OVERSIZED DEVELOPMENT PROPOSAL:

a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
   a. 40 Stories or 495 Feet in the Core Sub-Area;
   b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
   c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,
Margo Berman
--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRltOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From: Joe Leal Jr <jl@wwdrape.com>
Sent: Wednesday, June 03, 2020 9:02 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Intracoastal mall

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

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That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

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e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space

i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
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c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Thanks,
Jose

Sent from my iPhone
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Duron, Mario F.

From: Daniel Perez <dp@dperez.biz>
Sent: Wednesday, June 03, 2020 4:36 PM
To: Proffitt, Justin
Cc: Commission All External
Subject: Intracoastal Mall

To whom it may concern,

I am a home owner of multiple properties in Eastern Shores, I ask that you do not allow the redevelopment of the Intracostal Mall. Our traffic is
already overwhelming with all the new buildings in Sunny Isles, any new residents that are proposed to be built in the Intracoastal Mall property
would only make things worse. The redevelopment would decrease our home values and cause gridlock trying to drive into Eastern Shores.

Eastern Shores is a unique community in North Miami Beach, do not allow this project to ruin this community.

Regards,

Daniel Perez
dp@dperez.biz
305.607.5600

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Duron, Mario F.

From: Daniel Perez <dp@dperez.biz>
Sent: Wednesday, June 03, 2020 4:36 PM
To: Proffitt, Justin
Cc: Commission All External
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would only make things worse. The redevelopment would decrease our home values and cause gridlock trying to drive into Eastern Shores.

Eastern Shores is a unique community in North Miami Beach, do not allow this project to ruin this community.

Regards,

Daniel Perez
dp@dperez.biz
305.607.5600

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Duron, Mario F.

From: msepa@aol.com
Sent: Tuesday, June 02, 2020 1:21 PM
To: Proffitt, Justin
Subject: Intracoastal mall

Good afternoon Mr. Proffitt:

Please be advised of the following. My family, as other residents of Eastern Shores do not believe that the P&Z hearing set for June 8th, 2020 regarding the Intracoastal Mall should be held via Zoom. These plans have been spoken about for a very long time and we can see no reason why the hearing cannot be delayed until residents can make in person appearances before the board.

As to the issue itself of an additional traffic light to enter the mall which would be on the approach to the bridge, this is an unsafe idea. I have lived in Eastern Shores for 33 years and have seen enough traffic and traffic accidents in the area of NE 163rd Street and 35th Avenue. The area just cannot handle the additional traffic of thousands of additional residents.

Please be sure that this email is read in to the record and heard by the P&Z Board members whenever the hearing is held.

Thank you,
Marc Einbinder

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Duron, Mario F.

From: nansmoon@aol.com
Sent: Tuesday, June 02, 2020 2:34 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Tuesday, June 02, 2020 2:16 PM
To: Proffitt, Justin; Clara Piana
Subject: Re: URGENT 35 and 163

Gentleman:

We opposed the project that was previously approved and know the developer wants to AMEND the plans to include a hotel, THIS IS OUTRAGEOUS !!!will make the traffic getting into our Neiborhood IMPOSIBLE!!!

The traffic the way it is today is TERRIBLE and more so during high season, we can't imagen adding all those units and traffic.
WE OPPSOSED TO ALL !!!

The traffic light they want to install on 163rd on the south side going to the beach, the only thing that will do is make more chaos , so we are OPPOSE to that as well.

We will not APPROVE a ZOOM Metting to discuss this delicate situation!!!! we will need to be able to do it in PERSON everyone PRESENT!!!!!

Yours Truly
Eduardo Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 1:24 PM
To: justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>
Subject: URGENT

We are the owners of 16434 NE 31 Ave N Miami Beach FL 33160

WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Tuesday, June 02, 2020 2:17 PM
To: Proffitt, Justin
Subject: Re: URGENT

Gentleman:

We opposed the project that was previously approved and know the developer wants to AMEND the plans to include a hotel, THIS IS OUTRAGEOUS !!!will make the traffic getting into our Neiborhood IMPOSIBLE!!!

The traffic the way it is today is TERRIBLE and more so during high season, we can't imagen adding all those units and traffic.
WE OPPSOSED TO ALL !!!

The traffic light they want to install on 163rd on the south side going to the beach, the only thing that will do is make more chaos , so we are OPPOSE to that as well.

We will not APPROVE a ZOOM Metting to discuss this delicate situation!!!! we will need to be able to do it in PERSON everyone PRESENT!!!!!

Yours Truly
CLara Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 1:24 PM
To: justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>
Subject: URGENT

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WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Duron, Mario F.

From: nansmoon@aol.com
Sent: Tuesday, June 02, 2020 2:34 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Emily Fernandez <fernandez.emily@ymail.com>
Sent: Monday, June 01, 2020 5:14 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis
Subject: Intracoastal mall

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 1, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Emily fernandez
Fernandez.emily@ymail.com
305-401-1291

Sent from Yahoo Mail on Android
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Duron, Mario F.

From: Miranda Marrero <miramarrero@gmail.com>
Sent: Monday, June 01, 2020 1:38 AM
To: Smukler, Fortuna; Proffitt, Justin; Smith, Phyllis
Subject: Intracoastal Dev. Project

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Miranda Marrero, a concerned Eastern Shores resident
--
Miranda Marrero
North Miami Beach, FL
miramarrero@gmail.com
305-319-1405
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Duron, Mario F.

From: Shawna Cruz <shawna.cruz@yahoo.com>
Sent: Sunday, May 31, 2020 4:32 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis
Subject: Resident - City of North Miami Beach

Planning & Zoning Department

The 163rd E/W corridor is congested as is. With additional and regular repairs of road and new construction adding traffic lights will exacerbate, not solve the present, traffic-bottleneck problems. With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area of the city does NOT have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact. Sincerely,
Shawna and David (2 registered voters)

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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Sunday, May 31, 2020 12:03 PM
To: Proffitt, Justin
Subject: FW: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL

From: fabdimsa@bellsouth.net <fabdimsa@bellsouth.net>
Sent: Sunday, May 31, 2020 11:54 AM
To: 'espoa@yahoo.com' <espoa@yahoo.com>
Subject: RE: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL

If this meeting via zoom will be anything like the one held in May Ref: Zooning it will be a waste
At that time it was difficult to hear many times and if anyone wanted to say anything it was worse.
All I hope this will not take place and that the technology will be improved to voice our discontent with
The plans on ICM. Again, in person will be the best way. Why not wait??? Who is putting pressure
On the city??? If my grandsons Bar mitzvah was postponed till Oct from May and many affairs
Cancelled rather than use this Zooming idea, Mr Dezer and the city should change the date so all
Can be present in person.

From: Amalia Nick < Begin forwarded message:

> **From:** "E.S.P.O.A." <espoa@yahoo.com>
> **Date:** May 30, 2020 at 6:27:48 PM EDT
> **To:** Stacy Roskin <roskinsd@aol.com>
> **Subject: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL**
>
> ****URGENT****
>
> IMPORTANT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL
>
> The City will be holding a zoom meeting to discuss plans to allow a traffic light to be put on 163rd Street to create a new entrance/exit (east and west access) for the Intracoastal Mall. This additional traffic light will cause major congestion and traffic nightmares.
> In addition, if this traffic light is approved, the developer is expected to request "amended zoning" to change what was previously agreed upon by the City. This could drastically change the number and location of high rises and include a hotel.
> It is imperative that we voice our concerns regarding the planned development of this property. This development will impact our quality of life!
>
> Please attend the zoom and express your concerns. If you cannot attend the meeting, please provide an email with your comments to Justin.Proffitt@citynmb.com
>
> ZOOM MEETING INFORMATION
>
> Monday, June 8,2020 at 6:00 pm
>
> To just Watch or Listen

- Comcast Channel 77
- Live stream on www.citynmb.com

To Watch & Speak, Join us on Zoom
- Zoom Meeting: WWW.ZOOM.US
- Zoom Meeting ID: 858 2719 8307
- Meeting Password: 088 805
- Your email and address will be requested to register for the meeting.

To Watch & Speak on Zoom Via Telephone
- By Phone: (646) 876-9923, (US Toll) (301) 715-8592, (US Toll)

To Send Written Comments by 4:00 PM on the Day of the Meeting
- Email: NMBCOMDEV@citynmb.com

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Duron, Mario F.

From: Hector Marrero <hmarrero@aol.com>
Sent: Sunday, May 31, 2020 3:56 PM
To: Proffitt, Justin
Subject: Fwd: Intracoastal Mall Development

Put this on the record as well.

Sent from my iPhone

Begin forwarded message:

> **From:** Hector Marrero <hmarrero@aol.com>
> **Date:** May 31, 2020 at 3:55:29 PM EDT
> **To:** Diane Frazer <dfrazer81@gmail.com>
> **Subject: Re: Intracoastal Mall Development**
>
> Thank you!!! We need to raise our voices on this one!!!!
>
> Hector Marrero
>
> Sent from my iPhone
>
>> On May 31, 2020, at 3:44 PM, Diane Frazer <dfrazer81@gmail.com> wrote:
>>
>> Hector,
>>
>> The current plans for the developer to add a light right on top of the light at 35th Avenue is unacceptable as far as ESPOA is concerned. This developer needs to provide an additional ingress/egress into his development prior to any development beginning.
>>
>> In addition, his proposal for 2 forty story towers, one 32 story tower, additional town homes (all adding up to 2,000 residential units) plus offices, stores and restaurants, and a 250 key hotel is ridiculous.
>>
>> The addition of all of this will cause a traffic nightmare for us as well as increase crime, etc.
>>
>> ESPOA understands that the developer has the right to develop, but he must develop so that Eastern Shores is impacted as little as possible.
>>
>> Thanks,

Diane Frazer-Hayhurst

ESPOA President

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Duron, Mario F.

From: Dr. B. Barry Schugar <schugdady@aol.com>
Sent: Saturday, May 30, 2020 12:08 PM
To: Proffitt, Justin
Subject: intercostal mall

20 Years ago my wife and i bought Two lots in Eastern Shores. WE were moving away from Sunny Isles and their high rises . Now you can see the traffic and CONJESTION they have . We are retired and moving slow. The street {35 Ave] Will not Handle more cars. To, allow them to build with out adding more access is CRAZY.

DO not allow MORE BUILDIN
G without getting more Access ROADS

Sincerely, B. Barry Schugar DDS. FAGD.

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Duron, Mario F.

From: Francesco Martini <frankymart.fm@gmail.com>
Sent: Saturday, May 30, 2020 8:03 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis

May 30, 2020

Dear Justin Proffitt:
As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores.
This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE163rd Street.
The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.
The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve, the present traffic-bottleneck problems.
With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow.
This area does not have the infrastructure to support a multi-use project of this magnitude.
Nor can it afford its environmental impact.

Sincerely

Francesco Martini

Eastern Shore Resident
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Duron, Mario F.

From: Leslie Sardinia <samazach@gmail.com>
Sent: Saturday, May 30, 2020 2:52 PM
To: NMBCOMDEV
Subject: Planning and Zoning

Mr Mayor and Commissioners,

There CAN NOT be a meeting via zoom, when most have no clue or know how to use Zoom. I use zoom and since everyone is home using internet, I lose wifi service while taking a class or having a meeting. There's no way this is fair to the homeowners of ES, who pay the majority of the taxes to NMB, and will be effected the most by a metropolis in a small neighborhood shopping center.
The city of NMB, should first and foremost, represent the current owners and tax payers, not a billionaire who wants to make millions at the cost of US, the current
residents. Not a billionaire to come in and swoop down and take advantage during a pandemic situation, with the blessings of our elected officials.
I think you know what should be done in this situation, and if it goes as planned, I think you know, as current elected officials, you will lose the support of Eastern Shores residents. We have been overlooked long enough, with power lines and poles falling over, streets that are chopped up, no sidewalks. We are coming together and we have a voice, and we want it to be heard in person, NOT on Zoom.

Sincerely,

Bruce & Leslie Sardinia

Only if we understand, can we care.
Only if we care, we will help.
Only if we help, we shall be saved.
-Jane Goodall

Leslie Sardinia

"You may never know what results come from your action. But if you do nothing, there will be no result."
– Mahatma Gandhi

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Duron, Mario F.

From: Judy Blaustein <judyblaustein@gmail.com>
Sent: Saturday, May 30, 2020 7:15 PM
To: Proffitt, Justin
Subject: Intracoastal Mall

Dezer Development will cause traffic, congestion, and the most horrific, crime. The Intracoastal Mall will become trafficked by outsiders for a probable waterpark and condos. Traffic will become chaotic with congestion and the probability of crime. We residents of Eastern Shores pay huge taxes for our homes. Our privacy is jeopardized by this possible event. We pay to live in our gated communities. We maintain our homes through renovation, gardening, and upkeep. This possible development should not be allowed. The intracoastal mall should become better developed. A beauty school and an Old Navy do not belong here. Upscale restaurants would be welcome.A development of condos, a waterpark and garages would not aid a community. It will only bring profits down. This cannot occur.

Judith D. Sohn-Blaustein Eastern Shores Homeowner

--
Judy Sohn-Blaustein
JudyBlaustein@Gmail.co
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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Friday, May 29, 2020 5:17 PM
To: Proffitt, Justin
Cc: 'Diane Frazer'; 'Marc Einbinder'; 'Marteen Longo'; Lamberto, Bruce; 'Daniel Bakalarz'; 'David Templer'; 'FABIO NICK'; 'Leslie Sardinia'; 'Sandra Piligian'; 'Stacy Roskin'; e.riccardi@me.com; 'Iona Gabbidon'; 'Jack Berman'; 'Neal Keys'; 'Saul Smukler'
Subject: Intracoastal Mall Redevelopment

Dear Mr. Proffitt,

We have been advised of an additional traffic light that will be needed on 163rd St. in order to accommodate the redevelopment of the Intracoastal Mall. We do not agree with the monstrosity that is being proposed in our neighborhood without the residents' consent and certainly not with the additional traffic light !!! This is going to create a bigger nightmare in our roads than already exists, not to mention many more accidents.
We hope you reconsider based on the consequences that will ensue. We are outraged that this is even being considered !

Truly yours,

Eastern Shores Residents:
Fabio and Amalia Nick
Rosa and Charles Papir
Silvia and Bruce Kusens
Berta and Lenny Backer

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Duron, Mario F.

From: David Templer <dlt@templerhirsch.com>
Sent: Friday, May 29, 2020 10:39 AM
To: Proffitt, Justin
Cc: Diane Frazer (dfrazer81@gmail.com); Scott, Esmond; McHugh,Horace A.; Cino,Sharon; Duron, Mario F.
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thank you Justin. I will look at it.

However, I am in the business of disagreement and am painfully cognizant of the reality that "experts" are paid for conforming opinions. Those affected by those differing opinions are left to deal with and clean up the mess. Often times it is not the expert opinion that matters as much as common sense. I have spoken to more than a dozen people in the last couple of days and that is without any effort to assess the general sentiment. But, not a single one believes this proposed plan is an acceptable solution or good idea. These folks are not uneducated and unsuccessful people. They are the ones that purchased homes in the most expensive neighborhood of North Miami Beach.

While I am sure that City staff would love to see a truly beautiful project move towards fruition, particularly because of the substantial revenue it will offer, we must keep in mind that the money is not free. It comes with a cost. The City is first and foremost a collection of residents, who are living people. They have invested their heart, souls and money (or blood, sweat and tears) into their homes. Their homes are their sanctuaries. If their ownership, use and enjoyment of their properties, in their own City, is subjugated to development or revenue generation, then the City is no longer theirs.

Justin, in Miami-Dade the population has exploded since the 1980's. The resurgence of South Beach/Miami Beach, the weather, the sports teams, the international access have all made our part of the world a magnet. The nature of private land ownership and zoning laws results in development that has challenged our infrastructure and pushed it close to the edge. Setting aside what is underground (like broken sewers that leak excrement into our precious waterways on a regular basis), what is on the side of the road (tons of garbage strewn piece by piece for hundreds of square miles), stand-still highways forever under construction, the loss of the precious sky-blue views (interrupted by successive high rises), the loss of habitat for indigenous wildlife, and other malignancies, the living people who have invested in their homes are legitimately, justifiably and rightfully worried that their use and enjoyment will be crushed under the weight of poorly permitted road projects.

I must again reiterate that I am NOT opposed to the plan to redevelop the Intracoastal Mall. I am of the opinion that a properly planned redevelopment will add real value to the City and the residents alike. Nonetheless, my neighbors and I are in no hurry and will not take our chances with a less-than-optimal traffic access solution. We are NOT prepared to suffer the resultant cost and expense of an engineering failure. It is much, much too high of a price to pay.

Please make this email part of the record for P & Z as well.

Stay safe my friend.

David

PS: On a daily basis (except during this traffic-calming pandemic) is see EMS and Fire trucks sitting in lined up traffic with light flashing and sirens blaring. One would have to be blind and deaf to miss it. The people they are rushing to help are at the mercy of the traffic. The intersection congestion is not merely an inconvenience for the living residents, it is a life-safety hazard.

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
Aventura, FL 33180
T: (305) 937-2700
E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

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From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Friday, May 29, 2020 9:13 AM
To: David Templer <dlt@templerhirsch.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; McHugh,Horace A. <Horace.McHugh@citynmb.com>; Cino,Sharon <Sharon.Cino@citynmb.com>; Duron, Mario F. <Mario.Duron@citynmb.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Hello David,

I encourage you to review the latest Traffic Impact Study showing the analysis and new designs for the intersections. As you point out, transportation management and design is a crucial aspect of this project so I will ask the applicant to provide a very detailed presentation.

Thank you for raising these important questions.

One Vision • One Mission
One City
#StepUpNMB Census2020

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media.

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 1:57 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>

Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thanks. I was talking with Phyllis today and we discussed whether changing the eastbound through lanes on 163 to a regular Red-Yellow-Green light would eliminate the problem. If it were Red when the folks leaving Eastern Shores are turning left to go east, there would be less of a crash risk from merging cars. HOWEVER, this does not eliminate the stacking problem that would be created by that proposed left turn lane. Those cars that are stacked up would impeded cars leaving Eastern Shores to go east.

It is a mess, unfortunately.

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
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E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

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From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Thursday, May 28, 2020 1:51 PM
To: David Templer <dlt@templerhirsch.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

I will include these comments as well. Thank you.

One Vision • One Mission • One City
#StepUpNMB Census2020

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

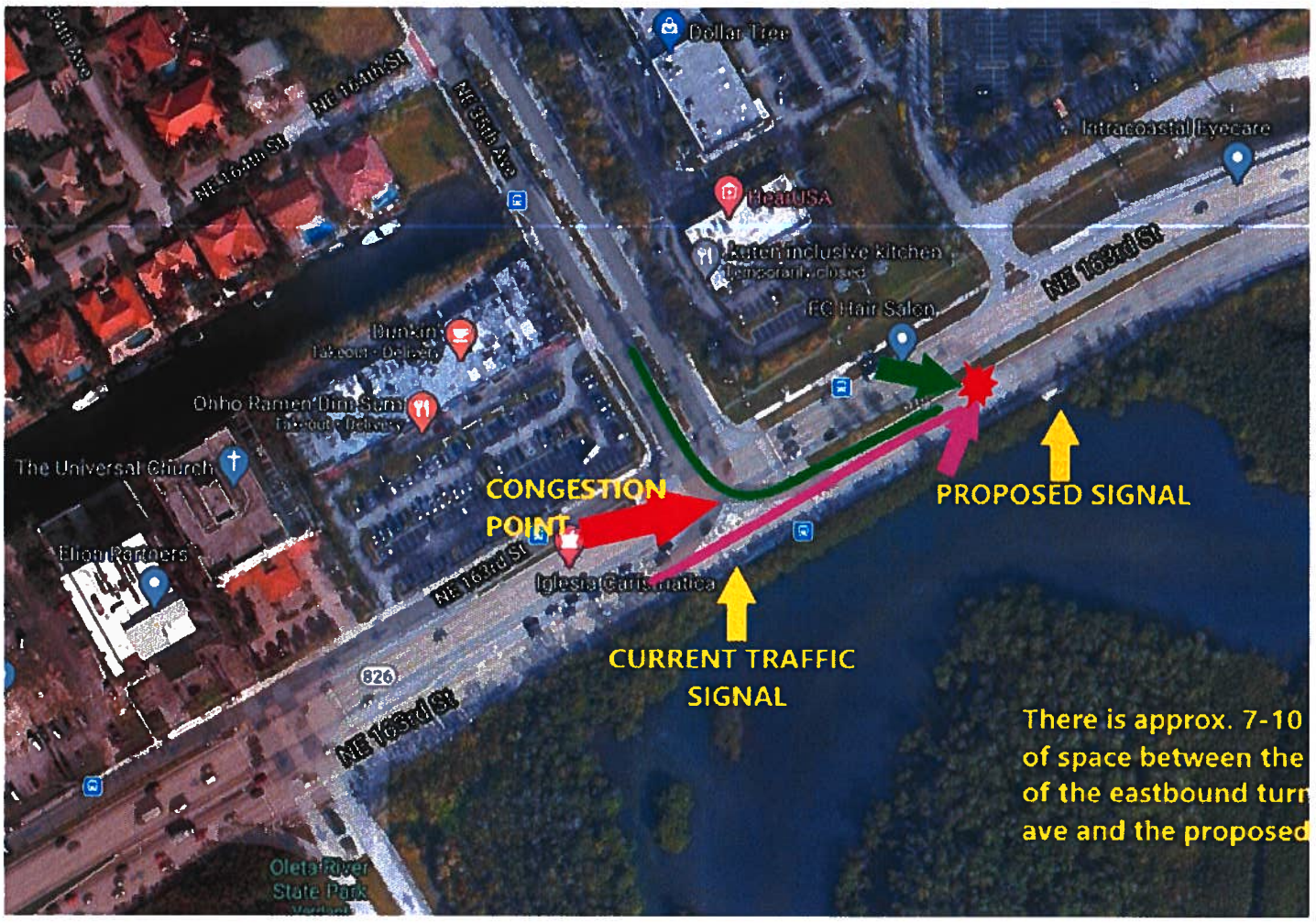
17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 10:33 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Justin

To add to the below, the newly proposed left turn lane (which will be a collision point, as described below) cannot possibly hold enough cars during a light cycle. With the number of units and residents to the proposed project, that proposed left turn lane (off of eastbound 163) will back up. That will not only disrupt through traffic on 163 eastbound but it will disrupt the eastbound left turn off of 35th Ave because those cars will be unable to proceed east past the newly proposed signal!!

Here is a satellite mock up



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Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Friday, May 29, 2020 1:57 PM
To: Proffitt, Justin
Cc: Smith, Phyllis; Smukler, Fortuna

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

May 28, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Margo Berman, Eastern Shores' resident

--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRltOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From:	fabdimsa@bellsouth.net
Sent:	Friday, May 29, 2020 5:17 PM
To:	Proffitt, Justin
Cc:	'Diane Frazer'; 'Marc Einbinder'; 'Marteen Longo'; Lamberto, Bruce; 'Daniel Bakalarz'; 'David Templer'; 'FABIO NICK'; 'Leslie Sardinia'; 'Sandra Piligian'; 'Stacy Roskin'; e.riccardi@me.com; 'Iona Gabbidon'; 'Jack Berman'; 'Neal Keys'; 'Saul Smukler'
Subject:	Intracoastal Mall Redevelopment

Dear Mr. Proffitt,

We have been advised of an additional traffic light that will be needed on 163rd St. in order to accommodate the redevelopment of the Intracoastal Mall. We do not agree with the monstrosity that is being proposed in our neighborhood without the residents' consent and certainly not with the additional traffic light !!! This is going to create a bigger nightmare in our roads than already exists, not to mention many more accidents.
We hope you reconsider based on the consequences that will ensue. We are outraged that this is even being considered !

Truly yours,

Eastern Shores Residents:
Fabio and Amalia Nick
Rosa and Charles Papir
Silvia and Bruce Kusens
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Duron, Mario F.

From: Diane Frazer <dfrazer81@gmail.com>
Sent: Friday, May 29, 2020 10:51 AM
To: David Templer
Cc: Cino,Sharon; Duron, Mario F.; McHugh,Horace A.; Proffitt, Justin; Scott, Esmond
Subject: Re: P & Z, June 8: High Rises at Intracoastal Mall

Justin,
Thanks for the information. I am in full agreement with David. Traffic studies tend to support the entity who is paying them. I am hoping you received my email and that it will be placed in the record.

On Fri, May 29, 2020 at 10:39 AM David Templer <dlt@templerhirsch.com> wrote:

Thank you Justin. I will look at it.

However, I am in the business of disagreement and am painfully cognizant of the reality that "experts" are paid for conforming opinions. Those affected by those differing opinions are left to deal with and clean up the mess. Often times it is not the expert opinion that matters as much as common sense. I have spoken to more than a dozen people in the last couple of days and that is without any effort to assess the general sentiment. But, not a single one believes this proposed plan is an acceptable solution or good idea. These folks are not uneducated and unsuccessful people. They are the ones that purchased homes in the most expensive neighborhood of North Miami Beach.

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Justin, in Miami-Dade the population has exploded since the 1980's. The resurgence of South Beach/Miami Beach, the weather, the sports teams, the international access have all made our part of the world a magnet. The nature of private land ownership and zoning laws results in development that has challenged our infrastructure and pushed it close to the edge. Setting aside what is underground (like broken sewers that leak excrement into our precious waterways on a regular basis), what is on the side of the road (tons of garbage strewn piece by piece for hundreds of square miles), stand-still highways forever under construction, the loss of the precious sky-blue views (interrupted by successive high rises), the loss of habitat for indigenous wildlife, and other malignancies, the living people who have invested in their homes are legitimately, justifiably and

rightfully worried that their use and enjoyment will be crushed under the weight of poorly permitted road projects.

I must again reiterate that I am NOT opposed to the plan to redevelop the Intracoastal Mall. I am of the opinion that a properly planned redevelopment will add real value to the City and the residents alike. Nonetheless, my neighbors and I are in no hurry and will not take our chances with a less-than-optimal traffic access solution. We are NOT prepared to suffer the resultant cost and expense of an engineering failure. It is much, much too high of a price to pay.

Please make this email part of the record for P & Z as well.

Stay safe my friend.

David

PS: On a daily basis (except during this traffic-calming pandemic) is see EMS and Fire trucks sitting in lined up traffic with light flashing and sirens blaring. One would have to be blind and deaf to miss it. The people they are rushing to help are at the mercy of the traffic. The intersection congestion is not merely an inconvenience for the living residents, it is a life-safety hazard.

David L. Templer

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From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Friday, May 29, 2020 9:13 AM
To: David Templer <dlt@templerhirsch.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; McHugh,Horace A. <Horace.McHugh@citynmb.com>; Cino,Sharon <Sharon.Cino@citynmb.com>; Duron, Mario F. <Mario.Duron@citynmb.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Hello David,

I encourage you to review the latest Traffic Impact Study showing the analysis and new designs for the intersections. As you point out, transportation management and design is a crucial aspect of this project so I will ask the applicant to provide a very detailed presentation.

Thank you for raising these important questions.

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

T (305) 354-4456, ext. 4456

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From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 1:57 PM
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Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

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It is a mess, unfortunately.

David L. Templer

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Sent: Thursday, May 28, 2020 1:51 PM
To: David Templer <dlt@templerhirsch.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

I will include these comments as well. Thank you.

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

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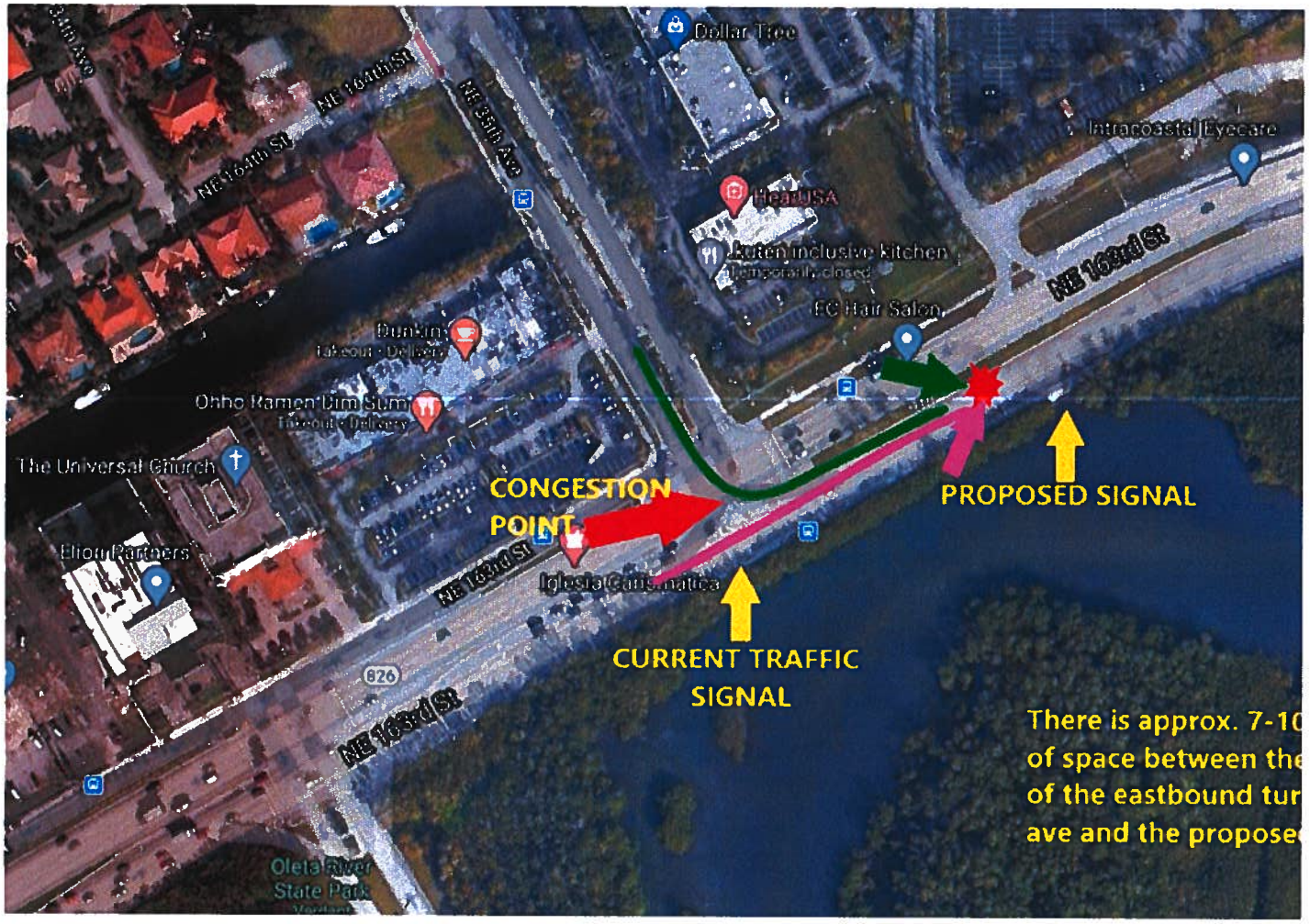
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Justin

To add to the below, the newly proposed left turn lane (which will be a collision point, as described below) cannot possibly hold enough cars during a light cycle. With the number of units and residents to the proposed project, that proposed left turn lane (off of eastbound 163) will back up. That will not only disrupt through traffic on 163 eastbound but it will disrupt the eastbound left turn off of 35th Ave because those cars will be unable to proceed east past the newly proposed signal!!

Here is a satellite mock up



David L. Templer

Templer & Hirsch, P.A.

20801 Biscayne Blvd., Ste. 400

Aventura, FL 33180

T: (305) 937-2700

Duron, Mario F.

From: Bruce Lamberto <blamberto@aol.com>
Sent: Friday, May 29, 2020 10:01 PM
To: Proffitt, Justin
Cc: dlt@templerhirsch.com; dfrazer81@gmail.com
Subject: Intracoastal Mall Traffic Plan

Justin

Please let this email serve as my opposition to the proposed traffic signal installation on the Sunny Isles Bridge approach EAST OF ne 35TH aVENUE. Should the proposed redevelopment of ICM take place, the only viable eastbound entrance to the ICM should be from under the bridge.

The main issue facing the Texas U turn concept is cost. Unlike the Sunny Isles side of the bridge, there is no upland land on tge south side due to the Oleta River. Essentially the ramp needed to exit SR826 to go under the bridge would be 1000 foot long street level bridge with its support columns in the river. This would be extremely expensive and probably not cost effective no matter how many units would be constructed at ICM. There is also the costly environmental studies and mangrove issues that would also need to be addressed. However I agree that the U turn under the bridge would also be beneficial to us in ES and the other businesses along the service road. Currently there is no westbound dedicated right turn lane to 35th Avenue coming from the east. The redesign of the highway to incorporate the U turn could also include the dedicated west-bound right turn lane onto 35th Avenue. It appears in this case that unless State funding is sought and utilized to make the U turn ramp happen, in all probability we will be stuck with the additional signalized intersection. Please keep in mind the developer bought ICM prior to its up-zoning which turned into a huge profit windfall for him. Had not that City- sponsored upzoning occurred, none of us residents would now be dealing with this issue.

The City Administration's default is to approve a request unless there is vocal opposition. Particularly in a case like this, the default is backwards!! The default should be that the proposal is denied unless the applicant brings forth sufficient community support. It is the applicant that is seeking the change and suggesting it is a benefit to the community. The burden of proof should be on the applicant. For that reason, the proposed new traffic signal on Sunny Isles Boulevard east of NE 35th Avenue should be denied.

Bruce Lamberto
3420 NE 165 ST.
NMB, FL. 33160

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Duron, Mario F.

From: Elizabeth Castro <castroelizabeth31@hotmail.com>
Sent: Friday, May 29, 2020 7:45 PM
To: Proffitt, Justin; Smukler, Fortuna; Smith, Phyllis
Subject: Dezer Proposal

May 28, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores.

This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor can it afford its environmental impact.

Sincerely,

Elizabeth Castro

Easter Shores Resident

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Duron, Mario F.

From: Diane Frazer <dfrazer81@gmail.com>
Sent: Thursday, May 28, 2020 2:46 PM
To: Proffitt, Justin
Subject: June 8th Planning and Zoning Meeting

Good Afternoon Justin,

This email is in response to the proposal for an additional light on 163rd Street, allowing access into the Intracoastal Mall.

The current plan to create an additional light on 163rd Street will result in backed up traffic at the light on 35th Avenue. The space to allow for traffic heading eastbound to merge to the left to enter the Intercoastal Mall will be at odds with the cars leaving 35th Avenue and heading east. This traffic is heavy and will result in back ups as they will be immediately stopped once they get onto 163rd Street.

In addition, the heavy traffic that occurs on 163rd Street will result in both of these intersections being gridlocked as people have a tendency to block intersections. This happens now at 35th Avenue and will happen again at the new light.

I have read the information provided by David Templer and agree totally with his description and his drawing. This light is not a solution and will cause traffic nightmares and I believe many traffic accidents.

It is my opinion that this proposal should be defeated and that the developer should explore other avenues of ingress/egress to this site.

Diane Frazer-Hayhurst

ESPOA President

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Duron, Mario F.

From: Dr. B. Barry Schugar <schugdady@aol.com>
Sent: Thursday, May 28, 2020 12:01 PM
To: Proffitt, Justin
Subject: mall

As a 20 resident of NMB MY wife and I are totally opposed to the changes to our INTERCOSTAL MALL.

MR d. s only thinking of how to make money. WE will work to STOP
him.
WE do not need more TRAFFIC Or
CONJESTION.

sincerely, DR. Barry Schugar

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TEMPLER & HIRSCH
ATTORNEYS

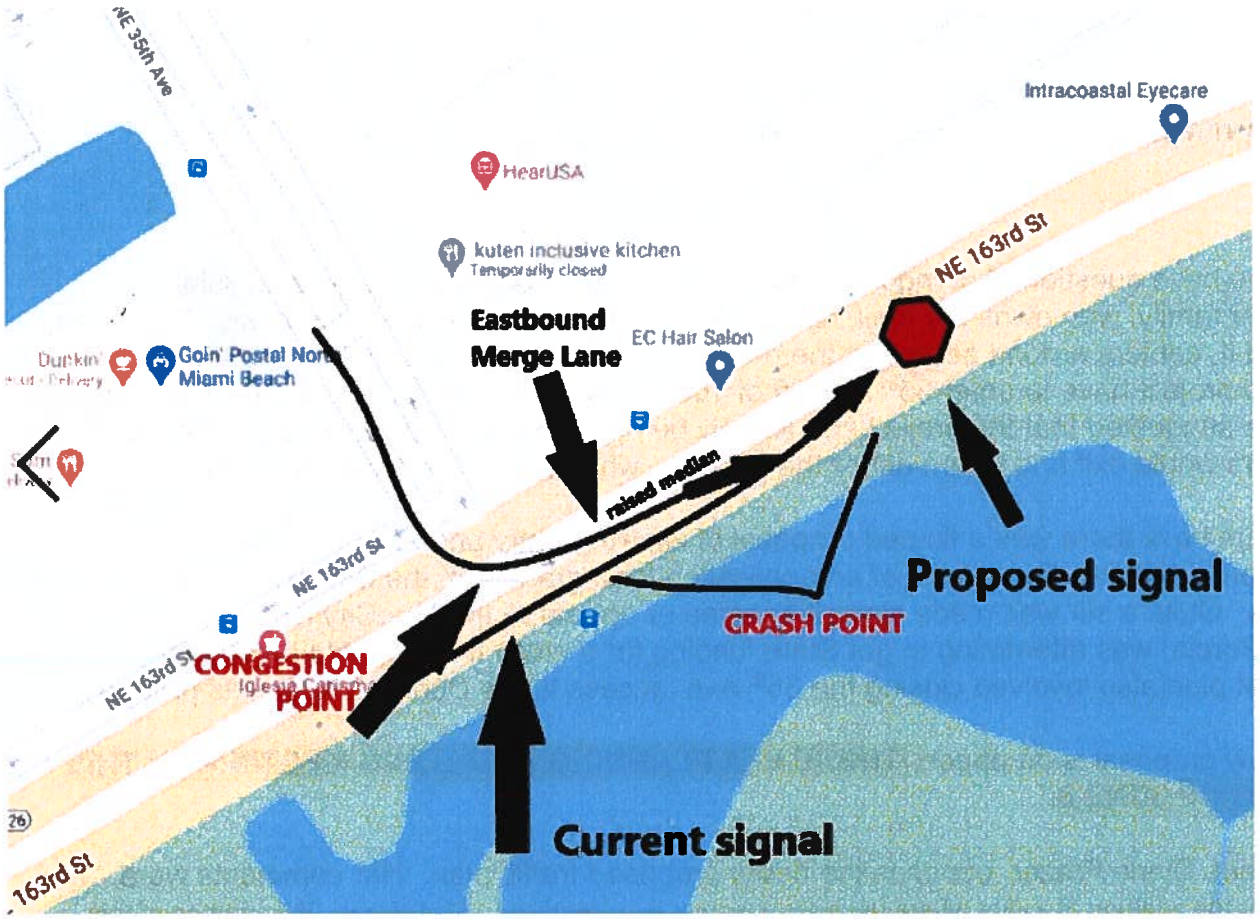
31 Years of Service Excellence

From: David Templer
Sent: Wednesday, May 27, 2020 3:25 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: P & Z, June 8: High Rises at Intracoastal Mall

Justin

Though I am *not necessarily* opposed to development at the site of the current Intracoastal Mall, I continue in my vehement opposition to any project that will stress the roadway for current Eastern Shores residents. The proposal coming up on June 8 is simply dangerous.

Placement of a light at the base of the downslope on the westbound bridge is a bad idea. Eastbound traffic attempting to access a lane to turn left into that property will cause problems with cars leaving 35th Ave to proceed east. Cars will be merging into and out of the same lane, some slowing down to turn left and others speeding up to get up the bridge. This is a catastrophe in design. Further, cars leaving 35th Ave to proceed east will very suddenly come upon a (new) traffic signal. A turn-east-and-stop will either back up onto the 35th Ave intersection or cause rear-end collisions.



David Templer

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www.templerhirsch.com

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From: David Templer <dlt@templerhirsch.com>
Sent: Wednesday, May 27, 2020 2:44 PM
To: David Templer <dlt@templerhirsch.com>
Subject: IMPORTANT NEWS: High Rises at Intracoastal Mall

Neighbors

A number of you have questioned or inquired about the proposed project at the Intracoastal Mall. The Dezer family, who owns the mall, has proposed several high rise towers there. The issue, as I understand it, centers around access to the property. The thought was that if all of the residents of the proposed project have to enter 35th Ave off of 163rd St we will have a gridlock nightmare. At one time, it was suggested that the project should only be approved if the access was off of 163rd (eastbound, cars would exit and u-turn under the bridge....what is called a Texas U-Turn).

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ESPOA President, Diane Frazer, opposes the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance)

in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge"

My concern is that the proposed "east of 35th avenue" light and access to the property will be quite dangerous. Eastbound traffic wishing to enter that left (north) turn lane will be competing against the traffic leaving Eastern Shores (heading east) that is required to merge into the eastbound through lanes. It will also be a "blind light" for those leaving Eastern Shores and heading east. No sooner will you enter the eastbound merge lane than will you encounter a traffic light, creating a go-and-stop effect that will result in additional crashes and possible back up of cars into the 35th avenue intersection.

If you, as a property owner, leave Diane as the sole voice the City hears, you can expect that the proposed plan will be approved. If you have concerns or objections, you MUST either (1) put them in writing to Justin Proffitt at the City or (2) attend this meeting and speak up (the meeting will likely be virtual).

Mr. Proffitt can be reached at justin.proffitt@citynmb.com and I would suggest that you also cc fortuna.smukler@citynmb.com. Fortuna is one of the Commissioners and is an Eastern Shores resident.

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Duron, Mario F.

From: Eric Isicoff <Isicoff@irlaw.com>
Sent: Wednesday, May 27, 2020 3:20 PM
To: Proffitt, Justin
Cc: fortuna.smukler@citynmb.org
Subject: Intracoastal Mall

Dear Mr. Proffitt:

I am a 20 year resident of Eastern Shores (3206 NE 168 Street) and serve on the Special Taxing District Committee for the 35th Ave. Guard Gate. I just became aware of the redevelopment plan for the Intracoastal Mall. The massive project being proposed will necessarily generate an enormous amount of traffic coming and going into this site which sits on the edge of 163rd Street and NE 35th Ave. The proposed intersection for ingress and egress will create a very dangerous condition. Traffic moves very quickly on the bridge and the large intersection, with additional traffic light, being proposed is a bad and dangerous solution to a very serious problem. We already have a significant number of accidents with cars leaving Eastern Shores to head East through the light and merging with fast moving traffic. This is a unique situation where you have residential properties on one side, water on another side and an already stressed roadway leading in and out of Eastern Shores which could not handle the massive traffic that would come along with the proposed project. The only remaining option is 163rd Street and, given the configuration of the property, the existence of two traffic lights already in place right outside of Eastern Shores and the dangerous and fast moving traffic coming off the bridge and on 163rd Street generally, this proposal is a recipe for disaster. As everyone already knows, even with the current situation, we are getting back-ups coming into Eastern Shores (from the West) and going out of Eastern Shores to the East. It would be both dangerous and unfair to impose this additional burden on this already sensitive and overwhelmed situation. I would urge the City to reject the plan. Thank you. Eric Isicoff

---

Eric D. Isicoff, Esq.
Isicoff Ragatz
Courvoisier Centre
601 Brickell Key Drive
Suite 750
Miami, FL 33131
Tel. 305-373-3232
Fax 305-373-3233
www.irlaw.com
Email isicoff@irlaw.com

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STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify me by forwarding this e-mail to isicoff@irlaw.com or by telephone at 305.373.3232 and then delete the message and its attachments from your computer. Thank you.

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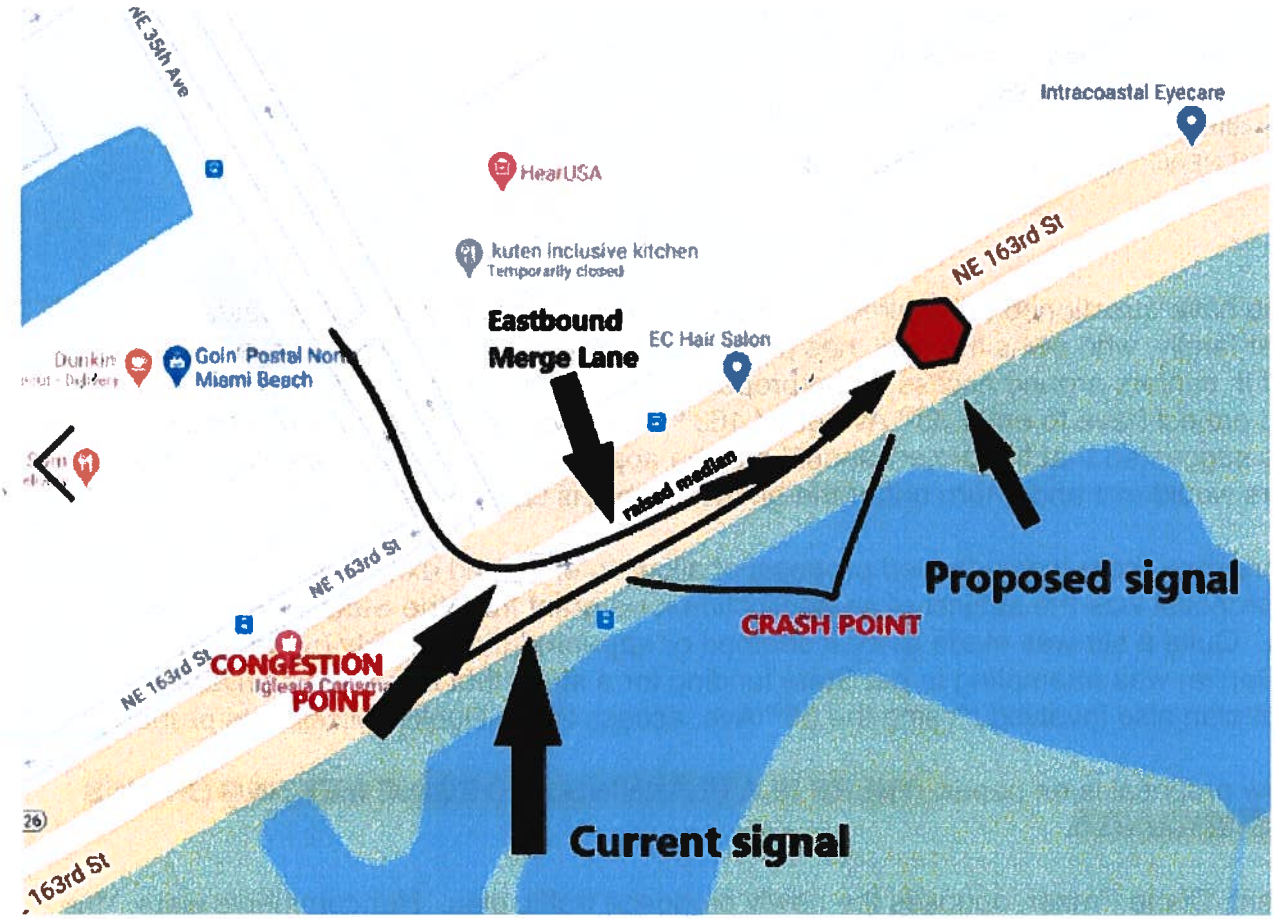

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 4:17 PM
To: Proffitt, Justin
Subject: URGENT Intracostal Project

We are the owners of 16434 NE 31 Ave N Miami Beach FL 33160

WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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PZB – July 13, 2020

Public Comment Emails

June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners:

justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>; Commissionall@citynmb.com <Commissionall@citynmb.com>; Anthony.defillipo@citynmb.com <Anthony.defillipo@citynmb.com>

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities.

Just presenting this massive redevelopment proposal in a few meetings, let alone in a limited-to-100-participants June 8th Zoom meeting with a two-minute, not the standard three-minute speaking allowance, as is listed on the city's website, was far from acceptable. At best, this wasn't a truly public meeting.

It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero

- There is no reappearance of cases

- Wide-spread testing and contact tracing of those who've contracted the virus is easily available

Just having a meeting without setting public-safety protocols is careless governance. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step.

In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

The ingress/egress and rezoning issues were deferred until July 13th most likely because several residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

The amount of studies that have to be presented by Dezer's project to us as Eastern Shores residents, Sunny Isles and N Miami Beach Residents, of the impact in the area; before any approval;

Environmental

Noise Pollution

Traffic

Sewer studies

While life

Naval Engineering Intracoastal impact and Canals

Mangrove Protection etc

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Eduardo Piana

Resident since 1988.

Cino,Sharon

From: George Vallejo <george@georgevallejo.com>
Sent: Monday, June 8, 2020 11:36 AM
To: NMBCOMDEV; Proffitt, Justin; Scott, Esmond; Bernard, Andrise; Daniel Espino; Williams, Greg
Subject: PUBLIC COMMENT Intracoastal Mall item on P&Z June 8, 2020

****

Madame Clerk: Please ensure my letter is circulated to the P&Z Board with sufficient time for them to read it. I also ask it be read as Public Comment and entered into the record of tonight's P&Z meeting. Finally, please forward to Commissioners and City Attorney. I have timed it and the below reads in under 3 minutes. Kindly reply confirming receipt of this email. Thank you and have a great day!

****

Dear Members of the Planning & Zoning Board:

Hello to all and I hope this message finds you doing well. I respectfully request you and the City postpone any action on the Agenda items related to Intracoastal Mall redevelopment, zoning changes, or traffic changes. At minimum, they should be postponed until such time as (A) citizens can appear in person at the meeting, and (B) Staff and the developer have held at least one town hall meeting in the neighborhood.

Right now, most residents are distracted by the ongoing disruptions from COVID-19 and civil unrest, leaving them in the dark as to what is proposed. Many are unaware City Hall is open for business, much less planning to bring an item of this magnitude to a vote. Hearing it under the current circumstances, with minimal public awareness, Zoom-only meetings, and emailed comments during a declared state of emergency is, on its face, bad public policy. Besides that, it arguably may violate the NMB Citizen's Bill of Rights. **Just because the Governor's Emergency Order allows you to do it does not mean it is prudent to do it.**

Recall the original "MU" re-zonings were the result of a unanimous vote after a two-year long public process with multiple town halls, workshops, public forums, surveys, Strategic Plan votes, P&Z votes, State of Florida Planning reviews, and Commission votes. There were dozens of opportunities for citizen involvement. It was the most studied, vetted, and discussed vote in the history of our City and every step along the way was conducted in the sunshine.

In contrast, here is one of the most critical decisions involving the MU-Waterfront-East district about to be conducted in a hurried and almost clandestine manner: No workshops, no town-hall meetings, minimal mailed notices to neighbors, limited public transparency, and less than a week to review Staff reports.

It is fundamentally unfair for an applicant and their attorneys to present in person, making eye contact, and able to have sidebars with Staff and Commissioners while the public is essentially in the dark, only able to see and hear what is broadcast online. That is if they even can even get online, which many citizens may not be able to do.

Please ask yourselves: How can the current environment be so dangerous that it requires curfews, stay-at-home orders, and online-only meetings but safe enough to vote on a purely discretionary traffic/re-zoning/development agreement? Mind you this project is to take a decade. What is the rush?

Finally, I am reserving judgment on the merits of the actual proposal because frankly, the reports were only released to the public less than a week ago. However, regardless of how good or bad the proposals may be, there is no doubt hearing them tonight is inappropriate. It may meet the minimum legal standard, but prudence and sound governance

dictate you postpone. On something of this magnitude, it is more important to get it right, than to rush it. Thank you for your time and attention.

Sincerely,

George Vallejo
Resident of Eastern Shores and Former Mayor
2940 NE 164 ST, NMB, FL 33160

(I am speaking for myself personally and not for any organization.)

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Cino,Sharon

From: qbish1 <qbish1@aol.com>
Sent: Saturday, June 20, 2020 10:48 AM
To: Proffitt, Justin
Subject: Dezer Intracoastal project

As a 30 year resident of this community, I am respectfully requesting the following on behalf of myself, family and neighbors:

Zoom meetings that only allow 100 participants are NOT allowing public access.

On-site meetings must be held in an auditorium to abide by social-distancing protocols and allow more citizens to attend.

Adding another traffic light at "N.E. 36th" Avenue (the tiny entrance behind the Dollar Store), will create more traffic problems.

A massive mega complex is NOT compatible with the surround homes and nearby residences.

Do not pass the Intracoastal Mall Redevelopment Project rezoning amendment. Larger buildings will increase density and traffic, which is already gridlocked from the 2015 rezoning.

The city should not enter into an agreement with the developer. It silences the residences and blocks future commissioners from making any future changes.

Sincerely
Beile Axelrad

Sent via the Samsung Galaxy S10+, an AT&T 5G Evolution capable smartphone

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Cino,Sharon

From: Maria Julia Sotolongo <julitasotolongo@yahoo.com>
Sent: Sunday, June 21, 2020 12:16 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Dezer Project

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

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Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

María Sotolongo

North Miami Beach, FL 33160

Sent from my iPhone

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Cino,Sharon

From: Diane Serna <bikinicityusa@yahoo.com>
Sent: Monday, June 15, 2020 9:43 PM
To: Defillipo, Anthony
Cc: Bernard, Andrise; Proffitt, Justin; Commission All External
Subject: Re: Request for a complete traffic impact analysis for the proposal of the "Intracoastal Mall Redevelopment Project" (Eastern Shores)

Hello!

As a very concerned longtime Eastern Shores resident on 35th Ave.,(directly facing the 35th Ave. side of the Intracoastal Mall), I would like to please obtain a copy of the March 2020 completed traffic impact analysis that was used by the developer for the newly proposed Intracoastal Mall development. I was told that there is a condensed one available, however it may lack vital information.

Please email it to me, the entire report including ALL Appendices, as well as ALL third party data used to create the report in an electronic format (CSV, Excel, XML, etc).

I was additionally told that there were earlier traffic impact studies performed and I would like to receive copies of them as well.

Also- my statements at tomorrows and future meetings will be as follows;

Where will the 2,000 "multifamily" residential units be housed on the proposed development?

Are the 35 low-rise buildings supposed to be townhomes?
What type of buildings are the 48 mid-rise units going to be and look like?
Where is the sites 35,000 sq. ft. gym supposed to be placed at exactly?
Where will the 200,000 sq. ft. office space be on the site plan?
What is 1917 high-rise units mean exactly?

Lastly, where will the 345,000 sq. ft. of retail be placed in the entire project?

A few other things I'd like to add, is that all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted. Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

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social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities. It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero
- There is no reappearance of cases
- Wide-spread testing and contact tracing of those who've contracted the virus is easily available. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step. In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

Just presenting this massive redevelopment proposal in a few meetings, was far from acceptable. At best, this wasn't a truly public meeting.

The ingress/egress and rezoning issues were deferred until July 13th because many residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and OletaState Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Thank You,

Diane Serna

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Cino,Sharon

From: qbish1 <qbish1@aol.com>
Sent: Friday, June 19, 2020 12:10 PM
To: Proffitt, Justin
Subject: Eastern Shores Dezer project

I am writing to protest this project. I have lived in Eastern Shores 30 years and I've stayed because it's truly a great area. My children grew up here, went to school in the area and this project will totally RUIN our peace.

THIS REZONING MUST NOT PASS. THIS PROJECT MUST NOT HAPPEN.

Beile Axelrad
Eastern Shores resident

Sent via the Samsung Galaxy S10+, an AT&T 5G Evolution capable smartphone

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Cino,Sharon

From: Jeanne Aguilar <jeannaguilar@gmail.com>
Sent: Monday, June 8, 2020 6:17 PM
To: Proffitt, Justin; Commission All External
Subject: Stop massive Dezer development now! Their Building high should be limit to 17 Floors AT MOST!. Density Must be reduced! OVERCROWDING CAN'T BE UNDONE!, 40-story skyscrapers, is insanity!

To: to the city planning manager Justin.Proffitt@citynmb.com, and all the commissioners at commissionall@citynmb.com
June 8th meeting at 6 p.m

I have been a homeowner in Eastern Shores since November 2005. I love my neighborhood and tranquil atmosphere. I do not agree with this massive Dezer development project at the Intracoastal Mall.

- Building 40-Story skyscrapers. **Their Building high should be limit to 17 Floors AT MOST!.**
- **Density Must be reduced!**
- On the other hand, What will be the size of the marina, they may be built? are there any regulations on that?

OVERCROWDING CAN'T BE UNDONE!, **40-story skyscrapers,** is insanity!
OUR PARADISE LOST!

--
Aracelis Jeannette Aguilar, MBA Finance
+ 1 305 510.95.55 - JeannAguilar@gmail.com

This information is intended to be confidential and solely for the use of Jeannette Aguilar PA and those persons or entities to whom it is directed. It is not to be reproduced, retransmitted, or in any other manner redistributed

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June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners:

justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>; Commissionall@citynmb.com <Commissionall@citynmb.com>; Anthony.defillipo@citynmb.com <Anthony.defillipo@citynmb.com>

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

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Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

The amount of studies that have to be presented by Dezer's project to us as Eastern Shores residents, Sunny Isles and N Miami Beach Residents, of the impact in the area; before any approval;

Environmental

Noise Pollution

Traffic

Sewer studies

While life

Naval Engineering Intracoastal impact and Canals

Mangrove Protection etc

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Eduardo Piana

Resident since 1988.

Cino,Sharon

From: Mayling Ganuza <mayling.ganuza@gmail.com>
Sent: Monday, June 8, 2020 10:53 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna
Subject: High rises at Intracoastal Mall

Good morning,

I am writing to express my objection to permitting the construction of monstrous high-rises at Intracoastal Mall.

There is only one entrance to the property which will result in grid-lock and collisions. Lives will be at risk, not to mention the strain on mental health. In addition, I am concerned about the lack of infrastructure to support so many more units. The water pipes are under stress as it is. Sewage leaks are unfortunately a common occurrence, polluting the waters of Oleta State Park. The glossy ads advertising homes in the neighborhood and their waterfront views surely will not capture the smell of putrid water. This is a threat to the environment and public health, not to mention property values.

Michael Dezer is worth $12.4 billion dollars. Why do we have to sell out our neighborhood to him and his family? I cannot imagine ANY benefits this will bring to the community. Sure, more tax money will come in. But the negative effects to public health and safety, not to mention quality of life, far outweigh the tax revenue.

Please REJECT any proposal to develop the site.

Thank you,

Mayling Ganuza
16477 NE 30 Avenue
North Miami Beach, FL 33160
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Cino,Sharon

From: Liliana Custy <lcusty@airlinesupportgroup.net>
Sent: Friday, June 26, 2020 5:53 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: I oppose to the redevelopment of the Intracoastal Mall

Dear All,

I live in Tides Townhomes. I am a neighbor of Eastern Shores.

I oppose to the rezoning and upzoning of the Intracoastal Mall proposed by Mr. Dezer and his group. The scope of this project does not belong in front of our Eastern Shores Community. The Mayor of North Miami beach and the commissioners should consider, before approving any changes, all environmental issues caused by this redevelopment, issues that will destroy the fauna and the flora, affect our waterways, affect our traffic, increase noise pollution and other pollutions, and is against all recommendations made by experts regarding building on or near waterways because of sea rise levels problem, salt water intrusion and storm surges.

If the city leaders can spend significant time discussing a mural to beautify a building project, they should dedicate their time to study more important matters as well, such as Eastern Shores neighbors' concerns regarding Dezer's redevelopment project that will affect the health, welfare, and economy of the citizens that they represent.

I would recommend that you do your own independent studies of how your city will be affected by these environmental and traffic issues and , before candidly accepting the "studies" presented by Dezer and his team.

Best regards,

Joseph Custy

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Cino,Sharon

From: Liliana <info@korninteriordesign.com>
Sent: Monday, June 15, 2020 4:25 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Intracoastal Mall Redevelopment Meeting

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 15, 2020

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Seriously concerned,

Joseph & Liliana Custy

3808 NE 166th Street,

North Miami Beach,

Fl. 33160

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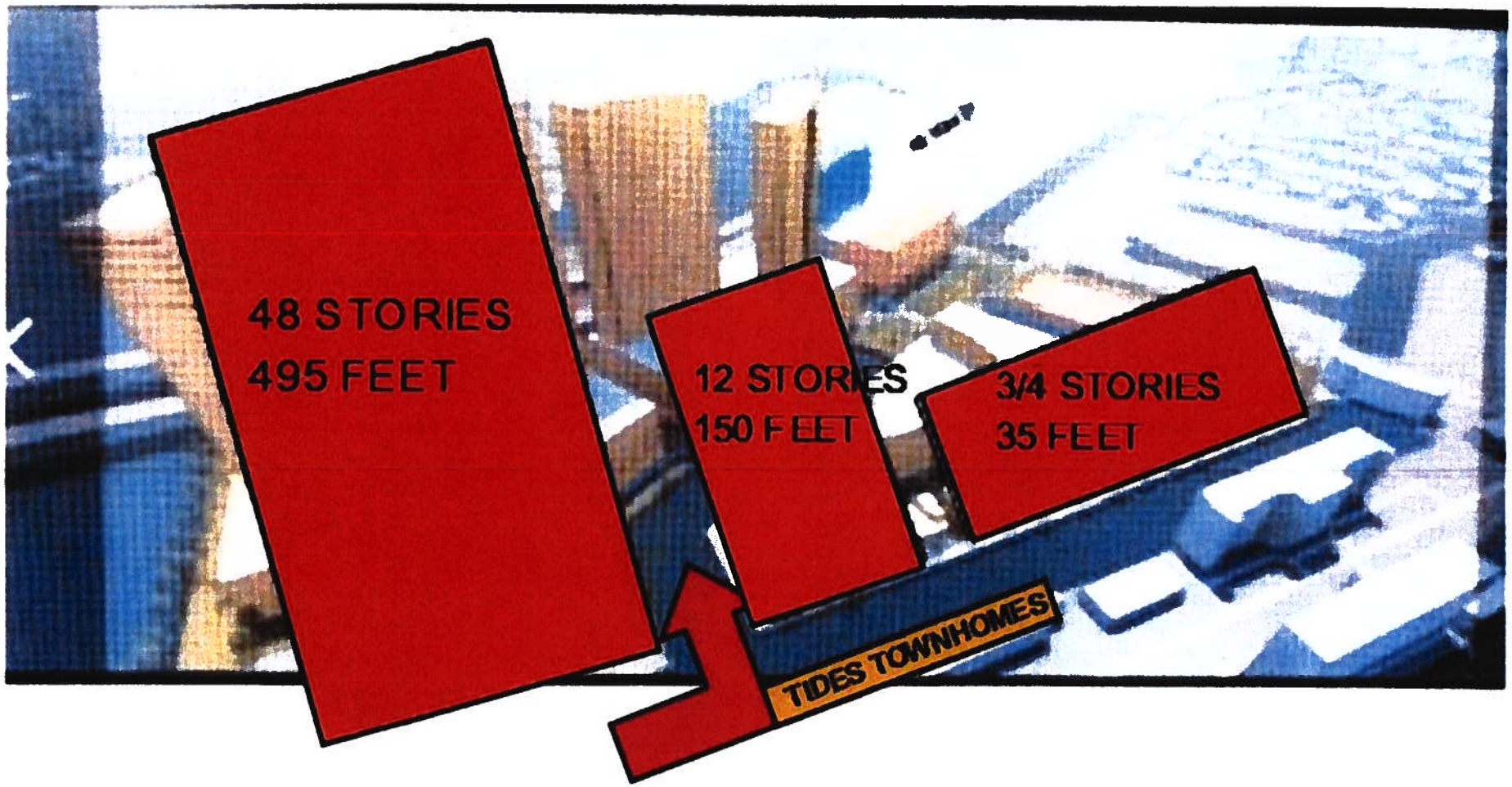
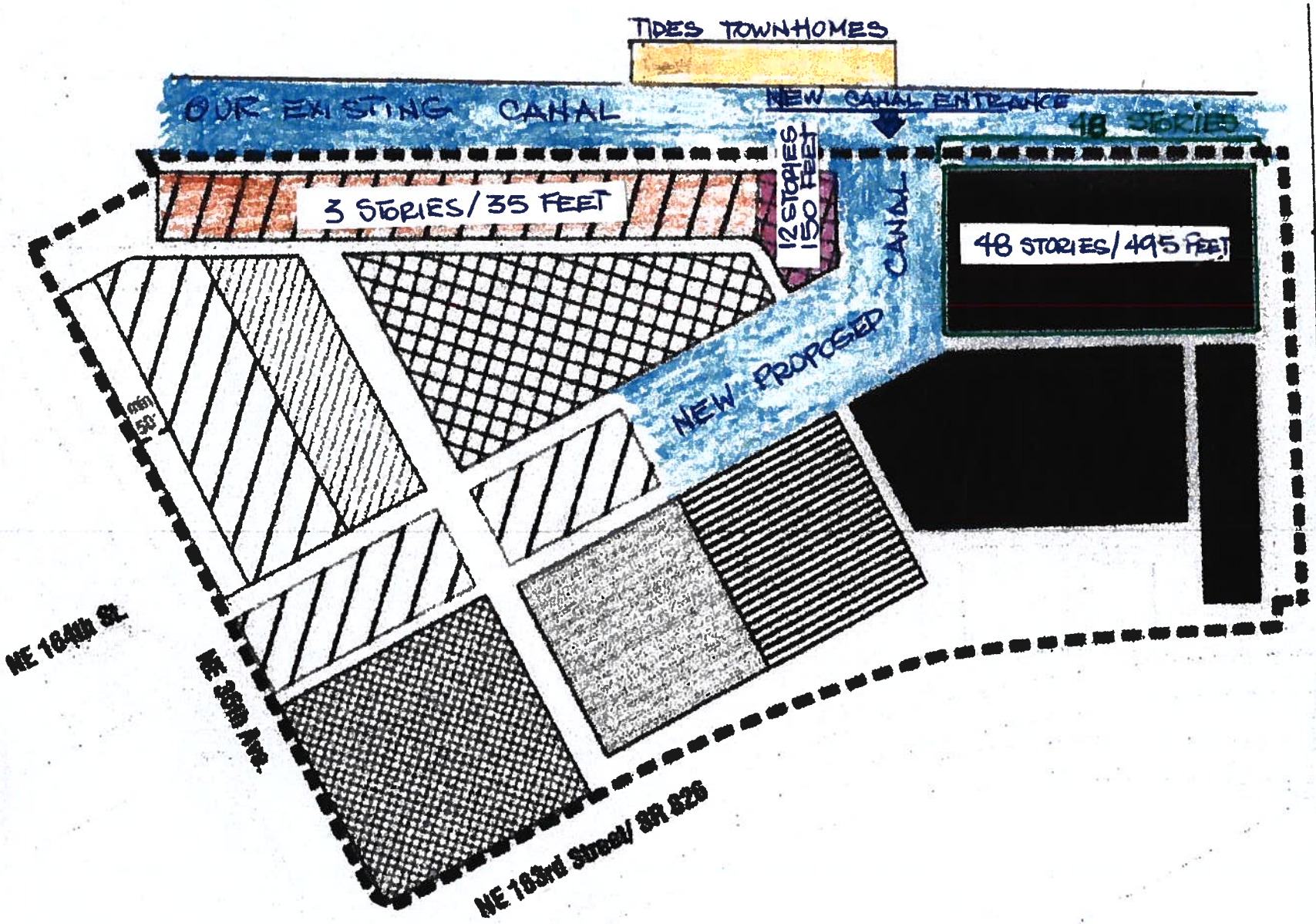
THE PROPOSED REDEVELOPMENT PROJECT BUILDS A WALL ALONG THE 166TH CANAL, WITH A 48 STORIES HIGH BUILDING, A 12 STORIES HIGH BUILDING AND A 3/4 STORIES HIGH BUILDING.



THE PROPOSED REDEVELOPMENT PROJECT USES OUR RESIDENTIAL 166TH CANAL AS AN ENTERING POINT FOR THEIR PROPOSED COMMERCIAL CANAL THAT WILL INCLUDE WATER TAXES.

Proposed

- Maximum 48 Stories/ 495 Feet
- Maximum 43 Stories/ 450 Feet
- Maximum 38 Stories/ 400 Feet
- Maximum 20 Stories/ 286 Feet
- Maximum 12 Stories/ 150 Feet
- Maximum 6 Stories/ 85 Feet
- Maximum 3 Stories/ 35 Feet
- District Boundary



Cino,Sharon

From: Liliana <info@korninteriordesign.com>
Sent: Tuesday, June 16, 2020 9:38 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Intracoastal Mall redevelopment and 166th Street Canal
Attachments: Tides Townhomes height relationship with building proposed for 166th Canal for Intracoastal Mall Redevelopment, 6-16-2020.pdf; Backyard on canal 166 st, 2, 6-16-2020.jpg; Backyard on canal 166 st, 6-16-2020.jpg; Backyard on canal 166 st, 1, 6-16-2020.jpg

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 16, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

I am an old time resident of Tides Townhomes, 3808 NE 166th Street.
I oppose to the scale of the redevelopment of Dezer's project.

I just want to present a sketch to show how the Redevelopment of the Intracoastal Mall will destroy the lifestyle and privacy of neighbors who live in front of 166th canal. I added 3 photos of how our tranquil and private canal looks today.

Best regards,
Liliana

KORNInteriorDesign Inc
Architectural Interior Design & Contracting
Liliana Korn Custy,
Home Design to the Power ^{3}

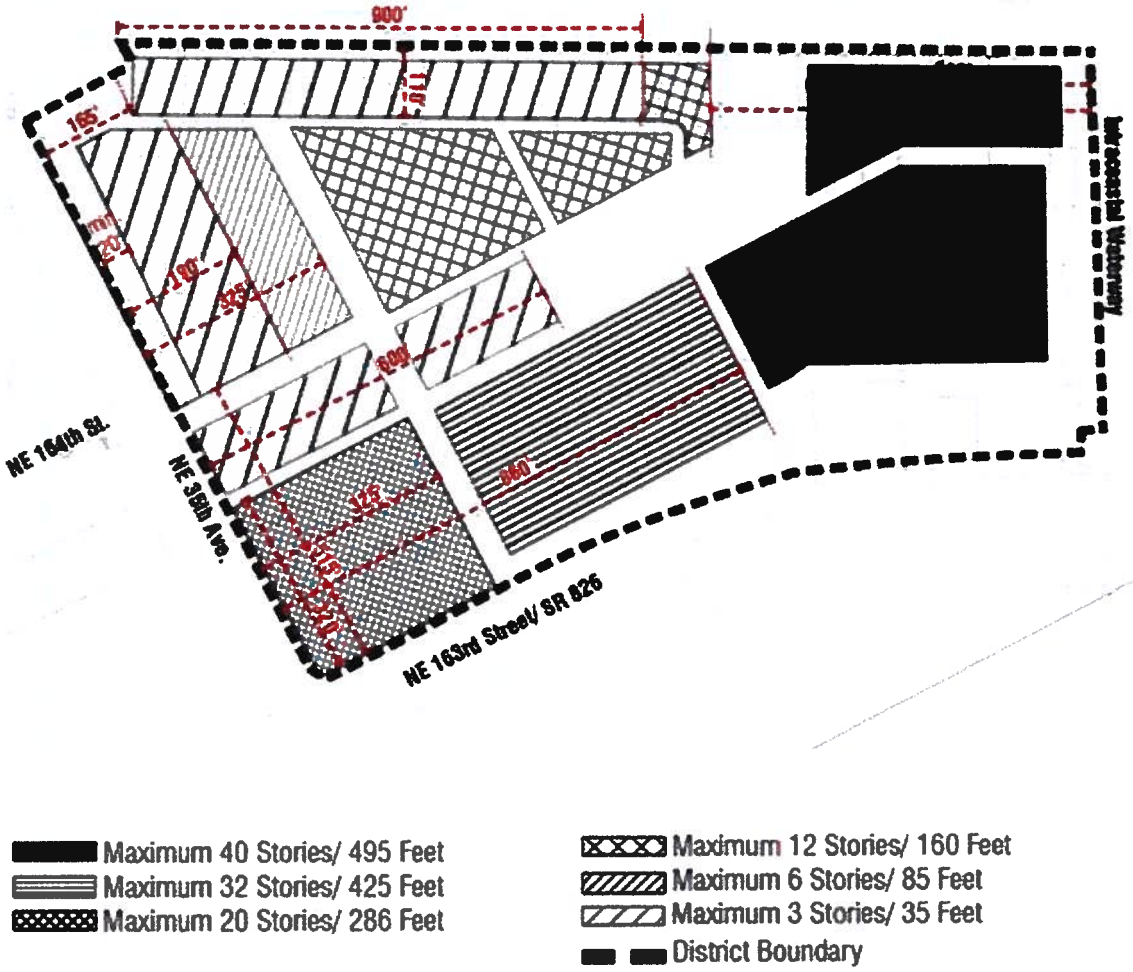
- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture
- Argentinean Architect
- Florida License Interior Designer ID5852
- Florida Licensed General Contractor CGC1513044

korninterior@bellsouth.net
www.korninteriordesign.com

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Tuesday, June 16, 2020 10:24 PM
To: Liliana <info@korninteriordesign.com>
Subject: RE: Intracoastal Mall redevelopment and 166th Street Canal

Hello Liliana,

Thank you for sending your comments. I will place them in the file for the record. However, I want to make sure you have the correct information because the graphic you sent is not accurate. Please see the proposed Mixed Use / Eastern Waterfront Building Height plan from the applicant. Thank you.



954-520-3182
IB 26001347

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Cino,Sharon

From: Sam Schwartz <sam@utifl.com>
Sent: Tuesday, June 16, 2020 8:47 AM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: Intracoastal Mall Redevelopment Meeting

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

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Seriously concerned,

Sam Schwartz

3800 NE 166st

North Miami Beach,

Fl. 33160

Thank You
Sam Schwartz

Ultra Trading Int'l Ltd
305-466-4443 , sam@utifl.com

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Cino,Sharon

From: Liliana Custy <outlook_295EBE7019FF8337@outlook.com> on behalf of Liliana Custy <lcusty@airlinesupportgroup.net>
Sent: Saturday, June 13, 2020 11:39 AM
To: NMBCOMDEV
Subject: Intracoastal Mall redevelopment.

My name is Liliana Custy.
We live in 3808 NE 166th Street.

We are longtime residents of Eastern Shores. We oppose to having an urban metropolis built in the Intracoastal Mall lot. We are opposed to Dezer using our canal to connect with his new proposed canal. We oppose to the traffic mess this out of scale development is going to cause. We oppose to having our quality of life destroyed by this high density mix use project. The traffic is already congested in 163 when the bridge is down, and during rush hour.
Eastern Shores neighbors' lives matter!

Best regards,
Liliana

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Cino,Sharon

From: Ruth Abeckjerr <ruthabeckjerr@gmail.com>
Sent: Thursday, June 18, 2020 11:34 AM
To: Proffitt, Justin; Defillipo, Anthony
Subject: Intracoastal Mall

Dear Mr. Proffitt, Mr. Defillipo, and all else concerned

As a long time resident of Eastern Shores and particularly NE 166th Street and directly across the canal from this proposed project, I STRONGLY oppose.

Personally and I do realize I am not the most important vote in the city. I purchased my property because I like my view and like not having another townhome across the canal. This project would completely change my view and I will have to have years of construction and dust coming from this new project. Our docks would be affected and therefore the value of my home would go down dramatically. This project would dwarf Eastern Shores and the neighborhood would look horrible.

I am not sure how this zoning change happened to begin with and it seems there was some preferential treatment given to this developer.

This project will impact in a negative manner everyone in Eastern Shores, every resident must be notified of all related zoning and commission meetings in writing in a timely manner. Not enough people are aware of the 'upzoning' of this project. The city's "500-feet-from-construction" notification ordinance is insufficient. Also, the signage needs to be visible from anyone's car. Currently, it is not easy to see. Second: The developer is asking to change the 2015 approved redevelopment plan. It did not originally include a 12-story, 250-room hotel, skyscrapers reaching more than 48 stories or towering buildings along the south side of the Milton Littman Memorial Bridge on N.E. 163rd Street. Third: The city should not be in a binding and limiting contract with developers. That would impede future commissioners from making any necessary changes and block residents from their right to influence decisions. It would eliminate the ability to even "downzone" the project to a more manageable size. Fourth: The traffic study is not current and does not reflect today's traffic gridlock during peak hours. That is something commuters never had experienced before the city rezoned in 2015. Now, Eastern Shores' residents cannot travel east or west during morning and afternoon rush-hour times without being stuck in traffic with no alternate routes east, west, north or south for relief. It has become unbearable as it is. Fifth: Traffic lights and more entrances will not alleviate the problem that the influx of an additional 2,000 residential units would cause. If voted in, 2,000 could go to an even higher number. Sixth: With the pandemic, and new, daily large upticks in Covid-19 cases, public meetings need to be postponed until it's safe to congregate. Then, to observe social distancing, the meetings have to be held in an auditorium, not a small meeting room. Seventh: For a project of this scope, Zoom meetings, which lack interactive dialogue, are inappropriate. Residents deserve to be heard and seen as they are in face-to-face meetings. Eighth: Placing the movie theater immediately to the right (the southeast section) as people enter Eastern Shores will definitely cause traffic jam. There is not enough space for moviegoers to exit in an orderly fashion. Their vehicles will block others from entering or exiting to N.E. 163rd Street.
Finally, the city needs to slow down and allow deliberate, democratic process. Rushing an approval through obstructs transparency and removes everyone's voice except the developer's and the city leaders. The city should represent the people, not the build

MIAMI CONNECTIONS REALTY

Ruth Abeckjerr | Broker / Owner
305.542.4823 | ruthabeckjerr@gmail.com
miamiconnectionsrealty.com
Work Hard | Be Honest |Help Others

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Cino,Sharon

From: Joel K <joelnyc@yahoo.com>
Sent: Thursday, June 18, 2020 5:14 PM
To: Proffitt, Justin; Defillipo, Anthony; commssionall@citynmb.com
Subject: No Eastern Shores Development Project

My family and I have been residents of Eastern Shores since 1971. We chose this area because of it's beauty and low key/low rise residences. The proposed development of the shopping center on 35th Avenue at 163rd street will not only change the character of the neighborhood, but will cause untold congestion of people and traffic.

The traffic situation on 163rd street has been bad for years, especially after 3 pm and during the winter season. The 163rd street bridge already causes backups both ways and will be much worse if this project is approved.

In addition, my brother lives here too and is a paraplegic. He needs access to emergency services and the trolley, which the extra congestion would impact. Yes, there is an EMS unit right there, but if they are out on a call and another unit has to respond, they would be held up.

Needless to say I am absolutely against this development. Developers are rich enough and this is just greed... and it is up to you, our elected officials, to protect us from this outrageous greed. Do your job! I will take note of your action when I vote.

Sincerely,

Joel Kurtzberg

3725 NE 169th St, B201

Here are some of the many reasons this project must be rejected:

First: With a project that will impact everyone in Eastern Shores, every resident must be notified of all related zoning and commission meetings in writing in a timely manner. Not enough people are aware of the 'upzoning' of this project. The city's "500-feet-from-construction" notification ordinance is insufficient. Also, the signage needs to be visible from anyone's car. Currently, it is not easy to see.
Second: The developer is asking to change the 2015 approved redevelopment plan. It did not originally include a 12-story, 250-room hotel, skyscrapers reaching more than 48 stories or towering buildings along the south side of the Milton Littman Memorial Bridge on N.E. 163rd Street. Third: The city should not be in a binding and limiting contract with developers. That would impede future commissioners from making any necessary changes and block residents from their right to influence decisions. It would eliminate the ability to even "downzone" the project to a more manageable size. Fourth: The traffic study is not current and does not reflect today's traffic gridlock during peak hours. That is something commuters never had experienced before the city rezoned in 2015. Now, Eastern Shores' residents cannot travel east or west during morning and afternoon rush-hour times without being stuck in traffic with no alternate routes east, west, north or south for relief. Fifth: Traffic lights and more entrances will not alleviate the problem that the influx of an additional 2,000 residential units would cause. If voted in, 2,000 could go to an even higher number. Sixth: With the pandemic, and new, daily large upticks in Covid-19 cases, public meetings need to be postponed until it's safe to congregate. Then, to observe social distancing, the meetings have to be held in an auditorium, not a small meeting room. Seventh:

For a project of this scope, Zoom meetings, which lack interactive dialogue, are inappropriate. Residents deserve to be heard and seen as they are in face-to-face meetings. Eighth: Placing the movie theater immediately to the right (the southeast section) as people enter Eastern Shores will definitely cause traffic jam. There is not enough space for moviegoers to exit in an orderly fashion. Their vehicles will block others from entering or exiting to N.E. 163rd Street. Finally, the city needs to slow down and allow deliberate, democratic process. Rushing an approval through obstructs transparency and removes everyone's voice except the developer's and the city leaders. The city should represent the people, not the builder.

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Cino,Sharon

From: Tkay J <terrij29@gmail.com>
Sent: Thursday, June 18, 2020 1:01 PM
To: Proffitt, Justin
Subject: PLEASE STOP!

Firstly, I have to say I have lived in the North since the 80's and as nice as it is for some development, these massive concrete buildings are just ruining the feel and sights of what was once a pretty town. Foxes, Raccoons, Pelicans, Ducks, were beautiful nuggets. Now not only have they all but disappeared, there is hardly a view of the ocean left. I ask from emotion and from a family of architects, why cant we have be a beautiful low lying shopping center, such as in Naples, Fl. Why do we keep having to build high buildings? I know! Greed is basically the only reason. Builders have to build! I live on Intracoastel and since all the buildings on Collins have been built, a bit of ocean peeks between them. So sad. Hardly any parks or Green Space is left! This makes me want to move. I know a lot of people moving for the simple reason of traffic, congestion. No concern for peoples well being. Dangerous to ride bicycles. To walk! You could all take lessons from states like Colorado where they care about peoples lifestyles! Anyway, here are some tangible issues. First: With a project that will impact everyone in Eastern Shores, every resident must be notified of all related zoning and commission meetings in writing in a timely manner. Not enough people are aware of the 'upzoning' of this project. The city's "500-feet-from-construction" notification ordinance is insufficient. Also, the signage needs to be visible from anyone's car. Currently, it is not easy to see.

Second: The developer is asking to change the 2015 approved redevelopment plan. It did not originally include a 12-story, 250-room hotel, skyscrapers reaching more than 48 stories or towering buildings along the south side of the Milton Littman Memorial Bridge on N.E. 163rd Street.

Third: The city should not be in a binding and limiting contract with developers. That would impede future commissioners from making any necessary changes and block residents from their right to influence decisions. It would eliminate the ability to even "downzone" the project to a more manageable size.

Fourth: The traffic study is not current and does not reflect today's traffic gridlock during peak hours. That is something commuters never had experienced before the city rezoned in 2015. Now, Eastern Shores' residents cannot travel east or west during morning and afternoon rush-hour times without being stuck in traffic with no alternate routes east, west, north or south for relief.

Fifth: Traffic lights and more entrances will not alleviate the problem that the influx of an additional 2,000 residential units would cause. If voted in, 2,000 could go to an even higher number.

Sixth: With the pandemic, and new, daily large upticks in Covid-19 cases, public meetings need to be postponed until it's safe to congregate. Then, to observe social distancing, the meetings have to be held in an auditorium, not a small meeting room.

Seventh: For a project of this scope, Zoom meetings, which lack interactive dialogue, are inappropriate. Residents deserve to be heard and seen as they are in face-to-face meetings.

Eighth: Placing the movie theater immediately to the right (the southeast section) as people enter Eastern Shores will definitely cause traffic jam. There is not enough space for moviegoers to exit in an orderly fashion. Their vehicles will block others from entering or exiting to N.E. 163rd Street.

Finally, the city needs to slow down and allow deliberate, democratic process. Rushing an approval through obstructs transparency and removes everyone's voice except the developer's and the city leaders. The city should represent the people, not the builder.

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Cino,Sharon

From: Linda Carver <klinda02@bellsouth.net>
Sent: Friday, June 5, 2020 9:30 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>
Subject: Dezer Development in Eastern Shores

Mr. Justin Proffitt, AICP Manager, Planning & Zoning Department City of North Miami Beach 17050 NE 19th Avenue North Miami Beach, FL 33162-3100

Dear Sir,
My wife and I are in our late sixties and early seventies and have lived in Eastern Shores for nearly 30 years. We have seen alot of changes to Eastern Shores and as a result an enormous increase in traffic on 163rd Street and the entrance to Eastern shores to such an extent that we now try to avoid leaving our house during the afternoon and earlier evening. The proposed traffic changes will only increase the traffic and in addition to the extra pollution and dirt in the air. This neighborhood pays a great deal of taxes why should we be subjected to this? How could we feel comfortable and safe with this project? Would you want your neighborhood to be threatened?
Allen and Linda Carver
3483 NE 166th Street

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Cino,Sharon

From: Francesco Martini <frankymart.fm@gmail.com>
Sent: Friday, June 5, 2020 8:26 AM
To: Proffitt, Justin; Smukler, Fortuna; Smith, Phyllis
Subject: re zoning at the intracostal mall

Dear Justin Proffitt,

the re zoning of the Intracostal mall in the Eastern Shores is not in the interest of the community and will create hardship to the residents like myself.

I oppose to the Dezer plan of building high towers in the Intracostal mall area

Kind Regards

Francesco Martini
Eastern Shores Resident
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Cino,Sharon

From: Liliana <info@korninteriordesign.com>
Sent: Wednesday, June 17, 2020 10:40 AM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony
Subject: RE: Intracoastal Mall redevelopment and 166th Street Canal

Hello Mr. Proffitt,
Thanks for your response.

The graphics I sent are a sketch to explain how these new buildings, 35 feet high, 150 feet high and 495 feet high, full of windows, are going to destroy the lifestyle of a private residential community build on 166th Street, who chose to buy there exactly because we had privacy, it was really quiet, and we had no neighbors' houses in front of us.

If this redevelopment project, completely out scale, is build on the other side of our canal, we are not only going to loose our privacy, our quiet and private residential canal, but the wildlife that inhabits the canal and the trees that border the canal, and the sun that bathes our backyards.

We chose to invest in this community and this canal many years ago and we have enjoyed every minute of it, in spite of the horrible traffic of 163rd street in rush hours between 3:00 PM and 6:00 PM, and when the bridge is up, and when all the beach goers from Sunny Isles Beach go back home.

I am afraid that leaders of our community cannot see beyond the name of an important developer, of the taxes the project can bring in, and their commitment to bring beautiful buildings and architecture to the city, as some commissioners insisted in yesterday's meeting.

What about caring about the lifestyle, the investments and the concerns of the neighbors you already represent? If this redevelopment project gets approved without community involvement and approval, the leaders of North Miami Beach will not only destroy the lives and dreams of a big part of its constituents, but will greatly affect the environment, and will deeply compromise traffic in the area.

I hope you can see my point, and understand my position.
Thanks once again for your response.

Best regards,
Liliana

KORNInteriorDesign Inc
Architectural Interior Design & Contracting
Liliana Korn Custy,
Home Design to the Power 3

- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture
- Argentinean Architect
- Florida License Interior Designer ID5852
- Florida Licensed General Contractor CGC1513044

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IB 26001347

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Liliana <info@korninteriordesign.com>
Sent: Tuesday, June 16, 2020 9:38 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Commission All External <CommissionAll@citynmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>
Subject: Intracoastal Mall redevelopment and 166th Street Canal

Mayor Anthony DeFillipo

Mr. Justin Proffitt, AICP

Manager, Planning & Zoning Department

Commissioners of North Miami Beach

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

June 16, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

I am an old time resident of Tides Townhomes, 3808 NE 166th Street.
I oppose to the scale of the redevelopment of Dezer's project.

I just want to present a sketch to show how the Redevelopment of the Intracoastal Mall will destroy the lifestyle and privacy of neighbors who live in front of 166th canal. I added 3 photos of how our tranquil and private canal looks today.

Best regards,
Liliana

KORNInteriorDesign Inc
Architectural Interior Design & Contracting
Liliana Korn Custy,
Home Design to the Power ³

- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture

- Argentinean Architect
- Florida License Interior Designer ID5852
- Florida Licensed General Contractor CGC1513044
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IB 26001347

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June 15, 2020

Dear Mayor DeFillipo, Justin and Commissioners,

As you know, we are still in the middle of a pandemic. Therefore all meetings and votes relating to Dezer's Intracoastal Mall Redevelopment Proposal should be postponed until after the current health-safety emergency orders are lifted.

North Miami Beach city leaders should set safety guidelines in place for all face-to-face public meetings. These wisely would include holding any assemblies in auditoriums, so as to adhere to social-distancing dictates. Everyone's temperatures should be taken and all present must wear masks.

Local and national news organizations state that the virus is still virulent and highly contagious. Sunday's *The New York Times* article, "Infections Rise in Many States that Reopened," confirmed that the numbers of new cases in states that reopened is increasing. (June 14, 2020)

There's no reason that the city of North Miami Beach and its elected officials should be exempt from abiding by the same stringent procedures obligingly implemented by businesses, corporations and universities.

Just presenting this massive redevelopment proposal in a few meetings, let alone in a limited-to-100-participants June 8th Zoom meeting with a two-minute, not the standard three-minute speaking allowance, as is listed on the city's website, was far from acceptable. At best, this wasn't a truly public meeting.

It would be prudent for public meetings to resume only when:

- Florida Department of Health reports that the community spread per number of reported cases is low or zero

- There is no reappearance of cases

- Wide-spread testing and contact tracing of those who've contracted the virus is easily available

Just having a meeting without setting public-safety protocols is careless governance. The Dezer Intracoastal Mall Redevelopment Project is not an emergency. It requires multiple stages before reaching the approval step.

In 2015, when the mall was rezoned, the proposal was:

- Ushered through preliminary and subsequent strategy meetings
- Evaluated by a team of planning professionals
- Examined in detail by the staff
- Studied by the Planning and Zoning Board
- Reviewed by the commissioners
- Guided through Florida's state review process
- Returned back to the commissioners for a second study
- Presented for a final vote

Besides these steps, the development plan was deliberated in public discussions and town hall meetings.

The ingress/egress and rezoning issues were deferred until July 13th most likely because several residents wrote letters stating their concerns. If they hadn't voiced their opposition, the motions would have passed that day and been approved the following week.

Instead of following basic Sunshine Laws, this rushed process borders on hiding-the-project in the shadows, then hastily pushing it through. It clearly lacked any attempt at transparency, fair democratic process or even good faith.

The amount of studies that have to be presented by Dezer's project to us as Eastern Shores residents, Sunny Isles and N Miami Beach Residents, of the impact in the area; before any approval;

Environmental

Noise Pollution

Traffic

Sewer studies

While life

Naval Engineering Intracoastal impact and Canals

Mangrove Protection etc

Ultimately, Dezer's project impacts not just Eastern Shores' residents, but also all of Sunny Isles Beach citizens and Oleta State Park visitors, not to mention all beachgoers in the North Miami Beach area. Therefore, it demands to be open to all avenues of proper, public discussion with timely notification to every home and condo owner in Eastern Shores.

Seriously concerned,

Clara Piana

Resident since 1988.

Cino,Sharon

From: Clara Piana <lov2sail@hotmail.com>
Sent: Monday, June 15, 2020 1:08 PM
To: Proffitt, Justin; Commission All External; Defillipo, Anthony; Clara Piana; Eduardo Piana
Subject: URGENT URGENT
Attachments: JUN 15 EASTERN SHORES.docx

Gentlemen:
We are opposed to Jul 13 meeting, for lack of information and more important for our health, that should be a priority of his residents by the city of North Miami Beach

Yours truly
Clara E Piana
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Duron, Mario F.

From: Jason Sheppard <jasonrsheppard@gmail.com>
Sent: Monday, June 08, 2020 4:15 AM
To: NMBCOMDEV
Subject: Public Comment

As a resident of Eastern Shores for over 20 years. This proposed development in the area is a concern to me. As I have seen first hand how the over development of neighboring sunny isles beach has affected the quality of life and overall community of the area. The oversized high rises in sunny isles have brought in a high number of renters and in turn air bnb rental units which lead to numerous disturbance calls per week. In densely populated high rises such as the intracoastal yacht club which are just across the waterway, there are a number of air bnb units which bring in out of town visitors to the city who do not care about their neighbors or the neighborhood. I would hate to see this become an issue in our section of NMB which has always had the benefit of being a quiet secluded neighborhood with a great sense of community and safety. On top of that, 163rd Street traffic is congested enough as is particularly from 3pm on , building high occupancy apartment buildings would only serve to compound the issue. In the end I feel any new residential development in this area would be a mistake and only serve to lessen the quality of life in the area.
- Jason Sheppard

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:49 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: ZOOM MEETING CANCELED.

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Ramón Rozas Botrán <rrozasbotr@aol.com>
Sent: Saturday, June 6, 2020 11:15 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: ZOOM MEETING CANCELED.

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Ramon Rozas
3251 NE 164th St
North Miami Beach FL 33160
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Randy Rose 3750 NE 169th Street # 111.

I have owned properties in Eastern Shores since 1987 . I have been selling real estate in the area over 40 years. Always been for Development within REASON . What is requested is 100% "NOT" within REASON.

I remember since after the Intracoastal Mall was built, if any Major redevelopment/expansions were to be done with the Mall, FIRST requirement was , Owner of the Mall needed to build a "Texas U Turn , under the 163rd ST bridge.

I respect the DEZER FAMILY. I believe that they were aware of what they could Do and Not do, with the Mall prior to Purchasing . The Texas U turn is a PRIORITY for all concerns whoever travels on 163rd Street in all directions.

I believe that the Mall had approx 20 story height restriction, not sure if any zoning change was approved. Several years ago, the City hired some Planning Company to explore different areas around the City , what may be a possible options for New Development . Possibly with certain political interest. One idea for the Mall was to consider heights up to 40 stories. I am sure if something like this was vision , or any MAJOR CHANGES , then all infrastructures such as WATER-SEWER-TRAFFIC had to be resolved TEXAS U TURN BUILT prior to approval as a CONDITION.

NMB . This ZOOM MEETING is not the proper time to have a MAJOR Discussion or any Decision like this, NEEDS to be held in person Face to Face.

DEZER FAMILY do the Right Thing spend Your Necessary Money Build a Texas U Turn, or Consider Selling the Mall . Let another Shopping Center Owner Do the Right Thing first, Build the Texas U Turn , then build something appropriately.

Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:35 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Rescheduled June 8, 2020 Zoom Planning & Zoning meeting

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

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From: Roberta Gordon <brta22@comcast.net>
Sent: Thursday, June 4, 2020 12:07 PM
To: Commission All External <CommissionAll@citynmb.com>; Justin Proffitt <Justin.Proffitt@cnmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Daniel Espino <DEspino@wsh-law.com>
Subject: Rescheduled June 8, 2020 Zoom Planning & Zoning meeting

Dear All,

As I stated in my email to (some of) you sent May 12, I am still not pleased that this meeting could not be rescheduled to a future date when Miami-Dade County will have allowed us to gather.

I've posted meeting notices in all 7 buildings and the Clubhouse at Eden Isles in the attempt to get the word out for Monday's meeting. Hopefully those who cannot Zoom can submit their questions ahead of time to be placed on the agenda and watch the meeting on Channel 77.

Some of what I cover below has to do with the development itself, and some the effects on Eastern Shores.

One concern of mine is the fact that NE 35th Avenue is a public street.
There is a guard house that accepts any vehicles in the right lane without the need to check their destinations (as private gated communities do).
Currently, the number of vehicles that do not come to a rolling stop at the stop sign past the right gate is a major danger at this point in time. I blast my horn whenever someone cuts in front of me as I have gone through the residents gate, and I will begin to take photos of license plates and submit them to the NMBPD. I can't imagine that, should the new development become a reality, many additional vehicles may drive through out of curiosity to the north of the guard house.
People don't stop at the 4 way stop signs, and I've even called NMBPD to have a marked police vehicle create a presence to be a deterrent to these violators. It does work.

Do you have the manpower, vehicles and money to to implement this if necessary? Will you be taking it out of the Dezers' fees? And the tax dollars the City collects from the project?

I am totally appalled at the proposed heights of structures, some from 32 to 40 stories tall, on the Intracoastal Waterway or on the north side of the property abutting 163rd Street, across from Oleta Park. This is totally absurd!!

With the closing of beaches for the last several months, I have found that many people are coming into Eden Isles to its seawalls to fish. Word travels quickly. This is private property. Also, with our own residents wearing masks, it is difficult to tell whether or not they are residents or simply people trying to fish. Can the police department handle the calls that may come in? We have seawalls in need of repair and no CCTV. It's a problem that I see escalating if the development goes through. These are liabilities.

I feel we cannot handle the traffic, the addition of several thousand condo units in the neighborhood, and the fact that we will be under construction for approximately 5 years.
The fact that, currently, if you need to leave Eastern Shores and head west to Biscayne Boulevard after 2 or 3PM, it takes nearly 20 minutes to traverse that route, which will continue, I'm told, till at least August (weather permitting).

Lastly, these are man-made islands and, with the ongoing rise of the waters due to global warming, I feel this is a futile and ill thought proposal.

Please put my questions on the agenda.

This is my third communication to the City since the September Planning & Zoning meeting.

Thank you for you consideration and proper action for all concerned.

Sincerely,

Roberta Gordon
Eden Isles Condominiums
Building G Director

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:30 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Objections to Dezer Project Modifications

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Alice Ryan <agoos1304@icloud.com>
Sent: Thursday, June 4, 2020 9:40 AM
To: Commission All External <CommissionAll@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: Objections to Dezer Project Modifications

Mr. Justin Proffitt, AICP Manager,

Planning & Zoning Department

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

Dear Mr. Proffitt,

As someone who has suffered with the traffic on 163rd St. since moving to Sunny Isles Beach in 2011, I strongly object to the revised Dezer project plans.

There is no way that the 163rdrd St bridge (going East to Collins Avenue) will be able to accommodate the traffic that will result from the Dezer project.

I have had a running dialogue with the Mayor of Sunny Isles about the closure of a lane (sometimes two lanes) on the bridge. After years of pointing out that the lane closure was unwarranted and I'm pretty sure not properly licensed, it seems

to have stopped. However, what is clear is the havoc that lane closure caused in terms of traffic—and that was with the existing buildings on the Dezer property. I cannot imagine the traffic caused by the proposed project.

Has anyone even done a traffic study of the proposed development?

The lack of planning that has created the mess we have in Sunny Isles and now North Miami Beach must end.

Before blindly giving the go-ahead for the Dezer Development, please exercise some judgment. At the very least, the application to expand the project's outlines should be denied.

Sincerely,

Alice Agoos

241 Poinciana Island Dr

Sunny Isles Beach, FL 33160

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:26 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Eastern Shores Development

Fortuna Smukler | *Commissioner*
City of North Miami Beach
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F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media.

From: Angela Boidi <angelaboidi@gmail.com>
Sent: Thursday, June 4, 2020 9:29 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Eastern Shores Development

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
• Six stories to 20 stories

• Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Angela Boidi

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:22 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Mr. Justin Proffitt, AICP

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Alvaro Rodriguez Paz <alvarorpaz@gmail.com>
Sent: Thursday, June 4, 2020 7:29 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: Mr. Justin Proffitt, AICP

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue6
North Miami Beach, FL 33162-3100

June 4, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

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• Eight stories to 32 stories

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These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Alvaro Rodriguez Paz

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:12 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Intracoastal mall

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media

From: Joe Leal Jr <jl@wwdrape.com>
Sent: Wednesday, June 3, 2020 9:01 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Intracoastal mall

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

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tot-park is, near the guardhouse on N.E. 35th Avenue.

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Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Thanks,
Jose

Sent from my iPhone
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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:31 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Intracoastal Development Project

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: nansmoon@aol.com <nansmoon@aol.com>
Sent: Tuesday, June 2, 2020 2:34 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:19 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Intracostal Mall Project.

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Martha <marthatala03@aol.com>
Sent: Monday, June 1, 2020 9:28 PM
To: Commission All External
Subject: Intracostal Mall Project.

