

**CITY OF DANIA BEACH CITY COMMISSION MEETING  
OCTOBER 13, 2020 at 7:00 PM  
VIRTUAL MEETING AND PUBLIC COMMENTS PROCEDURE**

The City of Dania Beach City Commission will be conducting a “Virtual” City Commission meeting utilizing communications media technology (“CMT”), in accordance with Governor Ron DeSantis’ Executive Order No. 20-69, dated March 20, 2020, related to conducting local government public meetings while under the public health emergency related to the spread of Novel Coronavirus Disease 2019 (COVID-19). City Hall building is closed to the public.

Please visit [www.daniabeachfl.gov/virtualmeetings](http://www.daniabeachfl.gov/virtualmeetings) for detailed instructions on how to attend and participate in virtual City Commission meetings. Public access to this virtual meeting can be accomplished as follows:

- Watch Meeting on the City’s YouTube Channel at [www.daniabeachfl.gov/2654/Watch-DaniaTV](http://www.daniabeachfl.gov/2654/Watch-DaniaTV)
- Watch Meeting on Comcast Cable Channel 78
- Join the Meeting virtually or by telephone using RingCentral Meetings

Any member of the public wishing to comment publicly on any matter including on specific agenda items can do so by one of the following options:

Before 2:00 p.m. on the day of the meeting, comments can be submitted into the record by using the following link:

<https://daniabeach.seamlessdocs.com/f/PublicSpeakingFormCityCommission> *(all public comments submitted will be provided to the City Commission prior to the meeting and will be attached to the minutes of this meeting and become part of the official record)*

Participating in a public meeting using the video conference platform:

- Virtual attendance: download and install RingCentral Meetings and join using the meeting ID; to be recognized during public comment, click “Raise my hand” in the software
- Telephone attendee: dial meeting phone number and enter meeting ID; to be recognized during public comment, dial \*9 to raise your hand

For more information about this City Commission meeting or submitting a public comment at the meeting, please contact:

Thomas Schneider, City Clerk  
City of Dania Beach  
100 W Dania Beach Boulevard  
Dania Beach, FL 33004  
954-924-6800 | [tschneider@daniabeachfl.gov](mailto:tschneider@daniabeachfl.gov)

NOTICE: This meeting is open to the public. In accordance with the Americans with Disabilities Act of 1990, all persons who are disabled and who need special accommodations to participate in this meeting because of that disability should contact the Office of the City Clerk, 954-924-6800 ext. 3624, no later than two days prior to such proceeding. Anyone wishing to appeal any decision made by the Dania Beach City Commission with respect to any matter considered at such meeting or hearing will need a record of the proceedings and, for such purpose, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Agenda items may be viewed online at [www.daniabeachfl.gov](http://www.daniabeachfl.gov).

**Instructions for Participating and Viewing  
City of Dania Beach Virtual City Commission Meeting  
October 13, 2020 at 7:00 PM**

**Through the City's Website:**

Please click the link below:

[www.daniabeachfl.gov/2654/Watch-DaniaTV](http://www.daniabeachfl.gov/2654/Watch-DaniaTV)

**Through Comcast Channel 78:**

If you are a Comcast/Xfinity customer, please go to Channel 78 to view the meeting.

Before 2:00 p.m. on the day of the meeting, submit Public Comments by clicking this link:

<https://daniabeach.seamlessdocs.com/f/PublicSpeakingFormCityCommission> *(all public comments submitted will be provided to the City Commission prior to the meeting and will be attached to the minutes of this meeting and become part of the official record).*

**Options for Viewing and Participating in the Meeting Using RingCentral Meetings software**

Visit <https://www.ringcentral.com/apps/rc-meetings> to download and install the software on your device

**Use this meeting link to join as an attendee:**

<https://meetings.ringcentral.com/j/1493447986>

**Using your telephone** – for higher quality, dial a number based on your current US location:

+1(312)2630281  
+1(470)8692200 (US East)  
+1(646)3573664  
+1(773)2319226 (US North)  
+1(213)2505700  
+1(346)9804201  
+1(469)4450100 (US South)  
+1(623)4049000 (US West)  
+1(650)2424929  
+1(720)9027700 (US Central)

**Enter the meeting ID: 149-344-7986**

**To raise hand and be acknowledged to speak:**

1. Users who call in can dial \*9 to raise their hand
2. If using the meeting software, to raise hand click or tap "Participants", then choose the option to raise hand.
3. Once you have been selected to speak, you may be prompted to unmute your device or this will be done for you.



### **City of Dania Beach, Florida Virtual City Commission Meetings Quasi-Judicial Proceedings**

Any member of the public wishing to make verbal comment during a meeting must pre-register to do so with the City Clerk's office using the form found on the City's website. This pre-registration applies to the public, and extends to the applicant and applicant's team. Once the registration has been processed, the registrant will receive instructions for participating in the meeting. Members of the public who attend the meeting by telephone will have their line muted at all times, except when acknowledged by the Mayor to speak on a particular agenda item, and only one individual will be permitted to speak at a time. **If either the applicant or a member of the public seeks to introduce documents into the record, that must be done at least five (5) days prior to the virtual public meeting, so that the City can upload the information. The City Clerk shall provide the Mayor and City Commission with the submittals prior to the hearing. All documents should be sent to the following email addresses: [tschneider@daniabeachfl.gov](mailto:tschneider@daniabeachfl.gov) and [clajoie@daniabeachfl.gov](mailto:clajoie@daniabeachfl.gov). In the "Subject" line of the email please address the email as "documents to be included for public hearing" and list the public hearing applicant name and property address.**

On the date and at the time of the Virtual meeting, the City Attorney shall read the title of the quasi-judicial public hearing item when the Agenda item is ready to be presented. The City Attorney shall ask the City Commission to disclose any prior "ex parte" communications with any party that occurred prior to the meeting. Thereafter, the City Attorney will virtually swear in all staff persons speaking about an application as well as the applicant, applicant's team, and any persons in the public who intend to appear by telephone, email, or "live" during the virtual feed of the video presentation during the virtual City Commission meeting. The City Attorney will ask staff and applicant (including applicant's team) to raise their right hands to be sworn in. The City Attorney will then administer an oath. The City Attorney will ask each person to confirm audibly for the record that each speaker took the oath (all persons will identify themselves by name).

Thereafter, City staff will provide a presentation of the staff report and the Department recommendations, if any. Any power point presentations or documents shown or produced during the hearing shall be treated as evidence which the City Commission may consider in determining whether or not to approve the application. The applicant will then be provided the opportunity to make a presentation. Legal counsel for the applicant may make a presentation or assist with the applicant's presentation. Then members of the public, during the public hearing portion of the agenda item hearing, may speak to the application and may cross-examine witnesses (including City staff, the applicant, and applicant's team). During the Public Comments/Public Hearing portion of the meeting the City Attorney will individually swear in public speakers, who will acknowledge having taken the oath, and state their names for the record. Video of the virtual meeting will be streamed on the City's website at [www.daniabeachfl.gov](http://www.daniabeachfl.gov), the City's YouTube channel, and Dania Beach Comcast Channel 78. Additionally, a dedicated telephone line will be available so that any individual may listen to the meeting via telephone and may participate during the public comments portion of the hearing. If public comments were received in advance, they will be acknowledged by the City Clerk by mention of the names of those who submitted comments.

Once the public hearing is closed the Mayor and City Commission shall deliberate on the public hearing quasi-judicial item. A virtual quorum shall be required to take action on the application. Roll call vote of the City Commission shall be required.

**AGENDA**  
**DANIA BEACH CITY COMMISSION**  
**VIRTUAL REGULAR MEETING**  
**TUESDAY, OCTOBER 13, 2020 - 7:00 PM**

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ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE WITH REGARD TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING WILL NEED A RECORD OF THE PROCEEDING, AND FOR SUCH PURPOSE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

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LOBBYIST REGISTRATION IS REQUIRED. PRIOR TO ENGAGING IN ANY LOBBYING ACTIVITIES, WHETHER OR NOT COMPENSATION IS PAID OR RECEIVED IN CONNECTION WITH THOSE ACTIVITIES, EACH LOBBYIST SHALL FILE WITH THE CITY CLERK AN ANNUAL REGISTRATION STATEMENT AND PAY AN ANNUAL TWO HUNDRED FIFTY DOLLARS (\$250.00) REGISTRATION FEE FOR EACH PRINCIPAL OR EMPLOYER. REGISTRATION FORMS ARE AVAILABLE ON THE CITY WEBSITE: WWW.DANIABEACHFL.GOV. (ORDINANCE #2012-019; AMENDED BY ORDINANCE #2019-019)

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IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, PERSONS NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE CITY CLERK'S OFFICE, 100 W. DANIA BEACH BOULEVARD, DANIA BEACH, FL 33004, (954) 924-6800 EXTENSION 3624, AT LEAST 48 HOURS PRIOR TO THE MEETING.

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**DECORUM POLICY FOR MEETINGS OF THE CITY COMMISSION**  
**OF THE CITY OF DANIA BEACH, FLORIDA:**

INDIVIDUALS WHO WISH TO MAKE ANY "CITIZEN'S COMMENTS" UNDER THAT PORTION OF THE CITY COMMISSION AGENDA, OR WHO OTHERWISE WANT TO ADDRESS THE CITY COMMISSION, MUST FIRST BE REGISTERED WITH THE CITY CLERK (FORMS ARE AVAILABLE OUTSIDE OF THE CITY COMMISSION CHAMBERS AND MUST BE GIVEN TO THE CLERK BEFORE THE MEETING). OTHERS WHO WANT TO ADDRESS THE COMMISSION ON ANY MATTERS MUST FIRST BE RECOGNIZED BY THE MAYOR. ALL SUCH PERSONS MUST USE THE PODIUM IN THE COMMISSION CHAMBER. NO MORE THAN ONE PERSON AT A TIME MAY ADDRESS THE COMMISSION FROM THE PODIUM. COMMENTS ARE ONLY TO BE MADE TO THE CITY COMMISSION AND ARE NOT TO BE DIRECTED TO THE AUDIENCE OR CITY STAFF.

NO INDIVIDUAL SHALL MAKE ANY SLANDEROUS OR UNDULY REPETITIVE REMARKS, OR ENGAGE IN ANY OTHER FORM OF BEHAVIOR THAT DISRUPTS OR IMPEDES THE ORDERLY CONDUCT OF THE MEETING, AS DETERMINED BY THE MAYOR. NO INDIVIDUAL MAY SPEAK DIRECTLY TO OR ADDRESS THE MAYOR, CITY COMMISSIONER OR CITY STAFF: COMMENTS ARE TO BE ONLY DIRECTED TO THE COMMISSION AS A WHOLE. NO CLAPPING, APPLAUDING, HECKLING OR VERBAL OUTBURSTS IN SUPPORT OF OR OPPOSITION TO A SPEAKER OR HIS OR HER REMARKS SHALL BE PERMITTED. NO SIGNS OR PLACARDS SHALL BE PERMITTED IN THE COMMISSION CHAMBER.

IF ANY PERSON'S CONDUCT AS DETERMINED BY THE MAYOR IS FOUND TO BE DISRUPTIVE OR INTERFERES WITH THE ORDERLY CONDUCT OF THE MEETING, THE PERSON MAY BE ASKED BY THE MAYOR TO LEAVE THE COMMISSION CHAMBERS; IF THE PERSON DOES NOT LEAVE AND THE CONDUCT PERSISTS, THE CITY POLICE DEPARTMENT WILL BE REQUESTED TO ESCORT THE INDIVIDUAL FROM THE CITY COMMISSION CHAMBERS.

ALL CELLULAR TELEPHONES ARE TO BE SILENCED DURING THE MEETING. ALL PERSONS EXITING THE COMMISSION CHAMBER SHALL DO SO QUIETLY. (RESOLUTION #2020-032)

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**1. CALL TO ORDER/ROLL CALL**

**2. MOMENT OF SILENCE AND PLEDGE OF ALLEGIANCE**

**3. PRESENTATIONS AND SPECIAL EVENT APPROVALS**

1. Presentation by Walmart Pharmacist A.J. Ubaque on flu shots, Shingles Vaccine and the October 24, 2020 Drug Take-back Program - requested by Commissioner Harris
2. Recognition of Parks and Recreation Department employee, Cyrus Writer, Lifeguard, for his quick and heroic action that saved the life of a swimmer in distress

**4. PROCLAMATIONS**

1. LGBTQ+ History Month - Vice-Mayor Odman

2. Breast Cancer Awareness Month - Mayor Lewellen

**5. CITIZEN COMMENTS**

Addressing the Commission: Comments by Dania Beach citizens, or other interested parties that are not part of the regular agenda, may be made during each Commission meeting during the period set aside for "citizen comments." A thirty (30) minute "citizen comments" period shall be designated on the agenda for citizens and interested persons to speak on matters not scheduled on that day's agenda. Each speaker shall be limited to 3 minutes for his or her comments. Persons desiring to speak during the citizen comment period shall inform the City Clerk prior to the beginning of the meeting of their intention to speak. If more than 10 speakers express a desire to speak, the Commission shall determine, on a meeting by meeting basis, whether to (a) extend the time allotted for citizen comments to accommodate all speakers, or (b) whether to limit the number of speakers or amount of time per speaker. A speaker's time shall not be transferable to another speaker.

**6. PUBLIC SAFETY REPORTS**

**7. CONSENT AGENDA**

1. Minutes:

Approve Minutes of September 8, 2020 Virtual Budget Workshop  
Approve Minutes of September 14, 2020 Virtual City Commission Meeting  
Approve Minutes of September 24, 2020 Virtual City Commission Meeting

2. Travel Requests: None

3. Motion to ratify Broward County Interlocal Agreement relating to the Coronavirus Aid, Relief, and Economic Security ("CARES") Act *(City Attorney)*

4. RESOLUTION NO. 2020-115

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN INTERLOCAL AGREEMENT WITH BROWARD COUNTY FOR THE CREATION OF A MASTER PLAN FOR THE CITY'S "ART IN PUBLIC PLACES PROGRAM" TO BE PERFORMED BY THE BROWARD COUNTY CULTURAL DIVISION; WAIVING COMPETITIVE BIDDING AND PROCEEDING WITHOUT ADVERTISEMENT FOR BIDS; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

5. RESOLUTION NO. 2020-116

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPOINTING HARRY HIPLER TO ACT AS A CODE COMPLIANCE SPECIAL MAGISTRATE FOR MUNICIPAL CODE COMPLIANCE PROCEEDINGS AND SETTING THE COMPENSATION FOR HIS SERVICES; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(City Attorney)*

6. RESOLUTION NO. 2020-117

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AND ACCEPT AN AGREEMENT FOR THE CITY'S MEDICARE SUPPLEMENTAL INSURANCE COVERAGE PROCURED BY THE GEHRING GROUP AS BROKER OF RECORD FOR THE CITY OF DANIA BEACH WITH AETNA, FOR INSURANCE COVERAGE BEGINNING JANUARY 1, 2021 THROUGH DECEMBER 31, 2021 FOR MEDICARE ELIGIBLE RETIRED EMPLOYEES AND THEIR MEDICARE ELIGIBLE DEPENDENTS THAT EXCEEDS AN ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00); PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Human Resources)*

7. RESOLUTION 2020-118

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN AGREEMENT WITH P.C. CONTROLS, INC. FOR REPAIR AND CALIBRATION OF FLOW METERS AND RELATED DEVICES FOR THE WATER TREATMENT PLANT AND SEWER FACILITIES USING AVAILABLE PRICING FROM THE CITY OF POMPANO BEACH CONTRACT NO. RFP L-51-16 WITH P.C. CONTROLS, INC. FOR FISCAL YEAR 2020-2021, FOR FUTURE REPAIRS THAT MAY EXCEED AN ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00), WITHOUT COMPETITIVE BIDDING AND AUTHORIZING SUCH PURCHASES THAT ARE TO BE MADE WITHIN THE PUBLIC SERVICES DEPARTMENT'S APPROVED ANNUAL BUDGET APPROPRIATION; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Public Services)*