Hello, I m resident in Sunny Isles Beach and Im as many other owners , against the Dezer Development Project which will impact the property value at the area.

My name is Martha Talavera. Thanks

Sent from my iPhone
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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:08 PM
To: Scott, Esmond; Daniel Espino; McHugh,Horace A.; Proffitt, Justin
Subject: Fw: June 8, 2020 Plannign and Zoning meeting

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bill Dean <bill@forddean.com>
Sent: Tuesday, June 2, 2020 10:36 AM
To: Scott, Esmond <Esmond.Scott@citynmb.com>
Cc: Smith, Phyllis <phyllis.smith@citynmb.com>; Kramer, Barbara <barbara.kramer@citynmb.com>; Joseph,Michael <Michael.Joseph@citynmb.com>; Villard, Paule <Paule.Villard@citynmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Fleurimond, McKenzie <McKenzie.Fleurimond@citynmb.com>
Subject: June 8, 2020 Plannign and Zoning meeting

Dear Mr. City Manager, Mr. Mayor and Commissioners,

I send this email to respectfully request that upcoming Planning and Zoning Meeting scheduled for June 8, 2020, be rescheduled to a time when all interested NMB residents can attend said meeting safely in person

I thank you in advance for your cooperation in this regard.

William A. Dean, B.C.S.
Board Certified Civil Trial Lawyer

FORD, DEAN & ROTUNDO, P.A.

3323 N.E. 163 Street, Suite 605
North Miami Beach, FL 33160
Telephone: *(305) 670-2000*
Tollfree: *(888) 372-2873*
Facsimile: *(305) 670-1353*
Email: *bill@forddean.com*

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:02 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Intracoastal mall

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Emily Fernandez <fernandez.emily@ymail.com>
Sent: Monday, June 1, 2020 5:14 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>
Subject: Intracoastal mall

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 1, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Emily fernandez
Fernandez.emily@ymail.com
305-401-1291

Sent from Yahoo Mail on Android

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Duron, Mario F.

From: Silvia y Luis Reyes <silviailuisreyes@gmail.com>
Sent: Monday, June 08, 2020 12:00 AM
To: Proffitt, Justin
Subject: Intracoastal Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

justin.proffitt@citynmb.com

June 7, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

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Sincerely,

Silvia Mejia
Eastern Shores Resident

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Duron, Mario F.

From: Gina Afflitto <gtafflitto@gmail.com>
Sent: Monday, June 08, 2020 10:06 AM
To: NMBCOMDEV
Subject: Public comment

Gina Afflitto
3923 NE 166th Street
North Miami Beach, Fl 33160

I am a resident of Eastern shores and I have some concerns with the development of the Intracoastal mall on 163rd street and 35th avenue.

1. The traffic on 163rd street and 35th avenue is already overcrowded. The addition of 2000 more units will seriously impact the already crowded roads. This is the only access to Eastern Shores. How will this problem be addressed?
2. With regards to the construction, how will the developer protect our seawall while construction is in progress? Also, the addition of more than 2000 residents, there will be more boat traffic which will seriously impact our seawall.
3. Already having limited public transportation in this area, this project will produce many more cars which will tax the roads and cause more air pollution.
4. This area and surrounding areas has already reached its saturation point with population and traffic. To add 2000 more residences would be a disaster and seriously impact our quality of life in this area.

I feel that a development which stands with the current restrictions would be more favorable for development in this area.

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Duron, Mario F.

From: Ann Giordano <agiordano@fscusa.com>
Sent: Monday, June 08, 2020 9:11 AM
To: NMBCOMDEV
Subject: Virtual Public Meeting on Intercon

1. What is the plan for access without long traffic waits. As it is now 35th avenue is the ONLY access to Eastern Shores. From what I see, 35th avenue will still be the only access and you are now proposing to add at lease 2000 residences which will further complicate making a left onto 35th avenue from heading East on NE 163rd street. We sometimes wait 2 or 3 lights to make that left. The only other access would be from heading west on 163rd street, coming off the bridge. When the bridge rises the traffic backs up so severely on 163rd street that cars cannot get close to the left hand turn lanes.
2. As the closest residential neighbor, Eastern Shores Palo Alto is only just across the canal. What precautions will the developer take to protect our new seawall while they are constructing a new canal? What will protect our boats in our canal? What precautions will be taken to protect our property from the noise pollution and debris from the construction project??

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Patricia Asarnow
16449 NE 31st Avenue
North Miami Beach, Florida 33160

June 8, 2020

Via email

Mr. Justin Proffitt
Community Development Director
City of North Miami Beach
17011 NE 19th Avenue
North Miami Beach, FL 33162

Dear Mr. Proffitt:

My name is Patricia Asarnow, and I am, unfortunately, writing to express my shock, disappointment and opposition in regard to the proposed untenable expansion of The Intracoastal Mall property by Dezer Development. My family has resided in Eastern Shores for more than forty-one years. My husband, Chuck Asarnow, served as president and then city liaison of the Eastern Shores Property Owners' Association for twenty years. Since learning of the project in 2013, we, and our neighbors, have been extremely concerned as to the adverse impact of the proposed 2,000 additional residential units and 2.5 million square feet of non-residential space on both traffic patterns and on ingress and egress from the project and our community. Approximately 3,000 people reside in Eastern Shores, and NE 35th Street is the only access road for our community.

It is inconceivable that the Dezer project could even be contemplated today in the absence of a clearly defined traffic plan that is acceptable to the 3,000 residents of Eastern Shores and ensures that the already inexplicable traffic problems experienced by our community are alleviated, both now and in the future. To date, we most certainly have not been provided with sufficient information to allay our concerns. Indeed, since approximately September 2019, we have experienced unprecedented delays in westbound traffic between NE 35th Street and Biscayne Boulevard that were first claimed to be attributable to a water main rupture whose repair ran months beyond schedule, and was followed by further unexplained construction that continues to cause outrageous and objectionable traffic delays.

Indeed, between September 2019 and March 2020, prior to the SARS-CoV-2 crisis, it was common for westbound and eastbound weekday afternoon travel between NE 35th Street and Biscayne Boulevard - a distance of only 1.2 miles - to take, shockingly, approximately forty-five minutes in either direction. These unwarranted delays were not only needlessly and extraordinarily inconvenient, but also posed dramatic safety risks in the event of an exigent circumstance that required the life-saving assistance of emergency personnel at a residence or emergency ambulance transportation to a hospital. To understand the potentially life-threatening hazards posed by the Dezer development, one only needs to look at the disastrous traffic crises in Fort Lee, New Jersey in 2015, when horrific traffic at the George Washington Bridge caused

emergency responders to be delayed nearly one hour in rendering assistance to a man experiencing chest pains, and, in at least one instance, forcing emergency medical workers to leave their ambulance and respond on foot because traffic congestion was so extreme.

It is incomprehensible that the proposed Dezer project, and the exponential increase in traffic resulting from the project, could be considered by the city until (1) the current disgraceful and unacceptable traffic problems are resolved; and (2) the residents of Eastern Shores are assured that traffic patterns during and subsequent to the construction will not jeopardize lives or otherwise adversely impact our quality of life.

Thank you very much for your consideration.

Sincerely,

Patricia Asarnow

Patricia Asarnow

cc: The Honorable Anthony F. DeFillipo
Commissioner Fortuna Smukler

Duron, Mario F.

From: Gregory Kaplan <gbkaplan@icloud.com>
Sent: Sunday, June 07, 2020 5:45 PM
To: NMBCOMDEV
Cc: gbkaplan@icloud.com
Subject: PUBLIC COMMENT

We issue this Public Comment as Presidents of the Coral Isle East and Coral Isle West homeowners associations, where we represent the voices of over 2,000 residents of Eastern Shores. We are expressing our concerns with the proposed plan for redevelopment of the "Intracostal Mall" by Dezer Intracoastal Mall LLC.

First, we believe that the proposed construction of 2,000 multi-family residential units and 250 hotel keys would result in an excessive amount of new traffic and parking on the streets of Eastern Shores. According to the U.S. Census Bureau, the average number of people per household is 2.63, which would translate into more than 5,000 new residents in our neighborhood. We have seen no evidence in the plan of sufficient parking for these new residents, nor have we seen any indication as to how traffic would access the property.

Second, we are concerned about the lack of sufficient public facilities. Will capacity at the North District Wastewater Treatment Plant be expanded? Will sufficient public space be created? According to the proposed plan, +/-8.0 acres will be designated as "Publicly Accessible Open Space." However, the plan does not describe how this space will be distributed? Will parking lots count as "Publicly Accessible Open Space"? How much of this space will be allotted to playgrounds and other areas where friends and families can spend time together?

In addition to assurances that these issues will be addressed, we would also like to be reassured that we will continue to be within walking distance of our supermarket and other essential commercial establishments.

David Biasetti, President, Coral Isle East HOA, 3703 NE 166th St., Apt. 705, North Miami Beach, FL 33160

Gregory Kaplan, President, Coral Isle West HOA, 3545 NE 166th St., Apt. 704, North Miami Beach, FL 33160

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Duron, Mario F.

From: Silvia <silviailuis@aol.com>
Sent: Sunday, June 07, 2020 11:36 PM
To: Proffitt, Justin
Subject: Intracoastal Zoom meeting June 8, 2020

Sent from my iPad
June 7 , 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Luis Reyes,
Eastern Shores Resident

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Duron, Mario F.

From: Silvia <silviailuis@aol.com>
Sent: Sunday, June 07, 2020 11:29 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Sent from my iPad

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

justin.proffitt@citynmb.com

June 7, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Luis Reyes
Eastern Shores' resident

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Duron, Mario F.

From: Silvia y Luis Reyes <silviailuisreyes@gmail.com>
Sent: Sunday, June 07, 2020 11:16 PM
To: Proffitt, Justin
Cc: Commission All External
Subject: Zoom meeting June 8, 2020

Sent from my iPad
June 7 , 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Silvia, Mejia
Eastern Shores
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Duron, Mario F.

From: Claudia M. Gallegos <claudia.gallegos.be@gmail.com>
Sent: Saturday, June 06, 2020 10:43 AM
To: Proffitt, Justin; NMBCOMDEV
Cc: Smukler, Fortuna; Smith, Phyllis; Kramer, Barbara; Defillipo, Anthony; Joseph,Michael; Villard, Paule; Fleurimond, McKenzie
Subject: Proposed Re-development of Intracoastal mall

Mr Proffitt,

I am deeply disappointed with the City NMB and your office accepting to consider a project that only benefits the pockets of the developer and, in a minuscule manner, the City of NMB.
The City has double-standards between the owners' improvements to their tax-paying properties and the pushy-big-money developers.
It is entirely unacceptable.

I am an 18 year resident of Western Eastern Shores - a forgotten neighborhood the City does not consider or consult in this or any proposals for re-development. We are a sandwich between the re-development of the corner of 163rd and Biscayne and Intracoastal Mall.

The proposed re-development is disproportionate to the area's occupancy and our City. The amount of hotel and residential, offices and retail spaces will become another ghost development, as you can see in Sunny Isles. The units are of a high price, not inviting younger families or newer retirees to our area, either. What are the benefits you see?

The calculations and solutions for traffic are weak at best and unrealistic in the real world. It takes now about 15 minutes from 26th avenue to Biscayne during rush hour, 20 to 25 minutes to be the beach. Good luck having a life that does not include a long time in traffic to do anything. What is the proposed solution for the multiplication of the number of vehicles?

Your office and the City must bring this project to a human scale, and collect taxes, instead of giving away credits for development, which is a false trade.

Your office, the Commission, and the Mayor have not proposed a vision for our City nor a comprehensive plan of re-development. That is what the taxpayers and neighbors of North Miami Beach need.

Kind regards, Claudia Gallegos
Secretary, Board of Directors
Reef Club Condominium Association
Voice + TXT
| 786 565 2272

iPhone
| 305 491 7981
Skype
| Bonnaire-Claudia
Please consider the environment before printing this email.

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Duron, Mario F.

From: Martha Perea <marthaoperea@yahoo.com.ar>
Sent: Saturday, June 06, 2020 6:22 PM
To: Proffitt, Justin
Subject: Gil.Dezer, new developent

I know that the Intracoastal Mall was sold in 2013 to Mr. Gil. Dezer in 63.5 millons
I remember participating in a meeting at the Eden Isles Club House. Where they presented the original project.
Now after so many years, I noticed that those plans has been changed completely. I also know that with the help of who knows who the construccion codes had been changed, consequentely, there will be more apartments and also a hotel.
Seems that eith the power of money could do anything they want with the people of Eastern Shores, Eden Isles included.
In the old project Epicure was going to be built it at Winn Dixie location.
I wonder what will happen with TJ MAXX, and the rest of the stores
So far the City of North Miami, didn't, let us know the new development project. We found out at internet.
But yes, they want us to talk about the installation on new Trafick Light.
Don't you think that there is alot more to discuss?
For example what about the loss of jobs for people working at Winn Dixie, Tj Maxx, Old Navy. Restaurants, and smaller shops, that conform the Intracoastal Mall.
I think that every neighborg, that once choose to live in this area, choose peace and quiteness, and now we've to give up all that, plus our jobs at those stores?
I know that money talks, specially when the front man in this case is Mr Trump. In 2013 when Mr. Dezer set up his foot at the Intracoastall Mall, this is how it was present it.
Now they say is a place for the Millenials,
and I wonder, what people from the last century suppose to do?
Please let me know, before I die. I was born in 1944. I'm an active person, I still work, besides I want to be able to walk in a quite neighborghood.
If I like a crowd I'll move to New York, but I'm not planning that for the rest of my life.
Thank you
Martha Perea
3600 NE 170th. St ap 205
Eden Isles Condominium

Sent from Yahoo Mail on Android

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Duron, Mario F.

From: Kenny Marquez <kenneth.marquez@yahoo.com>
Sent: Saturday, June 06, 2020 9:13 AM
To: Proffitt, Justin
Subject: Hearing rescheduling

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

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Sincerely,
Ken Marquez

Sent from my iPhone
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Duron, Mario F.

From: Ira Holm <iratholm@icloud.com>
Sent: Saturday, June 06, 2020 5:43 PM
To: Proffitt, Justin
Subject: Zoom meeting re eastern shore mall development

It makes no sense to have such an important meeting take place under these circumstances. It should be delayed till a normal well attended hearing can be arranged and well publicized for full participation of those affected. Please consider how important this is to us. Thank you.

Sent from my iPhone

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Duron, Mario F.

From: Ira Holm <iratholm@icloud.com>
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Duron, Mario F.

From: Ramón Rozas Botrán <rrozasbotr@aol.com>
Sent: Saturday, June 06, 2020 11:16 AM
To: Proffitt, Justin; Commission All External
Subject: ZOOM MEETING CANCELED.

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

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Deeply disappointedly yours,

Ramon Rozas
3251 NE 164th St
North Miami Beach FL 33160
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Duron, Mario F.

From: Diane Serna <bikinicityusa@yahoo.com>
Sent: Saturday, June 06, 2020 7:27 PM
To: Proffitt, Justin; Commission All External
Subject: Re: Conceptual Master Plan-Redevelopment of the Intracoastal Mall (Eastern Shores)

Hi,

As a neighbor of the Eastern Shores community for the last several decades, I have seen many changes here. One of the very worst ones was the delivery entrance and exit for all of the Intracoastal's retail stores and restaurants, as well as Winn Dixie, just to name a few. The trucks delivery entrance is located directly in front of my house, and several other of my neighbors houses that sit adjacent to it. There was an accident many years ago, in which a driver exiting that same entrance/exit-way crashed directly into my front yard, hitting my tree, and missing my daughter to-be at that times newly prepared bedroom. Seeing too many other accidents here as well after that made it clear that it was never a good place for any entrance or exit.

The entranceway is additionally to the sharp right of the guard gate once entering 35th Ave. Many of the vehicles continually make U-turns (No sign is there) in front of our property as to not go through the guard gate.
It creates havoc and traffic backup now, so how will residential homes being built on the canal back there with the same entrance/exit-way help the traffic flow?

If the architect/Dezer plans on widening the parking lot for MORE parking in front of the current ambulance station, and keep that same entrance/exit-way, it is going to be a disaster. Many of my neighbors agree that this plan must be changed.
The guard gate placement is another issue that needs to be addressed also moving forward.

Thank You,

Diane Serna (ESPOA member)
16440 NE 35th Avenue.
NMB, Fl 33160

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Randy Rose 3750 NE 169th Street # 111.

I have owned properties in Eastern Shores since 1987 . I have been selling real estate in the area over 40 years. Always been for Development within REASON . What is requested is 100% "NOT" within REASON.

I remember since after the Intracoastal Mall was built, if any Major redevelopment/expansions were to be done with the Mall, FIRST requirement was , Owner of the Mall needed to build a "Texas U Turn , under the 163rd ST bridge.

I respect the DEZER FAMILY. I believe that they were aware of what they could Do and Not do, with the Mall prior to Purchasing . The Texas U turn is a PRIORITY for all concerns whoever travels on 163rd Street in all directions.

I believe that the Mall had approx 20 story height restriction, not sure if any zoning change was approved. Several years ago, the City hired some Planning Company to explore different areas around the City , what may be a possible options for New Development . Possibly with certain political interest. One idea for the Mall was to consider heights up to 40 stories. I am sure if something like this was vision , or any MAJOR CHANGES , then all infrastructures such as WATER-SEWER-TRAFFIC had to be resolved TEXAS U TURN BUILT prior to approval as a CONDITION.

NMB . This ZOOM MEETING is not the proper time to have a MAJOR Discussion or any Decision like this, NEEDS to be held in person Face to Face.

DEZER FAMILY do the Right Thing spend Your Necessary Money Build a Texas U Turn, or Consider Selling the Mall . Let another Shopping Center Owner Do the Right Thing first, Build the Texas U Turn , then build something appropriately.

Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Friday, June 05, 2020 8:06 PM
To: Smukler, Fortuna; Smith, Phyllis; David Templer; Proffitt, Justin; Diane Frazer
Subject: URGENT

Gentlemen:
The quality of life of our neighborhood, our families, the environment impact, the loss of the Mangroves that provide nutrient uptake, wildlife habitat, storm protection, and erosion control.
The right of peaceful leaving, that will be destroy with all the construction, trucks that will be driven to get to the site, on an area were the traffic is so heavy since Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads. No far from us is the intersection of Biscayne Blvd and 163rd Blvd is the epicenter of traffic congestion in the area; from and study done in 2007, can you imagen the way it is now after 14 years and all the constructions since; from Biscayne Blvd to Collins Ave on 163rd. A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

<u>During the construction and the chaos, it will create the property values will decrease and who is going to compensate the property owners of the loss in value?</u>

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.
<u>Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal</u>. Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance.
This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.
<u>The rezoning proposal is to raise the building heights on the east from: • Six stories to 20 stories • Eight stories to 32 stories</u> That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. in the above-listed bullets. These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is) Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.
Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock. Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list: 1. OVERSIZED DEVELOPMENT PROPOSAL: a. 375,000 SF Commercial/Retail Space b. 200,000 SF Office Space c. 250 Hotel Keys d. 2,000 Multi-Family Residential Units e. New Community Center f. New Police Substation g. Improved Fire Station h. ±8.0 acres of Publicly Accessible Open Space i. ±.71 Mile Waterfront Promenade 2. HUGE BUILDING HEIGHTS: a. 40 Stories or 495 Feet in the Core Sub-Area; b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential) Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital. Increasing the density only compounds the current traffic problem. What's needed here is

careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.
We can promise you Drezel owners will not like it and won't do it in their neighborhood and more important, they won't live in the chaos they will create.!!!

More important this meeting needs to be in person not via Zoom

Yours Truly
Eduardo and Clara Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

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Duron, Mario F.

From: Darlene Forlenza <darl136@hotmail.com>
Sent: Friday, June 05, 2020 8:59 PM
To: NMBCOMDEV
Subject: PUBLIC COMMENT

From: Darlene Forlenza 3923 NE 166th Street North Miami Beach FL 33160

As a resident and closest neighbor to this project my concerns are as follows:

How will the very tall buildings can shade the pool located at my condo at the end of the166th Street and will it take away how the pool is enjoyed? Will the tower block the sunlight especially in winter when the sun is lowest in the sky?

The Traffic this project will bring to 35th avenue.This intersection is already overcrowded and is unsafe at times. Two thousand plus new units will make this intersection impossible to use.
How will this problem be addressed?

Construction of these tall towers will surely bring dirty and noisy conditions to my condo since we are located right next door on 166th Street. This will make life at my home uncomfortable for too long. What can be done to prevent this?

A development in this area which is more in line with Eastern Shoes restrictions would be much more welcome. Buildings of 4 stories or less would bring less residents and have a better outcome for this area.

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Duron, Mario F.

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, June 04, 2020 11:19 AM
To: letters@biscaynetimes.com
Subject: Intracoastal on the Rise

Editor

Though the article (Biscayne Times, Intracoastal on the Rise)) was well written and seemingly accurate, it fails to mention that the proposed "36th Ave" intersection on SR 826, the lynchpin of this proposed development, fails to comply with the City's requirements for egress and ingress to that parcel as redeveloped. That requirement was promulgated in 2015 when the property was rezoned to allow the density and heights. As I understand it, the current proposal is asking the City to change the zoning yet again to shift the placement of the larger buildings that are proposed for the parcel. Also, the applicant is seeking to bind the City (read as "residents of Eastern Shores and North Miami Beach) into allowing the new proposals, despite the non-conformity, with a contract. Such a contract would prohibit City staff, a subsequently elected commission or the residents from a future tightening of the reins regardless of any changed conditions.

I have been in touch with a couple of dozen of my neighbors on these issues. Even those, like me, that favor the development of that parcel are entirely unaccepting of the new proposals and strongly object to "the City" approving and permitting them. These residents are particularly annoyed that the applicant, and "the City", are pursuing this without an in-person public hearing.

David Templer
3260 NE 164 St.
North Miami Beach, FL
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Duron, Mario F.

From: Proffitt, Justin
Sent: Thursday, June 04, 2020 7:06 PM
To: Lamberto, Bruce
Subject: RE: Undeliverable: Public Comment

Thank you Bruce. I will include this email in the record and provide to each P&Z board member.

Thank you,

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bruce Lamberto <blamberto@aol.com>
Sent: Sunday, May 31, 2020 10:51 AM
To: Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>; Villard, Paule <Paule.Villard@citynmb.com>; mckenzie.fleurimonde@citynmb.com; Kramer, Barbara <barbara.kramer@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Joseph,Michael <Michael.Joseph@citynmb.com>
Cc: Proffitt, Justin <Justin.Proffitt@citynmb.com>; dfrazer81@gmail.com; dlt@templerhirsch.com; jose.arrojo@miamidade.gov; martlongo1@gmail.com; samazach@gmail.com; humpty18@yahoo.com
Subject: Fwd: Undeliverable: Public Comment

Subject: Fwd: Undeliverable: Public Comment

Dear Mayor and Commissioners

I received notice of last weeks Zoom Commission Meeting via City email and was informed by the notice that if someone wanted to provide public comment, they were to provide their email comment to the city clerk by 4 pm on Commission Day using the email address cityclerk@citynmb.com . I emailed my public comment to the address supplied in the notice to the city clerk prior to 4 pm. I then proceeded to watch the Commission Meeting online and didn't hear my public comment read into the record at the meeting. Upon checking my email after the meeting, I received the below notice: This is not acceptable. This is also why I am requesting that the June 8th Planning and Zoning meeting be postponed until such tie as an actual live, in-person meeting can be held. The subject of this meeting is the Intracoastal Mall amendments to the site plan and submission of a signalized traffic plan that will directly impact my quality of life and safety along with my family and neighbors. There should be NO virtual meeting held on such a

important zoning issue when there is a strong possibility that technical glitches will impact public comment and residents not being Zoom literate..

By copy of this email, I am requesting that the June 8th P & Z meeting be cancelled until such time that it can be held in-person. A great venue for this meeting to be held would be to utilize the Littman Theater in which there is plenty of room for social distancing for the P&Z Board and the Public. Please consider this request.

Thank-You
Bruce Lamberto
3420 NE 165 ST.
NMB. FL. 33160
786 367 7072 cell

-----Original Message-----
To: blamberto@aol.com
Sent: Tue, May 19, 2020 3:57 pm
Subject: Undeliverable: Public Comment

Your message to cityclerk@citynmb.com couldn't be delivered.

The group cityclerk only accepts messages from people in its organization or on its allowed senders list, and your email address isn't on the list.

blamberto	**Office 365**	**cityclerk**
Sender		**Action Required**
		Sender not allowed

How to Fix It

It appears you aren't in the same organization as the group (or a sub-group) you're sending to or your email address isn't on the group's allowed senders list. Ask the owner of the group to grant you permission to send to it, and then try again. If the group belongs to a different organization than yours, contact the organization's customer service department for assistance. If the group is in your organization and you don't know who the group owner is, you can find it by doing the following in either Outlook on the web or Outlook:

- Open your Sent folder and select the original message.
- If you're using Outlook on the web, select the group name located on the To or CC line. If you're using Outlook, double-click the group name located on the To or CC line.
- In Outlook on the web, from the pop-up dialog box, choose Owner. In Outlook, choose Contact. The owner's name is listed under Owner.

The owner of the group may have intentionally chosen to restrict who can send messages to it, and they may not want to adjust the existing restriction. In this case, you'll have to contact the group members by some other means, such as sending an email message to their individual email addresses or contacting them by phone.

Was this helpful? Send feedback to Microsoft.

More Info for Email Admins

Status code: 550 5.7.133

This error occurs when the distribution group, security group, or Office 365 group is configured to accept messages only from authenticated senders (senders in the same organization or those added to the group's allowed senders list).

To fix the issue, the recipient's email admin or the group owner must add the sender's email address to the group's allowed senders list or change the group's delivery management setting to accept messages from senders inside and outside of the organization.

Usually this issue can only be fixed by the recipient's email admin or the group owner.

For more information and steps to fix this error, see Fix email delivery issues for error code 5.7.133 in Office 365.

Original Message Details

Created Date:	5/19/2020 7:57:29 PM
Sender Address:	blamberto@aol.com
Recipient Address:	cityclerk@citynmb.com
Subject:	Public Comment

Error Details

Reported error:	*550 5.7.133 RESOLVER.RST.SenderNotAuthenticatedForGroup; authentication required; Delivery restriction check failed because the sender was not authenticated when sending to this group*
DSN generated by:	BY5PR09MB5315.namprd09.prod.outlook.com

Message Hops

HOP	TIME (UTC)	FROM	TO	WITH
1	5/19/2020 7:57:30 PM	sonic.gate.mail.ne1.yahoo.com	sonic301.consmr.mail.ne1.yahoo.com	HTTP
2	5/19/2020 7:57:32 PM	sonic301-32.consmr.mail.ne1.yahoo.com	BL0GCC02FT014.mail.protection.outlook.com	Microsoft SMTP S cipher=TLS_ECDH
3	5/19/2020 7:57:34 PM	BL0GCC02FT014.eop-gcc02.prod.protection.outlook.com	BN3PR09CA0053.outlook.office365.com	Microsoft SMTP S cipher=TLS_ECDH

4	5/19/2020 7:57:34 PM	BN3PR09CA0053.namprd09.prod.outlook.com	BY5PR09MB5315.namprd09.prod.outlook.com	Microsoft SMTP Ser cipher=TLS_ECDHE_

Original Message Headers

yEDsZE4XtRIN_mRxOVzDHDRWAXmBLo5jY6F44iLKPcTtjAfSc.YX23gajJtVIaFj7dwUXBaXX4Mg
V2X9WlAN8xFipz2KznMJoKpI7J0nle6Y5OPMtN5GyIXMQtBnTKypemUfmNjWV9tTodWOLa7LVttq
xlKLnA5JE8QILOrwlIw--

Received: from sonic.gate.mail.ne1.yahoo.com by sonic301.consmr.mail.ne1.yahoo.com with HTTP; Tue, 19 May 2020 18:37:30 -0000

Date: Tue, 19 May 2020 18:37:29 +0000 (UTC)

From: Bruce Lamberto <blamberto@aol.com>

To: cityclerk@citynmb.com

Message-ID: <239382930.1711023.1589918249805@mail.yahoo.com>

Subject: Public Comment

MIME-Version: 1.0

Content-Type: multipart/alternative;

boundary="----=_Part_1711012_1663603145.1589918249804"

References: <239382930.1711023.1589918249805.ref@mail.yahoo.com>

X-Mailer: WebService/1.1.15960 aolandmobile/5.0 (Linux; Android 8; SM-A310 Build/PPR1.180610.011; wv) AppleWebKit/537.36 (KHTML, like Gecko) Version/4.0 Chrome/83.0.4097.132 Mobile Safari/537.36 AolApp/6.12.0.2446

Content-Length: 2986

Return-Path: blamberto@aol.com

X-EOPEnvelopeMessage: 0

X-ExchTenantRouteMessage: [illegible]

X-Forefront-Antispam-Report: [illegible]

X-MS-Exchange-Antispam-Verdict: Email

X-MS-Office365-Filtering-Correlation-Id: [illegible]

X-MS-TrafficTypeDiagnostic: [illegible]

Bruce Lamberto
3420 NE 165 ST
NMB

Mayor & Commission

The City is now in possession of approximately $100 million in borrowed money. The funding is for the Citys 5 year CIP plan. The clock is ticking on paying it back. The City should be immediately contracting an Engineering firm to draft the engineering plans necessary for permitting and contracting the construction work. Engineering will take 4 to 6 months, review and comment, bidding, and contract award will take months more. We cannot afford to take the amount of time it has taken to renegotiate the Jacobs contract as costs increase every year on our proposed projects and we will run out of money before we complete the projects. Please dont be as complacent on this time-table as you have been in allowing excessive time to go by on the water utility negotiations. This one item has delayed the critical path of steps that needs to happen in scheduling and contracting the required contractors necessary to complete the CIP projects. City staff was hired more than 7 months ago to begin the CIP work. Next month marks the halfway period through the current year and four months away from the end of the fiscal year. Please help expedite the pending projects. Thank you

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Duron, Mario F.

From: Alvaro Rodriguez Paz <alvarorpaz@gmail.com>
Sent: Thursday, June 04, 2020 7:30 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Mr. Justin Proffitt, AICP

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue6
North Miami Beach, FL 33162-3100

June 4, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

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Sincerely,

Alvaro Rodriguez Paz

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Duron, Mario F.

From: Henry, Andrea M.
Sent: Thursday, June 04, 2020 3:24 PM
To: Scott, Esmond; Proffitt, Justin; McHugh,Horace A.; Bernard, Andrise; Proffitt, Justin; Cino,Sharon
Subject: Intracoastal Mall Project

All:

I returned Magda Ammirati's call, and she is requesting that the item re: the Intracoastal Mall Project be postponed until there can be an in-person meeting.

Andrea

One Vision · One Mission · One City
#StepUpNMB Census2020

Andrea M. Henry | *Assistant to City Manager*
City of North Miami Beach
Office of the City Manager

T (305) 948-2900
F (305) 957-3602
andrea.henry@citynmb.com

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

No act of kindness, no matter how small, is ever wasted. -Aesop

From: Ramos, Shakira
Sent: Thursday, June 4, 2020 2:13 PM
To: Henry, Andrea M. <Andrea.Henry@citynmb.com>
Cc: Bernard, Andrise <Andrise.Bernard@citynmb.com>
Subject: Agenda item

Hi Andrea,

Nadia took a message down while I was on break from Mrs. Madga Amminati. She stated that Mrs. Amminati wanted to speak to you. Here is the transcript of the full message that Nadia took down:

Madga Amminati
305-336-3443
Request that item on Agenda to be postponed and take place in person.

Also would like for Andrea to give a call because she needs transcripts of last Zoom meeting.

Shakira

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Madga Amminati
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Duron, Mario F.

From: Angela Boidi <angelaboidi@gmail.com>
Sent: Thursday, June 04, 2020 9:30 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Eastern Shores Development

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
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That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

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Sincerely,

Angela Boidi

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Duron, Mario F.

From: Michelle Reyes <michellermiami@gmail.com>
Sent: Wednesday, June 03, 2020 7:16 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

Dear Justin,

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1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center

f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

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Sincerely,

MICHELLE REYES
SALES ASSOCIATE
THE JASON MITCHELL GROUP
C. 305.900.7014

MICHELLERMIAMI@GMAIL.COM
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Duron, Mario F.

From: Michelle Reyes <michellermiami@gmail.com>
Sent: Wednesday, June 03, 2020 7:16 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

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Sincerely,

MICHELLE REYES
SALES ASSOCIATE
THE JASON MITCHELL GROUP
C. 305.900.7014

MICHELLERMIAMI@GMAIL.COM
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Duron, Mario F.

From: Mychael ACE <mychael.ace@gmail.com>
Sent: Wednesday, June 03, 2020 8:04 PM
To: Proffitt, Justin; Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

Mr. Justin Proffitt, AICP Manager, Planning & Zoning Department City of North Miami Beach 17050 NE 19th Avenue North Miami Beach, FL 33162-3100 justin.proffitt@citynmb.com cc fortuna.smukler@citynmb.com cc commissionall@citynmb.com June 3, 2020 Dear Justin, As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads. A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale. Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal. Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street. The rezoning proposal is to raise the building heights on the east from: • Six stories to 20 stories • Eight stories to 32 stories That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets. These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue. Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock. Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list: 1. OVERSIZED DEVELOPMENT PROPOSAL: a. 375,000 SF Commercial/Retail Space b. 200,000 SF Office Space c. 250 Hotel Keys d. 2,000 Multi-Family Residential Units e. New Community Center f. New Police Substation g. Improved Fire Station h. ±8.0 acres of Publicly Accessible Open Space i. ±.71 Mile Waterfront Promenade 2. HUGE BUILDING HEIGHTS: a. 40 Stories or 495 Feet in the Core Sub-Area; b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential) Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital. Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

--
Sincerely,

Mychael Oliver
Administrative Director
Ace-Classes.com, INC.
www.Ace-Classes.com

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Duron, Mario F.

From: Robert Hayhurst <rob1995@me.com>
Sent: Tuesday, June 02, 2020 6:12 PM
To: Proffitt, Justin; Diane Frazer
Subject: Please Submit for June 8 Meeting

Dear Justin Proffit,

I've been asked to forward the following numbered points (below) to you on behalf of Diane Frazer, ESPOA, and the entire Eastern Shores community.

Please submit the following for Zoning and Planning Board's consideration at the meeting on June 8th.

Thank you very much,

Robert Hayhurst
ESPOA Admin Support

Key Points:

1. The proposed intersection and 35th ave curb cuts do NOT meet the requirements set forth by the City in 2015 and/or that the Traffic Study is flawed.
2. The proposed new layout of the buildings on the parcel, at 35th Ave. and along 163, should be objected to and disallowed. The sightlines of the newly considered layout negatively impact the neighborhood significantly more than before. As well, the character of the proposed buildings (hotel, for example) are not desirable.
3. The City should NOT exercise its discretion to enter into a Development Agreement with the applicant. In this particular case there is no substantial benefit to the City in doing so (if the applicant could build the Texas U-Turn and was willing to do it, a new analysis on benefit to the City may be appropriate).

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Duron, Mario F.

From: Marilyn Rubin <savvygirl1947@gmail.com>
Sent: Tuesday, June 02, 2020 9:44 PM
To: Proffitt, Justin
Subject: Eastern shores intracoastal mall

Please stop Dezer from developing the mall. We live in a very special neighborhood and this development will be a disaster. Besides Dezer couldn't care one bit about the residents of our community. He only cares about his bottom line and nothing else. Please please stop him

Sent from my iPhone

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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Tuesday, June 02, 2020 9:26 AM
To: Proffitt, Justin
Subject: FW: Planning and Zoning Virtual Meeting June 8, 2020

I only hope that this meeting will NOT!!!! Take place via zoom. It's not fair.
Fabio Nick
3403 NE 166St

From: David Templer <dlt@templerhirsch.com>
Sent: Saturday, May 30, 2020 7:09 PM
To: Marteen Longo <martlongo1@gmail.com>; Diane & Robert Hayhurst <dfrazer81@gmail.com>
Cc: Leslie Sardinia <samazach@gmail.com>; Bruce Lamberto <blamberto@aol.com>; dan@rotecapital.com; fabdimsa@bellsouth.net; Marc & Susan Einbinder <MSEPA@aol.com>; sobesan@aol.com; roskinsd@aol.com; e.riccardi@me.com; gabbidoniona@yahoo.com; drjackrx@netzero.com; Neal & Larysa Keys <neal@palmtravel.com>; Fortuna & Saul Smukler <Miamimicrotronix@bellsouth.net>
Subject: Re: Planning and Zoning Virtual Meeting June 8, 2020

I don't know how to mobilize the condo side but I will do a street on the houses side if and when it is necessary to put flyers out.

David Templer

Templer & Hirsch

20801 Biscayne Blvd., Suite 400

Aventura, FL 33180

305.937.2700

dlt@templerhirsch.com

From: Marteen Longo <martlongo1@gmail.com>
Sent: Saturday, May 30, 2020 6:11 PM
To: Diane & Robert Hayhurst <dfrazer81@gmail.com>
Cc: David Templer <dlt@templerhirsch.com>; Leslie Sardinia <samazach@gmail.com>; Bruce Lamberto <blamberto@aol.com>; dan@rotecapital.com <dan@rotecapital.com>; fabdimsa@bellsouth.net <fabdimsa@bellsouth.net>; Marc & Susan Einbinder <msepa@aol.com>; sobesan@aol.com <sobesan@aol.com>;

roskinsd@aol.com <roskinsd@aol.com>; e.riccardi@me.com <e.riccardi@me.com>; gabbidoniona@yahoo.com <gabbidoniona@yahoo.com>; drjackrx@netzero.com <drjackrx@netzero.com>; Neal & Larysa Keys <neal@palmtravel.com>; Fortuna & Saul Smukler <miamimicrotronix@bellsouth.net>
Subject: Re: Planning and Zoning Virtual Meeting June 8, 2020

I, personally, do not think more will "attend" a ZOOM meeting.
I feel I am fairly computer literate. Have used Zoom twice and do not find it easy!!
Can't imagine how it will work if there are many who sign on???
This is definitely NOT how it should be conducted.
Everyone should send emails to Justin.Profitt@citynmb.com and also to nmbcomdev@citynmb.com.
This, in my opinion, is crazy!!!!
Marteen
I have offered my "delivery service" to Diane for the flyers.
We need to talk to our neighbors.

On May 30, 2020, at 5:52 PM, Diane Frazer <dfrazer81@gmail.com> wrote:

Thanks David, but at this point any efforts are appreciated.

On Sat, May 30, 2020, 4:28 PM David Templer <dlt@templerhirsch.com> wrote:

This meeting is NOT before the Commission but rather before the Planning and Zoning Board. Respectfully, comments should focus on the particular issue at hand rather than how the meeting will be held or Eastern Shores generally. Personally, I suspect more people will "attend" by Zoom than in person.

David Templer
dlt@templerhirsch.com
On May 30, 2020, at 3:56 PM, Leslie Sardinia <samazach@gmail.com> wrote:

I sent my own email to the mayor and commissioners.

Mr Mayor and Commissioners,

There CAN NOT be a meeting via zoom, when most have no clue or know how to use Zoom. I use zoom and since everyone is home using internet, I lose wifi service while taking a class or having a meeting. There's no way this is fair to the homeowners of ES, who pay the majority of the taxes to NMB, and will be effected the most by a metropolis in a small neighborhood shopping center.
The city of NMB, should first and foremost, represent the current owners and tax payers, not a billionaire who wants to make millions at the cost of US, the current
residents. Not a billionaire to come in and swoop down and take advantage during a pandemic situation, with the blessings of our elected officials.
I think you know what should be done in this situation, and if it goes as planned, I think you know, as current elected officials, you will lose the support of Eastern Shores residents. We have been overlooked long enough, with power lines and poles falling over, streets that are chopped up, no

sidewalks. We are coming together and we have a voice, and we want it to be heard in person, NOT on Zoom.
I apologize for the stern words, but this is our home, our community, where we have raised and are raising our children. This is not what the families of Eastern Shores want in our neighborhood community.

Sincerely,

Bruce & Leslie Sardinia

Only if we understand, can we care.
Only if we care, we will help.
Only if we help, we shall be saved.
-Jane Goodall

On May 30, 2020, at 1:19 PM, Diane Frazer < dfrazer81@gmail.com> wrote:

FYI - I felt the need to send this...doubt it will have an impact.

---------- Forwarded message ---------
From: **Diane Frazer** <dfrazer81@gmail.com>
Date: Sat, May 30, 2020 at 1:16 PM
Subject: Planning and Zoning Virtual Meeting June 8, 2020
To: anthony.defillipo < anthony.defillipo@citynmb.com>, Smukler, Fortuna < Fortuna.Smukler@citynmb.com>, Smith, Phyllis < Phyllis.smith@citynmb.com>, barbara.kramer < barbara.kramer@citynmb.com>, Fleurimond, McKenzie < McKenzie.Fleurimond@citynmb.com>, Joseph,Michael < Michael.Joseph@citynmb.com>, Villard, Paule < Paule.Villard@citynmb.com>, Scott, Esmond < Esmond.Scott@citynmb.com>

Good Afternoon All,

This email is in response to the Planning and Zoning Meeting scheduled for June 8 via zoom. I find it appalling that the city thinks that it is okay to hold a meeting of this importance via zoom. We all know that this is not the ideal format to ask questions, hear responses, etc. Let alone, the large number of residents who are unable to participate due to lack of equipment, inability to understand, etc.

I understand that other business has been done via this format, Taco Bell, for one. I highly doubt that there are as many interested in variances for Taco Bell as the building of a development, including numerous high rises, a hotel, and new traffic patterns that are absurd!

The city is beginning to reopen and I believe that waiting for a few weeks to allow residents to attend the meeting should not be out of the question. All I hear is that the developer wants to work with us, etc. So if this is the case, why not wait until concerned residents can appear before the committee to express their support or concerns.

I doubt that if the city wanted to build a hotel in your backyard (Commissioner Smukler and Smith, this is your backyard) that any of you would want these meetings held via zoom.

Please consider rescheduling this meeting so that the many residents are effected can attend and voice their concerns.

Diane Frazer-Hayhurst
ESPOA President

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Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Wednesday, June 03, 2020 6:34 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis; Commission All External
Subject: Traffic problems with Dezer's Intracoastal Mall Development Plan

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100
June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:

- Six stories to 20 stories
- Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

1. OVERSIZED DEVELOPMENT PROPOSAL:

a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
   a. 40 Stories or 495 Feet in the Core Sub-Area;
   b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
   c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,
Margo Berman
--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRItOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From: Joe Leal Jr <jl@wwdrape.com>
Sent: Wednesday, June 03, 2020 9:02 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Intracoastal mall

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
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Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Thanks,
Jose

Sent from my iPhone
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Duron, Mario F.

From: Daniel Perez <dp@dperez.biz>
Sent: Wednesday, June 03, 2020 4:36 PM
To: Proffitt, Justin
Cc: Commission All External
Subject: Intracoastal Mall

To whom it may concern,

I am a home owner of multiple properties in Eastern Shores, I ask that you do not allow the redevelopment of the Intracostal Mall. Our traffic is
already overwhelming with all the new buildings in Sunny Isles, any new residents that are proposed to be built in the Intracoastal Mall property
would only make things worse. The redevelopment would decrease our home values and cause gridlock trying to drive into Eastern Shores.

Eastern Shores is a unique community in North Miami Beach, do not allow this project to ruin this community.

Regards,

Daniel Perez
dp@dperez.biz
305.607.5600

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Duron, Mario F.

From: msepa@aol.com
Sent: Tuesday, June 02, 2020 1:21 PM
To: Proffitt, Justin
Subject: Intracoastal mall

Good afternoon Mr. Proffitt:

Please be advised of the following. My family, as other residents of Eastern Shores do not believe that the P&Z hearing set for June 8th, 2020 regarding the Intracoastal Mall should be held via Zoom. These plans have been spoken about for a very long time and we can see no reason why the hearing cannot be delayed until residents can make in person appearances before the board.

As to the issue itself of an additional traffic light to enter the mall which would be on the approach to the bridge, this is an unsafe idea. I have lived in Eastern Shores for 33 years and have seen enough traffic and traffic accidents in the area of NE 163rd Street and 35th Avenue. The area just cannot handle the additional traffic of thousands of additional residents.

Please be sure that this email is read in to the record and heard by the P&Z Board members whenever the hearing is held.

Thank you,
Marc Einbinder

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Duron, Mario F.

From: nansmoon@aol.com
Sent: Tuesday, June 02, 2020 2:34 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Tuesday, June 02, 2020 2:16 PM
To: Proffitt, Justin; Clara Piana
Subject: Re: URGENT 35 and 163

Gentleman:

We opposed the project that was previously approved and know the developer wants to AMEND the plans to include a hotel, THIS IS OUTRAGEOUS !!!will make the traffic getting into our Neiborhood IMPOSIBLE!!!

The traffic the way it is today is TERRIBLE and more so during high season, we can't imagen adding all those units and traffic.
WE OPPSOSED TO ALL !!!

The traffic light they want to install on 163rd on the south side going to the beach, the only thing that will do is make more chaos , so we are OPPOSE to that as well.

We will not APPROVE a ZOOM Metting to discuss this delicate situation!!!! we will need to be able to do it in PERSON everyone PRESENT!!!!!

Yours Truly
Eduardo Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 1:24 PM
To: justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>
Subject: URGENT

We are the owners of 16434 NE 31 Ave N Miami Beach FL 33160

WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Duron, Mario F.

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Sent: Tuesday, June 02, 2020 2:17 PM
To: Proffitt, Justin
Subject: Re: URGENT

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N Miami Beach, FL 33160

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Duron, Mario F.

From: nansmoon@aol.com
Sent: Tuesday, June 02, 2020 2:34 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

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out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
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Duron, Mario F.

From: Emily Fernandez <fernandez.emily@ymail.com>
Sent: Monday, June 01, 2020 5:14 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis
Subject: Intracoastal mall

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 1, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

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Sincerely,
Emily fernandez
Fernandez.emily@ymail.com
305-401-1291

Sent from Yahoo Mail on Android
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Duron, Mario F.

From: Miranda Marrero <miramarrero@gmail.com>
Sent: Monday, June 01, 2020 1:38 AM
To: Smukler, Fortuna; Proffitt, Justin; Smith, Phyllis
Subject: Intracoastal Dev. Project

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Miranda Marrero, a concerned Eastern Shores resident
--
Miranda Marrero
North Miami Beach, FL
miramarrero@gmail.com
305-319-1405
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Duron, Mario F.

From: Shawna Cruz <shawna.cruz@yahoo.com>
Sent: Sunday, May 31, 2020 4:32 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis
Subject: Resident - City of North Miami Beach

Planning & Zoning Department

The 163rd E/W corridor is congested as is. With additional and regular repairs of road and new construction adding traffic lights will exacerbate, not solve the present, traffic-bottleneck problems. With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area of the city does NOT have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact. Sincerely,
Shawna and David (2 registered voters)

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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Sunday, May 31, 2020 12:03 PM
To: Proffitt, Justin
Subject: FW: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL

From: fabdimsa@bellsouth.net <fabdimsa@bellsouth.net>
Sent: Sunday, May 31, 2020 11:54 AM
To: 'espoa@yahoo.com' <espoa@yahoo.com>
Subject: RE: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL

If this meeting via zoom will be anything like the one held in May Ref: Zooning it will be a waste
At that time it was difficult to hear many times and if anyone wanted to say anything it was worse.
All I hope this will not take place and that the technology will be improved to voice our discontent with
The plans on ICM. Again, in person will be the best way. Why not wait??? Who is putting pressure
On the city??? If my grandsons Bar mitzvah was postponed till Oct from May and many affairs
Cancelled rather than use this Zooming idea, Mr Dezer and the city should change the date so all
Can be present in person.

From: Amalia Nick < Begin forwarded message:

> **From:** "E.S.P.O.A." <espoa@yahoo.com>
> **Date:** May 30, 2020 at 6:27:48 PM EDT
> **To:** Stacy Roskin <roskinsd@aol.com>
> **Subject: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL**
>
> ****URGENT****
>
> IMPORTANT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL
>
> The City will be holding a zoom meeting to discuss plans to allow a traffic light to be put on 163rd Street to create a new entrance/exit (east and west access) for the Intracoastal Mall. This additional traffic light will cause major congestion and traffic nightmares.
> In addition, if this traffic light is approved, the developer is expected to request "amended zoning" to change what was previously agreed upon by the City. This could drastically change the number and location of high rises and include a hotel.
> It is imperative that we voice our concerns regarding the planned development of this property. This development will impact our quality of life!
>
> Please attend the zoom and express your concerns. If you cannot attend the meeting, please provide an email with your comments to Justin.Proffitt@citynmb.com
>
> ZOOM MEETING INFORMATION
>
> Monday, June 8,2020 at 6:00 pm
>
> To just Watch or Listen

- Comcast Channel 77
- Live stream on www.citynmb.com

To Watch & Speak, Join us on Zoom
- Zoom Meeting: WWW.ZOOM.US
- Zoom Meeting ID: 858 2719 8307
- Meeting Password: 088 805
- Your email and address will be requested to register for the meeting.

To Watch & Speak on Zoom Via Telephone
- By Phone: (646) 876-9923, (US Toll) (301) 715-8592, (US Toll)

To Send Written Comments by 4:00 PM on the Day of the Meeting
- Email: NMBCOMDEV@citynmb.com

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Duron, Mario F.

From: Hector Marrero <hmarrero@aol.com>
Sent: Sunday, May 31, 2020 3:56 PM
To: Proffitt, Justin
Subject: Fwd: Intracoastal Mall Development

Put this on the record as well.

Sent from my iPhone

Begin forwarded message:

> **From:** Hector Marrero <hmarrero@aol.com>
> **Date:** May 31, 2020 at 3:55:29 PM EDT
> **To:** Diane Frazer <dfrazer81@gmail.com>
> **Subject: Re: Intracoastal Mall Development**
>
> Thank you!!! We need to raise our voices on this one!!!!
>
> Hector Marrero
>
> Sent from my iPhone
>
>> On May 31, 2020, at 3:44 PM, Diane Frazer <dfrazer81@gmail.com> wrote:
>>
>> Hector,
>>
>> The current plans for the developer to add a light right on top of the light at 35th Avenue is unacceptable as far as ESPOA is concerned. This developer needs to provide an additional ingress/egress into his development prior to any development beginning.
>>
>> In addition, his proposal for 2 forty story towers, one 32 story tower, additional town homes (all adding up to 2,000 residential units) plus offices, stores and restaurants, and a 250 key hotel is ridiculous.
>>
>> The addition of all of this will cause a traffic nightmare for us as well as increase crime, etc.
>>
>> ESPOA understands that the developer has the right to develop, but he must develop so that Eastern Shores is impacted as little as possible.
>>
>> Thanks,

Diane Frazer-Hayhurst

ESPOA President

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Duron, Mario F.

From: Dr. B. Barry Schugar <schugdady@aol.com>
Sent: Saturday, May 30, 2020 12:08 PM
To: Proffitt, Justin
Subject: intercostal mall

20 Years ago my wife and i bought Two lots in Eastern Shores. WE were moving away from Sunny Isles and their high rises . Now you can see the traffic and CONJESTION they have . We are retired and moving slow. The street {35 Ave] Will not Handle more cars. To, allow them to build with out adding more access is CRAZY.

DO not allow MORE BUILDIN
G without getting more Access ROADS

Sincerely, B. Barry Schugar DDS. FAGD.

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Duron, Mario F.

From: Francesco Martini <frankymart.fm@gmail.com>
Sent: Saturday, May 30, 2020 8:03 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis

May 30, 2020

Dear Justin Proffitt:
As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores.
This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE163rd Street.
The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.
The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve, the present traffic-bottleneck problems.
With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow.
This area does not have the infrastructure to support a multi-use project of this magnitude.
Nor can it afford its environmental impact.

Sincerely

Francesco Martini

Eastern Shore Resident
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Duron, Mario F.

From: Leslie Sardinia <samazach@gmail.com>
Sent: Saturday, May 30, 2020 2:52 PM
To: NMBCOMDEV
Subject: Planning and Zoning

Mr Mayor and Commissioners,

There CAN NOT be a meeting via zoom, when most have no clue or know how to use Zoom. I use zoom and since everyone is home using internet, I lose wifi service while taking a class or having a meeting. There's no way this is fair to the homeowners of ES, who pay the majority of the taxes to NMB, and will be effected the most by a metropolis in a small neighborhood shopping center.
The city of NMB, should first and foremost, represent the current owners and tax payers, not a billionaire who wants to make millions at the cost of US, the current
residents. Not a billionaire to come in and swoop down and take advantage during a pandemic situation, with the blessings of our elected officials.
I think you know what should be done in this situation, and if it goes as planned, I think you know, as current elected officials, you will lose the support of Eastern Shores residents. We have been overlooked long enough, with power lines and poles falling over, streets that are chopped up, no sidewalks. We are coming together and we have a voice, and we want it to be heard in person, NOT on Zoom.

Sincerely,

Bruce & Leslie Sardinia

Only if we understand, can we care.
Only if we care, we will help.
Only if we help, we shall be saved.
-Jane Goodall

Leslie Sardinia

"You may never know what results come from your action. But if you do nothing, there will be no result."
– Mahatma Gandhi

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Duron, Mario F.

From: Judy Blaustein <judyblaustein@gmail.com>
Sent: Saturday, May 30, 2020 7:15 PM
To: Proffitt, Justin
Subject: Intracoastal Mall

Dezer Development will cause traffic, congestion, and the most horrific, crime. The Intracoastal Mall will become trafficked by outsiders for a probable waterpark and condos. Traffic will become chaotic with congestion and the probability of crime. We residents of Eastern Shores pay huge taxes for our homes. Our privacy is jeopardized by this possible event. We pay to live in our gated communities. We maintain our homes through renovation, gardening, and upkeep. This possible development should not be allowed. The intracoastal mall should become better developed. A beauty school and an Old Navy do not belong here. Upscale restaurants would be welcome.A development of condos, a waterpark and garages would not aid a community. It will only bring profits down. This cannot occur.

Judith D. Sohn-Blaustein Eastern Shores Homeowner

--
Judy Sohn-Blaustein
JudyBlaustein@Gmail.co
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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Friday, May 29, 2020 5:17 PM
To: Proffitt, Justin
Cc: 'Diane Frazer'; 'Marc Einbinder'; 'Marteen Longo'; Lamberto, Bruce; 'Daniel Bakalarz'; 'David Templer'; 'FABIO NICK'; 'Leslie Sardinia'; 'Sandra Piligian'; 'Stacy Roskin'; e.riccardi@me.com; 'Iona Gabbidon'; 'Jack Berman'; 'Neal Keys'; 'Saul Smukler'
Subject: Intracoastal Mall Redevelopment

Dear Mr. Proffitt,

We have been advised of an additional traffic light that will be needed on 163rd St. in order to accommodate the redevelopment of the Intracoastal Mall. We do not agree with the monstrosity that is being proposed in our neighborhood without the residents' consent and certainly not with the additional traffic light !!! This is going to create a bigger nightmare in our roads than already exists, not to mention many more accidents.
We hope you reconsider based on the consequences that will ensue. We are outraged that this is even being considered !

Truly yours,

Eastern Shores Residents:
Fabio and Amalia Nick
Rosa and Charles Papir
Silvia and Bruce Kusens
Berta and Lenny Backer

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Duron, Mario F.

From: David Templer <dlt@templerhirsch.com>
Sent: Friday, May 29, 2020 10:39 AM
To: Proffitt, Justin
Cc: Diane Frazer (dfrazer81@gmail.com); Scott, Esmond; McHugh,Horace A.; Cino,Sharon; Duron, Mario F.
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thank you Justin. I will look at it.

However, I am in the business of disagreement and am painfully cognizant of the reality that "experts" are paid for conforming opinions. Those affected by those differing opinions are left to deal with and clean up the mess. Often times it is not the expert opinion that matters as much as common sense. I have spoken to more than a dozen people in the last couple of days and that is without any effort to assess the general sentiment. But, not a single one believes this proposed plan is an acceptable solution or good idea. These folks are not uneducated and unsuccessful people. They are the ones that purchased homes in the most expensive neighborhood of North Miami Beach.

While I am sure that City staff would love to see a truly beautiful project move towards fruition, particularly because of the substantial revenue it will offer, we must keep in mind that the money is not free. It comes with a cost. The City is first and foremost a collection of residents, who are living people. They have invested their heart, souls and money (or blood, sweat and tears) into their homes. Their homes are their sanctuaries. If their ownership, use and enjoyment of their properties, in their own City, is subjugated to development or revenue generation, then the City is no longer theirs.

Justin, in Miami-Dade the population has exploded since the 1980's. The resurgence of South Beach/Miami Beach, the weather, the sports teams, the international access have all made our part of the world a magnet. The nature of private land ownership and zoning laws results in development that has challenged our infrastructure and pushed it close to the edge. Setting aside what is underground (like broken sewers that leak excrement into our precious waterways on a regular basis), what is on the side of the road (tons of garbage strewn piece by piece for hundreds of square miles), stand-still highways forever under construction, the loss of the precious sky-blue views (interrupted by successive high rises), the loss of habitat for indigenous wildlife, and other malignancies, the living people who have invested in their homes are legitimately, justifiably and rightfully worried that their use and enjoyment will be crushed under the weight of poorly permitted road projects.

I must again reiterate that I am NOT opposed to the plan to redevelop the Intracoastal Mall. I am of the opinion that a properly planned redevelopment will add real value to the City and the residents alike. Nonetheless, my neighbors and I are in no hurry and will not take our chances with a less-than-optimal traffic access solution. We are NOT prepared to suffer the resultant cost and expense of an engineering failure. It is much, much too high of a price to pay.

Please make this email part of the record for P & Z as well.

Stay safe my friend.

David

PS: On a daily basis (except during this traffic-calming pandemic) is see EMS and Fire trucks sitting in lined up traffic with light flashing and sirens blaring. One would have to be blind and deaf to miss it. The people they are rushing to help are at the mercy of the traffic. The intersection congestion is not merely an inconvenience for the living residents, it is a life-safety hazard.

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
Aventura, FL 33180
T: (305) 937-2700
E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

TEMPLER & HIRSCH
ATTORNEYS
31 Years of Service Excellence

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Friday, May 29, 2020 9:13 AM
To: David Templer <dlt@templerhirsch.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; McHugh,Horace A. <Horace.McHugh@citynmb.com>; Cino,Sharon <Sharon.Cino@citynmb.com>; Duron, Mario F. <Mario.Duron@citynmb.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Hello David,

I encourage you to review the latest Traffic Impact Study showing the analysis and new designs for the intersections. As you point out, transportation management and design is a crucial aspect of this project so I will ask the applicant to provide a very detailed presentation.

Thank you for raising these important questions.

One Vision • One Mission
One City
#StepUpNMB Census2020

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media.

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 1:57 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>

Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thanks. I was talking with Phyllis today and we discussed whether changing the eastbound through lanes on 163 to a regular Red-Yellow-Green light would eliminate the problem. If it were Red when the folks leaving Eastern Shores are turning left to go east, there would be less of a crash risk from merging cars. HOWEVER, this does not eliminate the stacking problem that would be created by that proposed left turn lane. Those cars that are stacked up would impeded cars leaving Eastern Shores to go east.

It is a mess, unfortunately.

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
Aventura, FL 33180
T: (305) 937-2700
E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

TEMPLER & HIRSCH
ATTORNEYS
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From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Thursday, May 28, 2020 1:51 PM
To: David Templer <dlt@templerhirsch.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

I will include these comments as well. Thank you.

One Vision • One Mission • One City
#StepUpNMB Census2020

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

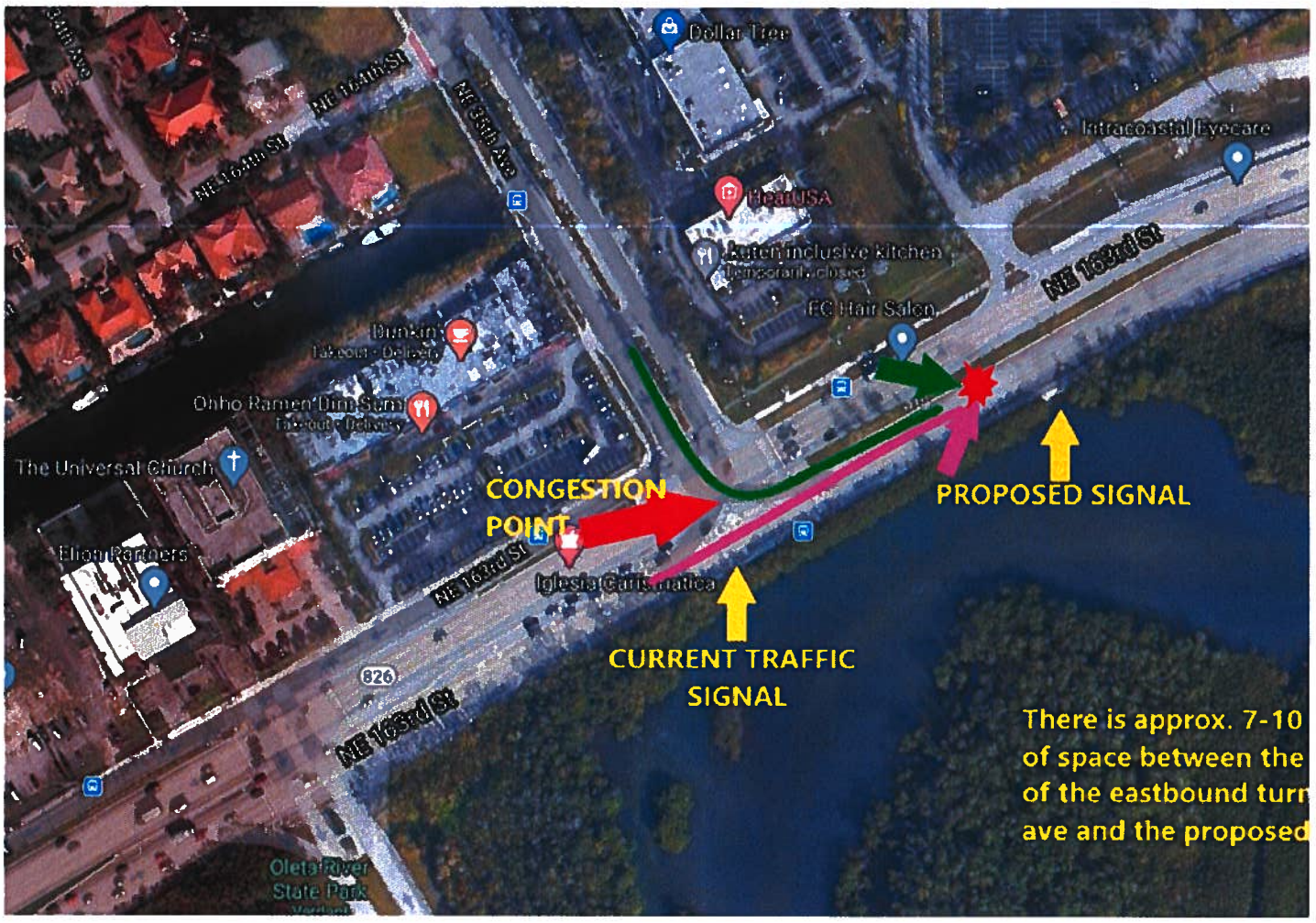
17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 10:33 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Justin

To add to the below, the newly proposed left turn lane (which will be a collision point, as described below) cannot possibly hold enough cars during a light cycle. With the number of units and residents to the proposed project, that proposed left turn lane (off of eastbound 163) will back up. That will not only disrupt through traffic on 163 eastbound but it will disrupt the eastbound left turn off of 35th Ave because those cars will be unable to proceed east past the newly proposed signal!!

Here is a satellite mock up



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E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Friday, May 29, 2020 1:57 PM
To: Proffitt, Justin
Cc: Smith, Phyllis; Smukler, Fortuna

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

May 28, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Margo Berman, Eastern Shores' resident

--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRltOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From:	fabdimsa@bellsouth.net
Sent:	Friday, May 29, 2020 5:17 PM
To:	Proffitt, Justin
Cc:	'Diane Frazer'; 'Marc Einbinder'; 'Marteen Longo'; Lamberto, Bruce; 'Daniel Bakalarz'; 'David Templer'; 'FABIO NICK'; 'Leslie Sardinia'; 'Sandra Piligian'; 'Stacy Roskin'; e.riccardi@me.com; 'Iona Gabbidon'; 'Jack Berman'; 'Neal Keys'; 'Saul Smukler'
Subject:	Intracoastal Mall Redevelopment

Dear Mr. Proffitt,

We have been advised of an additional traffic light that will be needed on 163rd St. in order to accommodate the redevelopment of the Intracoastal Mall. We do not agree with the monstrosity that is being proposed in our neighborhood without the residents' consent and certainly not with the additional traffic light !!! This is going to create a bigger nightmare in our roads than already exists, not to mention many more accidents.
We hope you reconsider based on the consequences that will ensue. We are outraged that this is even being considered !

Truly yours,

Eastern Shores Residents:
Fabio and Amalia Nick
Rosa and Charles Papir
Silvia and Bruce Kusens
Berta and Lenny Backer

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Duron, Mario F.

From: Diane Frazer <dfrazer81@gmail.com>
Sent: Friday, May 29, 2020 10:51 AM
To: David Templer
Cc: Cino,Sharon; Duron, Mario F.; McHugh,Horace A.; Proffitt, Justin; Scott, Esmond
Subject: Re: P & Z, June 8: High Rises at Intracoastal Mall

Justin,
Thanks for the information. I am in full agreement with David. Traffic studies tend to support the entity who is paying them. I am hoping you received my email and that it will be placed in the record.

On Fri, May 29, 2020 at 10:39 AM David Templer <dlt@templerhirsch.com> wrote:

Thank you Justin. I will look at it.

However, I am in the business of disagreement and am painfully cognizant of the reality that "experts" are paid for conforming opinions. Those affected by those differing opinions are left to deal with and clean up the mess. Often times it is not the expert opinion that matters as much as common sense. I have spoken to more than a dozen people in the last couple of days and that is without any effort to assess the general sentiment. But, not a single one believes this proposed plan is an acceptable solution or good idea. These folks are not uneducated and unsuccessful people. They are the ones that purchased homes in the most expensive neighborhood of North Miami Beach.

While I am sure that City staff would love to see a truly beautiful project move towards fruition, particularly because of the substantial revenue it will offer, we must keep in mind that the money is not free. It comes with a cost. The City is first and foremost a collection of residents, who are living people. They have invested their heart, souls and money (or blood, sweat and tears) into their homes. Their homes are their sanctuaries. If their ownership, use and enjoyment of their properties, in their own City, is subjugated to development or revenue generation, then the City is no longer theirs.

Justin, in Miami-Dade the population has exploded since the 1980's. The resurgence of South Beach/Miami Beach, the weather, the sports teams, the international access have all made our part of the world a magnet. The nature of private land ownership and zoning laws results in development that has challenged our infrastructure and pushed it close to the edge. Setting aside what is underground (like broken sewers that leak excrement into our precious waterways on a regular basis), what is on the side of the road (tons of garbage strewn piece by piece for hundreds of square miles), stand-still highways forever under construction, the loss of the precious sky-blue views (interrupted by successive high rises), the loss of habitat for indigenous wildlife, and other malignancies, the living people who have invested in their homes are legitimately, justifiably and

rightfully worried that their use and enjoyment will be crushed under the weight of poorly permitted road projects.

I must again reiterate that I am NOT opposed to the plan to redevelop the Intracoastal Mall. I am of the opinion that a properly planned redevelopment will add real value to the City and the residents alike. Nonetheless, my neighbors and I are in no hurry and will not take our chances with a less-than-optimal traffic access solution. We are NOT prepared to suffer the resultant cost and expense of an engineering failure. It is much, much too high of a price to pay.

Please make this email part of the record for P & Z as well.

Stay safe my friend.

David

PS: On a daily basis (except during this traffic-calming pandemic) is see EMS and Fire trucks sitting in lined up traffic with light flashing and sirens blaring. One would have to be blind and deaf to miss it. The people they are rushing to help are at the mercy of the traffic. The intersection congestion is not merely an inconvenience for the living residents, it is a life-safety hazard.

David L. Templer

Templer & Hirsch, P.A.

20801 Biscayne Blvd., Ste. 400

Aventura, FL 33180

T: (305) 937-2700

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ATTORNEYS

31 Years of Service Excellence

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Friday, May 29, 2020 9:13 AM
To: David Templer <dlt@templerhirsch.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; McHugh,Horace A. <Horace.McHugh@citynmb.com>; Cino,Sharon <Sharon.Cino@citynmb.com>; Duron, Mario F. <Mario.Duron@citynmb.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Hello David,

I encourage you to review the latest Traffic Impact Study showing the analysis and new designs for the intersections. As you point out, transportation management and design is a crucial aspect of this project so I will ask the applicant to provide a very detailed presentation.

Thank you for raising these important questions.

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 1:57 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thanks. I was talking with Phyllis today and we discussed whether changing the eastbound through lanes on 163 to a regular Red-Yellow-Green light would eliminate the problem. If it were Red when the folks leaving Eastern Shores are turning left to go east, there would be less of a crash risk from merging cars. HOWEVER, this does not eliminate the stacking problem that would be created by that proposed left turn lane. Those cars that are stacked up would impeded cars leaving Eastern Shores to go east.

It is a mess, unfortunately.

David L. Templer

Templer & Hirsch, P.A.

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E: dlt@templerhirsch.com

F: (305) 935-9873

www.templerhirsch.com

TEMPLER & HIRSCH
ATTORNEYS

31 Years of Service Excellence

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Thursday, May 28, 2020 1:51 PM
To: David Templer <dlt@templerhirsch.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

I will include these comments as well. Thank you.

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

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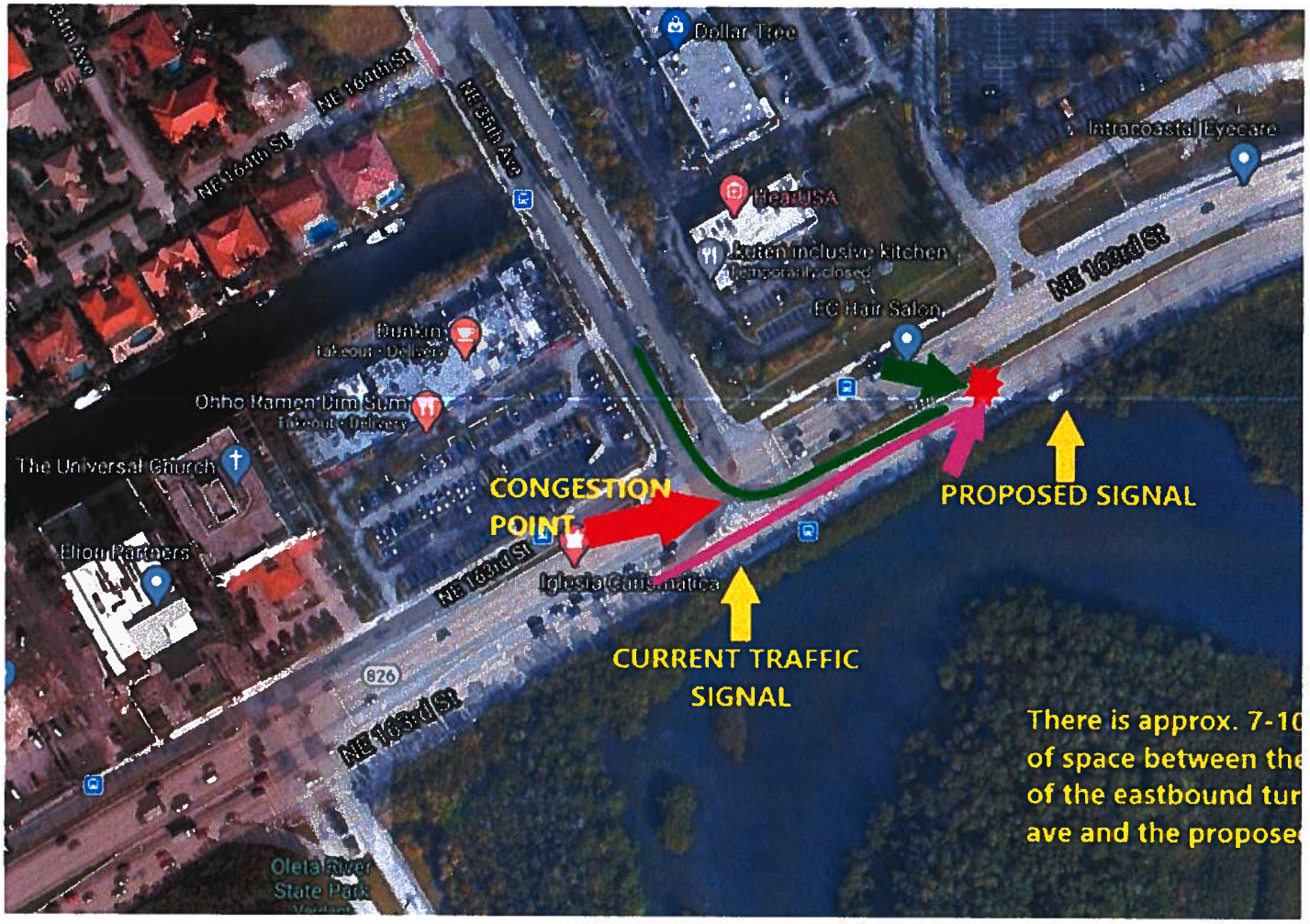
17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 10:33 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Justin

To add to the below, the newly proposed left turn lane (which will be a collision point, as described below) cannot possibly hold enough cars during a light cycle. With the number of units and residents to the proposed project, that proposed left turn lane (off of eastbound 163) will back up. That will not only disrupt through traffic on 163 eastbound but it will disrupt the eastbound left turn off of 35th Ave because those cars will be unable to proceed east past the newly proposed signal!!

Here is a satellite mock up



David L. Templer

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Aventura, FL 33180

T: (305) 937-2700

Duron, Mario F.

From: Bruce Lamberto <blamberto@aol.com>
Sent: Friday, May 29, 2020 10:01 PM
To: Proffitt, Justin
Cc: dlt@templerhirsch.com; dfrazer81@gmail.com
Subject: Intracoastal Mall Traffic Plan

Justin

Please let this email serve as my opposition to the proposed traffic signal installation on the Sunny Isles Bridge approach EAST OF ne 35TH aVENUE. Should the proposed redevelopment of ICM take place, the only viable eastbound entrance to the ICM should be from under the bridge.

The main issue facing the Texas U turn concept is cost. Unlike the Sunny Isles side of the bridge, there is no upland land on tge south side due to the Oleta River. Essentially the ramp needed to exit SR826 to go under the bridge would be 1000 foot long street level bridge with its support columns in the river. This would be extremely expensive and probably not cost effective no matter how many units would be constructed at ICM. There is also the costly environmental studies and mangrove issues that would also need to be addressed. However I agree that the U turn under the bridge would also be beneficial to us in ES and the other businesses along the service road. Currently there is no westbound dedicated right turn lane to 35th Avenue coming from the east. The redesign of the highway to incorporate the U turn could also include the dedicated west-bound right turn lane onto 35th Avenue. It appears in this case that unless State funding is sought and utilized to make the U turn ramp happen, in all probability we will be stuck with the additional signalized intersection. Please keep in mind the developer bought ICM prior to its up-zoning which turned into a huge profit windfall for him. Had not that City- sponsored upzoning occurred, none of us residents would now be dealing with this issue.

The City Administration's default is to approve a request unless there is vocal opposition. Particularly in a case like this, the default is backwards!! The default should be that the proposal is denied unless the applicant brings forth sufficient community support. It is the applicant that is seeking the change and suggesting it is a benefit to the community. The burden of proof should be on the applicant. For that reason, the proposed new traffic signal on Sunny Isles Boulevard east of NE 35th Avenue should be denied.

Bruce Lamberto
3420 NE 165 ST.
NMB, FL. 33160

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Duron, Mario F.

From: Elizabeth Castro <castroelizabeth31@hotmail.com>
Sent: Friday, May 29, 2020 7:45 PM
To: Proffitt, Justin; Smukler, Fortuna; Smith, Phyllis
Subject: Dezer Proposal

May 28, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores.

This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor can it afford its environmental impact.

Sincerely,

Elizabeth Castro

Easter Shores Resident

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Duron, Mario F.

From: Diane Frazer <dfrazer81@gmail.com>
Sent: Thursday, May 28, 2020 2:46 PM
To: Proffitt, Justin
Subject: June 8th Planning and Zoning Meeting

Good Afternoon Justin,

This email is in response to the proposal for an additional light on 163rd Street, allowing access into the Intracoastal Mall.

The current plan to create an additional light on 163rd Street will result in backed up traffic at the light on 35th Avenue. The space to allow for traffic heading eastbound to merge to the left to enter the Intercoastal Mall will be at odds with the cars leaving 35th Avenue and heading east. This traffic is heavy and will result in back ups as they will be immediately stopped once they get onto 163rd Street.

In addition, the heavy traffic that occurs on 163rd Street will result in both of these intersections being gridlocked as people have a tendency to block intersections. This happens now at 35th Avenue and will happen again at the new light.

I have read the information provided by David Templer and agree totally with his description and his drawing. This light is not a solution and will cause traffic nightmares and I believe many traffic accidents.

It is my opinion that this proposal should be defeated and that the developer should explore other avenues of ingress/egress to this site.

Diane Frazer-Hayhurst

ESPOA President

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Duron, Mario F.

From: Dr. B. Barry Schugar <schugdady@aol.com>
Sent: Thursday, May 28, 2020 12:01 PM
To: Proffitt, Justin
Subject: mall

As a 20 resident of NMB MY wife and I are totally opposed to the changes to our INTERCOSTAL MALL.

MR d. s only thinking of how to make money. WE will work to STOP
him.
WE do not need more TRAFFIC Or
CONJESTION.

sincerely, DR. Barry Schugar

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TEMPLER & HIRSCH
ATTORNEYS

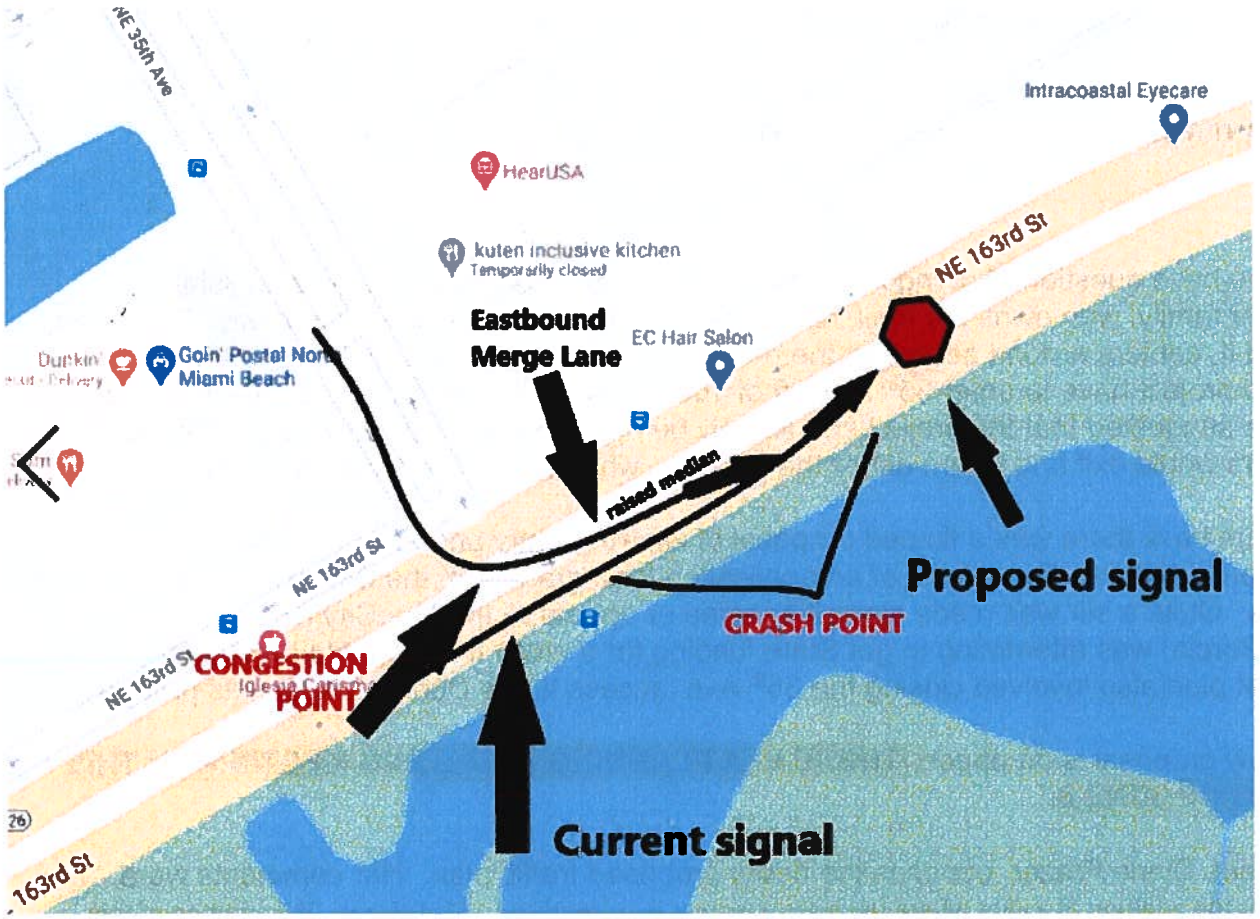
31 Years of Service Excellence

From: David Templer
Sent: Wednesday, May 27, 2020 3:25 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: P & Z, June 8: High Rises at Intracoastal Mall

Justin

Though I am *not necessarily* opposed to development at the site of the current Intracoastal Mall, I continue in my vehement opposition to any project that will stress the roadway for current Eastern Shores residents. The proposal coming up on June 8 is simply dangerous.

Placement of a light at the base of the downslope on the westbound bridge is a bad idea. Eastbound traffic attempting to access a lane to turn left into that property will cause problems with cars leaving 35th Ave to proceed east. Cars will be merging into and out of the same lane, some slowing down to turn left and others speeding up to get up the bridge. This is a catastrophe in design. Further, cars leaving 35th Ave to proceed east will very suddenly come upon a (new) traffic signal. A turn-east-and-stop will either back up onto the 35th Ave intersection or cause rear-end collisions.



David Templer

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North Miami Beach, FL 33160

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ATTORNEYS

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From: David Templer <dlt@templerhirsch.com>
Sent: Wednesday, May 27, 2020 2:44 PM
To: David Templer <dlt@templerhirsch.com>
Subject: IMPORTANT NEWS: High Rises at Intracoastal Mall

Neighbors

A number of you have questioned or inquired about the proposed project at the Intracoastal Mall. The Dezer family, who owns the mall, has proposed several high rise towers there. The issue, as I understand it, centers around access to the property. The thought was that if all of the residents of the proposed project have to enter 35th Ave off of 163rd St we will have a gridlock nightmare. At one time, it was suggested that the project should only be approved if the access was off of 163rd (eastbound, cars would exit and u-turn under the bridge....what is called a Texas U-Turn).

A couple of years back there was a floated proposal of allowing entry and exit off of 35th Avenue. That proposal was the subject of an application for a grant from the State of Florida to study the intersection. Quite a stir was made since it seemed or appeared that the City (under then City Manager Ana Garcia) was attempting to get State funding for a study that benefited a private developer. That plan also involved closing the 35th Ave. access to the Dunkin Doughnuts property.

A new traffic flow proposal is on paper. **THERE IS A PLANNING AND ZOING MEETING ON THIS ISSUE COMING UP JUNE 8.**

ESPOA President, Diane Frazer, opposes the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance)

in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge"

My concern is that the proposed "east of 35th avenue" light and access to the property will be quite dangerous. Eastbound traffic wishing to enter that left (north) turn lane will be competing against the traffic leaving Eastern Shores (heading east) that is required to merge into the eastbound through lanes. It will also be a "blind light" for those leaving Eastern Shores and heading east. No sooner will you enter the eastbound merge lane than will you encounter a traffic light, creating a go-and-stop effect that will result in additional crashes and possible back up of cars into the 35th avenue intersection.

If you, as a property owner, leave Diane as the sole voice the City hears, you can expect that the proposed plan will be approved. If you have concerns or objections, you MUST either (1) put them in writing to Justin Proffitt at the City or (2) attend this meeting and speak up (the meeting will likely be virtual).

Mr. Proffitt can be reached at justin.proffitt@citynmb.com and I would suggest that you also cc fortuna.smukler@citynmb.com. Fortuna is one of the Commissioners and is an Eastern Shores resident.

David Templer
3260 NE 164 St.
North Miami Beach, FL

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Duron, Mario F.

From: Eric Isicoff <Isicoff@irlaw.com>
Sent: Wednesday, May 27, 2020 3:20 PM
To: Proffitt, Justin
Cc: fortuna.smukler@citynmb.org
Subject: Intracoastal Mall

Dear Mr. Proffitt:

I am a 20 year resident of Eastern Shores (3206 NE 168 Street) and serve on the Special Taxing District Committee for the 35th Ave. Guard Gate. I just became aware of the redevelopment plan for the Intracoastal Mall. The massive project being proposed will necessarily generate an enormous amount of traffic coming and going into this site which sits on the edge of 163rd Street and NE 35th Ave. The proposed intersection for ingress and egress will create a very dangerous condition. Traffic moves very quickly on the bridge and the large intersection, with additional traffic light, being proposed is a bad and dangerous solution to a very serious problem. We already have a significant number of accidents with cars leaving Eastern Shores to head East through the light and merging with fast moving traffic. This is a unique situation where you have residential properties on one side, water on another side and an already stressed roadway leading in and out of Eastern Shores which could not handle the massive traffic that would come along with the proposed project. The only remaining option is 163rd Street and, given the configuration of the property, the existence of two traffic lights already in place right outside of Eastern Shores and the dangerous and fast moving traffic coming off the bridge and on 163rd Street generally, this proposal is a recipe for disaster. As everyone already knows, even with the current situation, we are getting back-ups coming into Eastern Shores (from the West) and going out of Eastern Shores to the East. It would be both dangerous and unfair to impose this additional burden on this already sensitive and overwhelmed situation. I would urge the City to reject the plan. Thank you. Eric Isicoff

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Eric D. Isicoff, Esq.
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Courvoisier Centre
601 Brickell Key Drive
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Miami, FL 33131
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Email isicoff@irlaw.com

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Subject: P & Z, June 8: High Rises at Intracoastal Mall

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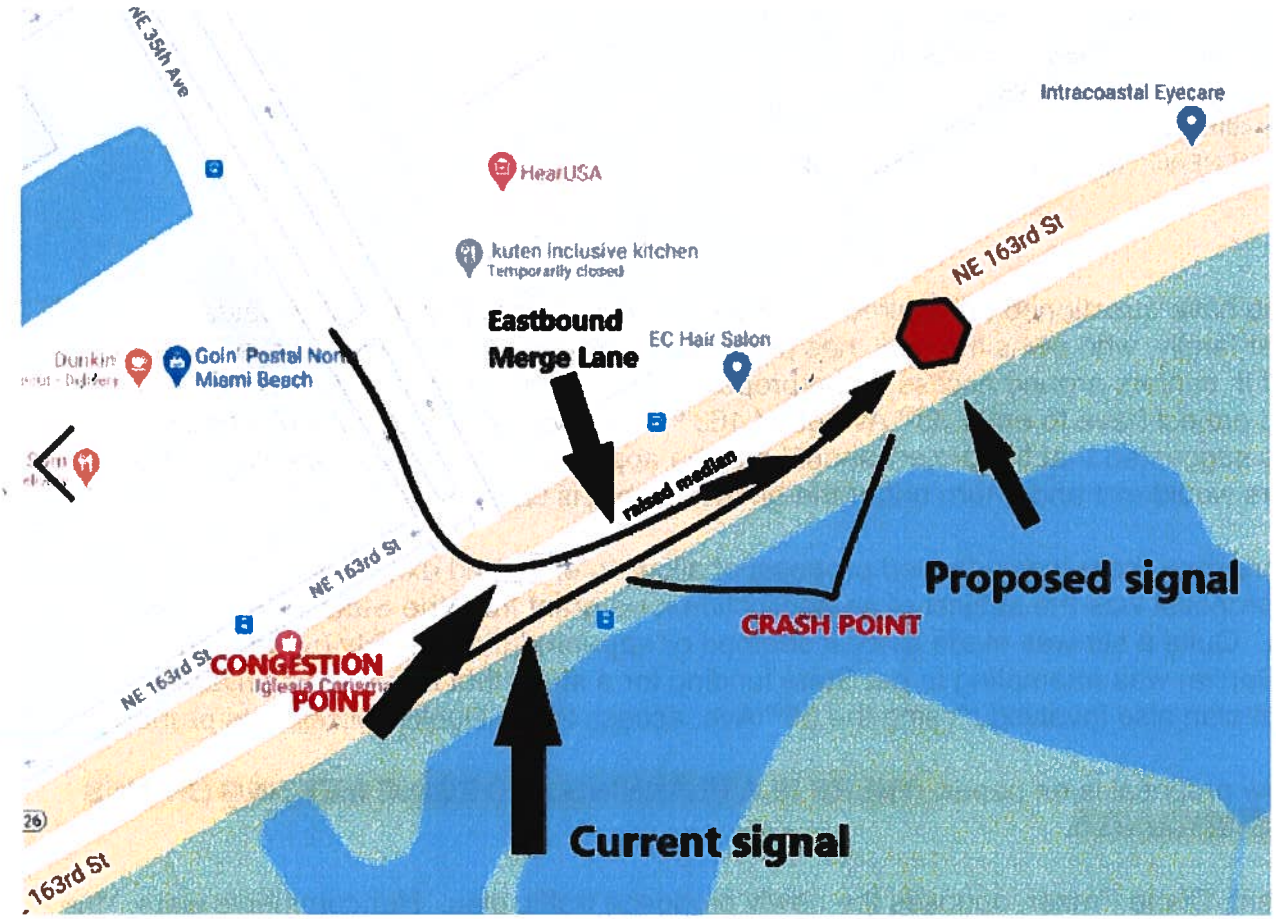

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3260 NE 164 St.

North Miami Beach, FL 33160

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Mr. Proffitt can be reached at justin.proffitt@citynmb.com and I would suggest that you also cc fortuna.smukler@citynmb.com. Fortuna is one of the Commissioners and is an Eastern Shores resident.

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North Miami Beach, FL

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 4:17 PM
To: Proffitt, Justin
Subject: URGENT Intracostal Project

We are the owners of 16434 NE 31 Ave N Miami Beach FL 33160

WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Duron, Mario F.

From: Jason Sheppard <jasonrsheppard@gmail.com>
Sent: Monday, June 08, 2020 4:15 AM
To: NMBCOMDEV
Subject: Public Comment

As a resident of Eastern Shores for over 20 years. This proposed development in the area is a concern to me. As I have seen first hand how the over development of neighboring sunny isles beach has affected the quality of life and overall community of the area. The oversized high rises in sunny isles have brought in a high number of renters and in turn air bnb rental units which lead to numerous disturbance calls per week. In densely populated high rises such as the intracoastal yacht club which are just across the waterway, there are a number of air bnb units which bring in out of town visitors to the city who do not care about their neighbors or the neighborhood. I would hate to see this become an issue in our section of NMB which has always had the benefit of being a quiet secluded neighborhood with a great sense of community and safety. On top of that, 163rd Street traffic is congested enough as is particularly from 3pm on , building high occupancy apartment buildings would only serve to compound the issue. In the end I feel any new residential development in this area would be a mistake and only serve to lessen the quality of life in the area.
- Jason Sheppard

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:49 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: ZOOM MEETING CANCELED.

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Ramón Rozas Botrán <rrozasbotr@aol.com>
Sent: Saturday, June 6, 2020 11:15 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: ZOOM MEETING CANCELED.

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Ramon Rozas
3251 NE 164th St
North Miami Beach FL 33160
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Randy Rose 3750 NE 169th Street # 111.

I have owned properties in Eastern Shores since 1987 . I have been selling real estate in the area over 40 years. Always been for Development within REASON . What is requested is 100% "NOT" within REASON.

I remember since after the Intracoastal Mall was built, if any Major redevelopment/expansions were to be done with the Mall, FIRST requirement was , Owner of the Mall needed to build a "Texas U Turn , under the 163rd ST bridge.

I respect the DEZER FAMILY. I believe that they were aware of what they could Do and Not do, with the Mall prior to Purchasing . The Texas U turn is a PRIORITY for all concerns whoever travels on 163rd Street in all directions.

I believe that the Mall had approx 20 story height restriction, not sure if any zoning change was approved. Several years ago, the City hired some Planning Company to explore different areas around the City , what may be a possible options for New Development . Possibly with certain political interest. One idea for the Mall was to consider heights up to 40 stories. I am sure if something like this was vision , or any MAJOR CHANGES , then all infrastructures such as WATER-SEWER-TRAFFIC had to be resolved TEXAS U TURN BUILT prior to approval as a CONDITION.

NMB . This ZOOM MEETING is not the proper time to have a MAJOR Discussion or any Decision like this, NEEDS to be held in person Face to Face.

DEZER FAMILY do the Right Thing spend Your Necessary Money Build a Texas U Turn, or Consider Selling the Mall . Let another Shopping Center Owner Do the Right Thing first, Build the Texas U Turn , then build something appropriately.

Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:35 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Rescheduled June 8, 2020 Zoom Planning & Zoning meeting

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Roberta Gordon <brta22@comcast.net>
Sent: Thursday, June 4, 2020 12:07 PM
To: Commission All External <CommissionAll@citynmb.com>; Justin Proffitt <Justin.Proffitt@cnmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Daniel Espino <DEspino@wsh-law.com>
Subject: Rescheduled June 8, 2020 Zoom Planning & Zoning meeting

Dear All,

As I stated in my email to (some of) you sent May 12, I am still not pleased that this meeting could not be rescheduled to a future date when Miami-Dade County will have allowed us to gather.

I've posted meeting notices in all 7 buildings and the Clubhouse at Eden Isles in the attempt to get the word out for Monday's meeting. Hopefully those who cannot Zoom can submit their questions ahead of time to be placed on the agenda and watch the meeting on Channel 77.

Some of what I cover below has to do with the development itself, and some the effects on Eastern Shores.

One concern of mine is the fact that NE 35th Avenue is a public street.
There is a guard house that accepts any vehicles in the right lane without the need to check their destinations (as private gated communities do).
Currently, the number of vehicles that do not come to a rolling stop at the stop sign past the right gate is a major danger at this point in time. I blast my horn whenever someone cuts in front of me as I have gone through the residents gate, and I will begin to take photos of license plates and submit them to the NMBPD. I can't imagine that, should the new development become a reality, many additional vehicles may drive through out of curiosity to the north of the guard house.
People don't stop at the 4 way stop signs, and I've even called NMBPD to have a marked police vehicle create a presence to be a deterrent to these violators. It does work.

Do you have the manpower, vehicles and money to to implement this if necessary? Will you be taking it out of the Dezers' fees? And the tax dollars the City collects from the project?

I am totally appalled at the proposed heights of structures, some from 32 to 40 stories tall, on the Intracoastal Waterway or on the north side of the property abutting 163rd Street, across from Oleta Park. This is totally absurd!!

With the closing of beaches for the last several months, I have found that many people are coming into Eden Isles to its seawalls to fish. Word travels quickly. This is private property. Also, with our own residents wearing masks, it is difficult to tell whether or not they are residents or simply people trying to fish. Can the police department handle the calls that may come in? We have seawalls in need of repair and no CCTV. It's a problem that I see escalating if the development goes through. These are liabilities.

I feel we cannot handle the traffic, the addition of several thousand condo units in the neighborhood, and the fact that we will be under construction for approximately 5 years.
The fact that, currently, if you need to leave Eastern Shores and head west to Biscayne Boulevard after 2 or 3PM, it takes nearly 20 minutes to traverse that route, which will continue, I'm told, till at least August (weather permitting).

Lastly, these are man-made islands and, with the ongoing rise of the waters due to global warming, I feel this is a futile and ill thought proposal.

Please put my questions on the agenda.

This is my third communication to the City since the September Planning & Zoning meeting.

Thank you for you consideration and proper action for all concerned.

Sincerely,

Roberta Gordon
Eden Isles Condominiums
Building G Director

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:30 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Objections to Dezer Project Modifications

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
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From: Alice Ryan <agoos1304@icloud.com>
Sent: Thursday, June 4, 2020 9:40 AM
To: Commission All External <CommissionAll@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: Objections to Dezer Project Modifications

Mr. Justin Proffitt, AICP Manager,

Planning & Zoning Department

City of North Miami Beach

17050 NE 19th Avenue

North Miami Beach, FL 33162-3100

Dear Mr. Proffitt,

As someone who has suffered with the traffic on 163rd St. since moving to Sunny Isles Beach in 2011, I strongly object to the revised Dezer project plans.

There is no way that the 163rdrd St bridge (going East to Collins Avenue) will be able to accommodate the traffic that will result from the Dezer project.

I have had a running dialogue with the Mayor of Sunny Isles about the closure of a lane (sometimes two lanes) on the bridge. After years of pointing out that the lane closure was unwarranted and I'm pretty sure not properly licensed, it seems

to have stopped. However, what is clear is the havoc that lane closure caused in terms of traffic—and that was with the existing buildings on the Dezer property. I cannot imagine the traffic caused by the proposed project.

Has anyone even done a traffic study of the proposed development?

The lack of planning that has created the mess we have in Sunny Isles and now North Miami Beach must end.

Before blindly giving the go-ahead for the Dezer Development, please exercise some judgment. At the very least, the application to expand the project's outlines should be denied.

Sincerely,

Alice Agoos

241 Poinciana Island Dr

Sunny Isles Beach, FL 33160

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:26 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Eastern Shores Development

Fortuna Smukler | *Commissioner*
City of North Miami Beach
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From: Angela Boidi <angelaboidi@gmail.com>
Sent: Thursday, June 4, 2020 9:29 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Eastern Shores Development

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
• Six stories to 20 stories

• Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Angela Boidi

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:22 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Mr. Justin Proffitt, AICP

Fortuna Smukler | *Commissioner*
City of North Miami Beach
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F (305) 787-6036

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From: Alvaro Rodriguez Paz <alvarorpaz@gmail.com>
Sent: Thursday, June 4, 2020 7:29 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Commission All External <CommissionAll@citynmb.com>
Subject: Mr. Justin Proffitt, AICP

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue6
North Miami Beach, FL 33162-3100

June 4, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
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• Eight stories to 32 stories

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These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Alvaro Rodriguez Paz

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 3:12 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Intracoastal mall

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
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From: Joe Leal Jr <jl@wwdrape.com>
Sent: Wednesday, June 3, 2020 9:01 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Intracoastal mall

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

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- Eight stories to 32 stories

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tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Thanks,
Jose

Sent from my iPhone
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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:31 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Intracoastal Development Project

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: nansmoon@aol.com <nansmoon@aol.com>
Sent: Tuesday, June 2, 2020 2:34 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:19 PM
To: Scott, Esmond; McHugh,Horace A.; Proffitt, Justin; Daniel Espino
Subject: Fw: Intracostal Mall Project.

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Martha <marthatala03@aol.com>
Sent: Monday, June 1, 2020 9:28 PM
To: Commission All External
Subject: Intracostal Mall Project.

Hello, I m resident in Sunny Isles Beach and Im as many other owners , against the Dezer Development Project which will impact the property value at the area.

My name is Martha Talavera. Thanks

Sent from my iPhone
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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:08 PM
To: Scott, Esmond; Daniel Espino; McHugh,Horace A.; Proffitt, Justin
Subject: Fw: June 8, 2020 Plannign and Zoning meeting

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
F (305) 787-6036

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bill Dean <bill@forddean.com>
Sent: Tuesday, June 2, 2020 10:36 AM
To: Scott, Esmond <Esmond.Scott@citynmb.com>
Cc: Smith, Phyllis <phyllis.smith@citynmb.com>; Kramer, Barbara <barbara.kramer@citynmb.com>; Joseph,Michael <Michael.Joseph@citynmb.com>; Villard, Paule <Paule.Villard@citynmb.com>; Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Fleurimond, McKenzie <McKenzie.Fleurimond@citynmb.com>
Subject: June 8, 2020 Plannign and Zoning meeting

Dear Mr. City Manager, Mr. Mayor and Commissioners,

I send this email to respectfully request that upcoming Planning and Zoning Meeting scheduled for June 8, 2020, be rescheduled to a time when all interested NMB residents can attend said meeting safely in person

I thank you in advance for your cooperation in this regard.