8. RESOLUTION NO. 2020-119

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, CONDEMNING ANTI-SEMITIC ACTS; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Mayor Lewellen)*

9. RESOLUTION NO. 2020-120

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, DENOUNCING VIOLENCE AGAINST WOMEN; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Mayor Lewellen)*

10. RESOLUTION NO. 2020-121

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE A SECOND RENEWAL OF THE AGREEMENT EXISTING BETWEEN THE CITY OF DANIA BEACH AND THE BROWARD SHERIFF'S OFFICE, RELATING TO EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES FOR A FIRST YEAR COST OF THIRTEEN MILLION SIX HUNDRED TWENTY SEVEN THOUSAND FIVE HUNDRED TWENTY SEVEN DOLLARS (\$13,627,527.00); PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(City Manager)*

11. RESOLUTION NO. 2020-122

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING A FIVE (5) YEAR AGREEMENT BETWEEN THE CITY OF DANIA BEACH, FLORIDA, AND THE BROWARD COUNTY SHERIFF'S OFFICE FOR POLICE SERVICES BEGINNING RETROACTIVELY TO OCTOBER 1, 2020 AND ENDING SEPTEMBER 30, 2025; AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE THE AGREEMENT FOR SUCH SERVICES FOR A FIRST YEAR COST OF FOURTEEN MILLION SEVEN HUNDRED FIFTY ONE THOUSAND, NINE HUNDRED SEVENTY FIVE DOLLARS (\$14,751,975.00); PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(City Manager)*

12. RESOLUTION NO. 2020-123

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING A CONDITIONAL LOAN COMMITMENT TO PARTIALLY FINANCE DEVELOPMENT OF THE CITY PLACE HOUSING DEVELOPMENT BY CITY PLACE APARTMENTS, LTD.; AUTHORIZING THE CITY MANAGER TO EXECUTE FLORIDA HOUSING FINANCE CORPORATION (FHFC)'S LOCAL GOVERNMENT VERIFICATION OF CONTRIBUTION LOAN FORM; PROVIDING FOR CONFLICTS; FURTHER PROVIDING FOR AN EFFECTIVE DATE. *(City Attorney)*

**8. BIDS AND REQUESTS FOR PROPOSALS**

**9. PUBLIC HEARINGS**

1. RESOLUTION NO. 2020-124

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING AN AMENDMENT TO THE DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY'S ("CRA") REDEVELOPMENT

PLAN TO PROVIDE GRANTS FOR RESIDENTIAL ASSISTANCE PROGRAMS INCLUDING BUT NOT LIMITED TO RENTAL, MORTGAGE, AND UTILITY ASSISTANCE; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(CRA)*

2. RESOLUTION NO. 2020-125

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE DEVELOPMENT DESIGN GUIDELINES (DDG) AND SITE PLAN (SP-056-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, ON BEHALF DANIA BEACH MARINA CORP. FOR THE PROPERTY GENERALLY LOCATED 90 N. BRYAN ROAD WITHIN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

3. RESOLUTION NO. 2020-126

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE PLAT NOTE AMENDMENT DELEGATION REQUEST APPLICATION (DR-072-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, INC. ON BEHALF OF DANIA BEACH MARINA CORP. FOR PROPERTY PLATTED UNDER THE BRYAN ROAD WAREHOUSES PLAT LOCATED AT 90 N. BRYAN ROAD IN THE CITY OF DANIA BEACH, FLORIDA, AS SUCH PROPERTY IS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

4. RESOLUTION NO. 2020-127

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE DEVELOPMENT DESIGN GUIDELINES (DDG) AND SITE PLAN (SP-024-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, ON BEHALF OF NV MARINA HOLDINGS LLC AND RJ MARINA HOLDINGS LLC, FOR PROPERTY GENERALLY LOCATED AT 50 AND 70 S. BRYAN ROAD WITHIN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

5. RESOLUTION NO. 2020-128

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE PLAT ENTITLED “WAVES AT DANIA BEACH”

(PL-162-19), SUBMITTED BY DENI LAND SURVEYORS, INC., ON BEHALF OF NV MARINA HOLDINGS, LLC, AND RJ MARINA HOLDINGS, LLC, (“APPLICANT”) FOR THE PROPERTY LOCATED AT 50 AND 70 S. BRYAN ROAD, DANIA BEACH, FLORIDA; THE LEGAL DESCRIPTION IS CONTAINED IN EXHIBIT “A”, A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

6. RESOLUTION NO. 2020-129

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE SITE PLAN FOR THE CONSTRUCTION OF A 82,197 SQUARE FOOT WAREHOUSE BUILDING IN THE IRO (INDUSTRIAL RESEARCH OFFICE) ZONING DISTRICT (SP-038-20), SUBMITTED BY HOPE CALHOUN, ESQ., ON BEHALF OF THE PROPERTY OWNER GPT DANIA BEACH OWNER, LLC, FOR THE PROPERTY LOCATED AT 1900 NE 7TH AVENUE, IN THE CITY OF DANIA BEACH, FLORIDA; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

**10. DISCUSSION AND POSSIBLE ACTION**

1. RESOLUTION NO. 2020-130

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, OPPOSING THE PROPOSED COUNTY CHARTER AMENDMENT THAT PURPORTS TO PREEMPT MUNICIPAL HOME RULE AUTHORITY FOR ZONING AND OTHER REGULATIONS ON COUNTY OWNED OR LEASED PROPERTY WITHIN MUNICIPAL BOUNDARIES; AUTHORIZING THE JOINING OF THE LAWSUIT FILED BY THE CITY OF WESTON AGAINST BROWARD COUNTY SEEKING TO REMOVE THE PROPOSED CHARTER AMENDMENT FROM THE NOVEMBER 2020 BALLOT; AUTHORIZING THE EXPENDITURE OF \$2,500.00 TO JOIN THE LAWSUIT; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(City Attorney)*

**11. COMMISSION COMMENTS**

1. Commissioner Brandimarte
2. Commissioner Harris
3. Commissioner James
4. Vice-Mayor Odman

5. Mayor Lewellen

**12. APPOINTMENTS**

1. Creative Arts Council Advisory Board  
Commissioner Harris - 1 appointment
2. Dania Beach Housing Authority  
Mayor Lewellen - 2 appointments  
(Gloria Black's and Ruth White's terms expire October 31, 2020)
3. General Employees Pension Board  
1 Commission Appointment for a term beginning June 22, 2020 and ending June 22, 2022
4. Green Advisory Board  
Vice-Mayor Odman - 1 appointment

**13. ADMINISTRATIVE REPORTS**

1. City Manager
2. City Attorney
3. City Clerk - Reminders

Wednesday, October 14, 2020 - 2:00 p.m.

Saturday, October 17, 2020 - 12:00 p.m.

Tuesday, October 27, 2020 - 7:00 p.m.

CRA Board Special Meeting  
Tentative CRA Board Special  
Meeting  
City Commission Meeting

**14. ADJOURNMENT**



# Proclamation

OFFICE OF THE MAYOR • CITY OF DANIA BEACH, FLORIDA

**WHEREAS,** October is Lesbian, Gay, Bisexual, Transgender, and Queer+ History Month across the United States; and

**WHEREAS,** LGBTQ+ History Month was created in 1994 by Rodney Wilson, a high school history teacher in Missouri; and

**WHEREAS,** LGBTQ+ History Month celebrates this community's struggles against discrimination and the history of heroism of those who fought for civil rights; and

**WHEREAS,** the LGBTQ+ community is an integral part of the social and economic fabric of the City of Dania Beach; and

**WHEREAS,** the City of Dania Beach is committed to inclusion and it recognizes the need for full legal and social equality of LGBTQ+ residents; and

**WHEREAS,** the City of Dania Beach appreciates and recognizes the importance of LGBTQ+ History Month as an effective means of educating and calling to action its residents to work together to promote equal protection of all city residents and staff, regardless of sexual orientation, gender expression or gender identity; and

**WHEREAS,** the City of Dania Beach is proud to be an inclusive city for everyone, regardless of gender, race, religion, nationality, disability, sexual orientation, gender identity or gender expression;

**WHEREAS,** the City of Dania Beach includes productive and caring citizens who are LGBTQ+, who own businesses within the city, and who contribute to our community through the arts, education, science, politics, faith, health care, public service, and all other walks of life; and

**WHEREAS,** the City of Dania Beach's commitment to inclusiveness and mutual respect dictates that all young people should feel safe to learn without the fear of harassment, and all individuals, families and seniors should be allowed to live their lives with dignity and respect.

**NOW, THEREFORE,** on behalf of the Dania Beach City Commission, I, Lori Lewellen, Mayor of the City of Dania Beach, Florida, do hereby proclaim October 2020 as

## LGBTQ+ HISTORY MONTH

in the City of Dania Beach and acknowledge the vital importance of recognizing and exploring the role of lesbian, gay, bisexual, transgender, queer (or questioning) and others people in our community and in our history.

ATTEST:

THOMAS SCHNEIDER, CMC  
CITY CLERK



LORI LEWELLEN  
MAYOR

# Proclamation

OFFICE OF THE MAYOR • CITY OF DANIA BEACH, FLORIDA

**WHEREAS**, October is Breast Cancer Awareness Month, which is an annual campaign to increase awareness of the disease and the importance of screening and early detection; and

**WHEREAS**, one in eight women born in the U.S. today will be diagnosed with breast cancer in her lifetime; and

**WHEREAS**, breast cancer is the most common cancer diagnosed in women between age 55 and 64 in the U.S.; and

**WHEREAS**, early detection is key and a mammogram can find breast cancer before it can be felt; breast cancers found during screening exams are more likely to be smaller and confined; and

**WHEREAS**, if breast cancer is found early, there are more treatment options and a better chance for survival; and

**WHEREAS**, women whose breast cancer is detected at an early stage have a 93 percent or higher survival rate in the first five years; and

**WHEREAS**, in the U.S. in 2020, there will be an estimated 276,480 new cases of invasive breast cancer diagnosed in women and 2,620 cases diagnosed in men; and

**WHEREAS**, there are more than 3.5 million breast cancer survivors alive in the U.S. today, the largest group of cancer survivors in the country.

**NOW, THEREFORE**, on behalf of the Dania Beach City Commission, I, Lori Lewellen, Mayor of the City of Dania Beach, Florida, do hereby proclaim the month of October 2020 as

## BREAST CANCER AWARENESS MONTH

in the City of Dania Beach, and acknowledge that the City Commission recognizes the importance of education and awareness in combating this disease.

ATTEST:

\_\_\_\_\_  
THOMAS SCHNEIDER, CMC  
CITY CLERK



\_\_\_\_\_  
LORI LEWELLEN  
MAYOR

MINUTES OF MEETING  
DANIA BEACH CITY COMMISSION  
VIRTUAL BUDGET WORKSHOP  
TUESDAY, SEPTEMBER 8, 2020 – 5:00 P.M.

1. Call to Order/Roll Call

Mayor Lewellen called the meeting to order at 5:06 p.m.

Present:

|                |                        |
|----------------|------------------------|
| Mayor:         | Lori Lewellen          |
| Vice-Mayor:    | Lauren Odman           |
| Commissioners: | Chickie Brandimarte    |
|                | Bill Harris            |
|                | Tamara James           |
| City Manager:  | Ana M. Garcia, ICMA-CM |
| City Attorney: | Thomas Ansbro          |
| City Clerk:    | Thomas Schneider       |

2. Presentations

2.1 Presentation by Evan Snow on the Mermaid Project - sponsored by Vice-Mayor Odman

Evan Snow, Executive Director of the 1,000 Mermaid Relief Project, gave a brief background on himself, noting he is with 1,000 Mermaids and Ocean Rescue Alliance; they make artificial reefs that look like natural coral reefs. He introduced marine biologist Stacy Brown, Director of Education, and they both gave a presentation, which is attached to and incorporated into these minutes.

Vice-Mayor Odman asked Mr. Snow to explain what he is proposing for Dania Beach for \$100,000.

Mr. Snow said they would be creating a signature billboard in the permitted zone as designated by Broward County, and they would give us two mermaid tails for a photo opportunity.

Commissioner Brandimarte asked what the biggest threat is to the natural reef.

Ms. Brown noted that by putting an engineered structure into the water, it would provide habitat for fish, in addition to breaking down wind and storm surges. They are hoping to start with Dania Beach so it will enlist the support of others. They have been doing this in Palm Beach County for years; this would be the first for Broward County.

Vice-Mayor Odman confirmed the renderings would be fully customizable and signature to Dania Beach.

Ms. Brown said they are proposing two land-based modules, selfie tails, and then underwater; they can do whatever the Commission would like, such as color.

Commissioner James asked if this would be on the land and in the water.

Ms. Brown explained they are proposing two 8-foot modules on land and two selfie tails; one module for in the water. The modules are made for stability for wave height production and fish population.

Mr. Snow explained further the art and photo opportunity for \$100,000.

Commissioner James asked what the total cost/benefit has been in other cities.

Ms. Brown replied the reef builder has been putting in all construction costs.

Mr. Snow said they do not have the money to give them to build the reef, as Broward County does not, so they have helped fund the first \$2 million of the project.

Commissioner James asked how much the total cost would be for Dania Beach.

Mr. Snow said the \$100,000 would still make an impact if no one else contributed to the project. If the Commission is ready, they are ready to kick off this project.

Mayor Lewellen confirmed this would attract fish. She asked City Manager Garcia if this is something we could get funding for from Tallahassee.

City Manager Garcia commented on FIND and fundraising; we could partner with Dania Pointe. She does not see all of the \$100,000 coming from us; it could be an opportunity to collaborate to seek grants.

Mayor Lewellen asked if we could put an underwater camera in for this.

City Manager Garcia noted this has been discussed and it would be a one-time expenditure that we would get our money back on. She questioned if the project could be done in phases.

Ms. Brown responded yes.

Mr. Snow spoke of permitted zones the County gets from the Army Corps of Engineers. They work with the County to deploy the reef into the permitted zone.

City Manager Garcia requested they provide the Commission a design in multi-phases so they can visualize the capital investment in multi-years.

Vice-Mayor Odman noted she brought this forward because we had never put in an environmental statement project to start prioritizing environmental factors. She does not want to baby step this; she wants to walk into a commitment. The return will be significant and she does not want to miss out on it.

Commissioner Harris asked if Mr. Snow is familiar with a mermaids group in Dania Beach that swims our beach with tails.

Mr. Snow acknowledged this is giving people a lot of opportunity to choose 954 to build marketing tourism.

Commissioner James said if we choose to do the project, she would rather do it all at once as she does not trust phases. She is trying to think where the mermaids would be placed in our beach plan and wants to start dissecting the plan. There are too many layers, she does not know where the RFP is, and does not want to phase the \$100,000 if we have it. We could grow the project; she wants to see and know more.

City Manager Garcia clarified the intent with the \$100,000; it would not be phased.

Vice-Mayor Odman agreed with the \$100,000 being the initial investment and augmenting it in the future.

City Manager Garcia emphasized the \$500,000 allocation is set aside for the Commission's discretion.

Vice-Mayor Odman said she wants to start with the \$100,000.

City Manager Garcia noted once there is consensus, it would be placed in the budget.

## 2.2 Presentation by Mason Jackson on the Dania Beach Job Training Initiative – sponsored by Mayor Lewellen

Mayor Lewellen spoke briefly about Mr. Jackson and initiatives to get people trained and re-trained. The biggest issue is the life expenses and she wanted to discuss how we could collaborate and provide grants for basic needs for residents to become certified in high demand career fields.

Mr. Jackson gave a presentation and noted this is a groundbreaking opportunity for the City. Dania Beach is the only city that has approached them about doing something to help people during this economic downturn. He spoke of the middle skills area being the biggest demand and assistance needed with basic life needs. They would concentrate the initial effort on the marine industry, which needs skilled workers.