William A. Dean, B.C.S.
Board Certified Civil Trial Lawyer

FORD, DEAN & ROTUNDO, P.A.

3323 N.E. 163 Street, Suite 605
North Miami Beach, FL 33160
Telephone: *(305) 670-2000*
Tollfree: *(888) 372-2873*
Facsimile: *(305) 670-1353*
Email: *bill@forddean.com*

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Duron, Mario F.

From: Smukler, Fortuna
Sent: Monday, June 08, 2020 2:02 PM
To: Scott, Esmond; McHugh,Horace A.; Daniel Espino; Proffitt, Justin
Subject: Fw: Intracoastal mall

Fortuna Smukler | *Commissioner*
City of North Miami Beach
Office of the Mayor & Commission
T (305) 948-2986, ext. 2425
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17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Emily Fernandez <fernandez.emily@ymail.com>
Sent: Monday, June 1, 2020 5:14 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Cc: Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>
Subject: Intracoastal mall

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 1, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Emily fernandez
Fernandez.emily@ymail.com
305-401-1291

Sent from Yahoo Mail on Android

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Duron, Mario F.

From: Silvia y Luis Reyes <silviailuisreyes@gmail.com>
Sent: Monday, June 08, 2020 12:00 AM
To: Proffitt, Justin
Subject: Intracoastal Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

justin.proffitt@citynmb.com

June 7, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,

Silvia Mejia
Eastern Shores Resident

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Duron, Mario F.

From: Gina Afflitto <gtafflitto@gmail.com>
Sent: Monday, June 08, 2020 10:06 AM
To: NMBCOMDEV
Subject: Public comment

Gina Afflitto
3923 NE 166th Street
North Miami Beach, Fl 33160

I am a resident of Eastern shores and I have some concerns with the development of the Intracoastal mall on 163rd street and 35th avenue.

1. The traffic on 163rd street and 35th avenue is already overcrowded. The addition of 2000 more units will seriously impact the already crowded roads. This is the only access to Eastern Shores. How will this problem be addressed?
2. With regards to the construction, how will the developer protect our seawall while construction is in progress? Also, the addition of more than 2000 residents, there will be more boat traffic which will seriously impact our seawall.
3. Already having limited public transportation in this area, this project will produce many more cars which will tax the roads and cause more air pollution.
4. This area and surrounding areas has already reached its saturation point with population and traffic. To add 2000 more residences would be a disaster and seriously impact our quality of life in this area.

I feel that a development which stands with the current restrictions would be more favorable for development in this area.

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Duron, Mario F.

From: Ann Giordano <agiordano@fscusa.com>
Sent: Monday, June 08, 2020 9:11 AM
To: NMBCOMDEV
Subject: Virtual Public Meeting on Intercon

1. What is the plan for access without long traffic waits. As it is now 35th avenue is the ONLY access to Eastern Shores. From what I see, 35th avenue will still be the only access and you are now proposing to add at lease 2000 residences which will further complicate making a left onto 35th avenue from heading East on NE 163rd street. We sometimes wait 2 or 3 lights to make that left. The only other access would be from heading west on 163rd street, coming off the bridge. When the bridge rises the traffic backs up so severely on 163rd street that cars cannot get close to the left hand turn lanes.
2. As the closest residential neighbor, Eastern Shores Palo Alto is only just across the canal. What precautions will the developer take to protect our new seawall while they are constructing a new canal? What will protect our boats in our canal? What precautions will be taken to protect our property from the noise pollution and debris from the construction project??

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Patricia Asarnow
16449 NE 31st Avenue
North Miami Beach, Florida 33160

June 8, 2020

Via email

Mr. Justin Proffitt
Community Development Director
City of North Miami Beach
17011 NE 19th Avenue
North Miami Beach, FL 33162

Dear Mr. Proffitt:

My name is Patricia Asarnow, and I am, unfortunately, writing to express my shock, disappointment and opposition in regard to the proposed untenable expansion of The Intracoastal Mall property by Dezer Development. My family has resided in Eastern Shores for more than forty-one years. My husband, Chuck Asarnow, served as president and then city liaison of the Eastern Shores Property Owners' Association for twenty years. Since learning of the project in 2013, we, and our neighbors, have been extremely concerned as to the adverse impact of the proposed 2,000 additional residential units and 2.5 million square feet of non-residential space on both traffic patterns and on ingress and egress from the project and our community. Approximately 3,000 people reside in Eastern Shores, and NE 35th Street is the only access road for our community.

It is inconceivable that the Dezer project could even be contemplated today in the absence of a clearly defined traffic plan that is acceptable to the 3,000 residents of Eastern Shores and ensures that the already inexplicable traffic problems experienced by our community are alleviated, both now and in the future. To date, we most certainly have not been provided with sufficient information to allay our concerns. Indeed, since approximately September 2019, we have experienced unprecedented delays in westbound traffic between NE 35th Street and Biscayne Boulevard that were first claimed to be attributable to a water main rupture whose repair ran months beyond schedule, and was followed by further unexplained construction that continues to cause outrageous and objectionable traffic delays.

Indeed, between September 2019 and March 2020, prior to the SARS-CoV-2 crisis, it was common for westbound and eastbound weekday afternoon travel between NE 35th Street and Biscayne Boulevard - a distance of only 1.2 miles - to take, shockingly, approximately forty-five minutes in either direction. These unwarranted delays were not only needlessly and extraordinarily inconvenient, but also posed dramatic safety risks in the event of an exigent circumstance that required the life-saving assistance of emergency personnel at a residence or emergency ambulance transportation to a hospital. To understand the potentially life-threatening hazards posed by the Dezer development, one only needs to look at the disastrous traffic crises in Fort Lee, New Jersey in 2015, when horrific traffic at the George Washington Bridge caused

emergency responders to be delayed nearly one hour in rendering assistance to a man experiencing chest pains, and, in at least one instance, forcing emergency medical workers to leave their ambulance and respond on foot because traffic congestion was so extreme.

It is incomprehensible that the proposed Dezer project, and the exponential increase in traffic resulting from the project, could be considered by the city until (1) the current disgraceful and unacceptable traffic problems are resolved; and (2) the residents of Eastern Shores are assured that traffic patterns during and subsequent to the construction will not jeopardize lives or otherwise adversely impact our quality of life.

Thank you very much for your consideration.

Sincerely,

Patricia Asarnow

Patricia Asarnow

cc: The Honorable Anthony F. DeFillipo
Commissioner Fortuna Smukler

Duron, Mario F.

From: Gregory Kaplan <gbkaplan@icloud.com>
Sent: Sunday, June 07, 2020 5:45 PM
To: NMBCOMDEV
Cc: gbkaplan@icloud.com
Subject: PUBLIC COMMENT

We issue this Public Comment as Presidents of the Coral Isle East and Coral Isle West homeowners associations, where we represent the voices of over 2,000 residents of Eastern Shores. We are expressing our concerns with the proposed plan for redevelopment of the "Intracostal Mall" by Dezer Intracoastal Mall LLC.

First, we believe that the proposed construction of 2,000 multi-family residential units and 250 hotel keys would result in an excessive amount of new traffic and parking on the streets of Eastern Shores. According to the U.S. Census Bureau, the average number of people per household is 2.63, which would translate into more than 5,000 new residents in our neighborhood. We have seen no evidence in the plan of sufficient parking for these new residents, nor have we seen any indication as to how traffic would access the property.

Second, we are concerned about the lack of sufficient public facilities. Will capacity at the North District Wastewater Treatment Plant be expanded? Will sufficient public space be created? According to the proposed plan, +/-8.0 acres will be designated as "Publicly Accessible Open Space." However, the plan does not describe how this space will be distributed? Will parking lots count as "Publicly Accessible Open Space"? How much of this space will be allotted to playgrounds and other areas where friends and families can spend time together?

In addition to assurances that these issues will be addressed, we would also like to be reassured that we will continue to be within walking distance of our supermarket and other essential commercial establishments.

David Biasetti, President, Coral Isle East HOA, 3703 NE 166th St., Apt. 705, North Miami Beach, FL 33160

Gregory Kaplan, President, Coral Isle West HOA, 3545 NE 166th St., Apt. 704, North Miami Beach, FL 33160

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Duron, Mario F.

From: Silvia <silviailuis@aol.com>
Sent: Sunday, June 07, 2020 11:36 PM
To: Proffitt, Justin
Subject: Intracoastal Zoom meeting June 8, 2020

Sent from my iPad
June 7 , 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

All commissioners were voted in to represent their residents and can be voted out!

Listen now to the Eastern Shores' area residents. We will not lose our lifestyle. The mass and scope of this project is incompatible with the surrounding area. We will not be bullied into a corner. Nor, will we be silenced with political manipulation.

We ask that you postpone this virtual meeting. We deserve to be physically present and be heard.

We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

No more rezoning without public consent! No more fake traffic solutions that create, not relieve, the problem.

We hope you will reschedule this virtual meeting. As it is set now, it's unacceptable. This topic can wait.

Deeply disappointedly yours,

Luis Reyes,
Eastern Shores Resident

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Duron, Mario F.

From: Silvia <silviailuis@aol.com>
Sent: Sunday, June 07, 2020 11:29 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Sent from my iPad

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

justin.proffitt@citynmb.com

June 7, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

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Sincerely,
Luis Reyes
Eastern Shores' resident

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Duron, Mario F.

From: Silvia y Luis Reyes <silviailuisreyes@gmail.com>
Sent: Sunday, June 07, 2020 11:16 PM
To: Proffitt, Justin
Cc: Commission All External
Subject: Zoom meeting June 8, 2020

Sent from my iPad
June 7 , 2020

Dear Justin and Commissioners,

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Silvia, Mejia
Eastern Shores
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Duron, Mario F.

From: Claudia M. Gallegos <claudia.gallegos.be@gmail.com>
Sent: Saturday, June 06, 2020 10:43 AM
To: Proffitt, Justin; NMBCOMDEV
Cc: Smukler, Fortuna; Smith, Phyllis; Kramer, Barbara; Defillipo, Anthony; Joseph,Michael; Villard, Paule; Fleurimond, McKenzie
Subject: Proposed Re-development of Intracoastal mall

Mr Proffitt,

I am deeply disappointed with the City NMB and your office accepting to consider a project that only benefits the pockets of the developer and, in a minuscule manner, the City of NMB.
The City has double-standards between the owners' improvements to their tax-paying properties and the pushy-big-money developers.
It is entirely unacceptable.

I am an 18 year resident of Western Eastern Shores - a forgotten neighborhood the City does not consider or consult in this or any proposals for re-development. We are a sandwich between the re-development of the corner of 163rd and Biscayne and Intracoastal Mall.

The proposed re-development is disproportionate to the area's occupancy and our City. The amount of hotel and residential, offices and retail spaces will become another ghost development, as you can see in Sunny Isles. The units are of a high price, not inviting younger families or newer retirees to our area, either. What are the benefits you see?

The calculations and solutions for traffic are weak at best and unrealistic in the real world. It takes now about 15 minutes from 26th avenue to Biscayne during rush hour, 20 to 25 minutes to be the beach. Good luck having a life that does not include a long time in traffic to do anything. What is the proposed solution for the multiplication of the number of vehicles?

Your office and the City must bring this project to a human scale, and collect taxes, instead of giving away credits for development, which is a false trade.

Your office, the Commission, and the Mayor have not proposed a vision for our City nor a comprehensive plan of re-development. That is what the taxpayers and neighbors of North Miami Beach need.

Kind regards, Claudia Gallegos
Secretary, Board of Directors
Reef Club Condominium Association
Voice + TXT
| 786 565 2272

iPhone
| 305 491 7981
Skype
| Bonnaire-Claudia
Please consider the environment before printing this email.

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Duron, Mario F.

From: Martha Perea <marthaoperea@yahoo.com.ar>
Sent: Saturday, June 06, 2020 6:22 PM
To: Proffitt, Justin
Subject: Gil.Dezer, new developent

I know that the Intracoastal Mall was sold in 2013 to Mr. Gil. Dezer in 63.5 millons
I remember participating in a meeting at the Eden Isles Club House. Where they presented the original project.
Now after so many years, I noticed that those plans has been changed completely. I also know that with the help of who knows who the construccion codes had been changed, consequentely, there will be more apartments and also a hotel.
Seems that eith the power of money could do anything they want with the people of Eastern Shores, Eden Isles included.
In the old project Epicure was going to be built it at Winn Dixie location.
I wonder what will happen with TJ MAXX, and the rest of the stores
So far the City of North Miami, didn't, let us know the new development project. We found out at internet.
But yes, they want us to talk about the installation on new Trafick Light.
Don't you think that there is alot more to discuss?
For example what about the loss of jobs for people working at Winn Dixie, Tj Maxx, Old Navy. Restaurants, and smaller shops, that conform the Intracoastal Mall.
I think that every neighborg, that once choose to live in this area, choose peace and quiteness, and now we've to give up all that, plus our jobs at those stores?
I know that money talks, specially when the front man in this case is Mr Trump. In 2013 when Mr. Dezer set up his foot at the Intracoastall Mall, this is how it was present it.
Now they say is a place for the Millenials,
and I wonder, what people from the last century suppose to do?
Please let me know, before I die. I was born in 1944. I'm an active person, I still work, besides I want to be able to walk in a quite neighborghood.
If I like a crowd I'll move to New York, but I'm not planning that for the rest of my life.
Thank you
Martha Perea
3600 NE 170th. St ap 205
Eden Isles Condominium

Sent from Yahoo Mail on Android

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Thank you
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Duron, Mario F.

From: Kenny Marquez <kenneth.marquez@yahoo.com>
Sent: Saturday, June 06, 2020 9:13 AM
To: Proffitt, Justin
Subject: Hearing rescheduling

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

Dear Justin and Commissioners,

A huge project that will impact all of North Miami Beach and Sunny Isles Beach requires a public hearing. Until the quarantine is fully lifted, city representatives of North Miami Beach should cancel the Zoom meeting on June 8th.

As residents, we demand transparency. Dezer's plans are changing again. They need to be presented with full disclosure.

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We will not tolerate sneaky, rezoning approvals. This zoom meeting is one example. It's an inappropriate venue to discuss a mammoth development with irreparable repercussions.

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Sincerely,
Ken Marquez

Sent from my iPhone
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Duron, Mario F.

From: Ira Holm <iratholm@icloud.com>
Sent: Saturday, June 06, 2020 5:43 PM
To: Proffitt, Justin
Subject: Zoom meeting re eastern shore mall development

It makes no sense to have such an important meeting take place under these circumstances. It should be delayed till a normal well attended hearing can be arranged and well publicized for full participation of those affected. Please consider how important this is to us. Thank you.

Sent from my iPhone

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From: Ira Holm <iratholm@icloud.com>
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Duron, Mario F.

From: Ramón Rozas Botrán <rrozasbotr@aol.com>
Sent: Saturday, June 06, 2020 11:16 AM
To: Proffitt, Justin; Commission All External
Subject: ZOOM MEETING CANCELED.

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 6, 2020

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Deeply disappointedly yours,

Ramon Rozas
3251 NE 164th St
North Miami Beach FL 33160
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Duron, Mario F.

From: Diane Serna <bikinicityusa@yahoo.com>
Sent: Saturday, June 06, 2020 7:27 PM
To: Proffitt, Justin; Commission All External
Subject: Re: Conceptual Master Plan-Redevelopment of the Intracoastal Mall (Eastern Shores)

Hi,

As a neighbor of the Eastern Shores community for the last several decades, I have seen many changes here. One of the very worst ones was the delivery entrance and exit for all of the Intracoastal's retail stores and restaurants, as well as Winn Dixie, just to name a few. The trucks delivery entrance is located directly in front of my house, and several other of my neighbors houses that sit adjacent to it. There was an accident many years ago, in which a driver exiting that same entrance/exit-way crashed directly into my front yard, hitting my tree, and missing my daughter to-be at that times newly prepared bedroom. Seeing too many other accidents here as well after that made it clear that it was never a good place for any entrance or exit.

The entranceway is additionally to the sharp right of the guard gate once entering 35th Ave. Many of the vehicles continually make U-turns (No sign is there) in front of our property as to not go through the guard gate.
It creates havoc and traffic backup now, so how will residential homes being built on the canal back there with the same entrance/exit-way help the traffic flow?

If the architect/Dezer plans on widening the parking lot for MORE parking in front of the current ambulance station, and keep that same entrance/exit-way, it is going to be a disaster. Many of my neighbors agree that this plan must be changed.
The guard gate placement is another issue that needs to be addressed also moving forward.

Thank You,

Diane Serna (ESPOA member)
16440 NE 35th Avenue.
NMB, Fl 33160

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Randy Rose 3750 NE 169th Street # 111.

I have owned properties in Eastern Shores since 1987 . I have been selling real estate in the area over 40 years. Always been for Development within REASON . What is requested is 100% "NOT" within REASON.

I remember since after the Intracoastal Mall was built, if any Major redevelopment/expansions were to be done with the Mall, FIRST requirement was , Owner of the Mall needed to build a "Texas U Turn , under the 163rd ST bridge.

I respect the DEZER FAMILY. I believe that they were aware of what they could Do and Not do, with the Mall prior to Purchasing . The Texas U turn is a PRIORITY for all concerns whoever travels on 163rd Street in all directions.

I believe that the Mall had approx 20 story height restriction, not sure if any zoning change was approved. Several years ago, the City hired some Planning Company to explore different areas around the City , what may be a possible options for New Development . Possibly with certain political interest. One idea for the Mall was to consider heights up to 40 stories. I am sure if something like this was vision , or any MAJOR CHANGES , then all infrastructures such as WATER-SEWER-TRAFFIC had to be resolved TEXAS U TURN BUILT prior to approval as a CONDITION.

NMB . This ZOOM MEETING is not the proper time to have a MAJOR Discussion or any Decision like this, NEEDS to be held in person Face to Face.

DEZER FAMILY do the Right Thing spend Your Necessary Money Build a Texas U Turn, or Consider Selling the Mall . Let another Shopping Center Owner Do the Right Thing first, Build the Texas U Turn , then build something appropriately.

Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Friday, June 05, 2020 8:06 PM
To: Smukler, Fortuna; Smith, Phyllis; David Templer; Proffitt, Justin; Diane Frazer
Subject: URGENT

Gentlemen:
The quality of life of our neighborhood, our families, the environment impact, the loss of the Mangroves that provide nutrient uptake, wildlife habitat, storm protection, and erosion control.
The right of peaceful leaving, that will be destroy with all the construction, trucks that will be driven to get to the site, on an area were the traffic is so heavy since Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads. No far from us is the intersection of Biscayne Blvd and 163rd Blvd is the epicenter of traffic congestion in the area; from and study done in 2007, can you imagen the way it is now after 14 years and all the constructions since; from Biscayne Blvd to Collins Ave on 163rd. A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

<u>During the construction and the chaos, it will create the property values will decrease and who is going to compensate the property owners of the loss in value?</u>

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.
<u>Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal</u>. Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance.
This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.
<u>The rezoning proposal is to raise the building heights on the east from: • Six stories to 20 stories • Eight stories to 32 stories</u> That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. in the above-listed bullets. These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is) Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.
Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock. Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list: 1. OVERSIZED DEVELOPMENT PROPOSAL: a. 375,000 SF Commercial/Retail Space b. 200,000 SF Office Space c. 250 Hotel Keys d. 2,000 Multi-Family Residential Units e. New Community Center f. New Police Substation g. Improved Fire Station h. ±8.0 acres of Publicly Accessible Open Space i. ±.71 Mile Waterfront Promenade 2. HUGE BUILDING HEIGHTS: a. 40 Stories or 495 Feet in the Core Sub-Area; b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential) Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital. Increasing the density only compounds the current traffic problem. What's needed here is

careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.
We can promise you Drezel owners will not like it and won't do it in their neighborhood and more important, they won't live in the chaos they will create.!!!

More important this meeting needs to be in person not via Zoom

Yours Truly
Eduardo and Clara Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

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Duron, Mario F.

From: Darlene Forlenza <darl136@hotmail.com>
Sent: Friday, June 05, 2020 8:59 PM
To: NMBCOMDEV
Subject: PUBLIC COMMENT

From: Darlene Forlenza 3923 NE 166th Street North Miami Beach FL 33160

As a resident and closest neighbor to this project my concerns are as follows:

How will the very tall buildings can shade the pool located at my condo at the end of the166th Street and will it take away how the pool is enjoyed? Will the tower block the sunlight especially in winter when the sun is lowest in the sky?

The Traffic this project will bring to 35th avenue.This intersection is already overcrowded and is unsafe at times. Two thousand plus new units will make this intersection impossible to use.
How will this problem be addressed?

Construction of these tall towers will surely bring dirty and noisy conditions to my condo since we are located right next door on 166th Street. This will make life at my home uncomfortable for too long. What can be done to prevent this?

A development in this area which is more in line with Eastern Shoes restrictions would be much more welcome. Buildings of 4 stories or less would bring less residents and have a better outcome for this area.

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Duron, Mario F.

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, June 04, 2020 11:19 AM
To: letters@biscaynetimes.com
Subject: Intracoastal on the Rise

Editor

Though the article (Biscayne Times, Intracoastal on the Rise)) was well written and seemingly accurate, it fails to mention that the proposed "36th Ave" intersection on SR 826, the lynchpin of this proposed development, fails to comply with the City's requirements for egress and ingress to that parcel as redeveloped. That requirement was promulgated in 2015 when the property was rezoned to allow the density and heights. As I understand it, the current proposal is asking the City to change the zoning yet again to shift the placement of the larger buildings that are proposed for the parcel. Also, the applicant is seeking to bind the City (read as "residents of Eastern Shores and North Miami Beach) into allowing the new proposals, despite the non-conformity, with a contract. Such a contract would prohibit City staff, a subsequently elected commission or the residents from a future tightening of the reins regardless of any changed conditions.

I have been in touch with a couple of dozen of my neighbors on these issues. Even those, like me, that favor the development of that parcel are entirely unaccepting of the new proposals and strongly object to "the City" approving and permitting them. These residents are particularly annoyed that the applicant, and "the City", are pursuing this without an in-person public hearing.

David Templer
3260 NE 164 St.
North Miami Beach, FL
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Duron, Mario F.

From: Proffitt, Justin
Sent: Thursday, June 04, 2020 7:06 PM
To: Lamberto, Bruce
Subject: RE: Undeliverable: Public Comment

Thank you Bruce. I will include this email in the record and provide to each P&Z board member.

Thank you,

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bruce Lamberto <blamberto@aol.com>
Sent: Sunday, May 31, 2020 10:51 AM
To: Defillipo, Anthony <Anthony.Defillipo@citynmb.com>; Smith, Phyllis <phyllis.smith@citynmb.com>; Villard, Paule <Paule.Villard@citynmb.com>; mckenzie.fleurimonde@citynmb.com; Kramer, Barbara <barbara.kramer@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>; Joseph,Michael <Michael.Joseph@citynmb.com>
Cc: Proffitt, Justin <Justin.Proffitt@citynmb.com>; dfrazer81@gmail.com; dlt@templerhirsch.com; jose.arrojo@miamidade.gov; martlongo1@gmail.com; samazach@gmail.com; humpty18@yahoo.com
Subject: Fwd: Undeliverable: Public Comment

Subject: Fwd: Undeliverable: Public Comment

Dear Mayor and Commissioners

I received notice of last weeks Zoom Commission Meeting via City email and was informed by the notice that if someone wanted to provide public comment, they were to provide their email comment to the city clerk by 4 pm on Commission Day using the email address cityclerk@citynmb.com . I emailed my public comment to the address supplied in the notice to the city clerk prior to 4 pm. I then proceeded to watch the Commission Meeting online and didn't hear my public comment read into the record at the meeting. Upon checking my email after the meeting, I received the below notice: This is not acceptable. This is also why I am requesting that the June 8th Planning and Zoning meeting be postponed until such tie as an actual live, in-person meeting can be held. The subject of this meeting is the Intracoastal Mall amendments to the site plan and submission of a signalized traffic plan that will directly impact my quality of life and safety along with my family and neighbors. There should be NO virtual meeting held on such a

important zoning issue when there is a strong possibility that technical glitches will impact public comment and residents not being Zoom literate..

By copy of this email, I am requesting that the June 8th P & Z meeting be cancelled until such time that it can be held in-person. A great venue for this meeting to be held would be to utilize the Littman Theater in which there is plenty of room for social distancing for the P&Z Board and the Public. Please consider this request.

Thank-You
Bruce Lamberto
3420 NE 165 ST.
NMB. FL. 33160
786 367 7072 cell

-----Original Message-----
To: blamberto@aol.com
Sent: Tue, May 19, 2020 3:57 pm
Subject: Undeliverable: Public Comment

Your message to cityclerk@citynmb.com couldn't be delivered.

The group cityclerk only accepts messages from people in its organization or on its allowed senders list, and your email address isn't on the list.

blamberto	**Office 365**	**cityclerk**
Sender		**Action Required**
		Sender not allowed

How to Fix It

It appears you aren't in the same organization as the group (or a sub-group) you're sending to or your email address isn't on the group's allowed senders list. Ask the owner of the group to grant you permission to send to it, and then try again. If the group belongs to a different organization than yours, contact the organization's customer service department for assistance. If the group is in your organization and you don't know who the group owner is, you can find it by doing the following in either Outlook on the web or Outlook:

- Open your Sent folder and select the original message.
- If you're using Outlook on the web, select the group name located on the To or CC line. If you're using Outlook, double-click the group name located on the To or CC line.
- In Outlook on the web, from the pop-up dialog box, choose Owner. In Outlook, choose Contact. The owner's name is listed under Owner.

The owner of the group may have intentionally chosen to restrict who can send messages to it, and they may not want to adjust the existing restriction. In this case, you'll have to contact the group members by some other means, such as sending an email message to their individual email addresses or contacting them by phone.

Was this helpful? Send feedback to Microsoft.

More Info for Email Admins

Status code: 550 5.7.133

This error occurs when the distribution group, security group, or Office 365 group is configured to accept messages only from authenticated senders (senders in the same organization or those added to the group's allowed senders list).

To fix the issue, the recipient's email admin or the group owner must add the sender's email address to the group's allowed senders list or change the group's delivery management setting to accept messages from senders inside and outside of the organization.

Usually this issue can only be fixed by the recipient's email admin or the group owner.

For more information and steps to fix this error, see Fix email delivery issues for error code 5.7.133 in Office 365.

Original Message Details

Created Date:	5/19/2020 7:57:29 PM
Sender Address:	blamberto@aol.com
Recipient Address:	cityclerk@citynmb.com
Subject:	Public Comment

Error Details

Reported error:	*550 5.7.133 RESOLVER.RST.SenderNotAuthenticatedForGroup; authentication required; Delivery restriction check failed because the sender was not authenticated when sending to this group*
DSN generated by:	BY5PR09MB5315.namprd09.prod.outlook.com

Message Hops

HOP	TIME (UTC)	FROM	TO	WITH
1	5/19/2020 7:57:30 PM	sonic.gate.mail.ne1.yahoo.com	sonic301.consmr.mail.ne1.yahoo.com	HTTP
2	5/19/2020 7:57:32 PM	sonic301-32.consmr.mail.ne1.yahoo.com	BL0GCC02FT014.mail.protection.outlook.com	Microsoft SMTP S cipher=TLS_ECDH
3	5/19/2020 7:57:34 PM	BL0GCC02FT014.eop-gcc02.prod.protection.outlook.com	BN3PR09CA0053.outlook.office365.com	Microsoft SMTP S cipher=TLS_ECDH

4	5/19/2020 7:57:34 PM	BN3PR09CA0053.namprd09.prod.outlook.com	BY5PR09MB5315.namprd09.prod.outlook.com	Microsoft SMTP Ser cipher=TLS_ECDHE_

Original Message Headers

yEDsZE4XtRIN_mRxOVzDHDRWAXmBLo5jY6F44iLKPcTtjAfSc.YX23gajJtVIaFj7dwUXBaXX4Mg
V2X9WlAN8xFipz2KznMJoKpI7J0nle6Y5OPMtN5GyIXMQtBnTKypemUfmNjWV9tTodWOLa7LVttq
xlKLnA5JE8QILOrwlIw--

Received: from sonic.gate.mail.ne1.yahoo.com by sonic301.consmr.mail.ne1.yahoo.com with HTTP; Tue, 19 May 2020 18:37:30 -0000

Date: Tue, 19 May 2020 18:37:29 +0000 (UTC)

From: Bruce Lamberto <blamberto@aol.com>

To: cityclerk@citynmb.com

Message-ID: <239382930.1711023.1589918249805@mail.yahoo.com>

Subject: Public Comment

MIME-Version: 1.0

Content-Type: multipart/alternative;

boundary="----=_Part_1711012_1663603145.1589918249804"

References: <239382930.1711023.1589918249805.ref@mail.yahoo.com>

X-Mailer: WebService/1.1.15960 aolandmobile/5.0 (Linux; Android 8; SM-A310 Build/PPR1.180610.011; wv) AppleWebKit/537.36 (KHTML, like Gecko) Version/4.0 Chrome/83.0.4097.132 Mobile Safari/537.36 AolApp/6.12.0.2446

Content-Length: 2986

Return-Path: blamberto@aol.com

X-EOPEnvelopeMessage: 0

X-ExchTenantRouteMessage: [illegible]

X-Forefront-Antispam-Report: [illegible]

X-MS-Exchange-Antispam-Verdict: Email

X-MS-Office365-Filtering-Correlation-Id: [illegible]

X-MS-TrafficTypeDiagnostic: [illegible]

Bruce Lamberto
3420 NE 165 ST
NMB

Mayor & Commission

The City is now in possession of approximately $100 million in borrowed money. The funding is for the Citys 5 year CIP plan. The clock is ticking on paying it back. The City should be immediately contracting an Engineering firm to draft the engineering plans necessary for permitting and contracting the construction work. Engineering will take 4 to 6 months, review and comment, bidding, and contract award will take months more. We cannot afford to take the amount of time it has taken to renegotiate the Jacobs contract as costs increase every year on our proposed projects and we will run out of money before we complete the projects. Please dont be as complacent on this time-table as you have been in allowing excessive time to go by on the water utility negotiations. This one item has delayed the critical path of steps that needs to happen in scheduling and contracting the required contractors necessary to complete the CIP projects. City staff was hired more than 7 months ago to begin the CIP work. Next month marks the halfway period through the current year and four months away from the end of the fiscal year. Please help expedite the pending projects. Thank you

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Duron, Mario F.

From: Alvaro Rodriguez Paz <alvarorpaz@gmail.com>
Sent: Thursday, June 04, 2020 7:30 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Mr. Justin Proffitt, AICP

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue6
North Miami Beach, FL 33162-3100

June 4, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
• Six stories to 20 stories
• Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

Alvaro Rodriguez Paz

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Duron, Mario F.

From: Henry, Andrea M.
Sent: Thursday, June 04, 2020 3:24 PM
To: Scott, Esmond; Proffitt, Justin; McHugh,Horace A.; Bernard, Andrise; Proffitt, Justin; Cino,Sharon
Subject: Intracoastal Mall Project

All:

I returned Magda Ammirati's call, and she is requesting that the item re: the Intracoastal Mall Project be postponed until there can be an in-person meeting.

Andrea

One Vision · One Mission · One City
#StepUpNMB Census2020

Andrea M. Henry | *Assistant to City Manager*
City of North Miami Beach
Office of the City Manager

T (305) 948-2900
F (305) 957-3602
andrea.henry@citynmb.com

17011 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

No act of kindness, no matter how small, is ever wasted. -Aesop

From: Ramos, Shakira
Sent: Thursday, June 4, 2020 2:13 PM
To: Henry, Andrea M. <Andrea.Henry@citynmb.com>
Cc: Bernard, Andrise <Andrise.Bernard@citynmb.com>
Subject: Agenda item

Hi Andrea,

Nadia took a message down while I was on break from Mrs. Madga Amminati. She stated that Mrs. Amminati wanted to speak to you. Here is the transcript of the full message that Nadia took down:

Madga Amminati
305-336-3443
Request that item on Agenda to be postponed and take place in person.

Also would like for Andrea to give a call because she needs transcripts of last Zoom meeting.

Shakira

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Duron, Mario F.

From: Angela Boidi <angelaboidi@gmail.com>
Sent: Thursday, June 04, 2020 9:30 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Eastern Shores Development

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:
- Six stories to 20 stories
- Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

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Sincerely,

Angela Boidi

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Duron, Mario F.

From: Michelle Reyes <michellermiami@gmail.com>
Sent: Wednesday, June 03, 2020 7:16 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
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1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center

f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital.

Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

MICHELLE REYES
SALES ASSOCIATE
THE JASON MITCHELL GROUP
C. 305.900.7014

MICHELLERMIAMI@GMAIL.COM
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Duron, Mario F.

From: Michelle Reyes <michellermiami@gmail.com>
Sent: Wednesday, June 03, 2020 7:16 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

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These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock.

Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list:

1. OVERSIZED DEVELOPMENT PROPOSAL:
a. 375,000 SF Commercial/Retail Space
b. 200,000 SF Office Space
c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center

f. New Police Substation
g. Improved Fire Station
h. ±8.0 acres of Publicly Accessible Open Space
i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
a. 40 Stories or 495 Feet in the Core Sub-Area;
b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and
c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential)

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Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

Sincerely,

MICHELLE REYES
SALES ASSOCIATE
THE JASON MITCHELL GROUP
C. 305.900.7014

MICHELLERMIAMI@GMAIL.COM
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Duron, Mario F.

From: Mychael ACE <mychael.ace@gmail.com>
Sent: Wednesday, June 03, 2020 8:04 PM
To: Proffitt, Justin; Smukler, Fortuna; Commission All External
Subject: Dezer's Intracoastal Mall plans

Mr. Justin Proffitt, AICP Manager, Planning & Zoning Department City of North Miami Beach 17050 NE 19th Avenue North Miami Beach, FL 33162-3100 justin.proffitt@citynmb.com cc fortuna.smukler@citynmb.com cc commissionall@citynmb.com June 3, 2020 Dear Justin, As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue. Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads. A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale. Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal. Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street. The rezoning proposal is to raise the building heights on the east from: • Six stories to 20 stories • Eight stories to 32 stories That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets. These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue. Without question, the list below will exacerbate the present, rush-hour traffic going east (to Collins Avenue) or west (to Biscayne Boulevard) from Eastern Shores. Anyone who's tried to leave the area between 7 and 9 a.m. or 4 to 7 p.m. has experienced the gridlock. Eastern Shores cannot handle the traffic repercussions of this mega complex, nor the unavoidable increase in noise pollution and carbon emissions. How could it? Look at this substantial construction list: 1. OVERSIZED DEVELOPMENT PROPOSAL: a. 375,000 SF Commercial/Retail Space b. 200,000 SF Office Space c. 250 Hotel Keys d. 2,000 Multi-Family Residential Units e. New Community Center f. New Police Substation g. Improved Fire Station h. ±8.0 acres of Publicly Accessible Open Space i. ±.71 Mile Waterfront Promenade 2. HUGE BUILDING HEIGHTS: a. 40 Stories or 495 Feet in the Core Sub-Area; b. 32 Stories or 425 Feet, or 20 stories or 286 Feet in the Transition Sub-Area; and c. 12 Stories or 160 Feet, 6 Stories or 85 Feet, or 3 Stories or 35 Feet, in the Edge Area (closest to existing residential) Just picture what the arrival of tens of thousands of new residents, hotel guests, business employees, retailers, shoppers and visitors will do to Eastern Shores' residents' day-to-day commutes. Let's not overlook the inevitable problem of delayed emergency vehicles, stuck in traffic and unable to quickly transport the ill or injured to a hospital. Increasing the density only compounds the current traffic problem. What's needed here is careful planning, not a quick approval of an unrealistic and oversized development in an access-challenged location.

--
Sincerely,

Mychael Oliver
Administrative Director
Ace-Classes.com, INC.
www.Ace-Classes.com

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Duron, Mario F.

From: Robert Hayhurst <rob1995@me.com>
Sent: Tuesday, June 02, 2020 6:12 PM
To: Proffitt, Justin; Diane Frazer
Subject: Please Submit for June 8 Meeting

Dear Justin Proffit,

I've been asked to forward the following numbered points (below) to you on behalf of Diane Frazer, ESPOA, and the entire Eastern Shores community.

Please submit the following for Zoning and Planning Board's consideration at the meeting on June 8th.

Thank you very much,

Robert Hayhurst
ESPOA Admin Support

Key Points:

1. The proposed intersection and 35th ave curb cuts do NOT meet the requirements set forth by the City in 2015 and/or that the Traffic Study is flawed.
2. The proposed new layout of the buildings on the parcel, at 35th Ave. and along 163, should be objected to and disallowed. The sightlines of the newly considered layout negatively impact the neighborhood significantly more than before. As well, the character of the proposed buildings (hotel, for example) are not desirable.
3. The City should NOT exercise its discretion to enter into a Development Agreement with the applicant. In this particular case there is no substantial benefit to the City in doing so (if the applicant could build the Texas U-Turn and was willing to do it, a new analysis on benefit to the City may be appropriate).

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Duron, Mario F.

From: Marilyn Rubin <savvygirl1947@gmail.com>
Sent: Tuesday, June 02, 2020 9:44 PM
To: Proffitt, Justin
Subject: Eastern shores intracoastal mall

Please stop Dezer from developing the mall. We live in a very special neighborhood and this development will be a disaster. Besides Dezer couldn't care one bit about the residents of our community. He only cares about his bottom line and nothing else. Please please stop him

Sent from my iPhone

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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Tuesday, June 02, 2020 9:26 AM
To: Proffitt, Justin
Subject: FW: Planning and Zoning Virtual Meeting June 8, 2020

I only hope that this meeting will NOT!!!! Take place via zoom. It's not fair.
Fabio Nick
3403 NE 166St

From: David Templer <dlt@templerhirsch.com>
Sent: Saturday, May 30, 2020 7:09 PM
To: Marteen Longo <martlongo1@gmail.com>; Diane & Robert Hayhurst <dfrazer81@gmail.com>
Cc: Leslie Sardinia <samazach@gmail.com>; Bruce Lamberto <blamberto@aol.com>; dan@rotecapital.com; fabdimsa@bellsouth.net; Marc & Susan Einbinder <MSEPA@aol.com>; sobesan@aol.com; roskinsd@aol.com; e.riccardi@me.com; gabbidoniona@yahoo.com; drjackrx@netzero.com; Neal & Larysa Keys <neal@palmtravel.com>; Fortuna & Saul Smukler <Miamimicrotronix@bellsouth.net>
Subject: Re: Planning and Zoning Virtual Meeting June 8, 2020

I don't know how to mobilize the condo side but I will do a street on the houses side if and when it is necessary to put flyers out.

David Templer

Templer & Hirsch

20801 Biscayne Blvd., Suite 400

Aventura, FL 33180

305.937.2700

dlt@templerhirsch.com

From: Marteen Longo <martlongo1@gmail.com>
Sent: Saturday, May 30, 2020 6:11 PM
To: Diane & Robert Hayhurst <dfrazer81@gmail.com>
Cc: David Templer <dlt@templerhirsch.com>; Leslie Sardinia <samazach@gmail.com>; Bruce Lamberto <blamberto@aol.com>; dan@rotecapital.com <dan@rotecapital.com>; fabdimsa@bellsouth.net <fabdimsa@bellsouth.net>; Marc & Susan Einbinder <msepa@aol.com>; sobesan@aol.com <sobesan@aol.com>;

roskinsd@aol.com <roskinsd@aol.com>; e.riccardi@me.com <e.riccardi@me.com>; gabbidoniona@yahoo.com <gabbidoniona@yahoo.com>; drjackrx@netzero.com <drjackrx@netzero.com>; Neal & Larysa Keys <neal@palmtravel.com>; Fortuna & Saul Smukler <miamimicrotronix@bellsouth.net>
Subject: Re: Planning and Zoning Virtual Meeting June 8, 2020

I, personally, do not think more will "attend" a ZOOM meeting.
I feel I am fairly computer literate. Have used Zoom twice and do not find it easy!!
Can't imagine how it will work if there are many who sign on???
This is definitely NOT how it should be conducted.
Everyone should send emails to Justin.Profitt@citynmb.com and also to nmbcomdev@citynmb.com.
This, in my opinion, is crazy!!!!
Marteen
I have offered my "delivery service" to Diane for the flyers.
We need to talk to our neighbors.

On May 30, 2020, at 5:52 PM, Diane Frazer <dfrazer81@gmail.com> wrote:

Thanks David, but at this point any efforts are appreciated.

On Sat, May 30, 2020, 4:28 PM David Templer <dlt@templerhirsch.com> wrote:

This meeting is NOT before the Commission but rather before the Planning and Zoning Board. Respectfully, comments should focus on the particular issue at hand rather than how the meeting will be held or Eastern Shores generally. Personally, I suspect more people will "attend" by Zoom than in person.

David Templer
dlt@templerhirsch.com
On May 30, 2020, at 3:56 PM, Leslie Sardinia <samazach@gmail.com> wrote:

I sent my own email to the mayor and commissioners.

Mr Mayor and Commissioners,

There CAN NOT be a meeting via zoom, when most have no clue or know how to use Zoom. I use zoom and since everyone is home using internet, I lose wifi service while taking a class or having a meeting. There's no way this is fair to the homeowners of ES, who pay the majority of the taxes to NMB, and will be effected the most by a metropolis in a small neighborhood shopping center.
The city of NMB, should first and foremost, represent the current owners and tax payers, not a billionaire who wants to make millions at the cost of US, the current
residents. Not a billionaire to come in and swoop down and take advantage during a pandemic situation, with the blessings of our elected officials.
I think you know what should be done in this situation, and if it goes as planned, I think you know, as current elected officials, you will lose the support of Eastern Shores residents. We have been overlooked long enough, with power lines and poles falling over, streets that are chopped up, no

sidewalks. We are coming together and we have a voice, and we want it to be heard in person, NOT on Zoom.
I apologize for the stern words, but this is our home, our community, where we have raised and are raising our children. This is not what the families of Eastern Shores want in our neighborhood community.

Sincerely,

Bruce & Leslie Sardinia

Only if we understand, can we care.
Only if we care, we will help.
Only if we help, we shall be saved.
-Jane Goodall

On May 30, 2020, at 1:19 PM, Diane Frazer < dfrazer81@gmail.com> wrote:

FYI - I felt the need to send this...doubt it will have an impact.

---------- Forwarded message ---------
From: **Diane Frazer** <dfrazer81@gmail.com>
Date: Sat, May 30, 2020 at 1:16 PM
Subject: Planning and Zoning Virtual Meeting June 8, 2020
To: anthony.defillipo < anthony.defillipo@citynmb.com>, Smukler, Fortuna < Fortuna.Smukler@citynmb.com>, Smith, Phyllis < Phyllis.smith@citynmb.com>, barbara.kramer < barbara.kramer@citynmb.com>, Fleurimond, McKenzie < McKenzie.Fleurimond@citynmb.com>, Joseph,Michael < Michael.Joseph@citynmb.com>, Villard, Paule < Paule.Villard@citynmb.com>, Scott, Esmond < Esmond.Scott@citynmb.com>

Good Afternoon All,

This email is in response to the Planning and Zoning Meeting scheduled for June 8 via zoom. I find it appalling that the city thinks that it is okay to hold a meeting of this importance via zoom. We all know that this is not the ideal format to ask questions, hear responses, etc. Let alone, the large number of residents who are unable to participate due to lack of equipment, inability to understand, etc.

I understand that other business has been done via this format, Taco Bell, for one. I highly doubt that there are as many interested in variances for Taco Bell as the building of a development, including numerous high rises, a hotel, and new traffic patterns that are absurd!

The city is beginning to reopen and I believe that waiting for a few weeks to allow residents to attend the meeting should not be out of the question. All I hear is that the developer wants to work with us, etc. So if this is the case, why not wait until concerned residents can appear before the committee to express their support or concerns.

I doubt that if the city wanted to build a hotel in your backyard (Commissioner Smukler and Smith, this is your backyard) that any of you would want these meetings held via zoom.

Please consider rescheduling this meeting so that the many residents are effected can attend and voice their concerns.

Diane Frazer-Hayhurst
ESPOA President

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Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Wednesday, June 03, 2020 6:34 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis; Commission All External
Subject: Traffic problems with Dezer's Intracoastal Mall Development Plan

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100
June 3, 2020

Dear Justin,

As you know, Eastern Shores can only be accessed via N.E. 163 Street and N.E. 35th Avenue.
Adding more entrances on NE 163rd Street doesn't solve the intrinsic problems: Increased density without other connecting roads.

A massive, proposed project, including a new canal, turns a quiet, residential community into a dense, overbearing metropolis. Without question, it's incompatible with single-family homes in relation to mass and scale.

Residents now realize that Dezer's plans have changed from his original, lovely Mizner-Park-like setting into the current proposal.

Again, he's asking for rezoning to increase the density at the Intracoastal Mall entrance. This area sits at N.E. 35th and runs adjacent to the Milton Littman Memorial Bridge on N.E. 163rd Street.

The rezoning proposal is to raise the building heights on the east from:

- Six stories to 20 stories
- Eight stories to 32 stories

That's where a 20-story parking garage will be: right at the Eastern Shores entrance, followed by three, 32-story towers next to the bridge. This area is now zoned for the lower heights (six or eight feet), in the above-listed bullets.

These 32-story structures would be in addition to the group of 40-story buildings that would sit on the Intracoastal Waterway (where Duffy's currently is). Adding to the density would be a 12-story hotel on the southwest side, where the tot-park is, near the guardhouse on N.E. 35th Avenue.

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c. 250 Hotel Keys
d. 2,000 Multi-Family Residential Units
e. New Community Center
f. New Police Substation
g. Improved Fire Station
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i. ±.71 Mile Waterfront Promenade

2. HUGE BUILDING HEIGHTS:
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Sincerely,
Margo Berman
--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRItOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From: Joe Leal Jr <jl@wwdrape.com>
Sent: Wednesday, June 03, 2020 9:02 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Commission All External
Subject: Intracoastal mall

Dear Justin,

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Thanks,
Jose

Sent from my iPhone
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Duron, Mario F.

From: Daniel Perez <dp@dperez.biz>
Sent: Wednesday, June 03, 2020 4:36 PM
To: Proffitt, Justin
Cc: Commission All External
Subject: Intracoastal Mall

To whom it may concern,

I am a home owner of multiple properties in Eastern Shores, I ask that you do not allow the redevelopment of the Intracostal Mall. Our traffic is
already overwhelming with all the new buildings in Sunny Isles, any new residents that are proposed to be built in the Intracoastal Mall property
would only make things worse. The redevelopment would decrease our home values and cause gridlock trying to drive into Eastern Shores.

Eastern Shores is a unique community in North Miami Beach, do not allow this project to ruin this community.

Regards,

Daniel Perez
dp@dperez.biz
305.607.5600

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305.607.5600

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Duron, Mario F.

From: msepa@aol.com
Sent: Tuesday, June 02, 2020 1:21 PM
To: Proffitt, Justin
Subject: Intracoastal mall

Good afternoon Mr. Proffitt:

Please be advised of the following. My family, as other residents of Eastern Shores do not believe that the P&Z hearing set for June 8th, 2020 regarding the Intracoastal Mall should be held via Zoom. These plans have been spoken about for a very long time and we can see no reason why the hearing cannot be delayed until residents can make in person appearances before the board.

As to the issue itself of an additional traffic light to enter the mall which would be on the approach to the bridge, this is an unsafe idea. I have lived in Eastern Shores for 33 years and have seen enough traffic and traffic accidents in the area of NE 163rd Street and 35th Avenue. The area just cannot handle the additional traffic of thousands of additional residents.

Please be sure that this email is read in to the record and heard by the P&Z Board members whenever the hearing is held.

Thank you,
Marc Einbinder

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Duron, Mario F.

From: nansmoon@aol.com
Sent: Tuesday, June 02, 2020 2:34 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Tuesday, June 02, 2020 2:16 PM
To: Proffitt, Justin; Clara Piana
Subject: Re: URGENT 35 and 163

Gentleman:

We opposed the project that was previously approved and know the developer wants to AMEND the plans to include a hotel, THIS IS OUTRAGEOUS !!!will make the traffic getting into our Neiborhood IMPOSIBLE!!!

The traffic the way it is today is TERRIBLE and more so during high season, we can't imagen adding all those units and traffic.
WE OPPSOSED TO ALL !!!

The traffic light they want to install on 163rd on the south side going to the beach, the only thing that will do is make more chaos , so we are OPPOSE to that as well.

We will not APPROVE a ZOOM Metting to discuss this delicate situation!!!! we will need to be able to do it in PERSON everyone PRESENT!!!!!

Yours Truly
Eduardo Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 1:24 PM
To: justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>
Subject: URGENT

We are the owners of 16434 NE 31 Ave N Miami Beach FL 33160

WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Tuesday, June 02, 2020 2:17 PM
To: Proffitt, Justin
Subject: Re: URGENT

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We opposed the project that was previously approved and know the developer wants to AMEND the plans to include a hotel, THIS IS OUTRAGEOUS !!!will make the traffic getting into our Neiborhood IMPOSIBLE!!!

The traffic the way it is today is TERRIBLE and more so during high season, we can't imagen adding all those units and traffic.
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Yours Truly
CLara Piana
16434 NE 31 Ave
N Miami Beach, FL 33160

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 1:24 PM
To: justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>
Subject: URGENT

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The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Duron, Mario F.

From: nansmoon@aol.com
Sent: Tuesday, June 02, 2020 2:34 PM
To: Proffitt, Justin
Subject: Intracoastal Development Project

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19 Ave
North Miami Beach, FL 33162-3100

June 2,2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and
out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163 Street. The only entrance is at the Intracoastal Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes trafic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Best Regards,
Nancy Felder, Eastern Shores' resident
Eddie Felder, Eastern Shores' resident

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Duron, Mario F.

From: Emily Fernandez <fernandez.emily@ymail.com>
Sent: Monday, June 01, 2020 5:14 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis
Subject: Intracoastal mall

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

June 1, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Emily fernandez
Fernandez.emily@ymail.com
305-401-1291

Sent from Yahoo Mail on Android
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Duron, Mario F.

From: Miranda Marrero <miramarrero@gmail.com>
Sent: Monday, June 01, 2020 1:38 AM
To: Smukler, Fortuna; Proffitt, Justin; Smith, Phyllis
Subject: Intracoastal Dev. Project

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Miranda Marrero, a concerned Eastern Shores resident
--
Miranda Marrero
North Miami Beach, FL
miramarrero@gmail.com
305-319-1405
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Duron, Mario F.

From: Shawna Cruz <shawna.cruz@yahoo.com>
Sent: Sunday, May 31, 2020 4:32 PM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis
Subject: Resident - City of North Miami Beach

Planning & Zoning Department

The 163rd E/W corridor is congested as is. With additional and regular repairs of road and new construction adding traffic lights will exacerbate, not solve the present, traffic-bottleneck problems. With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area of the city does NOT have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact. Sincerely,
Shawna and David (2 registered voters)

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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Sunday, May 31, 2020 12:03 PM
To: Proffitt, Justin
Subject: FW: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL

From: fabdimsa@bellsouth.net <fabdimsa@bellsouth.net>
Sent: Sunday, May 31, 2020 11:54 AM
To: 'espoa@yahoo.com' <espoa@yahoo.com>
Subject: RE: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL

If this meeting via zoom will be anything like the one held in May Ref: Zooning it will be a waste
At that time it was difficult to hear many times and if anyone wanted to say anything it was worse.
All I hope this will not take place and that the technology will be improved to voice our discontent with
The plans on ICM. Again, in person will be the best way. Why not wait??? Who is putting pressure
On the city??? If my grandsons Bar mitzvah was postponed till Oct from May and many affairs
Cancelled rather than use this Zooming idea, Mr Dezer and the city should change the date so all
Can be present in person.

From: Amalia Nick < Begin forwarded message:

> **From:** "E.S.P.O.A." <espoa@yahoo.com>
> **Date:** May 30, 2020 at 6:27:48 PM EDT
> **To:** Stacy Roskin <roskinsd@aol.com>
> **Subject: URGENT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL**
>
> ****URGENT****
>
> IMPORTANT MEETING REGARDING DEVELOPMENT OF INTRACOASTAL MALL
>
> The City will be holding a zoom meeting to discuss plans to allow a traffic light to be put on 163rd Street to create a new entrance/exit (east and west access) for the Intracoastal Mall. This additional traffic light will cause major congestion and traffic nightmares.
> In addition, if this traffic light is approved, the developer is expected to request "amended zoning" to change what was previously agreed upon by the City. This could drastically change the number and location of high rises and include a hotel.
> It is imperative that we voice our concerns regarding the planned development of this property. This development will impact our quality of life!
>
> Please attend the zoom and express your concerns. If you cannot attend the meeting, please provide an email with your comments to Justin.Proffitt@citynmb.com
>
> ZOOM MEETING INFORMATION
>
> Monday, June 8,2020 at 6:00 pm
>
> To just Watch or Listen

- Comcast Channel 77
- Live stream on www.citynmb.com

To Watch & Speak, Join us on Zoom
- Zoom Meeting: WWW.ZOOM.US
- Zoom Meeting ID: 858 2719 8307
- Meeting Password: 088 805
- Your email and address will be requested to register for the meeting.

To Watch & Speak on Zoom Via Telephone
- By Phone: (646) 876-9923, (US Toll) (301) 715-8592, (US Toll)

To Send Written Comments by 4:00 PM on the Day of the Meeting
- Email: NMBCOMDEV@citynmb.com

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Duron, Mario F.

From: Hector Marrero <hmarrero@aol.com>
Sent: Sunday, May 31, 2020 3:56 PM
To: Proffitt, Justin
Subject: Fwd: Intracoastal Mall Development

Put this on the record as well.

Sent from my iPhone

Begin forwarded message:

> **From:** Hector Marrero <hmarrero@aol.com>
> **Date:** May 31, 2020 at 3:55:29 PM EDT
> **To:** Diane Frazer <dfrazer81@gmail.com>
> **Subject: Re: Intracoastal Mall Development**
>
> Thank you!!! We need to raise our voices on this one!!!!
>
> Hector Marrero
>
> Sent from my iPhone
>
>> On May 31, 2020, at 3:44 PM, Diane Frazer <dfrazer81@gmail.com> wrote:
>>
>> Hector,
>>
>> The current plans for the developer to add a light right on top of the light at 35th Avenue is unacceptable as far as ESPOA is concerned. This developer needs to provide an additional ingress/egress into his development prior to any development beginning.
>>
>> In addition, his proposal for 2 forty story towers, one 32 story tower, additional town homes (all adding up to 2,000 residential units) plus offices, stores and restaurants, and a 250 key hotel is ridiculous.
>>
>> The addition of all of this will cause a traffic nightmare for us as well as increase crime, etc.
>>
>> ESPOA understands that the developer has the right to develop, but he must develop so that Eastern Shores is impacted as little as possible.
>>
>> Thanks,

Diane Frazer-Hayhurst

ESPOA President

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Duron, Mario F.

From: Dr. B. Barry Schugar <schugdady@aol.com>
Sent: Saturday, May 30, 2020 12:08 PM
To: Proffitt, Justin
Subject: intercostal mall

20 Years ago my wife and i bought Two lots in Eastern Shores. WE were moving away from Sunny Isles and their high rises . Now you can see the traffic and CONJESTION they have . We are retired and moving slow. The street {35 Ave] Will not Handle more cars. To, allow them to build with out adding more access is CRAZY.

DO not allow MORE BUILDIN
G without getting more Access ROADS

Sincerely, B. Barry Schugar DDS. FAGD.

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Duron, Mario F.

From: Francesco Martini <frankymart.fm@gmail.com>
Sent: Saturday, May 30, 2020 8:03 AM
To: Proffitt, Justin
Cc: Smukler, Fortuna; Smith, Phyllis

May 30, 2020

Dear Justin Proffitt:
As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores.
This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE163rd Street.
The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.
The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve, the present traffic-bottleneck problems.
With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow.
This area does not have the infrastructure to support a multi-use project of this magnitude.
Nor can it afford its environmental impact.

Sincerely

Francesco Martini

Eastern Shore Resident
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Duron, Mario F.

From: Leslie Sardinia <samazach@gmail.com>
Sent: Saturday, May 30, 2020 2:52 PM
To: NMBCOMDEV
Subject: Planning and Zoning

Mr Mayor and Commissioners,

There CAN NOT be a meeting via zoom, when most have no clue or know how to use Zoom. I use zoom and since everyone is home using internet, I lose wifi service while taking a class or having a meeting. There's no way this is fair to the homeowners of ES, who pay the majority of the taxes to NMB, and will be effected the most by a metropolis in a small neighborhood shopping center.
The city of NMB, should first and foremost, represent the current owners and tax payers, not a billionaire who wants to make millions at the cost of US, the current
residents. Not a billionaire to come in and swoop down and take advantage during a pandemic situation, with the blessings of our elected officials.
I think you know what should be done in this situation, and if it goes as planned, I think you know, as current elected officials, you will lose the support of Eastern Shores residents. We have been overlooked long enough, with power lines and poles falling over, streets that are chopped up, no sidewalks. We are coming together and we have a voice, and we want it to be heard in person, NOT on Zoom.

Sincerely,

Bruce & Leslie Sardinia

Only if we understand, can we care.
Only if we care, we will help.
Only if we help, we shall be saved.
-Jane Goodall

Leslie Sardinia

"You may never know what results come from your action. But if you do nothing, there will be no result."
– Mahatma Gandhi

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Duron, Mario F.

From: Judy Blaustein <judyblaustein@gmail.com>
Sent: Saturday, May 30, 2020 7:15 PM
To: Proffitt, Justin
Subject: Intracoastal Mall

Dezer Development will cause traffic, congestion, and the most horrific, crime. The Intracoastal Mall will become trafficked by outsiders for a probable waterpark and condos. Traffic will become chaotic with congestion and the probability of crime. We residents of Eastern Shores pay huge taxes for our homes. Our privacy is jeopardized by this possible event. We pay to live in our gated communities. We maintain our homes through renovation, gardening, and upkeep. This possible development should not be allowed. The intracoastal mall should become better developed. A beauty school and an Old Navy do not belong here. Upscale restaurants would be welcome.A development of condos, a waterpark and garages would not aid a community. It will only bring profits down. This cannot occur.

Judith D. Sohn-Blaustein Eastern Shores Homeowner

--
Judy Sohn-Blaustein
JudyBlaustein@Gmail.co
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Duron, Mario F.

From: fabdimsa@bellsouth.net
Sent: Friday, May 29, 2020 5:17 PM
To: Proffitt, Justin
Cc: 'Diane Frazer'; 'Marc Einbinder'; 'Marteen Longo'; Lamberto, Bruce; 'Daniel Bakalarz'; 'David Templer'; 'FABIO NICK'; 'Leslie Sardinia'; 'Sandra Piligian'; 'Stacy Roskin'; e.riccardi@me.com; 'Iona Gabbidon'; 'Jack Berman'; 'Neal Keys'; 'Saul Smukler'
Subject: Intracoastal Mall Redevelopment

Dear Mr. Proffitt,

We have been advised of an additional traffic light that will be needed on 163rd St. in order to accommodate the redevelopment of the Intracoastal Mall. We do not agree with the monstrosity that is being proposed in our neighborhood without the residents' consent and certainly not with the additional traffic light !!! This is going to create a bigger nightmare in our roads than already exists, not to mention many more accidents.
We hope you reconsider based on the consequences that will ensue. We are outraged that this is even being considered !

Truly yours,

Eastern Shores Residents:
Fabio and Amalia Nick
Rosa and Charles Papir
Silvia and Bruce Kusens
Berta and Lenny Backer

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Duron, Mario F.

From: David Templer <dlt@templerhirsch.com>
Sent: Friday, May 29, 2020 10:39 AM
To: Proffitt, Justin
Cc: Diane Frazer (dfrazer81@gmail.com); Scott, Esmond; McHugh,Horace A.; Cino,Sharon; Duron, Mario F.
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thank you Justin. I will look at it.

However, I am in the business of disagreement and am painfully cognizant of the reality that "experts" are paid for conforming opinions. Those affected by those differing opinions are left to deal with and clean up the mess. Often times it is not the expert opinion that matters as much as common sense. I have spoken to more than a dozen people in the last couple of days and that is without any effort to assess the general sentiment. But, not a single one believes this proposed plan is an acceptable solution or good idea. These folks are not uneducated and unsuccessful people. They are the ones that purchased homes in the most expensive neighborhood of North Miami Beach.

While I am sure that City staff would love to see a truly beautiful project move towards fruition, particularly because of the substantial revenue it will offer, we must keep in mind that the money is not free. It comes with a cost. The City is first and foremost a collection of residents, who are living people. They have invested their heart, souls and money (or blood, sweat and tears) into their homes. Their homes are their sanctuaries. If their ownership, use and enjoyment of their properties, in their own City, is subjugated to development or revenue generation, then the City is no longer theirs.

Justin, in Miami-Dade the population has exploded since the 1980's. The resurgence of South Beach/Miami Beach, the weather, the sports teams, the international access have all made our part of the world a magnet. The nature of private land ownership and zoning laws results in development that has challenged our infrastructure and pushed it close to the edge. Setting aside what is underground (like broken sewers that leak excrement into our precious waterways on a regular basis), what is on the side of the road (tons of garbage strewn piece by piece for hundreds of square miles), stand-still highways forever under construction, the loss of the precious sky-blue views (interrupted by successive high rises), the loss of habitat for indigenous wildlife, and other malignancies, the living people who have invested in their homes are legitimately, justifiably and rightfully worried that their use and enjoyment will be crushed under the weight of poorly permitted road projects.

I must again reiterate that I am NOT opposed to the plan to redevelop the Intracoastal Mall. I am of the opinion that a properly planned redevelopment will add real value to the City and the residents alike. Nonetheless, my neighbors and I are in no hurry and will not take our chances with a less-than-optimal traffic access solution. We are NOT prepared to suffer the resultant cost and expense of an engineering failure. It is much, much too high of a price to pay.

Please make this email part of the record for P & Z as well.

Stay safe my friend.

David

PS: On a daily basis (except during this traffic-calming pandemic) is see EMS and Fire trucks sitting in lined up traffic with light flashing and sirens blaring. One would have to be blind and deaf to miss it. The people they are rushing to help are at the mercy of the traffic. The intersection congestion is not merely an inconvenience for the living residents, it is a life-safety hazard.

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
Aventura, FL 33180
T: (305) 937-2700
E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

TEMPLER & HIRSCH
ATTORNEYS
31 Years of Service Excellence

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Friday, May 29, 2020 9:13 AM
To: David Templer <dlt@templerhirsch.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; McHugh,Horace A. <Horace.McHugh@citynmb.com>; Cino,Sharon <Sharon.Cino@citynmb.com>; Duron, Mario F. <Mario.Duron@citynmb.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Hello David,

I encourage you to review the latest Traffic Impact Study showing the analysis and new designs for the intersections. As you point out, transportation management and design is a crucial aspect of this project so I will ask the applicant to provide a very detailed presentation.

Thank you for raising these important questions.

One Vision • One Mission
One City
#StepUpNMB Census2020

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media.

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 1:57 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>

Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thanks. I was talking with Phyllis today and we discussed whether changing the eastbound through lanes on 163 to a regular Red-Yellow-Green light would eliminate the problem. If it were Red when the folks leaving Eastern Shores are turning left to go east, there would be less of a crash risk from merging cars. HOWEVER, this does not eliminate the stacking problem that would be created by that proposed left turn lane. Those cars that are stacked up would impeded cars leaving Eastern Shores to go east.

It is a mess, unfortunately.

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
Aventura, FL 33180
T: (305) 937-2700
E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

TEMPLER & HIRSCH
ATTORNEYS
31 Years of Service Excellence

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Thursday, May 28, 2020 1:51 PM
To: David Templer <dlt@templerhirsch.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

I will include these comments as well. Thank you.

One Vision • One Mission • One City
#StepUpNMB Census2020

Justin Proffitt, AICP
Community Development Director
City of North Miami Beach
Community Development Department

T (305) 354-4456, ext. 4456

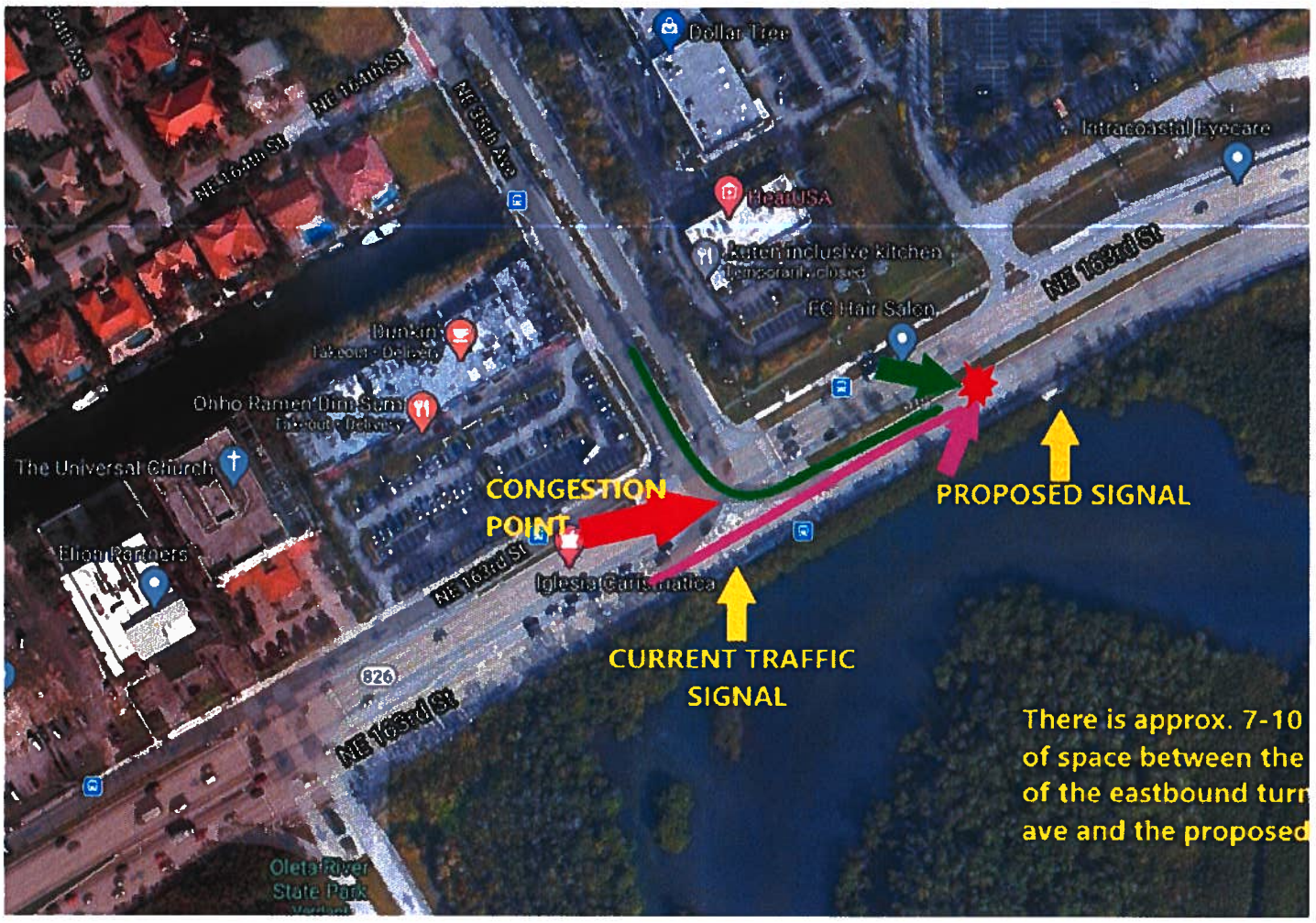
17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: David Templer <dlt@templerhirsch.com>
Sent: Thursday, May 28, 2020 10:33 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Justin

To add to the below, the newly proposed left turn lane (which will be a collision point, as described below) cannot possibly hold enough cars during a light cycle. With the number of units and residents to the proposed project, that proposed left turn lane (off of eastbound 163) will back up. That will not only disrupt through traffic on 163 eastbound but it will disrupt the eastbound left turn off of 35th Ave because those cars will be unable to proceed east past the newly proposed signal!!

Here is a satellite mock up



David L. Templer
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E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

Duron, Mario F.

From: Margo Berman <margobermanauthor@gmail.com>
Sent: Friday, May 29, 2020 1:57 PM
To: Proffitt, Justin
Cc: Smith, Phyllis; Smukler, Fortuna

Mr. Justin Proffitt, AICP
Manager, Planning & Zoning Department
City of North Miami Beach
17050 NE 19th Avenue
North Miami Beach, FL 33162-3100

May 28, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores. This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor, can it afford its environmental impact.

Sincerely,
Margo Berman, Eastern Shores' resident

--
Margo Berman, Professor, Author, Inventor

www.amazon.com/author/MargoBerman

Books:

- *Street-Smart Advertising (2006, 2010)*
- *The Brains Behind Great Ad Campaigns (2009)*
- *The Copywriter's Toolkit (2012)*
- *tactikPAK™: A Digital Library of Learning (2014, 2015)*
- *The Blueprint for Strategic Advertising (2016)*

Apps: On iTunes

- *- Advertising tactikPAK* http://apple.co/1GRltOv
- *- Copywriting tactikPAK* http://apple.co/1dA7TXx

On Google Play: *Copywriting tactikPAK* http://tinyurl.com/q7ml8ys
www.MentalPeanutButter.com

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Duron, Mario F.

From:	fabdimsa@bellsouth.net
Sent:	Friday, May 29, 2020 5:17 PM
To:	Proffitt, Justin
Cc:	'Diane Frazer'; 'Marc Einbinder'; 'Marteen Longo'; Lamberto, Bruce; 'Daniel Bakalarz'; 'David Templer'; 'FABIO NICK'; 'Leslie Sardinia'; 'Sandra Piligian'; 'Stacy Roskin'; e.riccardi@me.com; 'Iona Gabbidon'; 'Jack Berman'; 'Neal Keys'; 'Saul Smukler'
Subject:	Intracoastal Mall Redevelopment

Dear Mr. Proffitt,

We have been advised of an additional traffic light that will be needed on 163rd St. in order to accommodate the redevelopment of the Intracoastal Mall. We do not agree with the monstrosity that is being proposed in our neighborhood without the residents' consent and certainly not with the additional traffic light !!! This is going to create a bigger nightmare in our roads than already exists, not to mention many more accidents.
We hope you reconsider based on the consequences that will ensue. We are outraged that this is even being considered !

Truly yours,

Eastern Shores Residents:
Fabio and Amalia Nick
Rosa and Charles Papir
Silvia and Bruce Kusens
Berta and Lenny Backer

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Duron, Mario F.

From: Diane Frazer <dfrazer81@gmail.com>
Sent: Friday, May 29, 2020 10:51 AM
To: David Templer
Cc: Cino,Sharon; Duron, Mario F.; McHugh,Horace A.; Proffitt, Justin; Scott, Esmond
Subject: Re: P & Z, June 8: High Rises at Intracoastal Mall

Justin,
Thanks for the information. I am in full agreement with David. Traffic studies tend to support the entity who is paying them. I am hoping you received my email and that it will be placed in the record.

On Fri, May 29, 2020 at 10:39 AM David Templer <dlt@templerhirsch.com> wrote:

Thank you Justin. I will look at it.

However, I am in the business of disagreement and am painfully cognizant of the reality that "experts" are paid for conforming opinions. Those affected by those differing opinions are left to deal with and clean up the mess. Often times it is not the expert opinion that matters as much as common sense. I have spoken to more than a dozen people in the last couple of days and that is without any effort to assess the general sentiment. But, not a single one believes this proposed plan is an acceptable solution or good idea. These folks are not uneducated and unsuccessful people. They are the ones that purchased homes in the most expensive neighborhood of North Miami Beach.

While I am sure that City staff would love to see a truly beautiful project move towards fruition, particularly because of the substantial revenue it will offer, we must keep in mind that the money is not free. It comes with a cost. The City is first and foremost a collection of residents, who are living people. They have invested their heart, souls and money (or blood, sweat and tears) into their homes. Their homes are their sanctuaries. If their ownership, use and enjoyment of their properties, in their own City, is subjugated to development or revenue generation, then the City is no longer theirs.

Justin, in Miami-Dade the population has exploded since the 1980's. The resurgence of South Beach/Miami Beach, the weather, the sports teams, the international access have all made our part of the world a magnet. The nature of private land ownership and zoning laws results in development that has challenged our infrastructure and pushed it close to the edge. Setting aside what is underground (like broken sewers that leak excrement into our precious waterways on a regular basis), what is on the side of the road (tons of garbage strewn piece by piece for hundreds of square miles), stand-still highways forever under construction, the loss of the precious sky-blue views (interrupted by successive high rises), the loss of habitat for indigenous wildlife, and other malignancies, the living people who have invested in their homes are legitimately, justifiably and

rightfully worried that their use and enjoyment will be crushed under the weight of poorly permitted road projects.

I must again reiterate that I am NOT opposed to the plan to redevelop the Intracoastal Mall. I am of the opinion that a properly planned redevelopment will add real value to the City and the residents alike. Nonetheless, my neighbors and I are in no hurry and will not take our chances with a less-than-optimal traffic access solution. We are NOT prepared to suffer the resultant cost and expense of an engineering failure. It is much, much too high of a price to pay.

Please make this email part of the record for P & Z as well.

Stay safe my friend.

David

PS: On a daily basis (except during this traffic-calming pandemic) is see EMS and Fire trucks sitting in lined up traffic with light flashing and sirens blaring. One would have to be blind and deaf to miss it. The people they are rushing to help are at the mercy of the traffic. The intersection congestion is not merely an inconvenience for the living residents, it is a life-safety hazard.

David L. Templer

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E: dlt@templerhirsch.com

F: (305) 935-9873

www.templerhirsch.com

TEMPLER & HIRSCH
ATTORNEYS

31 Years of Service Excellence

From: Proffitt, Justin <Justin.Proffitt@citynmb.com>
Sent: Friday, May 29, 2020 9:13 AM
To: David Templer <dlt@templerhirsch.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; McHugh,Horace A. <Horace.McHugh@citynmb.com>; Cino,Sharon <Sharon.Cino@citynmb.com>; Duron, Mario F. <Mario.Duron@citynmb.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Hello David,

I encourage you to review the latest Traffic Impact Study showing the analysis and new designs for the intersections. As you point out, transportation management and design is a crucial aspect of this project so I will ask the applicant to provide a very detailed presentation.

Thank you for raising these important questions.

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

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Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Thanks. I was talking with Phyllis today and we discussed whether changing the eastbound through lanes on 163 to a regular Red-Yellow-Green light would eliminate the problem. If it were Red when the folks leaving Eastern Shores are turning left to go east, there would be less of a crash risk from merging cars. HOWEVER, this does not eliminate the stacking problem that would be created by that proposed left turn lane. Those cars that are stacked up would impeded cars leaving Eastern Shores to go east.

It is a mess, unfortunately.

David L. Templer

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Sent: Thursday, May 28, 2020 1:51 PM
To: David Templer <dlt@templerhirsch.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

I will include these comments as well. Thank you.

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

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17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

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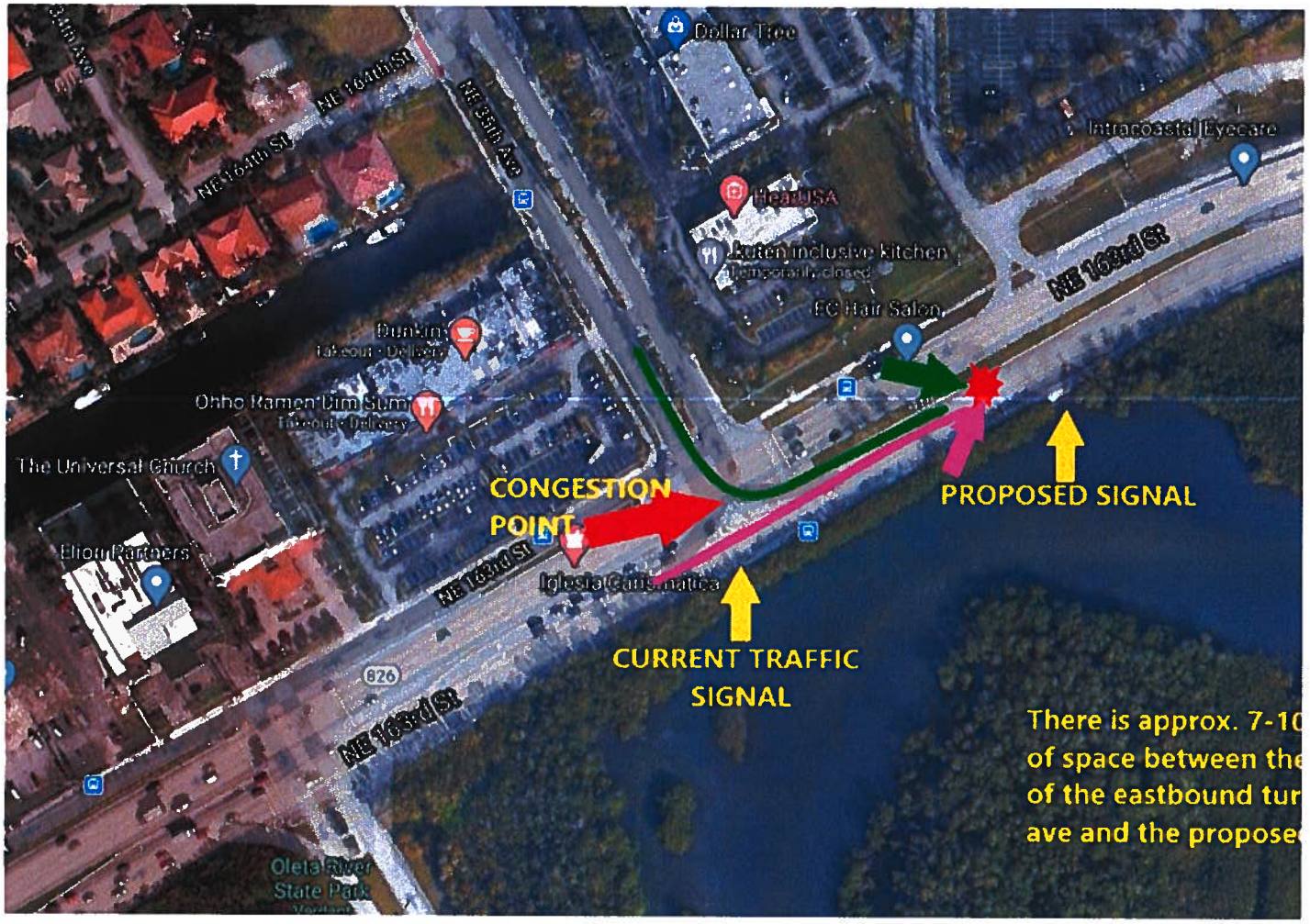
Sent: Thursday, May 28, 2020 10:33 AM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: RE: P & Z, June 8: High Rises at Intracoastal Mall

Justin

To add to the below, the newly proposed left turn lane (which will be a collision point, as described below) cannot possibly hold enough cars during a light cycle. With the number of units and residents to the proposed project, that proposed left turn lane (off of eastbound 163) will back up. That will not only disrupt through traffic on 163 eastbound but it will disrupt the eastbound left turn off of 35th Ave because those cars will be unable to proceed east past the newly proposed signal!!

Here is a satellite mock up



David L. Templer

Templer & Hirsch, P.A.

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Aventura, FL 33180

T: (305) 937-2700

Duron, Mario F.

From: Bruce Lamberto <blamberto@aol.com>
Sent: Friday, May 29, 2020 10:01 PM
To: Proffitt, Justin
Cc: dlt@templerhirsch.com; dfrazer81@gmail.com
Subject: Intracoastal Mall Traffic Plan

Justin

Please let this email serve as my opposition to the proposed traffic signal installation on the Sunny Isles Bridge approach EAST OF ne 35TH aVENUE. Should the proposed redevelopment of ICM take place, the only viable eastbound entrance to the ICM should be from under the bridge.

The main issue facing the Texas U turn concept is cost. Unlike the Sunny Isles side of the bridge, there is no upland land on tge south side due to the Oleta River. Essentially the ramp needed to exit SR826 to go under the bridge would be 1000 foot long street level bridge with its support columns in the river. This would be extremely expensive and probably not cost effective no matter how many units would be constructed at ICM. There is also the costly environmental studies and mangrove issues that would also need to be addressed. However I agree that the U turn under the bridge would also be beneficial to us in ES and the other businesses along the service road. Currently there is no westbound dedicated right turn lane to 35th Avenue coming from the east. The redesign of the highway to incorporate the U turn could also include the dedicated west-bound right turn lane onto 35th Avenue. It appears in this case that unless State funding is sought and utilized to make the U turn ramp happen, in all probability we will be stuck with the additional signalized intersection. Please keep in mind the developer bought ICM prior to its up-zoning which turned into a huge profit windfall for him. Had not that City- sponsored upzoning occurred, none of us residents would now be dealing with this issue.

The City Administration's default is to approve a request unless there is vocal opposition. Particularly in a case like this, the default is backwards!! The default should be that the proposal is denied unless the applicant brings forth sufficient community support. It is the applicant that is seeking the change and suggesting it is a benefit to the community. The burden of proof should be on the applicant. For that reason, the proposed new traffic signal on Sunny Isles Boulevard east of NE 35th Avenue should be denied.

Bruce Lamberto
3420 NE 165 ST.
NMB, FL. 33160

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Duron, Mario F.

From: Elizabeth Castro <castroelizabeth31@hotmail.com>
Sent: Friday, May 29, 2020 7:45 PM
To: Proffitt, Justin; Smukler, Fortuna; Smith, Phyllis
Subject: Dezer Proposal

May 28, 2020

Dear Justin Proffitt,

As proposed in the Dezer development project, adding a new traffic light into the Intracoastal Mall will only intensify the traffic in and out of Eastern Shores.

This tiny "peninsula" has no side streets between Collins Avenue and Biscayne Boulevard along NE 163rd Street. The only entrance is at the Intracoastal-Mall ingress at N.E. 35th Avenue.

The addition of this second traffic light and east-bound lane, right near the existing entrance, will exacerbate, not solve the present, traffic-bottleneck problems.

With no relief for east-west congestion, the Dezer proposal adds more density and severely impedes traffic flow. This area does not have the infrastructure to support a multi-use project of this magnitude. Nor can it afford its environmental impact.

Sincerely,

Elizabeth Castro

Easter Shores Resident

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Duron, Mario F.

From: Diane Frazer <dfrazer81@gmail.com>
Sent: Thursday, May 28, 2020 2:46 PM
To: Proffitt, Justin
Subject: June 8th Planning and Zoning Meeting

Good Afternoon Justin,

This email is in response to the proposal for an additional light on 163rd Street, allowing access into the Intracoastal Mall.

The current plan to create an additional light on 163rd Street will result in backed up traffic at the light on 35th Avenue. The space to allow for traffic heading eastbound to merge to the left to enter the Intercoastal Mall will be at odds with the cars leaving 35th Avenue and heading east. This traffic is heavy and will result in back ups as they will be immediately stopped once they get onto 163rd Street.

In addition, the heavy traffic that occurs on 163rd Street will result in both of these intersections being gridlocked as people have a tendency to block intersections. This happens now at 35th Avenue and will happen again at the new light.

I have read the information provided by David Templer and agree totally with his description and his drawing. This light is not a solution and will cause traffic nightmares and I believe many traffic accidents.

It is my opinion that this proposal should be defeated and that the developer should explore other avenues of ingress/egress to this site.

Diane Frazer-Hayhurst

ESPOA President

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Duron, Mario F.

From: Dr. B. Barry Schugar <schugdady@aol.com>
Sent: Thursday, May 28, 2020 12:01 PM
To: Proffitt, Justin
Subject: mall

As a 20 resident of NMB MY wife and I are totally opposed to the changes to our INTERCOSTAL MALL.

MR d. s only thinking of how to make money. WE will work to STOP
him.
WE do not need more TRAFFIC Or
CONJESTION.

sincerely, DR. Barry Schugar

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TEMPLER & HIRSCH
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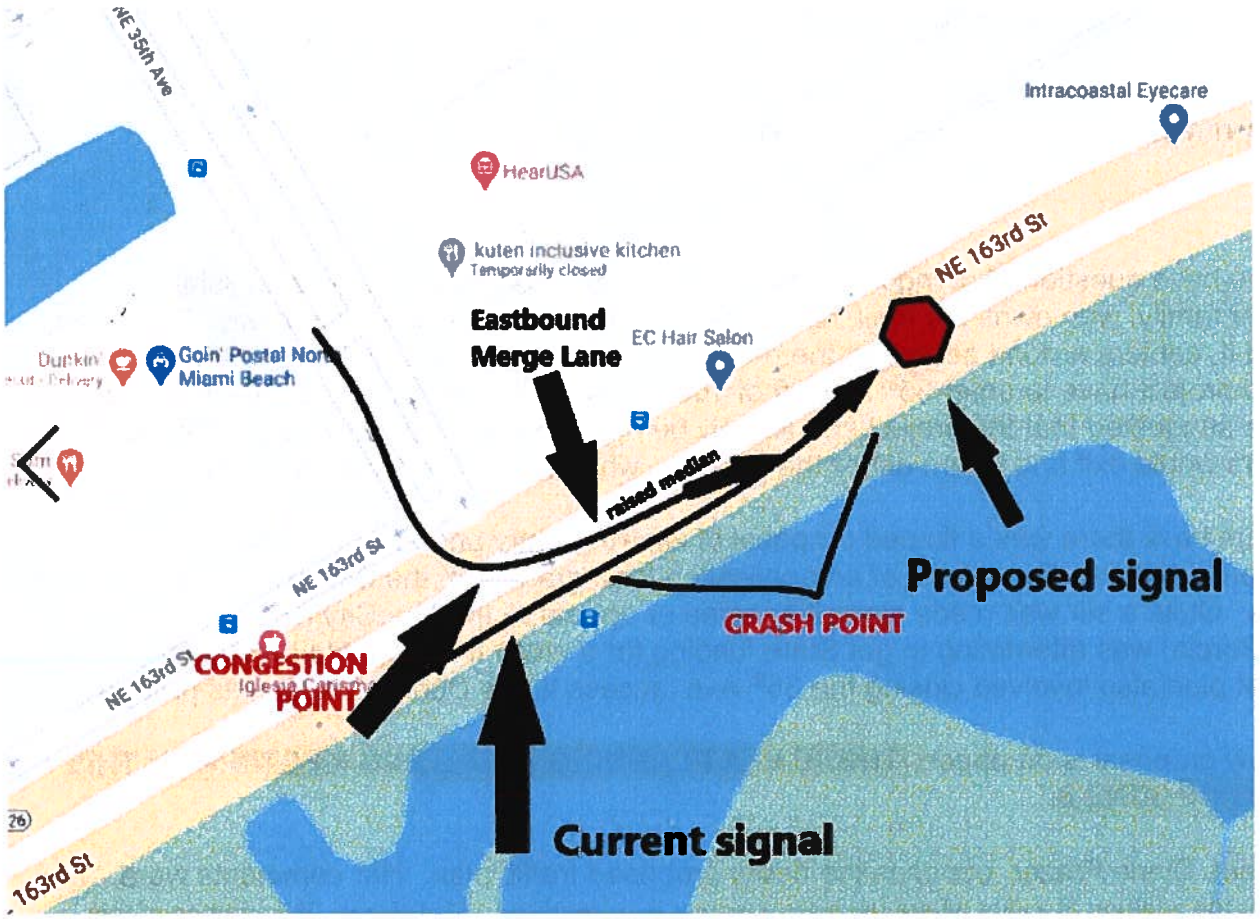
31 Years of Service Excellence

From: David Templer
Sent: Wednesday, May 27, 2020 3:25 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Smukler, Fortuna <Fortuna.Smukler@citynmb.com>
Cc: Diane Frazer (dfrazer81@gmail.com) <dfrazer81@gmail.com>
Subject: P & Z, June 8: High Rises at Intracoastal Mall

Justin

Though I am *not necessarily* opposed to development at the site of the current Intracoastal Mall, I continue in my vehement opposition to any project that will stress the roadway for current Eastern Shores residents. The proposal coming up on June 8 is simply dangerous.

Placement of a light at the base of the downslope on the westbound bridge is a bad idea. Eastbound traffic attempting to access a lane to turn left into that property will cause problems with cars leaving 35th Ave to proceed east. Cars will be merging into and out of the same lane, some slowing down to turn left and others speeding up to get up the bridge. This is a catastrophe in design. Further, cars leaving 35th Ave to proceed east will very suddenly come upon a (new) traffic signal. A turn-east-and-stop will either back up onto the 35th Ave intersection or cause rear-end collisions.



David Templer

3260 NE 164 St.
North Miami Beach, FL 33160

David L. Templer
Templer & Hirsch, P.A.
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TEMPLER & HIRSCH
ATTORNEYS

31 Years of Service Excellence

From: David Templer <dlt@templerhirsch.com>
Sent: Wednesday, May 27, 2020 2:44 PM
To: David Templer <dlt@templerhirsch.com>
Subject: IMPORTANT NEWS: High Rises at Intracoastal Mall

Neighbors

A number of you have questioned or inquired about the proposed project at the Intracoastal Mall. The Dezer family, who owns the mall, has proposed several high rise towers there. The issue, as I understand it, centers around access to the property. The thought was that if all of the residents of the proposed project have to enter 35th Ave off of 163rd St we will have a gridlock nightmare. At one time, it was suggested that the project should only be approved if the access was off of 163rd (eastbound, cars would exit and u-turn under the bridge....what is called a Texas U-Turn).

A couple of years back there was a floated proposal of allowing entry and exit off of 35th Avenue. That proposal was the subject of an application for a grant from the State of Florida to study the intersection. Quite a stir was made since it seemed or appeared that the City (under then City Manager Ana Garcia) was attempting to get State funding for a study that benefited a private developer. That plan also involved closing the 35th Ave. access to the Dunkin Doughnuts property.

A new traffic flow proposal is on paper. **THERE IS A PLANNING AND ZOING MEETING ON THIS ISSUE COMING UP JUNE 8.**

ESPOA President, Diane Frazer, opposes the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance)

in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge"

My concern is that the proposed "east of 35th avenue" light and access to the property will be quite dangerous. Eastbound traffic wishing to enter that left (north) turn lane will be competing against the traffic leaving Eastern Shores (heading east) that is required to merge into the eastbound through lanes. It will also be a "blind light" for those leaving Eastern Shores and heading east. No sooner will you enter the eastbound merge lane than will you encounter a traffic light, creating a go-and-stop effect that will result in additional crashes and possible back up of cars into the 35th avenue intersection.

If you, as a property owner, leave Diane as the sole voice the City hears, you can expect that the proposed plan will be approved. If you have concerns or objections, you MUST either (1) put them in writing to Justin Proffitt at the City or (2) attend this meeting and speak up (the meeting will likely be virtual).

Mr. Proffitt can be reached at justin.proffitt@citynmb.com and I would suggest that you also cc fortuna.smukler@citynmb.com. Fortuna is one of the Commissioners and is an Eastern Shores resident.

David Templer
3260 NE 164 St.
North Miami Beach, FL

David L. Templer
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Duron, Mario F.

From: Eric Isicoff <Isicoff@irlaw.com>
Sent: Wednesday, May 27, 2020 3:20 PM
To: Proffitt, Justin
Cc: fortuna.smukler@citynmb.org
Subject: Intracoastal Mall

Dear Mr. Proffitt:

I am a 20 year resident of Eastern Shores (3206 NE 168 Street) and serve on the Special Taxing District Committee for the 35th Ave. Guard Gate. I just became aware of the redevelopment plan for the Intracoastal Mall. The massive project being proposed will necessarily generate an enormous amount of traffic coming and going into this site which sits on the edge of 163rd Street and NE 35th Ave. The proposed intersection for ingress and egress will create a very dangerous condition. Traffic moves very quickly on the bridge and the large intersection, with additional traffic light, being proposed is a bad and dangerous solution to a very serious problem. We already have a significant number of accidents with cars leaving Eastern Shores to head East through the light and merging with fast moving traffic. This is a unique situation where you have residential properties on one side, water on another side and an already stressed roadway leading in and out of Eastern Shores which could not handle the massive traffic that would come along with the proposed project. The only remaining option is 163rd Street and, given the configuration of the property, the existence of two traffic lights already in place right outside of Eastern Shores and the dangerous and fast moving traffic coming off the bridge and on 163rd Street generally, this proposal is a recipe for disaster. As everyone already knows, even with the current situation, we are getting back-ups coming into Eastern Shores (from the West) and going out of Eastern Shores to the East. It would be both dangerous and unfair to impose this additional burden on this already sensitive and overwhelmed situation. I would urge the City to reject the plan. Thank you. Eric Isicoff

---

Eric D. Isicoff, Esq.
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Courvoisier Centre
601 Brickell Key Drive
Suite 750
Miami, FL 33131
Tel. 305-373-3232
Fax 305-373-3233
www.irlaw.com
Email isicoff@irlaw.com

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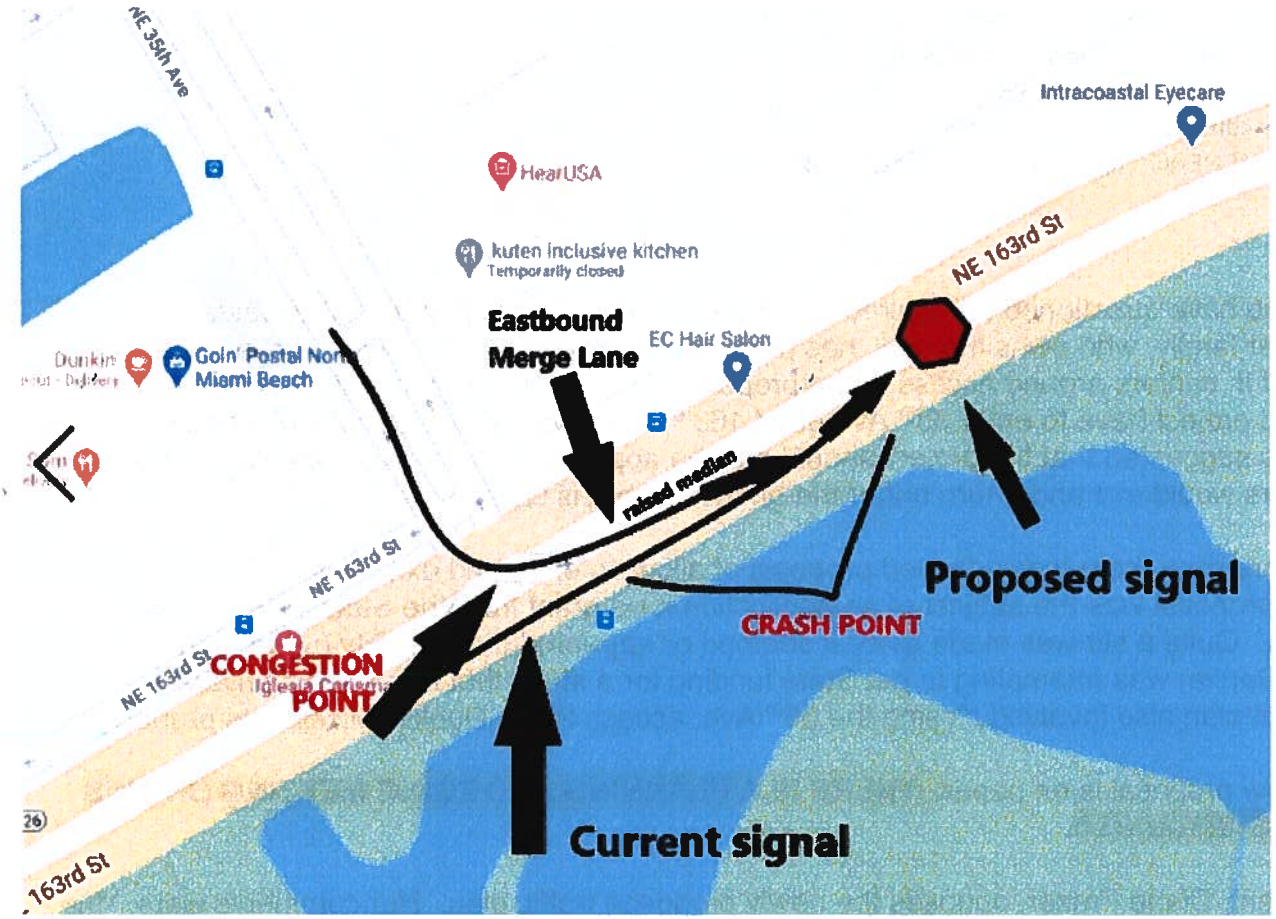
Justin

Though I am *not necessarily* opposed to development at the site of the current Intracoastal Mall, I continue in my vehement opposition to any project that will stress the roadway for current Eastern Shores residents. The proposal coming up on June 8 is <u>simply dangerous</u>.

Placement of a light at the base of the downslope on the westbound bridge is a bad idea. Eastbound traffic attempting to access a lane to turn left into that property will cause problems with cars leaving 35th Ave to proceed east. Cars will be merging into and out of the same lane, some slowing down to turn left and others speeding up to get up the bridge. This is a catastrophe in design. Further, cars leaving 35th Ave to proceed east will very suddenly come upon a (new) traffic signal. A turn-east-and-stop will either back up onto the 35th Ave intersection or cause rear-end collisions.



David Templer
3260 NE 164 St.

North Miami Beach, FL 33160

David L. Templer
Templer & Hirsch, P.A.
20801 Biscayne Blvd., Ste. 400
Aventura, FL 33180
T: (305) 937-2700
E: dlt@templerhirsch.com
F: (305) 935-9873
www.templerhirsch.com

31 Years of Service Excellence

From: David Templer <dlt@templerhirsch.com>
Sent: Wednesday, May 27, 2020 2:44 PM
To: David Templer <dlt@templerhirsch.com>
Subject: IMPORTANT NEWS: High Rises at Intracoastal Mall

Neighbors

A number of you have questioned or inquired about the proposed project at the Intracoastal Mall. The Dezer family, who owns the mall, has proposed several high rise towers there. The issue, as I understand it, centers around access to the property. The thought was that if all of the residents of the proposed project have to enter 35th Ave off of 163rd St we will have a gridlock nightmare. At one time, it was suggested that the project should only be approved if the access was off of 163rd (eastbound, cars would exit and u-turn under the bridge....what is called a Texas U-Turn).

A couple of years back there was a floated proposal of allowing entry and exit off of 35th Avenue. That proposal was the subject of an application for a grant from the State of Florida to study the intersection. Quite a stir was made since it seemed or appeared that the City (under then City Manager Ana Garcia) was attempting to get State funding for a study that benefited a private developer. That plan also involved closing the 35th Ave. access to the Dunkin Doughnuts property.

A new traffic flow proposal is on paper. **THERE IS A PLANNING AND ZOING MEETING ON THIS ISSUE COMING UP JUNE 8.**

ESPOA President, Diane Frazer, opposes the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current

intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge"

My concern is that the proposed "east of 35th avenue" light and access to the property will be quite dangerous. Eastbound traffic wishing to enter that left (north) turn lane will be competing against the traffic leaving Eastern Shores (heading east) that is required to merge into the eastbound through lanes. It will also be a "blind light" for those leaving Eastern Shores and heading east. No sooner will you enter the eastbound merge lane than will you encounter a traffic light, creating a go-and-stop effect that will result in additional crashes and possible back up of cars into the 35th avenue intersection.

If you, as a property owner, leave Diane as the sole voice the City hears, you can expect that the proposed plan will be approved. If you have concerns or objections, you MUST either (1) put them in writing to Justin Proffitt at the City or (2) attend this meeting and speak up (the meeting will likely be virtual).

Mr. Proffitt can be reached at justin.proffitt@citynmb.com and I would suggest that you also cc fortuna.smukler@citynmb.com. Fortuna is one of the Commissioners and is an Eastern Shores resident.

David Templer
3260 NE 164 St.
North Miami Beach, FL

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E: dlt@templerhirsch.com
F: (305) 935-9873
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TEMPLER & HIRSCH
ATTORNEYS

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Duron, Mario F.

From: Clara Piana <lov2sail@hotmail.com>
Sent: Wednesday, May 27, 2020 4:17 PM
To: Proffitt, Justin
Subject: URGENT Intracostal Project

We are the owners of 16434 NE 31 Ave N Miami Beach FL 33160

WE OPOSSED the newly proposed traffic plan. Her comments were, "This traffic plan calls for the addition of a light where the ingress/egress is currently on 163rd street. The addition of this light would mean that there would be three lights (new light, light at 35th Avenue and light at Oleta State Park entrance) in this limited space. We all know how traffic on 163rd street already backs up and how cars currently block the current intersection at 35th avenue. In my opinion, an additional light in this close proximity to the other two lights will cause major blockage around this area and further a backup on the bridge".

The traffic entering or leaving our neighborhood it is a mess and backup already; we don't need more cars coming in or out.

Eduardo and Clara Piana

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Proffitt, Justin

From: Bruce Kusens <bkusens@collateralopportunities.com>
Sent: Friday, July 10, 2020 3:59 PM
To: Proffitt, Justin
Cc: Bkusens@pionetechs.com; Scott, Esmond; Bernard, Andrise; margobermanauthor@gmail.com; Diane Frazer; fabdimsa@bellsouth.net; Cino,Sharon; Duron, Mario F.; Jose Smith; miamimicrotronix@bellsouth.net; Smith, Phyllis (External); shugrdady@aol.com; Lamberto, Bruce; veronicabluray@gmail.com; n1801e@comcast.net; ruthabeckjerr@gmail.com
Subject: Re: "Town Hall Meeting" TIME SENSITIVE
Attachments: Invititation Agenda.pdf; Jose Smith Legal Opinion.pdf; Objection to the Town Hall Meeting-Copy.pdf; Driving Times Eastern Shores to Hospitals.pdf

Good Afternoon Justin,

I am disappointed that the City chose not to postpone the meeting as I requested for the reasons I set forth. I was able to access the "Town Hall Meeting" and was taken back with how it was conducted by the developer. I have attached my objections to the meeting for your reference.
In summary - this was NOT an OPEN FORUM.

The developer muted participants (except for the developers experts) .
They disabled the chat feature which allows participants to communicate with one another and/or developer staff silently without interfering with the presentation.
They misrepresented the Agenda - (see attracted) It was set up as an architectural meeting. Within minutes of its start the actual agenda included Developer Presentations on multiple topics
They exercised exclusive control over who and for what duration they permitted to speak
They selectively read emails sent to them silencing those they choose not to read
They disabled the "Raise Hands" feature which allows participants to silently "virtually raise their hand" indicating to the host that they wish to be recognized
In addition to having the City send out the invitations creating the impression that it was "official", They continued to portray the meeting as "official" by displaying the City's Seal
I don't have enough pixels to describe all of what I consider to be misrepresentations in their description of the impact of the proposed project.

My concerns go so deep, that I have found it necessary to seek legal counsel. I contacted Attorney Jose Smith. Jose and I go back over 50 years and our Wives go back even further. I engaged him to provide me with a legal opinion on this matter and I have attached it for your review. Jose has identified many issues that require discussion and analysis.

I also want to call your attention to the real life traffic situation here. Attached are actual screen shots of the Driving time between Eastern Shores and the two nearest Hospitals. Although the streets have 35-45 MPH signs - Peak hour rides on them are ~ 8 MPH. There is no way that doubling the size of our community is not going to further degrade this situation . Increasing the number of ways to access 163 st accomplishes nothing if the 163 is moving at ~8 MPH. All you do is wait in your car not moving on 163 Street instead of not moving on the Avenues that intersect it. My neighbors and I moved to suburban North Miami Beach to escape this.

I do think the design of the project is well done -- it is just in the wrong place at the wrong time . The only way God was able to build the earth in six days was because there was no installed customer base. We couldn't be further from that at this time in this community. It is so out of place here it isn't funny.

I am fine with improvements to my neighborhood and want to contribute to them. During the developers presentation, they spoke of their entitlements several times without describing the conditions that they are contingent upon. No mention was ever made of our entitlements as homeowners and residents of the community.

I am also very concerned that in the event the project for whatever reason doesn't go as it was presented , there is no recourse or funding to remedy the situation. It is only prudent that the developer put up sufficient collateral (10 digit range) that the City and impacted stakeholders can readily access if the developers impact analysis is flawed. I can't imagine proceeding without there being sufficient collateral to ensure that in the event of failure - sufficient developer funds would be available for any contingency. Five years ago, (while my neighbors and I were fast asleep at the wheel) - the City conditionally rezoned the property. Now 5 years later - they have found a way to fix the same plan that was approved five years earlier.

It is my intention that this email and the exhibits to it become part of the City's record and are provided to the P&Z board and that they are considered as part of any decisions made regarding the proposed development. Please distribute the document to them. If you are unable to - please let me know and provide me with their contact information.

I really dislike having to behave in this manner , but I have read the Emperor's New Clothes (https://en.wikipedia.org/wiki/The_Emperor%27s_New_Clothes) and this seems to me to just be the sequel to it.

Thank you .

Regards and STAY SAFE

Bruce Kusens

305-467-0619
Bkusens@CollateralOpportunities.com

On Thu, Jul 9, 2020 at 2:30 PM Bruce Kusens <bkusens@collateralopportunities.com> wrote:

Hi Justin,

Thank you very much for your prompt response. I have subscribed to several of the list servers and have received communications from them in the past (see below).

When an email from a governmental body is received (City of NMB) , it is clearly regarded as an official document. The email did not contain any language that the mailing was done on behalf of the applicant.

The email sure looked official, smelled official and was interpreted as official from the City triggering the applicable notice requirements. I appreciate your willingness to ensure that future "Town Hall Meetings" will provide adequate notice.
Neither of us know with 100% certainty whether this is in conformance with State and City notice requirements. In view of this uncertainty, I again would encourage our City to err on the side of its Citizens rather than the Developer .

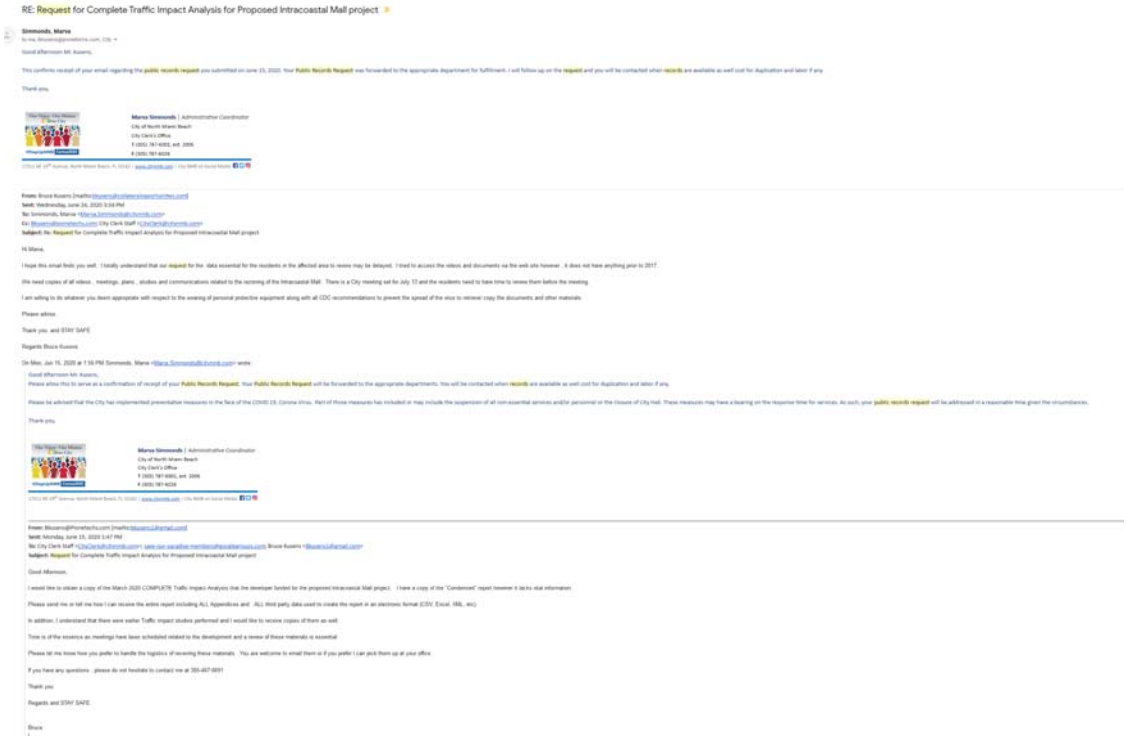
It is good to know that the City will notify residents of Zoom "Town Hall Meetings" I would like to learn more about the process as our concerned residents may wish to utilize that forum to initiate or continue the dialogue about the project. I promise that we will give adequate notice and the meetings will be open to all. Please let me know who to contact to set this up.

I did have a copy of the Traffic Study you attached, thank you. I was able to find that one, but I wasn't able to locate any earlier ones, hence my request. The passage of time between the two studies gives us an opportunity to see how earlier projections actually performed. Below are copies of my outstanding record requests from 6-15-20 and 6-24-20.

Thank you very much -- Still hoping that the City will do the right thing for its residents and cancel the meeting.

Regards and STAY SAFE

Bruce



RE: Request for Complete Traffic Impact Analysis for Proposed Intracoastal Mall project

Simmonds, Marva

Good Afternoon Mr. Kuvens,

This confirms receipt of your email regarding the public records request you submitted on June 15, 2020. Your Public Records Request was forwarded to the appropriate department for fulfillment. I will follow up on the request and you will be contacted when records are available as well cost for duplication and labor if any.

Thank you,

Marva Simmonds | Administrative Coordinator
City of North Miami Beach
City Clerk's Office
T (305) 787-6001, ext. 2006
F (305) 787-6028

1700 NE 19th Avenue, North Miami Beach, FL 33162 | www.nmbfl.com | City NMB on Social Media

From: Bruce Kuvens [mailto:bkuvens@yahoo-stream.com]
Sent: Wednesday, June 24, 2020 3:54 PM
To: Simmonds, Marva <Marva.Simmonds@ci.nmb.com>
Cc: Bkuvens@prometechs.com; City Clerk Staff <CityClerk@ci.nmb.com>
Subject: Re: Request for Complete Traffic Impact Analysis for Proposed Intracoastal Mall project

Hi Marva,

I hope this email finds you well. I totally understand that our request for the data essential for the residents in the affected area to review may be delayed. I tried to access the videos and documents via the web site however , it does not have anything prior to 2017.

We need copies of all videos , meetings, plans , studies and communications related to the rezoning of the Intracoastal Mall. There is a City meeting set for July 13 and the residents need to have time to review them before the meeting.

I am willing to do whatever you deem appropriate with respect to the wearing of personal protective equipment along with all CDC recommendations to prevent the spread of the virus to retrieve/ copy the documents and other materials

Please advise.

Thank you, and STAY SAFE

Regards Bruce Kuvens

On Mon, Jun 15, 2020 at 1:56 PM Simmonds, Marva <Marva.Simmonds@ci.nmb.com> wrote:

Good Afternoon Mr. Kuvens,

Please allow this to serve as a confirmation of receipt of your Public Records Request. Your Public Records Request will be forwarded to the appropriate departments. You will be contacted when records are available as well cost for duplication and labor if any.

Please be advised that the City has implemented preventative measures in the face of the COVID 19, Corona Virus. Part of those measures has included or may include the suspension of all non-essential services and/or personnel or the closure of City Hall. These measures may have a bearing on the response time for services. As such, your public records request will be addressed in a reasonable time given the circumstances.

Thank you,

Marva Simmonds | Administrative Coordinator
City of North Miami Beach
City Clerk's Office
T (305) 787-6001, ext. 2006
F (305) 787-6028

1700 NE 19th Avenue, North Miami Beach, FL 33162 | www.nmbfl.com | City NMB on Social Media

From: Bkuvens@Prometechs.com [mailto:bkuvens1@gmail.com]
Sent: Monday, June 15, 2020 1:47 PM
To: City Clerk Staff <CityClerk@ci.nmb.com>; see our earlier mentions/questions/issues.com; Bruce Kuvens <Bkuvens1@gmail.com>
Subject: Request for Complete Traffic Impact Analysis for Proposed Intracoastal Mall project

Good Afternoon,

I would like to obtain a copy of the March 2020 COMPLETE Traffic Impact Analysis that the developer funded for the proposed Intracoastal Mall project. I have a copy of the "Condensed" report however it lacks vital information.

Please send me or tell me how I can receive the entire report including ALL Appendices and ALL third party data used to create the report in an electronic format (CSV, Excel, XML, etc).

In addition, I understand that there were earlier Traffic Impact studies performed and I would like to receive copies of them as well.

Time is of the essence as meetings have been scheduled related to the development and a review of these materials is essential.

Please let me know how you prefer to handle the logistics of receiving these materials. You are welcome to email them or if you prefer I can pick them up at your office.

If you have any questions , please do not hesitate to contact me at 305-497-0091

Thank you

Regards and STAY SAFE

Bruce

Curfew in effect for North Miami Beach
Read On...

0 Bruce

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METHOD	LIST NAME	DESCRIPTION
	Public Health Notices	
	Roads	Receive notifications about planned road closures
	Severe Weather Advisories	
	Water	Receive notifications about water color, odor, boil advisors, etc.

▼ Government Jobs

METHOD	LIST NAME	DESCRIPTION
	Internships	
	Part-Time	

▼ News Flash

METHOD	LIST NAME	DESCRIPTION
	Home - Police	
	Home - Water	
	Message - Water	
	Procurement	
	Upcoming Events	
	Upcoming Events - Police	

▼ Calendar

METHOD	LIST NAME	DESCRIPTION
	Annexation	
	Boards & Commissions Meetings	
	Charter Review Committee	
	Code Hearings	
	CRA Board Meeting	Meeting calendar for the Community Redevelopment Agency
	Library	
	NMB Water	NMB Water Department
	Parks and Recreation	
	Parks and Recreation - Activities - Adults	
	Parks and Recreation - Activities - Youth	
	Parks and Recreation - Special Events	
	Planning & Zoning	
	Police Department	City of North Miami Beach Police Department event and activities calendar
	Procurement	
	Public Works	
	Technical Review of Applications for Development	
	Training	

▼ Agenda Center

METHOD	LIST NAME	DESCRIPTION
	Code Compliance Enforcement Board Hearing	
	Code Compliance Special Magistrate Hearing	
	Commission Meetings	
	Community Redevelopment Agency Board & Advisory Board	
	General Employees Retirement	

On Thu, Jul 9, 2020 at 1:16 PM Proffitt, Justin <Justin.Proffitt@citynmb.com> wrote:

Hello Bruce,

Please see my responses to your points below.

1. I did not receive ANY notice. This is not a city meeting and therefore not subject to the city or state notification laws. It is being held by the applicant and we offered to get the word out to the community. It is our understanding that they plan to hold additional town hall meetings in the near future. We do not know those

dates yet, but will send the word out when we do know the dates. You can sign up to receive City emails in the future here: https://www.citynmb.com/list.aspx

2. My few neighbors that did receive the email the City sent have complained about the short notice to the meeting. We understand that frustration and have reminded the applicant to give everyone, including the city, more notice for any upcoming meetings they plan.

3. While I understand this is a developer sponsored event and may be exempt from the notice requirements required by the City , the fact is that the invitation was sent out by the City and the notice requirements of Florida in the Sunshine law are applicable . I have attached the relevant sections for your review. I do not think that is correct. That law applies to city boards, the Commission, or committees. This is not one of those meetings. However, we will insist the applicant give the City and the community more notice in the future.

4. I am still awaiting FOI documents that I have requested . These are essential for me to understand and communicate to my neighbors the validit of the underlying data upon which the project impact forecasts have been made. My cursory review of the Traffic report has identified many areas of concern. We sent your public records request to our City Clerk's Office 6-25-20, but attached is a copy of what was sent to the Clerk. Also, I am a providing link to the project documents, agenda reports, and the agenda for July 13th P&Z Board Meeting: https://www.citynmb.com/AgendaCenter/ViewFile/Agenda/_07132020-260?html=true

Thank you,

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bkusens@Pionetechs.com <bkusens1@gmail.com>
Sent: Thursday, July 9, 2020 12:25 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; Bernard, Andrise <Andrise.Bernard@citynmb.com>

Cc: margobermanauthor@gmail.com; Diane Frazer <dfrazer81@gmail.com>; fabdimsa@bellsouth.net; Bruce Kusens <Bkusens@collateralopportunities.com>
Subject: "Town Hall Meeting" TIME SENSITIVE

Good Morning,

My name is Bruce Kusens and I am a resident of Eastern Shores. A neighbor of mine forwarded me an email from the City of North Miami Beach to attend a "Town Hall Meeting" this evening with the developers Architect for the proposed Intracoastal Mall redevelopment.

I don't know why I did not receive an invitation , I have received other notices from the City.

I along with my neighbors do want to learn and participate in understanding what is being proposed and what my life will be like during and after the proposed redevelopment.

I respectfully request this meeting be rescheduled for the following reasons

1. I did not receive ANY notice.

2. My few neighbors that did receive the email the City sent have complained about the short notice to the meeting.

3. While I understand this is a developer sponsored event and may be exempt from the notice requirements required by the City , the fact is that the invitation was sent out by the City and the notice requirements of Florida in the Sunshine law are applicable . I have attached the relevant sections for your review.

4. I am still awaiting FOI documents that I have requested . These are essential for me to understand and communicate to my neighbors the validit of the underlying data upon which the project impact forecasts have been made. My cursory review of the Traffic report has identified many areas of concern.

The mere attempt to schedule a meeting of this magnitude with such short notice is raising many questions as to why this essential discussion between the residents whose life is being impacted and the developer was permitted in the first place.

These are exceptional times with the pandemic along with many of my seasonal neighbors being unavailable.

I truly hope the City and other stakeholders will reschedule this.

I would rather have a root canal than to seek other forums to resolve this matter. This issue however is so large that I have to take whatever action is necessary to ensure a constructive open discussion with sufficient notice to all impacted by the project is realized.

Please let me know your decision.

Thank you

Regards and STAY SAFE

Bruce Kusens

Bkusens@collateralopportunities.com

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Bruce Kusens (Version 4.9)

Chief Toy Officer (CTO)
16422 NE 34 Avenue , North Miami Beach, Fl 33160
Phone 305.467.0691
Fax 888.224.1747

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Bruce Kusens (Version 4.9)
Chief Toy Officer (CTO)
16422 NE 34 Avenue , North Miami Beach, Fl 33160
Phone 305.467.0691
Fax 888.224.1747

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SALOMON SMITH

July 6, 2020

TO: Bruce Kusens
Via E-mail: BKusens@Collateralopportunities.com

FROM: Jose Smith, Esq.
JoseSmithmb@gmail.com

RE: Redevelopment of Intracoastal Mall

Dear Bruce:

You asked for my legal opinion regarding the proposed Development Application from Dezer Intracoastal Mall, LLC to re-develop the Intracoastal Mall in Eastern Shores, in the City of North Miami Beach.

In that regard, I have reviewed the Developer's Application, along with its attached submittals, the City's Charter and Zoning Code, the City's 2015 RMA Rezoning process and recommendations, and have also researched various planning, regulatory and legal issues relevant to the Application.

INTRODUCTION

Developer Dezer Intracoastal Mall, LLC seeks approval of a Conceptual Master Plan (CMP) to construct an enormous phased project in Eastern Shores over the next ten (10) years.

The CMP proposes 2,000 multifamily residential units, up to 375,000 sq. ft. of commercial/retail space, 200,000 sq.ft. of office space, and a "250-key hotel", no size or location specified (Exb A).

Because the Developer's CMP is significanatly different than what was legally adopted by the City Commission in 2015, amendments to the City's Zoning and Land Development Regulations are required. Simply stated, the Developer's Master Plan does not comply with existing law. (Exb B).

Notably, none of the proposed amendments, (not to mention the CMP), have ever been discussed with the affected Eastern Shores residents, as requested by the City's Planning and Zoning, September 13, 2019 Technical Review of Applications for Development (TRAD) Report:

> *"Public Participation. It is recommended that you hold a public participation meeting with the Eastern Shores Property Owner's Association prior to the Planning and Zoning Board Meeting. Provide the City copies on meeting sign-in sheets, topics discussed, date, time, location."*

DEVELOPER REQUESTED CHANGES:
A. BUILDING HEIGHT LIMITS:
CODE SECTIONS 24-58.7 (e) & (j)

The Developer seeks significant increases in heights, far exceeding the Code's maximum permitted heights. Under the guise of good planning, it seeks to maximize profits, to the detriment of the surrounding single family residential neighborhoods.

Most of the proposed increases are in the "Transition Sub-Area." Hights would rise on two sides: (a) from 12 stories/160 feet, to 20 stories/286 feet; and, (b) from 20 stories/255 feet to 32 stories/425 feet. These increases are a radical departure from the City Commission's direction in 2015 to establishing a meanigful "height transition", or a "scaling down", from 40 story/495 feet in the "Core-Sub-Area" to the lower scale "Edge Sub-Area" where a maximum of 3-8 stories is allowed. (Exb C). This proposed increase in heights, density and intensity is incompatible with, and a detriment to, the adjacent single family neighborhod immediately to the west. It is precisely the reason the City lost the "Braha Dixie" (West Dixie Hyway) case. See Alvey v City of North Miami Beach, 206 So.3d 67 (Fla.3d DCA 2016). (The courts will not approve a zoning

action that is based on nothing more than the fact that those who support it have the power to work their will). Simply stated, this plan will never withstand legal scrutiny.

B. MAXIMUM HORIZONTAL DIMENSIONS OF BLOCKS & BUILDINGS

Despite the City Commission's desire for thiner, less bulky towers and avoiding massive, concrete canyon structures, the developer wants to change the Code's "Design Standards" to:

(a) Increase the maximum dimension of a building from 300 ft to 560 ft.
(b) Increase the maximum block dimension from 400 ft to 600 ft.

See Section 24-58 (S)(2)(a) and 24.58 (S)(1) (a). These changes are inconsistent with the pedestrian friendly, neighborhood oriented goal. They should be rejected. Eastern Shores should not be turned into Sunny Isles Beach. (Exb D & E)

C. DEVELOPMENT ALONG and ADJACENT TO N.E. 35th AVE.

Under the guise of achieving "improved compatibility with the existing surrounding development", and "designing a walkable neighborhood", the Developer seeks Amendments to modify building frontage design and uses along N.E. 35th Avenue. Section 24.7 (G)(1) of the Code requires:

(a) "Active" uses along the ground floor on all buildings fronting N. E. 35th Ave, as defined in the Code:

"Active use, ground floor means an active use that attracts pedestrian activity provides access to the general public, and conceals uses designed for parking and other non-active uses if present. Ground floor active uses generally include, but are not limited to, retail, other commercial, restaurants, coffee shops, libraries, institution, educational and cultural facilties, residential and entrance lobbies."

(b) A 50 foot wide landscaped buffer along the entire length of N. E. 35th Aveneu.

Developer's proposed amendments reduce these requirements to only 25% of the building frontage along the ground floor. The Planning Director has indicated that the proposed amendments need a hardship variance, See Charter Section 3.5.3. The proposed changes should be rejected since any hardship is self imposed. (Exb F), and adversely impact Eastern Shores residents.

D. 250 KEYS HOTEL

The Developer is proposing a 250 Keys hotel as a "Permitted Use" instead of a "Conditional Use". However, there is no discussion about size, location, or incompatibility with surrounding areas. A hotel would create significant adverse impacts. In light of the strong opposition to short term rentals in Eastern Shores, a hotel should not be a permitted use.

E. A CANAL

Dredging a canal through the middle of the property (a concept never discussed publicly and not permitted under the adopted zoning) raises serious regulatory, environmental, ecological and safety concerns. It also introduces intensive maritime uses which will have serious impacts on the surrounding neighborhood. There has never been a public discussion about dredging a canal on this property.

THE BIG ELEPHANT IN THE ROOM
(Traffic Gridlock – ingress and egress)

Even without granting the proposed changes, the Developer is still unable to proceed with its Conceptual Master Plan because it can not meet a critical condition for any new development at the site.

According to Code Section 24-58.7 (0)(2)(e):

"The developer shall be required to provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden N. E. 35th Ave."

This Code section was conceived during a rezoning process beginning in 2014. The City's Planning Consultant, RMA, after numerous public meetings, presented the City Commission with recommendations on all zoning districts. In approving the recommendations, the Commission emphasized that among the "multiple access points", the developer needed to work with FDOT and, at developer's expense, build a "Texas U-Turn" under the bridge. The requirement is included in the RMA report at page 67.

Even during the September, 2019 TRAD Review Process the Developer was reminded that no project would be approved without adequately addressing the traffic problems.

> Additional Comment: Approval from the FDOT access management Board is critical for this project to move forward. Tables 3 and 4 Indicates that the WB approach at N. E. 35th Avenue and N. E. 163rd Street will fail if the improvements are not made. Also, Table 5 and 6 in the Traffic Impact Study show that the queue for the future total conditions without improvements will overburden this intersection as the SB left turn queues for the AM and PM are over capacity and longer than the turn bay length provided. These improvements are also required to meet City of North Miami Beach's Eastern Mixed-Use Waterfront District Code requirements.

While the Developer's traffic consultant, (and perhaps the City's own) may turn themselves into pretzels and conclude that thousands of new residential, commercial and office units, (not to mention a hotel), will not reduce the required level of service (LOS), the residents categorically reject the notion that such development "does not burden N. E. 35th Avenue". That is plain common sense.

Equally unacceptable is that the Developer has not yet addressed the projected gridlock at N. E. 163rd Street and Biscayne Boulevard.

Even a cursory review of Developer's Traffic Impact Analysis reflects that it is flawed, unreliable, misleading, and speculative.

1. The sample size used (a 3 hour vehicle count on May 14, 2019) during an "off season" day can not form the basis for predicting traffic conditions in 10 years.

2. The traffic report uses a 3% seasonal adjustment in the calculations. It is ridiculous to assume that there is only a 3% increase in traffic during the season.

3. The report ignores that traffic is so conjested that residents take alternate routes to avoid 163rd Street (William Lehman, Hallandale, etc). Offical Florida Department of Transportation (FDOT) records show a substantial increase in volume. The report only counts vehicles that chose the 163 street route. The data used erroneously assumes that the number of vehicles using 163 street refects the actual demand.

4. Vehicle counts the developer uses in some of the models are "averages". Vehicle count "averages" are computed on a 24 hour, 365 day utilization. There are significant differences in traffic <u>at 2 AM on Sunday</u> and rush hour on Monday AM. Averages over those extended periods do not effectively reflect what a resident experiences on the way to work, or an ambulance rushing a stroke or heart attack patient to the hospital.

5. The report includes a 24 hour trafic report (May 30, 2019) an off season Thursday with a reported 52,897 vehicles –This differs sharply from official FDOT records that report an average of 61,500. Also, it used a different date (5/30/2019 vs 5/14/2019) for that vehicle count. That is statistically inproper and will lead to erroneous results. (Exb G).

In sum, the Traffic impact Analysis is nothing more than junk science.

RECOMMENDATIONS

1. Continue the July 13th Planning and Zoning Meeting if it is to be conducted visually by Zoom. Under the City Charter's Citizens Bill of Rights, P & Z, public hearings are considered "quasi judicial" and must be conducted with due process, and a reasonable opportunitiy to be heard, afforded to all parties, particularly affected residents:

   "Right to public hearing. At any zoning or other hearing in which review is exclusively by certiorari, a party or his counsel shall be entitled to present his case or defense by oral or documentary evidence, to submit rebuttal evidence, and to conduct such cross-examination as may be required for a full and true disclosure of the facts. The decision of any such agency, board, department or authority must be based upon the facts in the record."

   Conducting this hearing by Zoom would result in due process violations.

2. Continue the hearing until Developer holds meetings with Eastern Shores residents, as requeested by City staff.

3. Deny Developer's requested changes and require strict compliace with the adopted zoning particularly those sections of the Code dealing with traffic, heights, density and massing.

4. The Planning and Zoning Board should make a strong recommendation to the City Commission to place a ballot question to the residents requiring voter approval prior to any upzoning or increase in heights or densities in the MU/EWF District.

Thank you for the opportunity to look into these imprtant matters. If you need additional information, please let me know.

Sincerely,

Jose Smith, Esq.

Cc: Daniel Salomon Smith

Development Programming

The proposed development plan will include (7) blocks, as shown on the site plan below. The following table indicates the preliminary design and density concept for each of the blocks, along with the proposed uses.

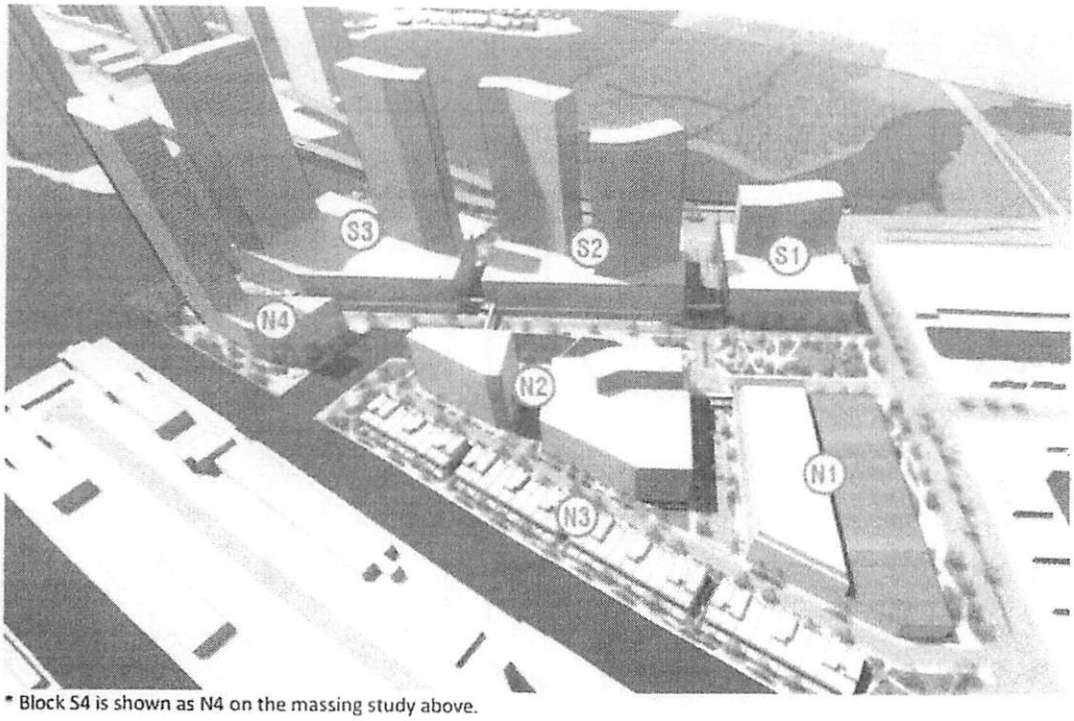
Project Summary

Block	Mulitfamily	Condominiums	Townhomes	Retail, Restaurant & Gym	Office	Hotel	Parking
N1				46,860 SF			490 spaces
N2	136 units			32,585 SF		249 rooms	284 spaces
N3			36 units				35 spaces
S1				171,321 SF	196,580 SF		751 spaces
S2		679 units		55,762 SF			1,356 spaces
S3		816 units		40,706 SF			1,929 spaces
S4		391 units		31,832 SF			0 spaces
Total	136 units	1,828 units	36 units	379,066 SF	196,580 SF	249 rooms	4,845 spaces

- The total square footage and unit count may differ from the sum of the individual block counts as the development plan has been updated since the TRAD submittal 2 for total unit count but not for individual blocks.

Source: Intracoastal Mall Program Analysis - TRAD submittal 2, dated February 5, 2020, and discussion with ownership about development plan updates.

It is anticipated that Block N1 will include ground floor retail (46,860 SF), and a gym (35,729 SF) while Block S1 will include a supermarket (42,046 SF), an upper soft good retailer (22,170 SF), a home furnishing retailer (22,565 SF), and a 492-seat movie theater. Block S1 will contain an 18-story Class A office building (196,580 SF). The multifamily rental units will be in Block N2 while the for-sale condominium units will be located in Block S2, S3, and S4, and the townhomes will be located directly on the Intracoastal in Block S3 and along the existing canal on the northern boundary of the property.



* Block S4 is shown as N4 on the massing study above.

EXHIBIT "A"

Regulating Plan

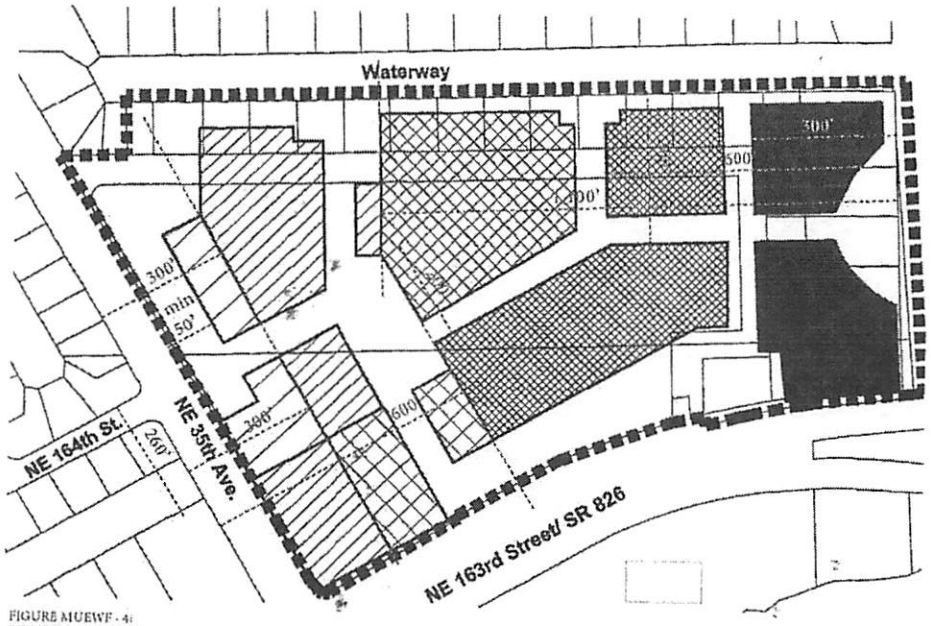
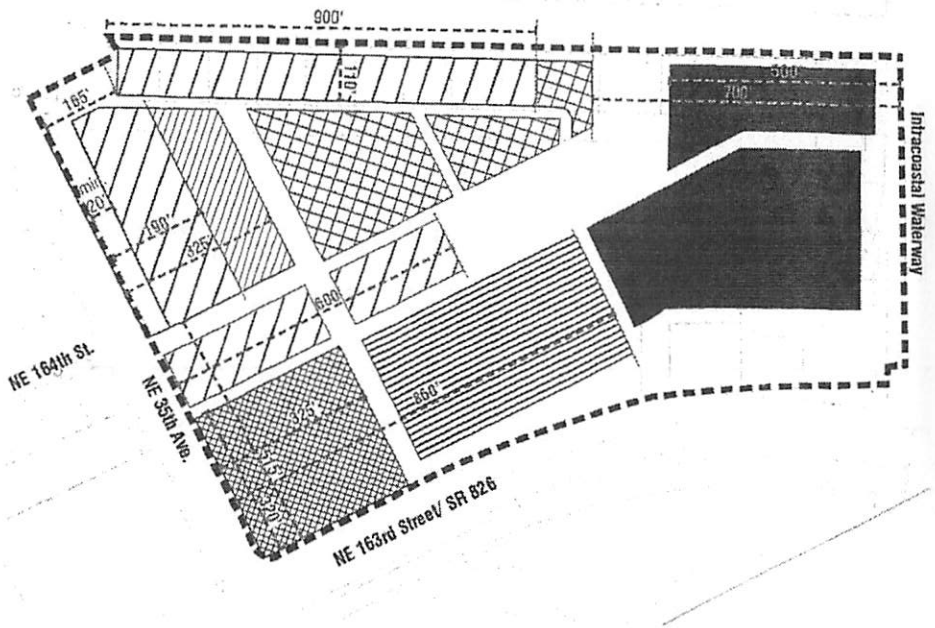


FIGURE MUEWF - 4:
BUILDING HEIGHTS REGULATING PLAN

MAXIMUM 40 STORIES/495 FEET
MAXIMUM 20 STORIES/255 FEET
MAXIMUM 12 STORIES/150 FEET
MAXIMUM 8 STORIES/116 FEET
MAXIMUM 6 STORIES/85 FEET
MAXIMUM 3 STORIES/35 FEET
DISTRICT BOUNDARY

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

Proposed



Maximum 40 Stories/ 495 Feet
Maximum 32 Stories/ 425 Feet
Maximum 20 Stories/ 286 Feet
Maximum 12 Stories/ 160 Feet
Maximum 6 Stories/ 85 Feet
Maximum 3 Stories/ 35 Feet
District Boundary

The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting intensity does not exceed the intensity that would otherwise be accommodated in the maximum number of stories permitted.

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North Miami Beach, Florida

Building Heights Regulating Plan

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Miami, FL 33132-2304
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e info@zyscovich.com
w www.zyscovich.com

EXHIBIT "B"

Study Area 7: Intracoastal Mall (Eastern Shores)

Proposed Height Transitions

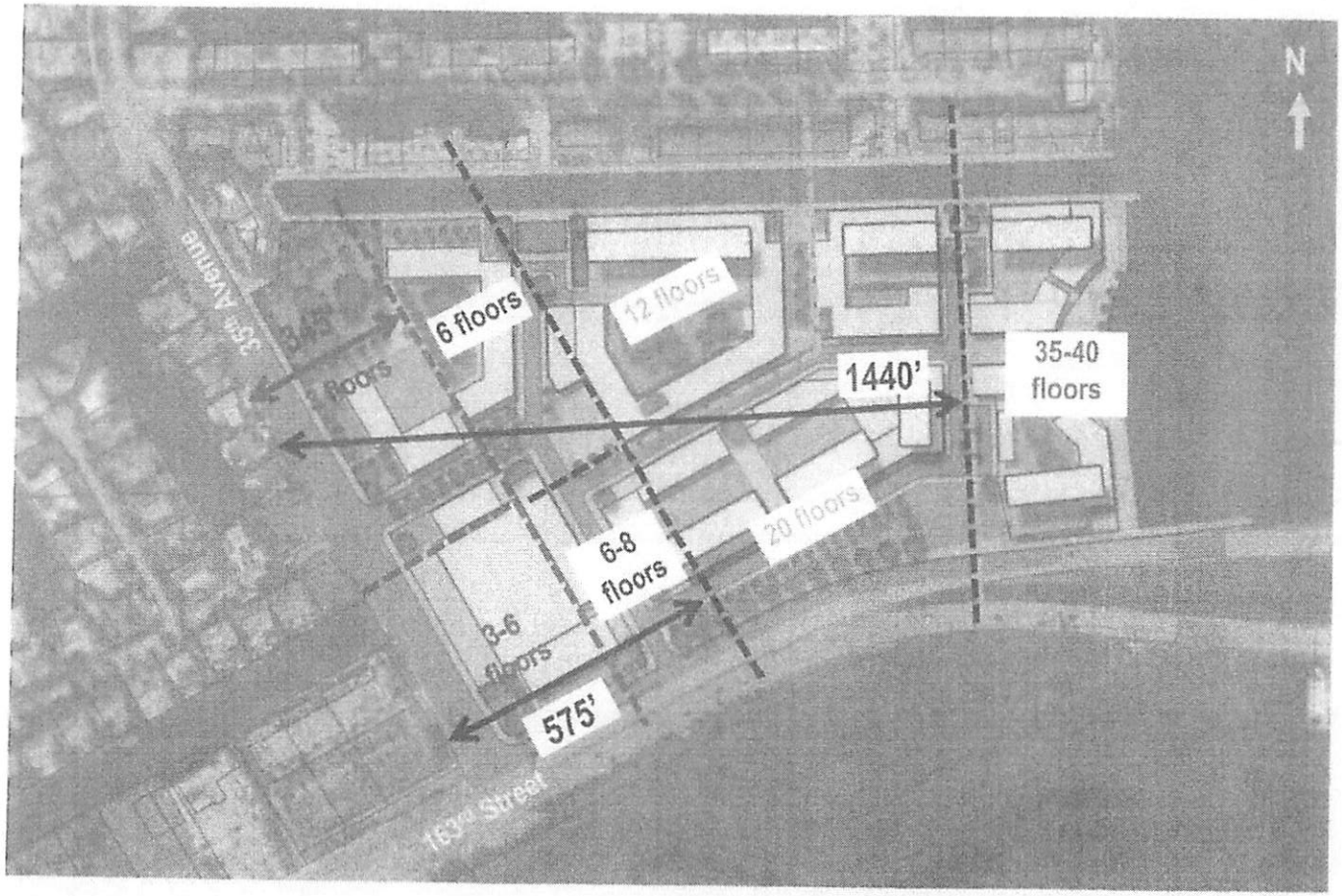
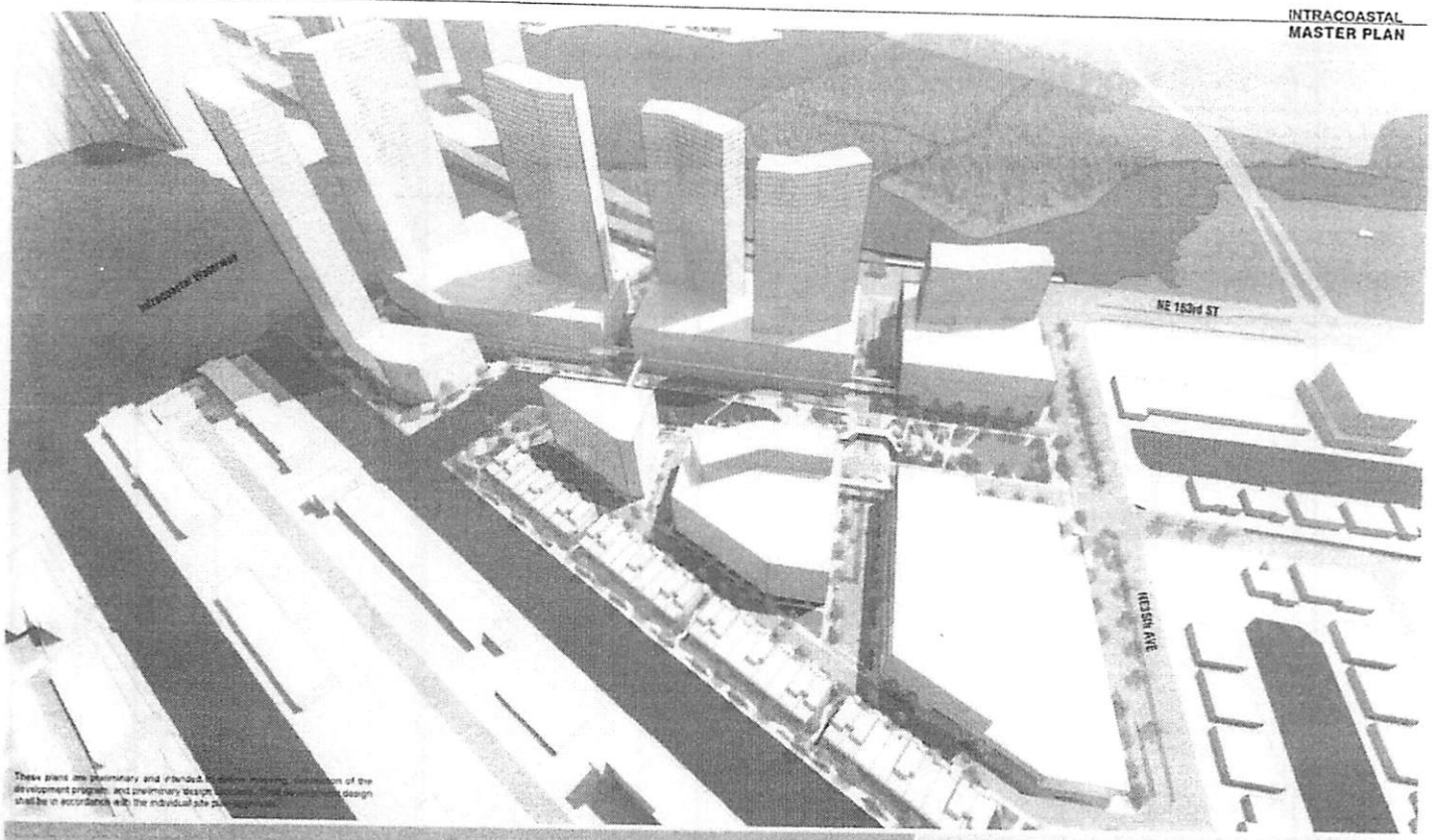


EXHIBIT "C"

citynmb.com

63%



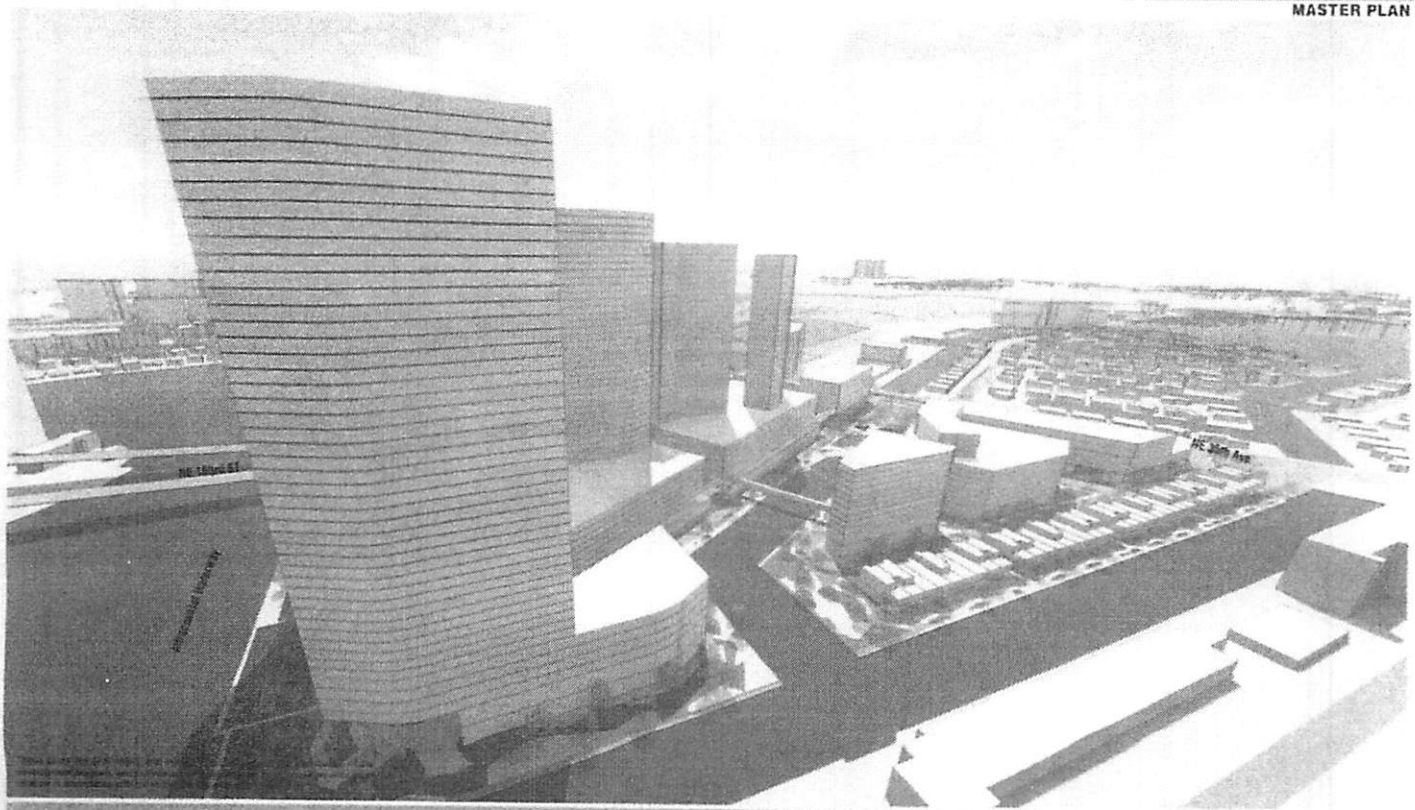
North Miami Beach, Florida

Aerial Perspective

ZYSCOVICH

DRAFT DATED 05/20/2020

INTRACOASTAL
MASTER PLAN



North Miami Beach, Florida

Aerial Perspective

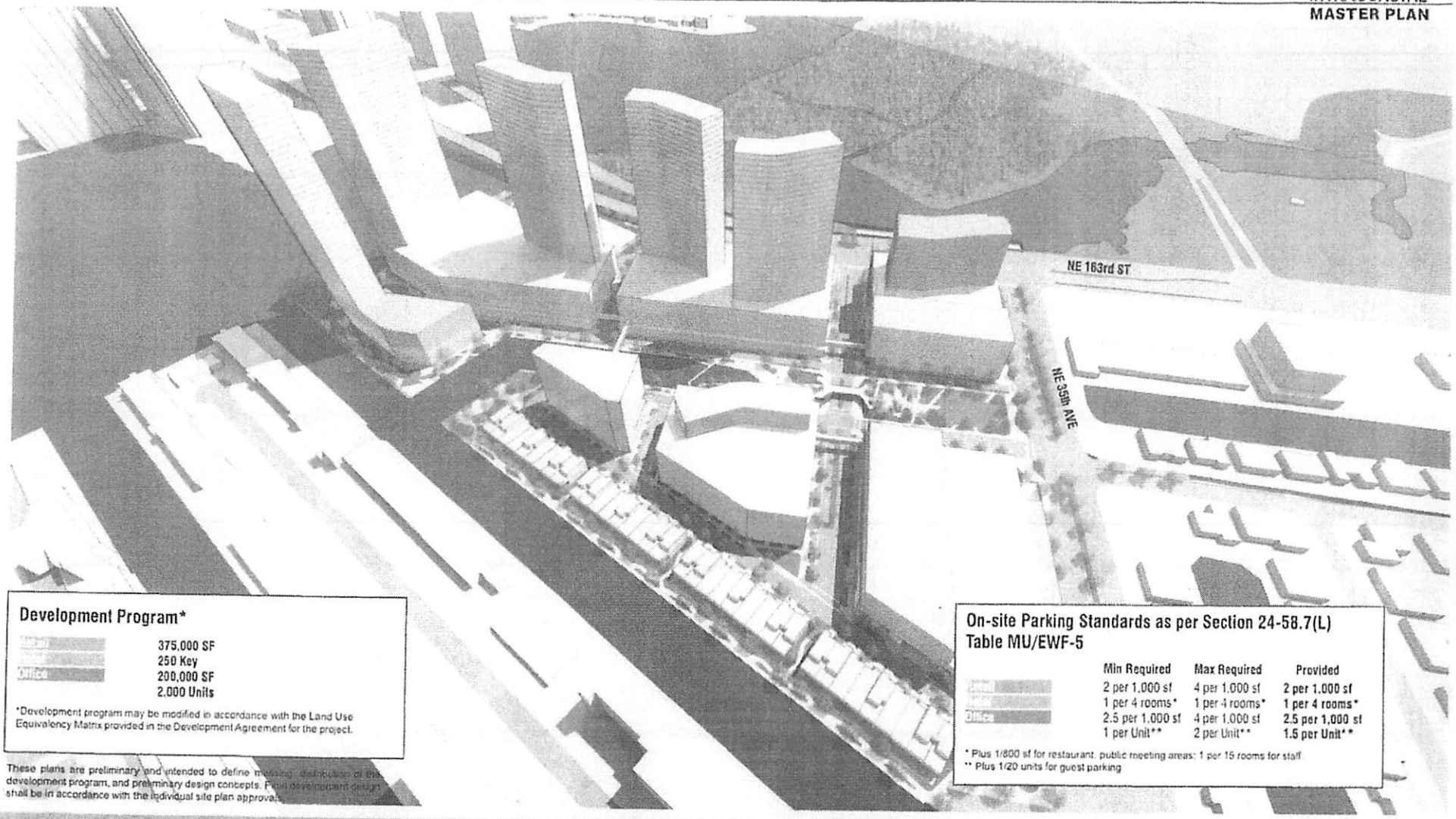
ZYSCOVICH

EXHIBIT "D"

◀ Mail 7:55 PM Thu Jun 25
citynmb.com
65%

DRAFT DATED 05/20/2020

INTRACOASTAL
MASTER PLAN



Development Program*

Hotel	375,000 SF
Hotel	250 Key
Office	200,000 SF
Office	2,000 Units

*Development program may be modified in accordance with the Land Use Equivalency Matrix provided in the Development Agreement for the project.

On-site Parking Standards as per Section 24-58.7(L) Table MU/EWF-5

	Min Required	Max Required	Provided
Hotel	2 per 1,000 sf	4 per 1,000 sf	2 per 1,000 sf
Hotel	1 per 4 rooms*	1 per 4 rooms*	1 per 4 rooms*
Office	2.5 per 1,000 sf	4 per 1,000 sf	2.5 per 1,000 sf
Office	1 per Unit**	2 per Unit**	1.5 per Unit**

* Plus 1/800 sf for restaurant, public meeting areas: 1 per 15 rooms for staff
** Plus 1/20 units for guest parking

These plans are preliminary and intended to define massing, distribution of the development program, and preliminary design concepts. Final development design shall be in accordance with the individual site plan approvals.

North Miami Beach, Florida

Development Program

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EXHIBIT "E"

designed for specific uses, as well as the location of trades and industries, and may divide the City into districts of such proper shape and area as may be deemed to be the best suited to carry out the purposes of this section. For each such district, regulations may be imposed designating the uses for which such building and structures of all kinds may be erected, altered or reconstructed, and designating the trades and industries that may be excluded or subjected to special regulations and designating the purposes for which they may be used. Such regulations may be designed to promote the public health, safety and general welfare. The City shall give reasonable consideration, among other things, to the character of the districts, their peculiar suitability for particular uses, the conservation of property values and the direction of building development.

Sec. 3.5.3 - Variances.

Variances from compliance with any of the provisions of the codes relating to building, planning or zoning may be allowed by the affirmative vote of two-thirds (2/3) of the Planning and Zoning Board quorum present, only for the purpose of preventing hardship or inequities not self-imposed, or for the purpose of preserving the constitutional rights of the applicant, which variance is subject to the approval of the City Commission. Application for variance shall first be submitted to the Planning and Zoning Board in the manner prescribed by ordinance, upon payment of such reasonable fee as may be established by ordinance. The City Commission may by ordinance provide for public hearing and procedure connected therewith, including notice and determination of persons entitled to notice. The decision of the Planning and Zoning Board shall be submitted to the City Commission at a regular or special meeting occurring more than five days after the meeting of the Planning and Zoning Board at which the decision was made. Recommendation for approval of variance requests by the Planning and Zoning Board must receive a majority vote of the quorum of the City Commission present in order to be sustained and granted. Recommendation for denial of variance requests by the Planning and Zoning Board must receive a two-thirds (2/3) affirmative vote of the quorum of the City Commission present in order to overrule the recommendation of denial by the Planning and Zoning Board and grant the variance request. The City Commission may impose conditions upon the variance approval.

Sec. 3.5.4 - Planning and Zoning Board.

The powers herein granted shall be exercised by the adoption by ordinance of a building code and a zoning plan delineating the various zoning districts into which the City is divided and prescribing the use regulations in each such district. There shall be a Planning and Zoning Board composed of seven members appointed by the City Commission for staggered terms of two years, (such appointments to be made as the terms of members currently serving expire). Any changes in the zoning code or zoning plan of the City of North Miami Beach shall be made only by the City Commission acting in its legislative capacity. The City Commission may provide by ordinance that changes be initiated by application to the Planning and Zoning Board for advisory action by it in recommending the adoption or rejection of the proposal.

EXHIBIT "F"

Article IV. - Election of City Commission

Prepared by NDS/ATD

VOLUME

NE 163rd St E/O NW 35th Ave

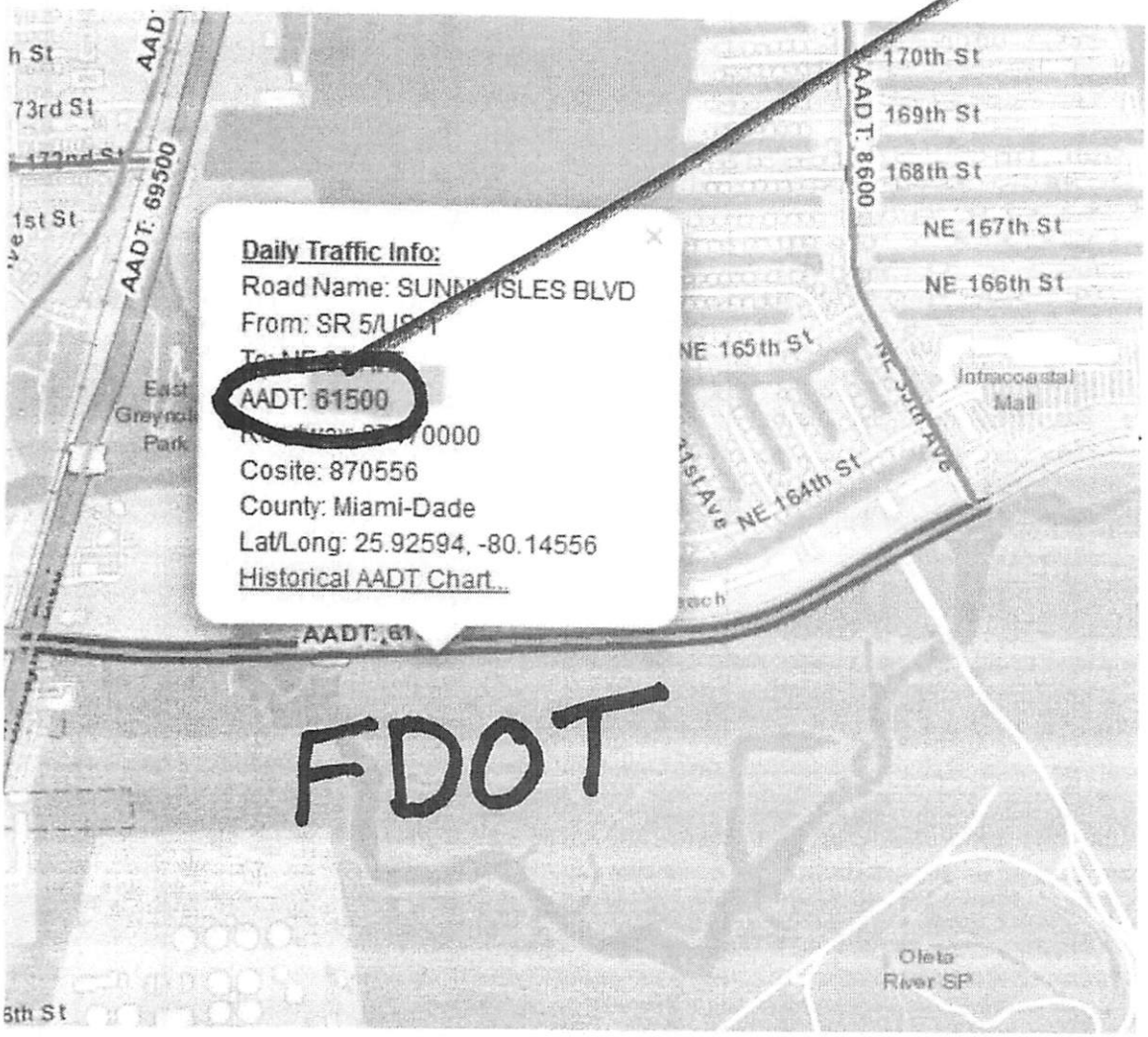
DEVELOPER

Day: Thursday
Date: 5/30/2019

City: North Miami Beach
Project #: FL19_3386_001

DAILY TOTALS	NB	SB	EB	WB	total
	0	0	26,695	26,202	52,897

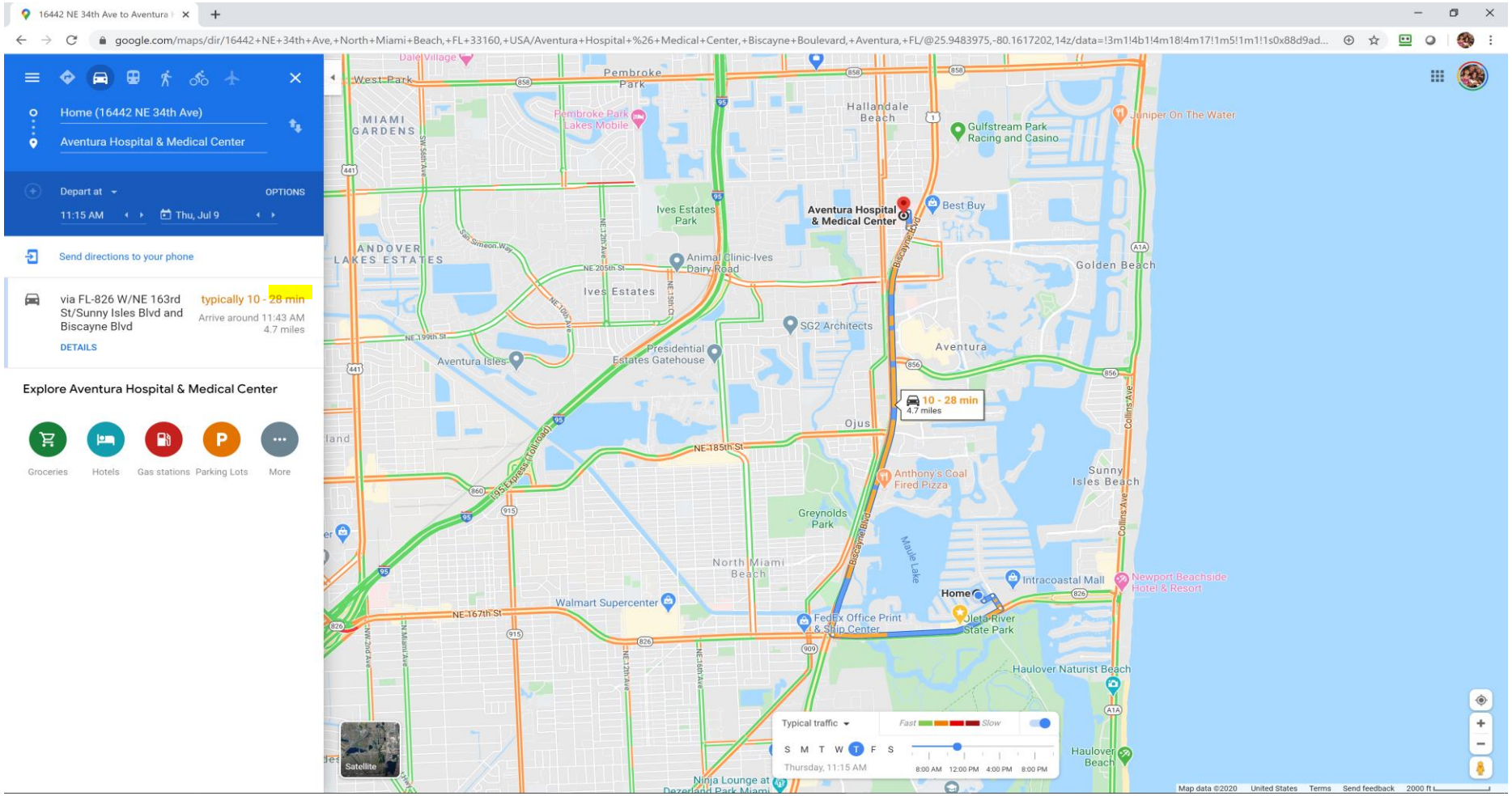
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			100	134	234	12:00			355	390	745
00:15			73	124	197	12:15			352	[illegible]	724
00:30			60	97	157	12:30			326	371	697
00:45			68 301	63 418	131 719	12:45			337 [illegible]	396 1529	733 2899
01:00			50	56	106	13:00			400	363	763
01:15			60	50	110	13:15			404	441	845
01:30			37	39	76	13:30			395	388	783
01:45			32 179	44 189	76 368	13:45			285 1484	378 1570	663 3054
02:00			25	20	45	14:00			423	408	831
02:15			22	24	46	14:15			343	378	721
02:30			34	31	65	14:30			511	401	912



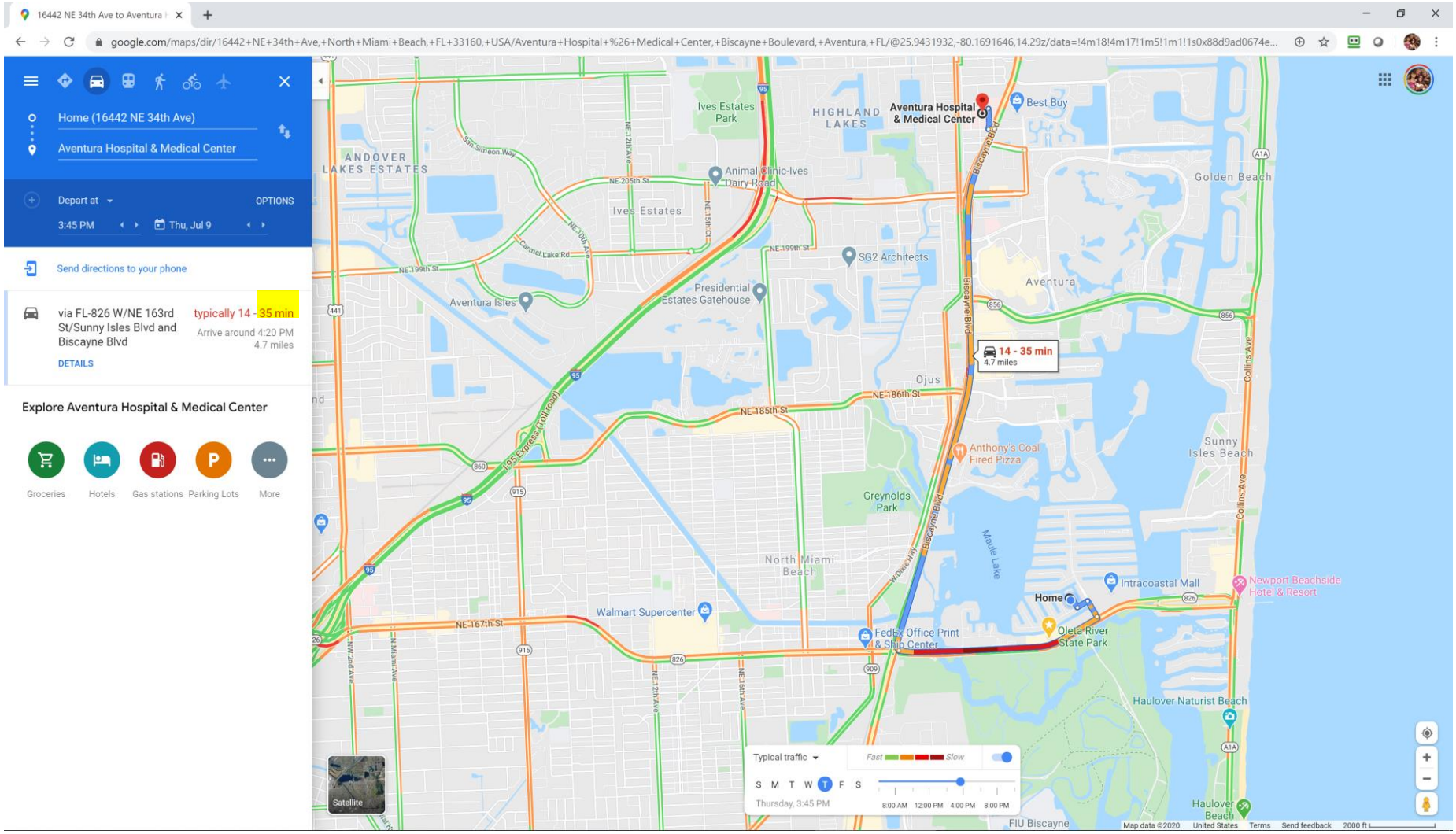
STREETLIGHT DATA
Big Data for Mobility

EXHIBIT "G"

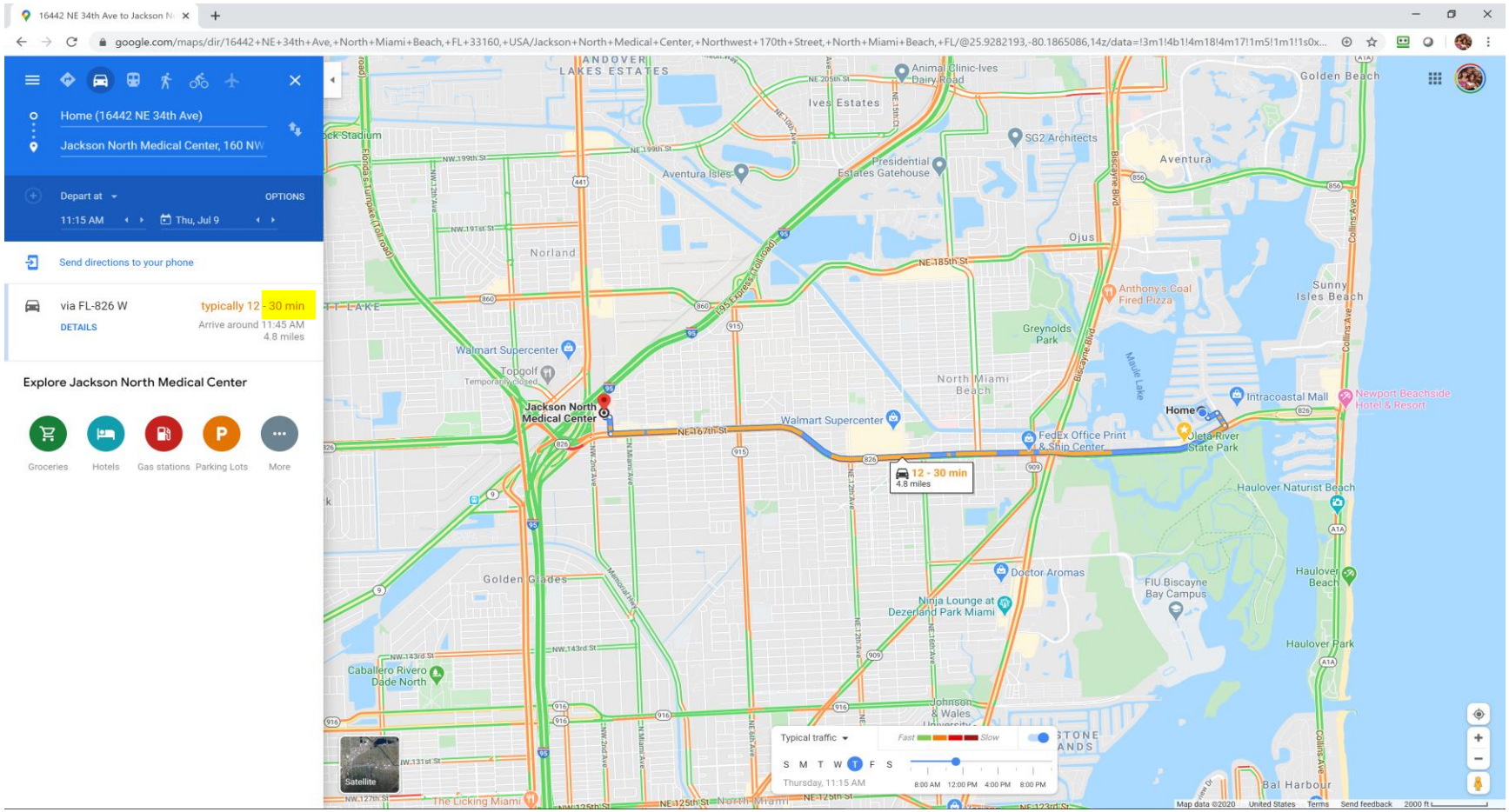
Google Maps Driving Time Forecast from Eastern Shores to Aventura – Thursday 11:15 AM



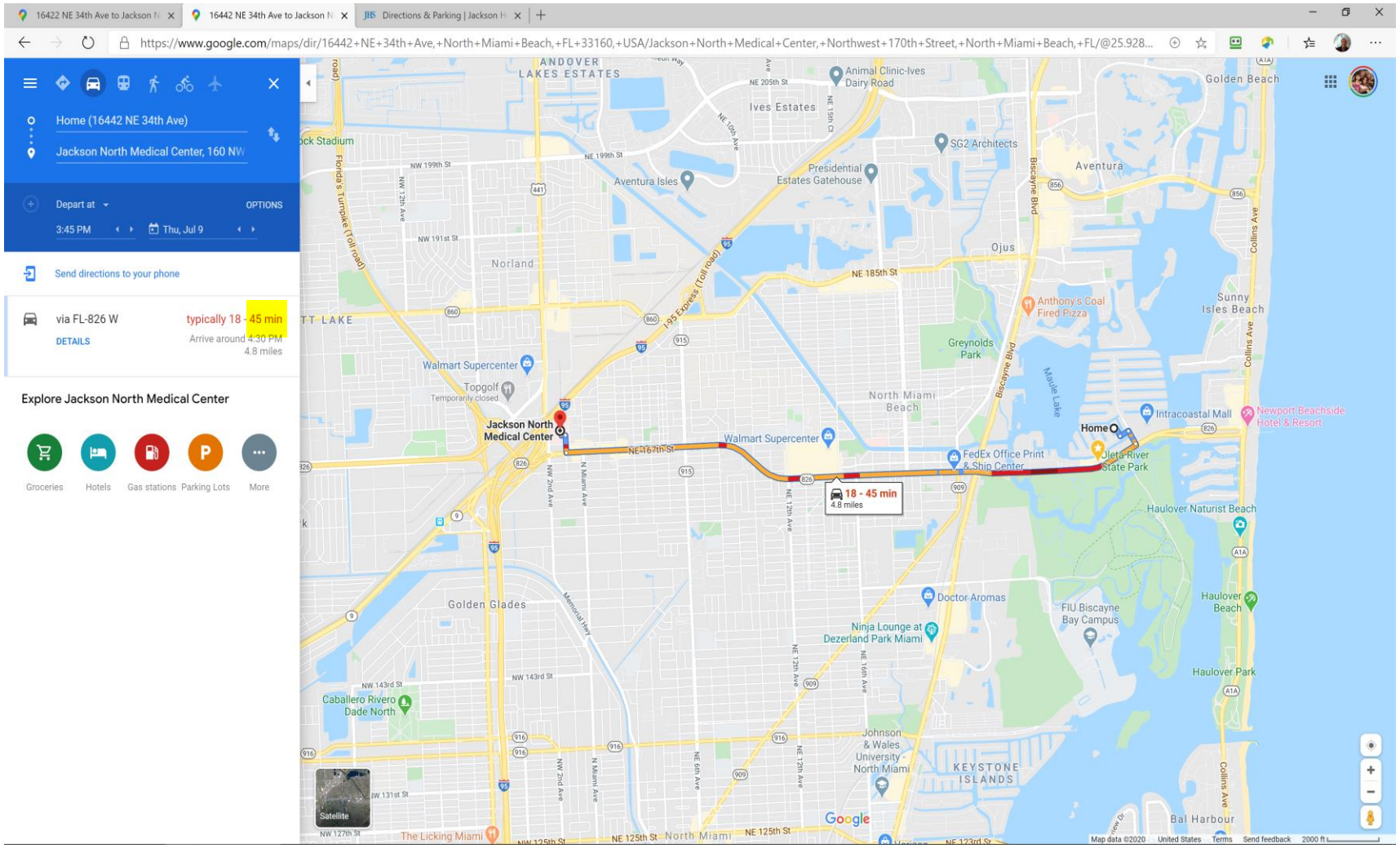
Google Maps Driving Time Forecast from Eastern Shores to Aventura – Thursday 3:45 PM



Google Maps Driving Time Forecast from Eastern Shores to Jackson North – Thursday 11:15 AM



Google Maps Driving Time Forecast from Eastern Shores to Jackson North – Thursday 3:45 PM



Please join us

Learn more about the Intracoastal Mall Master Plan application

Thursday July 9, 2020
7pm

The first in a series of online Town Hall meetings as it pertains to the July 13 Planning and Zoning hearing and the subsequent Commission Hearings. The project architect will present the proposed conceptual plan and address comments and concerns.

Participation is encouraged via the chat feature or live. Questions may also be emailed in advance to info@mhcpcolab.com.

Step 1:
Register with the following link:

https://us02web.zoom.us/meeting/register/tZUrceyrqDIjGtJp2zVWrPzSsK-IoMVC0kYQ

After registering, you will receive a confirmation email containing information about joining the meeting by computer or phone.

Step 2:
Sign in day of meeting at 7pm
Meeting ID: 816 6536 9906
Password: 034107

Bruce Kusens <bkusens@collateralopportunities.com>

Objection to "Town Hall Meeting"

1 message

Bruce Kusens <bkusens@collateralopportunities.com> Thu, Jul 9, 2020 at 7:45 PM
To: info@mhcpcolab.com, Margo Berman <MargoBermanAuthor@gmail.com>, Diane Frazer <dfrazer81@gmail.com>, FABIO NICK <fabdimsa@bellsouth.net>

To whom it may concern.

I am a resident of Eastern Shores and this subject is very important to me and my neighbors. I want to voice my displeasure about the short notice to provide this "Town Hall Meeting" It is wrong on every level and it is my position that the holding of this meeting is not at all what is required and I do not recognize it as satisfying the requirements to hold meetings with the community..

This is far from an open forum. The Zoom chat feature which allows participants to communicate with one another and the speaker has been disabled. The host has also muted all of the microphones to silence participants from interacting with the host. This prevents participants to communicate with one another without bothering anyone else.

Zoom has a feature "raise hands" which although the host mentioned can be used to call attention has also been disabled.

Finally -- the invitation that was sent out listed the agenda as a presentation by the architect. There was no mention of the other presenters and topics. It's misleading and by failing to disclose the agenda - it has failed to grab the attention of residents that may have wished to contribute to those discussions.

I want to enhance my community -- I am very disappointed with your efforts to date to involve the residents

Respectfully yours.

Bruce Kusens

--

Bruce Kusens (Version 4.9)
Chief Toy Officer (CTO)
16422 NE 34 Avenue , North Miami Beach, Fl 33160
Phone 305.467.0691
Fax 888.224.1747

From: Idinsea
To: NMBCOMDEV
Subject: Dezer Intracoastal Mall
Date: Thursday, July 09, 2020 2:49:49 PM

I have lived in Eastern Shores for 30 years and I absolutely **do not want** a humongous development at Intracoastal Mall: it would be an eye sore, it would create extreme traffic (very dangerous if we have to evacuate for a hurricane), and we would loose our peace and quiet and the stores we have now that we have learned to love and appreciate. Count me as a **no vote** for this project.

Regards,

Ingrid D. Aljure
168th Street

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From:	qbish1
To:	Proffitt, Justin
Subject:	Dezer Intracoastal project
Date:	Sunday, July 12, 2020 12:28:36 PM

Dear Sir:

My name is BeileAxelrad. I live in 16463 NE 33rd Avenue, North Miami Beach, Fl. 33160 where I have lived and raised my children for 30 years.

I am extremely concerned and extremely oppose the Dezer project at the Intracoastal Mall and need to be heard, having paid my high property taxes for 30 years.

I want to address some topics mentioned on Architect Zyscovich's Save Our Paradise zoom presentation on 7-9-2020.

1. Traffic
2. New canal
3. Environmental Issues

1. In regards to traffic, I would recommend that the city leaders revise the data on which Architect Zyscovich traffic project findings and proposal is based. For any neighbor who lives in Eastern Shores, traffic has been a nightmare for the last several years, an it is not related to the present construction.

During rush hours in the morning and the afternoon, during sunny beach days and when the draw bridge is up, 163rd street is a parking lot.

Going in and out of Eastern Shores is a more than a challenge.

Dezer's traffic consultant proposal, which is part of the redevelopment plan, aggravates this issue, since there is no solution when adding to the existing problem more cars brough by the high density project proposed by architect Zyscovich's redevelopment project for Dezer.

2. New Canal.

Very proudly Architect Zyscovich markets his new proposed canal as inspired by European canals, as in the Netherlands.

He forgets that:

a. all of these European
b. canals were designed around 17th century for territory defense, water management, and as an economic solution to traffic and circulation of goods to busy ports.
c. all the cities to which Architect Zyscovich refers, where these canals were built, are low to medium density cities with no high rises
d. these cities have miles and miles of canals, which over the years have caused significant costly environmental problems, from flooding to cleaning and waste

management.

e. None of these canals were built for “recreation” purposes, to help market a speculative project, purposely destroying the environment.

3. Environmental Issues:

There is scientific evidence that by 2050, an estimated $15 billion to $36 billion of Florida’s coastal property will be threatened by sea-level rise, according to a report last year from the Risky Business Project, a Bloomberg Philanthropies effort that quantifies economic risks from climate change. In South Florida, sea-level rise and climate change are already having an effect on available drinking water, roads and sewer lines in low-lying areas, and storm and flood insurance rates.

Using Army Corps of Engineers sea-level-rise predictions, companies now assign flood scores to properties. Its formula can show how much of a threat sea-level rise poses to a property.

I would have been interested that Architect Zyscovich’s presentation when referring to environment would have addressed how his project will not flood our Eastern Shores neighborhood for the next 50 years based on predicted sea-level-rise rates and king tides and everything else.

Otherwise, based on sea-level-rise projections, future owners of his property and Eastern Shores’ neighbors may want to buy a boat along with their home or office.

These are just some of my concerns, my children's concerns and my neighbor's concerns.

I urge you to help us save our paradise.

Sincerely,

Beile Axelrad

Sent via the Samsung Galaxy S10+, an AT&T 5G Evolution capable smartphone

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Cino,Sharon

From: NMBCOMDEV
Sent: Friday, July 10, 2020 11:25 AM
To: Proffitt, Justin; Cino,Sharon
Subject: FW: Redevelopment of the "Intracoastal Mall"
Attachments: Letter to City N Miami Beach_1.pdf

From: Frank Ruiz <frankr.2u@gmail.com>
Sent: Thursday, July 9, 2020 11:36 PM
To: NMBCOMDEV <NMBCOMDEV@citynmb.com>
Subject: Redevelopment of the "Intracoastal Mall"

My name is Frank Ruiz. I am a resident at Eden Isle Condo. This letter is directed at our Leaders in the The City of NMB. Please see attachment.

Frank R

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PLEASE NOTE: The City of North Miami Beach is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our servers and kept as public record.

July 08, 2020

To: City of North Miami Beach Officials; and
Intracoastal Mall Project Developers

Subject: Re-Development of the Intracoastal Mall by Dezer Intracoastal Mall LLC

My name is Frank Ruiz and I am a resident of Eden Isle Condos in beautiful Eastern Shores, North Miami Beach, Florida. As a concerned resident and citizen I would like to express a list of genuine concerns who like many other residents in Eastern Shores inlet have regarding the impact of the aforementioned subject matter. Along with the concerns are some solutions to be considered.

I would like the concerns to be known not only to the Developer of this new project in the Intracoastal Mall but mainly to our Political Leaders of the City of North Miami Beach. It is no surprise that this massive endeavor will cause a huge impact in our community at so many levels including, but not limited to: financial, safety, environmental, infrastructure, emotional and health for many years to come.

It seems that without conscientiously making an effort to produce a viable citizen survey nor an environmental study with facts about the impact this will have on our health and natural resources as a result of higher pollution along with the stressful impact on our citizen's financial, safety, and emotional well-being, and infrastructure impact, the project is being pushed forward. Our representatives, commissioners and many other leaders have not produce a document regarding all these impacts that our Eastern Shores Inlet will pay now and in the future as a result of the developer's massive undertaking.

In addition to Eden Isles Condo being a 55 plus community, its residents are on a fixed income and some physically challenged. Hence, we are very concerned about their financial, emotional and physical well-being. Many are currently suffering levels of anxiety and stress because they are aware that the development changes will affect our way of life. Eden Isles Condominium community is a loving, fun, and peaceful community and in many ways we would like to keep it that way. The following are our requests:

PROPERTY TAXES

1. Since the City of North Miami Beach will greatly and immensely benefit financially by the generation of a significant amount of Property Taxes Income in the near future, we demand a significant adjustment 40% decrease in Property Taxes for our 55 and older citizens at Eden Isles Condos, where the majority are retired residents who live on a fix income.

SAFETY

2. Since we are aware that more people bring more traffic, activity and movement to our Eastern Shores Inlet we demand that a better security system at the security gate entrance, for the safety and the peace of mind of all residents of Eastern Shores.

INFRASTRUCTURE & ENVIRONMENTAL

3. Since we are very aware that our beautiful environment will drastically suffer environmental & infrastructure impact, we demand that all of our structures be evaluated and approved as safe and secure. Since a significant influx of people in this area means more traffic, more pollution, more use and abuse of our precious natural environment resources, supplies and our old structures, we demand that a thorough study be conducted before approval of this project. Our structures are already old deteriorated and will continue to decay. These structures must be taken into consideration for repairs, maintenance or new construction including, but not limited to: **Sea Walls, Water Supply, Sewer System, Streets, Sidewalks, Solid Waste Processing Plant. I**

MAINTENANCE & REPAIR FUND

4. We demand that a Maintenance & Repair Fund be created so we can all be better off in the future when the aforementioned infrastructures require maintenance, repairs or replacement. This Fund will mitigate the need for future taxation on our citizens at Eastern Shores. If and whenever this project is approved this Fund will be created immediately in the amount equal to 50% of capital appraisal assessment.

HEALTH AWARENESS

5. Take into consideration the health of our Eastern Shores residents who suffer from asthma, allergies and other upper respiratory illnesses. The higher air smells contaminate from gas, diesel, oil and many others highly contaminants can exacerbate their health conditions.

WELLNESS CENTER

6. A Wellness Center must be part of any new services to our community to address the health and well-being of our senior residents.

EMPLOYMENT & TRAINING

7. Since many of our Eastern Shores residents are 55 plus who live on a fixed-income we ask that for those who are willing, able and available to work, be offered firsthand the opportunity to be hired with the new businesses. This will help them financially to subsidize their fixed-income.

8. If training is required it should be available using our local qualified South Florida Career Training Centers. This is a great opportunity for our senior residents to use their work experience, skills, and abilities. It is very important for our seniors and residents to have a sense of belonging, self-esteem and dignity to know they can still be productive.

MERCHANTS

9. Since we are aware that new merchandizers will come to be part of our Eastern Shores community, we demand that a list of these merchandisers be provided to all residents and specifically to our 55 plus residents to have a say if they meet our needs.

DISCOUNTS

10. Since an increase and influx of new group of people with an inclusive and diverse personal interest will be moving into our friendly and boutique Inlet territory we are very aware the cost of basic needs, such food, clothing and entertainment, will increase. As a result, we are demanding discounts for residents of Eastern Shores who are age 55 and older to be used in all the stores that will be part of this community with a minimum discount of 20% in retail stores, restaurants, and theaters, and 15% discount for other special events.

COMMUNITY PROTESTS

11. Since we are aware of the environmental and infrastructure and consequential impact in Eastern Shores Inlet community during construction for years to come as a result of: construction equipment, material use, use and consumption of our resources add to that unviable traffic, noise, higher air smells contaminate from gas, diesel, oil and many others highly contaminants, we will reserve the right to actively engage in community protests, peoples march, seek support from friendly environmental groups, march in a lawful organized way and proceed to, if needed, file a class action suit for, including, but not limited to, any violations or environmental hazards that we see affecting our normal way of living.

Again, It is no surprise that the massive endeavor of the new development in the Intracoastal Mall will cause a huge impact in our community at so many levels including but not limited to: financial, safety, environmental, infrastructure, health, emotional and psychological for years to come. Our sincere concern is the cause and effects that will bring everlasting consequences and that will forever change our beautiful Eastern Shores inlet community.

Sincerely,

Frank Ruiz

Duron, Mario F.

From: Huynh, Dat <Dat.Huynh@dot.state.fl.us>
Sent: Monday, July 13, 2020 2:37 PM
To: Enrique Fuhrman
Cc: Commission All External; Proffitt, Justin; Wolfe, James; Shaheen, Helen; Margo Berman
Subject: RE: my objection to the master agreement between the city and the developer of the intracoastal mall, for the 07/13/20 meeting

Dear Mr. Fuhrman,

As I had state in my email on Friday, July 10, 2020, I just want to clarify that, the developer's plan needs City approval first, one of the steps for local approval is to go before North Miami Beach's Planning & Zoning Board (Board) scheduled for today, Monday, July 13, 2020. The Board will review and make advisory recommendations to the City Commission which a Virtual City Commission Meeting is schedule on July 21, 2020, 6:00 PM. There may be another City Commission Meeting on the subject development. The planning and zoning decision is a City decision and the FDOT will review local government comprehensive plans, and amendments and the Developer access request. The FDOT will also review the access and identify, comment on, and recommend mitigation to ameliorate impacts to state transportation facilities.

If the City approves, they need to go before our Access Management Review Committee (AMRC) for any variance to the signal spacing requirements as per 14-97.003 Florida Administrative Code (FAC). The FDOT is in receipt of the Access permit application 'Intercoastal Mall' project, 2020-A-691-00029. This project is scheduled for AMRC review on August 6, 2020 for the proposed signalized intersection at SR 826/NE 163rd Street and Intracoastal Mall Driveway.

If I can be of further assistance, please feel contact me.

Sincerely,

From: Enrique Fuhrman <enriquefuhrman@gmail.com>
Sent: Monday, July 13, 2020 1:17 AM
To: Anthony.DeFillip@citynmb.com; Wolfe, James <James.Wolfe@dot.state.fl.us>; Commissionall@citynmb.com; Justin.Proffitt@citynmb.com
Cc: Margo Berman <margobermanauthor@gmail.com>
Subject: my objection to the master agreement between the city and the developer of the intracoastal mall, for the 07/13/20 meeting

EXTERNAL SENDER: Use caution with links and attachments.

Anthony De Fillip Anthony.DeFillip@citynmb.com
James Wolfe, james.wolfe@dot.state.fl.us
City of NMB, Commissionall@citynmb.com
Justin Proffit Justin.Proffitt@citynmb.com

Dear All
My name is Zwi Fuhrman and I have been a resident of Eastern Shores since 2004, a city where we pay high taxes and our sidewalks are a disaster.
It is with great sorrow that I am sending this letter (email), our Rulers have been meeting for more than a year with a Developer to destroy the peace in my neighborhood.

Lies or the paper holds everything. This is the Intracoastal Mall Project.

I would like to understand what our Mayor and his team are thinking when they want to approve a MASTER AGREEMENT with the developer for the intracoastal Mall.

Yesterday I received an answer from FDOT that they do not like the project and have many objections but to begin evaluating it, they need the city approval, but after the city approval is granted, there will not be much to say or complain about the complete volume of 200000 squareFeet of office space, 280000 square feet of mall, 50000 square feet of supermarket, 45000 square feet of gym. 2000 apartments and 250 Hotel rooms, and this CAN NOT HAPPEN. Because this is not a City Approval this is an agreement for 15 years to do whatever the developer wants.

Some ideas:

- The traffic report done by the developer, shows more traffic today than after the project is done please read the Multimodal reduction Report, Table 1.!!!!!!!!!!
- Who in his right mind thinks that traffic will be reduced by 15% because of some bicycle lines and walking sidewalks or a future taxi boat? In FLORIDA with 90 degrees 8 months of the year this is logic only in the minds of people for whom money is more important than quality of life. And we just received the new report from another big company that I thought has integrity, also paid by the developer that agrees that traffic will be reduced by 15% after the project is finished. How the city allows this type of scam that looks like a legal option.
- This project is presented as the best of the projects but only contemplates one and half parking spaces per apartment, so where will all the cars be parked at night? Why not the reality 2 to 4 parking space per apartment size, plus parking space for each area to be developed.
- The developer wants to open a canal in front of the canal of our neighbors on NE 166 St, this is crazy, if they want to open a canal they should do it in front of the intracoastal, where they do not affect more to Eastern Shores, if there is only one neighbor that is against of that canal in front of 166st, our Rulers should have to desist of this idea, but our neighbors of 166 st where not asked!!!
- Sunny isle has new buildings, many built by the developer, but none on of them has 8 floors of parking up from level one, the idea of having 8 floors of parking just side to the sidewalk is horrendous, just feel the concept when you go on the ramp of Ives dairy road to Aventura and the beacon tower with 4 or 5 parking floors, just besides the ramp is suffocating.
- This is not an entertainment area so no hotel and no kayak renting should be allowed.
- And traffic lights: a new traffic light at 36 ave, does not give space or time to stop when you come thru the bridge from Collins ave, or if you want to go east the bridge will not give space or time for the cars to pass if it is open. The stop sign at 165 st and the mall now is a service street not a principal street, and it was never intended to be a principal street, that means that the corner will require a traffic light, so 3 traffic lights to enter eastern shores at 35 ave?? To start the developer said in the town meeting last week that they are offering some private square feet to widen the 35 avenue, but when you read the project it is not true.
- There is not enough school, but that was not a problem for the city, the explanation received in the town hall meeting was laughable.

- I, as eastern shores habitant, do not see anything good for us in this new project.

This is a genuinely nice project for a land with double the side and more green space.

Finally, I think that a genuine traffic project and the involvement of eastern shores neighbors are the key to authorize a development in the mall area.

If you exercise an independent traffic project by the city this will bring ideas of the quantity of square feet of mall, supermarket, gym offices, apartments should be authorized.

Why, we, neighbors of Eastern Shores, need to invest money in attorneys and experts to keep living the life we found here when we bought the house. And why our Rulers do not understand that they were elected to protect and take care of us, not to create a monster project. we need some transparency here.

You all know that this agreement will be a muzzle to all the departments of the City because when any department will bring objections the developer will show his master agreement, and NO one will have a say.

Please do the right thing, cancel this meeting, create a developer, neighbors and the city committee and start from zero. I believe in innovation, but it cannot go over or affect the weak.

We just have lived more than a month of manifestations against racism and intolerance, in this new scenario we need to see a new different project for the intracoastal mall.

Best Regards

Zwi Fuhrman
Eastern Shores
PLEASE NOTE: The City of North Miami Beach is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our servers and kept as public record.

From: Scott, Esmond
To: Proffitt, Justin; McHugh,Horace A.
Subject: Fwd: PUBLIC COMMENT
Date: Monday, July 13, 2020 3:57:06 PM

Sent from my iPhone

Begin forwarded message:

From: miamimicrotronix <miamimicrotronix@bellsouth.net>
Date: July 13, 2020 at 3:56:22 PM EDT
To: Esmond Scott <esmond.scott@citynmb.com>
Subject: Fw: PUBLIC COMMENT

Esmond,
FYI....
Saul

----- Forwarded Message -----
From: miamimicrotronix <miamimicrotronix@bellsouth.net>
To: NMBCOMDEV@CITYNMB.COM <nmbcomdev@citynmb.com>
Sent: Monday, July 13, 2020, 3:54:12 PM EDT
Subject: PUBLIC COMMENT

Regarding Dezer Presentation for Traffic Mitigation Plans at Intracaostal Mall.

7/13/20 Corradino Memo by Edward Ng-comments in error. 2nd paragraph: “pertaining to AN access point with direct east/west access..." The “AN” incorrectly refers to **ONE access point**, not the Multiple Access Points referenced in the Code.

City Code Section 24-58.7 “Provide a traffic study that shows **Multiple Access Points** with direct East and West Access To/From SR826 and Traffic Mitigation such that the Development does NOT overburden NE 35th Avenue.”

Intention of Code was to create multiple free flow entrance and exit points to Development, and alleviate potential increase of traffic on 35th avenue - a primarily residential access road.

The proposed 35th avenue configuration will have 8 decision points, the first decision point only 200 feet from SR826.

SR 826 will have three (3) turn lanes onto 35th Avenue. This will create a mixed traffic composition, and a large proportion of weaving vehicles into the proposed development.

"Triple left-turn lanes are appropriate at intersections with high left-turn volumes that cannot be adequately served with a single or double turn lane". FHWA states that a double turn lane should be used for left-turn volumes exceeding 300 vehicles per hour, and a triple turn lane when demand exceeds 600 vehicles per hour. Based on this, a triple turn lane would double the traffic being loaded onto 35th avenue. **A CLEAR CASE OF OVERBURDONING.**

Plans show multiple access points with direct east and west access to/from SR 826 have **NOT** been created, and in direct violation of the ordinance. Mall ingress/egress points on 35th Avenue have increased from 2 to 5. **Need a plan that de-insentivizes vehicles from using 35th avenue.**

Distance Between 35th avenue and proposed 36th avenue will be approximately 400 feet.

Saul Smukler

3207 NE 168 Street

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as public record.

From:	Duron, Mario F.
To:	NMBCOMDEV
Subject:	Intracoastal Mall Public Comment
Date:	Monday, July 13, 2020 11:59:45 AM
Attachments:	image003.png image004.png image005.png image002.png

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Josephine Zweik: 3445 NE 166 ST Apt. 901
Objects to development. Entirely too large a project by ten-fold. Has concerns with size and scope. Feels like this is a take-over and a complete change of the character of the Eastern Shores community, and that it is being converted into a new city center. Concerns with noise, dust, insect influx from demolition. The destruction before construction will be a terrible ordeal, and even life endangering to those with breathing or lung issues. Environmental concerns with sea level rise and sinking of land.

Mario Duron, AICP | *Associate Planner*
City of North Miami Beach
Community Development
T (305) 948-2966
F (305) 787-6015

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From: CARLOS DOUGNAC
To: Proffitt, Justin; Defillipo, Anthony; Commission All External
Subject: Intra-coastal Mall re-development
Date: Wednesday, July 08, 2020 4:07:30 PM

To Whom It May Concern;

Re: Intra-coastal Mall Re-development

I have been a resident at 3451 NE 164 th Street (within 500'of subject property) in Eastern Shores since 1983. Dezer Development purchased the Intra-coastal Mall property and in 2015, through less than transparent dealings, obtained approval to redevelop the property. Now they are asking for an increase in density to that original approval and a hearing has now been scheduled for July 13 th, 2020. I hereby request postponement of that hearing for the following reasons;

1. The cancellation of the June 22 on-line meeting leaves no time to properly review the responses to changes requested during internal review by City planners. Rescheduling for July 8th leaves even less time.
2. The documents available on-line contain numerous inconsistencies and do not reflect the current request in density and building massing. I cannot tell what is being requested based on those documents.
3. The response to many important questions raised by the City have not been answered and the developer suggests that answers will come in subsequent reviews. You cannot approve based on a promise and good faith of the developer.
4. The traffic study presented is inadequate to determine the true impact to Eastern Shores.

Furthermore, I object to the manner that the project was scheduled for review on June 16,2020. It was scheduled for the end of a long agenda. I managed to attend until 10:45 pm and the matter still had not been heard. If you value transparency and inclusivity, please schedule future reviews in a manner that ensures participation- not prohibits it. Dealing with this important issue when everyone is exhausted and just wants to go home is unacceptable.

The scheduling of an in-person City Hall meeting on July 13, 2020 is likewise unacceptable. The majority of those affected by this proposal are over 60, myself included. With Covid-19 cases rapidly rising in Miami-Dade County, it is inconceivable that you would ask that I possibly risk my life in order to attend. Either postpone the hearing or explain how you will provide a safe environment for me to attend. Failure to do so shows a lack of concern for your citizens or worse, complicity in a scheme to squash dissent.

Sincerely,

Carlos Dougnac
3451 NE 164th Street
North Miami Beach. FL 33160
352-260-1829

PLEASE NOTE: The City of North Miami Beach is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our servers and kept as public record.