Commissioner Brandimarte asked if this would be only for the marine industry.

Mr. Jackson responded it could be any industry.

Commissioner Brandimarte asked if his organization would get anything.

Mr. Jackson said they are federally funded. This program would help with the other support services that his group cannot.

Mayor Lewellen spoke of the various programs available.

Commissioner Brandimarte supported this because it would be something you could see for the money.

Commissioner James asked what the cost to the City would be.

Mayor Lewellen noted the City Manager and Mr. Jackson discussed this and it would be a pilot program with 10 people receiving the grant at \$6,000 each.

Commissioner James asked if the Mayor had reached out to Direcktor or AMO. If the Commission decides to support this, they should also reach out to Direcktor and AMO for matching grants.

Mayor Lewellen stated Mr. Jackson represents the industry employers in need; the partnership is there.

Commissioner James knows we have done a few job trainings, including one at City Hall, where no one showed up. She questioned how they would get those individuals excited and if there would be a program that goes into the schools to recruit individuals.

Mr. Jackson said those efforts are already underway and he is working with the Greater Fort Lauderdale Chamber of Commerce. Based on a study, parents are the biggest influencers of children; they are working to change the parents' minds so they can change the children's minds.

Mayor Lewellen stated the pandemic would play a factor in recruitment.

Commissioner Harris said he was with Congressman Deutsch at Direcktor; there are good paying industry jobs that lead to entrepreneurship. The possibilities are endless when you can make that kind of money.

Mr. Jackson noted they have the training dollars now; what they do not have are the basic life needs support.

Commissioner James asked about apprenticeships and Mr. Jackson explained them.

City Manager Garcia said this would bring something unique and would be a huge return on our investment if we have a mailer to promote this program for our residents.

Mayor Lewellen felt if we do \$6,000 or \$7,500 grants and make sure the recipients are enrolled in the program, we could do it as a test program.

Commissioner Brandimarte asked if the jobs have tier levels regarding certifications.

Mayor Lewellen clarified the grants would be used for the recipients' expenses.

City Manager Garcia added there are different tiers for certification at different times.

Mayor Lewellen confirmed 10 people, \$6,000 each, for a pilot program. If the Commission wanted to do a larger number, we could.

City Manager Garcia asked if anyone wanted to further discuss the \$500,000 set aside for the Commission.

Commissioner Harris questioned if we could do a citywide traffic assessment, and addressed streets where drivers are travelling at high speeds. He has contacted Broward MPO for assistance, and if we could incorporate that into some license plate readers around town, then we would have a better answer when people ask about the traffic. This is something to look at, with whatever technology is available, and we could label it a citywide traffic calming assessment.

City Manager Garcia commented what she has seen in the past was when someone would come to the City, we would install a speed hump. If a professional citywide assessment were done, we would know which traffic calming measure should go where. Perhaps the surtax dollars could be used since we are not doing the bridge.

Commissioner Brandimarte asked about stop signs with lights to address speeding.

Commissioner James spoke of devices on the streets in Israel that issue tickets for speeding; perhaps this is something that could be brought to the U.S. Instead of doing assessments, she favors doing something that will fix the issue. Hitting people in their pocketbooks would get their attention.

Commissioner Brandimarte asked about the red light cameras being stopped.

City Attorney Ansbro noted very few cities kept their red light camera program. Regarding speeding ticket devices, those would have to come from state law, not local.

Discussion ensued regarding problematic traffic issues.

Commissioner Harris felt \$100,000 would cover the study, with assistance from the Broward MPO.

City Manager Garcia noted in another city, the cost was \$75-80,000.

Commissioner James spoke of rental assistance and what the County was doing; the deadline has already passed. She has spoken to other cities that have done three installments of rental assistance. She proposes \$250,000 be given to the CRA to do this program. Additionally, a CRA reserve should be established for the incoming Director. There is \$40,000 currently; we would need \$60,000 more to make it a \$100,000 reserve. Also, regarding Commissioner Brandimarte's idea of land acquisitions, we have cost savings from the Smith Store properties of \$500,000 to do land acquisitions. She does not want to do the same sort of standard housing projects.

Commissioner Brandimarte noted she wanted to reallocate the \$500,000 to the CRA for land acquisitions.

Mayor Lewellen said she needs more information on this, and questioned what land.

Commissioner James said vacant properties and there are people who want to sell their property.

Mayor Lewellen questioned whether we need to put a plan in place first.

Commissioner James said we are the drivers; if it was going sour, we could halt it. We need to have the foundation up. We have a plan, but no funding.

City Manager Garcia explained if affordable housing is the goal, we are committed to Saratoga Crossings and another multi-story project due south of the parking garage.

Commissioner James said what she is talking about is a different renaissance for the Community, not a housing project. Many people do not qualify for the affordable housing, yet they cannot afford market rate housing. There is no significant investment in affordable housing, and she speaks of the CRA area because within the CRA Plan, the CRA has a lot more leeway with building acquisition. This could be a legacy for families. There is an interest in container homes, but we cannot do anything if we do not have the property. Developers are buying the properties and pricing them high.

Mayor Lewellen referenced a homeless housing project on an island in Hawaii.

Vice-Mayor Odman described the Gainesville co-housing project, which is a beautiful way to live.

Commissioner James said yes, something similar to Gainesville, which builds community relationships with all generations.

Mayor Lewellen noted she wanted to do an assessment of Chester Byrd Park as a model park for buy-in of the GO Bond. Regarding land acquisition, the Smith Store funds are set aside so we should wait for the new CRA Director to do an assessment; she would like a plan in place first. It could be the first of the year, and she would like to see what the plan is. A new Director may come in and want to do something else; she wants them to be able to come in and say this is what we need to do and how we need to do it.



Commissioner James said the new CRA Executive Director would have reserves. They will have their hands full with upgrading the plan if we do not put this plan in place and make it a priority. We steer the ship; none of the funds have to be spent. Whoever the new Executive Director is will come to us to approve a plan. She does not see a specific plan for all initiatives brought forth tonight. She thinks the \$500,000 will go back into the General Fund, and is tired of putting things on the back shelf.

Vice-Mayor Odman questioned what would happen if we go forward with this and then the Board decided they wanted to do single-family homes again. She noted she was supportive of it because she wants to do a creative community project in the City.

Commissioner James said we are here to give the direction and not worry about what happens in two months if someone changes his or her mind.

Mayor Lewellen commented she would like to see a plan and we could go from there. We can hold the money where it is and when we get a plan, we can discuss it again. She felt we are jumping the gun right now; she is asking to put the money in a holding zone and does not want to limit our options.

Commissioner James questioned if there was consensus on this.

Commissioner Brandimarte said she liked what the Vice-Mayor said, and we are the seated Commissioners today. She would like a consensus that the money goes toward the vision of Vice-Mayor Odman and Commissioner James. She wants the money to go to the seated CRA Director now, and sees four Commissioners in consensus today.

City Manager Garcia asked if this allocation for land acquisition would take the place of the Smith property.

Commissioner James said the money initially allocated to that project is not needed now.

Director Williams explained single-family housing was to be built on the property and the money was for hard and soft construction costs. There was discussion about a deed restriction; the initial priority was for police officers because it was a nuisance area. The reason the \$500,000 was not transferred to the CRA was that she thought having the private sector building it could save us the money. She said the \$500,000 funding is not needed to develop the Smith Store properties, and explained the disposition of the property according to the CRA Plan.

City Manager Garcia noted the School Board approved the \$800,000 for the demolition of the old Olsen School. We need a meeting as the School Board may want to partner to do a recreational field.

The Commission consensus was to allocate \$100,000 for the Mermaid Project.

The Commission consensus was to allocate \$75,000 for the job training initiative (10 people at \$7,500 each).

The Commission consensus was to allocate \$75,000 for a citywide traffic calming assessment.

Discussion ensued on a rental assistance program at \$250,000, similar to the County's criteria, for the CRA area versus citywide.

The Commission consensus was to allocate \$250,000 for a rental assistance program in the CRA area.

Discussion ensued on allocating \$60,000 for CRA reserves.

The Commission consensus was to allocate \$60,000 for CRA reserves.

Discussion ensued regarding re-allocating the \$500,000 Smith Store property money for CRA land acquisition.

The Commission consensus was to re-allocate the \$500,000 Smith Store property money to the CRA budget for land acquisition.

Commissioner James questioned where Community Policing was in the budget.

City Manager Garcia responded there is an appropriation for the Police Athletic League. She spoke of the global initiative with BSO Sheriff Tony, and noted we are augmenting our program and rolling out the Police Activity League.

### 2.3 Presentation on the Fiscal Year 2021 proposed budget by City Manager Ana M. Garcia and Finance Director Frank DiPaolo

City Manager Garcia gave a brief presentation on the Fiscal Year 2021 budget, particularly her Budget Message.

Commissioner Brandimarte questioned if there used to be a PAL Program in Dania Beach that was not successful, and requested the City Manager check into it.

City Manager Garcia spoke of the past successful programs in which she has been involved.

Vice-Mayor Odman commented on the good projects this Commission is moving forward with in this budget.

## 3. Budget Discussion

Discussion occurred under item #2.2.

4. Adjournment

Mayor Lewellen adjourned the meeting at 7:41 p.m.

ATTEST:

CITY OF DANIA BEACH

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

MINUTES OF VIRTUAL REGULAR MEETING  
DANIA BEACH CITY COMMISSION  
MONDAY, SEPTEMBER 14, 2020 – 7:00 P.M.

1. Call to Order/Roll Call

Mayor Lewellen called the meeting to order at 7:14 p.m.

Present:

|                |                        |
|----------------|------------------------|
| Mayor:         | Lori Lewellen          |
| Vice-Mayor:    | Lauren Odman           |
| Commissioners: | Chickie Brandimarte    |
|                | Bill Harris            |
|                | Tamara James           |
| City Manager:  | Ana M. Garcia, ICMA-CM |
| City Attorney: | Thomas Ansbro          |
| City Clerk:    | Thomas Schneider       |

2. Moment of Silence and Pledge of Allegiance

Mayor Lewellen called for a moment of silence after the Pledge of Allegiance to the United States Flag.

3. Presentations and Special Event Approvals

- 3.1 Special Event request from St. Ruth Missionary Baptist Church to host a "Drive in" service to celebrate the Pastor's anniversary to be held on September 20, 2020 in the parking lot at 145 NW 5th Avenue from 10:00 a.m. - 12:00 p.m. (Community Development)

Mayor Lewellen noted she received an email to change the address of the event.

City Manager Garcia commented the address was changed and she would confirm with Community Development.

**Commissioner James motioned to approve the Special Event request for St. Ruth Missionary Baptist Church Drive in service; seconded by Commissioner Harris. The motion carried unanimously.**

4. Proclamations

- 4.1 Hispanic Heritage Month - Mayor Lewellen

Mayor Lewellen read the proclamation for Hispanic Heritage Month.

5. Citizen Comments

There were no comments at this meeting.

6. Public Safety Reports

Captain Daniel Marks, BSO Chief of Police, reported on traffic enforcement efforts and recent criminal activity in the City. He addressed neighborhood events and assistance the department is involved in.

Captain Sergio Pellecer, BSO District Fire Chief, gave an update on his department efforts with nursing homes and group homes, as well as an upgrade to departmental radios.

7. Consent Agenda

- 7.1 Minutes:  
Approve Minutes of August 11, 2020 Virtual Budget Workshop
- 7.2 Travel Requests: None
- 7.3 Approve Fiscal Year 2020-21 Business License Renewals for Auctioneers and Psychics (*Finance*)

**Resolutions**

7.4 RESOLUTION #2020-096

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN INTERLOCAL AGREEMENT (“ILA”) WITH BROWARD COUNTY RELATING TO ENTRY INTO A FIRST AMENDMENT TO THE AGREEMENT AND AUTHORIZING THE CITY’S PARTICIPATION IN THE CONSOLIDATED REGIONAL E-911 COMMUNICATIONS SYSTEM; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. (*City Attorney*)

7.5 RESOLUTION #2020-097

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE EXPENDITURE OF FUNDS FOR SERVICES TO BE PROVIDED BY BIS DIGITAL, INC.; AND AUTHORIZING THE CITY TO EXCEED THE CITY MANAGER’S ANNUAL VENDOR THRESHOLD TOTAL AMOUNT OF TWENTY-FIVE THOUSAND DOLLARS (\$25,000.00) TO PROCURE AUDIO, VIDEO AND BROADCASTING SERVICES; AUTHORIZING THE PURCHASES PROVIDED THE PURCHASES ARE WITHIN THE RESPECTIVE DEPARTMENTS’ APPROVED ANNUAL BUDGET

APPROPRIATIONS; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.  
(Finance)

**Ordinances (Titles read by City Attorney)**

7.6 ORDINANCE #2020-014

AN ORDINANCE OF THE CITY OF DANIA BEACH, FLORIDA, AMENDING THE CODE OF ORDINANCES RELATING TO THE GENERAL EMPLOYEES RETIREMENT PLAN AND TRUST; AMENDING CHAPTER 18, ARTICLE III, SECTION 18-29.14, INTERNAL REVENUE CODE COMPLIANCE, TO PROVIDE FOR COMPLIANCE WITH THE FEDERAL "SECURE ACT"; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. **(FIRST READING)** (City Attorney)

**Commissioner Harris motioned to adopt the Consent Agenda; seconded by Vice-Mayor Odman. The motion carried unanimously.**

8. Bids and Requests for Proposals

There were no proposals on this agenda.

9. Public Hearings and Site Plans

City Attorney Ansbro noted this announcement is for tonight's Budget Hearing for the City of Dania Beach, Florida for Fiscal Year 2020-2021.

City Attorney Ansbro announced:

The proposed OPERATING MUNICIPAL MILLAGE will be 5.9998 MILLS, which reflects no change from the City's current fiscal year millage rate. This operating millage rate represents a 2.02% increase over the rolled back rate of 5.8808 MILLS as computed in accordance with the provisions of Section 200.065(1), Florida Statutes.

The voter-approved debt service millage rate is 0.1620 mills in accordance with the provisions of law pursuant to Chapter 200, Florida Statutes.

The City's aggregate millage rate is 6.1618 Mills (5.9998 Mills for operating and 0.1620 Mills for debt service).

**The final hearing for the Budget and ad valorem tax Millage will be held virtually through the use of virtual meeting technology:**

<https://daniabeachfl.gov/63/Agendas-Minutes>  
Thursday, September 24, 2020  
7:00 p.m.

9.1 RESOLUTION #2020-098

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AS REQUIRED BY THE CITY CHARTER AND SECTION 200.065, FLORIDA STATUTES, APPROVING THE PROPOSED MILLAGE RATE NECESSARY TO BE LEVIED FOR THE FISCAL YEAR 2020-2021 FOR OPERATING PURPOSES; ESTABLISHING THE DEBT MILLAGE APPROVED BY THE ELECTORATE; PROVIDING FOR A PUBLIC HEARING WHEN AND WHERE OBJECTIONS MAY BE HEARD AND QUESTIONS CONCERNING THE SAME WILL BE ANSWERED; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Finance)*

City Attorney Ansbro read the title of Resolution #2020-098.

Mayor Lewellen opened the Public Hearing. Seeing as there was no one to speak in favor or opposition, she closed the Public Hearing.

**Commissioner James motioned to adopt Resolution #2020-098; seconded by Commissioner Harris. The motion carried on the following 5-0 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b> |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |            |

## 9.2 RESOLUTION #2020-099

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, RELATING TO THE IMPOSITION OF FIRE RESCUE ASSESSMENTS AND PROVISION OF FIRE PROTECTION SERVICES, FACILITIES AND PROGRAMS IN THE CITY OF DANIA BEACH, FLORIDA; REIMPOSING FIRE RESCUE ASSESSMENTS WITH UPDATED ASSESSMENT RATES AGAINST ASSESSED PROPERTY LOCATED WITHIN THE CITY OF DANIA BEACH FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2020; APPROVING THE RATES OF ASSESSMENT; APPROVING THE FINAL ASSESSMENT ROLL; CONFIRMING AND SUPPLEMENTING THE PRELIMINARY RATE RESOLUTION; PROVIDING FOR EFFECT OF ADOPTION OF RESOLUTION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE. *(Finance)*

City Attorney Ansbro read the title of Resolution #2020-099.