Randy Rose 3750 NE 169th Street # 111

I have owned properties in Eastern Shores since 1987. I have been selling real estate in the area for over 40 years. I have been for Development within Reason. Reference to the Intracoastal Mall. Past and Present Owners of the Mall knew as a prerequisite a Texas U turn , under the 163rd St Bridge is a Prerequisite & Priority for major redevelopment of the Mall and all concerns for all who travel in all directions .

Since representation is being made that our infrastructures for water –sewers –drainage –traffic, etc. can handle Future Development , Now is the time to put in a Formal Request to the City of North Miami Beach to increase the Residential Zoning Height requirements which(currently is ONLY 4 stories) for Eastern Shores east of 35th Ave from 166th Street to 171st Street to at least 20 stories on canal locations to possible 40 stories on the intracoastal property locations . This is the RIGHT thing to do now . Back in the 1970's 20 stories was allowed (the RE Market was not ready) at that time .
Plan for the future today increase the City and County Tax Base and give the rest of the Eastern Shores Area the Opportunities it deserves . NMB . these ZOOM MEETINGS is not the proper time or way to have Have a Major Discussions or any Decision like this . It Needs to be held in Person Face to Face Open to the Public .

July 08, 2020

To: City of North Miami Beach Officials; and
Intracoastal Mall Project Developers

Subject: Re-Development of the Intracoastal Mall by Dezer Intracoastal Mall LLC

My name is Frank Ruiz and I am a resident of Eden Isle Condos in beautiful Eastern Shores, North Miami Beach, Florida. As a concerned resident and citizen I would like to express a list of genuine concerns who like many other residents in Eastern Shores inlet have regarding the impact of the aforementioned subject matter. Along with the concerns are some solutions to be considered.

I would like the concerns to be known not only to the Developer of this new project in the Intracoastal Mall but mainly to our Political Leaders of the City of North Miami Beach. It is no surprise that this massive endeavor will cause a huge impact in our community at so many levels including, but not limited to: financial, safety, environmental, infrastructure, emotional and health for many years to come.

It seems that without conscientiously making an effort to produce a viable citizen survey nor an environmental study with facts about the impact this will have on our health and natural resources as a result of higher pollution along with the stressful impact on our citizen's financial, safety, and emotional well-being, and infrastructure impact, the project is being pushed forward. Our representatives, commissioners and many other leaders have not produce a document regarding all these impacts that our Eastern Shores Inlet will pay now and in the future as a result of the developer's massive undertaking.

In addition to Eden Isles Condo being a 55 plus community, its residents are on a fixed income and some physically challenged. Hence, we are very concerned about their financial, emotional and physical well-being. Many are currently suffering levels of anxiety and stress because they are aware that the development changes will affect our way of life. Eden Isles Condominium community is a loving, fun, and peaceful community and in many ways we would like to keep it that way. The following are our requests:

PROPERTY TAXES

1. Since the City of North Miami Beach will greatly and immensely benefit financially by the generation of a significant amount of Property Taxes Income in the near future, we demand a significant adjustment 40% decrease in Property Taxes for our 55 and older citizens at Eden Isles Condos, where the majority are retired residents who live on a fix income.

SAFETY

2. Since we are aware that more people bring more traffic, activity and movement to our Eastern Shores Inlet we demand that a better security system at the security gate entrance, for the safety and the peace of mind of all residents of Eastern Shores.

INFRASTRUCTURE & ENVIRONMENTAL

3. Since we are very aware that our beautiful environment will drastically suffer environmental & infrastructure impact, we demand that all of our structures be evaluated and approved as safe and secure. Since a significant influx of people in this area means more traffic, more pollution, more use and abuse of our precious natural environment resources, supplies and our old structures, we demand that a thorough study be conducted before approval of this project. Our structures are already old deteriorated and will continue to decay. These structures must be taken into consideration for repairs, maintenance or new construction including, but not limited to: **Sea Walls, Water Supply, Sewer System, Streets, Sidewalks, Solid Waste Processing Plant. I**

MAINTENANCE & REPAIR FUND

4. We demand that a Maintenance & Repair Fund be created so we can all be better off in the future when the aforementioned infrastructures require maintenance, repairs or replacement. This Fund will mitigate the need for future taxation on our citizens at Eastern Shores. If and whenever this project is approved this Fund will be created immediately in the amount equal to 50% of capital appraisal assessment.

HEALTH AWARENESS

5. Take into consideration the health of our Eastern Shores residents who suffer from asthma, allergies and other upper respiratory illnesses. The higher air smells contaminate from gas, diesel, oil and many others highly contaminants can exacerbate their health conditions.

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6. A Wellness Center must be part of any new services to our community to address the health and well-being of our senior residents.

EMPLOYMENT & TRAINING

7. Since many of our Eastern Shores residents are 55 plus who live on a fixed-income we ask that for those who are willing, able and available to work, be offered firsthand the opportunity to be hired with the new businesses. This will help them financially to subsidize their fixed-income.

8. If training is required it should be available using our local qualified South Florida Career Training Centers. This is a great opportunity for our senior residents to use their work experience, skills, and abilities. It is very important for our seniors and residents to have a sense of belonging, self-esteem and dignity to know they can still be productive.

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9. Since we are aware that new merchandizers will come to be part of our Eastern Shores community, we demand that a list of these merchandisers be provided to all residents and specifically to our 55 plus residents to have a say if they meet our needs.

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10. Since an increase and influx of new group of people with an inclusive and diverse personal interest will be moving into our friendly and boutique Inlet territory we are very aware the cost of basic needs, such food, clothing and entertainment, will increase. As a result, we are demanding discounts for residents of Eastern Shores who are age 55 and older to be used in all the stores that will be part of this community with a minimum discount of 20% in retail stores, restaurants, and theaters, and 15% discount for other special events.

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11. Since we are aware of the environmental and infrastructure and consequential impact in Eastern Shores Inlet community during construction for years to come as a result of: construction equipment, material use, use and consumption of our resources add to that unviable traffic, noise, higher air smells contaminate from gas, diesel, oil and many others highly contaminants, we will reserve the right to actively engage in community protests, peoples march, seek support from friendly environmental groups, march in a lawful organized way and proceed to, if needed, file a class action suit for, including, but not limited to, any violations or environmental hazards that we see affecting our normal way of living.

Again, It is no surprise that the massive endeavor of the new development in the Intracoastal Mall will cause a huge impact in our community at so many levels including but not limited to: financial, safety, environmental, infrastructure, health, emotional and psychological for years to come. Our sincere concern is the cause and effects that will bring everlasting consequences and that will forever change our beautiful Eastern Shores inlet community.

Sincerely,

Frank Ruiz

To all responsible defenders of the Environment,

My name is Liliana Korn Custy. For the last seventeen years we chose to live in Eastern Shores, a low-density residential community surrounded by the Intracoastal waterways, by beautiful Oleta River State Park, by nature and wildlife. I am pleading for your help today.

I know this letter is long; but I sincerely and kindly ask for your patience in reading this letter.

This letter is regarding the Intracoastal Mall redevelopment project.

Eastern Shores neighborhood was built in the late 1950s on a peninsula located in the city of North Miami Beach. The land was first all mangroves, until the neighborhood was built. Eastern Shores is made up of all man-made canals except the natural canal on the North Side of NE 171st Street.

I want to think that the leaders of our city of North Miami Beach, City Major and Commissioners, understand the meaning of the word "environment". This concept was not very popular in the 1950's. In the 2020's saving the environment, and not creating further problems to the environment, this is a responsibility that we all owe to the generations to come.

I want to illustrate in photos how the canal where I live looks now, and how the environment where I live is now, July 2020. And I want to compare the present situation with the megalopolis proposed for this site by Architect Zyscovich and his team.

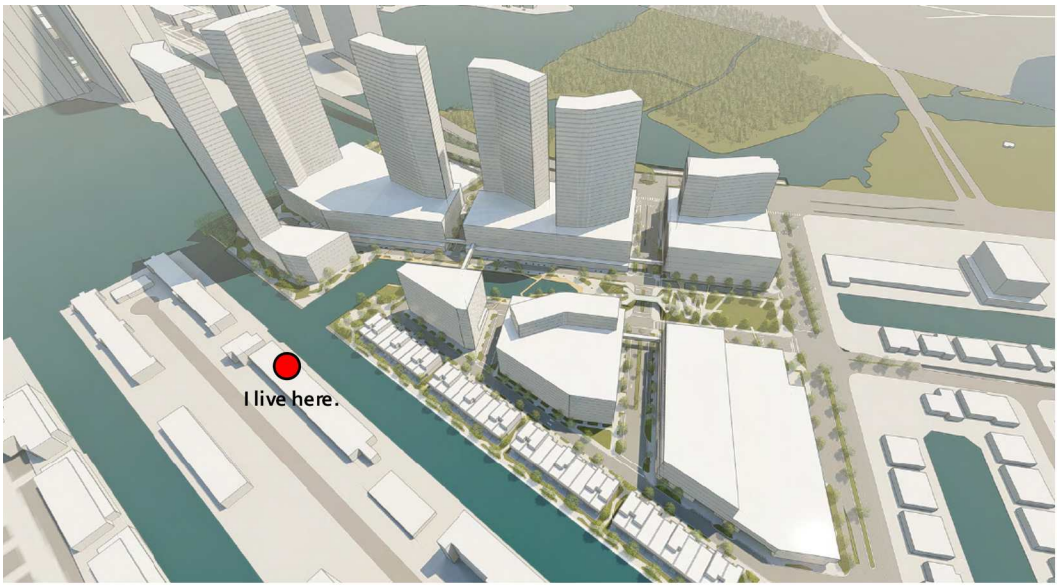
The back of the townhome where I live faces this canal, canal that we share with the Intracoastal Mall. It is a very quiet canal, with hardly no traffic, with the exception of some homeowners going boating once in a while. Thanks to this great combination of low density residential and no traffic, we have a lot of wildlife in our canal; from manatees to birds and iguanas. I am adding some of the photos that I took from my balcony facing the canal.

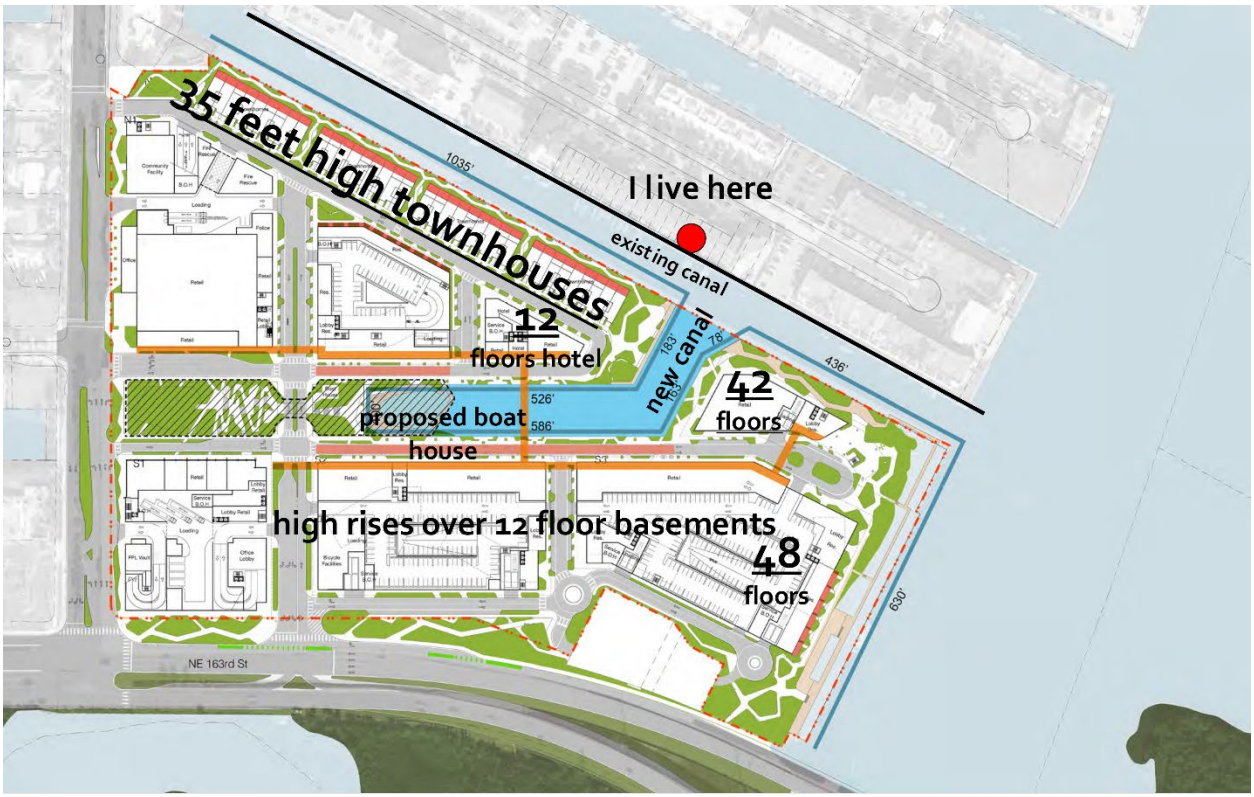
From my balcony, I see our almost private residential canal and the line of trees that border the silent lot of the Intracoastal Mall, where a few delivery trucks come very early in the morning, and my view extends up to the Intracoastal Waterways.

We are a quite low-density residential neighborhood. We chose to live in this neighborhood because of these tranquil settings.

Our canal is used only by neighbors whose boasts docked in front of each unit.

The following photos show Architect’s Zyscovich proposed project for the Intracoastal Mall Redevelopment and for this canal and for this quiet community and tranquil neighborhood





In the Zoom meeting Architect Zyscovich explained that his architectural team decided to open this new canal in front of our townhouses, because he was sure that the Corps of Engineers or other authorities would not allow him to open a canal facing the Intracoastal Waterways, where he plans to built several

48 floors high towers with basement. Probably, his thinking is that commercially, those high rises, 48 floors tall, will be market at higher prices overlooking the Intracoastal, where now low buildings are located. The Intracoastal Waterways has only low building on this side; no high rises, which makes it a wonderful and pleasant view.

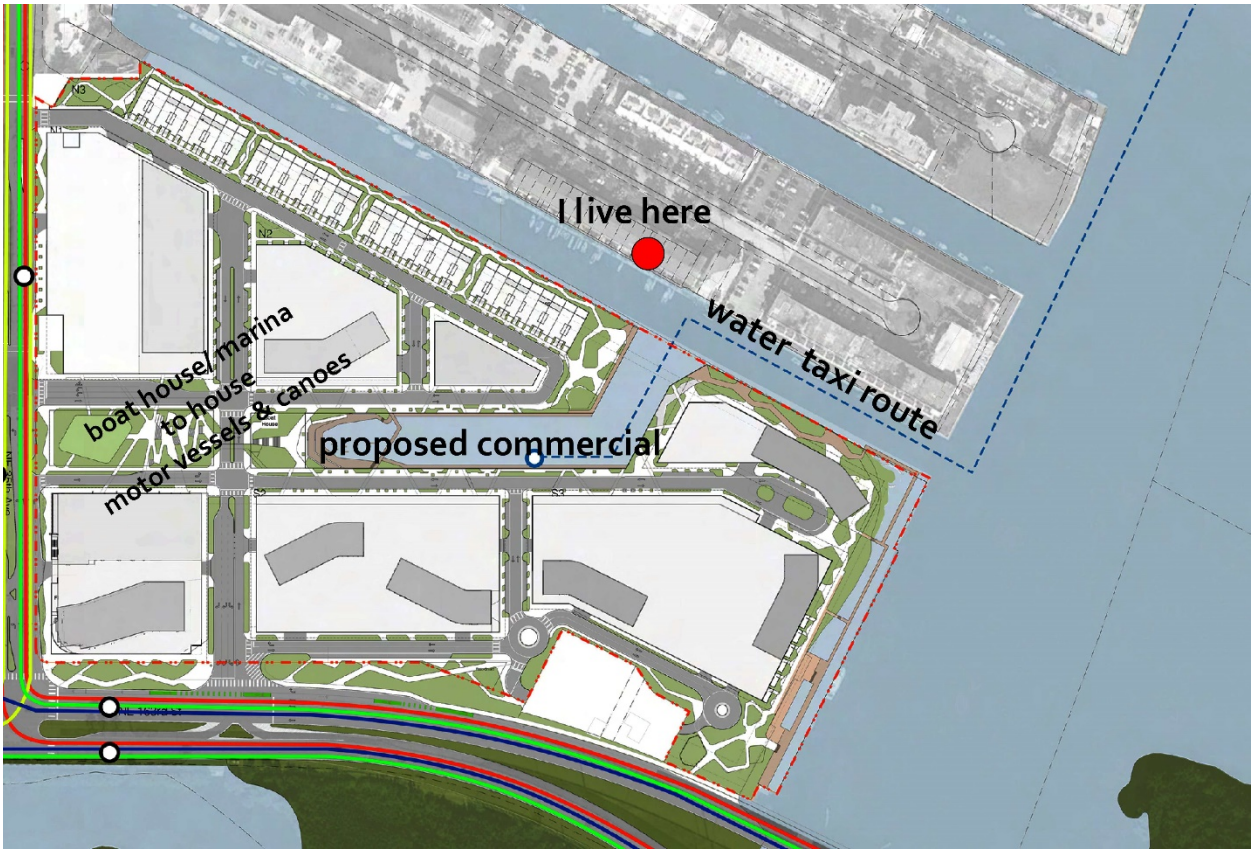
Architect Zyscovich and his team decides then to destroy a wonderful quiet cana,l with plenty of wildlife, to open this canal; which he describes as not for commercial use, but “recreational” use. He plans to have a water taxi service in the canal, accessing and exiting the canal through our residential canal, which I believe makes this canal commercial. He plans to build a “boat house” for small motor crafts and canoes, which I believe his “boat house” denomination must stand for Architect Zyscovich’s way of describing a commercial marina.

This is Architect Zyscovich rendering for this new canal

In the meeting he said his inspiration for opening a new canal and disturbing the environment was being inspired by Rio de Janeiro’s beaches, which are wide and extended, with huge distances between the buildings, the street in front of the beaches, and the beaches, so no shadows from any building land on the beaches, and the European canals built around the 17th century, as in the Netherlands, where canals were then built for city defense and to improve commerce, which was vital for the 17th century europena economies.

Here are some photos of European canals, just to compare size and proportions

This is the water taxi route designed by Architect's Zyscovich redevelopment plan for the Intracoastal Mall, which I believe is going to destroy the habitat of some many species of wildlife that inhabitat our canal today.



This is some of the wildlife that lives today in our canal; and we have the pleasure to enjoy every day.

I truly believe that the scope of Architect Zyscovich project for the Intracoastal Mall will displace all wildlife from this area.

PURSUIT

Environmental Issues:

Beyond the dramatic problem of displacing wildlife, there is scientific evidence that by 2050, an estimated $15 billion to $36 billion of Florida's coastal property will be threatened by sea-level rise, according to a report last year from the Risky Business Project, a Bloomberg Philanthropies effort that quantifies economic risks from climate change. In South Florida, sea-level rise and climate change are already having an effect on available drinking water, roads and sewer lines in low-lying areas, and storm and flood insurance rates.

Conclusion:

As an Eastern Shores' neighbor, as a responsible world citizen, as an experienced architect who has worked with and for very important developers worldwide, as a retired professor from Florida International University School of Architecture and the Arts, I plead with you for your help in considering a re scaling of this Intracoastal Redevelopment project to an environmental friendly size, with an environmental friendly scope of use.

I beg you not to let the Intracoastal Mall developers open a canal that will destroy the ecology of a beautiful area. My understanding is that perhaps by opening a canal the developers will have better marketing tools to promote their connection to the Oleta River State Park.

Speculation wins over ecology and protecting the environment?

Please, I beg you Mr. Major and North Miami Beach Commissioners!

Reflect over your actions and your decisions! You are compromising the lives of Eastern Shores neighbors by augmenting the population on a lot that is not ready to receive a Brickell size project, compromising the only evacuation route in case of health emergency and of a hurricane storm!

You will be destroying the ecology, the wild file and the environment!

Please, I beg you!!!!

Best regards,

Liliana Korn Custy.

KORNInteriorDesign Inc

Architectural Interior Design & Contracting

Liliana Korn Custy,

Home Design to the Power ^{3}

- Adjunct Professor at Florida International University School of Architecture & The Arts,

  Department of Interior Architecture

- Argentinean Architect

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954-520-3182

IB 26001347

Duron, Mario F.

From: Mayling Ganuza <mayling.ganuza@gmail.com>
Sent: Monday, July 13, 2020 3:13 PM
To: Commission All External; Proffitt, Justin; Anthony.DeFillip@citynmb.com
Subject: opportunity for redemption

Good afternoon,

Eastern Shore residents are furious that the 2015 decision to change the zoning regulations at the Intracoastal Mall site was essentially done behind closed doors with little to no public input. The least the City Commission can do is make sure that residents are included in the process of developing the site by postponing this vote until we can all meet in person.

Moreover, please use your power to veto the proposed project.

To be honest, I was excited about the proposed development with its central park and waterfront promenade. However, it needs to be scaled down. Miami is the city most vulnerable to the effects of climate change and sea-level rise in the US. Building on such a massive scale threatens the environment and nearby residents. Architect Zyschovic said that the buildings were going to be "environmental," but gave absolutely no details as to what that means.

Entitling Dezer to build 2800 units was a short-sighted mistake. Think of the future and the long-term effects of managing traffic, roads, sewer lines and available drinking water.

Please use your power to prevent this mega-development disaster.

Sincerely,
Mayling Ganuza
16477 NE 30 Avenue

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Duron, Mario F.

From: Bruce Kusens <bkusens@collateralopportunities.com>
Sent: Friday, July 10, 2020 3:59 PM
To: Proffitt, Justin
Cc: Bkusens@pionetechs.com; Scott, Esmond; Bernard, Andrise; margobermanauthor@gmail.com; Diane Frazer; fabdimsa@bellsouth.net; Cino,Sharon; Duron, Mario F.; Jose Smith; miamimicrotronix@bellsouth.net; Smith, Phyllis (External); shugrdady@aol.com; Lamberto, Bruce; veronicabluray@gmail.com; n1801e@comcast.net; ruthabeckjerr@gmail.com
Subject: Re: "Town Hall Meeting" TIME SENSITIVE
Attachments: Invititation Agenda.pdf; Jose Smith Legal Opinion.pdf; Objection to the Town Hall Meeting-Copy.pdf; Driving Times Eastern Shores to Hospitals.pdf

Good Afternoon Justin,

I am disappointed that the City chose not to postpone the meeting as I requested for the reasons I set forth. I was able to access the "Town Hall Meeting" and was taken back with how it was conducted by the developer. I have attached my objections to the meeting for your reference.
In summary - this was NOT an OPEN FORUM.

The developer muted participants (except for the developers experts) .
They disabled the chat feature which allows participants to communicate with one another and/or developer staff silently without interfering with the presentation.
They misrepresented the Agenda - (see attracted) It was set up as an architectural meeting. Within minutes of its start the actual agenda included Developer Presentations on multiple topics
They exercised exclusive control over who and for what duration they permitted to speak
They selectively read emails sent to them silencing those they choose not to read
They disabled the "Raise Hands" feature which allows participants to silently "virtually raise their hand" indicating to the host that they wish to be recognized
In addition to having the City send out the invitations creating the impression that it was "official", They continued to portray the meeting as "official" by displaying the City's Seal
I don't have enough pixels to describe all of what I consider to be misrepresentations in their description of the impact of the proposed project.

My concerns go so deep, that I have found it necessary to seek legal counsel. I contacted Attorney Jose Smith. Jose and I go back over 50 years and our Wives go back even further. I engaged him to provide me with a legal opinion on this matter and I have attached it for your review. Jose has identified many issues that require discussion and analysis.

I also want to call your attention to the real life traffic situation here. Attached are actual screen shots of the Driving time between Eastern Shores and the two nearest Hospitals. Although the streets have 35-45 MPH signs - Peak hour rides on them are ~ 8 MPH. There is no way that doubling the size of our community is not going to further degrade this situation . Increasing the number of ways to access 163 st accomplishes nothing if the 163 is moving at ~8 MPH. All you do is wait in your car not moving on 163 Street instead of not moving on the Avenues that intersect it. My neighbors and I moved to suburban North Miami Beach to escape this.

I do think the design of the project is well done -- it is just in the wrong place at the wrong time . The only way God was able to build the earth in six days was because there was no installed customer base. We couldn't be further from that at this time in this community. It is so out of place here it isn't funny.

I am fine with improvements to my neighborhood and want to contribute to them. During the developers presentation, they spoke of their entitlements several times without describing the conditions that they are contingent upon. No mention was ever made of our entitlements as homeowners and residents of the community.

I am also very concerned that in the event the project for whatever reason doesn't go as it was presented , there is no recourse or funding to remedy the situation. It is only prudent that the developer put up sufficient collateral (10 digit range) that the City and impacted stakeholders can readily access if the developers impact analysis is flawed. I can't imagine proceeding without there being sufficient collateral to ensure that in the event of failure - sufficient developer funds would be available for any contingency. Five years ago, (while my neighbors and I were fast asleep at the wheel) - the City conditionally rezoned the property. Now 5 years later - they have found a way to fix the same plan that was approved five years earlier.

It is my intention that this email and the exhibits to it become part of the City's record and are provided to the P&Z board and that they are considered as part of any decisions made regarding the proposed development. Please distribute the document to them. If you are unable to - please let me know and provide me with their contact information.

I really dislike having to behave in this manner , but I have read the Emperor's New Clothes (https://en.wikipedia.org/wiki/The_Emperor%27s_New_Clothes) and this seems to me to just be the sequel to it.

Thank you .

Regards and STAY SAFE

Bruce Kusens

305-467-0619
Bkusens@CollateralOpportunities.com

On Thu, Jul 9, 2020 at 2:30 PM Bruce Kusens <bkusens@collateralopportunities.com> wrote:

> Hi Justin,
>
> Thank you very much for your prompt response. I have subscribed to several of the list servers and have received communications from them in the past (see below).
>
> When an email from a governmental body is received (City of NMB) , it is clearly regarded as an official document. The email did not contain any language that the mailing was done on behalf of the applicant.
>
> The email sure looked official, smelled official and was interpreted as official from the City triggering the applicable notice requirements. I appreciate your willingness to ensure that future "Town Hall Meetings" will provide adequate notice.

Neither of us know with 100% certainty whether this is in conformance with State and City notice requirements. In view of this uncertainty, I again would encourage our City to err on the side of its Citizens rather than the Developer .

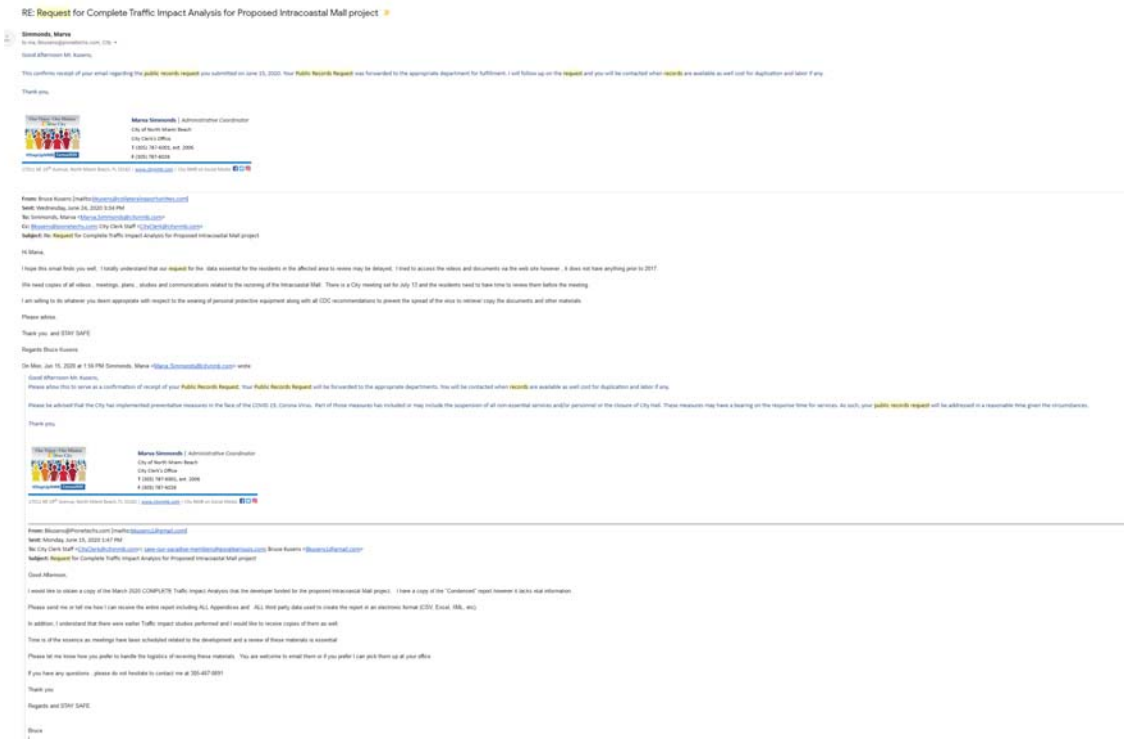
It is good to know that the City will notify residents of Zoom "Town Hall Meetings" I would like to learn more about the process as our concerned residents may wish to utilize that forum to initiate or continue the dialogue about the project. I promise that we will give adequate notice and the meetings will be open to all. Please let me know who to contact to set this up.

I did have a copy of the Traffic Study you attached, thank you. I was able to find that one, but I wasn't able to locate any earlier ones, hence my request. The passage of time between the two studies gives us an opportunity to see how earlier projections actually performed. Below are copies of my outstanding record requests from 6-15-20 and 6-24-20.

Thank you very much -- Still hoping that the City will do the right thing for its residents and cancel the meeting.

Regards and STAY SAFE

Bruce



RE: Request for Complete Traffic Impact Analysis for Proposed Intracoastal Mall project

Simmonds, Marva

Good Afternoon Mr. Kuserio,

This confirms receipt of your email regarding the public records request you submitted on June 15, 2020. Your Public Records Request was forwarded to the appropriate department for fulfillment. I will follow up on the request and you will be contacted when records are available as well cost for duplication and labor if any.

Thank you,

Marva Simmonds | Administrative Coordinator
City of North Miami Beach
City Clerk's Office
T (305) 787-6001, ext. 2006
F (305) 787-6028

From: Bruce Kuserio [mailto:bkuserio@coldwellbankerhomes.com]
Sent: Wednesday, June 24, 2020 3:54 PM
To: Simmonds, Marva <Marva.Simmonds@ci.nmb.com>
Cc: Bkuserio@fionetechs.com; City Clerk Staff <CityClerk@ci.nmb.com>
Subject: Re: Request for Complete Traffic Impact Analysis for Proposed Intracoastal Mall project

Hi Marva,

I hope this email finds you well. I totally understand that our request for the data essential for the residents in the affected area to review may be delayed. I tried to access the videos and documents via the web site however , it does not have anything prior to 2017.

We need copies of all videos , meetings, plans , studies and communications related to the rezoning of the Intracoastal Mall. There is a City meeting set for July 13 and the residents need to have time to review them before the meeting

I am willing to do whatever you deem appropriate with respect to the wearing of personal protective equipment along with all CDC recommendations to prevent the spread of the virus to retrieve/ copy the documents and other materials

Please advise.

Thank you and STAY SAFE

Regards Bruce Kuserio

On Mon, Jun 15, 2020 at 1:56 PM Simmonds, Marva <Marva.Simmonds@ci.nmb.com> wrote:

Good Afternoon Mr. Kuserio,

Please allow this to serve as a confirmation of receipt of your Public Records Request. Your Public Records Request will be forwarded to the appropriate departments. You will be contacted when records are available as well cost for duplication and labor if any.

Please be advised that the City has implemented preventative measures in the face of the COVID 19, Corona Virus. Part of those measures has included or may include the suspension of all non-essential services and/or personnel or the closure of City Hall. These measures may have a bearing on the response time for services. As such, your public records request will be addressed in a reasonable time given the circumstances.

Thank you,

Marva Simmonds | Administrative Coordinator
City of North Miami Beach
City Clerk's Office
T (305) 787-6001, ext. 2006
F (305) 787-6028

From: Bkuserio@fionetechs.com [mailto:bkuserio1@gmail.com]
Sent: Monday, June 15, 2020 1:47 PM
To: City Clerk Staff <CityClerk@ci.nmb.com>; cane-sur-paradise-members@yahoogroups.com; Bruce Kuserio <Bkuserio1@gmail.com>
Subject: Request for Complete Traffic Impact Analysis for Proposed Intracoastal Mall project

Good Afternoon,

I would like to obtain a copy of the March 2020 COMPLETE Traffic Impact Analysis that the developer funded for the proposed Intracoastal Mall project. I have a copy of the "Condensed" report however it lacks vital information

Please send me or tell me how I can receive the entire report including ALL Appendices and ALL third party data used to create the report in an electronic format (CSV, Excel, XML, etc)

In addition, I understand that there were earlier Traffic Impact studies performed and I would like to receive copies of them as well.

Time is of the essence as meetings have been scheduled related to the development and a review of these materials is essential

Please let me know how you prefer to handle the logistics of receiving these materials. You are welcome to email them or if you prefer I can pick them up at your office.

If you have any questions , please do not hesitate to contact me at 305-497-0091

Thank you

Regards and STAY SAFE

Bruce

On Thu, Jul 9, 2020 at 1:16 PM Proffitt, Justin <Justin.Proffitt@citynmb.com> wrote:

> Hello Bruce,
>
> Please see my responses to your points below.

1. I did not receive ANY notice. This is not a city meeting and therefore not subject to the city or state notification laws. It is being held by the applicant and we offered to get the word out to the community. It is our understanding that they plan to hold additional town hall meetings in the near future. We do not know those dates yet, but will send the word out when we do know the dates. You can sign up to receive City emails in the future here: https://www.citynmb.com/list.aspx

2. My few neighbors that did receive the email the City sent have complained about the short notice to the meeting. We understand that frustration and have reminded the applicant to give everyone, including the city, more notice for any upcoming meetings they plan.

3. While I understand this is a developer sponsored event and may be exempt from the notice requirements required by the City , the fact is that the invitation was sent out by the City and the notice requirements of Florida in the Sunshine law are applicable . I have attached the relevant sections for your review. I do not think that is correct. That law applies to city boards, the Commission, or committees. This is not one of those meetings. However, we will insist the applicant give the City and the community more notice in the future.

4. I am still awaiting FOI documents that I have requested . These are essential for me to understand and communicate to my neighbors the validit of the underlying data upon which the project impact forecasts have been made. My cursory review of the Traffic report has identified many areas of concern. We sent your public records request to our City Clerk's Office 6-25-20, but attached is a copy of what was sent to the Clerk. Also, I am a providing link to the project documents, agenda reports, and the agenda for July 13th P&Z Board Meeting: https://www.citynmb.com/AgendaCenter/ViewFile/Agenda/_07132020-260?html=true

Thank you,

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bkusens@Pionetechs.com <bkusens1@gmail.com>
Sent: Thursday, July 9, 2020 12:25 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; Bernard, Andrise <Andrise.Bernard@citynmb.com>
Cc: margobermanauthor@gmail.com; Diane Frazer <dfrazer81@gmail.com>; fabdimsa@bellsouth.net; Bruce Kusens <Bkusens@collateralopportunities.com>
Subject: "Town Hall Meeting" TIME SENSITIVE

Good Morning,

My name is Bruce Kusens and I am a resident of Eastern Shores. A neighbor of mine forwarded me an email from the City of North Miami Beach to attend a "Town Hall Meeting" this evening with the developers Architect for the proposed Intracoastal Mall redevelopment.

I don't know why I did not receive an invitation , I have received other notices from the City.

I along with my neighbors do want to learn and participate in understanding what is being proposed and what my life will be like during and after the proposed redevelopment.

I respectfully request this meeting be rescheduled for the following reasons

1. I did not receive ANY notice.

2. My few neighbors that did receive the email the City sent have complained about the short notice to the meeting.

3. While I understand this is a developer sponsored event and may be exempt from the notice requirements required by the City , the fact is that the invitation was sent out by the City and the notice requirements of Florida in the Sunshine law are applicable . I have attached the relevant sections for your review.

4. I am still awaiting FOI documents that I have requested . These are essential for me to understand and communicate to my neighbors the validit of the underlying data upon which the project impact forecasts have been made. My cursory review of the Traffic report has identified many areas of concern.

The mere attempt to schedule a meeting of this magnitude with such short notice is raising many questions as to why this essential discussion between the residents whose life is being impacted and the developer was permitted in the first place.

These are exceptional times with the pandemic along with many of my seasonal neighbors being unavailable.

I truly hope the City and other stakeholders will reschedule this.

I would rather have a root canal than to seek other forums to resolve this matter. This issue however is so large that I have to take whatever action is necessary to ensure a constructive open discussion with sufficient notice to all impacted by the project is realized.

Please let me know your decision.

Thank you

Regards and STAY SAFE

Bruce Kusens

Bkusens@collateralopportunities.com

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--
Bruce Kusens (Version 4.9)
Chief Toy Officer (CTO)
16422 NE 34 Avenue , North Miami Beach, Fl 33160
Phone 305.467.0691
Fax 888.224.1747

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From:	Enrique Fuhrman
To:	Anthony.DeFillip@citynmb.com; james.wolfe@dot.state.fl.us; Commission All External; Proffitt, Justin
Cc:	Margo Berman
Subject:	my objection to the master agreement between the city and the developer of the intracoastal mall, for the 07/13/20 meeting
Date:	Monday, July 13, 2020 1:17:12 AM

Anthony De Fillip Anthony.DeFillip@citynmb.com
James Wolfe, james.wolfe@dot.state.fl.us
City of NMB, Commissionall@citynmb.com
Justin Proffit Justin.Proffitt@citynmb.com

Dear All
My name is Zwi Fuhrman and I have been a resident of Eastern Shores since 2004, a city where we pay high taxes and our sidewalks are a disaster.
It is with great sorrow that I am sending this letter (email), our Rulers have been meeting for more than a year with a Developer to destroy the peace in my neighborhood.

Lies or the paper holds everything. This is the Intracoastal Mall Project.

I would like to understand what our Mayor and his team are thinking when they want to approve a MASTER AGREEMENT with the developer for the intracoastal Mall.

Yesterday I received an answer from FDOT that they do not like the project and have many objections but to begin evaluating it, they need the city approval, but after the city approval is granted, there will not be much to say or complain about the complete volume of 200000 squareFeet of office space, 280000 square feet of mall, 50000 square feet of supermarket, 45000 square feet of gym. 2000 apartments and 250 Hotel rooms, and this CAN NOT HAPPEN. Because this is not a City Approval this is an agreement for 15 years to do whatever the developer wants.

Some ideas:

- The traffic report done by the developer, shows more traffic today than after the project is done please read the Multimodal reduction Report, Table 1.!!!!!!!!!!
- Who in his right mind thinks that traffic will be reduced by 15% because of some bicycle lines and walking sidewalks or a future taxi boat? In FLORIDA with 90 degrees 8 months of the year this is logic only in the minds of people for whom money is more important than quality of life. And we just received the new report from another big company that I thought has integrity, also paid by the developer that agrees that traffic will be reduced by 15% after the project is finished. How the city allows this type of scam that looks like a legal option.
- This project is presented as the best of the projects but only contemplates one and half parking spaces per apartment, so where will all the cars be parked at night? Why not the reality 2 to 4 parking space per apartment size, plus parking space for each area to be developed.

- The developer wants to open a canal in front of the canal of our neighbors on NE 166 St, this is crazy, if they want to open a canal they should do it in front of the intracoastal, where they do not affect more to Eastern Shores, if there is only one neighbor that is against of that canal in front of 166st, our Rulers should have to desist of this idea, but our neighbors of 166 st where not asked!!!
- Sunny isle has new buildings, many built by the developer, but none on of them has 8 floors of parking up from level one, the idea of having 8 floors of parking just side to the sidewalk is horrendous, just feel the concept when you go on the ramp of Ives dairy road to Aventura and the beacon tower with 4 or 5 parking floors, just besides the ramp is suffocating.
- This is not an entertainment area so no hotel and no kayak renting should be allowed.
- And traffic lights: a new traffic light at 36 ave, does not give space or time to stop when you come thru the bridge from Collins ave, or if you want to go east the bridge will not give space or time for the cars to pass if it is open. The stop sign at 165 st and the mall now is a service street not a principal street, and it was never intended to be a principal street, that means that the corner will require a traffic light, so 3 traffic lights to enter eastern shores at 35 ave?? To start the developer said in the town meeting last week that they are offering some private square feet to widen the 35 avenue, but when you read the project it is not true.
- There is not enough school, but that was not a problem for the city, the explanation received in the town hall meeting was laughable.
- I, as eastern shores habitant, do not see anything good for us in this new project.

This is a genuinely nice project for a land with double the side and more green space.

Finally, I think that a genuine traffic project and the involvement of eastern shores neighbors are the key to authorize a development in the mall area.

If you exercise an independent traffic project by the city this will bring ideas of the quantity of square feet of mall, supermarket, gym offices, apartments should be authorized.

Why, we, neighbors of Eastern Shores, need to invest money in attorneys and experts to keep living the life we found here when we bought the house. And why our Rulers do not understand that they were elected to protect and take care of us, not to create a monster project. we need some transparency here.

You all know that this agreement will be a muzzle to all the departments of the City because when any department will bring objections the developer will show his master agreement, and NO one will have a say.

Please do the right thing, cancel this meeting, create a developer, neighbors and the city committee and start from zero. I believe in innovation, but it cannot go over or

affect the weak.

We just have lived more than a month of manifestations against racism and intolerance, in this new scenario we need to see a new different project for the intracoastal mall.

Best Regards

Zwi Fuhrman
Eastern Shores

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From: Mayling Ganuza
To: Commission All External; Proffitt, Justin; Anthony.DeFillip@citynmb.com
Subject: opportunity for redemption
Date: Monday, July 13, 2020 3:13:47 PM

Good afternoon,

Eastern Shore residents are furious that the 2015 decision to change the zoning regulations at the Intracoastal Mall site was essentially done behind closed doors with little to no public input. The least the City Commission can do is make sure that residents are included in the process of developing the site by postponing this vote until we can all meet in person.

Moreover, please use your power to veto the proposed project.

To be honest, I was excited about the proposed development with its central park and waterfront promenade. However, it needs to be scaled down. Miami is the city most vulnerable to the effects of climate change and sea-level rise in the US. Building on such a massive scale threatens the environment and nearby residents. Architect Zyschovic said that the buildings were going to be "environmental," but gave absolutely no details as to what that means.

Entitling Dezer to build 2800 units was a short-sighted mistake. Think of the future and the long-term effects of managing traffic, roads, sewer lines and available drinking water.

Please use your power to prevent this mega-development disaster.

Sincerely,
Mayling Ganuza
16477 NE 30 Avenue

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From:	joelnyc1@aol.com
To:	Proffitt, Justin; Commission All External; Defillipo, Anthony
Cc:	save-our-paradise-members@googlegroups.com; lou1442@aol.com
Subject:	Oppose the Eastern Shores Development Megaproject
Date:	Sunday, July 12, 2020 11:59:05 PM

Dear Mr. Major and Commissioners,

My parents bought a condo in Eastern Shores in 1970 because it was a safe, quiet, low-key and low density area. Upon their passing, my brother and I moved there for the same reasons. This megaproject will destroy this quiet neighborhood and cause monumental traffic jams on 163rd st... which are already a nightmare after 3 pm and when the bridge opens, especially in the winter season. This area is a peninsula with no exit to the north... all traffic must exit to 163rd st. This will make it almost impossible for emergency response vehicles to respond in a timely manner and could cost lives.

In addition, I refer you to all of the other issues raised by Liliana Korn in her email below. I agree with all of them. It is time we all took a stand against greedy developers who don't care about the affect their plans have on people and neighborhoods.

I am an Ivy-educated aerospace engineer with 2 masters degrees in engineering, but you don't have to be a rocket scientist to see that this project is wrong for this neighborhood.

I urge you to reject this development!

Thank you,

Joel Kurtzberg
3725 NE 169th St, B201
North Miami Beach

-----Original Message-----
From: Liliana <info@korninteriordesign.com>
To: justin.proffitt@citynmb.com <justin.proffitt@citynmb.com>; commissionall@citynmb.com <commissionall@citynmb.com>; Anthony.defillipo@citynmb.com <Anthony.defillipo@citynmb.com>
Cc: save-our-paradise-members@googlegroups.com <save-our-paradise-members@googlegroups.com>
Sent: Sat, Jul 11, 2020 12:00 pm
Subject: Some notes after Architect's Zyscovich zoom presentation

Dear Mr. Major and Commisssioners,

My name is Liliana Korn Custy. I live in 3808 NE 166th Street, North Miami Beach, Fl. 33160

To make sure there is transparency in the way the city addresses all topics and decisions related to the Intracoastal Mall redevelopment:

1. I suggest that any meeting will be informed to all North Miami Beach residents with at least 15 days of the meeting.
2. I suggest that all people registered in the city web page to receive information about meeting and events, should be emailed about all meetings.

I want to address some topics mentioned on Architect Zyscovich's zoom presentation on 7-9-2020.

1. Traffic

2. New canal
3. Environmental Issues

1. In regards to traffic, I would recommend that the city leaders revise the data on which Architect Zyscovich traffic project findings and proposal is based. For any neighbor who lives in Eastern Shores, traffic has been a nightmare for the last several years, an it is not related to the present construction.
   During rush hours in the morning and the afternoon, during sunny beach days and when the draw bridge is up, 163rd street is a parking lot.
   Going in and out of Eastern Shores is a more than a challenge.
   Dezer's traffic consultant proposal, which is part of the redevelopment plan, aggravates this issue, since there is no solution when adding to the existing problem more cars brough by the high density project proposed by architect Zyscovich's redevelopment project for Dezer.

2. New Canal.
   Very proudly Architect Zyscovich markets his new proposed canal as inspired by European canals, as in the Netherlands.
   He forgets that
   a. all of these European
   b. canals were designed around 17th century for territory defense, water management, and as an economic solution to traffic and circulation of goods to busy ports.
   c. all the cities to which Architect Zyscovich refers, where these canals were built, are low to medium density cities with no high rises
   d. these cities have miles and miles of canals, which over the years have caused significant costly environmental problems, from flooding to cleaning and waste management.
   e. None of these canals were built for "recreation" purposes, to help market a speculative project, purposely destroying the environment.

3. Environmental Issues:

There is scientific evidence that by 2050, an estimated $15 billion to $36 billion of Florida's coastal property will be threatened by sea-level rise, according to a report last year from the Risky Business Project, a Bloomberg Philanthropies effort that quantifies economic risks from climate change. In South Florida, sea-level rise and climate change are already having an effect on available drinking water, roads and sewer lines in low-lying areas, and storm and flood insurance rates.

Using Army Corps of Engineers sea-level-rise predictions, companies now assign flood scores to properties. Its formula can show how much of a threat sea-level rise poses to a property.

I would have been interested that Architect Zyscovich's presentation when referring to environment would have addressed how his project will not flood our Eastern Shores neighborhood for the next 50 years based on predicted sea-level-rise rates and king tides and everything else.
Otherwise, based on sea-level-rise projections, future owners of his property and Eastern Shores' neighbors may want to buy a boat along with their home or office.
As a municipal government, you can have a major impact on climate change policy, by strengthening building codes that make homes and offices and shops more resilient, and by enacting zoning ordinances that steer new development away from the riskiest areas.
Mr Major and North Miami Beach Commissioners, I hope you give all these important issues much consideration. The legacy of your time in government will be forever stained if you fail to responsibly take action against the rezoning of the Intracoastal Mall and

Architect's Zyscovich Intracoastal Mall redevelopment project.
Best regards,
Liliana

KORNInteriorDesign Inc

Interior Design & Contracting

Liliana Korn Custy,

Home Design to the Power 3

- Florida License Interior Designer ID5852

- Florida Licensed General Contractor CGC1513044

- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture

- Former Co-Chair Luxury Council Builders Association of South Florida

- Architect in Argentina

info@korninteriordesign.com

www.korninteriordesign.com

954-520-3182

IB 26001347

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You received this message because you are subscribed to the Google Groups "Save Our Paradise members" group.
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To view this discussion on the web visit https://groups.google.com/d/msgid/save-our-paradise-members/a79d94ee53304047b171e2631ee10123%40S12-MBX11-15.S12.local.
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From:	Bruce Lamberto
To:	fortuna.smuckler@citynmb.com; Joseph,Michael; Fleurimond, McKenzie; Kramer, Barbara; Smith, Phyllis; Villard, Paule
Cc:	Proffitt, Justin
Subject:	Opposition to Proposed Intracoastal Mall / Dezer Development Traffic Signal and Left Turn Lane
Date:	Sunday, July 12, 2020 1:38:48 PM

From: Bruce Lamberto <blamberto@aol.com>
Date: Saturday, July 11, 2020
Subject: Opposition to Proposed Intracoastal Mall / Dezer Development Traffic Signal and Left Turn Lane
To: Bruce Lamberto <blamberto@aol.com>

I have reviewed the proposed traffic ingress and egress plan for the above project and have the following concerns:

1. The installation of a traffic signal near the base of the bridge approach is extremely hazardous. Westbound traffic from Collins Avenue flows unimpeded from Collins Avenue to the current traffic signal at NE 35th Avenue. Although the posted speed limit is 35mph, due to the 4 lane width of the highway, traffic frequently exceeds 45 to 55mph. During rush hour traffic, traffic currently backs up from US 1 all the way to NE 35th Avenue.. If a traffic signal were to be installed at NE 36th Avenue, the base of the bridge,there is insufficient sight view of traffic backed up at this signal to safely stop a vehicle. Add the probable driving under the influence driver who tops the bridge crest at excessive rate of speed and cannot safely stop is an accident waiting to happen.Should a loss of life occur at this traffic signal, the blood of the fatality will be on the hands of those who approved this signal location.

2. The installation of a single left-turn stacking lane for the proposed 36th Avenue traffic signal would mean that there would need to be an extended red light timing to hold westbound traffic in order to clear the single left turn stacking lane. A double left turn stacking lane would remove the protected NE 35th Avenue left turn (eastbound) protected lane from the residents of Eastern Shores.

3. Currently traffic exiting Eastern Shores and wanting to go east are funneled into a protected left turn lane that is shielded from oncoming eastbound traffic as noted in Number 2 above. If the protected left turn lane is repurposed to provide left turn stacking lane(s), traffic exiting NE 35th Avenue and headed east would have to utilize the other eastbound unprotected travel lanes to go east. This will necessitate the eastbound traffic signal at NE 35th Avenue and SR 826 to turn red and hold eastbound SR 826 traffic. Currently the traffic signal at that location is green at all times for eastbound traffic.

4. The developer is proposing adding a 3rd left turn lane on SR 826 turning onto NE 35th Avenue. The operation of the current two lane left turn lanes is problematic in that there is no delineation of the lanes as to destination. Many motorists enter the left turn lane closest to the median because it consistently stacks less vehicles, Once left turning traffic begins turning onto NE 35th Avenue, motorists that are in the inner-most left lane find out they need to get into the right lane to turn into the ICM property. These sudden lane changes cause safety issues. This condition would be be made much worse by the installation of a third left turn lane.

5. There are currently 2,256 single-family homes, condominium units,and apartments.in Eastern Shores whose only means of ingress and egress is NE 35th Avenue. the proposed Dezer Development Project is proposing 2000 residential units, 250 hotel units, and approximately 500,000 sf. of commercial space, including supermarkets, restaurants, retail stores and a movie theater. This proposed development's population will exceed the current population of Eastern Shores, none of which is discussed in the

developers traffic report.

6. The Corrodino Traffic Study states that there will be a 10%-15% reduction in traffic counts due to bicycles,city shuttle buses, and Metro-Dade transit. While these forms of travel may be utilized by staff employees of the commercial units, it is doubtful if many of the 2000 upscale residential units or the hotel occupants would utilize public transit or bicycles at the rates provided in the study.. Please keep in mind that a Traffic Engineering Study hired by a developer will state all the theoretical reductions in traffic utilizing aged data provide by various sources and submitting their written opinion.. They are hired to provide a favorable traffic study that reinforces the developers goal of building as many units on the property that the zoning code will allow.

The Dezer family purchased the ICM property at a cost that was based upon then-current zoning that allowed for the construction of 800 residential units. The City of North Miami Beach up-zoned the property so that 2000 residential units could be built on the property. This is a financial windfall for the developer that is the equivalent of hundreds of millions of dollars in real money. I mentioned this for the record because there appears to be only one safe ingress to the property from eastbound traffic and that is a U-turn under the bridge similar to what is installed on the east side of the Sunny Isles bridge where a similar congregation of high-rise towers are accessed by the U-turn under the east side of the bridge. An off-ramp on eastbound 826 that takes traffic under the bridge and provides direct access to the Dezer property will save lives.

The reason the developer and their traffic engineers have not done a traffic study to provide an under the bridge U-turn study is the cost and the more difficult permitting process that would be required if this option were offered. The right-of-way needed to provide the ramp for the U-turn is owned by the State. Environmental permits required can be obtained. Estimated construction costs would be between $10 to $20 million, far more than a traffic signal installation and an additional left-turn lane.
The paragraph above explains how it is affordable to the developer to construct.

I am attaching a traffic plan that I hope FDOT will review and consider for further examination. It consists of extending the service road that currently is constructed on the west side of 35th Avenue and runs to NE 26th Avenue. By extending the service road to NE 36th Avenue, it will allow a U-turn by motorists desiring to go east to Sunny Isles at 35th and 34th Avenues, similar to the same traffic pattern along the the other signalized intersections on the service road to NE 26th Avenue. The service road extension (without a median) to 36th Avenue would also provide an on-ramp for west-bound traffic on SR 826. This traffic plan along with the U-turn under the bridge access would provide the least impact to the current traffic pattern on NE 35th Avenue and lessen the impact on the Eastern Shores residents.

Why should the residents of Eastern Shores and commuters on SR 826 be negatively impacted by a developer who is maximizing the number of units (and traffic issues) he can build on his property? There is an alternative, albeit more expensive, solution to the traffic problem the residents and commuters are now facing.

Sincerely,

Bruce Lamberto
3420 N.E.165 ST.
North Miami Beach, FL. 33160
blamberto@aol.com
786 367 7072 cell

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From: ana delfino
To: NMBCOMDEV
Subject: PUBLIC COMMENT
Date: Monday, July 13, 2020 1:27:41 PM

ANA MARIA DELFINO

3703 NE 166th ST APT 708
NMB, FL 33160

I do not agree with the project because my main concern is the traffic and the height of the buildings. I would like it to be somewhat more in line with the existing construction in Eastern Shores.

Thank you.

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From: helen lurye
To: NMBCOMDEV
Subject: PUBLIC COMMENT re: Intracoastal Mall
Date: Monday, July 13, 2020 11:27:54 AM

Hello,

I'm a resident and an apartment owner in Eastern Shores and I'm very concerned about this proposed new development of Intracoastal Mall. I'm concerned about overcrowding if residential towers are built there with 2,000 multi-family residential units, 250 hotel keys and 200,00 SF office space. We already have problems with our sewer system on regular basis that causes environmental problems in Oleta river and seasonal traffic jams are also makes driving stressful. By adding this additional stress on the system at Intracoastal Mall our quality of life and property value will go down the drain (so to speak).

That's why I'm AGAINST this new proposed development program of Intracoastal Mall.

Please confirm the receipt of this email.

Best regards,
Yelena Lurye
3860 NE 170 St. # 404
North Miami Beach FL 33160
(305)-491-5250

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From: michael lurye
To: NMBCOMDEV; NMBCOMDEV
Subject: PUBLIC COMMENT re: Intracoastal Mall
Date: Monday, July 13, 2020 12:14:03 PM

Hello,

I'm a resident and an apartment owner in Eastern Shores and I'm very concerned about this proposed new development of Intracoastal Mall. I'm concerned about overcrowding if residential towers are built there with 2,000 multi-family residential units, 250 hotel keys and 200,00 SF office space. We already have problems with our sewer system on regular basis that causes environmental problems in Oleta river and seasonal traffic jams are also makes driving stressful. By adding this additional stress on the system at Intracoastal Mall our quality of life and property value will go down the drain (so to speak).

That's why I'm AGAINST this new proposed development program of Intracoastal Mall.

Please confirm the receipt of this email.

Best regards,
Michael Lurye
3860 NE 170 St. # 404
North Miami Beach FL 33160
(305)-491-7946

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From: natalia goldman
To: NMBCOMDEV
Subject: PUBLIC COMMENT
Date: Monday, July 13, 2020 3:42:45 PM

Hello,

My name is Natalia Goldman and I'm a resident and an apartment owner in North Miami Beach since 2000 and I'm very concerned about this proposed new construction program of Intracoastal Mall.

This extensive construction will be extremely disruptive to the local residential community creating dust pollution, noise pollution and increased traffic.

I'm concerned about overcrowding if residential towers are built there with 2,000 multi-family residential units, 250 hotel keys and 200,00 SF office space.

We already have problems with our sewer system on regular basis that causes environmental problems in Oleta river and seasonal traffic jams are also makes driving stressful. By adding this additional stress on the system at Intracoastal Mall our quality of life and property value will go down the drain (so to speak).

That's why I'm AGAINST this new proposed development program of Intracoastal Mall.

Please confirm the receipt of this email.

Best regards,

Natalia Goldman
2841 NE 163 st
N Miami Beach
Fl 33160

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as public record.

From: Tatyana Kats
To: NMBCOMDEV
Subject: PUBLIC COMMENTS
Date: Monday, July 13, 2020 12:21:44 PM

Hello,

My name is Tatyana Kats.
I have been a resident of
3660 NE 166 St Apt #814 North Miami Beach, FL 33160 since 1995.

I'm against the planning, development, and construction programs for hotels and multi-family residences by Dezer at the Intercostal Mall.

The construction will be extremely disruptive to the lives of residents in terms of construction pollution, excessive noise, increased traffic, and over population of a small area.

We welcome the development of open and accessible public spaces, an improved fire station, and community center.

This is a quiet, peaceful neighborhood and the residents of Eastern Shores intend to keep it that way.

Regards,
Tatyana Kats
305-467-9566
tatyanakats@icloud.com
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From:	Bruce Kusens
To:	Proffitt, Justin
Cc:	Bkusens@pionetechs.com; Scott, Esmond; Bernard, Andrise; margobermanauthor@gmail.com; Diane Frazer; fabdimsa@bellsouth.net; Cino,Sharon; Duron, Mario F.; Jose Smith; miamimicrotronix@bellsouth.net; Smith, Phyllis (External); shugrdady@aol.com; Lamberto, Bruce; veronicabluray@gmail.com; n1801e@comcast.net; ruthabeckjerr@gmail.com
Subject:	Re: "Town Hall Meeting" TIME SENSITIVE
Date:	Friday, July 10, 2020 4:00:24 PM
Attachments:	image003.png image004.png image005.png image002.png image.png image.png Invititation Agenda.pdf Jose Smith Legal Opinion.pdf Objection to the Town Hall Meeting-Copy.pdf Driving Times Eastern Shores to Hospitals.pdf

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Good Afternoon Justin,

I am disappointed that the City chose not to postpone the meeting as I requested for the reasons I set forth. I was able to access the "Town Hall Meeting" and was taken back with how it was conducted by the developer. I have attached my objections to the meeting for your reference.
In summary - this was NOT an OPEN FORUM.

The developer muted participants (except for the developers experts) .
They disabled the chat feature which allows participants to communicate with one another and/or developer staff silently without interfering with the presentation.
They misrepresented the Agenda - (see attracted) It was set up as an architectural meeting. Within minutes of its start the actual agenda included Developer Presentations on multiple topics
They exercised exclusive control over who and for what duration they permitted to speak
They selectively read emails sent to them silencing those they choose not to read
They disabled the "Raise Hands" feature which allows participants to silently "virtually raise their hand" indicating to the host that they wish to be recognized
In addition to having the City send out the invitations creating the impression that it was "official", They continued to portray the meeting as "official" by displaying the City's Seal
I don't have enough pixels to describe all of what I consider to be misrepresentations in their description of the impact of the proposed project.

My concerns go so deep, that I have found it necessary to seek legal counsel. I contacted Attorney Jose Smith. Jose and I go back over 50 years and our Wives go back even further. I engaged him to provide me with a legal opinion on this matter and I have attached it for your review. Jose has identified many issues that require discussion and analysis.

I also want to call your attention to the real life traffic situation here. Attached are actual screen shots of the Driving time between Eastern Shores and the two nearest Hospitals. Although the streets have 35-45 MPH signs - Peak hour rides on them are ~ 8 MPH. There is no way that doubling the size of our community is not going to further degrade this situation . Increasing the number of ways to access 163 st accomplishes nothing if the 163 is moving at ~8 MPH. All you do is wait in your car not moving on 163 Street instead of not moving on the Avenues that intersect it. My neighbors and I moved to suburban North Miami Beach to escape this.

I do think the design of the project is well done -- it is just in the wrong place at the wrong time . The only way God was able to build the earth in six days was because there was no installed customer base. We couldn't be further from that at this time in this community. It is so out of place here it isn't funny.

I am fine with improvements to my neighborhood and want to contribute to them. During the developers presentation, they spoke of their entitlements several times without describing the conditions that they are contingent upon. No mention was ever made of our entitlements as homeowners and residents of the community.

I am also very concerned that in the event the project for whatever reason doesn't go as it was presented , there is no recourse or funding to remedy the situation. It is only prudent that the developer put up sufficient collateral (10 digit range) that the City and impacted stakeholders can readily access if the developers impact analysis is flawed. I can't imagine proceeding without there being sufficient collateral to ensure that in the event of failure - sufficient developer funds would be available for any contingency. Five years ago, (while my neighbors and I were fast asleep at the wheel) - the City conditionally rezoned the property. Now 5 years later - they have found a way to fix the same plan that was approved five years earlier.

It is my intention that this email and the exhibits to it become part of the City's record and are provided to the P&Z board and that they are considered as part of any decisions made regarding the proposed development. Please distribute the document to them. If you are unable to - please let me know and provide me with their contact information.

I really dislike having to behave in this manner , but I have read the Emperor's New Clothes (https://en.wikipedia.org/wiki/The_Emperor%27s_New_Clothes) and this seems to me to just be the sequel to it.

Thank you .

Regards and STAY SAFE

Bruce Kusens

305-467-0619
Bkusens@CollateralOpportunities.com

On Thu, Jul 9, 2020 at 2:30 PM Bruce Kusens <bkusens@collateralopportunities.com> wrote:

> Hi Justin,
>
> Thank you very much for your prompt response. I have subscribed to several of the list servers and have received communications from them in the past (see below).
>
> When an email from a governmental body is received (City of NMB) , it is clearly regarded as an official document. The email did not contain any language that the mailing was done on behalf of the applicant.

The email sure looked official, smelled official and was interpreted as official from the City triggering the applicable notice requirements. I appreciate your willingness to ensure that future "Town Hall Meetings" will provide adequate notice.
Neither of us know with 100% certainty whether this is in conformance with State and City notice requirements. In view of this uncertainty, I again would encourage our City to err on the side of its Citizens rather than the Developer .

It is good to know that the City will notify residents of Zoom "Town Hall Meetings" I would like to learn more about the process as our concerned residents may wish to utilize that forum to initiate or continue the dialogue about the project. I promise that we will give adequate notice and the meetings will be open to all. Please let me know who to contact to set this up.

I did have a copy of the Traffic Study you attached, thank you. I was able to find that one, but I wasn't able to locate any earlier ones, hence my request. The passage of time between the two studies gives us an opportunity to see how earlier projections actually performed. Below are copies of my outstanding record requests from 6-15-20 and 6-24-20.

Thank you very much -- Still hoping that the City will do the right thing for its residents and cancel the meeting.

Regards and STAY SAFE

Bruce

image.png

image.png

On Thu, Jul 9, 2020 at 1:16 PM Proffitt, Justin <Justin.Proffitt@citynmb.com> wrote:

Hello Bruce,

Please see my responses to your points below.

1. I did not receive ANY notice. This is not a city meeting and therefore not subject to the city or state notification laws. It is being held by the applicant and we offered to get the word out to the community. It is our understanding that they plan to hold additional town hall meetings in the near future. We do not know those dates yet, but will send the word out when we do know the dates. You can sign up to receive City emails in the future here: https://www.citynmb.com/list.aspx

2. My few neighbors that did receive the email the City sent have complained about the short notice to the meeting. We understand that frustration and have reminded the applicant to give everyone, including the city, more notice for any upcoming meetings they plan.

3. While I understand this is a developer sponsored event and may be exempt from the notice requirements required by the City , the fact is that the invitation was sent out by the City and the notice requirements of Florida in the Sunshine law are applicable . I have attached the relevant sections for your review. I do not think that is correct. That law applies to city boards, the Commission, or committees. This is not one of those meetings. However, we will insist the applicant give the City and the community more notice in the future.

4. I am still awaiting FOI documents that I have requested . These are essential for me to understand and communicate to my neighbors the validit of the underlying data upon which the project impact forecasts have been made. My cursory review of the Traffic report has identified many areas of concern. We sent your public records request to our City Clerk's Office 6-25-20, but attached is a copy of what was sent to the Clerk. Also, I am a providing link to the project documents, agenda reports, and the agenda for July 13th P&Z Board Meeting:
https://www.citynmb.com/AgendaCenter/ViewFile/Agenda/_07132020-260?html=true

Thank you,

Justin Proffitt, AICP

Community Development Director

City of North Miami Beach

Community Development Department

T (305) 354-4456, ext. 4456

17050 NE 19th Avenue, North Miami Beach, FL 33162 | www.citynmb.com | City NMB on Social Media:

From: Bkusens@Pionetechs.com <bkusens1@gmail.com>
Sent: Thursday, July 9, 2020 12:25 PM
To: Proffitt, Justin <Justin.Proffitt@citynmb.com>; Scott, Esmond <Esmond.Scott@citynmb.com>; Bernard, Andrise <Andrise.Bernard@citynmb.com>
Cc: margobermanauthor@gmail.com; Diane Frazer <dfrazer81@gmail.com>; fabdimsa@bellsouth.net; Bruce Kusens <Bkusens@collateralopportunities.com>
Subject: "Town Hall Meeting" TIME SENSITIVE

Good Morning,

My name is Bruce Kusens and I am a resident of Eastern Shores. A neighbor of mine forwarded me an email from the City of North Miami Beach to attend a "Town Hall Meeting" this evening with the developers Architect for the proposed Intracoastal Mall redevelopment.

I don't know why I did not receive an invitation , I have received other notices from the City.

I along with my neighbors do want to learn and participate in understanding what is being proposed and what my life will be like during and after the proposed redevelopment.

I respectfully request this meeting be rescheduled for the following reasons

1. I did not receive ANY notice.

2. My few neighbors that did receive the email the City sent have complained about the short notice to the meeting.

3. While I understand this is a developer sponsored event and may be exempt from the notice requirements required by the City , the fact is that the invitation was sent out by the City and the notice requirements of Florida in the Sunshine law are applicable . I have attached the relevant sections for your review.

4. I am still awaiting FOI documents that I have requested . These are essential for me to understand and communicate to my neighbors the validit of the underlying data upon which the project impact forecasts have been made. My cursory review of the Traffic report has identified many areas of concern.

The mere attempt to schedule a meeting of this magnitude with such short notice is raising many questions as to why this essential discussion between the residents whose life is being impacted and the developer was permitted in the first place.

These are exceptional times with the pandemic along with many of my seasonal neighbors being unavailable.

I truly hope the City and other stakeholders will reschedule this.

I would rather have a root canal than to seek other forums to resolve this matter. This issue however is so large that I have to take whatever action is necessary to ensure a constructive open discussion with sufficient notice to all impacted by the project is realized.

Please let me know your decision.

Thank you

Regards and STAY SAFE

Bruce Kusens

Bkusens@collateralopportunities.com

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Bruce Kusens (Version 4.9)
Chief Toy Officer (CTO)
16422 NE 34 Avenue , North Miami Beach, Fl 33160
Phone 305.467.0691
Fax 888.224.1747

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Bruce Kusens (Version 4.9)
Chief Toy Officer (CTO)
16422 NE 34 Avenue , North Miami Beach, Fl 33160
Phone 305.467.0691
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From:	Huynh, Dat
To:	Enrique Fuhrman
Cc:	Commission All External; Proffitt, Justin; Wolfe, James; Shaheen, Helen; Margo Berman
Subject:	RE: my objection to the master agreement between the city and the developer of the intracoastal mall, for the 07/13/20 meeting
Date:	Monday, July 13, 2020 2:37:52 PM

Dear Mr. Fuhrman,

As I had state in my email on Friday, July 10, 2020, I just want to clarify that, the developer's plan needs City approval first, one of the steps for local approval is to go before North Miami Beach's Planning & Zoning Board (Board) scheduled for today, Monday, July 13, 2020. The Board will review and make advisory recommendations to the City Commission which a Virtual City Commission Meeting is schedule on July 21, 2020, 6:00 PM. There may be another City Commission Meeting on the subject development. The planning and zoning decision is a City decision and the FDOT will review local government comprehensive plans, and amendments and the Developer access request. The FDOT will also review the access and identify, comment on, and recommend mitigation to ameliorate impacts to state transportation facilities.

If the City approves, they need to go before our Access Management Review Committee (AMRC) for any variance to the signal spacing requirements as per 14-97.003 Florida Administrative Code (FAC). The FDOT is in receipt of the Access permit application 'Intercoastal Mall' project, 2020-A-691-00029. This project is scheduled for AMRC review on August 6, 2020 for the proposed signalized intersection at SR 826/NE 163rd Street and Intracoastal Mall Driveway.

If I can be of further assistance, please feel contact me.

Sincerely,

From: Enrique Fuhrman <enriquefuhrman@gmail.com>
Sent: Monday, July 13, 2020 1:17 AM
To: Anthony.DeFillip@citynmb.com; Wolfe, James <James.Wolfe@dot.state.fl.us>; Commissionall@citynmb.com; Justin.Proffitt@citynmb.com
Cc: Margo Berman <margobermanauthor@gmail.com>
Subject: my objection to the master agreement between the city and the developer of the intracoastal mall, for the 07/13/20 meeting

EXTERNAL SENDER: Use caution with links and attachments.

Anthony De Fillip Anthony.DeFillip@citynmb.com
James Wolfe, james.wolfe@dot.state.fl.us
City of NMB, Commissionall@citynmb.com
Justin Proffit Justin.Proffitt@citynmb.com

Dear All
My name is Zwi Fuhrman and I have been a resident of Eastern Shores since 2004, a city where we pay high taxes and our sidewalks are a disaster.
It is with great sorrow that I am sending this letter (email), our Rulers have been meeting for more than a year with a Developer to destroy the peace in my neighborhood.

Lies or the paper holds everything. This is the Intracoastal Mall Project.

I would like to understand what our Mayor and his team are thinking when they want to approve a MASTER AGREEMENT with the developer for the intracoastal Mall.

Yesterday I received an answer from FDOT that they do not like the project and have many objections but to begin evaluating it, they need the city approval, but after the city approval is granted, there will not be much to say or complain about the complete volume of 200000 squareFeet of office space, 280000 square feet of mall, 50000 square feet of supermarket, 45000 square feet of gym. 2000 apartments and 250 Hotel rooms, and this CAN NOT HAPPEN. Because this is not a City Approval this is an agreement for 15 years to do whatever the developer wants.

Some ideas:

- The traffic report done by the developer, shows more traffic today than after the project is done please read the Multimodal reduction Report, Table 1.!!!!!!!!!!

- Who in his right mind thinks that traffic will be reduced by 15% because of some bicycle lines and walking sidewalks or a future taxi boat? In FLORIDA with 90 degrees 8 months of the year this is logic only in the minds of people for whom money is more important than quality of life. And we just received the new report from another big company that I thought has integrity, also paid by the developer that agrees that traffic will be reduced by 15% after the project is finished. How the city allows this type of scam that looks like a legal option.

- This project is presented as the best of the projects but only contemplates one and half parking spaces per apartment, so where will all the cars be parked at night? Why not the reality 2 to 4 parking space per apartment size, plus parking space for each area to be developed.

- The developer wants to open a canal in front of the canal of our neighbors on NE 166 St, this is crazy, if they want to open a canal they should do it in front of the intracoastal, where they do not affect more to Eastern Shores, if

there is only one neighbor that is against of that canal in front of 166st, our Rulers should have to desist of this idea, but our neighbors of 166 st where not asked!!!

- Sunny isle has new buildings, many built by the developer, but none on of them has 8 floors of parking up from level one, the idea of having 8 floors of parking just side to the sidewalk is horrendous, just feel the concept when you go on the ramp of Ives dairy road to Aventura and the beacon tower with 4 or 5 parking floors, just besides the ramp is suffocating.

- This is not an entertainment area so no hotel and no kayak renting should be allowed.

- And traffic lights: a new traffic light at 36 ave, does not give space or time to stop when you come thru the bridge from Collins ave, or if you want to go east the bridge will not give space or time for the cars to pass if it is open. The stop sign at 165 st and the mall now is a service street not a principal street, and it was never intended to be a principal street, that means that the corner will require a traffic light, so 3 traffic lights to enter eastern shores at 35 ave?? To start the developer said in the town meeting last week that they are offering some private square feet to widen the 35 avenue, but when you read the project it is not true.

- There is not enough school, but that was not a problem for the city, the explanation received in the town hall meeting was laughable.

- I, as eastern shores habitant, do not see anything good for us in this new project.

This is a genuinely nice project for a land with double the side and more green space.

Finally, I think that a genuine traffic project and the involvement of eastern shores neighbors are the key to authorize a development in the mall area.

If you exercise an independent traffic project by the city this will bring ideas of the quantity of square feet of mall, supermarket, gym offices, apartments should be authorized.

Why, we, neighbors of Eastern Shores, need to invest money in attorneys and experts to keep living the life we found here when we bought the house. And why our Rulers do not understand that they were elected to protect and take care of us, not to create a monster project. we need some transparency here.

You all know that this agreement will be a muzzle to all the departments of the City because when any department will bring objections the developer will show his master agreement, and NO one will have a say.

Please do the right thing, cancel this meeting, create a developer, neighbors and the

city committee and start from zero. I believe in innovation, but it cannot go over or affect the weak.

We just have lived more than a month of manifestations against racism and intolerance, in this new scenario we need to see a new different project for the intracoastal mall.

Best Regards

Zwi Fuhrman
Eastern Shores

PLEASE NOTE: The City of North Miami Beach is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our servers and kept as public record.

From: Roberta Gordon
To: NMBCOMDEV
Subject: Re: North Miami Beach Planning and Zoning Board Meeting Confirmation
Date: Sunday, July 12, 2020 10:05:43 PM

Please see my comments on my registration.
I wasted more than 30 minutes composing comments, without a character count, only to give up.

Here's some of what I wrote:

Plans changing for 3+ yrs, some of my concerns are traffic in Eastern Shores & those traversing NE 163rd St, 4 upwards of 5 yrs as the phases R built. Eastern Shores is a man-made island w/seawalls falling in the water, roads not repaired, electrical above ground & 1 way in (NE 35th Ave) & out. Will the land take the weight of this project? Will Oleta Park suffer from the waste created by 2000 condos, townhomes, a 250 room hotel, retail and public space. Sunny Isles Beach was overbuilt by developers including the Dezers — how many of those are occupied and have not lost millions in revenue from lack of sales? Who are the Dezers backing politically to have gotten this far? Scale it back!!!!

Thank you.

On Jul 12, 2020, at 9:59 PM, Planning & Zoning Division <no-reply@zoom.us> wrote:

Hi Roberta Gordon,

Thank you for registering for "North Miami Beach Planning and Zoning Board Meeting".

Please submit any questions to:
NMBCOMDEV@citynmb.com

Date Time: Jul 13, 2020 06:00 PM Eastern Time (US and Canada)

Join from PC, Mac, Linux, iOS or Android: Click Here to Join
Password: 088805
Note: This link should not be shared with others; it is unique to you.
Add to Calendar Add to Google Calendar Add to Yahoo Calendar

Or iPhone one-tap
US: +13017158592,,82558099248# or +13126266799,,82558099248#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 301 715 8592 or +1 312 626 6799 or +1 646 876 9923 or +1 253 215 8782 or +1 346 248 7799 or +1 408 638 0968 or +1 669 900 6833
Meeting ID: 825 5809 9248
Password: 088805
International numbers available: https://us02web.zoom.us/u/kbONJWgSUd

You can cancel your registration at any time.

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From:	Liliana
To:	Proffitt, Justin; Commission All External; Defillipo, Anthony
Cc:	save-our-paradise-members@googlegroups.com
Subject:	Some notes after Architect"s Zyscovich zoom presentation
Date:	Saturday, July 11, 2020 12:00:27 PM

Dear Mr. Major and Commisssioners,

My name is Liliana Korn Custy. I live in 3808 NE 166th Street, North Miami Beach, Fl. 33160

To make sure there is transparency in the way the city addresses all topics and decisions related to the Intracoastal Mall redevelopment:

1. I suggest that any meeting will be informed to all North Miami Beach residents with at least 15 days of the meeting.

2. I suggest that all people registered in the city web page to receive information about meeting and events, should be emailed about all meetings.

I want to address some topics mentioned on Architect Zyscovich's zoom presentation on 7-9-2020.

1. Traffic
2. New canal
3. Environmental Issues

1. In regards to traffic, I would recommend that the city leaders revise the data on which Architect Zyscovich traffic project findings and proposal is based. For any neighbor who lives in Eastern Shores, traffic has been a nightmare for the last several years, an it is not related to the present construction.
   During rush hours in the morning and the afternoon, during sunny beach days and when the draw bridge is up, 163rd street is a parking lot.
   Going in and out of Eastern Shores is a more than a challenge.
   Dezer's traffic consultant proposal, which is part of the redevelopment plan, aggravates this issue, since there is no solution when adding to the existing problem more cars brough by the high density project proposed by architect Zyscovich's redevelopment project for Dezer.

2. New Canal.
   Very proudly Architect Zyscovich markets his new proposed canal as inspired by European canals, as in the Netherlands.
   He forgets that
   a. all of these European
   b. canals were designed around 17th century for territory defense, water management, and as an economic solution to traffic and circulation of goods to busy ports.
   c. all the cities to which Architect Zyscovich refers, where these canals were built, are low to medium density cities with no high rises
   d. these cities have miles and miles of canals, which over the years have caused significant costly environmental problems, from flooding to cleaning and waste management.
   e. None of these canals were built for "recreation" purposes, to help market a speculative project, purposely destroying the environment.

3. Environmental Issues:

There is scientific evidence that by 2050, an estimated $15 billion to $36 billion of Florida's coastal property will be threatened by sea-level rise, according to a report last year from the Risky Business Project, a Bloomberg Philanthropies effort that quantifies economic risks from climate change. In South Florida, sea-level rise and climate change are already having an effect on available drinking

water, roads and sewer lines in low-lying areas, and storm and flood insurance rates.

Using Army Corps of Engineers sea-level-rise predictions, companies now assign flood scores to properties. Its formula can show how much of a threat sea-level rise poses to a property.

I would have been interested that Architect Zyscovich's presentation when referring to environment would have addressed how his project will not flood our Eastern Shores neighborhood for the next 50 years based on predicted sea-level-rise rates and king tides and everything else.

Otherwise, based on sea-level-rise projections, future owners of his property and Eastern Shores' neighbors may want to buy a boat along with their home or office.

As a municipal government, you can have a major impact on climate change policy, by strengthening building codes that make homes and offices and shops more resilient, and by enacting zoning ordinances that steer new development away from the riskiest areas.

Mr Major and North Miami Beach Commissioners, I hope you give all these important issues much consideration. The legacy of your time in government will be forever stained if you fail to responsibly take action against the rezoning of the Intracoastal Mall and Architect's Zyscovich Intracoastal Mall redevelopment project.

Best regards,

Liliana

KORNInteriorDesign Inc

Interior Design & Contracting

Liliana Korn Custy,

Home Design to the Power [3]

- Florida License Interior Designer ID5852

- Florida Licensed General Contractor CGC1513044

- Adjunct Professor at Florida International University School of Architecture & The Arts, Department of Interior Architecture

- Former Co-Chair Luxury Council Builders Association of South Florida

- Architect in Argentina

info@korninteriordesign.com

www.korninteriordesign.com

954-520-3182

IB 26001347

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the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our servers and kept as public record.

From:	Bruce Lamberto
To:	Proffitt, Justin
Cc:	Kramer, Barbara; Joseph,Michael; Fleurimond, McKenzie; Smith, Phyllis; Smukler, Fortuna; Villard, Paule; tucker@wtgibbs.com
Subject:	U Turn Under Bridge
Date:	Monday, July 13, 2020 6:57:33 AM

Justin

Please forward this email to the P & Z members this morning and prior to the meeting.

The City of North Miami Beach's residents paid a consulting firm (Kevin Crowder) to provide a redevelopment plan for the City. This plan included up-zoning numerous properties throughout the city. This up-zoning gave a windfall profit to all owners of these up-zoned properties. In the case of the ICM property. the property was originally zoned for up to 800 residential units and, due to up-zoning, is now allowed to build over 2250 residential and hotel units, more than tripling the value of the property..

In order to build the increased number of units, the developer is required to submit an acceptable (to the City) traffic plan that minimizes the impact to residents. The traffic plan Dezer Development submitted does not meet that mandate. They took the cheap way out.. The only option that provides minimal impact to the residents of Eastern Shores is for the developer to provide an off-ramp and U turn under the bridge that would provide direct access to the ICM property. This option is expensive, making the developer spend 10% to 15% of the windfall profit he received due to the up-zoning.on the construction of the ramp and U turn. Please keep in mind Dezer Development DID NOT PAY for the up-zoning, the residents did..

There is no reason why the P & Z Commission and the City Commission should allow any other option, including the installation of a dangerous traffic signal at the base of the bridge.and an additional left turn lane at 35th Avenue.that the residents of Eastern Shores would have to navigate. Do not let the develper tell you that the U turn is not a viable option. Environmental permitting can be accomplished for the U turn. The additional right of way required is owned by the State and the roadway is owned by the State. Please vote to mandate that the developer provide this option. To not do so is not in the best interests of the Eastern Shires residents.and residents of the City.

Sincerely

Bruce Lamberto

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July 13, 2020

Dat Huynh, Acting Dir, Transportation Development
Florida Department of Transportation- District 6
1000 NW 111th Avenue, Room 6111A
Miami, FL 33172

Dear Mr. Huynh,

As per our conversation earlier today, This email is to review some of my concerns with the Traffic Mitigation Plans at the North Miami Beach IntraCoastal Mall Development presented by Dezer Intracoastal Mall LLC.
I have included several issues which probably do not directly involve FDOT, I feel you should be aware of as these issues will have collateral detrimental impacts on SR-826.

It has come to my attention that Dezer's Plans are going to be reviewed by the Planning & Zoning Board Meeting this evening July 13, 2020. As the P&Z Board in our city is purely an advisory board, no approval of any kind will be granted or denied at that time. The item will be scheduled after this P&Z meeting for first reading at the August Council Meeting, and then for second reading (and council vote) during the September Council Meeting. Until the vote decision at the September Council Meeting, nothing has been approved (or denied) by the city. I have attached a screenshot of the city's website with the description and duties of the P&Z Board for reference.

<u>Summary:</u>
In March 2015 the City of North Miami Beach Commission (the City Commission) passed plans for the redevelopment of the IntraCoastal Mall known now as the Eastern Mixed-Use Waterfront District (Eastern MU/WF). The ordinance required that the Developer –

a. Provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.
b. Provide a traffic study that shows multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.

I have attached a portion of the applicable city municipal code ordinance Section 24-58.7(O)(2)(e) for reference.

The ordinance approved by the City Commission was based on the intention to create multiple free flow entrance and exit points to/from the Property, alleviate a potential increase of traffic on 35th avenue (a primarily residential access road), and provide traffic improvements for east/west traffic on the 826.

In the latest Master Plan drawings (dated May 20 2020) submitted by the Developer to the City of North Miami Beach Planning and Zoning Board (the Board), although limited in detail, show a clear disregard for the requirements of the ordinance items noted above.

The plans show the following points of ingress and egress to the property -

1. A modification to the existing 826 entrance and exit of the Property. This creates a new signalized intersection at what will become 36th.

2. A new entrance/exit on 35th avenue for utility ROW access, as well as heavy (semi-trucks) retail deliveries.

3. A new entrance (one way) on 35th avenue to the Property

4. A modification to the existing 35th avenue signalized intersection with to the Property at NE 164th St.

5. A new entrance/exit on 35th avenue for heavy (semi-trucks) retail deliveries and access to Police, Fire, and Community facilities.

6. A modification to the existing entrance/exit just south of the Eastern Shores guard house, to accommodate access to the proposed Townhomes on the Property.

The plans show the distance between the existing 35th avenue signalized intersection and new 36th avenue signalized intersection to be approximately 400 feet. The FWHA states that thought should be given to “the locations of other nearby traffic signals when considering the installation of new traffic signals”. Many experts state that even for a minor roadway classification in current and projected urban areas the distance between 2 signalized intersections should be at a minimum ¼ mile (1,320 ft.) - ½ mile (2,640 ft.). The intersection will create addition traffic and congestion along the 826, as well as inadequate space when vehicles queue up at the new 36th avenue signal.
I believe that the new proposed 36th avenue signalized interchange will also create a conflict for traffic heading east on the 826 from 35th avenue. Currently traffic has dedication lane separated by plastic delineators creating a safe merge and acceleration area from vehicles heading east on 826. The proposed design would eliminate the safety feature and push east bound vehicles close to the new 36th avenue left turn lane. If the left turn lane is over capacity a high probability for a collision could occur.
The plans denote the construction of a third turn lane from 826 east onto 35th avenue. It is my understanding that Triple turn lanes are usually utilized for ingress onto limited access roadways (highways, causeways, etc.) that allow for quick acceleration and limited decision points.
The proposed 35th avenue configuration appears to have 8 decision points, the first decision point only 200 feet from the end of the turn. This would cause numerous dangerous weave patterns for many vehicular users that are unfamiliar with the configuration. This would cause congestion from the 826 triple turn lane through 35th avenue. Normally, “triple left-turn lanes are appropriate at intersections with high left-turn volumes that cannot be adequately served in a single lane”. FHWA states that a double turn lane should be used for left-turn volumes exceeding 300 vehicles per hour, and a triple turn lane when demand exceeds 600 vehicles per hour. Based on this logic, a triple turn lane would double the amount of traffic being loaded onto 35th avenue.

For these reasons, the Developer should modify the Master Plan to accommodate multiple access points with direct east and west access as required, reduce the number of access points along 35th avenue, and remove the proposed triple left turn lane. This would de-incentivize users from using 35th avenue and creating a traffic burden for residents of Eastern Shores.

Saul Smukler

Saul Smukler, P.E.
3207 NE 168 Street
North Miami Beach, FL 33160

(305) 525-9191 (mobile)

att: City of NMB-P&Z Board Duties (pdf); Eastern MU/WF City Ordinance 24.58.7 (pdf)

cc.: Jim Wolfe, FDOT-D6 Secretary

City of North Miami Beach, Florida

Community Development Department

TO: Pamela Latimore, City Clerk
Municipal Code Corporation

FROM: Richard G. Lorber, Community Development Director

DATE: August 24, 2018

RE: Request for Correction of Scrivener's Error

It has come to our attention that one of our adopted ordinances was not adopted exactly as it was adopted by the City Commission. This involves Ordinance No. 2015-5, which was adopted by the City on March 17, 2015.

Specifically, Section 24-58.7 (O)(2)(e), involving the Eastern Mixed-Use Waterfront District, was amended to add additional language. Apparently this language was inadvertently not included in the version of the ordinance that was eventually codified. I have personally re-watched the video of the Commission meeting, and confirm that at approximately 9:52pm, there was a motion, 2nd and majority vote to amend the language. The amendment necessary to correct is shown below.

(2) *Public Services.*

* * *

e. The developer shall be required to ~~P~~provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.

We are requesting that the codifier make the necessary change as shown above. Please let me know when this is corrected. Thank you very much.

Sec. 24-58.7 - Eastern Mixed-Use Waterfront District (MU/EWF).

(A) *Purpose and Intent.* The purpose of these regulations is to implement policies that guide the design of development within the Eastern Mixed-Use Waterfront District (EASTERN MU/WF). The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new publically accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. This purpose will be fulfilled by:

(1) Ensuring high quality, architecturally compatible, consistently landscaped development throughout the District;

(2) Ensuring that new development or redevelopment projects enhance the visual character of the District and does not create incompatibility with the adjacent single family properties in terms of massing and scale;

(3) Encouraging the development of a neighborhood main street with pleasant shopping areas and attractive pedestrian spaces;

(4) Stimulating neighborhood commercial and retail activities;

(5) Encouraging people to reside in the District;

(6) Ensuring the mitigation of traffic issues such as providing additional access points into the site, where feasible;

(7) Ensuring public access to and the beautification of the waterfront;

(8) Ensuring the development and maintenance of new publically accessible open space; and

(9) Retaining and enhancing the existing rescue station and addition of a police substation.

* * *

(O) *Development Approval Conditions.*

(1) *Public Infrastructure and Streetscape Assessment and Fund.*

a. All new residential development, or renovation or remodeling of residential units within the EASTERN MU/WF, where total vertical construction costs of the development, renovation or remodeling is equal to or greater than five hundred thousand ($500,000.00) dollars shall pay a public infrastructure and streetscape assessment per dwelling unit. Such public infrastructure and streetscape assessment shall be paid prior to issuance of a building permit for the development, renovation or remodeling. All public infrastructure and streetscape assessments shall be deposited into the public infrastructure and streetscape fund.

b. Ordinary property maintenance is exempt from the public infrastructure and streetscape assessment. Repairs and restoration resulting from fire, flood, windstorm or other natural disaster, as determined by the building official, are exempt from the public infrastructure and streetscape assessment.

c. The amount of the public infrastructure and streetscape assessment shall be established by resolution of the City Council and may be adjusted from time to time.

d. A separate public infrastructure and streetscape fund shall be established by the City. All public infrastructure and streetscape assessment payments from residential development,

or renovation or remodeling of residential units within the EASTERN MU/WF shall be deposited into this fund and the funds shall be kept separate from any other City funds. The public infrastructure and streetscape fund shall be used by the City for improvement to and maintenance of the public infrastructure and streets in the EASTERN Shores Neighborhood. Use of such funds shall be determined by the City Council. Any monies not expended in the fund in any fiscal year shall be carried over in the fund into the following year. Any interest earned on the funds shall be retained in the fund.

(2) *Public Services.*

a. The developer shall be required to relocate, rebuild, improve, enhance or otherwise address per the direction of the City/County, the existing fire rescue station onsite.

b. The developer shall be required to provide, or otherwise address per City direction, a police substation onsite.

c. The developer shall be required to develop and maintain in perpetuity a minimum of six (6) acres of publically accessible open space in the District. Part of this six (6) acres shall be a new publically accessible neighborhood park, conveniently located for access by residents of the Eastern Shores Neighborhood, a minimum of sixty-five thousand (65,000) square feet in size.

d. The developer shall be required to develop and maintain in perpetuity a publically accessible waterfront promenade, the general location of which is approximately shown in the Designated Publically Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3). The new publically accessible waterfront promenade shall generally extend along the entire northern and eastern site boundary edges adjacent to the water.

e. **The developer shall be required to Pprovide** for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.

f. The developer shall be required to provide streetscape improvements within the MU/EWF property generally in accordance with the Street Network Connectivity Regulating Plan and Street Standards.

(P) *Development Permit Review Procedures.* The following development permit review procedure will apply to this district:

(1) The review procedures set out in Article XV and Section 24-171 (Concurrency) will apply within this district.

(2) Preapplication Conference: For those development permit requests that require a Pre-Application Conference, the specific issues identified below must be reviewed by the Applicant and addressed with staff at the Preapplication Conference:

(a) Provide a traffic study that shows multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue. Show plans to provide public access to the waterfront; improve, enhance, relocate, rebuild or otherwise address per City/County direction the Miami-Dade Rescue Station; address, per City direction, the addition of a police substation; and address the long term maintenance of designated publically accessible open spaces.

(b) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above and shown on the MU/EWF District's:

(1) Sub-Areas Regulating Plan.

(2) Street Network and Connectivity Regulating Plan.

(3) Designated Publically Accessible Open Spaces and Urban Greenways Regulating Plan.

(4) Building Heights Regulating Plan.

(5) Building Typology.

(Ord. No. 2015-5 , § 2(Exh. A), 3-17-15; Ord. No. 2016-6 , § 2, 7-5-16)

Advisory Committee for Disabled Individuals
Beautification Committee
Budget Review Commission
Charter Review
Code Enforcement Board
Commission on Aging/Senior Citizens Advisory Board
Commission on the Status of Women
Community Redevelopment Agency (CRA) Board
E. Shores First Add. Secur. Guard Spec. Taxing Bd.
E. Shores Security Guard Special Taxing Dist. Bd.
Education Committee
General Employees Retirement Board
Police & Fire Retirement Board
Management Pension Board
Multi-Cultural Committee
Planning & Zoning Board
Public Utilities Commission
Recreation Committee
Redevelopment Advisory Board

Planning & Zoning Board

Meetings

- Generally the 2nd Monday of each month at 6:00 p.m.
- City Hall Commission Chambers: 17011 NE 19th Avenue, 2nd Floor

Overview

The Planning and Zoning Board was established under the provisions of Ordinance 79-20, and is comprised of seven (7) members, each serving two year terms.

Board Members

- Julian Kreisberg, Chair
- Larry Thompson, Vice Chair
- Joseph Litowich
- Norman Edwards
- Marc St. Vil
- Larry Shinbaum
- Donard St. Jean

Duties

- Governed by the Zoning and Land Development Code and the Comprehensive Plan
- Acts in the statutory capacity of Local Planning Agency
- The Board shall review and make advisory recommendations to the City Commission on all applications for the following:
  - Rezonings;
  - Conditional uses;
  - Plats of subdivisions;
  - Changes to the Comprehensive Plan;
  - Changes to the Zoning and Land Development Code;
  - Variance;
  - Site plan;
  - Special Limited Conditional use.

Voting

Variances may be allowed, by the affirmative vote of two-thirds (2/3) of the members present (must be a quorum), for the purpose of preventing hardship or inequities not self-imposed, or for the purpose of preserving the constitutional rights of the applicant, subject to the approval of the City Commission. On all other matters, a majority vote is required.

Agendas & Minutes

Contact Us

Select Language

Anthony F. DeFillipo
Mayor - Group 1
Email Anthony F. DeFillipo
Phone: 305-948-2986

Planning & Zoning
Email Planning & Zoning

Physical Address
17050 NE 19th Avenue, 1st Floor
North Miami Beach, FL 33162

Phone: 305-948-2966

Hours

Monday - Friday
8:00 A.M. - 5:00 P.M.

Calendar

July 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	01	02	03	04
05	06	07	08	09	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	01

Mon Jul. 13
Virtual Planning & Zoning Board

Tue Jul. 21
Virtual City Commission Meeting

View All

ORDINANCE NO. 2020-XX

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI BEACH, FLORIDA AMENDING THE ZONING AND LAND DEVELOPMENT CODE OF THE NORTH MIAMI BEACH CODE OF ORDINANCES, BY AMENDING CHAPTER XXIV "ZONING AND LAND DEVELOPMENT CODE" ARTICLE V "ZONING USE DISTRICTS," SECTION 24-58 "MIXED USE (MU) DISTRICT" TO UPDATE REGULATIONS TO THE MIXED-USE DISTRICT, SECTION 24-58.7 "EASTERN MIXED-USE WATERFRONT DISTRICT (MU/EWF)" TO PROVIDE FOR AND UPDATE REGULATIONS AND REGULATING PLANS; PROVIDING FOR CODIFICATION; SEVERABILITY; CONFLICTS; AN EFFECTIVE DATE.

WHEREAS, the City of North Miami Beach ("City") Mayor and City Commission recognizes that changes to the adopted Code of Ordinances (the "City Code") are periodically necessary in order to ensure that the City's regulations are current and consistent with the City's planning and regulatory needs; and

WHEREAS, providing new publicly accessible open spaces as well as public access to and beatification of the waterfront are primary principles of the Eastern Mixed-Use Waterfront District, (MU/EWF); and

WHEREAS, the Mayor and City Commission desires to guide the design of development within the Eastern MU/EWF to encourage and incentivize mixed-use development projects that are the appropriate intensity, density, land-use mix, and urban design that creates a mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood; and

WHEREAS, the City desires to amend the City Code of Ordinances to establish multi-family housing that enables residents to reside on the waterfront; and

WHEREAS, the proposed amendment: (1) ensures high quality architecturally compatible, consistently landscaped development throughout the MU/EWF, (2) ensures that new development or redevelopment projects enhance the visual character of the MU/EWF, (3)

encourages the development of a neighborhood main street, (4) ensures mitigation of traffic issues by providing additional access points onto the site, (5) ensures public access to the waterfront, (6) ensures the development and maintenance of accessible open space, and (7) retains and enhances the existing fire rescue station and addition of a police substation; and

WHEREAS, the Planning and Zoning Board of the City, sitting as the Local Planning Agency, reviewed this request at its July 13, 2020 and voted to recommend _____ by a ___ to __ vote; and

WHEREAS, the Mayor and City Commission conducted a duly noticed public hearing in accordance with the law; and

WHEREAS, the Mayor and City Commission finds that the proposed zoning and regulating plan amendments to the Mixed-Use Districts and the Eastern Mixed-Use Waterfront District enhances the quality of life of the public and maintains concurrency with the City's Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Commission of the City of North Miami Beach:

Section 1. Recitals Adopted. The forgoing recitals are true and correct.

Section 2. Amendment. Chapter XXVI, "North Miami Beach Zoning and Land Development Code," Article V "Zoning Use Districts," is hereby amended to read as follows:

CHAPTER XXIV - ZONING AND LAND DEVELOPMENT

* * *

ARTICLE V. - ZONING USE DISTRICTS

* * *

Sec. 24-58 - Mixed Use (MU) District.

The following general intent, provisions and regulations shall apply to all mixed use districts in the City:

(C) *General Provisions and Requirements.* General provisions and requirements for Mixed-use districts shall be as follows:

(1) *Neighborhood Master Plan and the City's Strategic Plan.* A neighborhood master plan must be adopted by the City ~~Council~~ Commission prior to the rezoning of property to a Mixed-use zoning district and shall reflect the goals and objectives of the City's Strategic Plan, when applicable.

* * *

(3) *Mixed-Use District Required Elements.* Each individual Mixed-use district must contain the following elements:

***

i. ~~Publically~~ Publicly accessible open space.

* * *

(E) *Process for Establishment of a Mixed-Use District.*

* * *

(2) The City ~~Council~~ Commission must approve the neighborhood master plan through the public hearing process. After approval of the neighborhood master plan by the City ~~Council~~ Commission, a comprehensive plan text amendment shall be required to place the neighborhood plan in the appropriate City subarea description.

(3) Any specific Mixed-use district zoning regulations must be approved by the City ~~Council~~ Commission, through the public hearing process, and must reflect the goals set forth in the corresponding neighborhood master plan and the City's Strategic Plan, when applicable.

* * *

(G) *Regulating Plans and Diagrams.* The mixed use districts are governed by a series of regulating plans and diagrams. The Regulating Plans and Diagrams demonstrate development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans and Diagrams specified for each mixed use district. The Regulating Plans and Diagrams for the mixed use districts include the following, where applicable:

* * *

(3) The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan, which designates the approximate location of the required ~~Publically~~ Publicly accessible open spaces and urban greenway system in the mixed-use district.

(H) *Definitions.* The definitions within this section shall apply to all Mixed-use districts. If a term is not defined in this section, the definition in Article II shall apply.

(1) *Active use* means a use within an enclosed building designed for human occupation with a direct view to adjacent streets or ~~Publically~~ Publicly accessible open space.

* * *

(31) *Open space, public or ~~Publically~~ Publicly accessible* means a ground floor open space for public use and public accessibility abutting a public street on at least one (1) side and with unencumbered pedestrian access from the public sidewalk or right-of-way for the general public at all times.

* * *

(34) *Podium* means the lower portion of the tower building type on which the tower rests.

* * *

(J) *Street Standards.* The following standards shall apply to development in all mixed-use districts:

* * *

(3) Street Network Connectivity Regulating Plan and Street Standards. The Street Network Connectivity Regulating Plan for each mixed-use district shows the approximate location of existing and required new streets needed to create the prescribed network of streets within each mixed-use district. This plan also establishes the hierarchy of the streets within the district. In addition, the following shall apply:

c. The design of new streets and modifications of existing streets shall comply with the following requirements:

* * *

ii. All streets shall allow general public access. Privately built streets shall provide an approved plat restriction to allow general public access. No gates that impede through traffic are permitted along streets.

* * *

(K) *Vehicular Access and Circulation, Parking and Loading Standards.* The following standards shall apply to development in all the mixed-use districts:

(2) *Parking.* Parking developed in compliance with the standards in Article IX (Off-Street Parking and Loading) is required, with the following modifications:

* * *

1. All architectural elements that face a street or a ~~Publically~~ Publicly accessible open space shall appear consistent and harmonious with that of habitable space;

* * *

e. *Location of Parking.* Parking, developed in compliance with the standards in Section 24-92(D) (Location of Parking) is permitted, with the following modifications for existing non-residential uses only:

iii. All parcels used for remote parking purposes shall be joined with the parcel on which the principal use is located by a recorded easement and/or operational agreement, which shall be approved by the City Attorney. Those parties having any right, title or interest in and to the parcel being served by the remote parking shall execute and place in the public records of Miami-Dade County, Florida at their expense, a covenant, approved by the City ~~Council~~ Commission, that the nonresidential use, or portion thereof, that requires the remote parking in order to obtain the necessary permits or licenses, shall cease and terminate upon the loss and elimination of the remote parking, and that no nonresidential use may be made of the portion of the property requiring remote parking until the required parking facilities are available and provided. This covenant shall run with the land and be binding on the heirs, successors, assigns and lessees, and shall contain a provision that the City may collect costs and attorney's fees if litigation is necessary to enforce this covenant.

* * *

(M) *Open Space Standards.* Open space areas may be one (1) of three (3) types: designated ~~Publically~~ Publicly accessible, semi-public or private.

(1) *Designated ~~Publically~~ Publicly Accessible Open Spaces.* The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan for each mixed-use district shows the approximate location of existing public and new designated ~~Publically~~ Publicly accessible open spaces throughout the mixed-use district, where applicable. New designated ~~Publically~~ Publicly accessible open spaces are small in scale, largely devoted to natural landscaping and tend to have few structures. Accessory structures may include, statuary, fountains, etc. New designated ~~Publically~~ Publicly accessible open spaces shall be subject to the following requirements:

a. The minimum size of a new designated ~~Publically~~ Publicly accessible open space shall be four thousand eight hundred (4,800) square feet unless otherwise specified in the zoning district.

b. New designated ~~Publically~~ Publicly accessible open spaces shall be provided at grade level.

c. New designated ~~Publically~~ Publicly accessible open spaces shall provide shaded areas, and their ground surface shall be a combination of paving materials, lawn, or ground cover.

d. Off-street parking shall not be required for new designated ~~Publically~~ Publicly accessible open spaces.

e. Fences, walls and hedges are permitted around the perimeter of a new designated ~~Publically~~ Publicly accessible open space at a maximum height of thirty-six (36) inches, provided the enclosure does not prohibit public access.

f. The development and ongoing maintenance of a new designated ~~Publically~~ Publicly accessible open space area shall be the responsibility of the developer/property owner.

g. Properties that provide new designated ~~Publically~~ Publicly accessible open space shall be permitted relief from the minimum and maximum building setback requirements along the portion of the building fronting the open space specifically for the purpose of accommodating the open space.

* * *

(4) *Open Space Type Configuration and Design.* New designated ~~Publically~~ Publicly accessible open spaces and new semi-public open spaces shall be developed in the form of greens, plazas or squares.

* * *

(N) *Designated ~~Publically~~ Publicly Accessible Urban Greenways Systems.* The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Systems Regulating Plan for each mixed-use district shows the approximate location of the required ~~Publically~~ Publicly accessible urban greenways system throughout the mixed-use district. The property owner shall dedicate the land for the ~~Publically~~ Publicly accessible urban greenway or provide an easement, at the City's discretion, for public access along the entire length of the greenway abutting the property. Additionally, the development and ongoing maintenance of the required designated ~~Publically~~ Publicly accessible urban greenways shall be the responsibility of the developer/property owner along the urban greenway. The design and dimensional requirements for the required greenways are specified in each mixed-use district.

* * *

(R) *Height Standards.* The height of buildings shall be measured in stories and in feet. The maximum overall building height shall not exceed the maximum building height allowed for the district. Additionally, the following shall apply:

* * *

(2) ~~Each story shall be permitted a maximum height of twelve (12) feet except for the ground floor which shall be permitted a maximum height of twenty (20) feet.~~ Unless specified in the mixed use district regulations, the following height regulations shall apply:

a. Ground level stories shall be a maximum height of twenty (20) feet.

b. Second level stories shall be a maximum height of twenty (20) feet.

c. Each story above the second story shall be a maximum height of fourteen (14) feet.

d. Every building shall permit a single (1) specialty amenity story above the third story and above the fourteen (14) foot limit, for a maximum of twenty (20) feet.

e. For portions of interior spaces in buildings in mixed use districts that permit land uses that typically have higher story heights, such as movie theaters, auditoriums, television or other types of media studios, penthouse residential units, and similar land uses. The Community Development Director may waive the maximum story height

* * *

(S) *Design Standards.* The following design standards shall apply:

* * *

(2) *Block Requirements.* The following standards for blocks shall apply:

a. In the Mixed-Use Town Center (MU/TC), Mixed-Use Employment Center (MU/EC), Mixed-Use Neighborhood Center (MU/NC), Eastern Mixed-Use Waterfront (Eastern MU/WF), and Arch Creek Mixed-Use Corridor (MU/C) the maximum length of a block shall be six hundred (600) feet and the maximum perimeter shall be one thousand nine hundred (1,900) feet. The perimeter of a block is the sum of the sides of the block.

b. In the South Mixed-Use Waterfront (South MU/WF)~~, Eastern Mixed-Use Waterfront (Eastern MU/WF)~~ and Northern Mixed-Use Waterfront (Northern MU/WF) the maximum length of a block shall be four hundred (400) feet and

the maximum perimeter shall be one thousand four hundred (1,400) feet. The perimeter of a block is the sum of the sides of the block.

* * *

(T) *Development Permit Review Procedures.* The following development permit review procedure will apply to all mixed-use districts:

* * *

XV and Section 24-171 (Concurrency) will apply within the mixed-use districts.

(2) Preapplication Conference: For those development permit requests that require a Pre-Application Conference, the specific issues identified in the Comprehensive Plan and zoning regulations for the specific mixed-use district must be reviewed by the Applicant and addressed with staff at the Preapplication Conference.

(a) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above in Section 24-58(C)(3) as described herein and within the applicable mixed-use district per the district's:

* * *

(3) Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Regulating Plan.

* * *

Sec. 24-58.7 - Eastern Mixed-Use Waterfront District (MU/EWF).

(A) *Purpose and Intent.* The purpose of these regulations is to implement policies that guide the design of development within the Eastern Mixed-Use Waterfront District (EASTERN MU/WF). The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new ~~Publically~~ publicly accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation

towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. This purpose will be fulfilled by:

* * *

(8) Ensuring the development and maintenance of new ~~Publically~~ publicly accessible open space; and

* * *

(E) *Regulating Plans and Diagrams.* The EASTERN MU/WF is governed by a series of regulating plans and diagrams. The Regulating Plans and Diagrams demonstrate EASTERN MU/WF development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans and Diagrams contained herein and with the Building Typology and Placement Regulating Diagrams in Section 24-58 Mixed-Use (MU) district. The Regulating Plans and Diagrams for the EASTERN MU/WF include the following:

* * *

(3) The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan, which designates the approximate location of the required ~~publically~~ Publicly accessible open spaces, urban greenway system and publically Publicly accessible waterfront promenades as shown in Figure MU/EWF-3.

* * *

~~*Figure MU/EWF-1: Sub-Areas Regulating Plan*~~

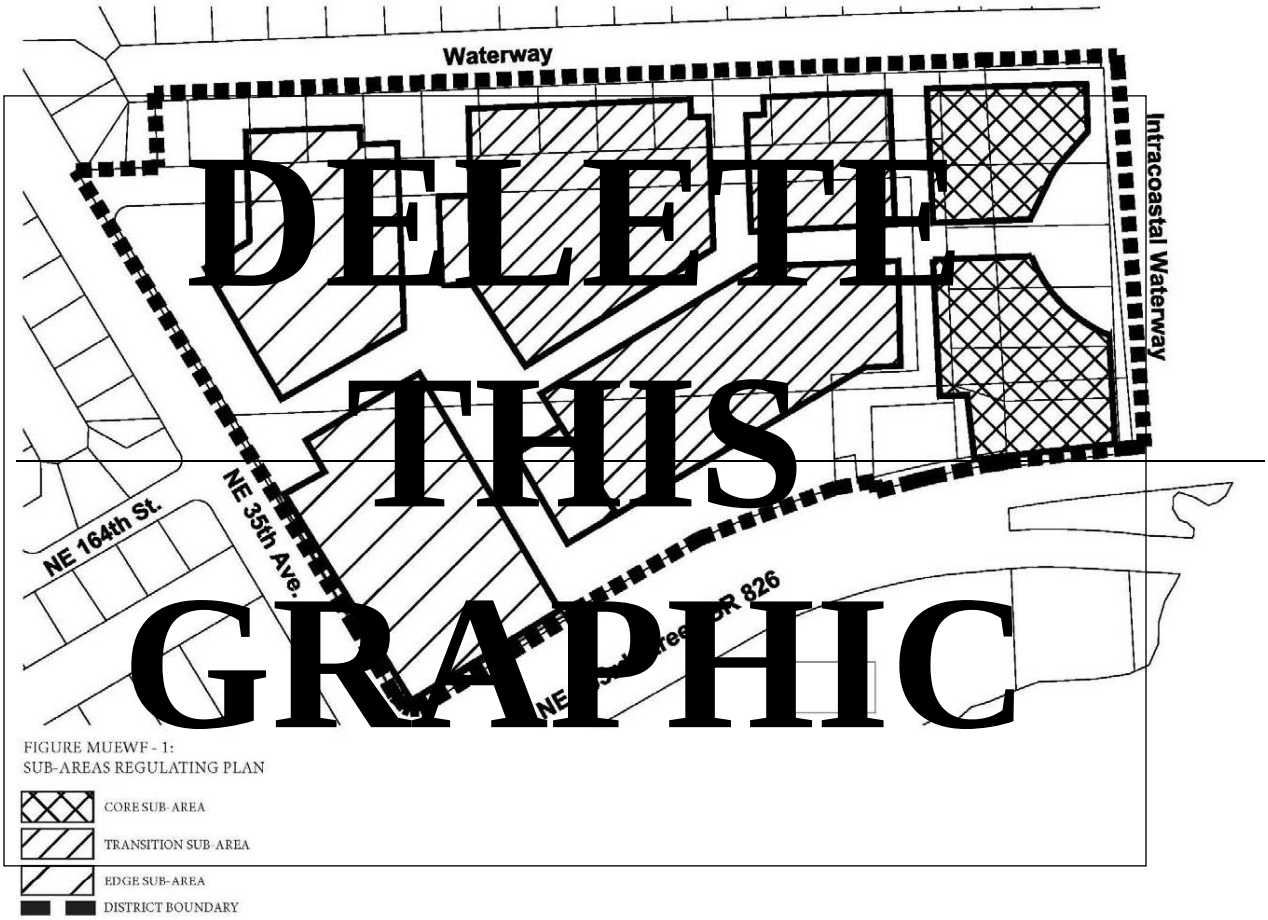


FIGURE MUEWF - 1:
SUB-AREAS REGULATING PLAN

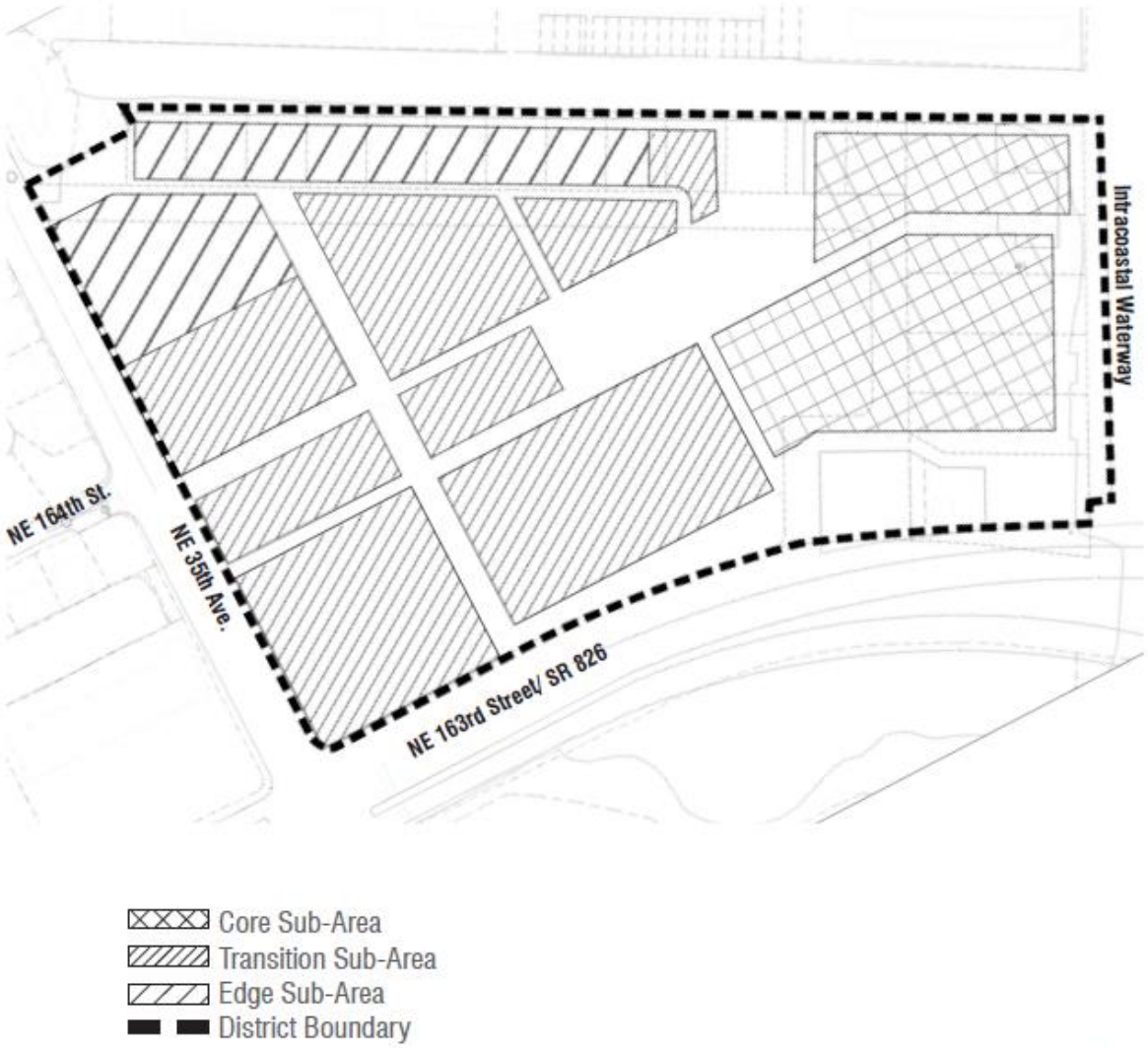
CORE SUB-AREA

TRANSITION SUB-AREA

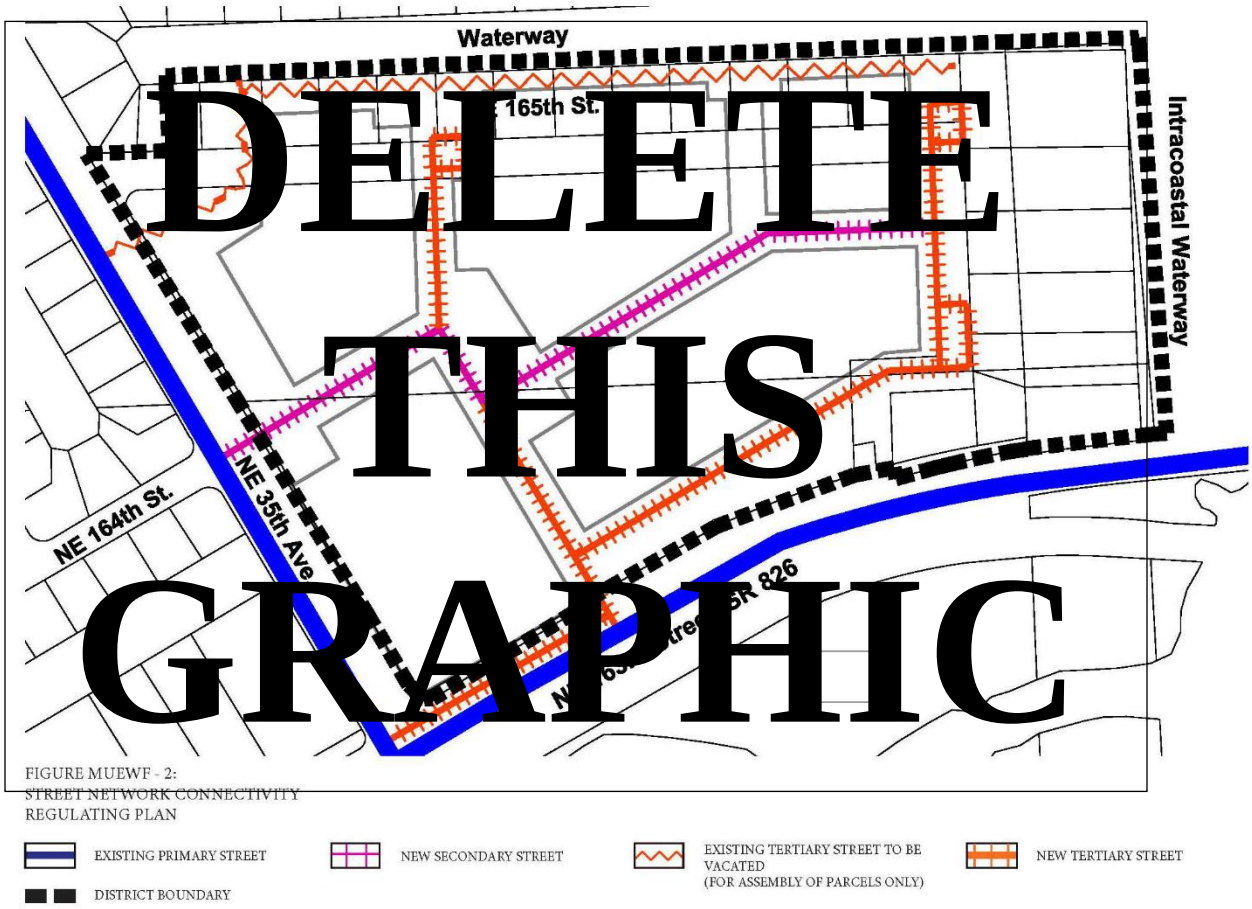
EDGE SUB-AREA

DISTRICT BOUNDARY

Figure MU/EWF-1: Sub-Areas Regulating Plan [add this graphic below]

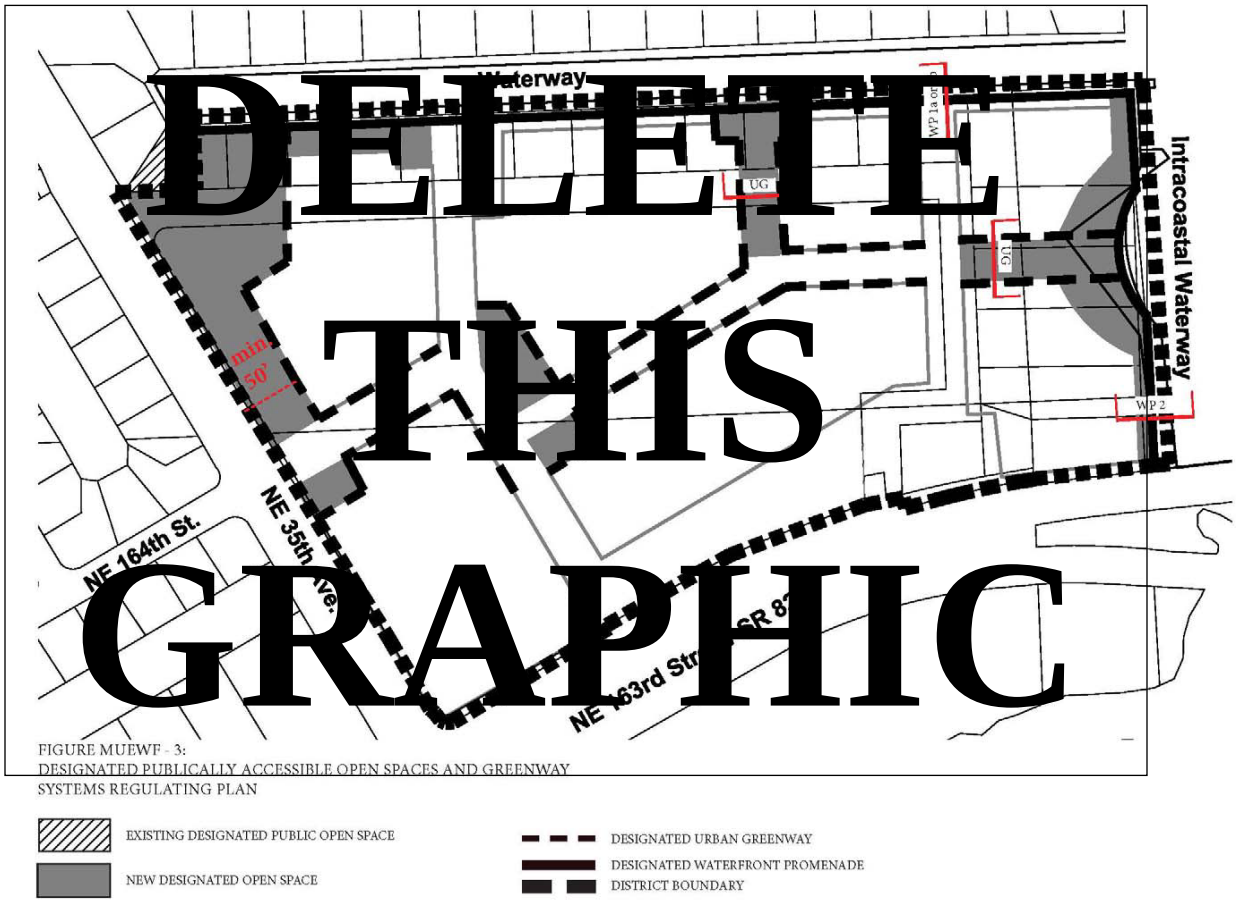


~~*Figure MU/EWF-2: Street Network Connectivity Regulating Plan*~~

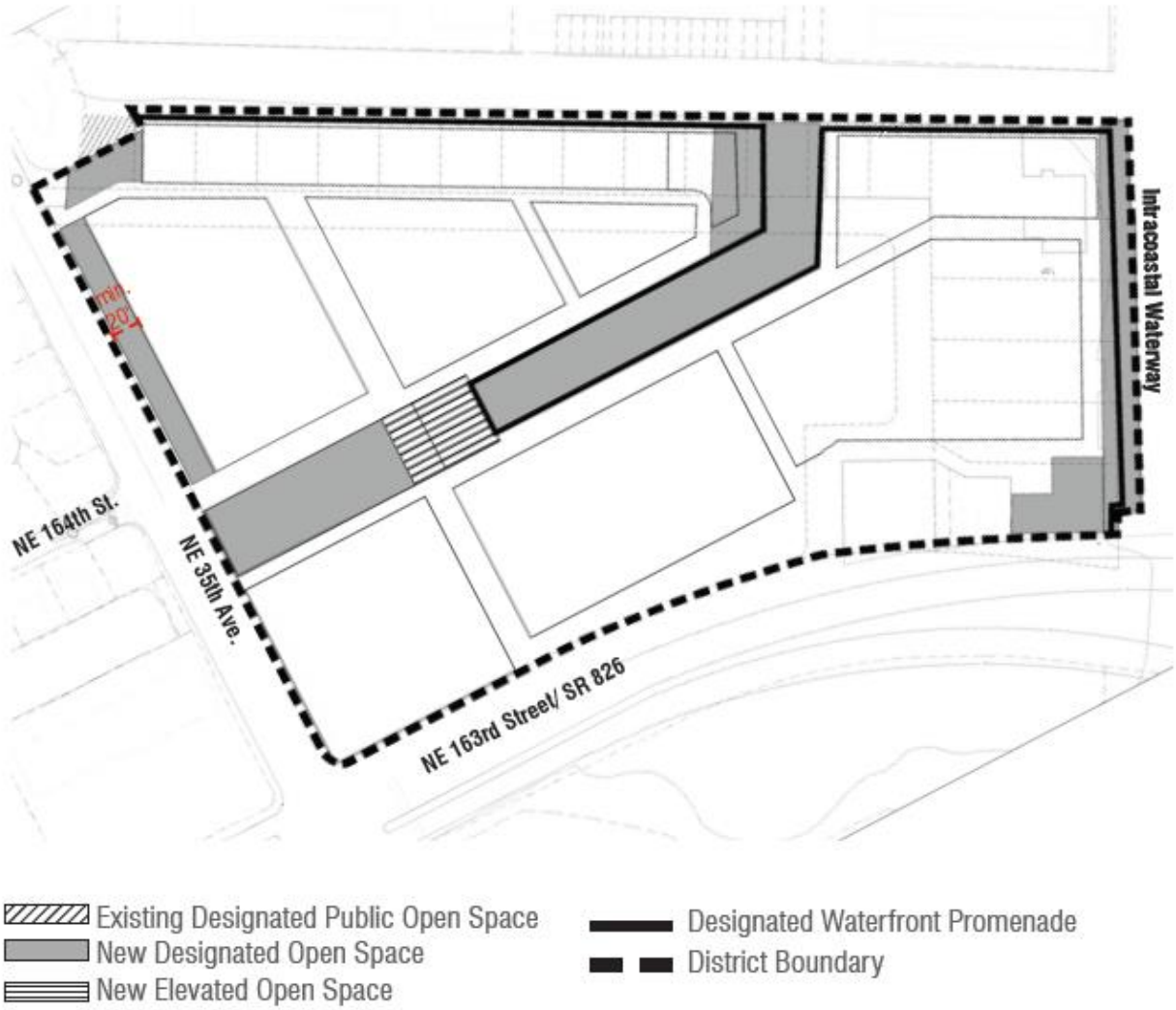


<u>Figure MU/EWF-2: Street Network Connectivity Regulating Plan</u> [add this graphic below]

~~*Figure MU/EWF-3: Designated Publicly Accessible Open Spaces and Greenway Systems Regulating Plan*~~



<u>Figure MU/EWF-3: Designated Publicly Accessible Open Spaces and Greenway Systems Regulating Plan</u> [add this graphic below]


Intracoastal Waterway
min. 20'
NE 164th St.
NE 35th Ave.
NE 163rd Street/ SR 826
Existing Designated Public Open Space
New Designated Open Space
New Elevated Open Space
Designated Waterfront Promenade
District Boundary
N

~~*Figure MU/EWF-4: Building Heights Regulating Plan*~~

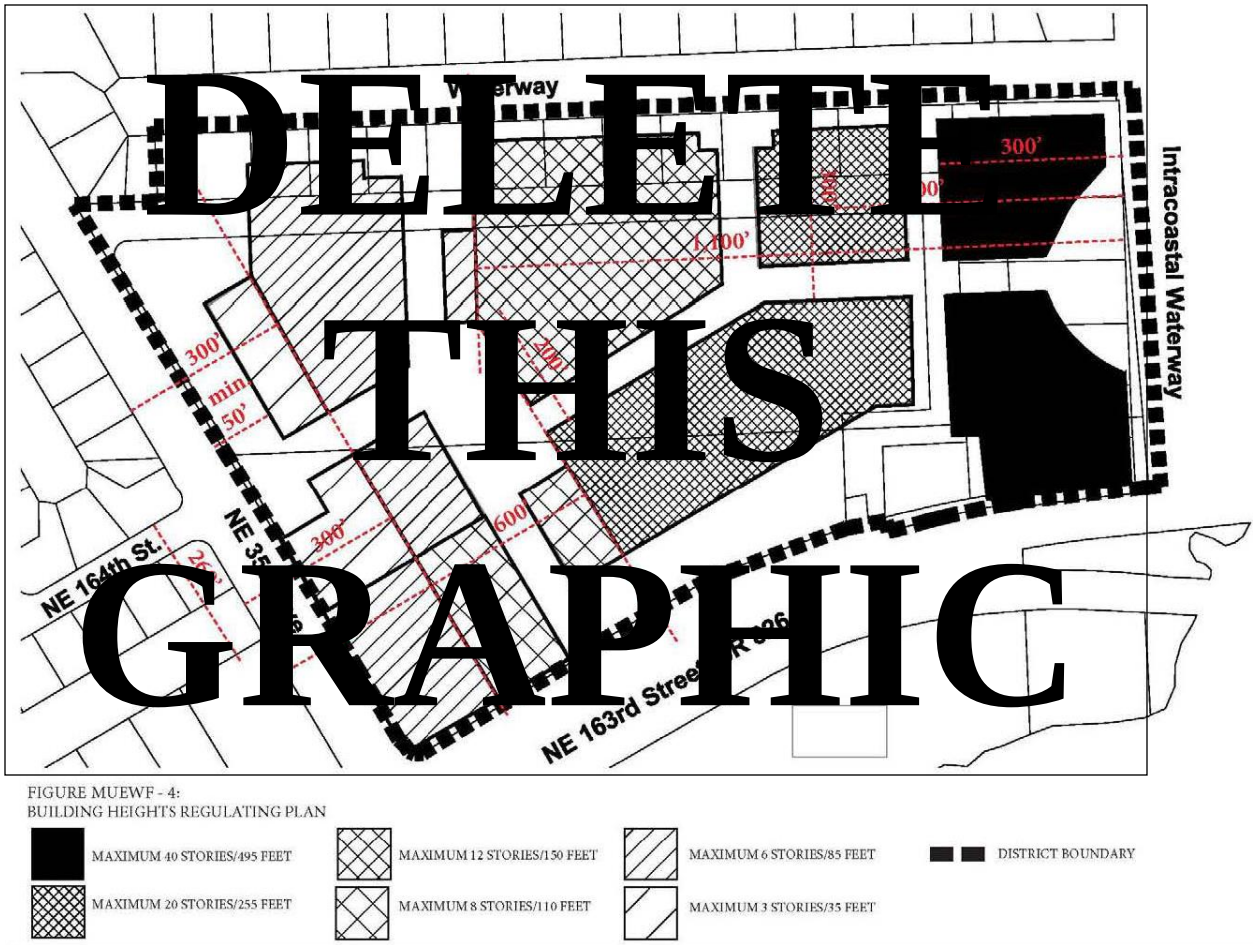
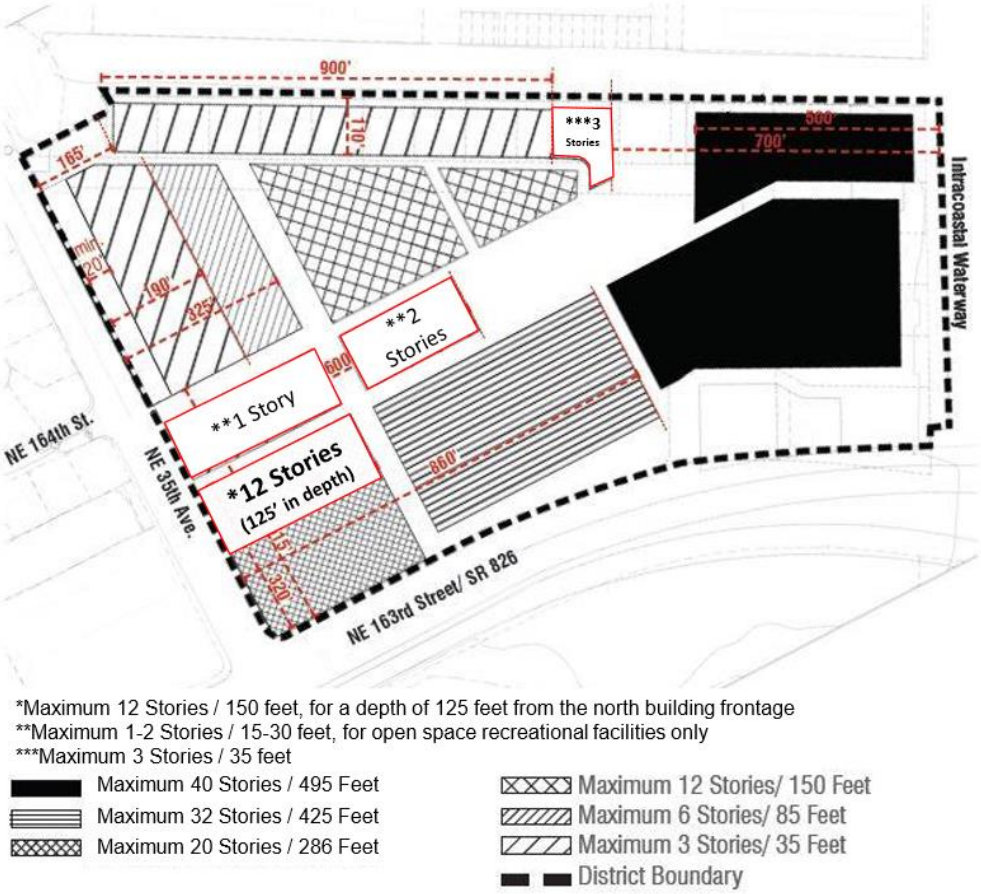


Figure MU/EWF-4: Building Heights Regulating Plan [add this graphic below]



* * *

(G) *Permitted Uses.*

(1) *Land Use Principles.*

* * *

e. Buildings fronting NE 35th Avenue, south of NE 164th Street, shall contain active use <u>for a minimum of twenty-five (25%) of the building frontage</u> along the ground floor only fronting NE 35th Avenue.

* * *

g. Where a proposed development is adjacent to NE 35th Avenue, the proposed development shall:

i. Create a fifty-foot-wide landscaped buffer within the proposed project property along the property line, between the proposed development and that portion of NE 35th Avenue as specified in the Designated ~~Publically~~ <u>Publicly</u> Accessible Open Space and Greenways Systems Regulating Plan Figure MU/EWF-3. The landscaped buffer shall not contain any structures, ~~driveways, or roads~~, except

connecting driveways or roads to the development, liner buildings, sidewalks, bike paths, transit shelters or similar; and

* * *

h. The maximum horizontal dimension of a building shall be four hundred sixty-five (465) feet.

(2) Permitted Use Table MU/EWF-1 includes the principal uses permitted in the EASTERN MU/WF along with any required restrictions on such uses, for each of the sub-areas. Principal uses not included in Table MU/EWF-1 are not permitted in the EASTERN MU/WF. The EASTERN MU/WF shall be subject to the Supplemental Regulations as provided for in Article VIII unless modified herein. Uses which are similar in nature to the uses permitted herein, but not enumerated in higher density use areas, shall be permitted upon a finding by the Community Development Director that the characteristics of, and activities associated with the use are substantially similar to one or more of the listed uses, and will not involve greater impacts than the uses listed in the district and the use will be consistent with the purposes of the applicable zoning district and use areas.

Table MU/EWF-1

PERMITTED USES IN THE EASTERN MIXED-USE WATERFRONT (MU/WF) DISTRICT

P= PERMITTED BY RIGHT C = CONDITIONAL USES NP= NOT PERMITTED

Uses	**Use Areas**		
	Core	**~~Center~~ Transition**	**Edge**
Lodging Accommodations			
Hotels	~~C~~ **P**	~~C~~ **P**	NP

* * *

(I) *Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan.* The designated ~~publically~~ Publicly accessible urban greenways system and ~~publically~~ Publicly accessible waterfront promenades shall be one (1) of the following types depending on the location within the EASTERN MU/WF and as generally shown in the Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Systems Regulating Plan (Figure MU/EWF-3).

* * *

(3) The designated ~~publically~~ Publicly accessible urban greenways system and publically Publicly accessible waterfront promenades shall be designed to enhance the visual

character of the waterfront and specific streets along the urban greenways and ensure pedestrian connectivity by:

* * *

(J) *Building Heights Regulating Plan and Additional Height Standards.* All new and existing development shall comply with the standards found within the Building Heights Regulating Plan as shown in (Figure MU/EWF-4). Table MU/EWF-2 provides a summary of the heights per sub-area, however, since maximum building heights vary within the sub-areas and are dependent on location, the Building Height Regulating Plan shall be referred to.

Table MU/EWF-2 Maximum Permitted Height (1)	
Area	**Maximum Permitted Height**
Core Sub-Area	40 stories/495 feet (2), (3)
Transition Sub-Area	~~20 stories/255 feet~~ 32 Stories/425 feet (2) (3)
	~~12 stories/160 feet~~ 20 Stories/286 feet (2), (3)
	12 stories/160 feet (2) (3)
Edge Sub-Area	~~8 stories/110 feet (3)~~
	6 stories/85 feet (3)
	3 stories/35 feet (3)
Notes: (1) Height has been rounded up to allow for additional space for mechanical equipment and the measurement of the roof. Measurement of stories is regulated in Section 24-58 Mixed-use District. (2) Buildings higher than 8 stories shall only be developed per the Tower building Type standards. (3) The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting density and intensity does not exceed the density and intensity that would otherwise be accommodated in the maximum number of stories permitted. In the Edge and Transition sub-areas, no building may equal or exceed the number of stories in the next higher sub-area. In the Core sub-area, no more than eight (8) additional stories will be permitted.	

* * *

(L) *On-site Parking Standards.*

* * *

Table MU/EWF-5 Minimum and Maximum Parking Requirements by use		
	Min	**Max**
Retail, restaurant	2 per 1,000 sf	4 per 1,000 sf

or commercial		
Office	2.5 per 1,000 sf	4 per 1,000 sf
Hotel and motel; hotel and motel, limited	1 per 4 rooms plus 1 per 800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff	1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas; 1 per 15 rooms for staff
Residential	~~1 per unit plus 1 per 20 units for guest parking~~ 1 / 1BR and 2BR unit; 1.5 / 3BR unit 1 / 20 units (guest parking)	~~2 per unit plus 1 per 20 units for guest parking~~ 2 / 1BR and 2 BR unit; 3 / 3BR unit 1 / 20 units (guest parking)
Microbrewery, winery or distillery	Retail/tasting room: 2 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1 per 1,000 sq. ft. gfa	Retail/tasting room: 4 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1.5 per 1,000 sq. ft. gfa

* * *

(2) *Public Services.*

* * *

c. The developer shall be required to develop and maintain in perpetuity a minimum of six (6) acres of ~~publically~~ Publicly accessible open space in the District. Part of this six (6) acres shall be a new ~~publically~~ Publicly accessible neighborhood park, conveniently located for access by residents of the Eastern Shores Neighborhood, a minimum of sixty-five thousand (65,000) square feet in size.

d. The developer shall be required to develop and maintain in perpetuity a ~~publically~~ Publicly accessible waterfront promenade, the general location of which is approximately shown in the Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3). The new ~~publically~~ Publicly accessible waterfront promenade shall generally extend along the entire northern and eastern site boundary edges adjacent to the water.

* * *

(P) *Development Permit Review Procedures.* The following development permit review procedure will apply to this district:

* * *

(a) Provide a traffic study that shows multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue. Show plans to provide public access to the waterfront; improve, enhance, relocate, rebuild or otherwise address per City/County direction the Miami-Dade Rescue Station; address, per City direction,

the addition of a police substation; and address the long term maintenance of designated ~~publically~~ Publicly accessible open spaces.

(b) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above and shown on the MU/EWF District's:

* * *

(3) Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Regulating Plan.

* * *

Section 3. Codification. This Ordinance shall be codified in accordance with the foregoing. It is the intention of the Mayor and City Commission that the provisions of this Ordinance shall become and be made a part of the City of North Miami Beach Code of Ordinances; and that the sections of this Ordinance may be renumbered or re-lettered and the word "ordinance" may be changed to "section," "article" or such other appropriate word or phrase in order to accomplish such intentions.

Section 4. Severability. If any section, sentence, clause, or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 5. Conflicting Ordinances. All prior ordinances or resolutions, or parts thereof, in conflict herewith are hereby repealed to the extent of said conflict.

Section 6. Effective Date. This Ordinance shall be in full force and effect immediately upon its passage on second reading.

APPROVED on first reading this ____ **day of _____, 2020**.

APPROVED AND ADOPTED on second reading this ____**day of _____, 2020**.

ATTEST:

_____
ANDRISE BERNARD
CITY CLERK

(CITY SEAL)

_____
ANTHONY F. DEFILLIPO
MAYOR

APPROVED AS TO FORM &
LANGUAGE & FOR EXECUTION

_____
DANIEL A. ESPINO
CITY ATTORNEY

SPONSORED BY: Mayor and City Commission

Commissioners	YES	NO	ABSTAIN	ABSENT
Mayor. Anthony F. DeFillipo				
Vice-Mayor Phyllis S. Smith				
Commissioner McKenzie Fleurimond				
Commissioner Barbara Kramer				
Commissioner Frantz Pierre				
Commissioner Michael Joseph				
Commissioner Fortuna Smukler				
Commissioner Paule Villard				

PLANNING AND ZONING BOARD
STAFF REPORT

TO: Planning and Zoning Board Members
FROM: Justin Proffitt, AICP, Community Development Director
Sharon Cino, Planning & Zoning Manager
DATE: July 13, 2020
RE: Mixed Use Waterfront District (MU/EWF) and Mixed -Use (MU) District Zoning Code Text Amendments

P&Z ITEM # 20-7

UPDATE:

At the June 8th Planning and Zoning meeting the board voted to defer this item to allow the applicant to respond to the deferral comments that accompany the development agreement. Staff discussed with the applicant additional building height limitations and the removal of some of the zoning code amendments that are not needed for the proposed development and therefore have been removed from the this request.

REQUEST:

The applicant for the proposed development agreement on this agenda, Dezer Intracoastal Mall, LLC requests the City of North Miami Beach to amend two sections of the Zoning and Land Development Code by amending Chapter 24, Article V "Zoning Use Districts" Section 24-58 "Mixed Use (MU) District" and Section 24-58.7 "Eastern Mixed-Use Waterfront District.

COMMUNITY DEVELOPMENT ANALYSIS

The applicant is requesting these amendments to provide consistency with the proposed Conceptual Master Development Plan. The proposed conceptual master plan provides improvements and features that are significantly different than what was adopted by the City Commission in 2015. <u>It is important to note that none of these amendments propose to increase the residential density or nonresidential space adopted by the City Commission in 2015.</u>

The proposed zoning code amendments relate to the following issues, which will also be summarized more in depth below:

Amendments that apply only to the applicant's property and the MU/EWF District (Section 24-58.7 – Mixed Use Eastern Waterfront District)

- Regulating Plan adjustments to sub-area boundaries, street network, open space, building height configuration;
- Ground floor active use requirements for a portion of the building façade along NE 35th Avenue;
- Changing Hotels from Conditional to Permitted Use
- Increasing maximum parking limitation for 3 bedroom residential units.
- Removing duplicative language and scrivener's errors in the existing code.
- Building length

Amendments that apply to ALL mixed-use districts Citywide (Sec. 24-58, Mixed Use Districts)

- Defining building story height limitations;
- Block size
- Removing duplicative language and scrivener's errors in the existing code.

The applicant states that these amendments are necessary to:

"Together, the .. proposed amendments to Section 24-58 will allow for the effective design and creation of an active, distinctive, and pedestrian-friendly urban environment. Increasing the allowable building horizontal dimension and block length will allow for maximization of water views and green areas/open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts. In addition, these text amendments allow for the significant physical and functional integration of uses and project components necessary to achieve the desired synergies and sense of place that are the hallmarks of quality mixed-use developments.

The .. proposed amendments to Section 24-58.7 will enable the Applicant to design and redevelop the Property in a manner that is thoughtful, innovative, and consistent with the spirit of the district regulations. Specifically, these amendments are necessary to achieve improved site configuration, and pedestrian and vehicular circulation and orientation, as well as the creation of the canal, which bifurcates the majority of the Property. The canal was not envisioned in the current regulating plan or diagrams, is the focal point of the proposed development. Not only will this new landmark contribute to the sense of place and identity of the project, but it will also serve as a natural and attractive component that will dramatically enhance the experience of visitors and residents alike. As such, the proposed text amendments are needed to amend the regulating plan and provide consistency for the project with the associated MU/EWF district regulations."

Purpose & Intent of the MU/EWF District [Sec. 24-58.7(A)]

When considering the proposed zoning code amendments, city staff and the City's architectural and urban design consultant, Bermello Ajamil, reviewed the amendments against the following:

- Purpose and intent of the MU/EWF District, Section 24-58.7(A).
- Development standards in the Mixed-Use regulations Section 24-58.

- Comprehensive Plan Mixed Use District Policies relating to 1.8.2 - Land Use, Densities, Intensities, and Approach for each Zoning District; 1.8.6 - Mixed-Use District Regulatory Framework; 1.8.8 - Design Principles and Procedures.

The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new publicly accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. This purpose will be fulfilled by:

1. Ensuring high quality, architecturally compatible, consistently landscaped development throughout the District;
2. Ensuring that new development or redevelopment projects enhance the visual character of the District and does not create incompatibility with the adjacent single-family properties in terms of massing and scale;
3. Encouraging the development of a neighborhood main street with pleasant shopping areas and attractive pedestrian spaces;
4. Stimulating neighborhood commercial and retail activities;
5. Encouraging people to reside in the District;
6. Ensuring the mitigation of traffic issues such as providing additional access points into the site, where feasible;
7. Ensuring public access to and the beautification of the waterfront;
8. Ensuring the development and maintenance of new publicly accessible open space; and
9. Retaining and enhancing the existing rescue station and addition of a police substation.

MU/EWF (ENTITLEMENTS /BASKET OF RIGHTS)

The MU/EWF district (Policy 1.8.2) is capped at 2,000 residential units and 2,500,000 square feet of non-residential development. The chart below outlines compliance with this policy and shows the remaining amount of development potential expected for the MU/EWF district:

MU/EWF Development	Residential Units	Non-Residential in Square Feet
Maximum	2000	2,500,000
Pre-existing Development	0	300,000
Subtotal	**0**	**300,000**
Remainder	**2000**	**2,200,000**

*Per Policy 1.8.2. Maximum Development Densities, Intensities for Eastern MU/WF, Mixed-Use Waterfront

As previously stated above the proposed development does not exceed the maximum development density or intensity as permitted in the MU/EWF district. The existing development for MU/EWF district does not include any residential units. It does include 300,000 square feet of existing nonresidential development (shopping center and supermarket). The proposed development intends on using the available 2,000 residential units, and only 575,000 square feet of the available non-residential area (commercial/retail/office space).

Summary & Staff Analysis

The following is a summary and staff analysis of the proposed zoning code amendments:

Section 24-58 Mixed Use District Text Amendments (Amendments that apply to all mixed use)

- **Floor/Story Heights.** The proposed changes **in Section24-58 (R)(2)** are provided below:

  a. *Ground level stories shall be a maximum height of twenty (20) feet.*

  b. *Second level stories shall be a maximum height of twenty (20) feet.*

  c. *Each story above the second story shall be a maximum height of fourteen (14) feet.*

  d. *Every building shall permit a single (1) specialty amenity story above the third story and above the fourteen (14) foot limit, for a maximum of twenty (20) feet.*

  e. *For portions of interior spaces in buildings in mixed use districts that permit land uses that typically have higher story heights, such as movie theaters, auditoriums, television or other types of media studios, penthouse residential units, and similar land uses. The Community Development Director may waive the maximum story height.*

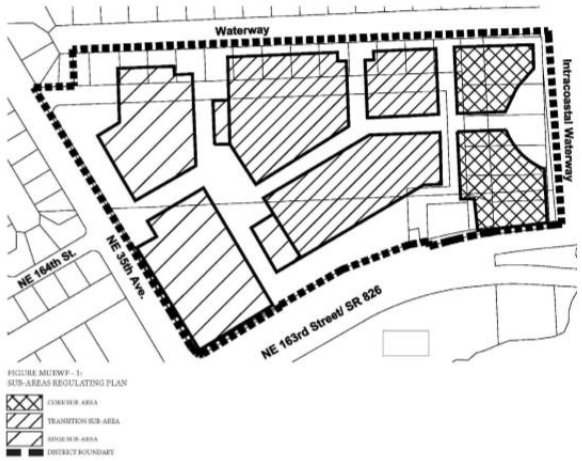
  The proposed change would incorporate special uses such as movie theaters and was recommended by Bermello and Ajamil to allow flexibility for unique amenities to be built such as movie theaters, auditoriums, media studios, and penthouse residential units. The proposed change will increase the maximum story height in a building from twelve (12) feet to fourteen (14) feet for added flexibility in building design and based on an evaluation of the existing mixed use ordinances. Additional height is recommended to allow for additional space for mechanical equipment as well. Each building will be allowed to have a unique amenity story built above the third story for a maximum of (20) feet. This change responds to multiple variances the city has approved for development projects featuring amenity decks with pools. The Second level retail requires higher floor heights to improve the quality of the development when two story retail is proposed in a project. These proposed changes are consistent with the recommended code changes in the upcoming Mixed-Use Phase II zoning code amendments.

- **<u>MU / EWF Regulating Plan Amendments:</u>**

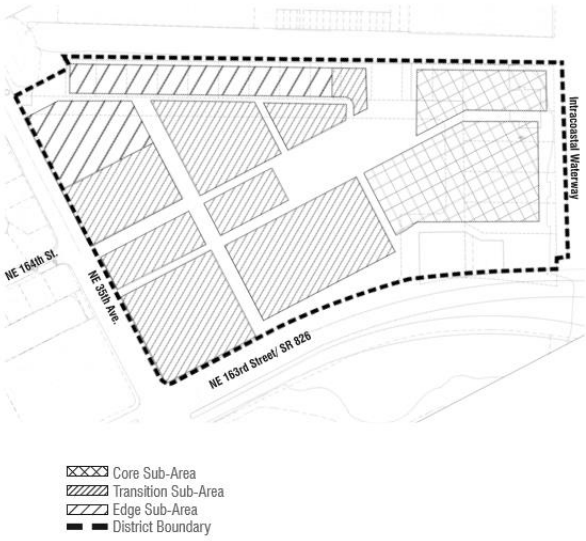
  - **Sub Areas Regulating Plan - Section 24-58.7(E) Figure MU/EWF 1.**

  The diagrams below describe the previously adopted plan and proposed Core, Transition and Edge Sub Areas Regulating Plan:

Regulating Plan



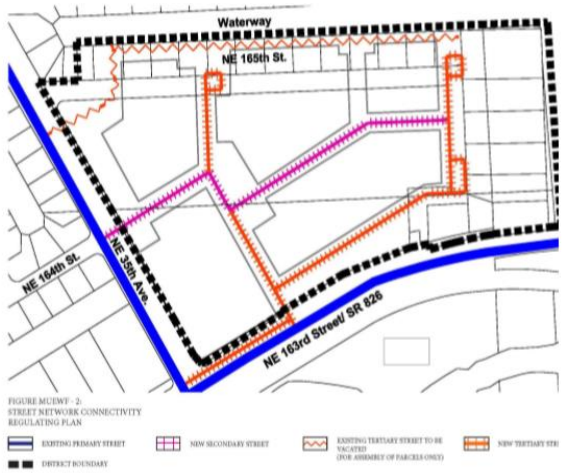
Proposed



The proposed building height in the Core Sub-Area would be designated toward the waterfront, greenways and park vistas to promote a walkable neighborhood. These changes are requested in order to accommodate the conceptual master plan designed by the developer. As one regulating plan changes the others must be updated as well.

- **<u>Street Network Connectivity Regulating Plan - Section 24-58.7(E) Figure MU/EWF 2</u>**, the diagrams below describe the previously adopted plan and proposed plan.

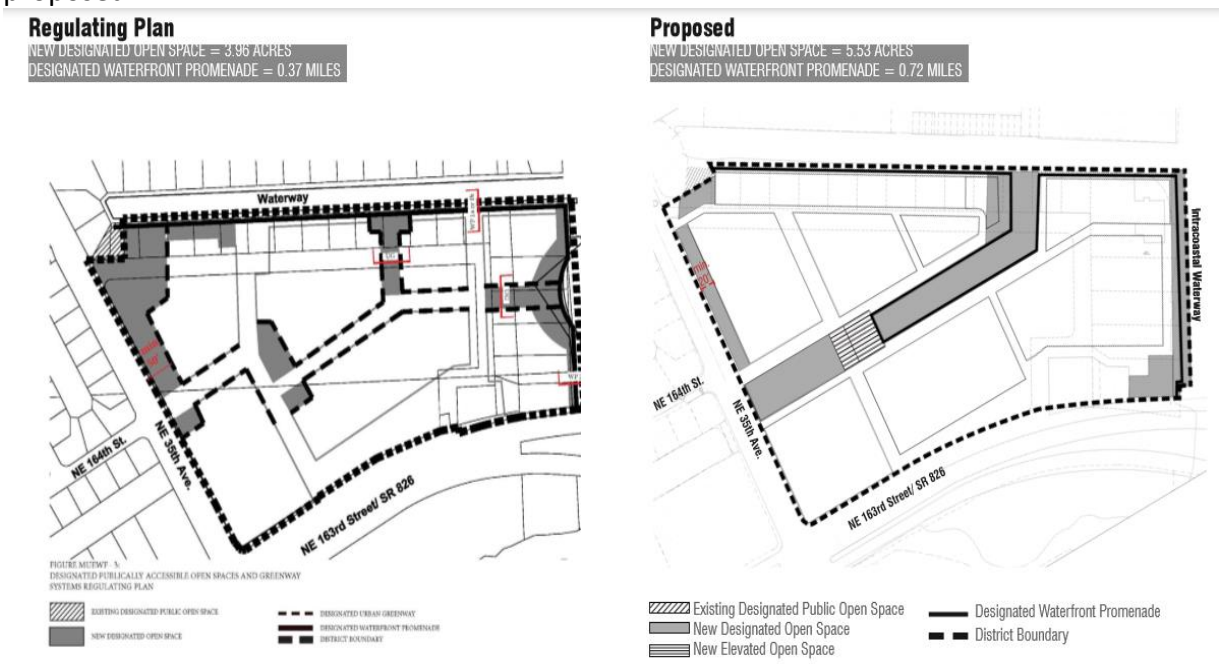
Regulating Plan



Proposed

In the adopted plan three streets are identified along NE 35 Avenue; a tertiatry street at the northwest corner of the property, one at NE 164th Street, and a frontage road with a connection to SR 826 at NE 36 Avenue/Intracoastal Mall Driveway. In the proposed plan, three streets are identified at different locations along NE 35th Avenue: one at the northwest corner of the property; two at NE 164th Street (with the southern one of these being a one way eastbound only). In both plans, the direct east and west access to and from SR 826 is shown as NE 36 Avenue/Intracoastal Mall Driveway. The proposed development will include a signal at the intersection of SR 826 and NE 36 Avenue/Intracoastal Mall Driveway. The requirement in Section 24-58.7(O)(2)(e) states that street network connections associated with the proposed development shall not overburden NE 35 Avenue and shall provide multiple access points providing direct east and west access to and from 826/NE 163rd Street.

- **<u>Designated Publicly Accessible Open Spaces and Greenway Systems Regulating Plan</u>** - **Section 24-58.7(E) Figure MU/EWF 3:** The diagrams below describe the previously adopted plan and proposed**:**



The existing regulating plan amounted to approximately 2.90 acres of public open space throughout the entire zoning district. The proposed change would significantly increase the publicly accessible open space existing requirement resulting in six (6) acres of publicly accessible open space, for residents to access public amenities, greenways, waterfront promenade around the north and east perimeters of the property, streetscape improvements on the ground level connecting to the existing neighborhood along NE 35th Avenue. The proposed development includes the main park, community center, playground, dog park, mangroves and other green spaces throughout the property.

- **Building Heights Regulating Plan & Maximum Permitted Height – Sections 24-58.7(E) and (J) Figure MU/EWF-4 and Table MU/EWF-2**: The diagrams below describe the previously adopted plan and proposed.

The proposed change proposes to redistribute the building heights in the MU/EWF district. The applicant states that redistributing the building heights is necessary:

"..to design and redevelop the Property in a manner that is thoughtful, innovative, and consistent with the spirit of the district regulations. Specifically, these amendments are necessary to achieve improved site configuration, and pedestrian and vehicular circulation and orientation, as well as the creation of the canal, which bifurcates the majority of the Property. The canal was not

envisioned in the current regulating plan or diagrams, is the focal point of the proposed development. Not only will this new landmark contribute to the sense of place and identity of the project, but it will also serve as a natural and attractive component that will dramatically enhance the experience of visitors and residents alike."

Below is a graphic from Sheet A1-15 of the Master Concept Development Plan. The left side of the graphic shows the current Building Heights Regulating Plan adopted by the City Commission in 2015. The right side shows the proposed regulating plan. The main difference between the two regulating plans is the general redistribution of the building heights and massing from the northern side of the district to the southern side of the district. In the adopted plan, the building heights increase from west to east starting with 3 stories along NE 35th Avenue and ending with the Core Sub-Area (Dark Black) at 40 Stories along the intracoastal waterway. The proposed plan redistributes building height by increasing from the north/northwest to the southern side of the district and property line along NE 163rd Street.

Table MU/EWF-2 provides a summary of the heights per sub-area. The proposed changes to Table MU/EWF-2 reflect the redistribution of heights in the Building Heights Regulating Plan and further define the third note in the table. The third note in the table permits flexibility in the number stories in a building as long it does not exceed the overall height maximum measured in feet. Developers must demonstrate that although the building has more stories than what the code permits, the resulting density and intensity does not exceed the density and intensity that would otherwise be accommodated in the maximum number of stories permitted. Adding the word "density" clarifies that even if the building has more stories than the maximum permitted, the same number of residential units exist in the building. Currently, the code does not define how many additional stories can be requested by a developer. City staff recommend capping the number of stories that can be requested under this provision.

Regulating Plan

Proposed

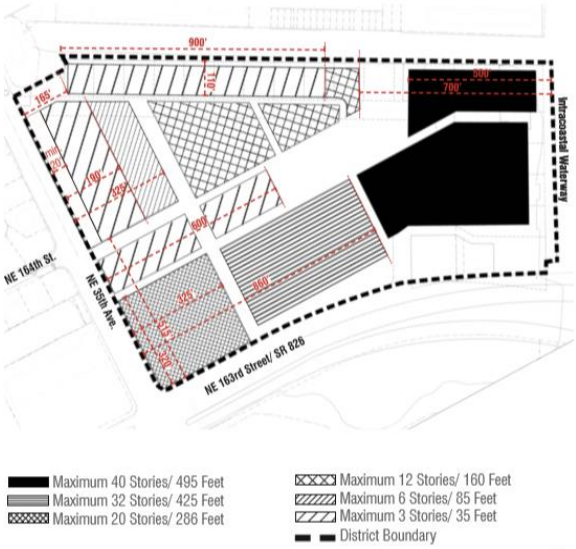
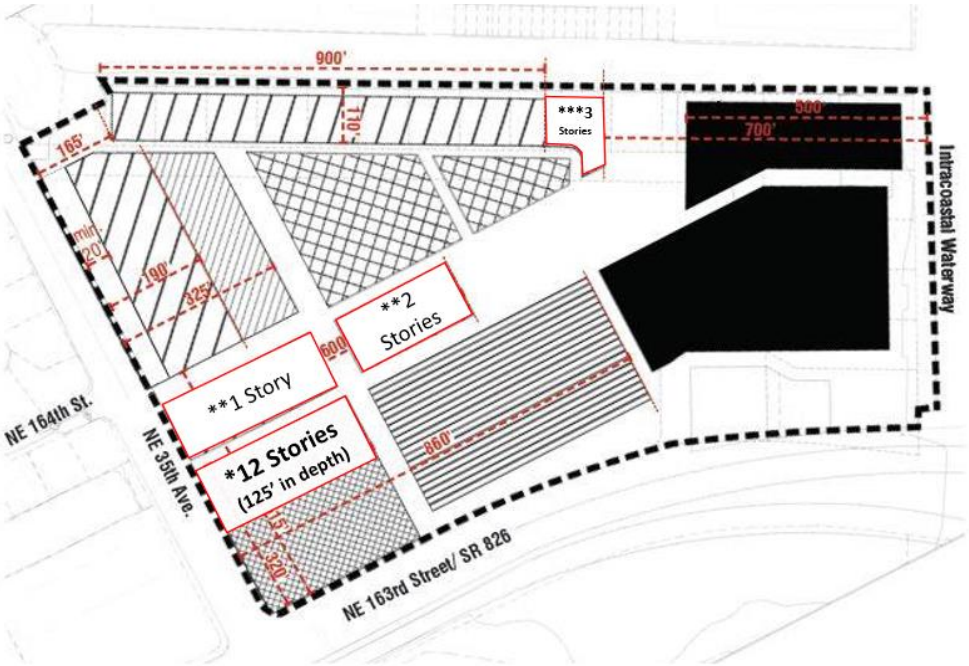


Table MU/EWF-2 Maximum Permitted Height (1)	
Area	**Maximum Permitted Height**
Core Sub-Area	40 stories/495 feet (2), (3)
Transition Sub-Area	~~20 stories/255 feet~~ **32 Stories/425 feet** (2) (3)
	~~12 stories/160 feet~~ **20 Stories/286 feet** (2), (3)
	12 stories/160 feet (2) (3)
Edge Sub-Area	~~8 stories/110 feet (3)~~
	6 stories/85 feet (3)
	3 stories/35 feet (3)

Notes:
(1) Height has been rounded up to allow for additional space for mechanical equipment and the measurement of the roof. Measurement of stories is regulated in Section 24-58 Mixed-use District.
(2) Buildings higher than 8 stories shall only be developed per the Tower building Type standards.
(3) The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting **density and** intensity does not exceed the **density and** intensity that would otherwise be accommodated in the maximum number of stories permitted. **In the Edge and Transition sub-areas, no building may equal or exceed the number of stories in the next higher sub-area. In the Core sub-area, no more than eight (8) additional stories will be permitted.**

Additional staff discussions were held with the applicant to include building height limitations to the proposed building height regulating plan. Specifically, building heights at the intersection of 163rd Street and NE 35th Avenue would transition from a maximum height of 20 stories and then stepdown to a maximum height of 12 stories, then a maximum height of 1 story for the park/open space. The proposed building heights along the park area on the east side of 36th Avenue would transition to a maximum height of 3 stories. Both of these park/open space areas would be limited to building associated with recreation only. The proposed building heights near the north property line along the waterfront would be limited to 3 stories. City staff is recommending this change to allow a transition of building heights to occur given the proximity to the adjacent residential neighborhood and to concentrate building heights generally to the south.



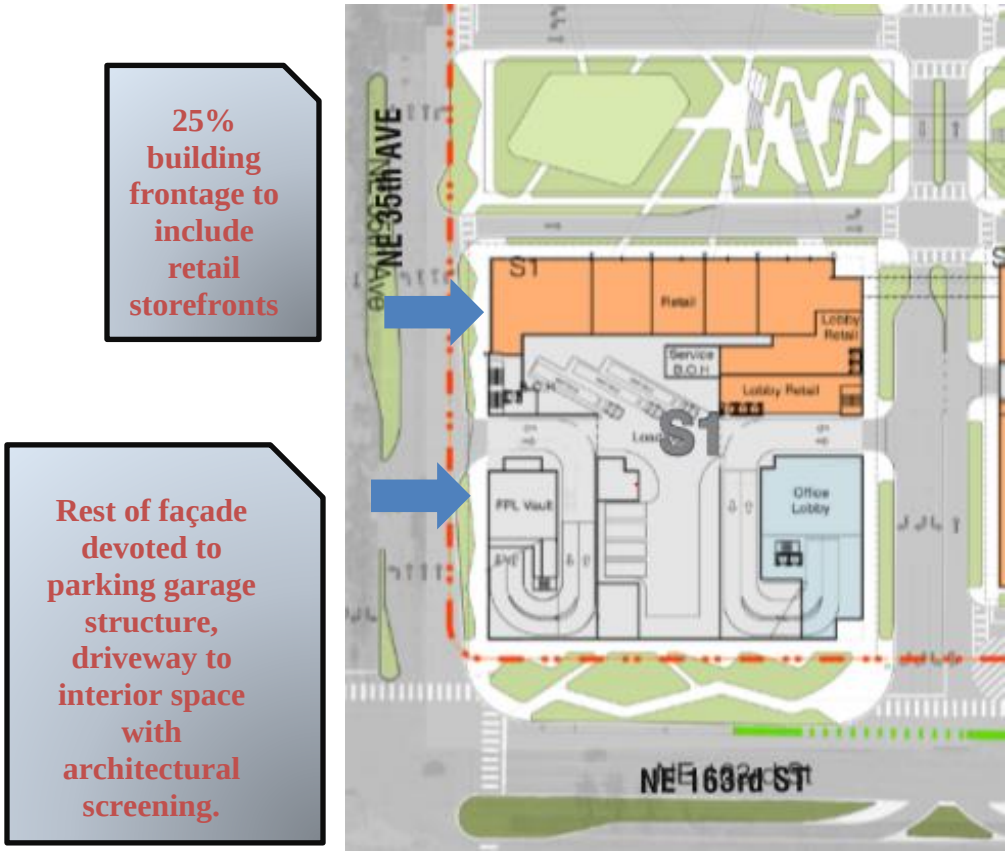
*Maximum 12 Stories / 150 feet, for a depth of 125 feet from the north building frontage
**Maximum 1-2 Stories / 15-30 feet, for open space recreational facilities only
***Maximum 3 Stories / 35 feet

Maximum 40 Stories / 495 Feet
Maximum 32 Stories / 425 Feet
Maximum 20 Stories / 286 Feet
Maximum 12 Stories/ 150 Feet
Maximum 6 Stories/ 85 Feet
Maximum 3 Stories/ 35 Feet
District Boundary

- **Ground Floor Active Use Requirement for NE 35th Avenue South of NE 164th Street.** The proposed changes in **Section 24-58-7 (G)(1)(e)** are provided below:

  Buildings fronting NE 35th Avenue, south of NE 164th Street, shall contain active use <u>for a minimum of twenty-five (25%) of the building frontage</u> along the ground floor only fronting NE 35th Avenue.

  The proposed change is necessary for the proposed building on Sheet A1-16 of the conceptual master plan to accommodate the entrance to the parking garage and interior service areas.



- **Development Adjacent to NE 35th Avenue..** The proposed changes in **Section24-58-7 (G) (1) (i)** and **Section 24-58-7 (G) (1) (h**) are provided below:

  i. Create a fifty-foot-wide landscaped buffer within the proposed project property along the property line, between the proposed development and that portion of NE 35th Avenue as specified in the Designated ~~Publically~~ Publicly Accessible Open Space and Greenways Systems Regulating Plan Figure MU/EWF-3. The landscaped buffer shall not contain any structures, ~~driveways, or roads~~, except connecting driveways or roads to the development, liner buildings, sidewalks, bike paths, transit shelters or similar; and

The proposed change would permit connecting driveways or roads into the development and liner buildings within the fifty foot landscape buffer area along NE 35th Avenue. The developer's concept master development plan shows a one way parking garage entrance for access to the retail/tenant service bay, new fire station with two fire truck spaces, and a police substation. All of these facilities would be interior to building N1 on sheet A1-16 of the concept master development plan. There is also a proposed two way street into the project north of building N1 to provide traffic circulation in and around the site. To screen building N1's parking garage with occupiable space rather than typical parking garage screening materials, this change also proposes to permit a liner building along the parking garage façade. In the mixed use zoning, liner buildings screening parking garage spaces are preferred over the typical metal/landscape wall screening devices. They soften the views of buildings and create a better pedestrian environment from the sidewalk. The developer shows that this space would be used for the community center facility and office uses no higher than three stories.

h. The maximum horizontal dimension of a building shall be five hundred sixty (560) feet.

The proposed change would increase the maximum horizontal dimension of a building from 300 feet to 560 feet. This change is requested to be consistent with the proposed concept master development plan proposed by the developer.

- **Block Requirements.** The proposed change in **Section 24-58 (S) (2) (a)** are provided below:

a. *In the Mixed-Use Town Center (MU/TC), Mixed-Use Employment Center (MU/EC), Mixed-Use Neighborhood Center (MU/NC), Eastern Mixed-Use Waterfront (Eastern MU/WF), and Arch Creek Mixed-Use Corridor (MU/C) the maximum length of a block shall be six hundred (600) feet and the maximum perimeter shall be one thousand nine hundred (1,900) feet. The perimeter of a block is the sum of the sides of the block.*

b. *b. In the South Mixed-Use Waterfront (South MU/WF)~~, Eastern Mixed-Use Waterfront (Eastern MU/WF)~~ and Northern Mixed-Use Waterfront (Northern MU/WF) the maximum length of a block shall be four hundred (400) feet and the maximum perimeter shall be one thousand four hundred (1,400) feet. The perimeter of a block is the sum of the sides of the block.*

The proposed change increases the maximum overall block dimension from 400 feet to 600 feet for the MU/EWF zoning district. The applicant states that "increasing the allowable building horizontal dimension and block length will allow them to maximize water views, green areas and open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts."

- **Hotel Permitted Use from Conditional Use (Section 24-58.7 (2)**

Table MU/EWF-1 **PERMITTED USES IN THE EASTERN MIXED-USE WATERFRONT (MU/WF) DISTRICT** **P= PERMITTED BY RIGHT C = CONDITIONAL USES NP= NOT PERMITTED**			
Uses	**Use Areas**		
	Core	**~~Center~~ Transition**	**Edge**
Lodging Accommodations			
Hotels	~~C~~ **P**	~~C~~ **P**	NP

The proposed change would not require a Conditional Use for a hotel. Hotels would be permitted in the Core and Transition sub area as a permitted use. This change is consistent with how hotels are permitted in the mixed-use employment center district (MU/EC). Although the scrutiny of review would not be the same as a conditional use, the hotel would be subject to the City's site plan review criteria. The process for both a site plan and conditional use are the same in that they require TRAD, Planning and Zoning Board, and City Commission approvals. Conditions of approval may also be placed on site plans as with conditional uses. The site plan review criteria and process would maintain an adequate level of review of a proposed hotel in this district.

- **Parking Requirements for Residential Units - Section 24-58.7 (L).** This change would increase the maximum number of parking spaces from two (2) to three (3) for a three bedroom residential unit. The City Commission has expressed support for increasing parking for 3 bedroom residential units in a mixed-use multi-family development. This change responds to the City Commission's desire to increase this parking requirement and will be made throughout all mixed use zoning districts.

  Below is a summary of the proposed text amendments for **Minimum and Maximum Parking Requirements in the MU/EWF District.**

Table MU/EWF-5 Minimum and Maximum Parking Requirements by use

	Min	Max
Retail, restaurant or commercial	2 per 1,000 sf	4 per 1,000 sf
Office	2.5 per 1,000 sf	4 per 1,000 sf
Hotel and motel; hotel and motel, limited	1 per 4 rooms plus 1 per 800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff	1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas; 1 per 15 rooms for staff
Residential	~~1 per unit plus 1 per 20 units for guest parking~~ **1 / 1BR and 2BR unit;** **1.5 / 3BR unit** **1 / 20 units (guest parking)**	~~2 per unit plus 1 per 20 units for guest parking~~ **2 / 1BR and 2 BR unit;** **3 / 3BR unit** **1 / 20 units (guest parking)**
Microbrewery, winery or distillery	Retail/tasting room: 2 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1 per 1,000 sq. ft. gfa	Retail/tasting room: 4 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1.5 per 1,000 sq. ft. gfa

COMMUNITY DEVELOPMENT RECOMMENDATION:

The Community Development Department recommends **APPROVAL of** the Mixed-Use Waterfront District (MU/EWF) and Mixed -Use (MU) District Zoning Code Text Amendments

Attachment(s):

- Draft Ordinance for Amendments to Article V. – Zoning Use Districts Sec. 24-58 – Mixed Use (MU) and Amendments to Sec. 24-58.7 – Eastern Mixed-Use Waterfront District (MU/EWF).
- Existing Ordinance Section 24-58 For Reference.
- Existing Ordinance Section 24-58.7 For Reference.

Sec. 24-58 - Mixed Use (MU) District.

The following general intent, provisions and regulations shall apply to all mixed use districts in the City:

(A) *Purpose.* Mixed-use districts may be applied to limited areas in the City to permit the efficient use of the land, as well as a clustering of different land uses to employ the principles of good urbanism in the planning and development of the City. Mixed-use districts allow residential and nonresidential uses, as defined in the Future Land Use Element of the City's Comprehensive Plan and as established in the specific approved neighborhood master plan.

(B) *Establishment of Mixed-Use Districts.* Mixed-use districts may be established by amendment of the official zoning map, or as an overlay district, for tracts of land suitable in location, extent, and character for the structures and uses proposed as stated in the specific neighborhood master plan.

(C) *General Provisions and Requirements.* General provisions and requirements for Mixed-use districts shall be as follows:

(1) *Neighborhood Master Plan and the City's Strategic Plan.* A neighborhood master plan must be adopted by the City Council prior to the rezoning of property to a Mixed-use zoning district and shall reflect the goals and objectives of the City's Strategic Plan, when applicable.

(2) *Conflict With Other Regulations.* The provisions of this section shall apply generally to the creation and regulation of all Mixed-use districts. Where conflicts exist between these Mixed-use provisions and general zoning, subdivision, or other applicable regulations, the Mixed-use regulations shall apply.

(3) *Mixed-Use District Required Elements.* Each individual Mixed-use district must contain the following elements:

a. District boundaries.

b. Building height.

c. Building placement.

d. Building use.

e. Parking and loading.

f. Design standards.

g. Signage standards.

h. Landscaping.

i. Publically accessible open space.

j. Streetscape.

k. Lot size.

(4) *Effect of Mixed-Use Approval.* When approved pursuant to the provisions of this chapter, the neighborhood master plan and all information and documents formally incorporated in the application shall constitute an amendment to this chapter. Development within a Mixed-use district shall occur in conformity with the approved neighborhood master plan.

(D) *Limitations on Mixed-Use Districts.*

(1) A rezoning to a Mixed-use district does not guarantee an increase in the height or density allowed by the existing zoning district.

(2) Each individual neighborhood master plan will outline the land uses that will be allowed within that particular Mixed-use district. The preferred locations of new neighborhood uses as provided by the neighborhood master plan shall be identified on a lot by lot basis.

(3) New Planned Unit Developments (PUDs) are not permitted in Mixed-use districts.

(4) Applicability — The applicability of Mixed-use district regulations to existing nonconforming uses and buildings and those uses and buildings made nonconforming by the adoption of a Mixed-use district will be governed by the regulations related to nonconformities in Article IV, Section 24-34.

(E) *Process for Establishment of a Mixed-Use District.*

(1) The neighborhood master plan required for the enacting of a Mixed-use district may only be initiated by the City.

(2) The City Council must approve the neighborhood master plan through the public hearing process. After approval of the neighborhood master plan by the City Council, a comprehensive plan text amendment shall be required to place the neighborhood plan in the appropriate City subarea description.

(3) Any specific Mixed-use district zoning regulations must be approved by the City Council, through the public hearing process, and must reflect the goals set forth in the corresponding neighborhood master plan and the City's Strategic Plan, when applicable.

(F) *Incentives.* Incentives such as, but not limited to, tax increment rebates and increases in the building height or density may be provided in a Mixed-use district in order to accomplish the stated goals and objectives of the neighborhood master plan and the City's Strategic Plan, when applicable. Any tax increment rebate incentive will subject to the North Miami Beach Community Redevelopment Agency's adopted guidelines and policies.

(G) *Regulating Plans and Diagrams.* The mixed use districts are governed by a series of regulating plans and diagrams. The Regulating Plans and Diagrams demonstrate development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans and Diagrams specified for each mixed use district. The Regulating Plans and Diagrams for the mixed use districts include the following, where applicable:

(1) The Sub-areas Regulating Plan, which divides the mixed use district into Sub-areas. The highest density and intensity within the mixed use district shall be allocated to the Core Sub-area, a Mixed-use area in the heart of the district. The densities and intensities shall then gradually decrease from the Core to the Transition Sub-area where Mixed-uses are still permitted and then further decrease to the Edge Sub-area which is characterized by single uses, including low density residential adjacent to existing low density residential, where applicable.

(2) The Street Network Connectivity Regulating Plan, which shows the location of existing and the required new streets needed to create the prescribed network of streets within the mixed-use district. This Plan also establishes the hierarchy of the streets.

(3) The Designated Publically Accessible Open Spaces and Urban Greenway Systems Regulating Plan, which designates the approximate location of the required publically accessible open spaces and urban greenway system in the mixed-use district.

(4) The Building Heights Regulating Plan, which establishes the maximum building height permitted in each sub-area of the mixed-use district.

(5) The Building Typology and Placement Regulating Diagrams, which provide a schematic representation of the various building typologies. The diagrams demonstrate the required lot standards and profiles of structures. The Building Typology and Placement Regulating Diagrams are shown in Figures MU-8 through MU-15.

(H) *Definitions.* The definitions within this section shall apply to all Mixed-use districts. If a term is not defined in this section, the definition in Article II shall apply.

(1) *Active use* means a use within an enclosed building designed for human occupation with a direct view to adjacent streets or publically accessible open space.

(2) *Active use, ground floor* means an active use that attracts pedestrian activity, provides access to the general public, and conceals uses designed for parking and other non-active uses if present. Ground floor active uses generally include, but are not limited to, retail, other commercial, restaurants, coffee shops, libraries, institution, educational and cultural facilities, residential, and entrance lobbies.

(3) *Active use liner* means an active use that serves to conceal uses designed for parking and other non-habitable uses. Active liner uses generally include, but are not limited to, commercial, residential, hotel, office and the commercial uses associated with live/work.

(4) *Active use-non* means a building use which is generally not intended for human occupation. Non-active uses include, but are not limited to, parking and building service areas such as storage, mechanical, electrical and trash. Architectural treatment shall be provided for all non-active use facade elevations.

(5) *Architectural features* means building components attached to or part of a facade and consisting generally of projections intended to provide architectural character and facade articulation.

(6) *Architectural treatment* means the provision of architectural and/or landscape elements on a facade which serve to visually screen non-active uses.

(7) *Auto-oriented uses* means any use that discourages walkability such as but not limited to, large surface parking lots, drive-thru facilities, motor vehicle sales, service and repair, motor vehicle fuel sales and service and similar uses that, by their nature, are built with special accommodations for service directly to the automobile or the occupants of automobiles and require the extensive use of automobiles as part of their primary function.

(8) *Awning* means a roof-like projection without vertical supports placed above windows and doorways to provide pedestrian protection from sun and rain, and to enhance building facades and storefronts with color and dimension.

(9) *Building frontage* means the percentage of a building façade that is generally parallel, facing, or oriented toward a street and that lies within the minimum and maximum setback area allowed and shall include a principal building and active use.

(10) *Canopy* means a roof-like projection without vertical supports generally placed above primary building entrances or along building facades to provide facade hierarchy, pedestrian orientation and accentuation.

(11) *Courtyard building type* means a building characterized as having a central open space that is open to the sky and enclosed by habitable space on at least three (3) sides.

(12) *Courtyard house* means a dwelling unit distinguished by the provision of an open-air courtyard or atrium. The courtyard is enclosed on at least three (3) sides by habitable space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the courtyard.

(13) *Courtyard, garden* means a public or semi-public open space that is partly surrounded by walls or buildings and is open to a public right-of-way or public space on at least one (1) side or portions of its sides, with a higher percentage of vegetated area.

(14) *Courtyard, interior* means a private open space that is wholly or partly surrounded by walls or buildings.

(15) *Covered structures* means non-habitable areas such as storage areas, restroom facilities, vertical circulation access ways, open air structures such as cabanas, gazebos, trellis and other similar structures which accommodate outdoor common areas.

(16) *Encroachment* means the maximum allowed projection of a building element beyond the minimum setback or into an adjacent public right-of-way.

(17) *Facade* means the vertical exterior surface of a building or parking structure which faces a right-of-way or property line.

(18) *Facade articulation* means the provision of architectural features or treatment on a facade.

(19) *Facade elevation* means the entire area of a facade that is visible in a two (2) dimensional architectural elevation drawing, but not including facade areas that abut buildings on separate lots with zero setbacks and are therefore fully hidden from view.

(20) *Fenestration* means the arrangement and design of windows, doors, and openings in a building.

(21) *Flex building type* means a building that is designed to respond to changes of function in a flexible way. The flex building type is able to accept different internal configurations and easily adapt to its surroundings.

(22) *Forecourt* means an open area, in front of the building, surrounded by walls on at least three (3) sides.

(23) *Greenways, urban* means an improved outdoor area in an urban environment, set aside for recreational use or pedestrian connectivity.

(24) *Ground floor* means the street-level story of a building.

(25) *Height* means the maximum vertical extent of a building or structure that is measured as a number of stories not to exceed a vertical dimension in feet.

(26) *Liner building type* means a building that conceals a garage, or other faceless building, that is designed for active use.

(27) *Live/work* means a type of Mixed-use development that combines a nonresidential use with a residential dwelling unit.

(28) *Mezzanine* means a partial story that may occur anywhere in the building and shall be utilized for functions ancillary to the floor in which it is located. The height of the mezzanine is not included in the height of a story, provided it does not cause the building to exceed the maximum allowable height.

(29) *Open space* means an improved outdoor area open to the sky, that meets the requirements in Section 24-58(M).

(30) *Open space, private* means open space that is intended solely for the use of building occupants.

(31) *Open space, public or publically accessible* means a ground floor open space for public use and public accessibility abutting a public street on at least one (1) side and with unencumbered pedestrian access from the public sidewalk or right-of-way for the general public at all times.

(32) *Open space, semi-public* means a ground floor open space intended primarily for use by building occupants but may have limited public access.

(33) *Pedestrian Passageway* means an open space that provides a pedestrian-only cross-block connection from two (2) or more public rights-of-way or public spaces.

(34) *Podium* means the lower portion of the tower building type on which the tower rests.

(35) *Projection, horizontal* means any facade surface or building component which protrudes from the main building facade plane, including, but not limited to, architectural features, awnings, balconies, canopies, colonnades and porches.

(36) *Sideyard house* [means] a detached dwelling distinguished by the provision of an unenclosed porch on the side of the house. The side porch is screened from the view of the street by a wall or fence.

(37) *Story* means the vertical space in a building measured between the upper surface of any floor and the surface of the next floor above, or if there is no floor above, then the space between the floor and the uppermost surface of the ceiling assembly or roof above. The number of stories is used to calculate building height.

(38) *Street designation* means a street classification system that regulates the characteristics of streets and rights-of-way with respect to spatial dimension, pedestrian and vehicular mobility and building active uses. Street designations vary in each mixed-use district and generally consist of four (4) types: primary, secondary, tertiary and alleys.

(39) *Street Vista* means a view down a street or corridor that ends with a building serving as the focal point.

(40) *Tower building type* means a multi-level building organized around a central core where a part of the building is higher in proportion.

(41) *Transit Facilities* means structures, appurtenances and improvements related to the support and function of effectively providing mass transit such as stops (bus, train, water taxi) including the shelters, structures, signs and furniture associated with those stops; designated park and ride parking spaces; and other transit-related infrastructure.

(I) *Use Standards.* The following use standards shall apply to development in all mixed-use districts in addition to any applicable use specific standards in other sections of the Code:

(1) The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is encouraged. The horizontal mixing of stand-alone residential developments and adjacent stand-alone nonresidential or mixed-use developments in the district is allowed, provided the developments are well integrated in terms of complementary uses, access and circulation, and compatible design.

(2) The incorporation of high-activity nonresidential uses such as retail shops and restaurants at street level is encouraged, especially along those building facades abutting or most visible from primary streets, other major arterial streets, major pedestrian walkways, or public spaces.

(3) New auto-oriented uses are prohibited.

(J) *Street Standards.* The following standards shall apply to development in all mixed-use districts:

(1) The periphery of any site fronting on a public right-of-way shall be improved by the provision of sidewalks, streetlights, street furniture, street trees and other elements, covering the entire area from face of curb to face of building.

(2) Where a sidewalk or other pedestrian walkway crosses a parking lot, street, or driveway the following standards shall apply:

a. The intersection shall be clearly marked and lighted for safety;

b. The sidewalk shall be continuous and remain at a constant level at all instances; and

c. A change of tactile surface texture shall be installed at all street crossings.

(3) Street Network Connectivity Regulating Plan and Street Standards. The Street Network Connectivity Regulating Plan for each mixed-use district shows the approximate location of existing and required new streets needed to create the prescribed network of streets within

each mixed-use district. This plan also establishes the hierarchy of the streets within the district. In addition, the following shall apply:

a. All streets shall be located according to the Street Network Connectivity Regulating Plan for each mixed use district.

   i. All Primary and Secondary Streets shall be required in the same general location as shown on the Street Network Connectivity Regulating Plan and may be modified with respect to alignment. The full width of all primary and secondary streets shall be open to the sky for a minimum of ninety-five (95%) percent of the entire length of the street. Structures, such as but not limited to, pedestrian bridges and canopies shall be permitted to span over a portion of the street.

   ii. Tertiary Streets and Alleys shown on the Street Network Connectivity Regulating Plan are encouraged to promote connectivity and to conform to block length requirements. Unless otherwise specified in the mixed-use district, tertiary streets and alleys may be modified or deleted for the purpose of assembling parcels for development.

b. The modification or deletion of any street requires the following conditions are satisfied:

   i. The modification/deletion is reviewed and recommended by the Director of Community Development Department or his/her designee who shall review the proposed modification for compliance with these regulations.

   ii. The modification/deletion is reviewed and recommended by the Community Redevelopment Agency (CRA), where applicable, who shall review the proposed modification for compliance with the CRA goals and objectives.

   iii. The modification/deletion is reviewed and recommended by the Director of Engineering and Public Works who shall review the proposed modification for traffic and safety issues.

   iv. The modification/deletion does not diminish the general size and approximate location of an open space shown in the Designated Publically Accessible Open Space and Urban Greenways Systems Regulating Plan.

   v. The modification/deletion maintains connectivity to the surrounding area.

   vi. The modification/deletion enhances pedestrian safety.

   vii. The modification/deletion is compatible with the surrounding area.

   viii. The modification/deletion allows for the appropriate use of private property.

   ix. The modification/deletion does not create block lengths that exceed the maximum allowed, thereby limiting walkability.

   x. The modification/deletion complies with the requirements for vacating and closing streets and alleys, as applicable, in accordance with the City of North Miami Beach Code of Ordinances.

c. The design of new streets and modifications of existing streets shall comply with the following requirements:

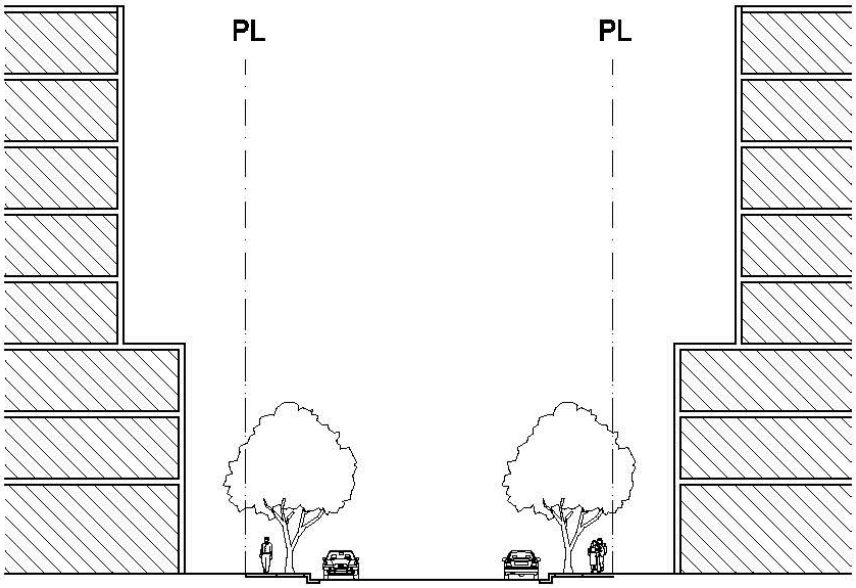
   i. All streets and alleys shall connect to other streets or alleys. Cul-de-sacs, T-turnarounds, and dead end streets shall be prohibited.

   ii. All streets shall allow general public access. Privately built streets shall provide an approved plat restriction to allow general public access. No gates that impede through traffic are permitted along streets.

iii. Where there is insufficient area for the streetscape improvements within the existing right-of-way, the City may require an easement or dedication at its discretion. Additionally, the development and ongoing maintenance of the required streetscape improvements along the entire property shall be the responsibility of the developer/property owner.

iv. Except as modified through the prescribed public urban greenway and/or street types in each mixed use district, all streets and alleys shall be designed according to the typical street and alley sections provided in Figures MU-1 through MU-4 and the following standards shall apply:

1. For streets only, a minimum landscaped strip of five (5) feet shall be provided along the street edge.
2. For streets only, tree grates a minimum of five (5) feet by five (5) feet may be utilized in place of the required landscape strip. The use of tree grates is appropriate when on-street parking is provided. When no on-street parking is provided, landscape strips are preferred.
3. For streets only, a minimum sidewalk width of five (5) feet shall be provided adjacent to the landscaped area.
4. For streets only, a minimum unobstructed area of sixty (60) inches shall be provided in the sidewalk.
5. For streets only, where a colonnade is provided, free and clear use of a continuous unobstructed area of at least ten (10) feet shall be provided within the colonnade.
6. For streets only, no utility poles, fire hydrants or any other temporary or permanent structures shall be permitted within the unobstructed area.
7. For streets only, overhead utilities are not permitted. Existing overhead utilities shall be relocated underground where feasible.
8. For streets only, where on-street parking is provided on both sides of the street, the minimum right-of way width shall be sixty (60) feet.
9. For alleys only, the minimum right-of-way width shall be thirty (30) feet.



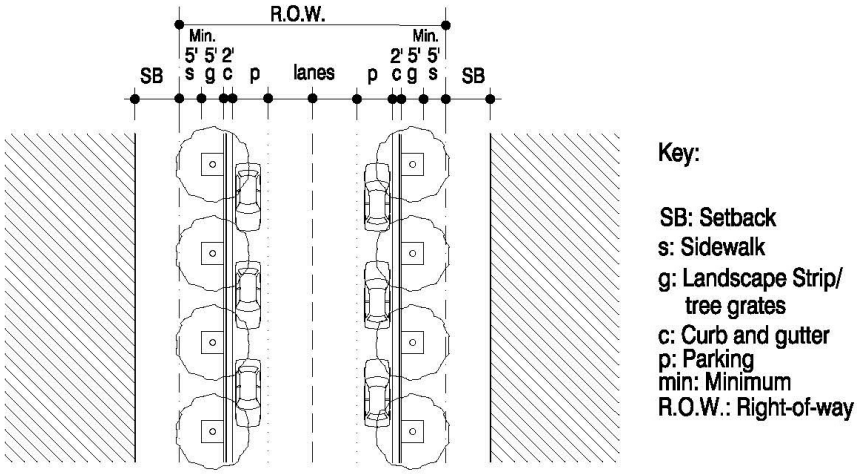


Figure MU-1: Typical street section with parking on both sides

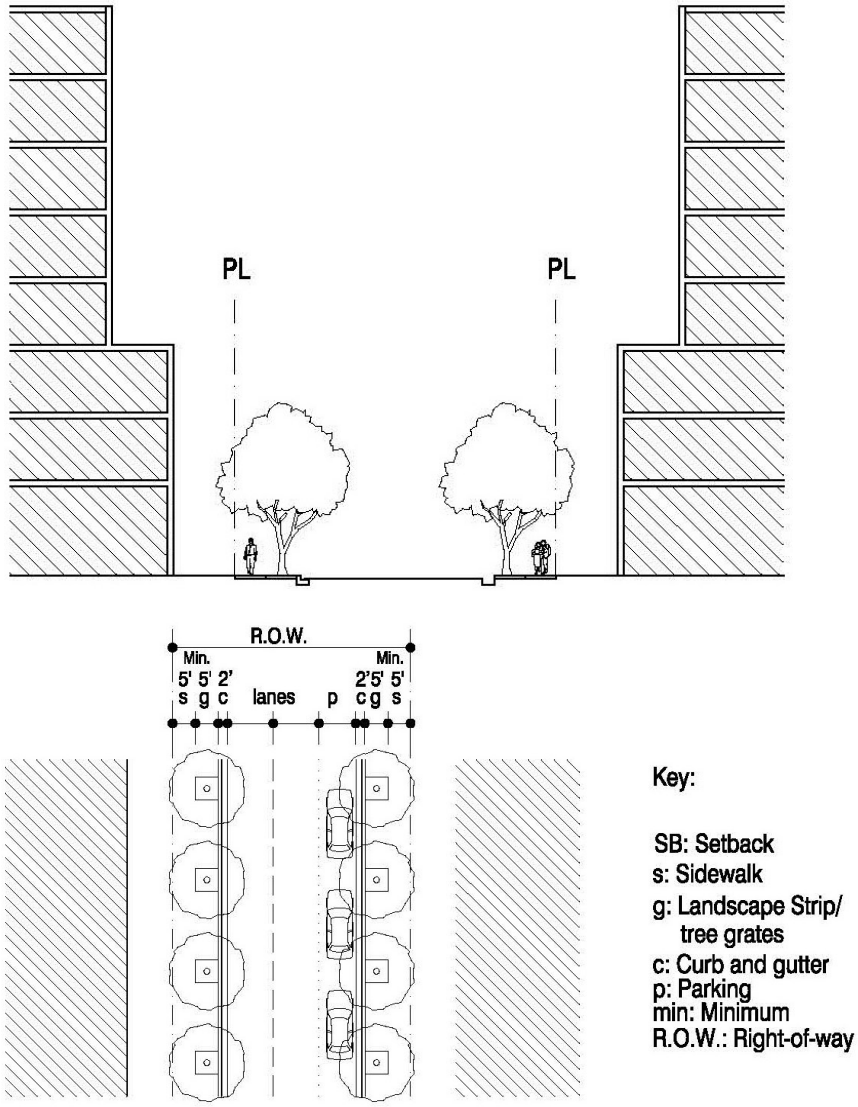
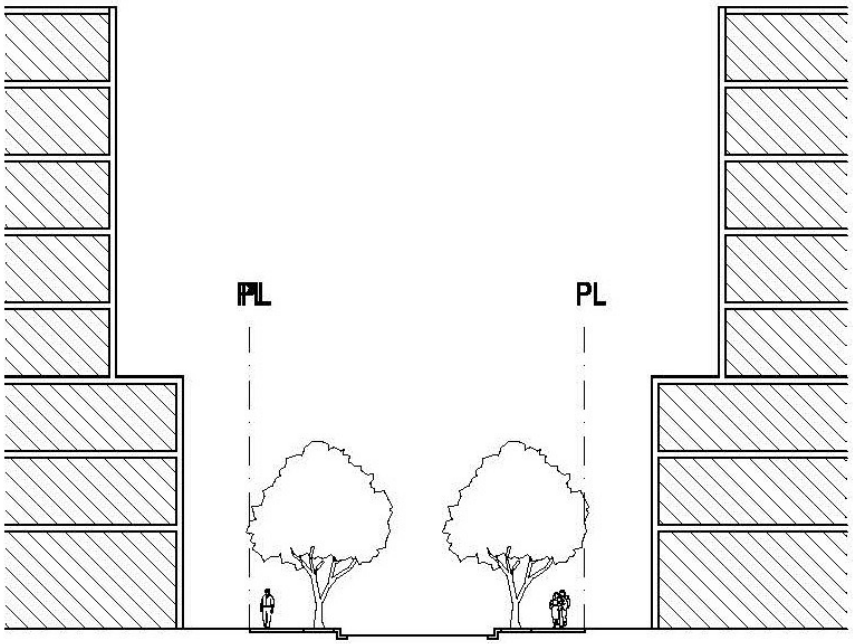


Figure MU-2: Typical street section with parking on one side



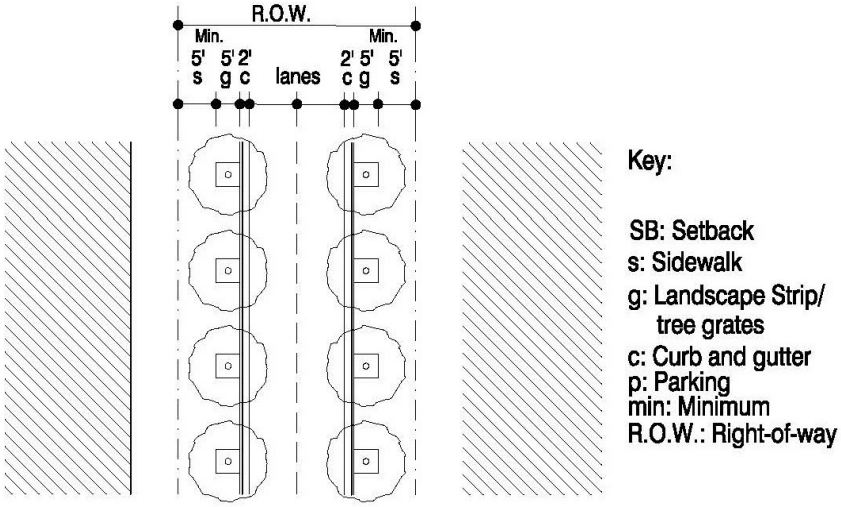


Figure MU-3: Typical street section with no parking

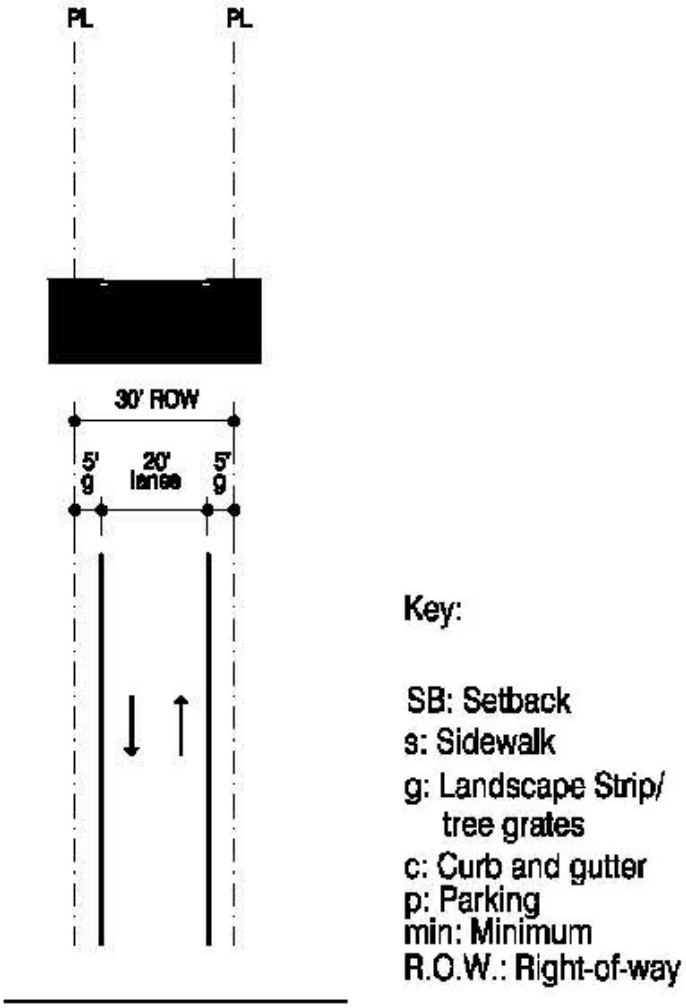


Figure MU-4: Typical alley section

d. Street Furniture. Street furniture includes but is not limited to outdoor benches, waste containers, planters, phone booths, bus shelters, bicycle racks, tree grates, decorative stamped concrete or stamped asphalt crosswalks, banners, water fountains, newspaper dispensers and bollards whether within or outside the public right-of-way. Street furniture provided on site shall be compatible with the architecture of the surrounding buildings, the character of the area and other elements of the streetscape. Consistency in the selection and location of the various elements of street furniture is critical for maximum effect and functional use. All street furniture shall be subject to the approval of the City.