Mayor Lewellen opened the Public Hearing. Seeing as there was no one to speak in favor or opposition, she closed the Public Hearing.

**Commissioner James motioned to adopt Resolution #2020-099; seconded by Commissioner Harris. The motion carried on the following 5-0 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b> |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |            |

## 9.3 RESOLUTION #2020-100

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, RELATING TO THE PROVISION OF STORMWATER MANAGEMENT SERVICES IN THE CITY OF DANIA BEACH, FLORIDA; IMPOSING AND RE-IMPOSING STORMWATER ASSESSMENTS AGAINST PROPERTY

LOCATED WITHIN THE CITY OF DANIA BEACH FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2020; APPROVING THE RATE OF ASSESSMENT; APPROVING THE ASSESSMENT ROLL; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Finance)*

City Attorney Ansbro read the title of Resolution #2020-100.

Mayor Lewellen opened the Public Hearing. Seeing as there was no one to speak in favor or opposition, she closed the Public Hearing.

**Commissioner James motioned to adopt Resolution #2020-100; seconded by Commissioner Harris. The motion carried on the following 5-0 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b> |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |            |

#### 9.4 RESOLUTION #2020-101

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, RELATING TO THE PROVISION OF SOLID WASTE SERVICE ASSESSMENTS IN THE CITY OF DANIA BEACH, FLORIDA; RE-IMPOSING SOLID WASTE SERVICE ASSESSMENTS AGAINST ASSESSED PROPERTY LOCATED WITHIN THE BOUNDARIES OF THE CITY OF DANIA BEACH FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2020; APPROVING THE RATE OF ASSESSMENT; APPROVING THE ASSESSMENT ROLL; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Finance)*

City Attorney Ansbro read the title of Resolution #2020-101.

Mayor Lewellen opened the Public Hearing. Seeing as there was no one to speak in favor or opposition, she closed the Public Hearing.

**Commissioner James motioned to adopt Resolution #2020-101; seconded by Vice-Mayor Odman. The motion carried on the following 5-0 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b> |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |            |

#### 9.5 RESOLUTION #2020-102

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AS REQUIRED BY THE CITY CHARTER AND SECTION 200.065, FLORIDA STATUTES, APPROVING A TENTATIVE ANNUAL BUDGET FOR THE CITY FOR THE FISCAL YEAR 2020-2021; PROVIDING FOR A PUBLIC HEARING WHEN OBJECTIONS WILL BE HEARD AND QUESTIONS CONCERNING THE BUDGET WILL BE ANSWERED; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Finance)*

City Attorney Ansbro read the title of Resolution #2020-102.



Mayor Lewellen opened the Public Hearing.

Luis Rimoli, 902 Natures Cove Road, spoke of the petition against using City taxpayer funds for only those who live in the CRA District that he submitted via email and that was provided earlier to the Commission. A copy of the petition is attached to and incorporated into these minutes. He noted the signatories' point is that the \$250,000 is City money that would be used exclusively in the CRA.

Seeing as there was no one else to speak in favor or opposition, Mayor Lewellen closed the Public Hearing.

Commissioner James addressed Mr. Rimoli's comments and reviewed how the CRA was established and the funding provided to it. She gave the demographics of the CRA district and noted when she was speaking of the funding, it was from funding already approved and not additional funding. She added some Commissioners have not brought forward programs like this as they could have, and she supports a citywide program that would mirror the CRA's program. She proposed the following budget items be reduced in order to re-allocate funding for a citywide rental assistance program: the P.A.L program, construction development project, Vintage Motorcycle Show, holiday lighting, Administrative Coordinator position, and Commission contingency. She also clarified the issue of the \$500,000 set aside pending the FEMA grant.

Vice-Mayor Odman noted everyone is looking for solutions to the same problem; we have been offered a good solution that would address residents' concerns. They want us to prioritize money for the City, not just the CRA. The same problem exists citywide; additionally, this will not be something for only right now, but will be ongoing. Everyone can get the assistance needed. The important part is that we get to a place where we can help all the residents. She is supportive of Commissioner James' proposal.

Commissioner Brandimarte agreed with helping everybody now.

Frank DiPaolo, Director of Finance, confirmed that to do a mirror program, we would have to cut other items out of the budget.

Mayor Lewellen is concerned this request that we take \$250,000 from our current budget to put to another program is at the 11<sup>th</sup> hour. She felt we should take the reallocated current \$250,000 to use citywide rather than just for the CRA.

Finance Director DiPaolo stated the budget could be amended. His concern is that the program is \$250,000, but Commissioner James' cuts do not total \$250,000 so he does not know where the additional funds would come from.

Mayor Lewellen questioned whether funding would have to be more for the rest of the City, if the program is mirrored, as the CRA is only 30% of the population.

Finance Director DiPaolo said he would imagine there be more allocation since there are more residents outside the CRA.

Mayor Lewellen commented the CRA is part of the City. Everyone would be able to apply for the money, and no one would be excluded. She agreed a rental assistance program is a good idea, but it needs to be citywide and it is likely the need for assistance will be going on for a while. For now, when you want two separate programs, you create division. We should start out citywide.

City Manager Garcia said we should celebrate that for the past two years, we have been able to save \$2 million. We have been very aggressive with getting the FEMA dollars. At the budget workshops, the \$500,000 set aside for the Commission was intended for the Commission to work together to apply it. We will make sacrifices and cut where the Commission tells us and make things work based on their directive.

Mayor Lewellen noted other cities that have rental assistance programs gave it to their entire city, even those with CRAs. It is untrue that she does not want a program; she asked the program be delayed because a decision by the County on the CARES Act funding had not been made. She did not want to jeopardize the County money with having our own program. We did not know what was going to happen; it was a matter of making sure that we were doing it right. That amount of money is from the reserves and should be used for a citywide program. To ask the City to cut more money out of the budget to do this is terrible; we are asking taxpayers to pay for something that could be done now from money already allocated.

Commissioner James addressed Mayor Lewellen's comments and various budget items. We are still one City; she put her solution on the table and she wants to move forward. She would not be taking away funding from public services, parks, the beach or any initiatives. She is suggesting funding be cut back from efforts not affecting safety or residents.

Commissioner Harris noted the program should be citywide; the needs of the many outweigh the needs of the few. We have not discussed the clear-cut criteria of dispensing the money; we should have a workshop for this. We should come up with criteria before we do anything else.

Finance Director DiPaolo responded to the budget requests; it looks like we would have to add money to it. The additional \$111,000 that is not in the budget would come out of reserves.

Commissioner James asked how much the funding allocation was for the 25% match.

Finance Director DiPaolo said \$666,000.

Commissioner James asked what happened to that money.

Finance Director DiPaolo explained the appropriated funds balance was removed from the budget because it was not needed anymore. He addressed what allocations were made from the budget workshop; funding would be appropriated by the Commission. There would need to be an amendment to add another \$111,000 in the budget.

Commissioner James said we had those monies from the 25% match.

Finance Director DiPaolo noted staff only put back in the budget what was approved at the Commission workshops.

Commissioner James said she wants to re-allocate the money back into the budget.

Mayor Lewellen asked Vice-Mayor Odman if she would she be willing to cut her program initiative for Art in Public Places in order to fund this program.

Vice-Mayor Odman responded yes.

City Manager Garcia noted we have already received our first allocation from our Art in Public Places Program, and if Vice-Mayor Odman was okay with using future revenue from it for her initiative, her allocation would be used to support citywide rental assistance.

Vice-Mayor Odman agreed to take the money from her project; it will come from Art in Public Places, eventually. All of us want to help Dania Beach; some want to do it one way, others want to do it another. She asked City Manager Garcia to figure out the money coming into the art program, and her allocation should be used to fund the citywide program. The assistance needs to be tied to COVID. When the money comes in from Art in Public Places, she will request it at that time.

Discussion ensued regarding identifying budget items to cut.

Finance Director DiPaolo explained the Admin position is \$46,500 at mid-year and you would be pulling the rest from contingency. He recommended pulling the position for the year, \$100,000 from Art in Public Places, \$25,000 holiday lights reduction, defer PAL Program, and \$19,500 from the Motor Cycle Show, which equals \$221,000. To keep it simple, he recommends eliminating the whole Admin position and putting any extra back toward City Commission contingency; the total would then be \$267,500. This would provide \$250,000 for the rest of the City for the rental assistance program.

Mayor Lewellen said she does not support it because it is not enough money for 70% of the population; she is trying to bring people together. She will let it go and move on. We are talking about mirroring the program and this does not do so.

Vice-Mayor Odman commented we created something for the City and the CRA.

Commissioner James noted her motion is to mirror the policy, not the funding, but to have the same program by amending the budget so that it is a mirrored policy.

Mayor Lewellen said she is asking for a workshop with the City Manager and Finance Director to discuss criteria on how this will impact everyone.

**Commissioner James motioned to adopt Resolution #2020-102, as amended with a citywide rental assistance policy that mirrors the CRA's rental assistance program; seconded by Vice-Mayor Odman. The motion carried on the following 4-1 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>No</b>  |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |            |

#### 9.6 RESOLUTION #2020-103

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE SITE PLAN FOR THE CONSTRUCTION OF A 144,541 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING IN THE I-G (INDUSTRIAL) ZONING DISTRICT (SP-039-20), SUBMITTED BY U.S. CRANE AND RIGGING, LLC, ON BEHALF OF THE PROPERTY OWNER PAMELA KAY HAYES, AS TRUSTEE OF THE ROBERT L. ELMORE JULY 2010 RECOVERABLE TRUST, FOR PROPERTY LOCATED AT 2980 W STATE ROAD 84, IN THE CITY OF DANIA BEACH, FLORIDA; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

City Attorney Ansbro read the title of Resolution #2020-103 and Resolution #2020-104 as they relate to the same property. He advised these items were quasi-judicial hearings and he would swear-in those who would speak as they came forward. He asked the Commission to disclose any communication they had on these matters.

Mayor Lewellen and Commissioner Harris noted they had communication with the developer.

Corinne Lajoie, Planning & Zoning Manager, gave a presentation on the site plan and plat requests.

Mayor Lewellen opened the Public Hearings. Seeing, as there was no one to speak in favor or opposition, she closed the Public Hearings.

**Commissioner James motioned to adopt Resolution #2020-103; seconded by Commissioner Harris. The motion carried on the following 4-0 Roll Call vote:**

|                                 |            |                         |               |
|---------------------------------|------------|-------------------------|---------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Absent</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b>    |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |               |

#### 9.7 RESOLUTION #2020-104

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE 2980 W STATE ROAD 84 PLAT (PL-041-20) SUBMITTED BY U.S. CRANE AND RIGGING, LLC, ON BEHALF OF THE PROPERTY OWNER PAMELA KAY HAYES, AS TRUSTEE OF THE ROBERT L. ELMORE JULY 2010 REVOCABLE TRUST, FOR PROPERTY LOCATED AT 2980 WEST STATE ROAD 84, IN THE CITY OF DANIA BEACH, FLORIDA; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

**Commissioner Harris motioned to adopt Resolution #2020-104; seconded by Commissioner James. The motion carried on the following 4-0 Roll Call vote:**

|                                 |            |                         |               |
|---------------------------------|------------|-------------------------|---------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Absent</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b>    |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |               |

## 9.8 RESOLUTION #2020-105

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE SITE PLAN AND SPECIAL EXCEPTION (SP-042-20/SE-048-20) FOR THE CONSTRUCTION OF A 14,000 SQUARE FOOT SPECIALTY SCHOOL AND VARIANCES (VA-043-20/VA-044-20/VA-045-20/VA-046-20/VA-047-20/VA-063-20) FOR PARKING SPACES, BUILDING PLACEMENT, LANDCAPING, DUMPSTER LOCATION, PERIMETER WALL, AND HEIGHT, SUBMITTED BY SALTZ MICHELSON ARCHITECTS ON BEHALF OF AMOPT, LLC, FOR THE PROPERTY LOCATED AT 922 S. FEDERAL HIGHWAY, IN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A”, A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Community Development)*

City Attorney Ansbro read the title of Resolution #2020-105 and advised this item was a quasi-judicial hearing and he would swear-in those who would speak as they came forward. He asked the Commission to disclose any communication they had on these matters.

Corinne Lajoie, Planning & Zoning Manager, gave an overview of the site plan, special exception and variances requests for the AMO property.

Mayor Lewellen opened the Public Hearing. Seeing, as there was no one to speak in favor or opposition, she closed the Public Hearing.

**Commissioner James motioned to adopt Resolution #2020-105; seconded by Commissioner Harris. The motion carried on the following 5-0 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b> |
| <b>Commissioner James</b>       | <b>Yes</b> |                         |            |

## 10. Discussion and Possible Action

There were no items on this agenda.

## 11. Commission Comments

### 11.1 Commissioner Brandimarte

Commissioner Brandimarte had no comments.

### 11.2 Commissioner Harris

Commissioner Harris spoke about the traffic assessment study plan.

#### 11.3 Commissioner James

Commissioner James had no comments.

#### 11.4 Vice-Mayor Odman

Vice-Mayor Odman had no comments.

#### 11.5 Mayor Lewellen

Mayor Lewellen noted only 54% of residents completed the Census and time is running out. She encouraged everyone to complete it as it is very important regarding federal funding.

Mayor Lewellen asked if we could undertake some voter education on our social media.

City Manager Garcia noted staff would put information out there for the Census and for voting information.

### 12. Appointments

#### 12.1 Complete Count Advisory Committee

#### 12.2 Creative Arts Council Advisory Board

#### 12.3 General Employees Pension Board

#### 12.4 Green Advisory Board

There were no appointments at this meeting.

### 13. Administrative Reports

#### 13.1 City Manager

City Manager Garcia reviewed the information included in the agenda packet, and noted we are extending our pier and park hours. Broward County and the Parks & Recreation Department have implemented an initiative to provide snacks for the community. Community Development has construction projects moving forward and funding from Art in Public Places will be forthcoming. She also noted the installation of approved COVID-related items; there is a delay with the bulletproof glass for the Commission Chamber. She thanked Public Services Director Rodriguez for the citywide landscaping efforts.

Commissioner James asked when we would be returning to the Commission Chamber.

City Manager Garcia responded the bulletproof glass fabrication is taking longer because of custom fitting. We could move forward with the meetings without the bulletproof glass and with partitions, but the vendor wanted to install the glass before the partitions. She felt by next month, we should be able to hold Commission meetings in the Chamber.

Mayor Lewellen questioned whether money was already spent on the bulletproof glass; she does not see the need for it.

City Manager Garcia replied the purchase order has been issued for the glass and the metal detector is already installed.

### 13.2 City Attorney

City Attorney Ansbro had no comments.

### 13.3 City Clerk - Reminders

Thursday, September 24, 2020 - 7:00 p.m.

Tuesday, October 13, 2020 - 5:30 p.m.

Tuesday, October 13, 2020 - 7:00 p.m.

City Commission Meeting

CRA Board Meeting

City Commission Meeting

## 14. Adjournment

Mayor Lewellen adjourned the meeting at 8:54 p.m.

ATTEST:

CITY OF DANIA BEACH

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

MINUTES OF VIRTUAL REGULAR MEETING  
DANIA BEACH CITY COMMISSION  
THURSDAY, SEPTEMBER 24, 2020 – 7:00 P.M.

1. Call to Order/Roll Call

Mayor Lewellen called the meeting to order at 7:00 p.m.

Present:

|                |                        |
|----------------|------------------------|
| Mayor:         | Lori Lewellen          |
| Vice-Mayor:    | Lauren Odman           |
| Commissioners: | Chickie Brandimarte    |
|                | Bill Harris            |
|                | Tamara James           |
| City Manager:  | Ana M. Garcia, ICMA-CM |
| City Attorney: | Thomas Ansbro          |
| City Clerk:    | Thomas Schneider       |

2. Moment of Silence and Pledge of Allegiance

Mayor Lewellen called for a moment of silence after the Pledge of Allegiance to the United States Flag.

3. Presentations, Special Event Approvals and Final Budget Public Hearings

3.1 FEMA CRS Class 6 - Eleanor Norena, Director of Community Development

Community Development Director Norena gave a PowerPoint presentation, which is attached to and incorporated into these minutes.

3.2 Presentation on Citywide Speed Hump Improvement Project by Public Utility Management and Planning Services (PUMPS)

Fred Bloetscher, President of PUMPS, gave a PowerPoint presentation, which is attached to and incorporated into these minutes.

Commissioner James said she noticed through different parts of the City that the speed humps are not consistent. She asked who chooses which speed humps get the bollards, and if there are additional costs associated with the bollards.

Mr. Bloetscher responded there are gross inconsistencies with the speed humps. He addressed the bollards, noting they cost approximately \$100.00 each and they could be included in the bid specifications.



Vice-Mayor Odman questioned whether there are locations where the bollards could not be used.

Mr. Bloetscher said he would look into it, as there are some streets that are quite narrow; perhaps the bollards could be located in the grass.

City Attorney Ansbro noted this announcement is for tonight's Final Budget Hearing for the City of Dania Beach, Florida for Fiscal Year 2020-2021.

City Attorney Ansbro announced:

The OPERATING MUNICIPAL MILLAGE will be 5.9998 MILLS, which reflects no change from the City's current fiscal year millage rate. This operating millage rate represents a 2.02% increase over the rolled back rate of 5.8808 MILLS as computed in accordance with the provisions of Section 200.065(1), Florida Statutes.

The voter-approved debt service millage rate is 0.1620 mills in accordance with the provisions of law pursuant to Chapter 200, Florida Statutes.

The City's aggregate millage rate is 6.1618 Mills (5.9998 Mills for operating and 0.1620 Mills for debt service).

### 3.3 RESOLUTION NO. 2020-106 PUBLIC HEARING

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AS REQUIRED BY THE CITY CHARTER AND SECTION 200.065, FLORIDA STATUTES, APPROVING THE MILLAGE RATE NECESSARY TO BE LEVIED FOR THE FISCAL YEAR 2020-2021 FOR OPERATING PURPOSES; ESTABLISHING THE DEBT MILLAGE APPROVED BY THE ELECTORATE; PROVIDING FOR A PUBLIC HEARING WHEN AND WHERE OBJECTIONS MAY BE HEARD AND QUESTIONS CONCERNING THE SAME WILL BE ANSWERED; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. (*Finance*)

City Attorney Ansbro read the title of Resolution #2020-106.

**Commissioner James motioned to adopt Resolution #2020-106; seconded by Commissioner Harris. The motion carried unanimously.**

### 3.4 RESOLUTION NO. 2020-107 PUBLIC HEARING

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AS REQUIRED BY THE CITY CHARTER AND SECTION 200.065, FLORIDA STATUTES, APPROVING ITS FINAL ANNUAL BUDGET FOR THE FISCAL YEAR 2020-2021; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. (*Finance*)

City Attorney Ansbro read the title of Resolution #2020-107.

**Commissioner Harris motioned to adopt Resolution #2020-107, as amended; seconded by Vice-Mayor Odman. The motion carried unanimously.**

4. Proclamations

There were no proclamations at this meeting.

5. Citizen Comments

There were no comments at this meeting.

6. Public Safety Reports

Captain Daniel Marks, BSO Chief of Police, reported collaborating with Walmart on the upcoming DEA National Prescription Takeback Day on October 24, from 10:00 a.m. to 2:00 p.m. at the Sheridan Street Walmart. BSO also collaborated on an event with the Miami Dolphins and Payless Shoes at Hard Rock where 46 residents were sponsored for meal and shoe vouchers. He noted speed trailers are deployed throughout the City, and the homeless outreach program is successful and making a positive impact. He is working with the Miami Dolphins Foundation for a meal giveaway that promotes minority-owned restaurants in the City.

Vice-Mayor Odman questioned the delay in informing the Commission of the recent crime uptick.

Captain Marks addressed Vice-Mayor Odman's concerns about an uptick in gang activities and drug houses.

City Manager Garcia noted we are expending all resources on these issues.

Commissioner Harris spoke of our traffic calming initiative and noted Davie has equipment they have offered to us to use.

Commissioner Brandimarte spoke about the lack of information the Commission receives regarding criminal activity and BSO's response.

Commissioner James noted many of our residents are scared; this is not going to go away right now and she expects more results.

City Manager Garcia addressed the Commissioners' concerns.

Captain Sergio Pellecer, BSO District Fire Chief, gave an update on departmental activities; his crews have done an exceptional job of keeping themselves and the facilities clean in service to our residents.

## 7. Consent Agenda

### ***Items removed from Consent Agenda: #7.5***

- 7.1 Minutes:  
Approve Minutes of August 25, 2020 Virtual City Commission Meeting
- 7.2 Travel Requests: None

## **Resolutions**

### 7.3 RESOLUTION #2020-108

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, REQUESTING ADVANCE APPROVAL FROM THE CITY COMMISSION TO PROCEED WITH THE BID ADVERTISEMENT FOR THE CITYWIDE SPEED HUMP IMPROVEMENTS PROJECT; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Public Services)*

### 7.4 RESOLUTION #2020-109

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, REQUESTING ADVANCE APPROVAL FROM THE CITY COMMISSION TO PROCEED WITH THE BID ADVERTISEMENT FOR THE OASIS XIV NEIGHBORHOOD IMPROVEMENT PROJECT; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Public Services)*

### 7.6 RESOLUTION #2020-111

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PUBLIC SERVICES DEPARTMENT TO WAIVE COMPETITIVE BIDDING FOR FACILITIES MANAGEMENT AND SOLUTIONS WITH CINTAS CORPORATION UTILIZING THE U.S. COMMUNITIES NATIONAL COOPERATIVE PROGRAM CONTRACT #R-BB-19002 WITH PRINCE WILLIAM PUBLIC SCHOOL BOARD FOR THE TERM OF THE CONTRACT IN AN AMOUNT THAT WILL EXCEED THE CITY ANNUAL VENDOR PURCHASING POLICY THRESHOLD OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00); AUTHORIZING SUCH PURCHASES TO BE MADE WITHIN THE PUBLIC SERVICES DEPARTMENT APPROVED ANNUAL BUDGET APPROPRIATIONS; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Public Services)*

### 7.7 RESOLUTION #2020-112

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE RENEWAL OF THE COMPREHENSIVE PROPERTY & CASUALTY INSURANCE PROGRAM FOR THE CITY THROUGH RISK MANAGEMENT ASSOCIATES, INC., D/B/A PUBLIC RISK INSURANCE ADVISORS, A WHOLLY OWNED SUBSIDIARY OF BROWN & BROWN, INC., ("PRIA"), WITHOUT COMPETITIVE BIDDING AND WITHOUT ADVERTISEMENT FOR BIDS, WHICH INSURANCE PACKAGE SHALL INCLUDE COVERAGE FOR PROPERTY, CRIME, GENERAL LIABILITY, (INCLUDING EMPLOYEE BENEFITS LIABILITY AND DEADLY WEAPON), AUTOMOBILE AND PHYSICAL DAMAGE LIABILITY, PUBLIC OFFICIALS LIABILITY, (INCLUDING EMPLOYMENT PRACTICES AND CYBER/PRIVACY LIABILITY), WORKERS' COMPENSATION, POLLUTION, MARINA AND DOCKS PROPERTY INSURANCE, STORAGE TANK, FP&L GENERAL LIABILITY, NATIONAL FLOOD

INSURANCE PROGRAM (“NFIP”), PUBLIC SERVICES BOAT (HULL) INSURANCE AND ANY NEEDED SPECIAL EVENTS INSURANCE (TO BE DETERMINED), FOR A COMBINED ANNUAL PREMIUM AMOUNT OF ONE MILLION FORTY-ONE THOUSAND, SEVEN HUNDRED TEN DOLLARS, (\$1,041,710.00) FOR COVERAGE BEGINNING OCTOBER 1, 2020 THROUGH SEPTEMBER 30, 2021; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Human Resources)*

#### 7.8 RESOLUTION #2020-113

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN ENGAGEMENT LETTER WITH RON L. BOOK, P.A., FOR CONSULTING (LOBBYIST) SERVICES RELATED TO ISSUES OF CONCERN TO THE CITY OF DANIA BEACH INCLUDING MATTERS ASSOCIATED WITH BROWARD COUNTY AS WELL AS GENERAL LEGISLATION AND RELATED ISSUES AT THE STATE LEVEL IN AN AMOUNT NOT TO EXCEED FIFTY FIVE THOUSAND DOLLARS (\$55,000.00) FOR FISCAL YEAR 2020-2021; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(City Attorney)*

#### 7.9 RESOLUTION #2020-114

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN AGREEMENT WITHOUT COMPETITIVE BIDDING AND WITHOUT ADVERTISEMENT FOR BIDS, WITH GABOTON GROUP, LLC TO PROVIDE FEDERAL PUBLIC AFFAIRS LOBBYIST AND LEGISLATIVE SERVICES, IN AN AMOUNT NOT TO EXCEED FORTY FIVE THOUSAND DOLLARS (\$45,000.00) EFFECTIVE OCTOBER 1, 2020 THROUGH SEPTEMBER 30, 2021; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(City Attorney)*

**Commissioner Harris motioned to adopt the Consent Agenda, with the exception of Item #7.5; seconded by Commissioner James. The motion carried unanimously.**

#### 7.5 RESOLUTION #2020-110

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE ADMINISTRATION TO EXECUTE AN AGREEMENT WITH CHRISTMAS DESIGNERS INC., FOR PROVIDING AND INSTALLING HOLIDAY DECORATIONS, AND TO ACCEPT CHRISTMAS DESIGNERS’ PROPOSAL FOR PROVIDING HOLIDAY DECORATIONS FOR THE 2020 HOLIDAY SEASON, WHICH PROPOSAL EXCEEDS THE ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00); AUTHORIZING THE WAIVER OF COMPETITIVE PROCUREMENT; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. *(Public Services)*

City Attorney Ansbro read the title of Resolution #2020-110.

Commissioner James said the Commission approved \$75,000, but this item includes a \$79,000 figure. Also, SE 5<sup>th</sup> was included in the cost estimate, and she asked why the Commission was not consulted about the addition of this particular street or changes to the budget.

City Manager Garcia explained the only area she was discussing that was in addition to the quote was an area east of I-95, between Griffin Road and Federal Highway. The budget was cut from \$100,000 to \$75,000, and they are seeking the additional \$4,000.

Commissioner James referenced the memo, and questioned how SE 5<sup>th</sup> Avenue got there and who decided it would be included as it was not approved by the Commission.

Fernando Rodriguez, Director of Public Services, explained Southeast 5<sup>th</sup> Avenue was indirectly in the memo due to the lights approaching the beach on Dania Beach Boulevard. Mention of it in the memo was likely a scrivener's error, and he explained the plan for the parks lighting. Southeast 5<sup>th</sup> Avenue is not in the plans; it is just an area of location to light up along Dania Beach Boulevard going east.

Commissioner James would like to keep the amount at \$75,000 because the Commission did not approve more. It is concerning additional funds from the Commission contingency are being taken for something the Commission did not approve.

City Manager Garcia explained the area from I-95 to Federal Highway was not originally included. If the Commission is not okay with the additional \$4,000, we can remove decorations from the parks and the pier.

Commissioner James asked which parks would be decorated.

City Manager Garcia responded Frost, CW Thomas and PJ Meli parks, and the arch on the pier.

Vice-Mayor Odman asked how far down Griffin Road it is going.

Public Services Director Rodriguez responded from I-95 to Federal Highway and the opposite direction to State Road 7.

Vice-Mayor Odman agreed if anything comes out of Commission contingency, the Commission should know, but she does not have a problem with the extra \$4,000 and supports this item.

Commissioner Brandimarte said the lights being discussed would light up the Casino, which is bright already. Additionally, there are no homes on the north side of Dania Beach Boulevard. It is a waste of time going past the Casino with lighting since there is a bright sign at the Casino.

Mayor Lewellen commented the intent for these lights would be for drivers going to the beach or pier, and she supports the item.

**Commissioner James motioned to adopt Resolution #2020-110; seconded by Vice-Mayor Odman. The motion carried unanimously.**

#### 8. Bids and Requests for Proposals

There were no proposals on this agenda.

#### 9. Public Hearings and Site Plans

## 9.1 ORDINANCE #2020-014

AN ORDINANCE OF THE CITY OF DANIA BEACH, FLORIDA, AMENDING THE CODE OF ORDINANCES RELATING TO THE GENERAL EMPLOYEES RETIREMENT PLAN AND TRUST; AMENDING CHAPTER 18, ARTICLE III, SECTION 18-29.14, INTERNAL REVENUE CODE COMPLIANCE, TO PROVIDE FOR COMPLIANCE WITH THE FEDERAL "SECURE ACT"; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. **(SECOND READING)** *(City Attorney)*

City Attorney Ansbro read the title of Ordinance #2020-014 and gave a brief overview of the code amendment.

Mayor Lewellen opened the Public Hearing. Seeing as there was no one to speak in favor or opposition, she closed the Public Hearing.

**Commissioner James motioned to adopt Ordinance #2020-014, on second reading; seconded by Commissioner Harris. The motion carried unanimously.**

## 9.2 ORDINANCE #2020-013

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE REQUEST MADE BY THE APPLICANT CCI PROPERTIES 1, INC. TO AMEND CHAPTER 28, ENTITLED "LAND DEVELOPMENT CODE," OF THE CITY CODE OF ORDINANCES BY AMENDING PART 1, ENTITLED "USE REGULATIONS," ARTICLE 105, ENTITLED USE REGULATIONS FOR RESIDENTIAL AND OPEN SPACE ZONING DISTRICTS," AT SECTION 105-220, ENTITLED "PRD-1 DISTRICT SUPPLEMENTAL REGULATIONS;" AMENDING PART 2, ENTITLED "SITE DEVELOPMENT REGULATIONS," ARTICLE 205 ENTITLED "TABULAR SUMMARY OF SITE DEVELOPMENT STANDARDS FOR ALL ZONING DISTRICTS," AT SECTION 205-10(B) "PRD-1 AND MULTIPLE-FAMILY DISTRICTS" IN ORDER TO PROVIDE BONUS DENSITY CRITERIA, INCLUDING, BUT NOT LIMITED TO AFFORDABLE HOUSING; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. **(FIRST READING)** *(Continued from August 25, 2020)* *(Community Development)*

City Attorney Ansbro read the title of Ordinance #2020-013.

Corinne Lajoie, Planning & Zoning Manager, addressed the outreach undertaken by the applicant, and gave a brief overview of the text amendment.

Mayor Lewellen opened the Public Hearing. Seeing as there was no one to speak in favor or opposition, she closed the Public Hearing.

Commissioner James noted she had a conversation with the developer and with residents, all of whom supported this development. If they are in favor of the project, so is she.

**Commissioner Harris motioned to adopt Ordinance #2020-013, on first reading; seconded by Commissioner James. The motion carried on the following 5-0 Roll Call vote:**

|                                 |            |                         |            |
|---------------------------------|------------|-------------------------|------------|
| <b>Commissioner Brandimarte</b> | <b>Yes</b> | <b>Vice-Mayor Odman</b> | <b>Yes</b> |
| <b>Commissioner Harris</b>      | <b>Yes</b> | <b>Mayor Lewellen</b>   | <b>Yes</b> |

**Commissioner James**

**Yes**

10. Discussion and Possible Action

There were no items on this agenda.