(K) *Vehicular Access and Circulation, Parking and Loading Standards.* The following standards shall apply to development in all the mixed-use districts:

(1) *Vehicular Access and Circulation.* Vehicular access and circulation developed in compliance with the standards in Article IX (Off-Street Parking and Loading) is required, with the following modifications:

a. Driveway access shared between adjoining lots shall be required, where feasible, for non-residential and mixed-use development in order to limit direct vehicular access along streets or comply with driveway intersection spacing requirements.

b. Parking facilities on adjoining lots may share access points, driveways and parking subject to a recorded covenant running with the property on which the facilities are located.

(2) *Parking.* Parking developed in compliance with the standards in Article IX (Off-Street Parking and Loading) is required, with the following modifications:

a. *Surface Parking Lots.* Surface level parking lots, whether stand-alone or part of a larger development, shall comply with the following standards:

i. Surface parking shall be located to the side or rear of the property and accessed off an alley or tertiary street when possible. If the parking lot is accessed from a primary or secondary street, there shall be only one (1) point of access to the parking lot area.

ii. Openings off any street shall not exceed two (2) lanes in width and twenty-four (24) feet maximum per entrance/exit. Entrances/exits on alleys are exempt from this requirement.

iii. All parking areas shall have direct pedestrian access to a public walkway.

iv. Except along an alley, parking lots may either be screened by a Liner building or in compliance with the standards in Article XI (Landscaping).

v. New stand-alone surface parking lots shall only be permitted if constructed, owned and/or operated by the City and/or CRA.

vi. Wheel stops shall be prohibited and continuous curbing shall be placed two (2) feet from the front of all parking spaces, except those in a parallel configuration.

b. *Parking Garages.* Multi-level parking garage structures, whether stand-alone or part of a larger development, shall comply with the following standards:

i. Except along an alley or a pedestrian passageway all levels of the garage shall be screened along all frontages by a Liner building containing a minimum depth of twenty (20) feet of habitable space. The requirement for a Liner building along the side and rear frontage may be waived by the Director of the Community Development Department or his/her designee if the applicant demonstrates compliance with the standards below:

1. All architectural elements that face a street or a publically accessible open space shall appear consistent and harmonious with that of habitable space;

2. No vehicles parked within the garage shall be visible from the street;

ii. Openings off any street shall not exceed two (2) lanes in width and twenty-four (24) feet maximum per entrance/exit. Entrances/exits on alleys are exempt from this requirement.

iii. The garage shall be accessed from an alley or tertiary street, when possible. If the garage is accessed from a primary or secondary street, there shall be only one (1) point of access to the garage area.

iv. All parking garages shall have direct pedestrian access to a public walkway.

v. New stand-alone parking garages shall only be permitted if constructed, owned and/or operated by the City and/or CRA.

vi. Electric car charging stations shall be encouraged to be located within parking structures.

c. *Joint and Shared Use Parking.* Joint and Shared Use parking, developed in compliance with the standards in Section 24-92(B) (Joint and Shared Use Facilities) is permitted, with the following modifications for non-residential uses only:

i. The maximum distance between the primary pedestrian entrance of the joint and shared use parking lot or parking garage and the primary pedestrian entrance of the use served by the parking shall be one thousand three hundred twenty (1,320) feet.

d. *Shared Parking.* Shared parking, developed in compliance with the standards in Section 24-99 (Shared Parking) is permitted.

e. *Location of Parking.* Parking, developed in compliance with the standards in Section 24-92(D) (Location of Parking) is permitted, with the following modifications for existing non-residential uses only:

i. Existing nonresidential uses which need to add spaces to accommodate proposed expansion, may provide for such additional parking on a separate nonresidentially zoned parcel, provided that the maximum distance between the primary pedestrian entrance of the off-site parking lot or parking garage and the primary pedestrian entrance of the use served by the parking shall be one thousand three hundred twenty (1,320) feet.

ii. Existing nonresidential uses which need to add spaces to accommodate their existing parking requirements and no expansion is proposed, may provide for such additional parking on a separate nonresidentally zoned parcel, provided that the maximum distance between the primary pedestrian entrance of the off-site parking lot or parking garage and the primary pedestrian entrance of the use served by the parking shall be one thousand three hundred twenty (1,320) feet.

iii. All parcels used for remote parking purposes shall be joined with the parcel on which the principal use is located by a recorded easement and/or operational agreement, which shall be approved by the City Attorney. Those parties having any right, title or interest in and to the parcel being served by the remote parking shall execute and place in the public records of Miami-Dade County, Florida at their expense, a covenant, approved by the City Council, that the nonresidential use, or portion thereof, that requires the remote parking in order to obtain the necessary permits or licenses, shall cease and terminate upon the loss and elimination of the remote parking, and that no nonresidential use may be made of the portion of the property requiring remote parking until the required parking facilities are available and provided. This covenant shall run with the land and be binding on the heirs, successors, assigns and lessees, and shall contain a provision that the City may collect costs and attorney's fees if litigation is necessary to enforce this covenant.

(3) *Loading.* Properties within the mixed use districts shall comply with the standards for Off-Street Loading in Section 24-96 (Off-Street Loading Requirements) and Section 24-97 (Minimum Loading Space Requirements). Loading for properties within the mixed-use districts shall be provided on-site. Where it is unfeasible to provide loading on-site, loading shall be permitted off an alley. Where an alley is not existing, proposed or feasible, loading shall also be permitted on-street subject to the following conditions:

a. The loading area shall be located within the on-street parking along a tertiary street;

b. An On-Street Loading Plan, subject to Site Plan approval, is required. The On-Street Loading Plan shall demonstrate the location of the loading space(s), the hours for loading and unloading, and a list of the uses on abutting properties and their respective hours of operation; and

c. The hours of loading and unloading, as demonstrated in the On-Street Loading Plan, shall not create a conflict with the current or proposed uses on abutting properties. Should the hours of loading and unloading create a conflict with current or future uses on abutting properties, the on-street loading plan shall be revised and/or revoked accordingly.

(L) *Landscape Standards.* The following standards shall apply in addition to any applicable standards in Article XI (Landscaping) not modified herein.

(1) *Modified Standards.*

a. Tree specifications shall be as per Section 24-119 (Minimum Landscaping Requirements for All Zoning Districts) except for the following:

i. A maximum of twenty-five (25%) percent of all required trees shall be of a palm species.

b. Utilization of berms to screen parking and/or vehicular use areas from public thoroughfares and adjacent residential uses shall be prohibited.

c. Perimeter landscape requirements: The requirement of a continuous buffer strip of not less than five (5) feet in width, along the perimeter of a property adjacent to any street right-of-way only, shall not be required.

(2) *Additional Standards.*

a. Building setback shall be adjusted to preserve existing native tree canopies, where feasible.

b. Landscape strips shall only be placed between the sidewalk and the back of curb.

c. Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.

d. Street Trees.

i. Street trees are required and shall be spaced at a maximum of thirty (30) feet on center.

ii. Street trees shall not be required when colonnades are being provided along the street and the colonnade is placed at a maximum of five (5) feet from the back of curb.

iii. When a landscape strip is not provided, street trees shall be placed in tree pits covered with ADA compliant grates. Tree grates shall be sized appropriately for each tree species at maturity. The use of tree grates is appropriate when on-street parking is provided. When no on-street parking is provided, landscape strips are preferred.

iv. Adequate clearance to the building facade for uniform development of the street tree canopy shall be demonstrated for the type and species selected.

(3) *Passageways.*

a. Pedestrian passageways shall be a minimum clear width of fifteen (15) feet between buildings.

b. A minimum of fifty (50%) percent of the pedestrian passageway shall be shaded and may include a combination of landscaping and architectural elements.

c. If provided, tree placement shall be in planters or tree grates a minimum of five (5) feet by five (5) feet.

d. Pedestrian scaled lighting shall be provided.

(M) *Open Space Standards.* Open space areas may be one (1) of three (3) types: designated publically accessible, semi-public or private.

(1) *Designated Publically Accessible Open Spaces.* The Designated Publically Accessible Open Spaces and Urban Greenway Systems Regulating Plan for each mixed-use district shows the approximate location of existing public and new designated publically accessible open spaces throughout the mixed-use district, where applicable. New designated

publically accessible open spaces are small in scale, largely devoted to natural landscaping and tend to have few structures. Accessory structures may include, statuary, fountains, etc. New designated publically accessible open spaces shall be subject to the following requirements:

a. The minimum size of a new designated publically accessible open space shall be four thousand eight hundred (4,800) square feet unless otherwise specified in the zoning district.

b. New designated publically accessible open spaces shall be provided at grade level.

c. New designated publically accessible open spaces shall provide shaded areas, and their ground surface shall be a combination of paving materials, lawn, or ground cover.

d. Off-street parking shall not be required for new designated publically accessible open spaces.

e. Fences, walls and hedges are permitted around the perimeter of a new designated publically accessible open space at a maximum height of thirty-six (36) inches, provided the enclosure does not prohibit public access.

f. The development and ongoing maintenance of a new designated publically accessible open space area shall be the responsibility of the developer/property owner.

g. Properties that provide new designated publically accessible open space shall be permitted relief from the minimum and maximum building setback requirements along the portion of the building fronting the open space specifically for the purpose of accommodating the open space.

(2) *Semi-public Open Spaces.*

a. Semi-public open space shall only be permitted where residential dwelling units are on the ground floor.

b. Semi-public open space shall count towards the minimum private open space requirement.

c. Semi-public open space shall abut a public sidewalk and be visible from the street.

d. The development and ongoing maintenance of a new semi-public open space area shall be the responsibility of the developer/property owner.

e. Off-street parking shall not be required for semi-public open spaces.

f. Fences, walls and hedges are permitted around the perimeter of a semi-public open space at a maximum height of thirty-six (36) inches.

g. Properties that provide semi-public open space shall be permitted relief from the minimum and maximum building setback requirements along the portion of the building fronting the open space specifically for the purpose of accommodating the open space.

(3) *Private Open Spaces.*

a. Private open spaces shall be provided in the form of colonnades, courtyards, terraces, and lawns. Corridors, walkways, lobbies, parking courts and parking lot buffers shall not count towards the private open space requirement.

b. The minimum area required for private open space shall be as specified in each mixed-use district.

c. Private open spaces shall provide shaded areas, and their ground surface shall be a combination of paving materials, lawn, or ground cover.

(4) *Open Space Type Configuration and Design.* New designated publically accessible open spaces and new semi-public open spaces shall be developed in the form of greens, plazas or squares.

a. *Greens.*

i. Greens shall have more than fifty (50%) percent of their property lines surrounded by residential uses.

ii. Exclusive of dedicated rights-of-way, the maximum impervious surface area is twenty (20%) percent. The pervious surface areas shall consist primarily of sod, trees, and garden structures.

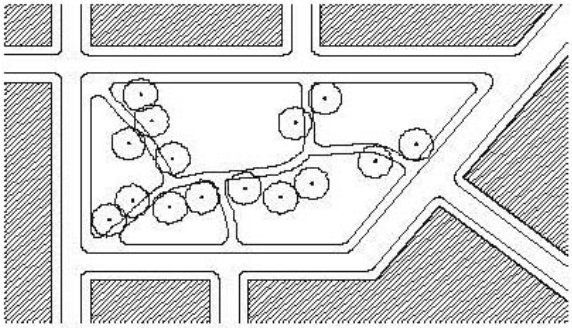


Figure MU-5: Green

b. *Plazas.*

i. Plazas shall have more than fifty (50%) percent of their property lines surrounded by nonresidential uses.

ii. Exclusive of dedicated rights-of-way, the minimum impervious surface area is fifty (50%) percent and the maximum impervious surface area is seventy-five (75%) percent. The pervious surface areas shall consist primarily of sod, trees that are regularly spaced, and garden structures. The impervious surfaces shall consist of paved areas, permanent architecture such as archways, statues and gazebos or water-oriented features.

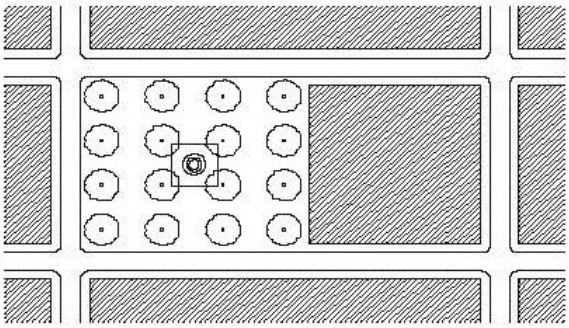


Figure MU-6: Plaza

c. *Squares.*

i. Squares shall be flanked by streets on at least three (3) sides.

ii. Exclusive of dedicated rights-of-way, the maximum impervious surface area is fifty (50%) percent. The pervious surface areas shall consist primarily of sod and

trees that are regularly spaced. The impervious surfaces shall consist of hard-surfaced walks.

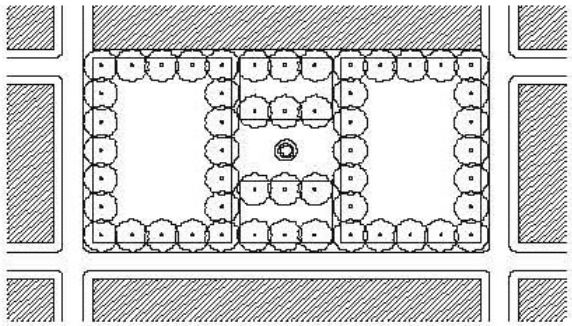


Figure MU-7: Square

(N) *Designated Publically Accessible Urban Greenways Systems.* The Designated Publically Accessible Open Spaces and Urban Greenways Systems Regulating Plan for each mixed-use district shows the approximate location of the required publically accessible urban greenways system throughout the mixed-use district. The property owner shall dedicate the land for the publically accessible urban greenway or provide an easement, at the City's discretion, for public access along the entire length of the greenway abutting the property. Additionally, the development and ongoing maintenance of the required designated publically accessible urban greenways shall be the responsibility of the developer/property owner along the urban greenway. The design and dimensional requirements for the required greenways are specified in each mixed-use district.

(O) *Mechanical Equipment and Service Utilities.* The following standards shall apply in addition to any applicable standards in Section 24-81 (Setback Encroachments) not modified herein:

(1) Mechanical equipment, backflow preventers, television antennas, satellite dishes, communication devices and similar systems and service areas shall not be visible from the public sidewalk and shall be located to the rear of a building or on an alley where feasible.

(2) Window air conditioning units shall not be visible from any street.

(3) Utility connections and service boxes shall not be visible from any street.

(P) *Fences, Walls and Hedges.* The following standards shall apply in addition to any applicable standards in Section 24-80 (Fences, Walls and Hedges) not modified herein.

(1) Fences, walls and hedges in non-residential and mixed-use buildings shall only be permitted when used in conjunction with the following:

a. Screening of mechanical equipment;

b. Screening of off-street loading, trash and service areas;

c. Required perimeter buffer; and

d. Screening of off-street parking lots.

(2) Fences, walls and hedges in residential buildings located within the front setback shall not exceed forty-eight (48) inches in height.

(3) No fence or wall may be constructed, installed or maintained which includes barbed wire, broken glass, electrical elements, or other hazardous materials.

(Q) *Light Pole Standards.* The following standards shall apply for light poles:

(1) Light poles shall not exceed an overall height of 17.5 feet above grade;

(2) No cobra head lights are permitted;

(3) All lighting shall be LED or light-emitting diode; and

(4) All lighting shall be weather and vandal resistant (i.e., resistant to graffiti, shattering etc.).

(5) All lighting shall be constructed from steel, cast iron, spun aluminum, colored concrete or granite.

(6) All wiring shall be underground.

(7) On-site lighting poles shall be of a consistent architectural style and shall complement the predominant architectural theme of the project.

(R) *Height Standards.* The height of buildings shall be measured in stories and in feet. The maximum overall building height shall not exceed the maximum building height allowed for the district. Additionally, the following shall apply:

(1) Building height is the vertical distance above the centerline of the adjacent fronting road to the highest point of the building, or in the case of pitched roofs, to the average height between the bottom of the eave and the peak of the roof. In a Special Flood Hazard Area (SFHA) the building height shall be measured from the minimum finished flood elevation required in the SFHA. Only accessory structures permitted elsewhere in these regulations to extend beyond the height of the building are exempt from the maximum allowable building height requirements.

(2) Each story shall be permitted a maximum height of twelve (12) feet except for the ground floor which shall be permitted a maximum height of twenty (20) feet.

(3) When the mezzanine area is greater than fifty (50%) percent of the floor area in which it is in, it shall count as a full story when calculating building height.

(4) Parking garages shall be measured in levels.

(5) Each parking garage level at the frontage line(s) shall equal one (1) story for the purposes of measuring building height.

(6) Any parking garage levels that are fully concealed by a habitable story and use for a minimum depth of twenty (20) feet from the frontage line(s) are not restricted in the number of levels, provided that the overall height of the garage does not exceed the overall height of the habitable stories at the frontage line.

(S) *Design Standards.* The following design standards shall apply:

(1) *Building Configuration and Design.*

a. Building Length. The maximum horizontal dimension of a building shall be three hundred (300) feet.

b. Building Separation. For tower building types only, when a building is constructed at the maximum building length, a minimum thirty-foot separation at the podium level shall be required between the subject building and any subsequent building.

c. Projects with three (3) or more distinctly separate buildings/building groups shall have substantially different front elevations. Substantially different front elevations shall include but not be limited to variations in fenestration, material, massing and color.

d. The primary entrance of a building shall provide access to a public right-of-way, urban greenway or an open space.

e. The primary entrance to the upper levels of a mixed-use building shall be from a public right-of-way.

f. Porticoes, canopies, colonnades and roofs shall be guttered, and drainage shall be deposited on-site.

g. Active Use Standards. Active uses shall be required along all building frontages and the following shall apply:

i. *Ground Floor Active Use.* Storefronts are active uses located along the ground floor of a building. Storefronts shall be provided in compliance with the following standards:

1. They shall be provided on the ground floor of all mixed-use and non-residential buildings;

2. They shall be directly accessible from a street frontage, urban greenway or an open space;

3. For properties with two (2) or more frontages, they shall be located on a minimum of two (2) frontages, with priority given to frontages on an urban greenway, open space and the highest ranking street;

4. They shall have a transparent clear glazed area of not less than seventy (70) percent of the façade area;

5. Ground floor window sills shall be placed at a maximum height of twenty-four (24) inches above grade; and

6. Security enclosures, if any, shall be of the mesh type that pedestrians can see through, and shall be located behind storefront displays.

ii. *Active Use Liner.* The minimum depth of an active use liner is measured generally perpendicular to the building frontage.

1. The minimum depth of the active use liner shall be twenty (20) feet.

2. Those portions of active use liners which exceed the minimum frontage requirements may have a minimum depth of fifteen (15) feet.

3. When a parking structure is the primary use, the active use liner may be reduced to a minimum of fifteen (15) feet.

h. Facade Articulation Requirements.

i. Architectural features or architectural treatment shall be provided for all facade elevations.

ii. The following shall be permitted, but shall not be considered architectural features or architectural treatments acceptable as facade articulation: inward or recessed projections resulting from required setbacks; paint; faux treatments; building signs; construction joints, scoring, or material applications less than four (4) inches in height, width or depth.

i. Architectural Treatment Standards.

i. Architectural treatment shall be provided for all non-active use facade elevations and shall be integrated with the design of adjacent active use facades.

ii. Architectural treatment shall be provided through a combination of two (2) or more treatments including, but not limited to, the use of materials and construction assemblies; the continuation of fenestration patterns, architectural features, articulation and rhythm; the application of architectural screens, meshes, louvers, and glass; the incorporation of vegetated surfaces and planters; and architectural lighting.

iii. Architectural treatment does not include the application of paint and faux treatments; scoring, construction joints or material projections less than four (4) inches in height, width or depth. These elements are permitted, but they do not fulfill the requirements of architectural treatment.

j. Fenestration Standards. All building types, except single-family, shall comply with the following fenestration standards:

   i. Except for storefronts, a minimum of thirty (30) percent of all ground floor street walls shall be fenestrated with windows;

   ii. Mirror type glass shall be prohibited;

   iii. All glazing shall be of a type that permits view of human activities and spaces within the structure; and

   iv. Colonnade column spacing, windows, and doors shall be proportioned such that the height of each opening is greater than its width.

k. Colonnade Standards.

   i. Colonnades built to satisfy building frontage requirements shall be attached to the principal structure.

   ii. In no case shall the depth of the colonnade exceed the colonnade's height.

   iii. The finished floor elevation of the colonnade shall match the adjoining sidewalk, when applicable.

l. Awnings. The type of awning used and its form, materials and color shall be consistent with the design character of the building to which it is attached and shall be subject to the following requirements:

   i. Awnings shall be located between, rather than across, significant vertical architectural features that make up the composition of the facade, such as pilasters or protruding columns. Awning framing shall align with storefront framing.

   ii. Awnings shall be rectangular in shape with straight edges except when located above an archway or arched fenestration.

   iii. Vinyl and plastic awnings are prohibited unless treated in a manner so as to appear similar to canvas or other natural materials in texture and color.

   iv. Valances shall not exceed eight (8) inches in height.

   v. When used, lighting for awnings shall be from fixtures located above the awning and shall be designed and placed to enhance the appearance of the building. Internally illuminated awnings are prohibited.

   vi. A waiver may be granted administratively by the Director of the Community Development Department or his/her designee in order to maintain the architectural character of a structure, or in the event that site features, such as, but not limited to, utility line poles or street trees, restrict the applicant from full compliance.

m. Automatic food and drink machines and telephones must be located inside buildings.

n. Dwelling Units. Dwelling units shall not be less than five hundred fifty (550) square feet. In multiple dwelling unit buildings, the cumulative average of all dwelling units shall not be less than eight hundred (800) square feet.

o. Live-Work Units. Both the non-residential and the residential uses in the live-work unit shall be occupied by a common owner or tenant and shall comply with the following standards:

   i. The nonresidential use's space shall be located on the ground floor and shall be directly accessible from the street frontage, urban greenway or an open space;

ii. The ground floor shall be restricted to those non-residential uses permitted within the mixed use districts. The full conversion of the unit or lease space into all residential use or all non-residential uses shall be prohibited;

iii. The nonresidential use's facade shall have a transparent clear glazed area of not less than seventy (70%) percent; and

iv. If the entrance of the residential component of a live-work unit is separate from the nonresidential use's portion of the unit then the primary entrance of the residential component shall directly lead to a street frontage, urban greenway or an open space.

p. Rooftop Terraces. These regulations are intended to guide the nonhabitable use of rooftops for buildings built to the maximum story height limit to allow rooftop terraces. Rooftop terraces and rooftop amenities, such as roof gardens, observation decks, swimming pools, and running tracks, are encouraged to create unique gathering spaces to aid in the reduction of the urban heat index in the mixed-use district area, and to add aesthetic value to the buildings. Rooftop terraces are not intended to add additional story height for uses that could otherwise occupy space within the building, such as, but not limited to, fitness centers, restaurants, locker rooms, and other similar amenities. Rooftop terraces shall be subject to the following criteria:

i. Rooftop terraces shall be architecturally compatible with the design of the overall building.

ii. Rooftop terraces that are entirely open to the sky may occupy one hundred (100%) percent of the total gross roof area.

iii. Rooftop terraces shall be hardscaped with materials such as, but not limited to, patterned concrete, pavers, or wood decking.

iv. Rooftop terraces shall provide shaded seating areas.

v. Rooftop terraces shall be landscaped over a minimum of fifteen (15%) percent of the rooftop terrace area. Landscaping shall consist of trees, shrubs, ground cover, and vines.

q. Covered Structures.

i. Covered structures above the maximum allowable building height are permitted to cover a maximum area of thirty (30%) percent of the gross rooftop area. For the purposes of calculating the maximum area, the term "covered structures" shall not include enclosures for screening mechanical systems.

ii. Covered structures above the maximum allowable building height shall not be designed in any manner that would permit the conversion of such structure from non-habitable to habitable space, and shall not include commercial uses. Covered structures shall be compatible with and in proportion to the architecture of the overall building. The following restrictions apply:

1. Climate-controlled structures are limited to the minimum area necessary to accommodate uses which are secondary and incidental to the primary rooftop amenity. These structures may include saunas and steam rooms and code-required restrooms.

2. The supporting restroom facilities shall not exceed one hundred ten (110%) percent of the size required by the health department.

3. Refreshment service areas are permitted provided such areas do not include cooking facilities and are not climate-controlled.

4. Open air structures located on the ground floor shall not be subject to these requirements.

r. Swimming Pools. Swimming pools and/or whirlpools are permitted in rooftop terraces subject to the following criteria:

i. Swimming pools and/or whirlpools are permitted provided the top of the surrounding deck does not exceed eight (8) feet above the top of the main rooftop.

ii. Swimming pools and/or whirlpools shall be surrounded by a minimum five-foot-wide walkway.

iii. Facilities associated with swimming pools shall comply with the standards for covered structures.

(2) *Block Requirements.* The following standards for blocks shall apply:

a. In the Mixed-Use Town Center (MU/TC), Mixed-Use Employment Center (MU/EC), Mixed-Use Neighborhood Center (MU/NC), and Arch Creek Mixed-Use Corridor (MU/C) the maximum length of a block shall be six hundred (600) feet and the maximum perimeter shall be one thousand nine hundred (1,900) feet. The perimeter of a block is the sum of the sides of the block.

b. In the South Mixed-Use Waterfront (South MU/WF), Eastern Mixed-Use Waterfront (Eastern MU/WF) and Northern Mixed-Use Waterfront (Northern MU/WF) the maximum length of a block shall be four hundred (400) feet and the maximum perimeter shall be one thousand four hundred (1,400) feet. The perimeter of a block is the sum of the sides of the block.

(3) *Building Typology and Placement Regulating Diagrams and Dimensional Standards.*

a. *Building Typology.* All new buildings shall conform to one (1) of the permitted building typologies. The building typologies are demonstrated in the Building Typology and Placement Regulating Diagrams as shown in Figures MU-8 through MU-15. The diagrams provide a schematic representation of the various building typologies and demonstrate the required setbacks, lot standards, and profiles of structures. Not all building typologies are permitted in each mixed-use district. Each mixed-use district specifies the allowable building types permitted in each district. Existing buildings which do not fit a prescribed typology, shall follow the standards required for the Flex building typology.

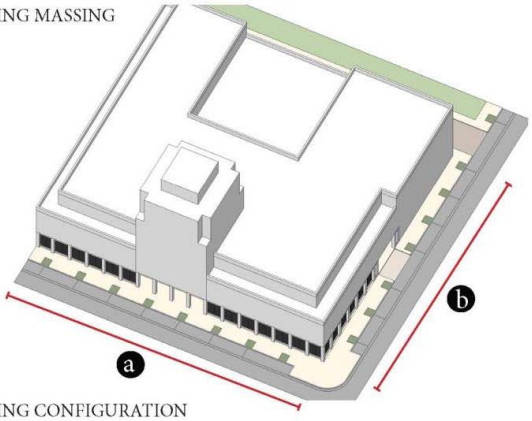
FIGURE MU-8: TOWER BUILDING TYPE

DEFINITION:

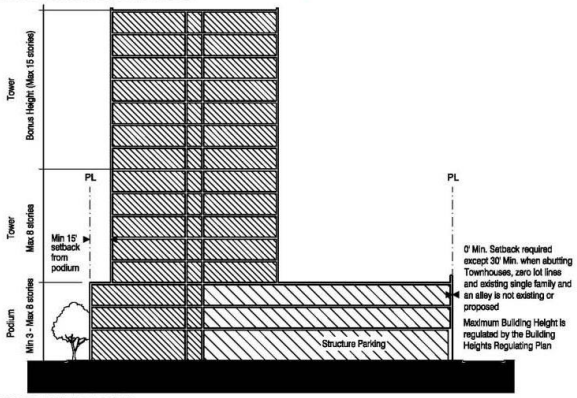
a multi level building organized around a central core where a part of the building is higher in proportion.

BUILDING LINE
PROPERTY LINE
ACTIVE USE
PARKING AREA
a LOT WIDTH
b LOT DEPTH

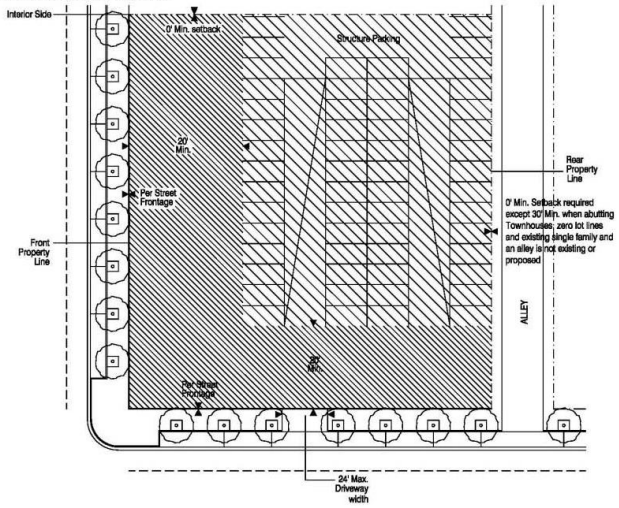
BUILDING MASSING



BUILDING CONFIGURATION



BUILDING SETBACKS



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	200'	250'
b. Lot Depth	200'	N/A
c. Lot Area	N/A	N/A
d. Impervious Area	N/A	90% (1)
e. Pervious Area	10%	N/A
f. Interior Side Setback	0' (2)	N/A
g. Rear Setback	0' (2)	N/A
h. Tower Setback	15' (3)	N/A

NOTES:

1. At Podium
2. Except 30' minimum when abutting Townhouse, zero lot lines and existing single family and an alley is not existing or proposed.
3. From podium.

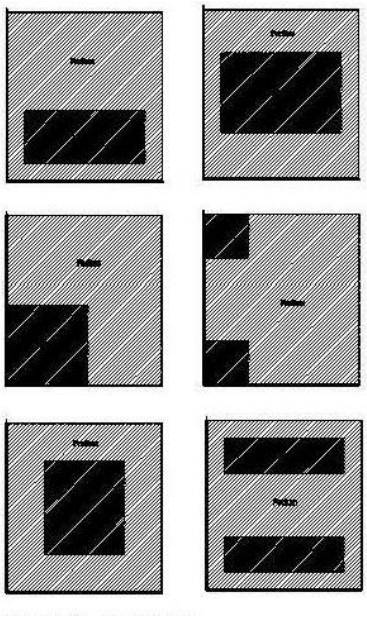
OPEN SPACE STANDARDS:

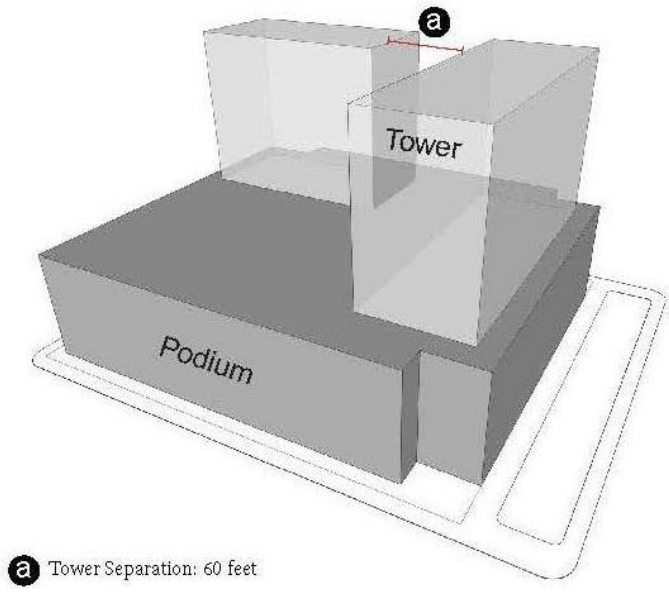
All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

TOWER ORIENTATION:

Primary and Secondary Streets, Terminated Vistas and along Greenways and Designated Open Spaces

EXAMPLES OF TOWER CONFIGURATION





TOWER FLOORPLATE:
The average shall be calculated as the total cumulative tower floorplate area divided by the number of tower stories. The maximum average floorplate is dependant on the tower's primary use as follows: Office of Mixed Use - average up to 35,000 square feet and a maximum of 45,000 square feet for any single tower floorplate; Residential or Hotel - average up to 20,000 square feet and a maximum of 30,000 square feet for any single tower floorplate. The total cumulative floorplate area at any given story shall not exceed maximum permitted footprint.

TOWER SETBACK:
The minimum setback for the tower shall be 15 feet from the podium. Where the portion of the tower is at the end of a street vista, the minimum setback shall be 0 feet from the podium.

ILLUSTRATIVE EXAMPLES

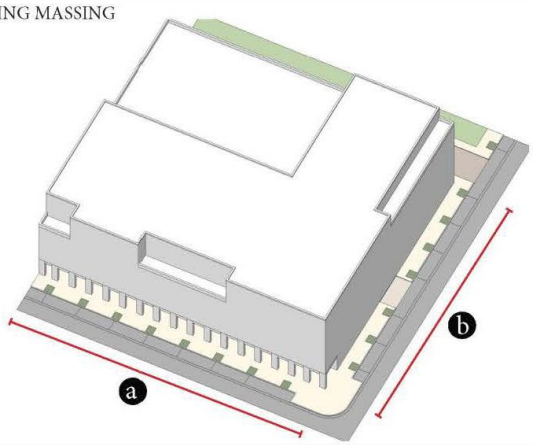
FIGURE MU-9: LINER BUILDING TYPE

DEFINITION:

A building that conceals a garage, or other faceless building, that is designed for occupancy.

- BUILDING LINE
- PROPERTY LINE
- COLONNADE
- ACTIVE USE
- PARKING AREA
- a LOT WIDTH
- b LOT DEPTH

BUILDING MASSING



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	125'	300'
b. Lot Depth	170'	N/A
c. Lot Area	N/A	N/A
d. Impervious Area	N/A	90%
e. Pervious Area	10%	N/A
f. Interior Side Setback	0' (1)	N/A
g. Rear Setback	0' (1)	N/A

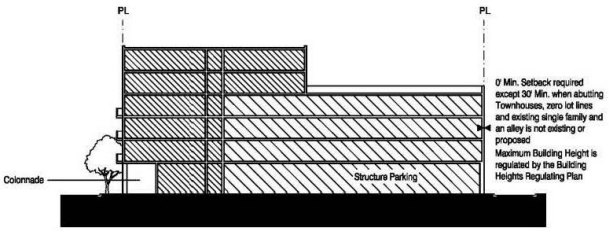
NOTES:

1. Except 30' minimum when abutting Townhouse, zero lot lines and existing single family and an alley is not existing or proposed.
2. The minimum depth of the active use lining the garage or other faceless building shall be 20 feet.

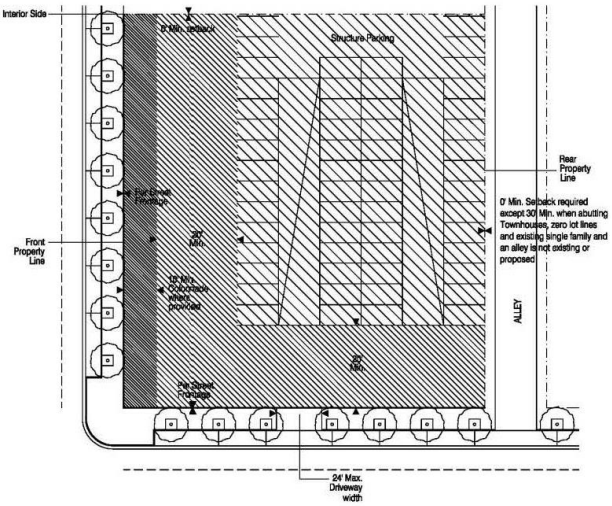
OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

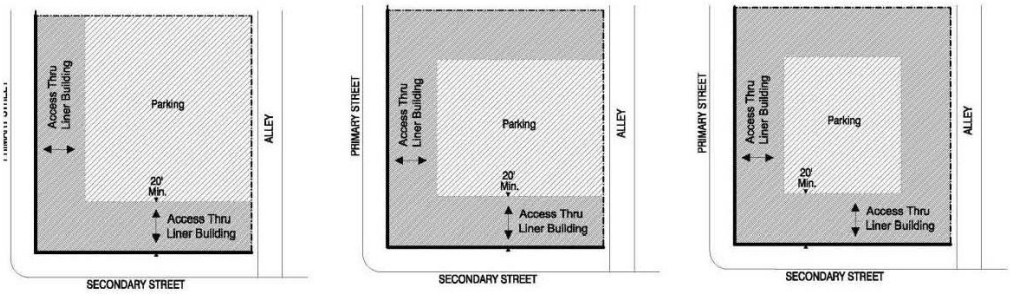
BUILDING CONFIGURATION



BUILDING SETBACKS



EXAMPLES OF LINER CONFIGURATION



Liner buildings along Main Street in City Place

View from rear of lot showing parking garage structures lined along the street

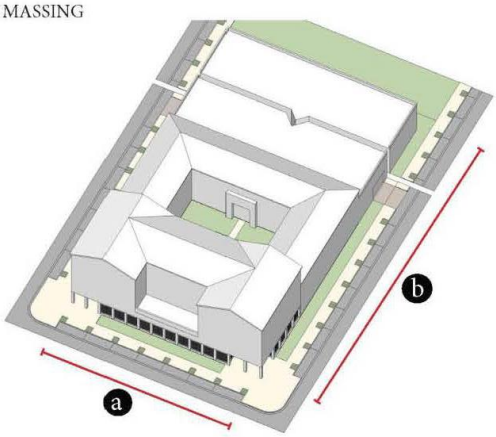
FIGURE MU-10: COURTYARD BUILDING TYPE A

DEFINITION:

a building characterized as having a central open space that is open to the sky and enclosed by habitable space on at least three sides with detached parking.

- BUILDING LINE
- PROPERTY LINE
- ACTIVE USE
- PARKING AREA
- a LOT WIDTH
- b LOT DEPTH

BUILDING MASSING



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	150'	200'
b. Lot Depth	160'	N/A
c. Lot Area	N/A	N/A
d. Impervious Area	N/A	90%
e. Pervious Area	10%	N/A
f. Interior Side Setback	0' (1)	N/A
g. Rear Setback	0' (1)	N/A

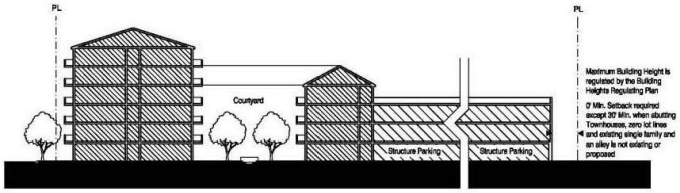
NOTES:

1. Except 30' minimum when abutting Townhouse, zero lot lines and existing single family and an alley is not existing or proposed.

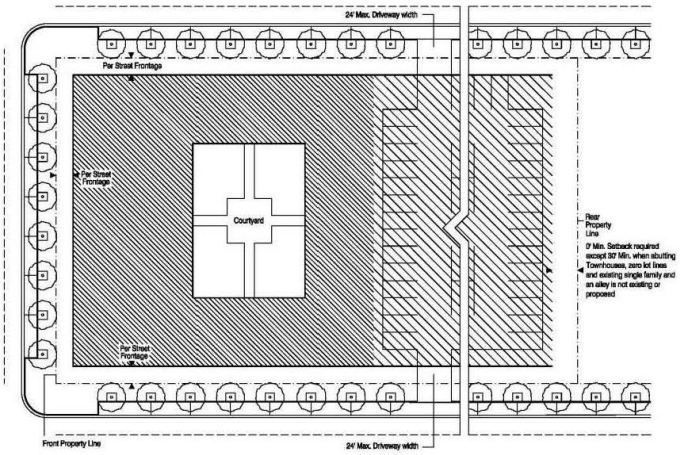
OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

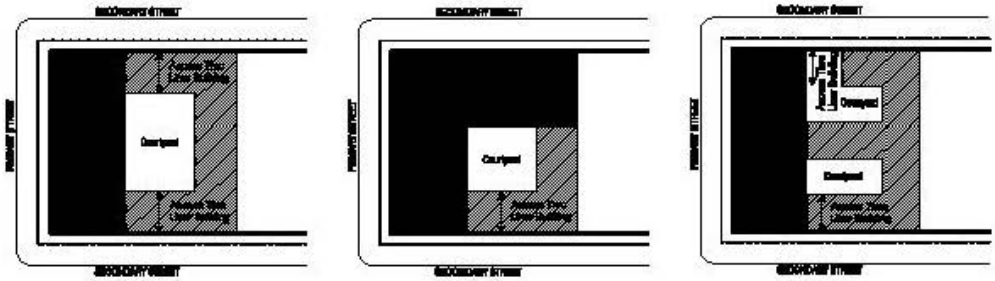
BUILDING CONFIGURATION



BUILDING SETBACKS



EXAMPLES OF BUILDING CONFIGURATION



ILLUSTRATIVE EXAMPLES

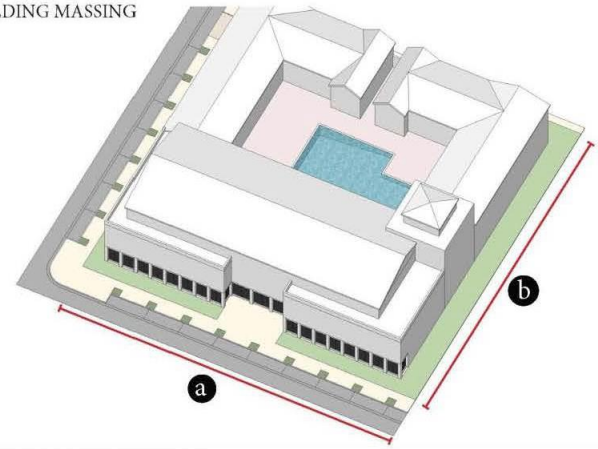
FIGURE MU-11: COURTYARD BUILDING TYPE B

DEFINITION:

a building characterized as having a central open space that is open to the sky and enclosed by habitable space on at least three sides with attached parking.

BUILDING LINE
PROPERTY LINE
ACTIVE USE
PARKING AREA
a LOT WIDTH
b LOT DEPTH

BUILDING MASSING



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	150'	200'
b. Lot Depth	160'	N/A
c. Lot Area	N/A	N/A
d. Impervious Area	N/A	90%
e. Pervious Area	10%	N/A
f. Interior Side Setback	0' (1)	N/A
g. Rear Setback	0' (1)	N/A

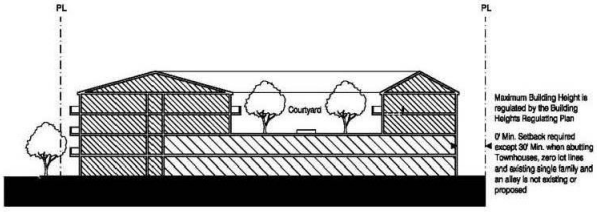
NOTES:

1. Except 30' minimum when abutting Townhouse, zero lot lines and existing single family and an alley is not existing or proposed.

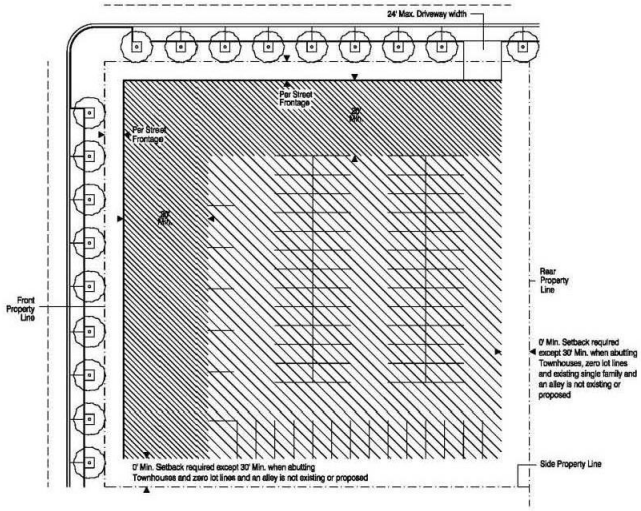
OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

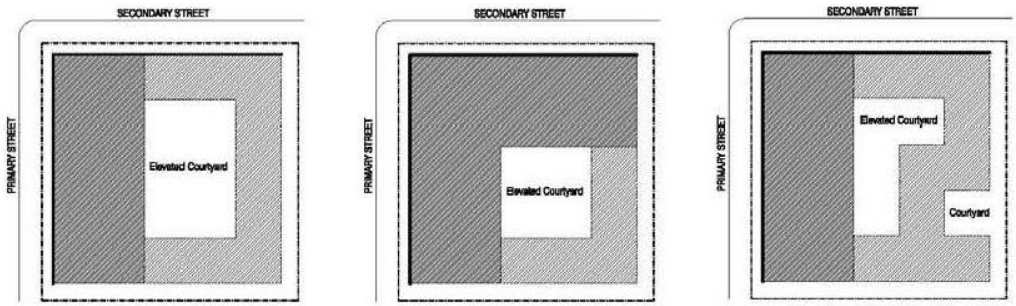
BUILDING CONFIGURATION



BUILDING SETBACKS



EXAMPLES OF BUILDING CONFIGURATION



ILLUSTRATIVE EXAMPLES

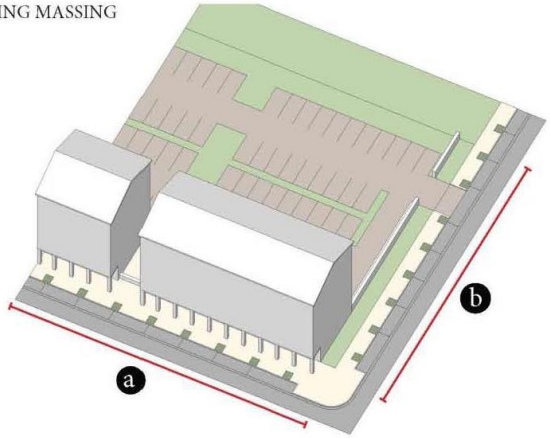
FIGURE MU-12: FLEX BUILDING TYPE

DEFINITION:

buildings designed to respond to changes of function in a flexible way. The flex building is able to accept different internal configurations and easily adapt to its surroundings.

- BUILDING LINE
- PROPERTY LINE
- ARCADE / COLONNADE
- ACTIVE USE
- PARKING AREA
- a LOT WIDTH
- b LOT DEPTH

BUILDING MASSING



LOT STANDARDS:	MIN.	MAX.
a. Lot Width	75'	200'
b. Lot Depth	130'	N/A
c. Lot Area	N/A	N/A
d. Impervious Area	N/A	90%
e. Pervious Area	10%	N/A
f. Interior Side Setback	0' (1)	N/A
g. Rear Setback	0' (1)	N/A

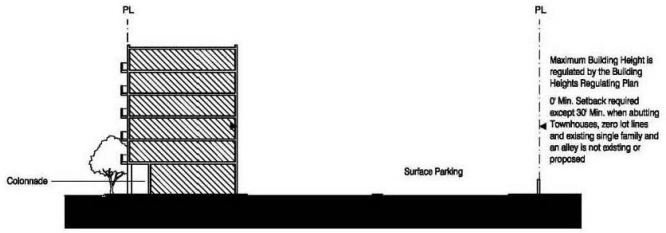
NOTES:

1. Except 30' minimum when abutting Townhouse, zero lot lines and existing single family and an alley is not existing or proposed.

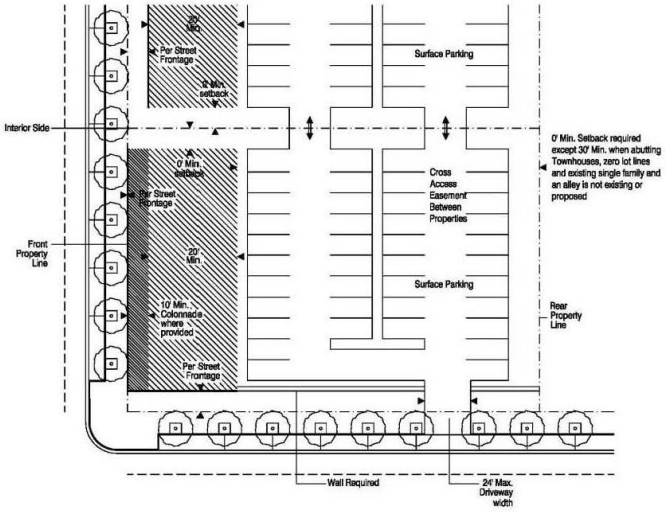
OPEN SPACE STANDARDS:

All multi-family residential, live-work units and mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.

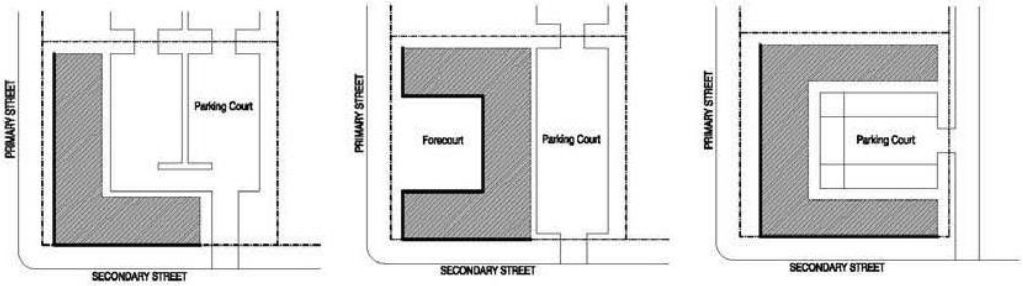
BUILDING CONFIGURATION



BUILDING SETBACKS



EXAMPLES OF BUILDING CONFIGURATION



ILLUSTRATIVE EXAMPLES

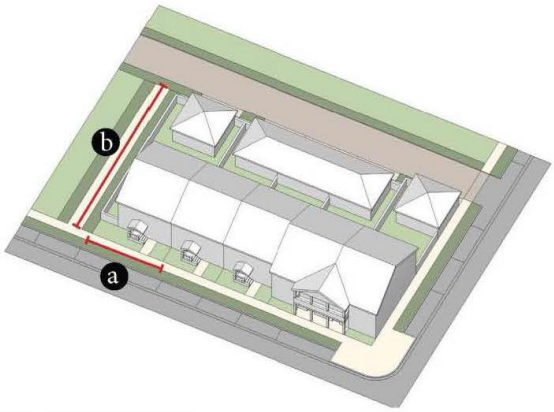
FIGURE MU-13: TOWNHOUSE BUILDING TYPE 1

DEFINITION:

a single family residential building attached to a series of other single family residential buildings by not more than two party walls. Townhouse Type 1 is distinguished by a detached garage thereby providing a private rear yard.

BUILDING LINE
PROPERTY LINE
ACTIVE USE
PARKING AREA
a LOT WIDTH
b LOT DEPTH

BUILDING MASSING

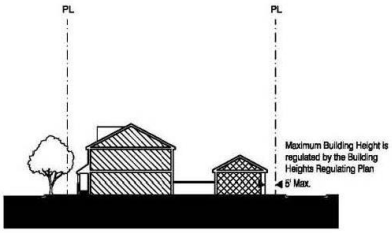


LOT STANDARDS:	MIN.	MAX.
a. Lot Width	25'	30'
b. Lot Depth	100'	110'
c. Lot Area	1800 sf	N/A
d. Impervious Area	N/A	90%
e. Pervious Area	10%	N/A
f. Interior Side Setback	0'	0' (2)
g. Rear Setback	0'	5'

NOTES:

1. Townhouses shall provide a minimum of 15 feet between building groups and the length of a building group shall not exceed 240 feet.
2. Except 10 feet when abutting a passageway.

BUILDING CONFIGURATION



PARKING STANDARDS:

The parking shall be accessed from the rear off an alley with a right-of way of 30 feet wide.

OPEN SPACE STANDARDS:

Townhouse Type 1 shall only be permitted in the Transition and Edge Sub-areas. A minimum of 400 square feet of private open space shall be required in the form of a rear yard.

BUILDING SETBACKS

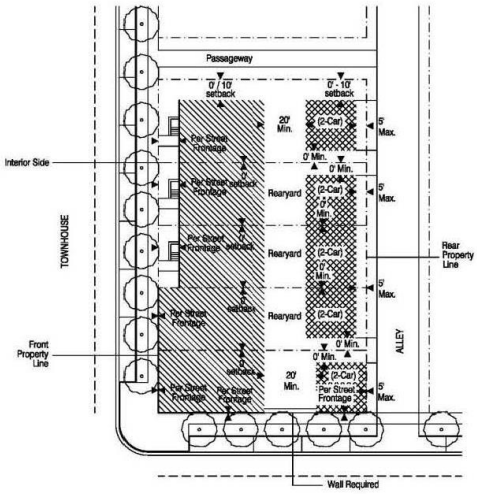


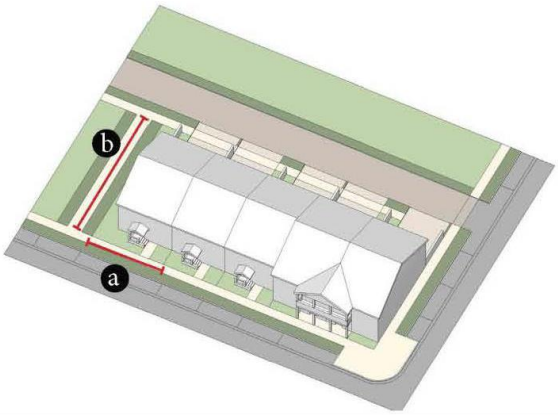
FIGURE MU-14: TOWNHOUSE BUILDING TYPE 2

DEFINITION:

a single family residential building attached to a series of other single family residential buildings by not more than two party walls. Townhouse Type 2 is distinguished by an attached garage thereby not providing a private rear yard.

BUILDING LINE
PROPERTY LINE
ACTIVE USE
PARKING AREA
a LOT WIDTH
b LOT DEPTH

BUILDING MASSING

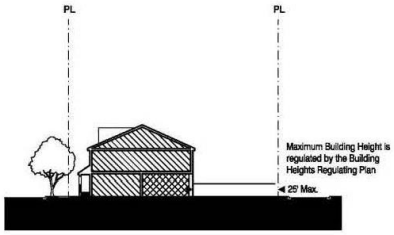


LOT STANDARDS:	MIN.	MAX.
a. Lot Width	25'	30'
b. Lot Depth	70'	85'
c. Lot Area	1800 sf	N/A
d. Impervious Area	N/A	90%
e. Pervious Area	10%	N/A
f. Interior Side Setback	0'	0' (2)
g. Rear Setback	0'	5'

NOTES:

1. Townhouses shall provide a minimum of 15 feet between building groups and the length of a building group shall not exceed 240 feet.
2. Except 10 feet when abutting a passageway.

BUILDING CONFIGURATION



PARKING STANDARDS:

The parking shall be accessed from the rear off an alley with a right-of way of 30 feet wide.

OPEN SPACE STANDARDS:

Townhouse Type 2 shall only be permitted in the Core and Transition Sub-areas. A minimum of 200 square feet of private open space shall be required and a rear yard shall not be required.

BUILDING SETBACKS

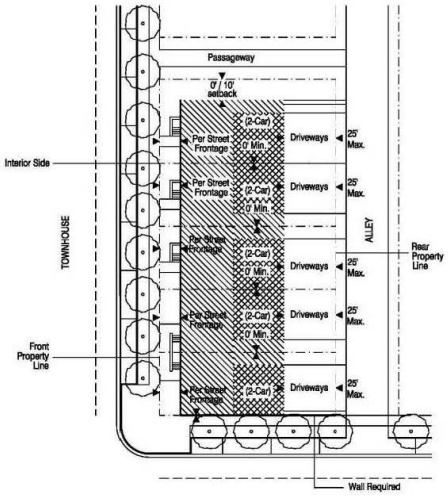


FIGURE MU-15: ZERO-LOT LINE (SIDEYARD HOUSE AND COURTYARD HOUSE TYPE)

DEFINITION:

Sideyard House: a detached dwelling distinguished by the provision of an unenclosed porch on the side of the house. The side porch is screened from the view of the street by a wall or fence. Courtyard House: A dwelling unit distinguished by the provision of an open-air courtyard or atrium. The courtyard is enclosed on at least three sides by habitable space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the courtyard.

SY Sideyard
CY Courtyard
BUILDING LINE
PROPERTY LINE
ACTIVE USE
PARKING AREA

LOT STANDARDS:	SY MIN.	CY MIN.	SY MAX.	CY MAX.
a. Lot Width	50'	40'	60'	50'
b. Lot Depth	100'	100'	110'	110'
c. Lot Area	5000sf	4000sf	N/A	
d. Impervious Area	N/A	N/A	60%	70%
e. Pervious Area	30%		N/A	
f. Interior Side Setback	0'/15 (1)	0'	0'/ N/A	0'
g. Rear Setback	0'	0'	5'	5'

NOTES:

1. One side shall be 0 feet and the other a minimum of 15 feet.
2. Sideyards shall be required to provide a porch on the side a minimum 10 feet deep.

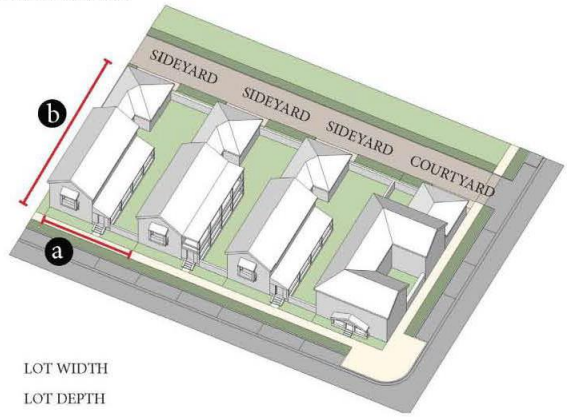
PARKING STANDARDS:

In the Center Sub-district, parking shall be accessed from the rear off an alley.

OPEN SPACE STANDARDS:

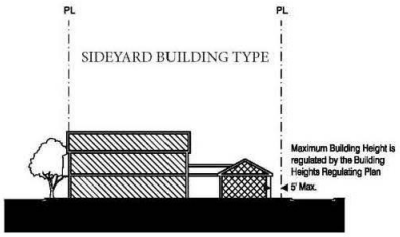
In the Center/Edge Sub-district a minimum of 400 square feet of private open space shall be required in the form of a courtyard, sideyard or rear yard.

BUILDING MASSING

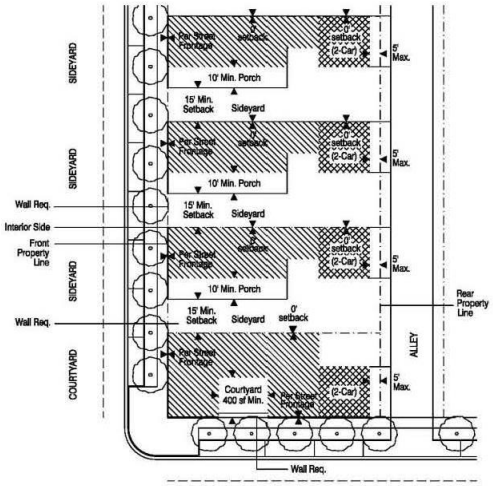


a LOT WIDTH
b LOT DEPTH

BUILDING CONFIGURATION



BUILDING SETBACKS



ILLUSTRATIVE EXAMPLES

TOWNHOUSE BUILDING TYPE

ZERO-LOT LINE (SIDEYARD HOUSE TYPE)

ZERO-LOT LINE (COURTYARD HOUSE TYPE)

ZERO-LOT LINE (SIDEYARD HOUSE TYPE)

b. *Setbacks and Building Frontage.*

i. *Front and Street Side Setbacks and Building Frontage.* Front and Street Side setbacks are determined based on the street the building fronts and is specified in each mixed-use district. For purposes of the building frontage, a forecourt shall be considered as a principal building. Where a forecourt is provided, the following shall apply:

1. The portion of the building fronting the forecourt may be set back up to twenty-five (25) feet from the property line to accommodate a forecourt.

2. Where there is an outdoor eating area installed on the street frontage, the building frontage may be altered by providing a forecourt. The forecourt shall not exceed sixty (60%) percent of the building frontage as shown in Figure MU-16.

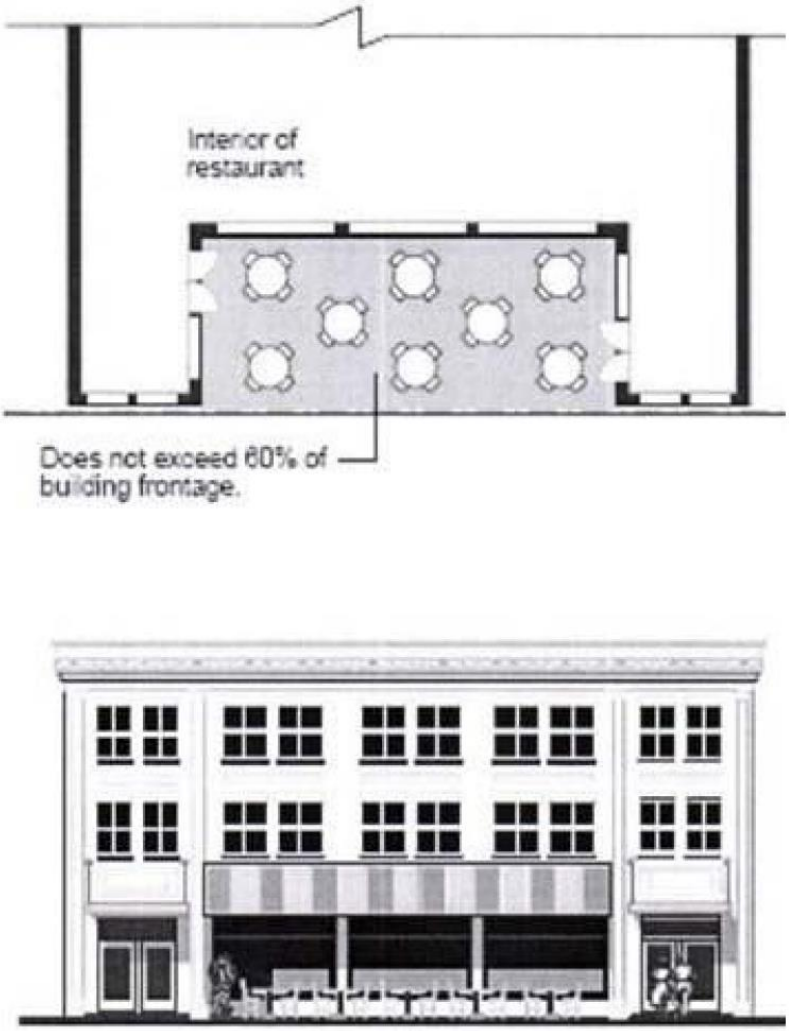


Figure MU-16: Forecourt

ii. *Interior Side and Rear Setbacks.* Interior Side and Rear Setbacks are determined based on the selected building typology. Table MU-1 lists the minimum interior side setbacks based on building typology.

Table MU-1 Interior Side and Rear Setbacks By Building Type (1)				
Building Type	**Interior Side**	**Rear**		**Setback Notes**
	Min. (No Max.)	**Min.**	**Max.**	
Tower (At Podium	0	0	N/A	30 ft. Min. required when abutting townhouses, zero-lot

Level)				lines and existing single family residential and an alley is not existing or proposed
Liner	0	0	N/A	30 ft. Min. required when abutting townhouses, zero-lot lines and existing single family residential and an alley is not existing or proposed
Courtyard Building A&B	0	0	N/A	30 ft. Min. required when abutting townhouses, zero-lot lines and existing single family residential and an alley is not existing or proposed
Flex	0	0	N/A	30 ft. Min. required when abutting townhouses, zero-lot lines and existing single family residential and an alley is not existing or proposed
Townhouse Type 1	0 (2)	0	5	N/A
Townhouse Type 2	0 (2)	0	25	N/A
Zero-Lot Line (Courtyard House)	0 / 15	0	5	One side shall be 0 feet and the other shall be a minimum of 15 ft.
Zero-Lot Line (Sideyard House)	0 / 15	0	5	One side shall be 0 feet and the other shall be a minimum of 15 ft.
Note: (1) Setbacks shall be measured from property lines. (2) Except ten (10) feet when abutting a pedestrian passageway.				

iii. *Tower Regulations.*

1. *Tower Floorplate Standard.* The average shall be calculated as the total cumulative tower floorplate area divided by the number of tower stories. The maximum average floorplate is dependent on the tower's primary use as follows: Office or Mixed-use — average up to thirty-five thousand (35,000) square feet and a maximum of forty-five thousand (45,000) square feet for any single tower floorplate; Residential or Hotel — average up to twenty-two thousand (22,000) square feet and a maximum of thirty thousand (30,000) square feet for any single tower floorplate.

2. *Tower Separation.* The minimum allowable horizontal distance between two (2) or more tower floorplates shall be sixty (60) feet.

3. *Tower Orientation.* Tower Orientation shall be specified toward terminating Street Vistas and along Designated Publically Accessible Urban Greenways and Open Spaces, where applicable. The placement of the tower shall be such that it is near, fronting or adjacent to a specified Designated Publically Accessible Urban Greenway and/or Open Space.

c. *Lot Standards.* Lot standards, including but not limited to lot dimensions and impervious surface area, are determined based on the selected building typology. Table MU-2 lists the lot standards.

Table MU-2 Lot Standards By Building Type

Building Type	Lot Standards (1)							Private Open Space	Additional Notes
	Lot Width (Ft.)		Lot Depth (Ft.)		Impervious Surface Area	Lot Area (SF)	Pervious Surface Area		
	Min.	Max.	Min.	Max.	Max.	Min.	Min.		
Tower	200	250	200	N/A	90%	N/A	10%	All multifamily residential, live-work units and Mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.	N/A
Liner	125	300	170	N/A	90%	N/A	10%	All multifamily residential, live-work units and Mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private	N/A

								open space.	
Courtyard Building	150	200	160	N/A	90%	N/A	10%	All multifamily residential, live-work units and Mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.	N/A
Flex	75	200	130	N/A	90%	N/A	10%	All multifamily residential, live-work units and Mixed-use developments with residential dwellings shall reserve a minimum of 10% of the site for common, private open space.	N/A
Townhouse Type 1	25	30	100	110	90%	1,800	10%	Minimum of 400 sq. ft. of private open space shall be required in the form of a rear yard.	Townhouses shall provide a minimum of 15 feet between building groups and the length of a building group shall not exceed 240 feet.
Townhouse	25	30	70	85	90%	1,800	10%	Minimum of 200 sq. ft. of private	Townhouses shall provide a

Type 2								open space shall be required and a rear yard shall not be required.	minimum of 15 feet between building groups and the length of a building group shall not exceed 240 feet.
Zero-Lot Line (Courtyard House With Alley)	40	50	100	110	70%	4,000	30%	Minimum of 400 sq. ft. of private open space shall be required in the form of a courtyard, sideyard or rear yard	N/A
Zero-Lot Line (Sideyard House With Alley)	50	60	100	110	60%	5,000	30%	Minimum of 400 sq. ft. of private open space shall be required in the form of a side yard. The required sideyard shall be a minimum of 15 feet wide.	N/A
(1) The Planning Director shall have the authority to waive administratively the requirements for minimum lot coverage, pervious area, lot depth and lot width.									

(4) *Projections and Encroachments.* Projections and encroachments including, but not limited to, architectural features; awnings; balconies; canopies; colonnades; porches; decorative roofs; covered structures; parapets; mechanical rooms and swimming pools shall comply with Table MU-3. Additionally, the following shall apply:

a. In no case shall encroachments occur within four (4) feet of the back of curb.

b. Encroachments shall not interfere with street tree placement and the normal trunk and canopy envelope created by street tree growth.

Table MU—3 Projections and Encroachments				
Building Element	**Minimum Vertical Clearance from the Sidewalk Elevation**	**Minimum Horizontal Projection**	**Maximum Horizontal Projection**	**Maximum Horizontal Encroachment**
Architectural Features (1)	—	—	—	2 feet
Awning (1)	8 feet	3 feet	8 feet	8 feet
Balcony (1)	—	3 feet	—	5 feet
Canopy (1)	10 feet	8 feet	20 feet	12 feet
Arcade/Colonnade (2)	10 feet	10 feet unobstructed	20 feet	12 feet
Porch (3)	—	8 feet	—	12 feet

Vertical Projections	
Building Element	**Maximum Height Encroachment**
Architectural/Decorative Roof	15 feet
Architectural Features	15 feet
Covered Structures	12 feet
Parapet	5 feet
Mechanical Rooms and Equipment	Not Permitted
Swimming Pools and Decks	8 feet

Notes:
(1) Into public right-of-way and setback.
(2) Into public right-of-way and setback. Encroachments into the public right-of-way shall only be permitted for freestanding colonnades, provided there is a minimum 5 feet sidewalk along the street

edge in addition to the colonnade.

(3) Within setback only.

(T) *Development Permit Review Procedures.* The following development permit review procedure will apply to all mixed-use districts:

(1) The review procedures set out in Article XV and Section 24-171 (Concurrency) will apply within the mixed-use districts.

(2) Preapplication Conference: For those development permit requests that require a Pre-Application Conference, the specific issues identified in the Comprehensive Plan and zoning regulations for the specific mixed-use district must be reviewed by the Applicant and addressed with staff at the Preapplication Conference.

(a) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above in Section 24-58(C)(3) as described herein and within the applicable mixed-use district per the district's:

(1) Sub-Areas Regulating Plan.

(2) Street Network and Connectivity Regulating Plan.

(3) Designated Publically Accessible Open Spaces and Urban Greenways Regulating Plan.

(4) Building Heights Regulating Plan.

(5) Building Typology.

(3) Applications that include a development agreement shall be subject to the additional notice and hearings set forth in Article XIX.

(Ord. No. 2015-5 , § 2(Exh. A), 3-17-15; Ord. No. 2018-6 , § 2, 5-24-18)

Editor's note— Ord. No. 2015-5 , § 2(Exh. A), adopted March 17, 2015, repealed the former § 24-58, and enacted a new § 24-58 as set out herein. The former § 24-58 pertained to FCC Fulford City Center (Mixed-Use) District.

Sec. 24-58.7 - Eastern Mixed-Use Waterfront District (MU/EWF).

(A) *Purpose and Intent.* The purpose of these regulations is to implement policies that guide the design of development within the Eastern Mixed-Use Waterfront District (EASTERN MU/WF). The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new publically accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. This purpose will be fulfilled by:

(1) Ensuring high quality, architecturally compatible, consistently landscaped development throughout the District;

(2) Ensuring that new development or redevelopment projects enhance the visual character of the District and does not create incompatibility with the adjacent single family properties in terms of massing and scale;

(3) Encouraging the development of a neighborhood main street with pleasant shopping areas and attractive pedestrian spaces;

(4) Stimulating neighborhood commercial and retail activities;

(5) Encouraging people to reside in the District;

(6) Ensuring the mitigation of traffic issues such as providing additional access points into the site, where feasible;

(7) Ensuring public access to and the beautification of the waterfront;

(8) Ensuring the development and maintenance of new publically accessible open space; and

(9) Retaining and enhancing the existing rescue station and addition of a police substation.

(B) *District Boundaries.* The development standards shall be utilized for properties located within the Eastern Mixed-Use Waterfront District (EASTERN MU/WF).

(C) *Administration.* In order to maintain predictability in development, Planned Unit Developments (PUDs) shall be prohibited. Variances from the dimensional requirements or waivers from any other criterion may be approved by the applicable review board for projects, provided that the applicant meets the standards pertaining to such variance or waiver. The applicable board shall hear and decide appeals where it is alleged there is an error in any order, requirement, decision, or determination made by the Director of the Community Development Department or his/her designee in the enforcement of these development regulations.

(D) *General Development Standards.*

(1) In addition to the standards contained herein, Section 24-58 Mixed-Use (MU) district standards shall be applicable to development within the Eastern Mixed-Use Waterfront District (EASTERN MU/WF). The applicable regulations contained in Articles IV, VIII, IX, X, XI, XII, XIII, and XIV shall also apply, except as modified herein and may be further modified by the City Manager or his/her designee to meet the purpose and intent of the Eastern Mixed-Use Waterfront District (EASTERN MU/WF).

(2) The provisions of the EASTERN MU/WF code, when in conflict, shall take precedence over the existing zoning and land development regulations.

(3) The provisions of the building code, when in conflict, shall take precedence over the provisions of the EASTERN MU/WF code.

(4) Existing buildings may be destroyed or removed, however they must be replaced according to the EASTERN MU/WF regulations. Existing buildings may not be destroyed or removed unless they are to be replaced according to EASTERN MU/WF regulations and only after a building permit is issued.

(5) Existing buildings and uses within the EASTERN MU/WF area, which are legally established but do not conform to provisions of the EASTERN MU/WF regulations as of the effective date of these regulations shall be considered nonconforming and may not be replaced, restored, or modified, except in conformity with the regulation for nonconformities contained in Article IV of this chapter. When a nonconforming structure is destroyed by windstorm, flood, or nature disaster, it may be replaced by a new structure of the same or lesser size, and reoccupied by the same use, if construction of such structure is commenced within eighteen (18) months of destruction.

(6) Proposed development with site plan approved under the previous zoning regulations shall commence construction within the time frame allotted in the development order or site plan approval letter. If commencement of construction does not occur within the allotted time frame, the site plan approval shall automatically expire without further action by the City.

(E) *Regulating Plans and Diagrams.* The EASTERN MU/WF is governed by a series of regulating plans and diagrams. The Regulating Plans and Diagrams demonstrate EASTERN MU/WF development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans and Diagrams contained herein and with the Building Typology and Placement Regulating Diagrams in Section 24-58 Mixed-Use (MU) district. The Regulating Plans and Diagrams for the EASTERN MU/WF include the following:

(1) The Sub-areas Regulating Plan, which divides the EASTERN MU/WF into three (3) Sub-areas: Core, Transition and Edge. The highest density and intensity within the Eastern MU/WF shall be allocated to the Core Sub-area, a mixed-use area at the eastern end of the district. The densities and intensities shall then gradually decrease from the Core to the Transition Sub-area where mixed-uses are still permitted and then further decrease to the Edge Sub-area which is adjacent to existing low density residential. The Sub-areas Regulating Plan is shown in Figure MU/EWF-1.

(2) The Street Network Connectivity Regulating Plan, which shows the approximate location of existing and required new streets needed to create the prescribed network of streets within the EASTERN MU/WF. This Plan also establishes the hierarchy of the streets as shown in Figure MU/EWF-2.

(3) The Designated Publically Accessible Open Spaces and Urban Greenway Systems Regulating Plan, which designates the approximate location of the required publically accessible open spaces, urban greenway system and publically accessible waterfront promenades as shown in Figure MU/EWF-3.

(4) The Building Heights Regulating Plan, which establishes the maximum building height as shown in Figure MU/EWF-4.

Figure MU/EWF-1: Sub-Areas Regulating Plan

Figure MU/EWF-2: Street Network Connectivity Regulating Plan

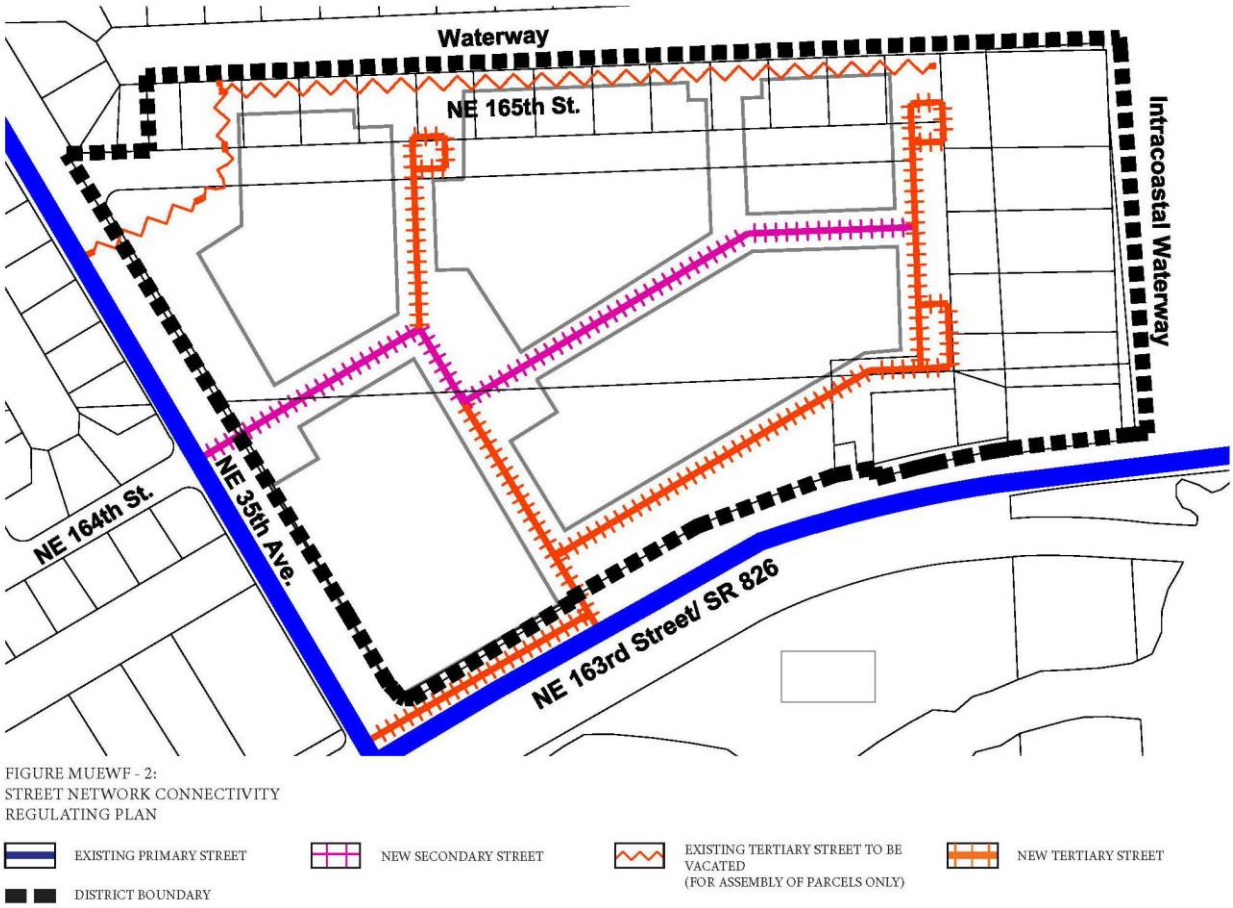


Figure MU/EWF-3: Designated Publically Accessible Open Spaces and Greenway Systems Regulating Plan

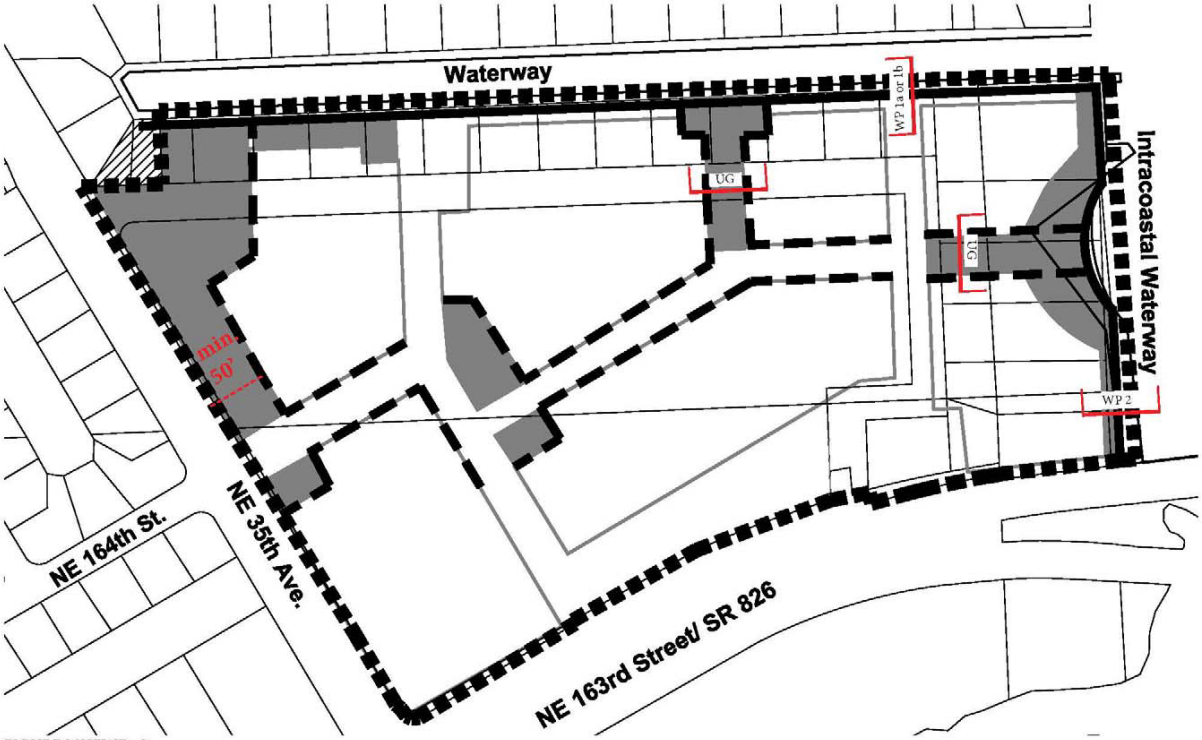


FIGURE MUEWF - 3:
DESIGNATED PUBLICALLY ACCESSIBLE OPEN SPACES AND GREENWAY SYSTEMS REGULATING PLAN

EXISTING DESIGNATED PUBLIC OPEN SPACE

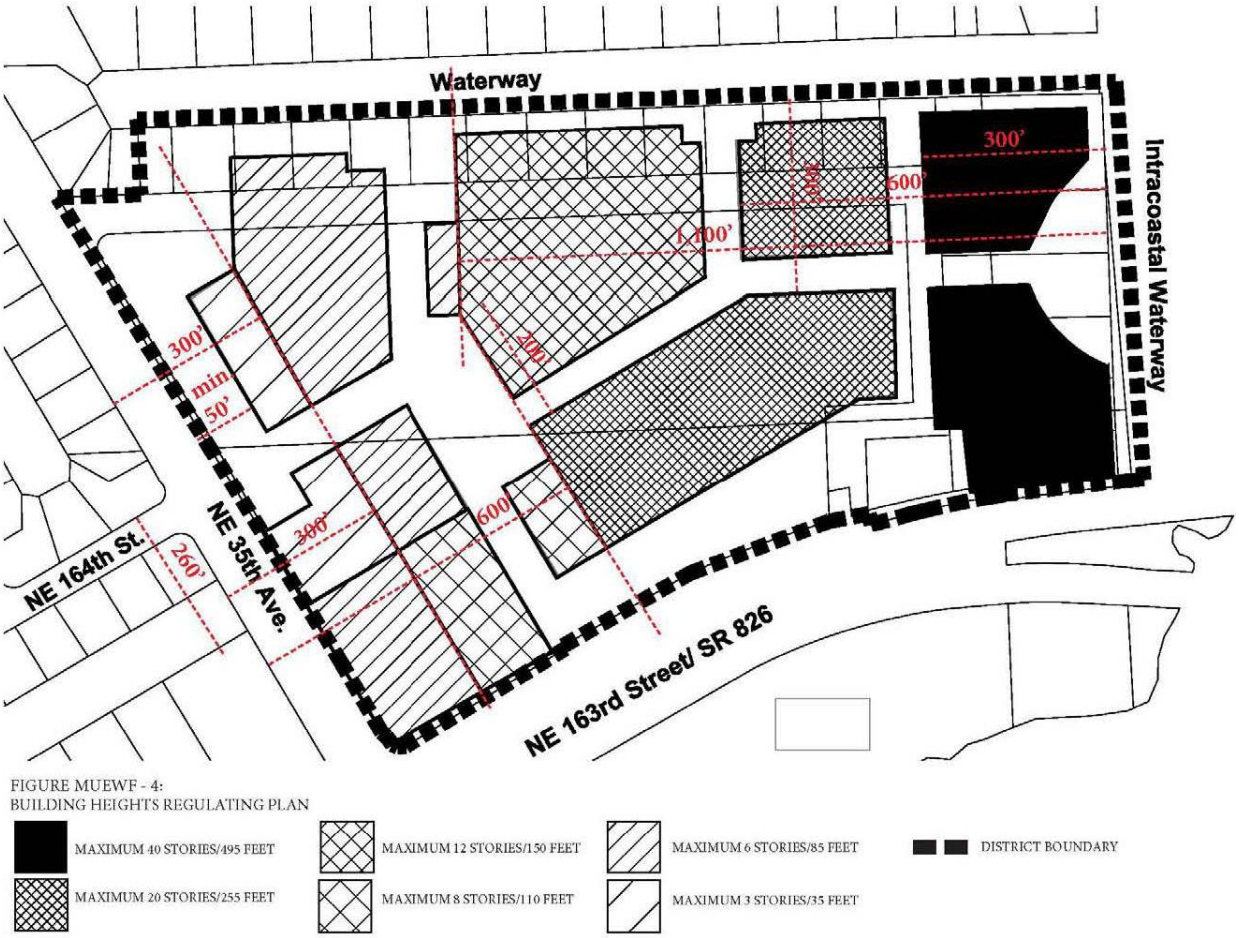
NEW DESIGNATED OPEN SPACE

DESIGNATED URBAN GREENWAY

DESIGNATED WATERFRONT PROMENADE

DISTRICT BOUNDARY

Figure MU/EWF-4: Building Heights Regulating Plan



(F) *Sub-Areas Regulating Plan.* All new and existing development shall review first their location within the Sub-Areas Regulating Plan as shown in Figure MU/EWF-1.

(G) *Permitted Uses.*

(1) *Land Use Principles.*

a. The EASTERN MU/WF District shall be developed as an identifiable place and shall act as an important center for living, working, shopping and entertainment. The mix of uses within the District, the streets and the architectural character of individual buildings shall blend together to contribute to a coherent identity and sense of place.

b. Along all streets and on all levels, both non-residential and residential uses shall be permitted.

c. Buildings fronting the waterfront shall be permitted to have both non-residential and residential uses and shall contain active use along all levels fronting the waterfront.

d. Buildings fronting NE 35th Avenue, north of NE 164th Street, shall contain active use along all levels fronting NE 35th Avenue.

e. Buildings fronting NE 35th Avenue, south of NE 164th Street, shall contain active use along the ground floor only fronting NE 35th Avenue.

f. New residential or mixed-use development adjacent to the existing electrical substation shall be designed in a manner that the adjacent electrical substation is substantially screened along the adjacent side to reasonably reduce visibility from the public right-of-

way along the ground floor. Walls, landscaped buffers and parking areas may be utilized to screen the electrical substation.

g. Where a proposed development is adjacent to NE 35th Avenue, the proposed development shall:

i. Create a fifty-foot-wide landscaped buffer within the proposed project property along the property line, between the proposed development and that portion of NE 35th Avenue as specified in the Designated Publically Accessible Open Space and Greenways Systems Regulating Plan Figure MU/EWF-3. The landscaped buffer shall not contain any structures, driveways, or roads, except sidewalks, bike paths, transit shelters or similar; and

ii. There shall be a Transitional Area adjacent to NE 35th Avenue. The Transitional Area shall include the fifty-foot-wide landscaped buffer. The Transitional Area shall extend for the length of the portion of the proposed development that lies adjacent to and directly facing NE 35th Avenue. The depth of the Transitional Area shall be as specified in the Building Heights Regulating Plan Figure MU/EWF-4. Any road, canal, waterway, park or alley between NE 35h Avenue and the proposed development, or within the Transitional Area of the proposed development, shall be counted toward the depth necessary to comply with this section. The Transitional Area shall be developed as follows:

1. The height of the proposed development adjacent to NE 35th Avenue shall be as specified in the Building Heights Regulating Plan Figure MU/EWF-4.

2. All or part of the Transitional Area may be developed as landscaped open space and/or recreational uses.

(2) Permitted Use Table MU/EWF-1 includes the principal uses permitted in the EASTERN MU/WF along with any required restrictions on such uses, for each of the sub-areas. Principal uses not included in Table MU/EWF-1 are not permitted in the EASTERN MU/WF. The EASTERN MU/WF shall be subject to the Supplemental Regulations as provided for in Article VIII unless modified herein. Uses which are similar in nature to the uses permitted herein, but not enumerated in higher density use areas, shall be permitted upon a finding by the Community Development Director that the characteristics of, and activities associated with the use are substantially similar to one or more of the listed uses, and will not involve greater impacts than the uses listed in the district and the use will be consistent with the purposes of the applicable zoning district and use areas.

Table MU/EWF-1

PERMITTED USES IN THE EASTERN MIXED-USE WATERFRONT (MU/WF) DISTRICT

P= PERMITTED BY RIGHT C = CONDITIONAL USES NP= NOT PERMITTED

Uses	**Use Areas**		
	Core	**Center**	**Edge**
Residential			
Residential, provided that: must be in multi-family context;	P	P	P

	Residential, townhouses (per building typology diagram)	P	P	P
Eating and Drinking Establishments				
	Bars and lounges provided that any such use shall not be located within 500 feet of the real property that comprises a public or private elementary school, middle school or secondary school (Pursuant to § 562.45(2)(a) Florida Statutes.	P	P	NP
	Barbeque restaurants, open air	C	C	NP
	Restaurants including fast food, excluding drive through, including outdoor dining	P	P	NP
	Restaurant fast food with drive through provided drive through is inside parking garage	C	C	NP
General Business				
	Automotive sales and rental uses.	C	C	C
	Daycare center provided use is not on primary street	C	C	C
	Marina, commercial or public	C	C	C
	Night clubs and discotheques	C	C	NP
	Parking garages as principal use, provided that parked vehicles shall not be visible from surrounding properties or public street rights-of-way and structure shall be well landscaped.	C	C	NP
	Surface parking lot as principal use, City owned and operated only	P	P	P
	Vocational schools and trade: Airline, business, cosmetology, secretarial and similar.	P	P	NP
Office				
	Office, business and professional uses.	P	P	P
Retail/Personal Services				

Personal services uses	P	P	P
Studio schools: Art, dance, music, drama, sculpture and similar instruction	P	P	P
Retail/Retail Services			
Medical marijuana dispensaries/medical marijuana treatment centers	C	C	C
Package liquor store: provided such use is located on primary street	C	C	NP
Pharmacies	C	C	C
Retail uses (general retail).	P	P	P
Lodging Accommodations			
Hotels	C	C	NP
Institutional			
Museums and art galleries	P	P	P
Places of public assembly	C	C	C
Utility facilities, light, public and private	P	P	P
Recreation and Open Space (Private and Public)			
Game rooms, sports and amusement facilities.	P	P	C
Public parks and playgrounds, plazas, squares	P	P	P
Urban market gardens	P	P	P

(3) Special Limited Conditional Uses. See Section 24-177.

(H) *Street Network Connectivity Regulating Plan and Street Standards.* Figure MU/EWF-2 shows the approximate location of existing and required new streets needed to create the prescribed network of streets within the EASTERN MU/WF. This plan also establishes the hierarchy of the streets within

the district. The street standards specified in Section 24-58(J) Mixed-use District shall apply except as modified herein:

(1) All streets shall be located according to the Street Network Connectivity Regulating Plan for the EASTERN MU/WF.

(2) All Primary and Secondary Streets shall be required in the same general location as shown on the Street Network Connectivity Regulating Plan and may be modified with respect to alignment. No Primary and Secondary Streets shall be deleted or otherwise vacated or removed.

(3) Tertiary Streets shown on the Street Network Connectivity Regulating Plan are encouraged to promote connectivity and to conform to block length requirements. Tertiary streets may be modified or deleted for the purpose of assembling parcels for development.

(I) *Designated Publically Accessible Open Spaces and Urban Greenway Systems Regulating Plan.* The designated publically accessible urban greenways system and publically accessible waterfront promenades shall be one (1) of the following types depending on the location within the EASTERN MU/WF and as generally shown in the Designated Publically Accessible Open Spaces and Urban Greenways Systems Regulating Plan (Figure MU/EWF-3).

(1) *Urban Greenway Types.*

a. Type UG: New north-south connection to waterfront (Figure MU/EWF-5).

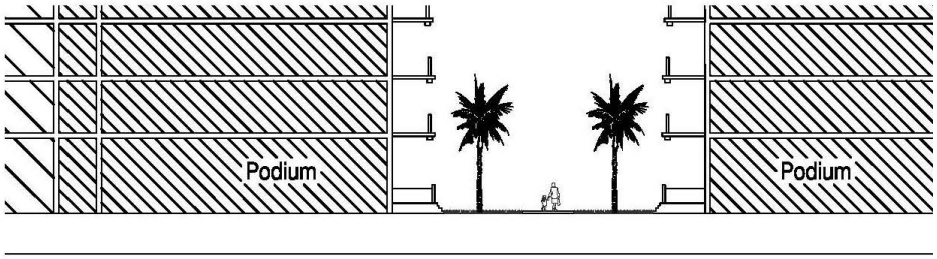
i. The minimum width of the greenway shall be sixty (60) feet.

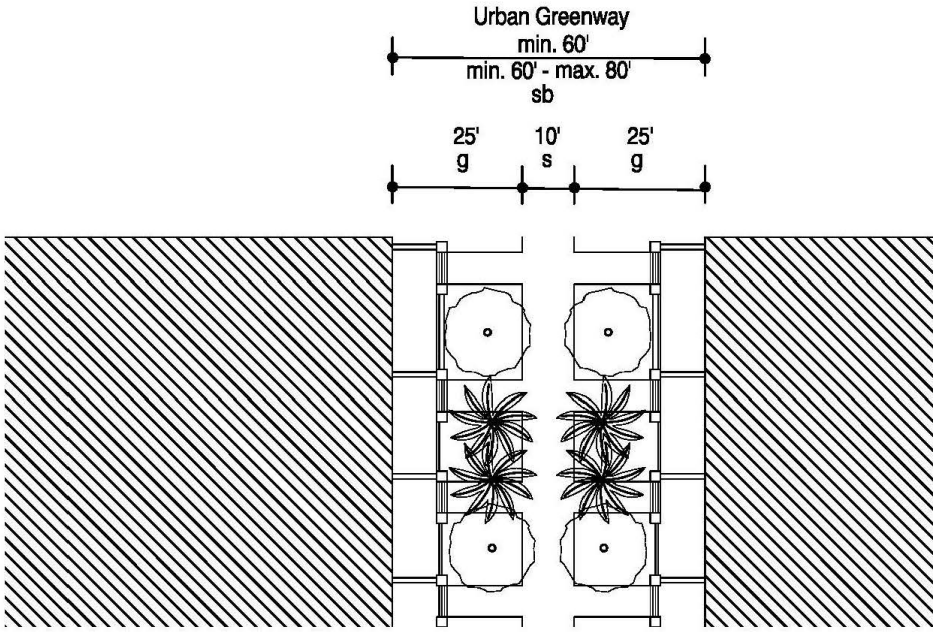
ii. A minimum of sixty (60%) percent of the greenway shall be landscaped and shall consist primarily of sod, ground cover or ornamental grass.

iii. Tree grates shall not be utilized in place of the required landscape strips.

iv. The greenway shall have decorative paving in the hardscaped areas.

FIGURE MUEWF 5: URBAN GREENWAY





Key:

ug: Urban Greenway
sb: Setback
fg: Furnishings/green area
s: Sidewalk
g: Landscape Strip/tree grates
c: Curb and gutter
p: Parking
min: Minimum
R.O.W.: Right-of-way

(2) Waterfront Promenade Types.

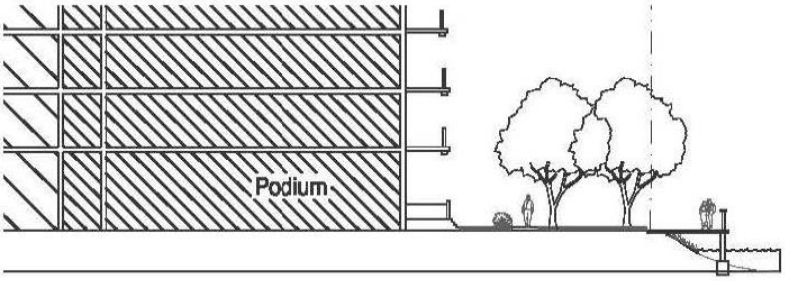
a. Type WP 1a and 1b: Along north side of property (Figures MU/EWF-6a and 6b).

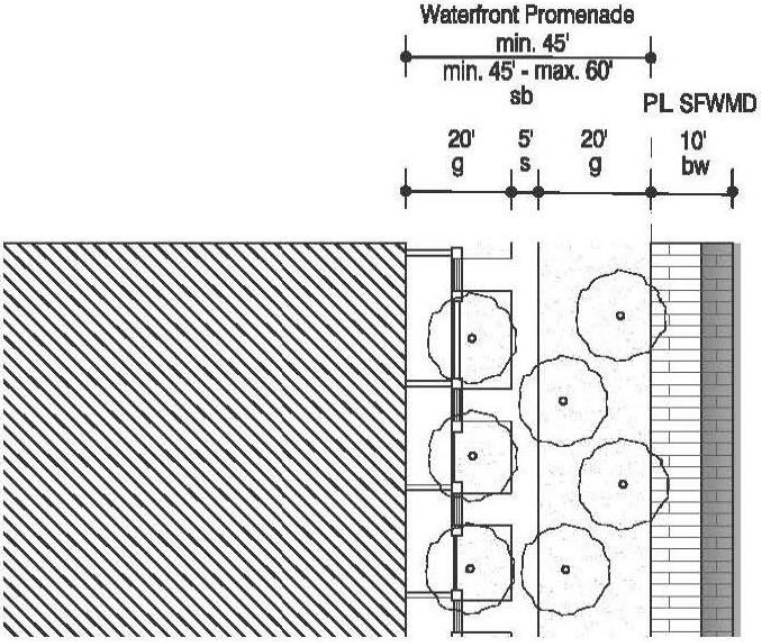
i. The minimum width of the waterfront promenade shall be forty-five (45) feet.

ii. A minimum of sixty (60%) percent of the waterfront promenade shall be landscaped and shall consist primarily of sod, ground cover or ornamental grass.

iii. Tree grates shall not be utilized in place of the required landscape strips.