11. Commission Comments

11.1 Commissioner Brandimarte

Commissioner Brandimarte had no comments.

11.2 Commissioner Harris

Commissioner Harris thanked Eric Brown, Parks & Recreation Director, for addressing an issue with workout equipment along 5<sup>th</sup> Avenue.

11.3 Commissioner James

Commissioner James thanked the CRA Director for her service.

11.4 Vice-Mayor Odman

Vice-Mayor Odman spoke of CRA Director Williams and how much she has learned about CRAs from her.

11.5 Mayor Lewellen

Mayor Lewellen thanked City staff for all of their efforts when she has reached out to them on weekends and evenings.

12. Appointments

12.1 Creative Arts Council Advisory Board

12.2 General Employees Pension Board

12.3 Green Advisory Board

There were no appointments at this meeting.

13. Administrative Reports

### 13.1 City Manager

City Manager Garcia wished CRA Director Williams the best in her new endeavor. She addressed the old Olsen School demolition, which will begin in October, and augmented Community Policing. She thanked Anthony Ifedi, Parks & Recreation Superintendent, and Maudeline Ciguene, Billing & Collections Manager, for creating the first-ever online application/payment for parking permits. We are complete with the departmental preparations for COVID except for the bulletproof glass in the Chamber. Katia Bordy, PIO, is working on an initiative for getting information out about the vote. She thanked everyone for supporting this budget.

### 13.2 City Attorney

City Attorney Ansbro wished CRA Director Williams the best and added she is a true professional.

### 13.3 City Clerk - Reminders

Friday, September 25, 2020 - 4:00 p.m.  
Tuesday, October 13, 2020 - 5:30 p.m.  
Tuesday, October 13, 2020 - 7:00 p.m.  
Tuesday, October 27, 2020 - 7:00 p.m.

CRA Board Special Meeting  
CRA Board Meeting  
City Commission Meeting  
City Commission Meeting

## 14. Adjournment

Mayor Lewellen adjourned the meeting at 8:20 p.m.

ATTEST:

CITY OF DANIA BEACH

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR



# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

| Requested Action (Identify appropriate Action or Motion)                                                                          |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------|--|--|
| Motion to ratify Broward County Interlocal Agreement relating to the Coronavirus Aid, Relief, and Economic Security ("CARES") Act |  |  |

| Purchasing Requests ONLY |         |      |
|--------------------------|---------|------|
| Dept:                    | Acct #: | Amt: |
| Fund:                    |         |      |

| Fiscal Impact/Cost Summary |
|----------------------------|
|                            |

| Exhibits Attached                                                                                       |
|---------------------------------------------------------------------------------------------------------|
| Memo - CARES Act ILA 2020(10-7-20), Broward County Municipality Cares Act Funding Agreement-Dania Beach |



## CITY OF DANIA BEACH CITY ATTORNEY'S OFFICE

### MEMORANDUM

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Thomas J. Ansbro, City Attorney **Thomas J. Ansbro**

Digitally signed by Thomas J. Ansbro  
DN: cn=Thomas J. Ansbro, o=City of Dania Beach, ou=Legal  
Department, email=tansbro@daniabeachfl.gov, c=US  
Date: 2020.10.07 11:50:04 -04'00'

**SUBJECT:** Interlocal Agreement ("ILA") with Broward County in order to coordinate the distribution of federal funding under the Coronavirus Aid, Relief, and Economic Security ("CARES") Act

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#### The Request

On July 28, 2020, the City Commission authorized the City to enter into an Interlocal Agreement ("ILA") with Broward County pursuant to Section 163.01, Florida Statutes, also known as the "Florida Interlocal Cooperation Act of 1969," in order to coordinate the distribution of federal funding under the Coronavirus Aid, Relief, and Economic Security ("CARES") Act. Since then, the County has modified some of the provisions of the ILA, including the exhibits to the agreement. The City Attorney is requesting the City Commission to ratify the updated ILA and City officials will then sign it.

#### Background

On March 27, 2020, the "CARES" Act was signed into law, providing over \$2 trillion in economic relief to assist with the impact of the COVID-19 pandemic, \$8.3 billion of which was allocated to the State of Florida. Based on its population, Broward County qualified for a direct payment allocation and received \$340,744,702 in funding under the CARES Act. Exhibit G to the ILA delineates the funding distribution by category: public health expenses, payroll expenses, facility compliance expenses, and economic support expenses.

Broward County wishes to allocate a portion of the funds it received from the CARES Act to the City as provided in the attached Agreement. On July 28, 2020, to ensure no delays in distribution of the funding, the Administration sought preliminary approval from the City Commission to proceed with executing the ILA, with the understanding that the City Attorney may revise the draft ILA in the interim. Attached is the revised ILA, which the City Attorney is proposed to be ratified by the City Commission.

The City has drafted its Schedule of Projects (Exhibit A), its budget relating to those projects (Exhibit B) and its Schedule of Timelines for the projects (Exhibit C). Otherwise, the material terms and conditions of the original ILA have not been modified. The County will periodically monitor and evaluate our projects and compliance with the proposed budget and timelines. On or about January 1, 2021, the City will be required to submit an unaudited financial report identifying all CARES funds received under the ILA. Thereafter, the County has the option to request an audited report. The maximum funding the City can receive is identified in Exhibit B.

Funding requests must be billed monthly, within 10 calendar days of the end of the month, and no later than 20 calendar days after the effective date for all expenses incurred prior to the execution of the ILA. All expenditures must be prior to December 10, 2020. There will be no reimbursement for expenditures after that date. The County will not pay the City interest on any funds distributed through the ILA. The funding can be terminated for a number of reasons, including repeated submission for payment of false or incorrect requests for payment, material misstatement in performance of the agreement, or failure to comply with applicable federal, state, or local laws.

### **Budgetary Impact**

There is a positive budgetary impact to the City's budget, as the ILA would allow the City to receive its fair share percentage of CARES Act funds.

### **Recommendation**

It is recommended that the City Commission ratify the updated ILA.

TJA/EAB/la

cc: Ana M. Garcia, ICMA-CM, City Manager  
Candido Sosa-Cruz, Assistant City Manager  
Frank DiPaolo, Finance Director  
Adam Segal, Assistant Finance Director  
Thomas Schneider, City Clerk

## **SUBAWARD AGREEMENT BETWEEN BROWARD COUNTY AND THE CITY OF DANIA BEACH FOR CARES ACT FUNDING**

This Agreement ("Agreement") is made and entered by and between Broward County, a political subdivision of the State of Florida ("County"), and the City of Dania Beach, a municipality of the State of Florida ("Municipality") (each a "Party" and collectively referred to as the "Parties").

### **RECITALS**

A. On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security ("CARES") Act was signed into law, providing over \$2 trillion in economic relief to assist with the impact of the COVID-19 pandemic, \$8.3 billion of which was allocated to the State of Florida.

B. Based on its population, County qualified for a direct payment allocation and received \$340,744,702 in funding from the Department of the Treasury under the Coronavirus Relief Funds program, Catalog of Federal Domestic Assistance ("CFDA") No. 21.019.

C. County's municipalities have proposed that the County allocate a portion of the funds it received pursuant to the CARES Act to the County's municipalities and County has agreed to make available a portion of the funds it received from the CARES Act to the County's municipalities based on the CARES for One Broward Funding Plan attached hereto as Exhibit G.

D. County wishes to subaward a portion of the funds it received from the CARES Act to Municipality as provided in this Agreement.

E. Municipality is a sub-recipient as defined under 2 CFR § 200.93; and has been identified as an eligible local government that has incurred costs due to the COVID-19 public health emergency that are eligible for reimbursement under the Coronavirus Relief Fund Program, CFDA No. 21.019.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

### **ARTICLE 1. DEFINITIONS**

1.1. **Board** means the Board of County Commissioners of Broward County, Florida.

1.2. **CARES Act** means Section 601 of the Social Security Act (42 U.S.C. et seq.), as added by Section 5001 of the Coronavirus Aid, Relief, and Economic Security Act (Public Law 116-138), and all rules and regulations relating thereto, as amended.

1.3. **CARES Funds** means the funding provided to County pursuant to the CARES Act and which is subject to the restrictions and requirements of the CARES Act.

1.4. **Contract Administrator** means the County Administrator or such other person designated by the County Administrator in writing.

1.5. **Eligible Expenditures** means expenditures that are eligible for reimbursement using CARES Funds, in accordance with the CARES Act as set forth in Exhibit F to this Agreement.

1.6. **Project** means each project, activity, service, procurement, or other expenditure that will be implemented by Municipality as described in Exhibit A to this Agreement.

## **ARTICLE 2. EXHIBITS**

The following exhibits are attached hereto and fully incorporated herein:

|                  |                                                       |
|------------------|-------------------------------------------------------|
| <b>Exhibit A</b> | <b>Schedule of Projects</b>                           |
| <b>Exhibit B</b> | <b>Budget</b>                                         |
| <b>Exhibit C</b> | <b>Project Timelines</b>                              |
| <b>Exhibit D</b> | <b>Request for Payment Documentation Requirements</b> |
| <b>Exhibit E</b> | <b>Federal Provisions</b>                             |
| <b>Exhibit F</b> | <b>Eligible Expenditures</b>                          |
| <b>Exhibit G</b> | <b>CARES for One Broward Funding Plan</b>             |

## **ARTICLE 3. TERM AND TIME OF PERFORMANCE**

3.1. **Term.** The term of this Agreement shall begin on the date it is fully executed by the Parties (“Effective Date”) and shall end on December 30, 2020 (“Initial Term”), unless earlier terminated pursuant to the terms of this Agreement.

3.2. **Fiscal Year.** The continuation of this Agreement beyond the end of any County fiscal year (October 1 through September 30) is subject to both the appropriation and the availability of CARES Funds in accordance with Chapter 129, Florida Statutes.

3.3. **Time of the Essence.** Unless expressly waived by the Contract Administrator in writing, time is of the essence in Municipality’s performance of its duties, obligations, and responsibilities under this Agreement.

## **ARTICLE 4. PROJECT**

4.1. **CARES Funds.** Municipality shall implement the Projects stated in Exhibit A attached hereto, as may be amended from time to time. Unless otherwise stated in Exhibit A, a Project shall not be eligible for any funding under this Agreement unless all of the Project’s elements are Eligible Expenditures. Municipality certifies that each expenditure for the Project that is funded with CARES Funds is an Eligible Expenditure, and covenants that each such expenditure will at all times be an Eligible Expenditure.

4.2. **Amendments to Projects.** At any time prior to November 1, 2020, Municipality may request modifications to the Schedule of Projects (Exhibit A) and corresponding changes to the

Budget (Exhibit B) and the Project Timelines (Exhibit C), including to add, remove, or modify Project(s) and/or modify the scope, budget, or timeline of Project(s). Municipality shall request any modification to the Schedule of Projects by submitting for County's review a written request to County that includes proposed amended exhibits incorporating the modification requests. Municipality shall provide any supporting documentation reasonably requested by County to facilitate a determination of whether the Projects, as modified, consist of Eligible Expenditures. If County determines that the Projects, as modified, consist of Eligible Expenditures, and the associated modifications to the Budget and the Project Timelines are approved in writing by the County Administrator, the Contract Administrator may approve such amended exhibits by written notice to Municipality and, upon such written notice, such amended exhibits shall be automatically incorporated herein and shall replace the corresponding exhibits. In addition, the Parties may amend this Agreement to incorporate the approved modifications, and the County Administrator is authorized to execute any such amendment on behalf of County.

4.3. Project Timeline. Municipality must comply with the Project Timelines set forth in Exhibit C for each Project, which Project Timelines shall not extend past the deadline for expenditures stated in Section 5.5. If Municipality fails to meet any of the deadlines for a Project set forth in Exhibit C by thirty (30) days or more, upon written notice by the Contract Administrator and effective as of the date of such written notice, the Project will become ineligible for CARES Funds under this Agreement, the Project shall be deemed to be automatically removed from this Agreement without the need for a formal amendment, and County shall have no further obligation to fund the Project. The County Administrator is authorized to reallocate the CARES Funds to other Projects or to other purposes including to other County projects or to projects by other municipalities, as determined in the sole discretion of the County Administrator. The County Administrator's authority to remove and reallocate CARES Funds pursuant to this Section 4.3 shall be in addition to County's right to reallocate CARES Funds pursuant to Section 5.5.

4.4. Monitoring and Reporting. County will carry out periodic subrecipient monitoring and evaluation activities as determined necessary in County's sole discretion or as required by Uniform Grant Guidance, 2 CFR §§ 200.330 through 332. County has the right to conduct a full review of any or all Projects at any time. County's evaluation of a Project may include, but not be limited to, compliance with the terms of this Agreement and comparisons of planned versus actual progress relating to the Project's scheduled expenditures. Upon County's request, Municipality shall promptly furnish to County such records and information requested by County related to a Project. Municipality shall meet with County at reasonable times and with reasonable notice to discuss the Projects.

4.5. Unaudited and Final Financial Reports. On or before January 1, 2021, Municipality must submit a financial report identifying all CARES Funds received under this Agreement ("Unaudited Financial Report"). The Unaudited Financial Report shall contain sufficient information for County to determine if the expenditures conform to this Agreement and are eligible for funding under the CARES Act. The Unaudited Financial Report must include appropriate footnote disclosures in support of the financial information items presented, including disclosure of any

issue of noncompliance with this Agreement or applicable law. Unless Municipality is required to complete an audit under 2 C.F.R. Part 200, on or before July 1, 2021, Municipality must submit an audited financial report identifying all CARES Funds received under this Agreement (“Final Report”). The Final Report must be audited and certified by an independent CPA, at Municipality’s expense, and include an opinion as to whether the financial information in the report is presented in accordance with Generally Accepted Accounting Principles. The audit shall contain sufficient information for County to determine if the expenditures conform to this Agreement and are eligible for funding under the CARES Act. The Final Report must include appropriate footnote disclosures in support of the financial information items presented, including disclosure of any issue of noncompliance with this Agreement or applicable law.

## **ARTICLE 5. FUNDING AND METHOD OF PAYMENT; PROVISIONS RELATING TO THE USE OF CARES ACT FUNDS**

5.1. Maximum Funds Payable. The maximum amount payable to Municipality under this Agreement is the Total CARES Funds amount stated in the Budget (Exhibit B). All financial obligations of County under this Agreement are subject to the availability of CARES Funds, as more specifically described herein. No County funds other than CARES Funds shall be due or payable to Municipality under this Agreement. Municipality may designate in Exhibit B a portion of its Total CARES Funds to be retained by County (“Retained Funds”) for the purposes of administering the County’s residential assistance or small business and nonprofit support programs for the benefit of residents, businesses, or nonprofits located in Municipality. Any Retained Funds shall be used by County for the County program designated by City in Exhibit B and shall not be available to be paid to Municipality under this Agreement.

County recognizes that Municipality contracts with the Broward Sheriff’s Office (BSO) for fire rescue and/or law enforcement services and Municipality’s allocation of CARES Funds for Personal Protective Equipment (“PPE”) as proposed in the CARES for One Broward Funding Plan, attached as Exhibit G, is based on the total Municipality FTEs, which includes sworn and certified full time employees for fire rescue and/or law enforcement services, all or a portion of whom are employed by BSO. Municipality has requested and County has agreed to designate a portion of Municipality’s allocation of CARES Funds for PPE expenses related to total sworn or certified BSO full time employees in the amount listed for the BSO PPE Allocation amount in the Budget (Exhibit B). The BSO PPE Allocation shall be made available by County to BSO for reimbursement for PPE previously purchased or for future purchases of PPE.

### 5.2. Invoicing.

5.2.1. Monthly Expenditures. No later than ten (10) calendar days after the end of each month during the Term (except the month of December), Municipality shall request payment from County for all Eligible Expenditures in accordance with Exhibit B that were incurred by Municipality during the prior month by furnishing to County a request for payment in the form approved by the Contract Administrator and supporting documentation as provided in Exhibit D (collectively, “Request for Payment”), including a

certification by the chief administrative officer and the chief financial officer of Municipality, or such other persons designated by Municipality with authority to act in similar capacities, that all funds received and utilized to date under this Agreement were utilized only for Eligible Expenditures. Following receipt of a Request for Payment, County shall review the Request for Payment to determine whether the Request for Payment complies with the terms of this Agreement. If a Request for Payment includes subcontractor expenses, whether paid by Municipality on a “lump sum” or other basis, such expenses must be included in the Request for Payment with no markup and stated in the actual amount paid by Municipality. County may, in its discretion, deny a Request for Payment to Municipality if Municipality fails to comply with this section or provide any of the documentation set forth in Exhibit D.

5.2.2. Expenditures Prior to the Effective Date. For Eligible Expenditures incurred prior to the Effective Date, Municipality shall submit a Request for Payment no later than twenty (20) calendar days after the Effective Date.

5.2.3. Expenditures During the Month of December. For any Eligible Expenditures incurred during the month of December 2020, Municipality shall submit a Request for Payment no later than December 10, 2020.

5.3. Payment; Deadline to Request Payment. If Municipality is in compliance with the terms of this Agreement, including the procedures for Requests for Payment set forth in this article, County shall, within thirty (30) days of receipt of a Request for Payment, reimburse Municipality (subject to all terms and conditions of this Agreement) in accordance with Exhibit B for Project expenses that are determined by County to be Eligible Expenditures, unless a suspension of payment as provided for in Section 5.6 has occurred. Municipality shall not be entitled to reimbursement for any Requests for Payment received by County after December 10, 2020.

5.4. Withholding by County. Notwithstanding any provision of this Agreement to the contrary, County may withhold, in whole or in part, payment to the extent necessary to ensure utilization of CARES Funds in accordance with this Agreement, applicable law, and the CARES Act. The amount withheld shall not be subject to payment of interest by County. Upon written notice by County, payment may be withheld by County for the duration of any failure of Municipality to comply with a term, condition, or requirement of this Agreement; County shall promptly pay the amount withheld to Municipality when Municipality’s noncompliance is cured to the reasonable satisfaction of Contract Administrator, provided that at such time Municipality is in full compliance with all other material terms and conditions of the Agreement.

5.5. Deadline for Expenditures. Municipality shall not submit Requests for Payment, and shall not be reimbursed, for any expenditures incurred after December 10, 2020. If after December 10, 2020, any CARES Funds allocated to Municipality under this Agreement have not been previously requested by Municipality pursuant to a Request for Payment (“Remaining Funds”), County shall be relieved of any further financial obligation to Municipality for the Remaining Funds and the County Administrator may reallocate the Remaining Funds to another municipality or Eligible Expenditure (including eligible expenditures by County).



5.6. Suspension of Payment. County may suspend payment, in whole or in part, to Municipality under this Agreement upon the occurrence of any of the following events: (a) ineligible use by Municipality of CARES Funds under this Agreement or the CARES Act; (b) Municipality's failure to comply with terms of this Agreement; (c) failure to submit reports as required by this Agreement; (d) submission of incorrect or incomplete reports or Requests for Payment in any material respect; or (e) Municipality's failure to comply with the indemnification obligations under this Agreement. If County elects to suspend payment to Municipality pursuant to this section, County shall provide written notice to Municipality specifying the actions that must be taken by Municipality as a condition precedent to resumption of payments and specifying a reasonable date by which Municipality must take such actions. If County determines that the specified actions were taken by Municipality by the date set forth in the notice, County shall resume payments under this Agreement.

5.7. Recoupment. Municipality shall be required to repay to County any CARES Funds determined by County, in County's reasonable discretion, to be ineligible for reimbursement under the CARES Act, or determined by the U.S. Department of Treasury to be ineligible use(s) of CARES Funds. Municipality shall also be required to repay to County (a) any CARES Funds overpaid to Municipality by County; (b) any CARES Funds expended by Municipality, or any of its subcontractors, in violation of this Agreement; or (c) any CARES Funds County is required to refund that were paid to Municipality under this Agreement or proceeds from or interest on such amounts, including proceeds from sales or disposals of assets purchased by Municipality using CARES Funds and interest received by Municipality on CARES Funds held in interest-bearing accounts, if applicable. Municipality shall repay any amounts required to be repaid to County under this Agreement from nonfederal sources within thirty (30) days after written notice is provided by County. If such amounts are not timely repaid, County may, in its sole discretion, withhold payment on any pending or subsequent Requests for Payment by Municipality, or offset Municipality's obligation to repay County under this Agreement by applying it as a credit against any other funds (except ad valorem tax revenues derived from the Municipality's voter-approved debt service millage) owed by County to Municipality under this or any other agreement or any other payment obligation. Municipality agrees that the repayment obligations under this section shall apply regardless of whether CARES Funds were believed or determined by County to be eligible for reimbursement to Municipality prior to the occurrence of the event triggering the repayment obligation hereunder. Municipality waives any present or future defense, counterclaim, or setoff, regardless of the basis, known or unknown, that Municipality may have to any action by County in enforcing the repayment obligation set forth in this section.

5.8. Security. In addition to County's rights under this Agreement, and notwithstanding any distribution requirement otherwise provided in Florida law, the Florida Administrative Code, the Florida Department of Revenue's rules and procedures, or any other law, rule, regulation or procedure, if Municipality fails to repay County as required in Section 5.7, Municipality authorizes County to withhold from any revenues, including taxes (except ad valorem tax revenues derived from the Municipality's voter-approved debt service millage) and fees, that County collects on behalf of Municipality an amount equal to the amount owed by Municipality, which shall be held

in a separate account as security until Municipality repays to County all sums owed pursuant to this Agreement.

## **ARTICLE 6. MUNICIPALITY COVENANTS**

6.1. CARES Funds Eligibility Criteria. Municipality acknowledges and agrees that the CARES Act provides that CARES Funds may only be utilized to cover expenses that (a) are necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019 (COVID-19); (b) were not accounted for in Municipality's budget most recently approved as of March 27, 2020; and (c) were incurred during the period that begins on March 1, 2020, and ends on December 30, 2020. Municipality further acknowledges and agrees that CARES Funds may not be used to fill shortfalls in government revenue or to cover expenditures that would not otherwise qualify as eligible expenses under the CARES Act. Municipality warrants and represents that Municipality will only request, receive, or accept CARES Funds under this Agreement for Eligible Expenditures that comply with all of these requirements and limitations and all requirements and limitations of the CARES Act, including as such may be amended.

6.2. Use of CARES Funds. Municipality represents and agrees that the funding provided by County to Municipality under this Agreement will be utilized by Municipality only for the Projects, each of which is an Eligible Expenditure as permitted under the CARES Act, as specified in Exhibit A and in accordance with the Project budget set forth in Exhibit B and the Project Timelines set forth in Exhibit C.

6.3. Proceeds. Municipality shall not sell or otherwise dispose of any assets acquired using CARES Funds in exchange for compensation (monetary or in-kind). If Municipality sells or otherwise disposes of any assets acquired using CARES Funds in exchange for compensation of any kind prior to December 30, 2020, Municipality shall transfer the proceeds from any such sale or disposal, if any, to County, or pay County the cash equivalent of the in-kind value, promptly, but no later than fifteen (15) business days after receipt by Municipality of such proceeds.

6.4. Grants or Loans. Any refund or repayment of a grant or loan, in whole or in part, made by Municipality to any recipient or borrower using CARES Funds must be transferred to County promptly, but no later than fifteen (15) business days after receipt by Municipality of the repayment from the recipient or borrower of the grant or loan.

6.5. Interest. If any CARES Funds are prepaid directly to Municipality, any interest earned or other investment proceeds received by Municipality on such CARES Funds, including by deposit in an interest bearing account, shall be used only for Eligible Expenditures for the Projects, and if unspent on December 30, 2020, must be transferred by Municipality to County promptly, but no later than fifteen (15) business days after receipt by Municipality of the interest or proceeds.

6.6. No Independent Funding Obligation. Municipality acknowledges and agrees that County is not obligated by the CARES Act or any other law, rule, or regulation to provide any CARES Funds to Municipality, that County voluntarily has elected to distribute a portion of CARES Funds to Municipality, and that County's obligation to provide CARES Funds to Municipality shall be limited

to the CARES Funds as set forth in Exhibit B and subject to the terms and conditions of this Agreement.

## **ARTICLE 7. INDEMNIFICATION**

To the extent authorized by Section 768.28, Florida Statutes, Municipality shall indemnify, hold harmless, and defend County and all of County's current, past, and future officers, agents, servants, and employees (collectively, "Indemnified Party") from and against any and all causes of action, demands, claims, losses, liabilities, and expenditures of any kind, including attorneys' fees, court costs, and expenses, including through the conclusion of any appellate proceedings, raised or asserted by any person or entity not a party to this Agreement, and caused or alleged to be caused, in whole or in part, by any intentional, reckless, or negligent act or omission of Municipality, its officers, employees, agents, or servants, arising from, relating to, or in connection with this Agreement (collectively, a "Claim"). If any Claim is brought against an Indemnified Party, Municipality shall, upon written notice from County, defend each Indemnified Party against each such Claim by counsel satisfactory to County or, at County's option, pay for an attorney selected by the County Attorney to defend the Indemnified Party. The obligations of this section shall survive the expiration or earlier termination of this Agreement. If considered necessary by the Contract Administrator and the County Attorney, any sums due Municipality under this Agreement may be retained by County until all Claims subject to this indemnification obligation have been settled or otherwise resolved. Any amount withheld shall not be subject to payment of interest by County.

## **ARTICLE 8. AUDITING**

8.1. Audit Rights. In addition to the federal audit requirements of Section 8.4, County shall have the right to audit the books, records, and accounts of Municipality and any subcontractors (collectively, "Audited Entities") providing goods or services for which funding or reimbursement is sought under this Agreement (the "Contract Records"). Audits, reviews, monitoring, inspections, and investigations conducted pursuant to this Agreement may include, but are not limited to, on-site visits by County staff, interviews of staff of any of the Audited Entities, review of performance and financial reports, determining and monitoring appropriate corrective action, and issuing management letters on deficiencies or weaknesses identified. Audited Entities shall fully comply and cooperate with any auditing and monitoring activities deemed appropriate by County.

8.2. Retention of Records. Audited Entities shall keep such books, records, and accounts as may be necessary in order to record complete and correct entries related to this Agreement and performance under this Agreement. All such books, records, and accounts shall be kept in written form, or in a form capable of conversion into written form within a reasonable time, and upon request by the Contract Administrator to do so, Audited Entities shall make same available in written form at no cost to County.

Contract Records include any and all information, materials and data of every kind and character, including without limitation, records, books, papers, documents, subscriptions, recordings,

agreements, purchase orders, leases, contracts, commitments, arrangements, notes, daily diaries, drawings, receipts, vouchers and memoranda, and any and all other documents that pertain to rights, duties, obligations, or performance relating to the Projects. Contract Records include hard copy and electronic records, written policies and procedures, time sheets, payroll records and registers, cancelled payroll checks, estimating work sheets, correspondence, invoices and related payment documentation, general ledgers, insurance rebates and dividends, and any other records pertaining to rights, duties, obligations or performance relating to the Projects of any of the Audited Entities.

Audited Entities shall preserve and make available, at reasonable times within Broward County, Florida, for examination and audit, all financial records, supporting documents, statistical records, and any other documents pertinent to the Projects or this Agreement for at least five (5) years after expiration or termination of this Agreement or until resolution of any audit findings, whichever is longer. Any audit or inspection pursuant to this section may be performed by any County representative (including any outside representative engaged by County). The Projects and all expenditures relating to the Projects shall be subject to County's review, critique, and analysis for the duration of the Project.

8.3. Audit Results. Any incomplete or incorrect entry in such books, records, and accounts shall be a basis for County's disallowance and recovery of any payment made or based upon such entry. If an audit or inspection in accordance with this section discloses overpricing or overcharges to County of any nature in excess of five percent (5%) of the total contract billings reviewed by County, the reasonable actual cost of County's audit shall be reimbursed to County by Municipality in addition to any required adjustments for the overcharges. Any adjustments or payments due as a result of such audit or inspection shall be made by Municipality to County within thirty (30) days after presentation of County's findings to Municipality.

8.4. Audit Requirements. Municipality shall comply with the requirements, standards, and the applicable provisions set forth in the Single Audit Act (31 U.S.C. Sections 7501-7507) and the related provisions of 2 C.F.R. Part 200 (Uniform Guidance), including 2 C.F.R. Part 200.303, 2 C.F.R. Part 200.330 through 332, and Subpart F, Audit Requirements. Municipality shall comply with the audit requirements set forth in 2 C.F.R. Part 200, Subpart F, Audit Requirements, Section 215.97, Florida Statutes, applicable Rules of the Department of Financial Services, and Chapters 10.550 (local government entities) or Chapter 10.650 (nonprofit and for profit organizations), Rules of the Auditor General, State of Florida, as applicable. Copies of the reporting package required under 2 C.F.R. Part 200 must be filed with County the earlier of thirty (30) calendar days after receipt of the Auditor's Report(s), or nine (9) months after the end of the audit period. All CARES Funds provided by County must be shown via explicit disclosure in Municipality's annual financial statements or the accompanying notes to the financial statements.

8.5. Municipality shall comply with all requirements of the U.S. Department of Treasury Office of Inspector General, including the requirement to register with SAM.gov.

## **ARTICLE 9. TERMINATION**

9.1. County's obligations under this Agreement are subject to the availability of CARES Funds. If CARES Funds become unavailable, County may terminate this Agreement upon written notice to Municipality no less than three (3) days prior to the effective termination date stated in the notice. This Agreement may also be terminated by the Board upon fifteen (15) days' prior written notice to Municipality if the Board determines that the emergency circumstances of the COVID-19 crisis require that the CARES Funds be otherwise allocated. This Agreement may also be terminated by the County Administrator upon such notice as the County Administrator deems appropriate under the circumstances if the County Administrator determines that termination is necessary to protect the public health, safety, or welfare.

9.2. This Agreement may be terminated for cause by the aggrieved Party if the Party in breach has not corrected the breach within ten (10) days after receipt of written notice from the aggrieved Party identifying the breach.

9.3. This Agreement may be terminated for cause by County for reasons including, but not limited to any of the following:

9.3.1. Repeated submission by Municipality (whether negligent or intentional) for payment of false or incorrect Requests for Payment;

9.3.2. Fraud, misrepresentation, or material misstatement in the performance of this Agreement by Municipality or its subcontractor(s);

9.3.3. Municipality's failure to comply with applicable federal, state, or local law or regulations; or

9.3.4. Municipality's utilization of the CARES Funds provided under this Agreement in a manner that violates applicable law, the CARES Act, or for uses or purposes other than the Projects.

9.4. This Agreement may be terminated for convenience by either Party, which termination date shall be not less than thirty (30) days after the date of such written notice.

9.5. Notice of termination shall be provided in accordance with the "Notices" section of this Agreement except that notice of termination by the County Administrator to protect the public health, safety, or welfare may be oral notice that shall be promptly confirmed in writing.

9.6. If this Agreement is terminated for any reason, County may, in County's reasonable discretion, reimburse Municipality upon receipt of a Request for Payment in accordance with the terms of this Agreement for documented and committed Eligible Expenditures related to a Project incurred by Municipality prior to the date of Municipality's receipt of the written notice of termination. For purposes of this Agreement, documented and committed Eligible Expenditures related to a Project means any verifiable expense that has already been incurred by Municipality and cannot be recovered, including, but not limited to a purchase order for

payment of materials and supplies, executed by Municipality or subcontractor on Municipality's behalf, for a Project under this Agreement. Notwithstanding the above, Municipality shall not expend, or commit to expend, any funds for Eligible Expenditures related to a Project after written notice of termination is provided by Municipality to County or received by Municipality from County. Any payment by County pursuant to this section is subject to all applicable provisions of this Agreement, including the sections surviving termination of this Agreement as set forth in Section 11.22. In addition to any right of termination stated in this Agreement, County shall be entitled to seek any and all available remedies, whether stated in this Agreement or otherwise available at law or in equity, all such remedies being cumulative.