FIGURE MUEWF 6a: WATERFRONT PROMENADE 1a

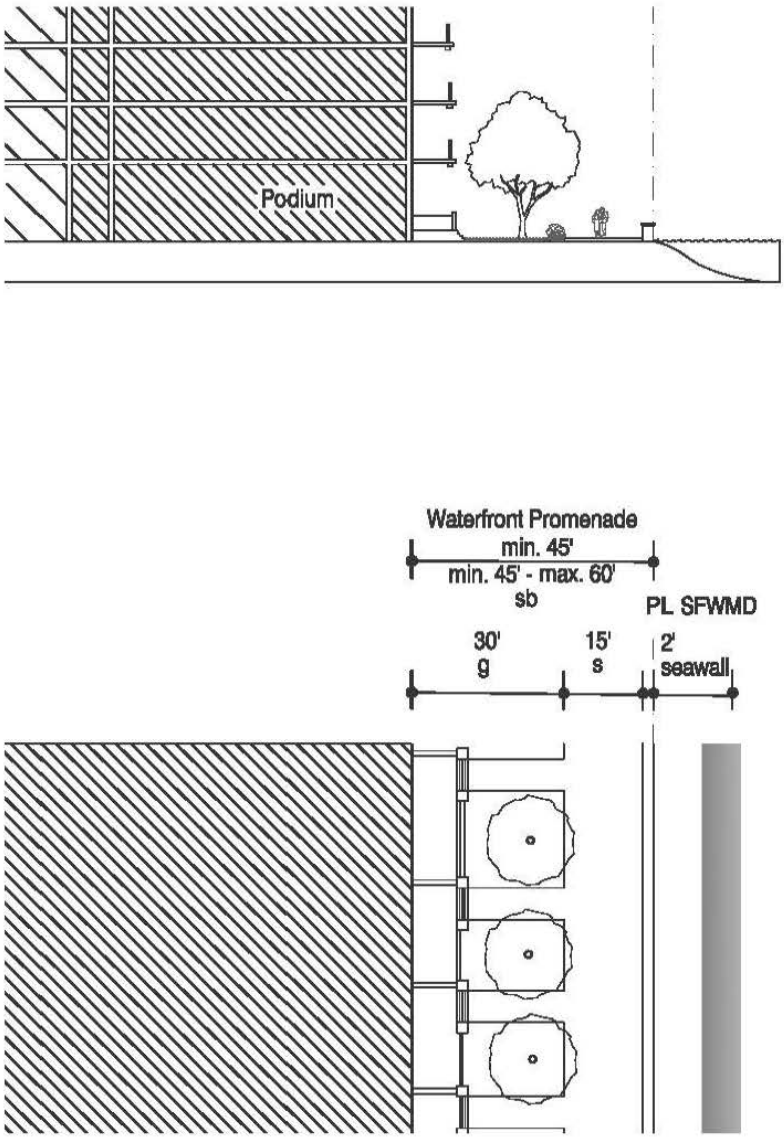




Key:

ug: Urban Greenway
sb: Setback
fg: Furnishings/green area
s: Sidewalk
g: Landscape Strip/tree grates
c: Curb and gutter
p: Parking
min: Minimum
R.O.W.: Right-of-way

FIGURE MUEWF 6b: WATERFRONT PROMENADE 1b



Key:
ug: Urban Greenway
sb: Setback
fg: Furnishings/green area
s: Sidewalk
g: Landscape Strip/tree grates
c: Curb and gutter
p: Parking
min: Minimum
R.O.W.: Right-of-way

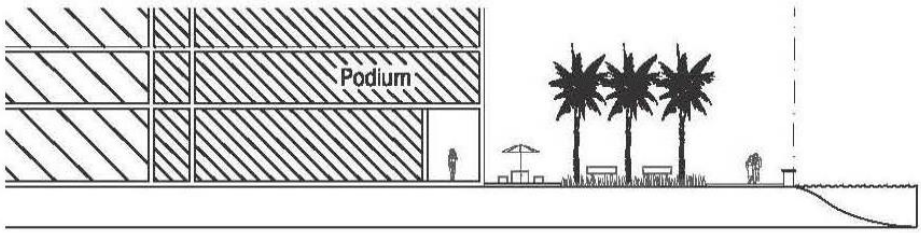
b. Type WP 2: Along east side of property (Figure MU/EWF-7).

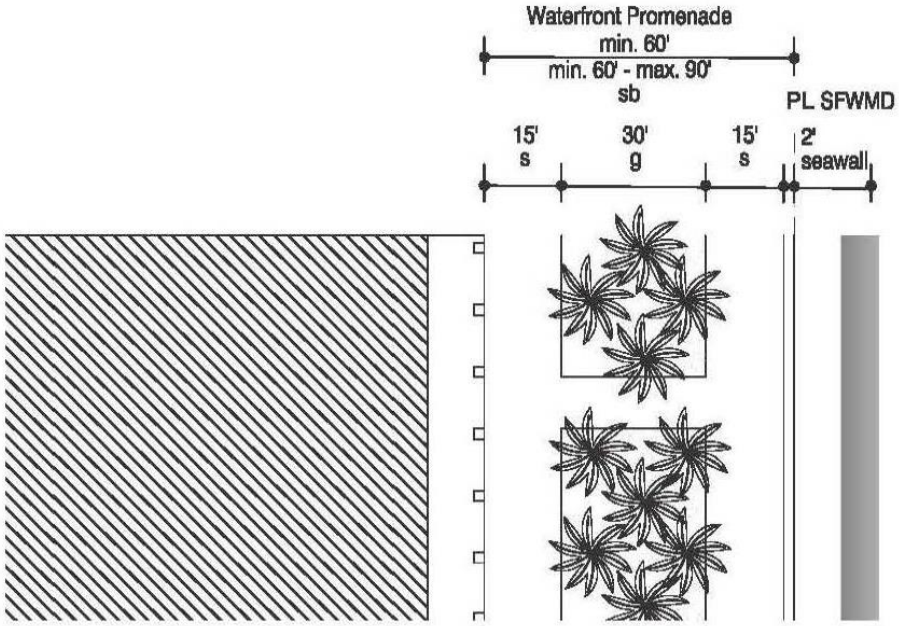
i. The minimum width of the waterfront promenade shall be sixty (60) feet.

ii. A minimum of forty (40%) percent of the waterfront promenade shall be landscaped and shall consist primarily of sod, ground cover or ornamental grass.

iii. Tree grates a minimum of five (5) feet by five (5) feet may be utilized in place of the required landscape strip.

FIGURE MUEWF 7: WATERFRONT PROMENADE 2





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(3) The designated publically accessible urban greenways system and publically accessible waterfront promenades shall be designed to enhance the visual character of the waterfront and specific streets along the urban greenways and ensure pedestrian connectivity by:

a. Providing tree species that provide continuous shade for a minimum of seventy (70%) percent of the frontage along the urban greenways. Palm trees alone are not acceptable and the maximum spacing of the shade trees shall be thirty (30) feet on center.

b. Providing street furnishings such as benches, trash receptacles, bike racks, drinking water fountains, etc.

c. Providing a landscape plan illustrating a coherent design with significant tree species along the urban greenways and waterfront promenade that are distinguishably different from the other streets along the property in terms of color, type and shape.

d. Tree specifications shall be as per Section 24-58(L).

(J) *Building Heights Regulating Plan and Additional Height Standards.* All new and existing development shall comply with the standards found within the Building Heights Regulating Plan as shown in (Figure MU/EWF-4). Table MU/EWF-2 provides a summary of the heights per sub-area, however, since maximum building heights vary within the sub-areas and are dependent on location, the Building Height Regulating Plan shall be referred to.

Table MU/EWF-2 Maximum Permitted Height (1)	
Area	**Maximum Permitted Height**
Core Sub-Area	40 stories/495 feet (2), (3)
Transition Sub-Area	20 stories/255 feet (2) (3)
	12 stories/160 feet (2), (3)
Edge Sub-Area	8 stories/110 feet (3)
	6 stories/85 feet (3)
	3 stories/35 feet (3)
Notes: (1) Height has been rounded up to allow for additional space for mechanical equipment and the measurement of the roof. Measurement of stories is regulated in Section 24-58 Mixed-use District. (2) Buildings higher than 8 stories shall only be developed per the Tower building Type standards. (3) The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting intensity does not exceed the intensity that would otherwise be accommodated in the maximum number of stories permitted.	

(K) *Building Typology and Dimensional Standards.*

(1) *Building Typologies.* All new buildings shall conform to one (1) of the permitted building typologies as demonstrated in the Building Typology and Placement Regulating Diagrams in Section 24-58 Mixed-use District. The diagrams provide a schematic representation of the various building typologies and demonstrate the required setbacks, lot standards, and profiles of structures. Existing buildings which do not fit a prescribed typology, shall follow the standards required for the Flex building typology. Not all building typologies are permitted in each Mixed-use district. The building typologies permitted in the EASTERN MU/WF and their allowable sub-area locations are listed below in Table MU/EWF-3.

Table MU/EWF-3

Building Typology	**Core**	**Transition**	**Edge**
Tower	Yes	Yes	No
Liner	Yes	Yes	Yes
Courtyard Building	Yes	Yes	Yes
Flex	Yes	Yes	Yes
Townhouse Type 1	No	No	Yes
Townhouse Type 2	Yes	Yes	Yes
Zero Lot Line (Courtyard House)	No	No	Yes
Zero Lot Line (Sideyard House)	No	No	Yes
Single Family Detached	No	No	No

(2) *Setbacks and Building Frontage.*

a. *Front and Street Side Setbacks and Building Frontage.* Front and Street Side setbacks are determined based on the street the building fronts. Table MU/EWF-4 lists the minimum required front and street side setbacks and building frontage per street type. The interior side and rear setbacks as well as the lot standards shall be as specified per building type in Section 24-58 Mixed-use District.

Table MU/EWF-4 Minimum and Maximum Front and Street Side Setbacks

and Building Frontage per Street Type (1)

Street Type	Minimum Setback	Maximum Setback	Building Frontage
Primary (NE 35th Avenue)	15 feet 50 feet (for the portion of the property immediately fronting the single family residential district)	50 feet	70%
Secondary	10 feet	20 feet	90%
Tertiary	0 feet	30 feet	50%
Waterfront Promenade Type	**Minimum Setback**	**Maximum Setback**	**Building Frontage**
WP 1	45 feet	60 feet	90%
WP 2	60 feet	90 feet	90%
Notes: (1) Setbacks shall be measured from property lines.			

(L) *On-site Parking Standards.*

(1) All parking within the EASTERN MU/WF shall comply with the Access, Circulation, Parking and Loading Standards specified in Section 24-58 Mixed-use District.

(2) On-site parking shall comply with Table MU/EWF-5. Uses not listed herein shall comply with the parking requirements specified in Article IX.

(3) Guest parking shall comply with Table MU/EWF-5. Guest parking shall be designated and prominently marked on-site as "Guest Parking" and shall not be restricted in any manner to use by a single tenant, owner, unit, or other user.

Table MU/EWF-5 Minimum and Maximum Parking Requirements by use		
	Min	**Max**
Retail, restaurant or commercial	2 per 1,000 sf	4 per 1,000 sf
Office	2.5 per 1,000 sf	4 per 1,000 sf

Hotel and motel; hotel and motel, limited	1 per 4 rooms plus 1 per 800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff	1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas; 1 per 15 rooms for staff
Residential	1 per unit plus 1 per 20 units for guest parking	2 per unit plus 1 per 20 units for guest parking
Microbrewery, winery or distillery	Retail/tasting room: 2 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1 per 1,000 sq. ft. gfa	Retail/tasting room: 4 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1.5 per 1,000 sq. ft. gfa

(M) *Bicycle Racks and Bicycle Storage Standards.* Bicycle racks and storage shall be required as follows:

(1) *Bicycle Racks and Bicycle Storage for Commercial Uses.* Commercial developments, excluding hotel uses, shall provide:

a. Secure bike racks and/or storage at a ratio of one (1) bicycle parking space per every fifteen (15) required parking spaces; and

b. A minimum of one (1) shower and changing facility shall be provided to be available for all tenants and shall be located within the building, or within two hundred (200) feet of the building entrance, for developments greater than fifty thousand (50,000) square feet in gross building area.

(2) *Bicycle Racks and Bicycle Storage for Residential Uses.* One (1) bicycle parking space shall be provided per every fifteen (15) required parking spaces. Required residential bicycle parking spaces shall be provided in a secured area, covered from the elements.

(3) *Mixed-Use Developments.* Mixed-use developments shall provide secure bicycle parking spaces for both the commercial and residential components of the development as calculated separately pursuant to the requirements of this section.

(N) *Signage Standards.* Signage shall comply with the standards in Article XIII except as modified herein.

(1) Signs affixed to the exterior of a building shall be architecturally compatible with the style, composition, materials, colors, and details of the building, as well as with other signs used on the building or its vicinity.

(2) Signs shall fit within the existing facade features, shall be confined to signable areas, and shall not interfere with door and window openings, conceal architectural details or obscure the composition of the facade where they are located.

(3) Whenever possible, signs located on buildings within the same block-face shall be placed at the same height in order to create a unified sign band.

(4) Wood and painted metal are the preferred materials for under-awning, hanging signs. Flat signs should be framed with raised edges. Wood signs shall use only high-quality exterior grade wood with suitable grade finishes.

(5) Sign colors should be compatible with the colors of the building façade. A dull or matte finish is recommended for reduction of glare and enhancement of legibility.

(6) Signs shall be either spot- or backlit with a diffused light source. Spotlighting shall require complete shielding of all light sources, shall be contained within the sign frame, and shall not significantly spill over to other portions of the building or site. Backlighting shall illuminate the letters, characters, or graphics on the sign, but not its background. Warm fluorescent bulbs may be used to illuminate the interior of display cases. Neon signs placed inside the display case shall insure low intensity colors.

(7) Signs shall be mounted so that the method of installation is concealed. Signs applied to masonry surfaces should be mechanically fastened to mortar joints only and not directly into brick or stone. Drilling to provide electrical service should also follow the same rule.

(8) Billboards are prohibited.

(O) *Development Approval Conditions.*

(1) *Public Infrastructure and Streetscape Assessment and Fund.*

a. All new residential development, or renovation or remodeling of residential units within the EASTERN MU/WF, where total vertical construction costs of the development, renovation or remodeling is equal to or greater than five hundred thousand ($500,000.00) dollars shall pay a public infrastructure and streetscape assessment per dwelling unit. Such public infrastructure and streetscape assessment shall be paid prior to issuance of a building permit for the development, renovation or remodeling. All public infrastructure and streetscape assessments shall be deposited into the public infrastructure and streetscape fund.

b. Ordinary property maintenance is exempt from the public infrastructure and streetscape assessment. Repairs and restoration resulting from fire, flood, windstorm or other natural disaster, as determined by the building official, are exempt from the public infrastructure and streetscape assessment.

c. The amount of the public infrastructure and streetscape assessment shall be established by resolution of the City Council and may be adjusted from time to time.

d. A separate public infrastructure and streetscape fund shall be established by the City. All public infrastructure and streetscape assessment payments from residential development, or renovation or remodeling of residential units within the EASTERN MU/WF shall be deposited into this fund and the funds shall be kept separate from any other City funds. The public infrastructure and streetscape fund shall be used by the City for improvement to and maintenance of the public infrastructure and streets in the EASTERN Shores Neighborhood. Use of such funds shall be determined by the City Council. Any monies not expended in the fund in any fiscal year shall be carried over in the fund into the following year. Any interest earned on the funds shall be retained in the fund.

(2) *Public Services.*

a. The developer shall be required to relocate, rebuild, improve, enhance or otherwise address per the direction of the City/County, the existing fire rescue station onsite.

b. The developer shall be required to provide, or otherwise address per City direction, a police substation onsite.

c. The developer shall be required to develop and maintain in perpetuity a minimum of six (6) acres of publically accessible open space in the District. Part of this six (6) acres shall be a new publically accessible neighborhood park, conveniently located for access by residents of the Eastern Shores Neighborhood, a minimum of sixty-five thousand (65,000) square feet in size.

d. The developer shall be required to develop and maintain in perpetuity a publically accessible waterfront promenade, the general location of which is approximately shown in the Designated Publically Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3). The new publically accessible waterfront promenade

shall generally extend along the entire northern and eastern site boundary edges adjacent to the water.

e. The developer shall be required to provide for multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue.

f. The developer shall be required to provide streetscape improvements within the MU/EWF property generally in accordance with the Street Network Connectivity Regulating Plan and Street Standards.

(P) *Development Permit Review Procedures.* The following development permit review procedure will apply to this district:

(1) The review procedures set out in Article XV and Section 24-171 (Concurrency) will apply within this district.

(2) Preapplication Conference: For those development permit requests that require a Pre-Application Conference, the specific issues identified below must be reviewed by the Applicant and addressed with staff at the Preapplication Conference:

(a) Provide a traffic study that shows multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue. Show plans to provide public access to the waterfront; improve, enhance, relocate, rebuild or otherwise address per City/County direction the Miami-Dade Rescue Station; address, per City direction, the addition of a police substation; and address the long term maintenance of designated publically accessible open spaces.

(b) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above and shown on the MU/EWF District's:

(1) Sub-Areas Regulating Plan.

(2) Street Network and Connectivity Regulating Plan.

(3) Designated Publically Accessible Open Spaces and Urban Greenways Regulating Plan.

(4) Building Heights Regulating Plan.

(5) Building Typology.

(3) Applications that include a development agreement shall be subject to the additional notice and hearings set forth in Article XIX.

(Ord. No. 2015-5 , § 2(Exh. A), 3-17-15; Ord. No. 2016-6 , § 2, 7-5-16; Ord. No. 2017-12 , § 3, 1-16-18; Ord. No. 2018-6 , § 2, 5-24-18; Ord. No. 2018-7 , § 3, 6-19-18)

City of North Miami Beach, Florida

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING AND ZONING BOARD
SUPPLEMENTAL MEMO

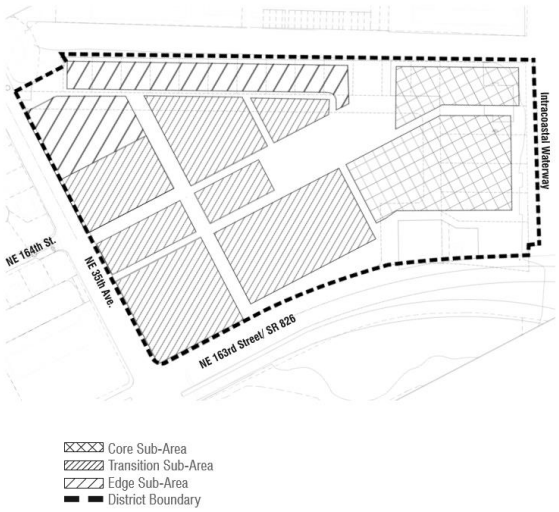
TO: **Planning and Zoning Board**
FROM: **Justin Proffitt, AICP, Community Development Director**
Sharon Cino, Planning and Zoning Manager
DATE: **July 13, 2020**
RE: **Mixed -Use Waterfront District (MU/EWF) and Mixed -Use (MU) District Zoning Code Amendments PZB Staff Report**

Attached to this memo is the revised MU-EWF 24-58, 24-58.7 PZB Staff Report and MU-EWF Zoning Code Amendment Ordinance as a supplement to your full agenda and backup materials delivered on July 7, 2020. The applicant provide an updated Sub Areas Regulating Plan – Section 24.58.7 (E) **Figure MU/EWF 1** and Building Heights Regulating Plan & Maximum Permitted Height – Sections 24-58.7 (J) **Figure MU/EWF-4** graphic. These new graphics are consistent with the description outlined in the staff report on July 7, 2020. Please accept this version of the MU/EWF and MU District Zoning Code Amendments Staff Report and draft Ordinance.

<u>MU / EWF Regulating Plan Amendments:</u>

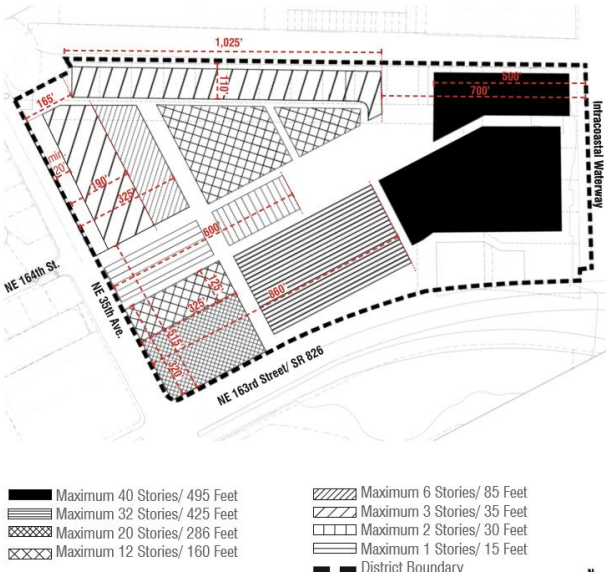
Sub Areas Regulating Plan - Section 24-58.7(E) Figure MU/EWF 1.
The diagrams below describe the previously adopted plan and proposed Core, Transition and Edge Sub Areas Regulating Plan:

Proposed



Building Heights Regulating Plan & Maximum Permitted Height – Sections 24-58.7(E) Figure MU/EWF-4:

Proposed



Attachment(s):

- MU/EWF and MU District Zoning Code Text Amendments PZB Staff Report.
- MU/EWF and MU District Zoning Code Amendment Ordinance

PLANNING AND ZONING BOARD
STAFF REPORT

TO: Planning and Zoning Board Members
FROM: Justin Proffitt, AICP, Community Development Director
Sharon Cino, Planning & Zoning Manager
DATE: July 13, 2020
RE: Mixed Use Waterfront District (MU/EWF) and Mixed -Use (MU) District Zoning Code Text Amendments

P&Z ITEM # 20-7

UPDATE:

At the June 8th Planning and Zoning meeting the board voted to defer this item to allow the applicant to respond to the deferral comments that accompany the development agreement. Staff discussed with the applicant additional building height limitations and the removal of some of the zoning code amendments that are not needed for the proposed development and therefore have been removed from the this request.

REQUEST:

The applicant for the proposed development agreement on this agenda, Dezer Intracoastal Mall, LLC requests the City of North Miami Beach to amend two sections of the Zoning and Land Development Code by amending Chapter 24, Article V "Zoning Use Districts" Section 24-58 "Mixed Use (MU) District" and Section 24-58.7 "Eastern Mixed-Use Waterfront District.

COMMUNITY DEVELOPMENT ANALYSIS

The applicant is requesting these amendments to provide consistency with the proposed Conceptual Master Development Plan. The proposed conceptual master plan provides improvements and features that are different than what was adopted by the City Commission in 2015. <u>It is important to note that none of these amendments propose to increase the residential density or nonresidential space adopted by the City Commission in 2015.</u>

The proposed zoning code amendments relate to the following issues, which will also be summarized more in depth below:

Amendments that apply only to the applicant's property and the MU/EWF District (Section 24-58.7 – Mixed Use Eastern Waterfront District)

- Regulating Plan adjustments to sub-area boundaries, street network, open space, building height configuration;
- Ground floor active use requirements for a portion of the building façade along NE 35th Avenue;
- Changing Hotels from Conditional to Permitted Use
- Increasing maximum parking limitation for 3 bedroom residential units.
- Removing duplicative language and scrivener's errors in the existing code.
- Increasing the maximum Building length Increasing the maximum block size for the MU/EWF District

Amendments that apply to ALL mixed-use districts Citywide (Sec. 24-58, Mixed Use Districts)

- Defining building story height limitations
- Removing duplicative language and scrivener's errors in the existing code.

The applicant states that these amendments are necessary to:

"Together, the .. proposed amendments to Section 24-58 will allow for the effective design and creation of an active, distinctive, and pedestrian-friendly urban environment. Increasing the allowable building horizontal dimension and block length will allow for maximization of water views and green areas/open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts. In addition, these text amendments allow for the significant physical and functional integration of uses and project components necessary to achieve the desired synergies and sense of place that are the hallmarks of quality mixed-use developments.

The .. proposed amendments to Section 24-58.7 will enable the Applicant to design and redevelop the Property in a manner that is thoughtful, innovative, and consistent with the spirit of the district regulations. Specifically, these amendments are necessary to achieve improved site configuration, and pedestrian and vehicular circulation and orientation, as well as the creation of the canal, which bifurcates the majority of the Property. The canal was not envisioned in the current regulating plan or diagrams, is the focal point of the proposed development. Not only will this new landmark contribute to the sense of place and identity of the project, but it will also serve as a natural and attractive component that will dramatically enhance the experience of visitors and residents alike. As such, the proposed text amendments are needed to amend the regulating plan and provide consistency for the project with the associated MU/EWF district regulations."

Purpose & Intent of the MU/EWF District [Sec. 24-58.7(A)]

When considering the proposed zoning code amendments, city staff and the City's architectural and urban design consultant, Bermello Ajamil, reviewed the amendments against the following:

- Purpose and intent of the MU/EWF District, Section 24-58.7(A).
- Development standards in the Mixed-Use regulations Section 24-58.

- Comprehensive Plan Mixed Use District Policies relating to 1.8.2 - Land Use, Densities, Intensities, and Approach for each Zoning District; 1.8.6 - Mixed-Use District Regulatory Framework; 1.8.8 - Design Principles and Procedures.

The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new publicly accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. This purpose will be fulfilled by:

1. Ensuring high quality, architecturally compatible, consistently landscaped development throughout the District;
2. Ensuring that new development or redevelopment projects enhance the visual character of the District and does not create incompatibility with the adjacent single-family properties in terms of massing and scale;
3. Encouraging the development of a neighborhood main street with pleasant shopping areas and attractive pedestrian spaces;
4. Stimulating neighborhood commercial and retail activities;
5. Encouraging people to reside in the District;
6. Ensuring the mitigation of traffic issues such as providing additional access points into the site, where feasible;
7. Ensuring public access to and the beautification of the waterfront;
8. Ensuring the development and maintenance of new publicly accessible open space; and
9. Retaining and enhancing the existing rescue station and addition of a police substation.

MU/EWF (ENTITLEMENTS /BASKET OF RIGHTS)

The MU/EWF district (Policy 1.8.2) is capped at 2,000 residential units and 2,500,000 square feet of non-residential development. The chart below outlines compliance with this policy and shows the remaining amount of development potential expected for the MU/EWF district:

MU/EWF Development	Residential Units	Non-Residential in Square Feet
Maximum	2000	2,500,000
Pre-existing Development	0	300,000
Subtotal	**0**	**300,000**
Remainder	**2000**	**2,200,000**

*Per Policy 1.8.2. Maximum Development Densities, Intensities for Eastern MU/WF, Mixed-Use Waterfront

As previously stated above the proposed development does not exceed the maximum development density or intensity as permitted in the MU/EWF district. The existing development for MU/EWF district does not include any residential units. It does include 300,000 square feet of existing nonresidential development (shopping center and supermarket). The proposed development intends on using the available 2,000 residential units, and 575,000 square feet of the available non-residential area plus a 250 key hotel (commercial/retail/office space).

Summary & Staff Analysis

The following is a summary and staff analysis of the proposed zoning code amendments:

Section 24-58 Mixed Use District Text Amendments (Amendments that apply to all mixed use)

- **Floor/Story Heights.** The proposed changes **in Section24-58 (R)(2)** are provided below:

  a. *Ground level stories shall be a maximum height of twenty (20) feet.*

  b. *Second level stories shall be a maximum height of twenty (20) feet.*

  c. *Each story above the second story shall be a maximum height of fourteen (14) feet.*

  d. *Every building shall permit a single (1) specialty amenity story above the third story and above the fourteen (14) foot limit, for a maximum of twenty (20) feet.*

  e. *For portions of interior spaces in buildings in mixed use districts that permit land uses that typically have higher story heights, such as movie theaters, auditoriums, television or other types of media studios, penthouse residential units, and similar land uses. The Community Development Director may waive the maximum story height.*

  The proposed change would incorporate special uses such as movie theaters and was recommended by Bermello and Ajamil to allow flexibility for unique amenities to be built such as movie theaters, auditoriums, media studios, and penthouse residential units. The proposed change will increase the maximum story height in a building from twelve (12) feet to fourteen (14) feet for added flexibility in building design and based on an evaluation of the existing mixed use ordinances. Additional height is recommended to allow for additional space for mechanical equipment as well. Each building will be allowed to have a unique amenity story built above the third story for a maximum of (20) feet. This change responds to multiple variances the city has approved for development projects featuring amenity decks with pools. The Second level retail requires higher floor heights to improve the quality of the development when two story retail is proposed in a project. These proposed changes are consistent with the recommended code changes in the upcoming Mixed-Use Phase II zoning code amendments.

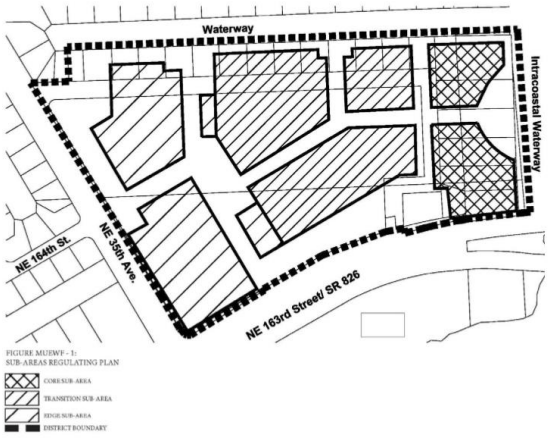
- **<u>MU / EWF Regulating Plan Amendments:</u>**

  - **Sub Areas Regulating Plan - Section 24-58.7(E) Figure MU/EWF 1.**

The diagrams below describe the previously adopted plan and proposed Core, Transition and Edge Sub Areas Regulating Plan:

The proposed building height in the Core Sub-Area would be designated toward the waterfront, greenways and park vistas to promote a walkable neighborhood. These changes are requested in order to accommodate the conceptual master plan designed by the developer. As one regulating plan changes the others must be updated as well.

Regulating Plan



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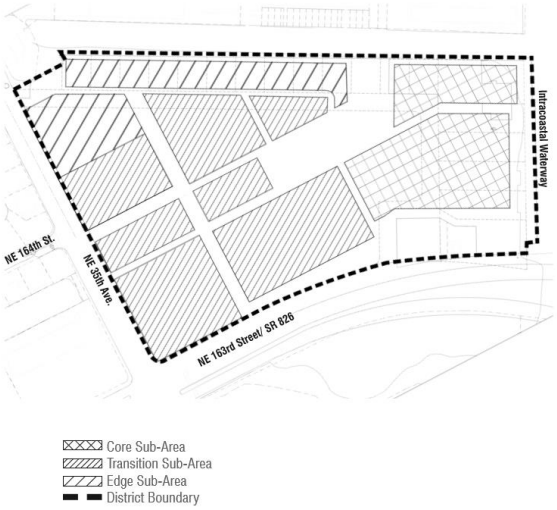
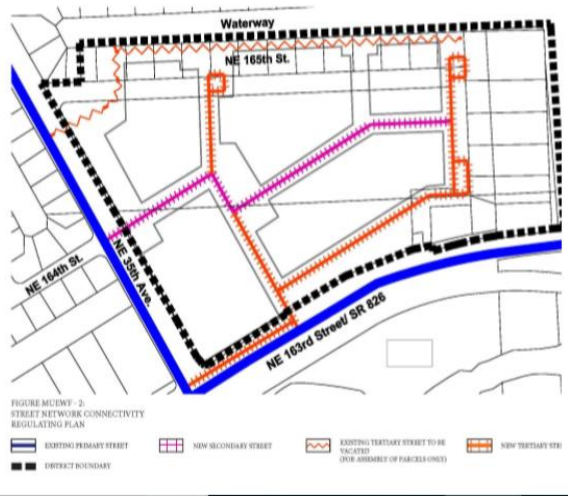


- **<u>Street Network Connectivity Regulating Plan - Section 24-58.7(E) Figure MU/EWF 2</u>**, the diagrams below describe the previously adopted plan and proposed plan.

Regulating Plan



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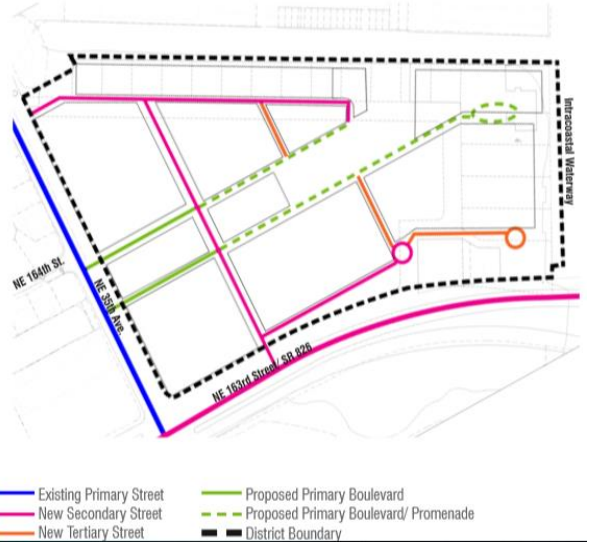
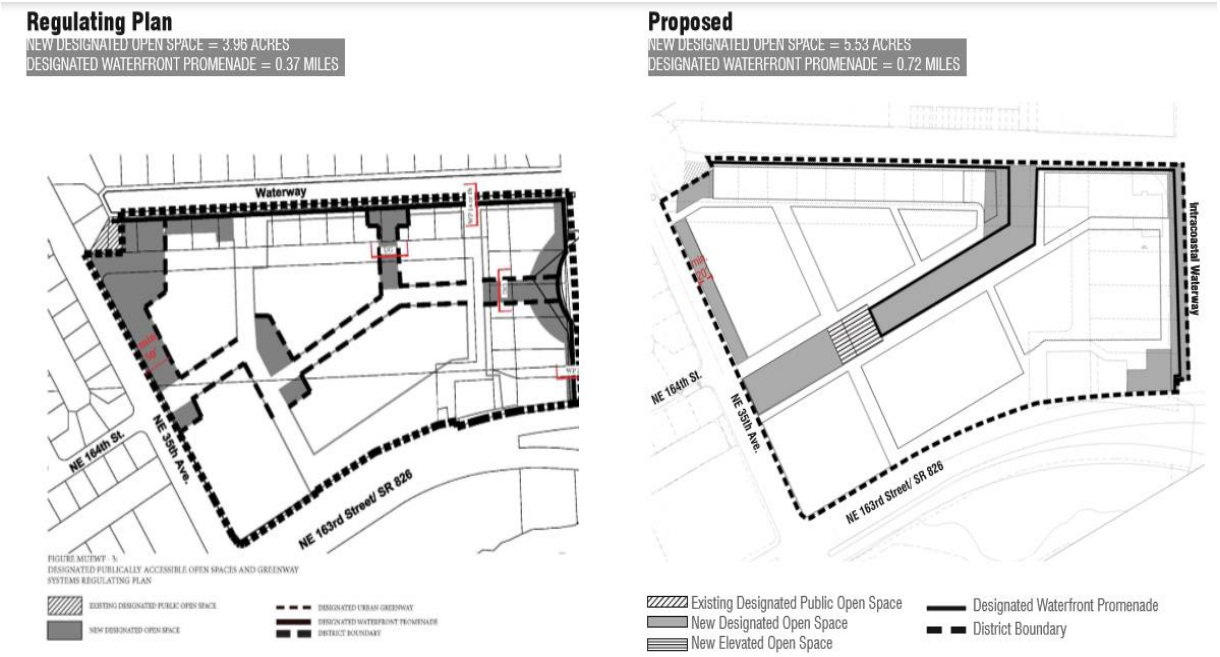


In the adopted plan three streets are identified along NE 35 Avenue; a tertiatry street at the northwest corner of the property, one at NE 164th Street, and a frontage road with a connection to SR 826 at NE 36 Avenue/Intracoastal Mall Driveway. In the proposed plan, three streets are identified at different locations along NE 35th Avenue: one at the northwest corner of the property; two at NE 164th Street (with the southern one of these being a one way eastbound only). In both plans, the direct east and west access to and from SR 826 is shown as NE 36 Avenue/Intracoastal Mall Driveway. The proposed development will include a signal at the intersection of SR 826 and NE 36 Avenue/Intracoastal Mall Driveway. The requirement in Section 24-58.7(O)(2)(e) states that street network connections associated with the proposed development shall not overburden NE 35 Avenue and shall provide multiple access points providing direct east and west access to and from 826/NE 163rd Street.

- **<u>Designated Publicly Accessible Open Spaces and Greenway Systems Regulating Plan</u>** - **Section 24-58.7(E) Figure MU/EWF 3:** The diagrams below describe the previously adopted plan and proposed**:**



The existing regulating plan amounted to approximately 4.1 acres of designated public open space. The proposed change would significantly increase the publicly accessible open space existing requirement resulting in six (6) acres of publicly accessible open space for residents to access public amenities, greenways, waterfront promenade around the north and east perimeters of the property, streetscape improvements on the ground level connecting to the existing neighborhood along NE 35th Avenue. The proposed development includes the main park, community center, playground, dog park, mangroves and other green spaces throughout the property.

- **Building Heights Regulating Plan & Maximum Permitted Height – Sections 24-58.7(E) and (J) Figure MU/EWF-4 and Table MU/EWF-2**: The diagrams below describe the previously adopted plan and proposed.

The proposed change redistributes the building heights in the MU/EWF district. The applicant states that redistributing the building heights is necessary:

"..to design and redevelop the Property in a manner that is thoughtful, innovative, and consistent with the spirit of the district regulations. Specifically, these amendments are necessary to achieve improved site configuration, and pedestrian and vehicular circulation and orientation, as well as the creation of the canal, which bifurcates the majority of the Property. The canal was not envisioned in the current regulating plan or diagrams, is the focal point of the proposed development. Not only will this new landmark contribute to the sense of place and identity of the project, but it will also serve as a natural and attractive component that will dramatically enhance the experience of visitors and residents alike."

Below is a graphic from Sheet A1-15 of the Master Concept Development Plan. The left side of the graphic shows the current Building Heights Regulating Plan adopted by the City Commission in 2015. The right side shows the proposed regulating plan. The main difference between the two regulating plans is the general redistribution of the building heights and massing from the northern side of the district to the southern side of the district. In the adopted plan, the building heights increase from west to east starting with 3 stories along NE 35th Avenue and ending with the Core Sub-Area (Dark Black) at 40 Stories along the intracoastal waterway. The proposed plan redistributes building height by increasing from the north/northwest to the southern side of the district and property line along NE 163rd Street.

Table MU/EWF-2 provides a summary of the heights per sub-area. The proposed changes to Table MU/EWF-2 reflect the redistribution of heights in the Building Heights Regulating Plan and further define the third note in the table. The third note in the table permits flexibility in the number stories in a building as long it does not exceed the overall height maximum measured in feet. Developers must demonstrate that although the building has more stories than what the code permits, the resulting density and intensity does not exceed the density and intensity that would otherwise be accommodated in the maximum number of stories permitted. Adding the word "density" clarifies that even if the building has more stories than the maximum permitted, the same number of residential units exist in the building. Currently, the code does not define how many additional stories can be requested by a developer. City staff recommend capping the number of stories that can be requested under this provision.

Regulating Plan

Proposed

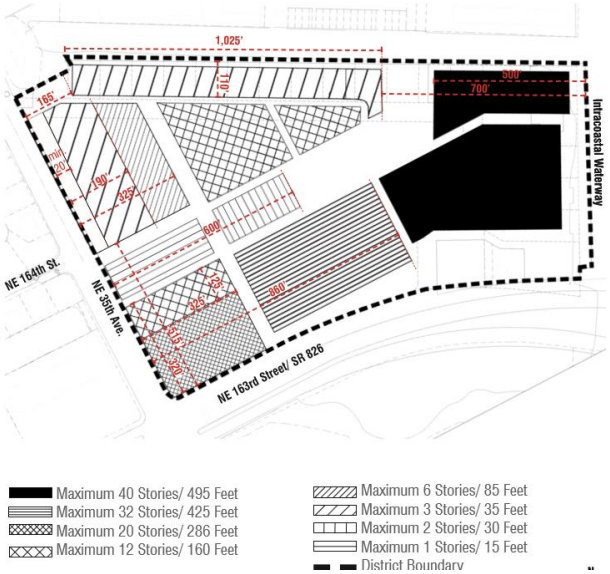
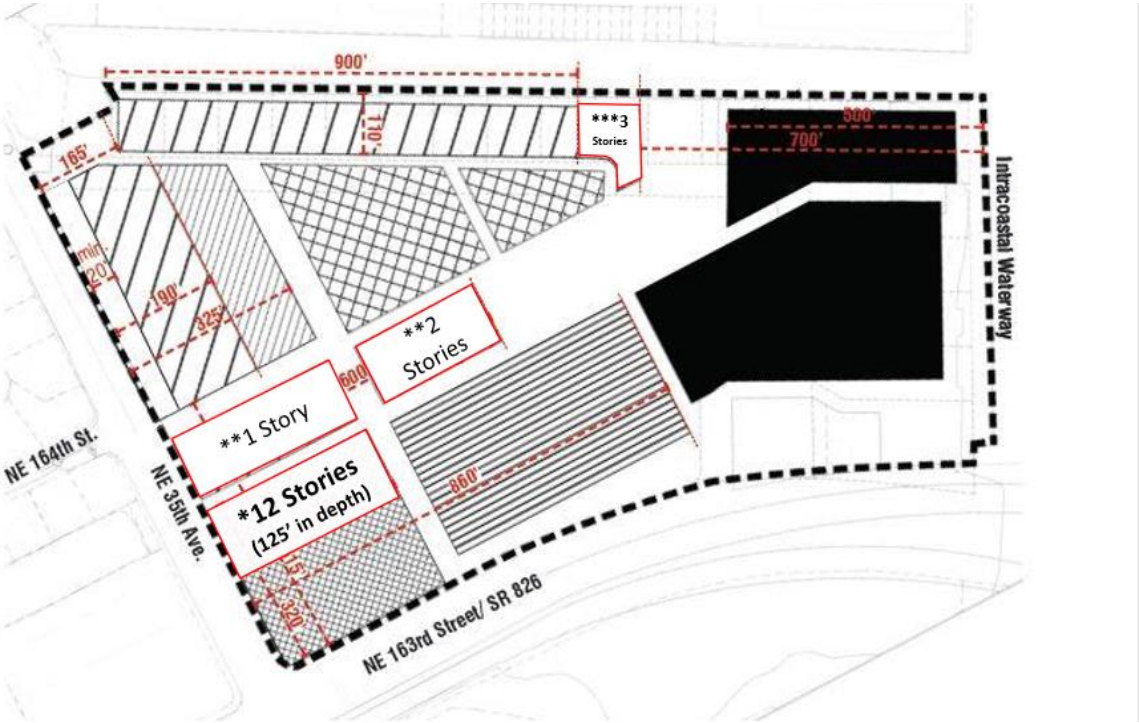


Table MU/EWF-2 Maximum Permitted Height (1)	
Area	**Maximum Permitted Height**
Core Sub-Area	40 stories/495 feet (2), (3)
Transition Sub-Area	~~20 stories/255 feet~~ **32 Stories/425 feet** (2) (3)
	~~12 stories/160 feet~~ **20 Stories/286 feet** (2), (3)
	12 stories/160 feet (2) (3)
Edge Sub-Area	~~8 stories/110 feet (3)~~
	6 stories/85 feet (3)
	3 stories/35 feet (3)

Notes:
(1) Height has been rounded up to allow for additional space for mechanical equipment and the measurement of the roof. Measurement of stories is regulated in Section 24-58 Mixed-use District.
(2) Buildings higher than 8 stories shall only be developed per the Tower building Type standards.
(3) The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting **density and** intensity does not exceed the **density and** intensity that would otherwise be accommodated in the maximum number of stories permitted. **In the Edge and Transition sub-areas, no building may equal or exceed the number of stories in the next higher sub-area. In the Core sub-area, no more than eight (8) additional stories will be permitted.**

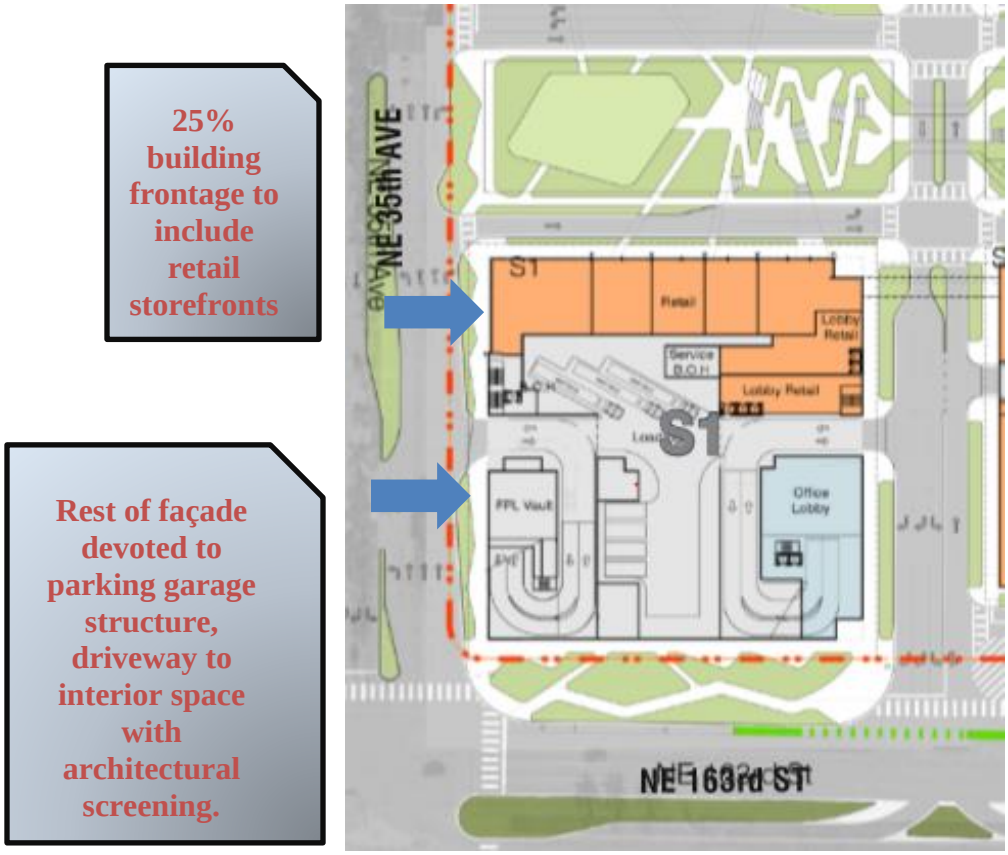
Additional staff discussions were held with the applicant to include additional building height limitations to the proposed building height regulating plan. Specifically, building heights at the intersection of 163rd Street and NE 35th Avenue would transition from a maximum height of 20 stories and then stepdown to a maximum height of 12 stories, then a maximum height of 1 story for the park/open space. The proposed building heights along the park area on the east side of 36th Avenue would transition to a maximum height of 3 stories. Both of these park/open space areas would be limited to buildings associated with recreation only. The proposed building heights near the north property line along the waterfront would be limited to 3 stories instead of the 12 stories shown on the applicant's plan. City staff is recommending this change to allow a transition of building heights to occur given the proximity to the adjacent residential neighborhood and to concentrate building heights generally to the south.



- **Ground Floor Active Use Requirement for NE 35th Avenue South of NE 164th Street.** The proposed changes in **Section 24-58-7 (G)(1)(e)** are provided below:

  Buildings fronting NE 35th Avenue, south of NE 164th Street, shall contain active use <u>for a minimum of twenty-five (25%) of the building frontage</u> along the ground floor only fronting NE 35th Avenue.

  The proposed change is necessary for the proposed building on Sheet A1-16 of the conceptual master plan to accommodate the entrance to the parking garage and interior service areas.



- **Development Adjacent to NE 35th Avenue..** The proposed changes in **Section24-58-7 (G) (1) (i)** and **Section 24-58-7 (G) (1) (h**) are provided below:

  i. Create a fifty-foot-wide landscaped buffer within the proposed project property along the property line, between the proposed development and that portion of NE 35th Avenue as specified in the Designated ~~Publically~~ Publicly Accessible Open Space and Greenways Systems Regulating Plan Figure MU/EWF-3. The landscaped buffer shall not contain any structures, ~~driveways, or roads~~, except connecting driveways or roads to the development, liner buildings, sidewalks, bike paths, transit shelters or similar; and

The proposed change would permit connecting driveways or roads into the development and liner buildings within the fifty foot landscape buffer area along NE 35th Avenue. The developer's concept master development plan shows a one way parking garage entrance for access to the retail/tenant service bay, new fire station with two fire truck spaces, and a police substation. All of these facilities would be interior to building N1 on sheet A1-16 of the concept master development plan. There is also a proposed two way street into the project north of building N1 to provide traffic circulation in and around the site. To screen building N1's parking garage with occupiable space rather than typical parking garage screening materials, this change also proposes to permit a liner building along the parking garage façade. In the mixed use zoning, liner buildings screening parking garage spaces are preferred over the typical metal/landscape wall screening devices. They soften the views of buildings and create a better pedestrian environment from the sidewalk. The developer shows that this space would be used for the community center facility and office uses no higher than three stories.

- **Section 24-58.7(G)(1)(h) Maximum Horiontal Dimension.**

  <u>The maximum horizontal dimension of a building shall be four hundred sixty-five (465) feet.</u>

  The proposed change would increase the maximum horizontal dimension of a building from 300 feet to 465 feet. This change is requested to be consistent with the proposed concept master development plan proposed by the developer. The applicant states that "increasing the allowable building horizontal dimension and block length will allow them to maximize

water views, green areas and open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts."

- **Block Requirements.** The proposed change in **Section 24-58 (S) (2) (a)** are provided below:

  a. *In the Mixed-Use Town Center (MU/TC), Mixed-Use Employment Center (MU/EC), Mixed-Use Neighborhood Center (MU/NC), Eastern Mixed-Use Waterfront (Eastern MU/WF), and Arch Creek Mixed-Use Corridor (MU/C) the maximum length of a block shall be six hundred (600) feet and the maximum perimeter shall be one thousand nine hundred (1,900) feet. The perimeter of a block is the sum of the sides of the block.*

  b. *b. In the South Mixed-Use Waterfront (South MU/WF)~~, Eastern Mixed-Use Waterfront (Eastern MU/WF)~~ and Northern Mixed-Use Waterfront (Northern MU/WF) the maximum length of a block shall be four hundred (400) feet and the maximum perimeter shall be one thousand four hundred (1,400) feet. The perimeter of a block is the sum of the sides of the block.*

The proposed change increases the maximum overall block dimension from 400 feet to 600 feet for the MU/EWF zoning district. The applicant states that "increasing the allowable building horizontal dimension and block length will allow them to maximize water views, green areas and open space on the Property, creating a continuous pedestrian experience with minimal vehicular conflicts."

- **Hotel Permitted Use from Conditional Use (Section 24-58.7 (2)**

Table MU/EWF-1 PERMITTED USES IN THE EASTERN MIXED-USE WATERFRONT (MU/WF) DISTRICT P= PERMITTED BY RIGHT C = CONDITIONAL USES NP= NOT PERMITTED			
Uses	Use Areas		
	Core	~~Center~~ Transition	Edge
Lodging Accommodations			
Hotels	~~C~~ P	~~C~~ P	NP

The proposed change would not require a Conditional Use for a hotel. Hotels would be permitted in the Core and Transition sub area as a permitted use. This change is consistent with how hotels are permitted in the mixed-use employment center district (MU/EC). Although the scrutiny of review would not be the same as a conditional use, the hotel would

be subject to the City's site plan review criteria. The process for both a site plan and conditional use are the same in that they require TRAD, Planning and Zoning Board, and City Commission approvals. Conditions of approval may also be placed on site plans as with conditional uses. The site plan review criteria and process would maintain an adequate level of review of a proposed hotel in this district.

- **Parking Requirements for Residential Units - Section 24-58.7 (L).** This change would increase the maximum number of parking spaces from two (2) to three (3) for a three bedroom residential unit. The City Commission has expressed support for increasing parking for 3 bedroom residential units in a mixed-use multi-family development. This change responds to the City Commission's desire to increase this parking requirement and will be made throughout all mixed use zoning districts.

  Below is a summary of the proposed text amendments for **Minimum and Maximum Parking Requirements in the MU/EWF District.**

Table MU/EWF-5 Minimum and Maximum Parking Requirements by use

	Min	Max
Retail, restaurant or commercial	2 per 1,000 sf	4 per 1,000 sf
Office	2.5 per 1,000 sf	4 per 1,000 sf
Hotel and motel; hotel and motel, limited	1 per 4 rooms plus 1 per 800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff	1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas; 1 per 15 rooms for staff
Residential	~~1 per unit plus 1 per 20 units for guest parking~~ **1 / 1BR and 2BR unit;** **1.5 / 3BR unit** **1 / 20 units (guest parking)**	~~2 per unit plus 1 per 20 units for guest parking~~ **2 / 1BR and 2 BR unit;** **3 / 3BR unit** **1 / 20 units (guest parking)**
Microbrewery, winery or distillery	Retail/tasting room: 2 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1 per 1,000 sq. ft. gfa	Retail/tasting room: 4 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1.5 per 1,000 sq. ft. gfa

COMMUNITY DEVELOPMENT RECOMMENDATION:
The Community Development Department recommends **APPROVAL** of the Mixed-Use Waterfront District (MU/EWF) and Mixed -Use (MU) District Zoning Code Text Amendments

Attachment(s):
- Draft Ordinance for Amendments to Article V. – Zoning Use Districts Sec. 24-58 – Mixed Use (MU) and Amendments to Sec. 24-58.7 – Eastern Mixed-Use Waterfront District (MU/EWF).
- Existing Ordinance Section 24-58 For Reference.
- Existing Ordinance Section 24-58.7 For Reference.

ORDINANCE NO. 2020-XX

AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI BEACH, FLORIDA AMENDING THE ZONING AND LAND DEVELOPMENT CODE OF THE NORTH MIAMI BEACH CODE OF ORDINANCES, BY AMENDING CHAPTER XXIV "ZONING AND LAND DEVELOPMENT CODE" ARTICLE V "ZONING USE DISTRICTS," SECTION 24-58 "MIXED USE (MU) DISTRICT" TO UPDATE REGULATIONS TO THE MIXED-USE DISTRICT, SECTION 24-58.7 "EASTERN MIXED-USE WATERFRONT DISTRICT (MU/EWF)" TO PROVIDE FOR AND UPDATE REGULATIONS AND REGULATING PLANS; PROVIDING FOR CODIFICATION; SEVERABILITY; CONFLICTS; AN EFFECTIVE DATE.

WHEREAS, the City of North Miami Beach ("City") Mayor and City Commission recognizes that changes to the adopted Code of Ordinances (the "City Code") are periodically necessary in order to ensure that the City's regulations are current and consistent with the City's planning and regulatory needs; and

WHEREAS, providing new publicly accessible open spaces as well as public access to and beatification of the waterfront are primary principles of the Eastern Mixed-Use Waterfront District, (MU/EWF); and

WHEREAS, the Mayor and City Commission desires to guide the design of development within the Eastern MU/EWF to encourage and incentivize mixed-use development projects that are the appropriate intensity, density, land-use mix, and urban design that creates a mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood; and

WHEREAS, the City desires to amend the City Code of Ordinances to establish multi-family housing that enables residents to reside on the waterfront; and

WHEREAS, the proposed amendment: (1) ensures high quality architecturally compatible, consistently landscaped development throughout the MU/EWF, (2) ensures that new development or redevelopment projects enhance the visual character of the MU/EWF, (3)

encourages the development of a neighborhood main street, (4) ensures mitigation of traffic issues by providing additional access points onto the site, (5) ensures public access to the waterfront, (6) ensures the development and maintenance of accessible open space, and (7) retains and enhances the existing fire rescue station and addition of a police substation; and

WHEREAS, the Planning and Zoning Board of the City, sitting as the Local Planning Agency, reviewed this request at its July 13, 2020 and voted to recommend _____ by a ___ to __ vote; and

WHEREAS, the Mayor and City Commission conducted a duly noticed public hearing in accordance with the law; and

WHEREAS, the Mayor and City Commission finds that the proposed zoning and regulating plan amendments to the Mixed-Use Districts and the Eastern Mixed-Use Waterfront District enhances the quality of life of the public and maintains concurrency with the City's Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Commission of the City of North Miami Beach:

Section 1. Recitals Adopted. The forgoing recitals are true and correct.

Section 2. Amendment. Chapter XXVI, "North Miami Beach Zoning and Land Development Code," Article V "Zoning Use Districts," is hereby amended to read as follows:

CHAPTER XXIV - ZONING AND LAND DEVELOPMENT

* * *

ARTICLE V. - ZONING USE DISTRICTS

* * *

Sec. 24-58 - Mixed Use (MU) District.

The following general intent, provisions and regulations shall apply to all mixed use districts in the City:

(C) *General Provisions and Requirements.* General provisions and requirements for Mixed-use districts shall be as follows:

(1) *Neighborhood Master Plan and the City's Strategic Plan.* A neighborhood master plan must be adopted by the City ~~Council~~ Commission prior to the rezoning of property to a Mixed-use zoning district and shall reflect the goals and objectives of the City's Strategic Plan, when applicable.

* * *

(3) *Mixed-Use District Required Elements.* Each individual Mixed-use district must contain the following elements:

***

i. ~~Publically~~ Publicly accessible open space.

* * *

(E) *Process for Establishment of a Mixed-Use District.*

* * *

(2) The City ~~Council~~ Commission must approve the neighborhood master plan through the public hearing process. After approval of the neighborhood master plan by the City ~~Council~~ Commission, a comprehensive plan text amendment shall be required to place the neighborhood plan in the appropriate City subarea description.

(3) Any specific Mixed-use district zoning regulations must be approved by the City ~~Council~~ Commission, through the public hearing process, and must reflect the goals set forth in the corresponding neighborhood master plan and the City's Strategic Plan, when applicable.

* * *

(G) *Regulating Plans and Diagrams.* The mixed use districts are governed by a series of regulating plans and diagrams. The Regulating Plans and Diagrams demonstrate development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans and Diagrams specified for each mixed use district. The Regulating Plans and Diagrams for the mixed use districts include the following, where applicable:

* * *

(3) The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan, which designates the approximate location of the required ~~Publically~~ Publicly accessible open spaces and urban greenway system in the mixed-use district.

(H) *Definitions.* The definitions within this section shall apply to all Mixed-use districts. If a term is not defined in this section, the definition in Article II shall apply.

(1) *Active use* means a use within an enclosed building designed for human occupation with a direct view to adjacent streets or ~~Publically~~ Publicly accessible open space.

* * *

(31) *Open space, public or ~~Publically~~ Publicly accessible* means a ground floor open space for public use and public accessibility abutting a public street on at least one (1) side and with unencumbered pedestrian access from the public sidewalk or right-of-way for the general public at all times.

* * *

(34) *Podium* means the lower portion of the tower building type on which the tower rests.

* * *

(J) *Street Standards.* The following standards shall apply to development in all mixed-use districts:

* * *

(3) Street Network Connectivity Regulating Plan and Street Standards. The Street Network Connectivity Regulating Plan for each mixed-use district shows the approximate location of existing and required new streets needed to create the prescribed network of streets within each mixed-use district. This plan also establishes the hierarchy of the streets within the district. In addition, the following shall apply:

c. The design of new streets and modifications of existing streets shall comply with the following requirements:

* * *

ii. All streets shall allow general public access. Privately built streets shall provide an approved plat restriction to allow general public access. No gates that impede through traffic are permitted along streets.

* * *

(K) *Vehicular Access and Circulation, Parking and Loading Standards.* The following standards shall apply to development in all the mixed-use districts:

(2) *Parking.* Parking developed in compliance with the standards in Article IX (Off-Street Parking and Loading) is required, with the following modifications:

* * *

1. All architectural elements that face a street or a ~~Publically~~ Publicly accessible open space shall appear consistent and harmonious with that of habitable space;

* * *

e. *Location of Parking.* Parking, developed in compliance with the standards in Section 24-92(D) (Location of Parking) is permitted, with the following modifications for existing non-residential uses only:

iii. All parcels used for remote parking purposes shall be joined with the parcel on which the principal use is located by a recorded easement and/or operational agreement, which shall be approved by the City Attorney. Those parties having any right, title or interest in and to the parcel being served by the remote parking shall execute and place in the public records of Miami-Dade County, Florida at their expense, a covenant, approved by the City ~~Council~~ Commission, that the nonresidential use, or portion thereof, that requires the remote parking in order to obtain the necessary permits or licenses, shall cease and terminate upon the loss and elimination of the remote parking, and that no nonresidential use may be made of the portion of the property requiring remote parking until the required parking facilities are available and provided. This covenant shall run with the land and be binding on the heirs, successors, assigns and lessees, and shall contain a provision that the City may collect costs and attorney's fees if litigation is necessary to enforce this covenant.

* * *

(M) *Open Space Standards.* Open space areas may be one (1) of three (3) types: designated ~~Publically~~ Publicly accessible, semi-public or private.

(1) *Designated ~~Publically~~ Publicly Accessible Open Spaces.* The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan for each mixed-use district shows the approximate location of existing public and new designated ~~Publically~~ Publicly accessible open spaces throughout the mixed-use district, where applicable. New designated ~~Publically~~ Publicly accessible open spaces are small in scale, largely devoted to natural landscaping and tend to have few structures. Accessory structures may include, statuary, fountains, etc. New designated ~~Publically~~ Publicly accessible open spaces shall be subject to the following requirements:

a. The minimum size of a new designated ~~Publically~~ Publicly accessible open space shall be four thousand eight hundred (4,800) square feet unless otherwise specified in the zoning district.

b. New designated ~~Publically~~ Publicly accessible open spaces shall be provided at grade level.

c. New designated ~~Publically~~ Publicly accessible open spaces shall provide shaded areas, and their ground surface shall be a combination of paving materials, lawn, or ground cover.

d. Off-street parking shall not be required for new designated ~~Publically~~ Publicly accessible open spaces.

e. Fences, walls and hedges are permitted around the perimeter of a new designated ~~Publically~~ Publicly accessible open space at a maximum height of thirty-six (36) inches, provided the enclosure does not prohibit public access.

f. The development and ongoing maintenance of a new designated ~~Publically~~ Publicly accessible open space area shall be the responsibility of the developer/property owner.

g. Properties that provide new designated ~~Publically~~ Publicly accessible open space shall be permitted relief from the minimum and maximum building setback requirements along the portion of the building fronting the open space specifically for the purpose of accommodating the open space.

* * *

(4) *Open Space Type Configuration and Design.* New designated ~~Publically~~ Publicly accessible open spaces and new semi-public open spaces shall be developed in the form of greens, plazas or squares.

* * *

(N) *Designated ~~Publically~~ Publicly Accessible Urban Greenways Systems.* The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Systems Regulating Plan for each mixed-use district shows the approximate location of the required ~~Publically~~ Publicly accessible urban greenways system throughout the mixed-use district. The property owner shall dedicate the land for the ~~Publically~~ Publicly accessible urban greenway or provide an easement, at the City's discretion, for public access along the entire length of the greenway abutting the property. Additionally, the development and ongoing maintenance of the required designated ~~Publically~~ Publicly accessible urban greenways shall be the responsibility of the developer/property owner along the urban greenway. The design and dimensional requirements for the required greenways are specified in each mixed-use district.

* * *

(R) *Height Standards.* The height of buildings shall be measured in stories and in feet. The maximum overall building height shall not exceed the maximum building height allowed for the district. Additionally, the following shall apply:

* * *

(2) ~~Each story shall be permitted a maximum height of twelve (12) feet except for the ground floor which shall be permitted a maximum height of twenty (20) feet.~~ Unless specified in the mixed use district regulations, the following height regulations shall apply:

a. Ground level stories shall be a maximum height of twenty (20) feet.

b. Second level stories shall be a maximum height of twenty (20) feet.

c. Each story above the second story shall be a maximum height of fourteen (14) feet.

d. Every building shall permit a single (1) specialty amenity story above the third story and above the fourteen (14) foot limit, for a maximum of twenty (20) feet.

e. For portions of interior spaces in buildings in mixed use districts that permit land uses that typically have higher story heights, such as movie theaters, auditoriums, television or other types of media studios, penthouse residential units, and similar land uses. The Community Development Director may waive the maximum story height

* * *

(S) *Design Standards.* The following design standards shall apply:

* * *

(2) *Block Requirements.* The following standards for blocks shall apply:

a. In the Mixed-Use Town Center (MU/TC), Mixed-Use Employment Center (MU/EC), Mixed-Use Neighborhood Center (MU/NC), Eastern Mixed-Use Waterfront (Eastern MU/WF), and Arch Creek Mixed-Use Corridor (MU/C) the maximum length of a block shall be six hundred (600) feet and the maximum perimeter shall be one thousand nine hundred (1,900) feet. The perimeter of a block is the sum of the sides of the block.

b. In the South Mixed-Use Waterfront (South MU/WF)~~, Eastern Mixed-Use Waterfront (Eastern MU/WF)~~ and Northern Mixed-Use Waterfront (Northern MU/WF) the maximum length of a block shall be four hundred (400) feet and

the maximum perimeter shall be one thousand four hundred (1,400) feet. The perimeter of a block is the sum of the sides of the block.

* * *

(T) *Development Permit Review Procedures.* The following development permit review procedure will apply to all mixed-use districts:

* * *

XV and Section 24-171 (Concurrency) will apply within the mixed-use districts.

(2) Preapplication Conference: For those development permit requests that require a Pre-Application Conference, the specific issues identified in the Comprehensive Plan and zoning regulations for the specific mixed-use district must be reviewed by the Applicant and addressed with staff at the Preapplication Conference.

(a) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above in Section 24-58(C)(3) as described herein and within the applicable mixed-use district per the district's:

* * *

(3) Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Regulating Plan.

* * *

Sec. 24-58.7 - Eastern Mixed-Use Waterfront District (MU/EWF).

(A) *Purpose and Intent.* The purpose of these regulations is to implement policies that guide the design of development within the Eastern Mixed-Use Waterfront District (EASTERN MU/WF). The intent of the EASTERN MU/WF district is to establish a Mixed-use area that serves as the center of activity for the entire Eastern Shores neighborhood. The district shall provide for multi-family housing that enables residents to live on the waterfront. Providing new ~~Publically~~ publicly accessible open spaces as well as public access to and beautification of the waterfront are primary principals of the EASTERN MU/WF district. The district shall also improve the fire rescue station and provide a police sub-station to enhance the public services in the Eastern Shores neighborhood. Development patterns shall generally reflect planning and design principles that reduce traffic by designing a walkable neighborhood oriented around the five-minute walk. Additionally, there shall be primary orientation

towards the waterfront, integration of housing, employment, shopping and recreation at the neighborhood level. This purpose will be fulfilled by:

* * *

(8) Ensuring the development and maintenance of new ~~Publically~~ publicly accessible open space; and

* * *

(E) *Regulating Plans and Diagrams.* The EASTERN MU/WF is governed by a series of regulating plans and diagrams. The Regulating Plans and Diagrams demonstrate EASTERN MU/WF development standards in both words and diagrams, and include maps designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans and Diagrams contained herein and with the Building Typology and Placement Regulating Diagrams in Section 24-58 Mixed-Use (MU) district. The Regulating Plans and Diagrams for the EASTERN MU/WF include the following:

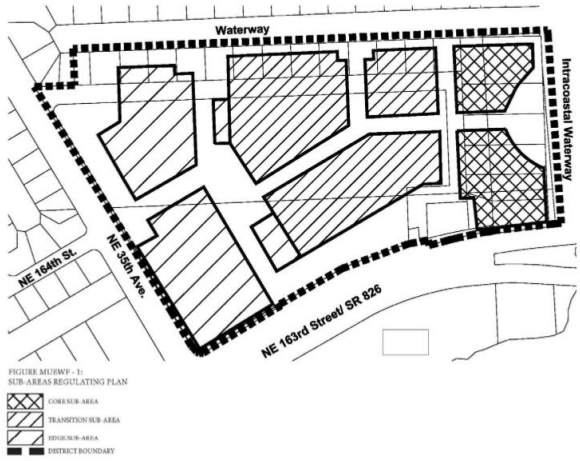
* * *

(3) The Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan, which designates the approximate location of the required ~~publically~~ Publicly accessible open spaces, urban greenway system and publically Publicly accessible waterfront promenades as shown in Figure MU/EWF-3.

* * *

~~*Figure MU/EWF-1: Sub-Areas Regulating Plan*~~

Regulating Plan



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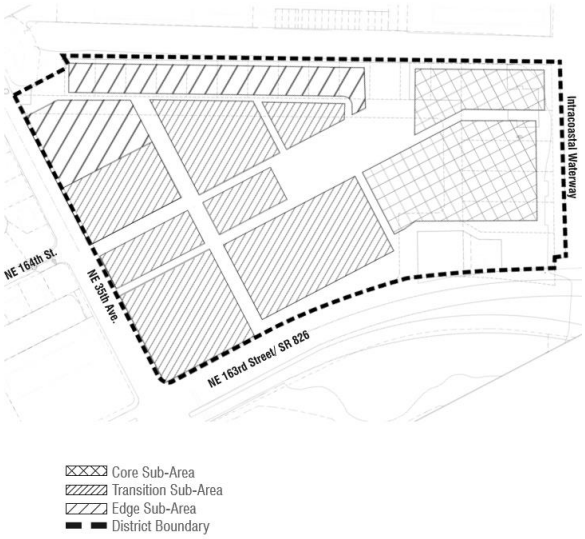

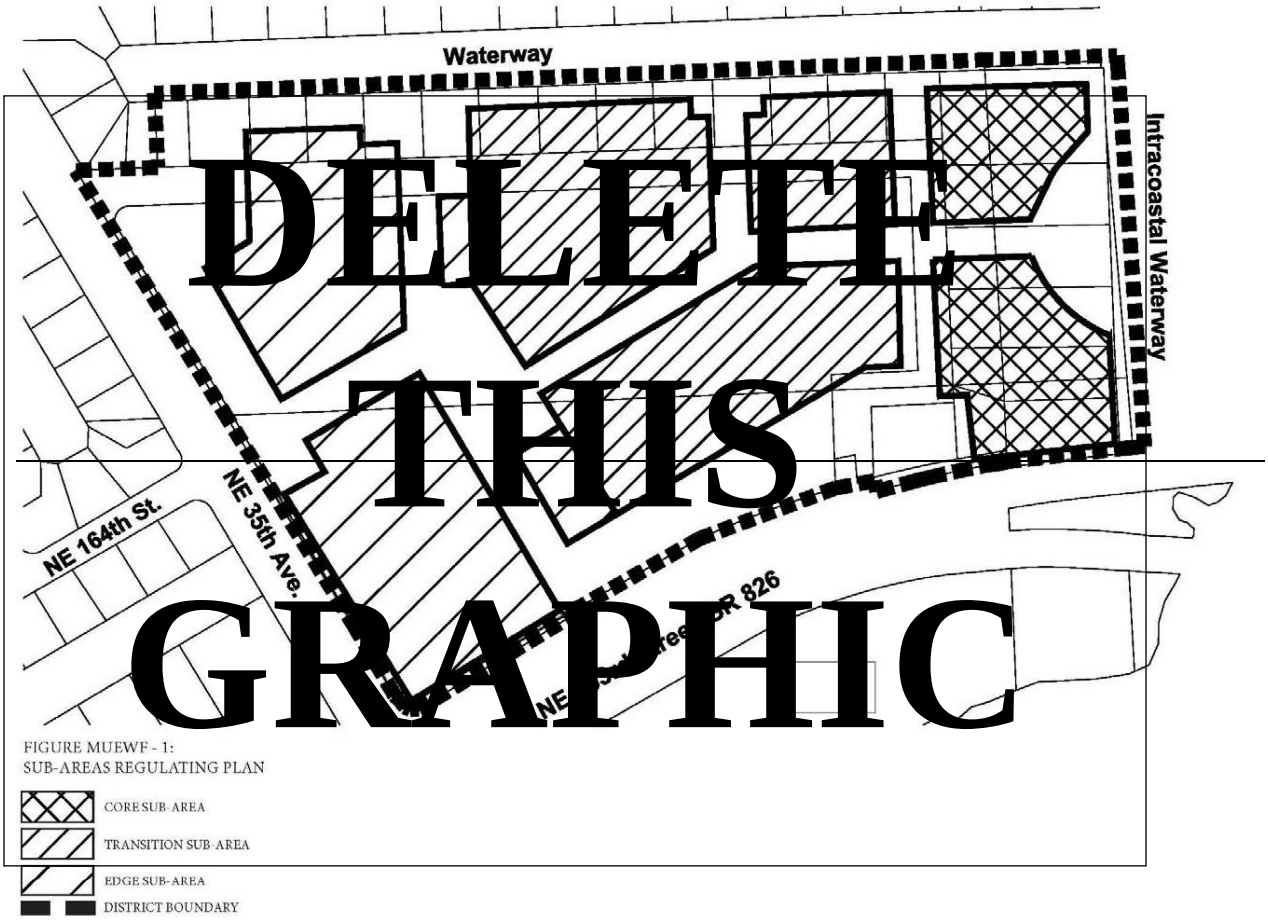

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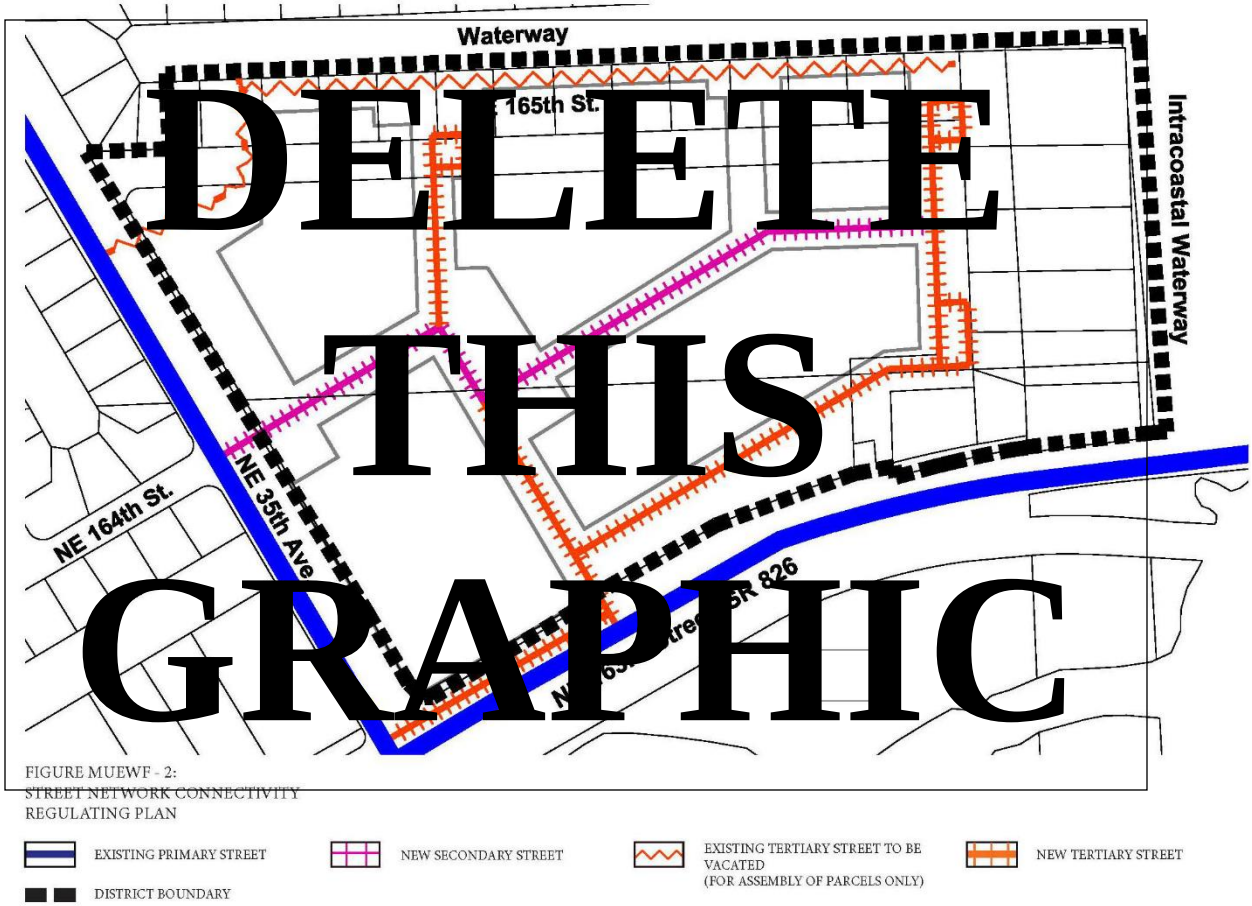
<u>Figure MU/EWF-1: Sub-Areas Regulating Plan</u> [add this graphic below]

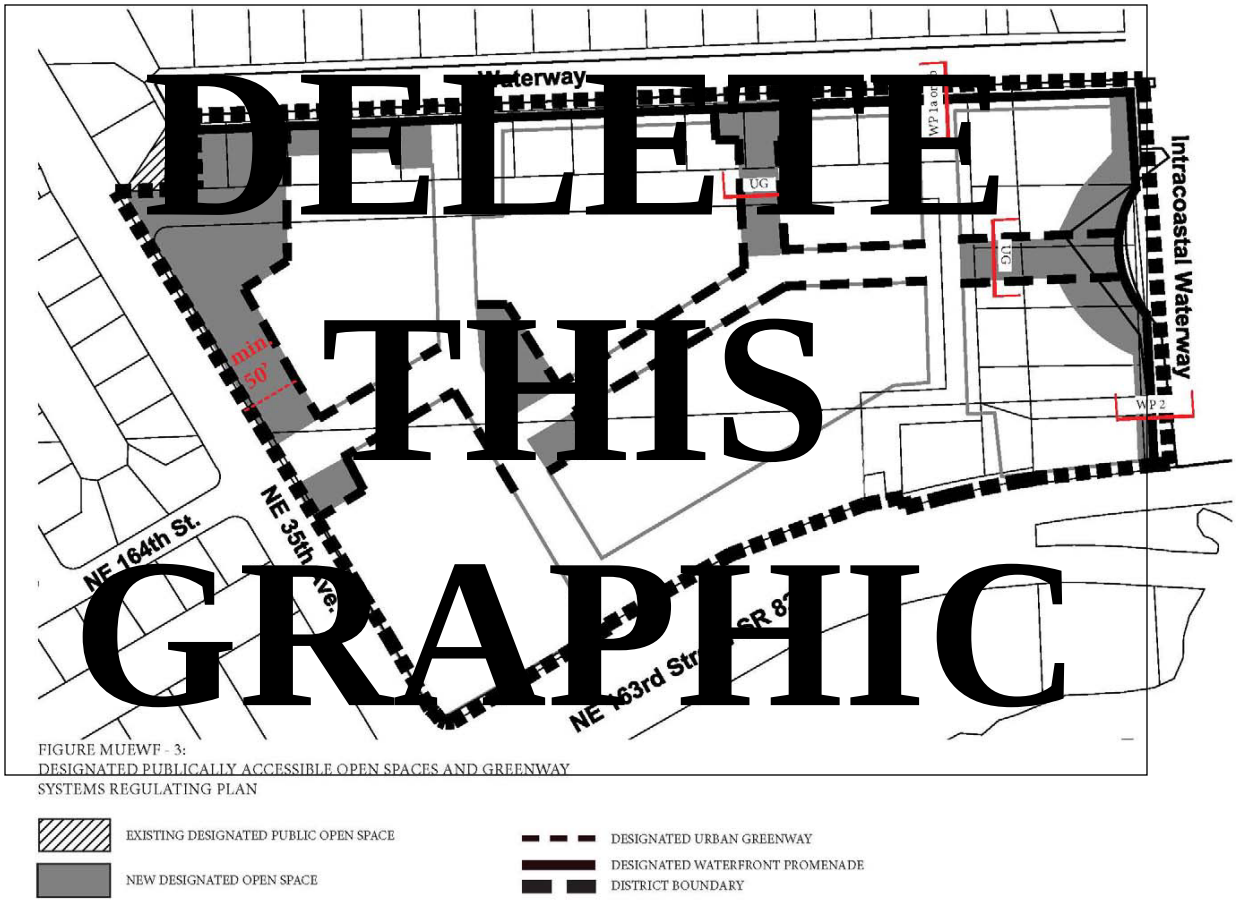
~~*Figure MU/EWF-2: Street Network Connectivity Regulating Plan*~~



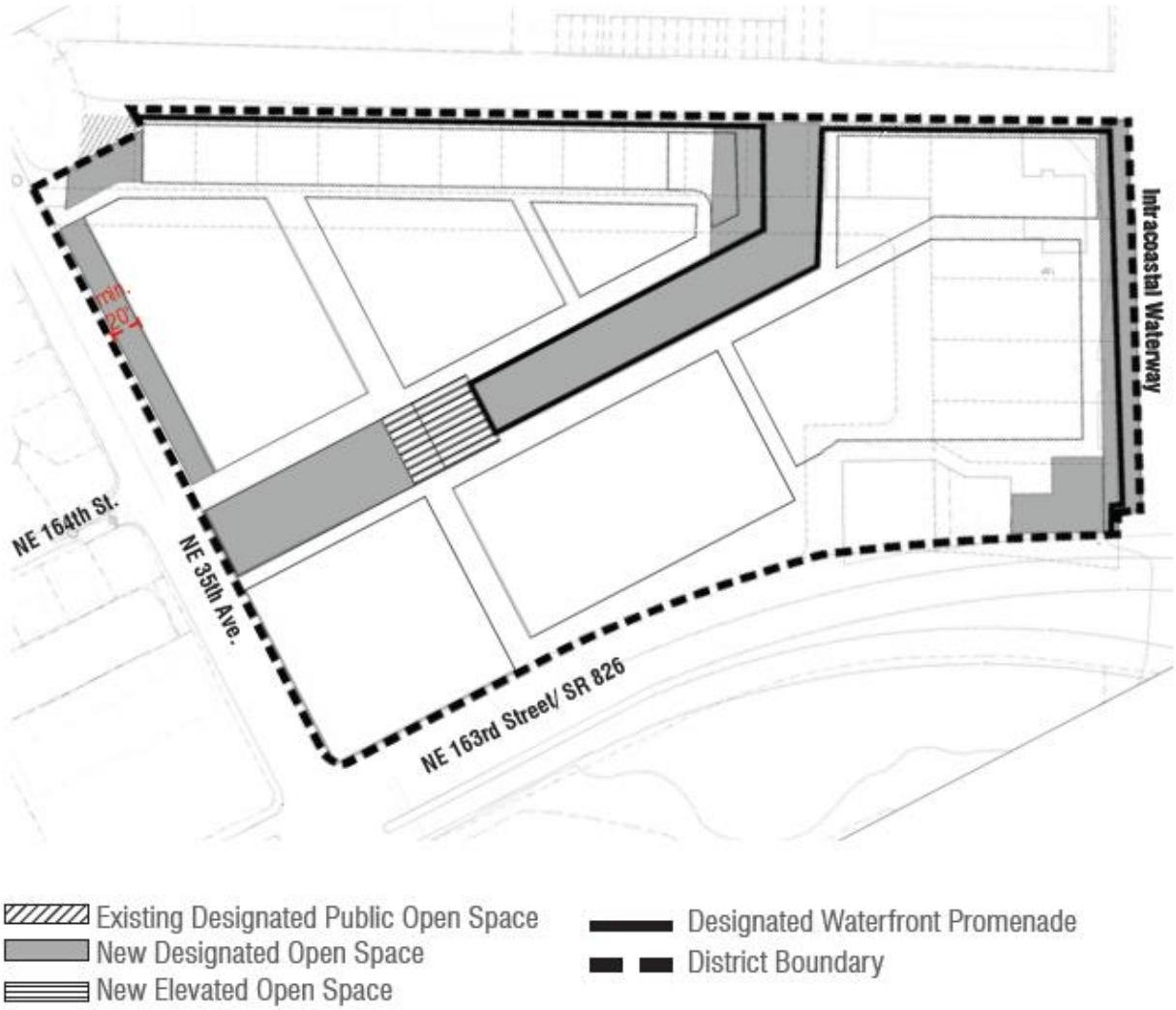
<u>Figure MU/EWF-2: Street Network Connectivity Regulating Plan</u> [add this graphic below]

Intracoastal Waterway
NE 164th St.
NE 35th Ave.
NE 163rd Street/ SR 826
Existing Primary Street
New Secondary Street
New Tertiary Street
Proposed Primary Boulevard
Proposed Primary Boulevard/ Promenade
District Boundary
N

~~*Figure MU/EWF-3: Designated Publicly Accessible Open Spaces and Greenway Systems Regulating Plan*~~



<u>Figure MU/EWF-3: Designated Publicly Accessible Open Spaces and Greenway Systems Regulating Plan</u> [add this graphic below]


Intracoastal Waterway
min. 20'
NE 164th St.
NE 35th Ave.
NE 163rd Street/ SR 826
Existing Designated Public Open Space
New Designated Open Space
New Elevated Open Space
Designated Waterfront Promenade
District Boundary
N

~~*Figure MU/EWF-4: Building Heights Regulating Plan*~~

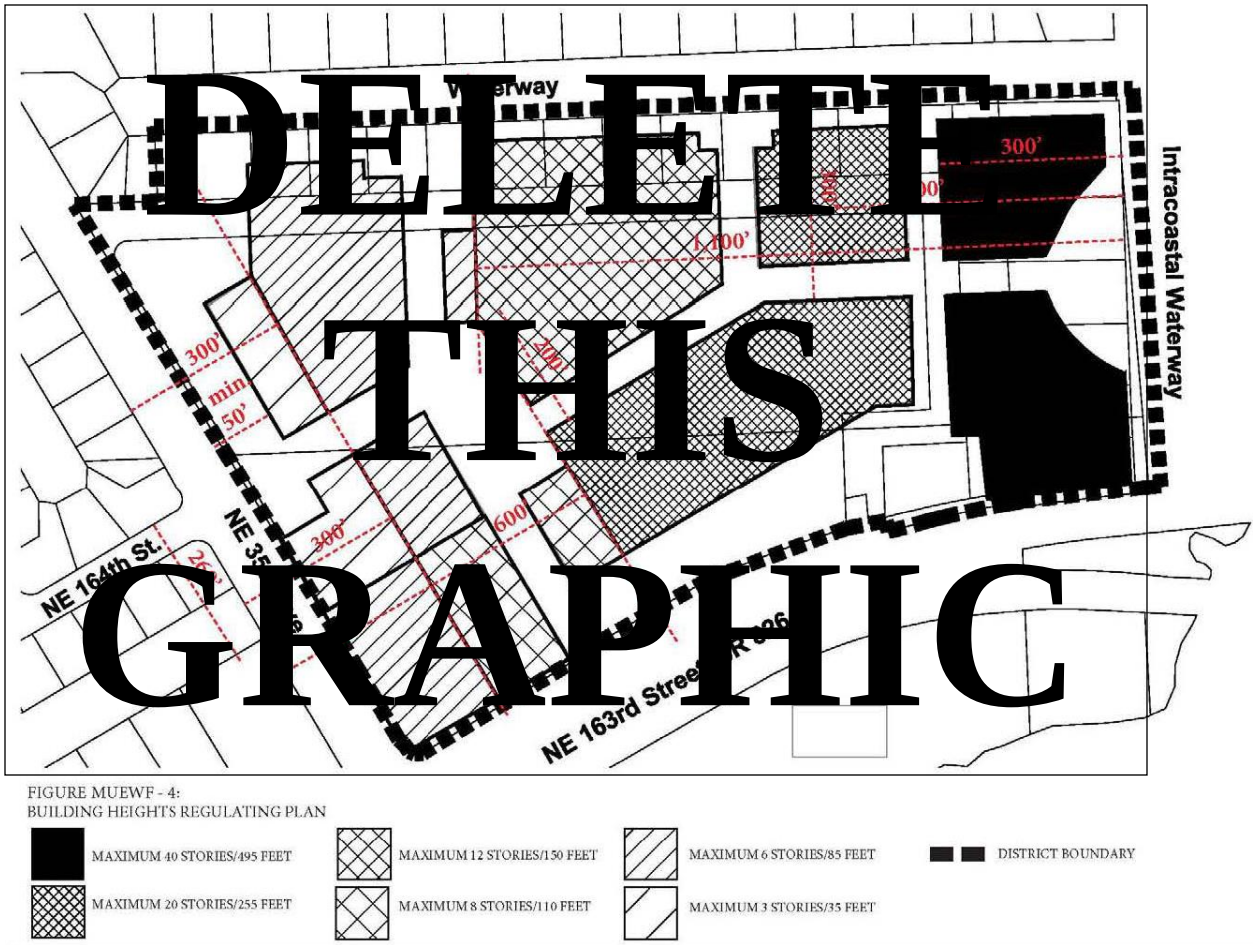
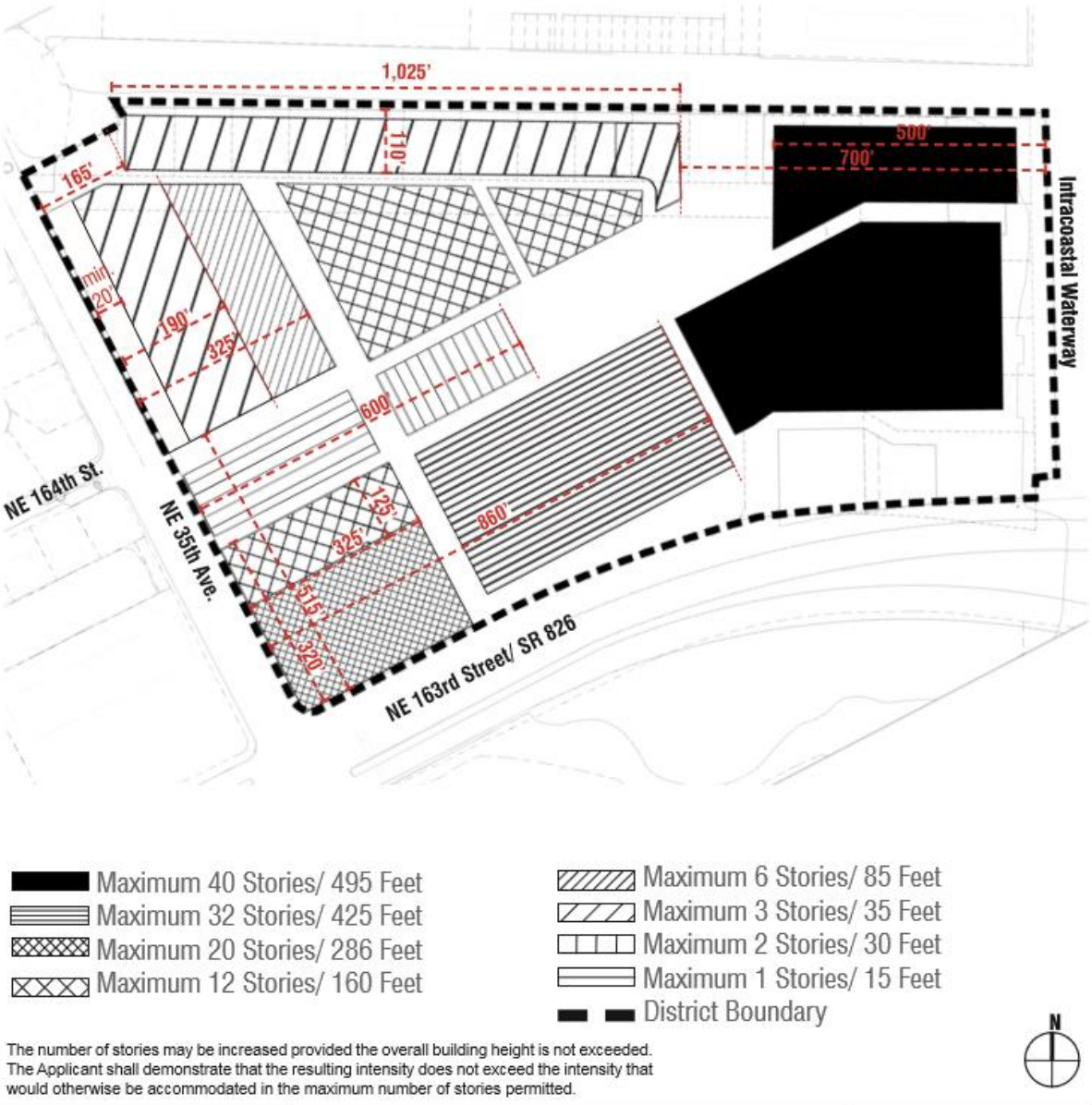


Figure MU/EWF-4: Building Heights Regulating Plan [add this graphic below]



* * *

(G) *Permitted Uses.*

(1) *Land Use Principles.*

* * *

e. Buildings fronting NE 35th Avenue, south of NE 164th Street, shall contain active use <u>for a minimum of twenty-five (25%) of the building frontage</u> along the ground floor only fronting NE 35th Avenue.

* * *

g. Where a proposed development is adjacent to NE 35th Avenue, the proposed development shall:

i. Create a fifty-foot-wide landscaped buffer within the proposed project property along the property line, between the proposed development and that portion of NE 35th Avenue as specified in the Designated ~~Publically~~ Publicly Accessible Open Space and Greenways Systems Regulating Plan Figure MU/EWF-3. The landscaped buffer shall not contain any structures, ~~driveways, or roads~~, except connecting driveways or roads to the development, liner buildings, sidewalks, bike paths, transit shelters or similar; and

* * *

- h. The maximum horizontal dimension of a building shall be four hundred sixty-five (465) feet.

(2) Permitted Use Table MU/EWF-1 includes the principal uses permitted in the EASTERN MU/WF along with any required restrictions on such uses, for each of the sub-areas. Principal uses not included in Table MU/EWF-1 are not permitted in the EASTERN MU/WF. The EASTERN MU/WF shall be subject to the Supplemental Regulations as provided for in Article VIII unless modified herein. Uses which are similar in nature to the uses permitted herein, but not enumerated in higher density use areas, shall be permitted upon a finding by the Community Development Director that the characteristics of, and activities associated with the use are substantially similar to one or more of the listed uses, and will not involve greater impacts than the uses listed in the district and the use will be consistent with the purposes of the applicable zoning district and use areas.

Table MU/EWF-1 **PERMITTED USES IN THE EASTERN MIXED-USE WATERFRONT (MU/WF) DISTRICT** **P= PERMITTED BY RIGHT C = CONDITIONAL USES NP= NOT PERMITTED**			
Uses	**Use Areas**		
	Core	**~~Center~~ Transition**	**Edge**
Lodging Accommodations			
Hotels	~~C~~ **P**	~~C~~ **P**	NP

* * *

(I) *Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan.* The designated ~~publically~~ Publicly accessible urban greenways system and ~~publically~~ Publicly accessible waterfront promenades shall be one (1) of the following types depending on the location within the EASTERN MU/WF and as generally shown in the Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Systems Regulating Plan (Figure MU/EWF-3).

* * *

(3) The designated ~~publically~~ Publicly accessible urban greenways system and publically Publicly accessible waterfront promenades shall be designed to enhance the visual character of the waterfront and specific streets along the urban greenways and ensure pedestrian connectivity by:

* * *

(J) *Building Heights Regulating Plan and Additional Height Standards.* All new and existing development shall comply with the standards found within the Building Heights Regulating Plan as shown in (Figure MU/EWF-4). Table MU/EWF-2 provides a summary of the heights per sub-area, however, since maximum building heights vary within the sub-areas and are dependent on location, the Building Height Regulating Plan shall be referred to.

Table MU/EWF-2 Maximum Permitted Height (1)	
Area	**Maximum Permitted Height**
Core Sub-Area	40 stories/495 feet (2), (3)
Transition Sub-Area	~~20 stories/255 feet~~ 32 Stories/425 feet (2) (3)
	~~12 stories/160 feet~~ 20 Stories/286 feet (2), (3)
	12 stories/160 feet (2) (3)
Edge Sub-Area	~~8 stories/110 feet (3)~~
	6 stories/85 feet (3)
	3 stories/35 feet (3)
Notes: (1) Height has been rounded up to allow for additional space for mechanical equipment and the measurement of the roof. Measurement of stories is regulated in Section 24-58 Mixed-use District. (2) Buildings higher than 8 stories shall only be developed per the Tower building Type standards. (3) The number of stories may be increased provided the overall building height is not exceeded. The Applicant shall demonstrate that the resulting density and intensity does not exceed the density and intensity that would otherwise be accommodated in the maximum number of stories permitted. In the Edge and Transition sub-areas, no building may equal or exceed the number of stories in the next higher sub-area. In the Core sub-area, no more than eight (8) additional stories will be permitted.	

* * *

(L) *On-site Parking Standards.*

* * *

Table MU/EWF-5 Minimum and Maximum Parking Requirements by use		
	Min	**Max**
Retail, restaurant or commercial	2 per 1,000 sf	4 per 1,000 sf
Office	2.5 per 1,000 sf	4 per 1,000 sf
Hotel and motel; hotel and motel, limited	1 per 4 rooms plus 1 per 800 sf for restaurant, public meeting areas; 1 per 15 rooms for staff	1 per 4 rooms plus 1 per 800sf for restaurant, public meeting areas; 1 per 15 rooms for staff
Residential	~~1 per unit plus 1 per 20 units for guest parking~~ 1 / 1BR and 2BR unit; 1.5 / 3BR unit 1 / 20 units (guest parking)	~~2 per unit plus 1 per 20 units for guest parking~~ 2 / 1BR and 2 BR unit; 3 / 3BR unit 1 / 20 units (guest parking)
Microbrewery, winery or distillery	Retail/tasting room: 2 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1 per 1,000 sq. ft. gfa	Retail/tasting room: 4 spaces per 1,000 sq. ft. gfa; Manufacturing/processing: 1.5 per 1,000 sq. ft. gfa

* * *

(2) *Public Services.*

* * *

c. The developer shall be required to develop and maintain in perpetuity a minimum of six (6) acres of ~~publically~~ Publicly accessible open space in the District. Part of this six (6) acres shall be a new ~~publically~~ Publicly accessible neighborhood park, conveniently located for access by residents of the Eastern Shores Neighborhood, a minimum of sixty-five thousand (65,000) square feet in size.

d. The developer shall be required to develop and maintain in perpetuity a ~~publically~~ Publicly accessible waterfront promenade, the general location of which is approximately shown in the Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenway Systems Regulating Plan (Figure MU/EWF-3). The new ~~publically~~ Publicly accessible waterfront promenade shall generally extend along the entire northern and eastern site boundary edges adjacent to the water.

* * *

(P) *Development Permit Review Procedures.* The following development permit review procedure will apply to this district:

* * *

(a) Provide a traffic study that shows multiple access points with direct east and west access to and from SR 826 and traffic mitigation such that the development does not over burden NE 35th Avenue. Show plans to provide public access to the waterfront; improve, enhance, relocate, rebuild or otherwise address per City/County direction the Miami-Dade Rescue Station; address, per City direction, the addition of a police substation; and address the long term maintenance of designated ~~publically~~ Publicly accessible open spaces.

(b) In addition to the submittal requirements in Article XV and Section 24-171 (Concurrency), the required plans submitted for review for the Pre-Application conference shall demonstrate the Applicant's general approach to comply with the requirements noted above and shown on the MU/EWF District's:

* * *

(3) Designated ~~Publically~~ Publicly Accessible Open Spaces and Urban Greenways Regulating Plan.

* * *

Section 3. Codification. This Ordinance shall be codified in accordance with the foregoing. It is the intention of the Mayor and City Commission that the provisions of this Ordinance shall become and be made a part of the City of North Miami Beach Code of Ordinances; and that the sections of this Ordinance may be renumbered or re-lettered and the word "ordinance" may be changed to "section," "article" or such other appropriate word or phrase in order to accomplish such intentions.

Section 4. Severability. If any section, sentence, clause, or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 5. Conflicting Ordinances. All prior ordinances or resolutions, or parts thereof, in conflict herewith are hereby repealed to the extent of said conflict.

Section 6. **Effective Date.** This Ordinance shall be in full force and effect immediately upon its passage on second reading.

APPROVED on first reading this ____ **day of _____, 2020**.

APPROVED AND ADOPTED on second reading this ____**day of _____, 2020**.

ATTEST:

_____
ANDRISE BERNARD
CITY CLERK

_____
ANTHONY F. DEFILLIPO
MAYOR

(CITY SEAL)

APPROVED AS TO FORM &
LANGUAGE & FOR EXECUTION

_____
DANIEL A. ESPINO
CITY ATTORNEY

SPONSORED BY: Mayor and City Commission

Commissioners	YES	NO	ABSTAIN	ABSENT
Mayor. Anthony F. DeFillipo				
Vice-Mayor Phyllis S. Smith				
Commissioner McKenzie Fleurimond				
Commissioner Barbara Kramer				
Commissioner Frantz Pierre				
Commissioner Michael Joseph				
Commissioner Fortuna Smukler				
Commissioner Paule Villard				