#### **ARTICLE 10. INSURANCE**

10.1. Municipality is a governmental entity and is fully responsible for the acts and omissions of its agents or employees, subject to any applicable limitations of Section 768.28, Florida Statutes.

10.2. Upon request by County, Municipality must provide County with written verification of liability protection that meets or exceeds any requirements of Florida law. If Municipality holds any excess liability coverage, Municipality must ensure that Broward County is named as an additional insured and certificate holder under such excess liability policy and provide evidence of same to County.

10.3. If Municipality maintains broader coverage or higher limits than the minimum coverage required under Florida law, County shall be entitled to such broader coverage and higher limits on a primary and noncontributory basis. County's insurance requirements shall apply to Municipality's self-insurance.

10.4. If Municipality contracts with a subcontractor to provide any of the services for a Project, Municipality shall require that each subcontractor procure and maintain insurance coverage that adequately covers each subcontractor's exposure based on the services provided by that subcontractor. Municipality must ensure that all such subcontractors name "Broward County" as an additional insured and certificate holder under the applicable insurance policies. Municipality shall not permit any subcontractor to provide services for a Project until the insurance requirements of the subcontractor under this section are met. If requested by County, Municipality shall furnish evidence of insurance of all such subcontractors.

10.5. County reserves the right, but not the responsibility, to periodically review any and all insurance policies.

#### **ARTICLE 11. MISCELLANEOUS**

11.1. Nondiscrimination. No Party may discriminate on the basis of race, color, sex, religion, national origin, disability, age, marital status, political affiliation, sexual orientation, pregnancy, or gender identity and expression in the performance of this Agreement. Municipality shall

include the foregoing or similar language in its contracts with subcontractors for goods or services that constitute Eligible Expenditures.

11.2. Contract Administrator Authority. The Contract Administrator is authorized to coordinate and communicate with Municipality to manage and supervise the performance of this Agreement. Any determination by the Contract Administrator that this Agreement authorizes the Contract Administrator to make shall be binding on the Parties. Unless expressly stated otherwise in this Agreement or otherwise set forth in an applicable provision of the Broward County Procurement Code, Broward County Code of Ordinances, or Broward County Administrative Code, the Contract Administrator may exercise any ministerial authority in connection with the day-to-day management of this Agreement.

11.3. Public Records. The Parties agree and stipulate that both Parties are subject to Florida public records laws and shall fully comply with same. At the request of County, Municipality shall, in accordance with applicable law, respond to any request for public records received by County relating to the Project. Any other public records request shall be responded to by the receiving party. Each Party shall cooperate upon request by the other Party and provide any requested records to enable the Party to respond to a public records request.

Any material submitted to County that Municipality contends constitutes or contains trade secrets or is otherwise exempt from production under Florida public records laws (including Chapter 119, Florida Statutes) ("Trade Secret Materials") must be separately submitted and conspicuously labeled "EXEMPT FROM PUBLIC RECORD PRODUCTION – TRADE SECRET." In addition, Municipality must, simultaneous with the submission of any Trade Secret Materials, provide a sworn affidavit from a person with personal knowledge attesting that the Trade Secret Materials constitute trade secrets under Section 812.081, Florida Statutes, and stating the factual basis for same. If a third party submits a request to County for records designated by Municipality as Trade Secret Materials, County shall refrain from disclosing the Trade Secret Materials, unless otherwise ordered by a court of competent jurisdiction or authorized in writing by Municipality. Municipality shall indemnify and defend County and its employees and agents from any and all claims, causes of action, losses, fines, penalties, damages, judgments and liabilities of any kind, including attorneys' fees, litigation expenses, and court costs, relating to the nondisclosure of any Trade Secret Materials in response to a public records request by a third party.

11.4. Independent Contractor. Nothing in this Agreement constitutes or creates a partnership, joint venture, or any other relationship between the Parties or between County and any Subcontractor. Neither Party nor its agents shall act as officers, employees, or agents of the other Party. Neither Party shall have the right to bind the other Party to any obligation not expressly undertaken by that Party under this Agreement.

11.5. Sovereign Immunity. Except to the extent sovereign immunity may be deemed to be waived by entering into this Agreement, nothing herein is intended to serve as a waiver of sovereign immunity by County or Municipality, nor shall anything included herein be construed as consent by County or Municipality to be sued by third parties in any matter arising out of this Agreement. County and Municipality are subdivisions of the State of Florida, as defined in

Section 768.28, Florida Statutes, and shall be responsible for the negligent or wrongful acts or omissions of their respective employees pursuant to Section 768.28, Florida Statutes.

11.6. Third-Party Beneficiaries. Neither Municipality nor County intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Agreement.

11.7. Notices. In order for a notice to a Party to be effective under this Agreement, notice must be sent via U.S. first-class mail, hand delivery, or commercial overnight delivery, each with a contemporaneous copy via email, to the addresses listed below and shall be effective upon mailing or hand delivery (provided the contemporaneous email is also sent). The addresses for notice shall remain as set forth in this section unless and until changed by providing notice of such change in accordance with the provisions of this section.

FOR COUNTY:

Broward County  
Attn: County Administrator  
115 South Andrews Avenue  
Fort Lauderdale, Florida 33301  
Email address: [bhenry@broward.org](mailto:bhenry@broward.org)

With a copy to:

Broward County  
Attn: County Attorney  
115 South Andrews Avenue, Room 423  
Fort Lauderdale, Florida 33301  
Email address: [ameyers@broward.org](mailto:ameyers@broward.org) and [aashton@broward.org](mailto:aashton@broward.org)

FOR MUNICIPALITY:

City of Dania Beach  
Ana Garcia  
City Manager  
100 W Dania Beach Blvd  
Dania Beach, Florida 33004  
Email address: [agarcia@daniabeachfl.gov](mailto:agarcia@daniabeachfl.gov)

11.8. Assignment. Neither this Agreement nor any right or interest in it may be assigned, transferred, subcontracted, or encumbered by Municipality without the prior written consent of County. Any assignment, transfer, encumbrance, or subcontract in violation of this section (unless County subsequently consents thereto in writing) shall be void and ineffective, constitute a breach of this Agreement, and permit County to immediately terminate this Agreement, in



addition to any other remedies available to County at law or in equity, all such remedies being cumulative.

11.9. Materiality and Waiver of Breach. Each requirement, duty, and obligation set forth in this Agreement was bargained for at arm's-length and is agreed to by the Parties. Each requirement, duty, and obligation set forth in this Agreement is substantial and important to the formation of this Agreement, and each is, therefore, a material term of this Agreement. County's or Municipality's failure to enforce any provision of this Agreement shall not be deemed a waiver of such provision or modification of this Agreement. A waiver of any breach of a provision of this Agreement shall not be deemed a waiver of any subsequent breach and shall not be construed to be a modification of the terms of this Agreement. To be effective, any waiver must be in writing signed by an authorized signatory of the Party granting the waiver.

11.10. Compliance with Laws. Municipality must comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations including, without limitation, American with Disabilities Act, 42 U.S.C. § 12101, Section 504 of the Rehabilitation Act of 1973, and any related federal, state, or local laws, rules, and regulations. Municipality hereby accepts and shall comply with the additional terms for federally funded contracts set forth in Exhibit E, to the extent applicable, and shall include such applicable federal provisions in any contracts with Subcontractors.

11.11. Representation of Authority. The Parties represent and warrant that this Agreement constitutes the legal, valid, binding, and enforceable obligation of each Party, that execution of this Agreement is within each Party's legal powers, and that each individual executing this Agreement is duly authorized by all necessary and appropriate action to do so on behalf of that Party and does so with full legal authority.

11.12. Severability. If any part of this Agreement is found to be unenforceable by any court of competent jurisdiction, that part shall be deemed severed from this Agreement and the balance of this Agreement shall remain in full force and effect.

11.13. Joint Preparation. This Agreement has been jointly prepared by the Parties, and shall not be construed more strictly against either Party.

11.14. Interpretation. The titles and headings contained in this Agreement are for reference purposes only and shall not in any way affect the meaning or interpretation of this Agreement. All personal pronouns used in this Agreement shall include the other gender, and the singular shall include the plural, and vice versa, unless the context otherwise requires. Terms such as "herein," "hereof," "hereunder," and "hereinafter" refer to this Agreement as a whole and not to any particular sentence, paragraph, or section where they appear, unless the context otherwise requires. Whenever reference is made to a section or article of this Agreement, such reference is to the section or article as a whole, including all of the subsections of such section, unless the reference is made to a particular subsection or subparagraph of such section or article. Any reference to "days" means calendar days, unless otherwise expressly stated. To be effective, any approval under this Agreement made by or on behalf of County must be in writing.

11.15. Priority of Provisions. If there is a conflict or inconsistency between any term, statement, requirement, or provision of any document or exhibit attached to, referenced by, or incorporated in this Agreement and any provision of Articles 1 through 11 of this Agreement, the provisions contained in Articles 1 through 11 shall prevail and be given effect unless otherwise expressly stated herein.

11.16. Law, Jurisdiction, Venue, Waiver of Jury Trial. This Agreement shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. The exclusive venue for any lawsuit arising from, related to, or in connection with this Agreement shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claim arising from, related to, or in connection with this Agreement must be litigated in federal court, the exclusive venue for any such lawsuit shall be in the United States District Court or United States Bankruptcy Court for the Southern District of Florida. **BY ENTERING INTO THIS AGREEMENT, EACH OF MUNICIPALITY AND COUNTY HEREBY EXPRESSLY WAIVES ANY RIGHTS IT MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THIS AGREEMENT.**

11.17. Amendments. Except as expressly authorized herein, no modification, amendment, or alteration in the terms or conditions contained in this Agreement shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by duly authorized representatives of County and Municipality.

11.18. Prior Agreements. This Agreement represents the final and complete understanding of the Parties regarding the subject matter and supersedes all prior and contemporaneous negotiations and discussions regarding that subject matter. There is no commitment, agreement, or understanding concerning the subject matter of this Agreement that is not contained in this written document.

11.19. Payable Interest

11.19.1. Payment of Interest. County shall not be liable to pay any interest to Municipality for any reason, whether as prejudgment interest or for any other purpose, and in furtherance thereof Municipality waives, rejects, disclaims, and surrenders any and all entitlement it has or may have to receive interest in connection with a dispute or claim arising from, related to, or in connection with this Agreement. This subsection shall not apply to any claim for interest, including for post-judgment interest, if such application would be contrary to applicable law.

11.19.2. Rate of Interest. If the preceding subsection is inapplicable or is determined to be invalid or unenforceable by a court of competent jurisdiction, the annual rate of interest payable by County under this Agreement, whether as prejudgment interest or for any other purpose, shall be, to the full extent permissible under applicable law, one quarter of one percent (0.25%) simple interest (uncompounded).

11.20. Incorporation by Reference. Any and all Recital clauses stated above are true and correct and are incorporated in this Agreement by reference. The attached Exhibits are incorporated into and made a part of this Agreement.

11.21. Counterparts and Multiple Originals. This Agreement may be executed in multiple originals, and may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

11.22. Survivability. Notwithstanding any expiration or termination of this Agreement, the following provisions shall survive expiration and termination: Section 4.5 (Final Financial Report); Section 5.5 (Deadline for Expenditures); Section 5.7 (Recoupment); Section 5.8 (Security); Article 6 (Municipality Covenants); Article 7 (Indemnification); Article 8 (Auditing); Section 11.3 (Public Records); Section 11.5 (Sovereign Immunity); Section 11.6 (Third-Party Beneficiaries); Section 11.16 (Law, Jurisdiction, Venue, Waiver of Jury Trial); and Section 11.19 (Payable Interest); and this Section 11.22 (Survivability).

(The remainder of this page is intentionally blank.)

IN WITNESS WHEREOF, the Parties hereto have made and executed this Agreement: BROWARD COUNTY, through its BOARD OF COUNTY COMMISSIONERS, signing by and through its County Administrator, authorized to execute same by Board action on the 25th day of August, 2020 (Item #87), and Municipality, signing by and through its \_\_\_\_\_ duly authorized to execute same.

COUNTY

WITNESS:

BROWARD COUNTY, by and through  
its County Administrator

\_\_\_\_\_  
(Signature)

By \_\_\_\_\_  
County Administrator

\_\_\_\_\_  
(Print Name of Witness)

\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
(Signature)

Approved as to form by  
Andrew J. Meyers  
Broward County Attorney  
Governmental Center, Suite 423  
115 South Andrews Avenue  
Fort Lauderdale, Florida 33301  
Telephone: (954) 357-7600

\_\_\_\_\_  
(Print Name of Witness)

By \_\_\_\_\_  
Alicia C. Lobeiras (Date)  
Assistant County Attorney

By \_\_\_\_\_  
Annika E. Ashton (Date)  
Deputy County Attorney

Draft Municipal CARES ILA  
09/28/2020  
#524671v21  
RDH/AEA/ACL

**SUBAWARD AGREEMENT BETWEEN BROWARD COUNTY  
AND THE CITY OF DANIA BEACH FOR CARES ACT FUNDING**

**MUNICIPALITY**

ATTEST:

**CITY OF DANIA BEACH**

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_

\_\_\_\_\_  
Print Name

\_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

I HEREBY CERTIFY that I have approved  
this Agreement as to form and legal  
sufficiency subject to execution by the parties:

\_\_\_\_\_  
City Attorney

**EXHIBIT A**  
**SCHEDULE OF PROJECTS**

**EXHIBIT B  
BUDGET**

**Total CARES Funds:**

**(if applicable) BSO PPE Allocation:**

**(if applicable) Funds:**

**EXHIBIT C**  
**PROJECT TIMELINES**



**EXHIBIT D**  
**REQUEST FOR PAYMENT DOCUMENTATION REQUIREMENTS**

**Required Documentation**

Municipality shall submit the documentation itemized below (“Required Documentation”) with each invoice for CARES Funds.

Required Documentation includes:

1. Completed Request for Payment in the form approved by the Contract Administrator;
2. A certification in accordance with Section 5.2 that all funds received and utilized to date under this Agreement were utilized only for Eligible Expenditures;
3. A certification from Municipality’s administrator or the administrator’s authorized representative that the work, services, or activities, or materials being invoiced have been received or completed;
4. Documentation of costs associated with any Municipality personnel providing any services for the Project, if applicable;
5. An executed copy of each subcontractor contract authorizing work, services, or activities to be performed for the Project, if applicable and not previously submitted to County;
6. A certified copy of the purchase order or other Municipality document authorizing the work, services, activities, or materials for which Municipality is invoicing;
7. A copy of all subcontractor invoices for the Project indicating the work, services, or activities rendered or materials purchased and the dates for same, certified by Municipality’s administrator or manager of the Project, as applicable;
8. Any additional documentation required by any additional provision of Federal Law; and
9. Any additional documentation that may be reasonably requested by Contract Administrator.
10. Approved budget for the expense prior to March 27 and the budget subsequent to approval of the CARES Act, with explanation of the budget was adjusted, or how the requested reimbursements represent substantially different use toward COVID-19 expenses from that anticipated when the budget was adopted.

**EXHIBIT E**  
**FEDERAL PROVISIONS**

1. Municipality shall comply with the following Federal provisions, if applicable, and shall include such applicable Federal provisions in Municipality's contracts with Subcontractors, including all applicable provisions set forth in 2 C.F.R. Appendix II to Part 200:

a. Municipality agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. §§ 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. §§ 1251-1387), and will report violations to FEMA and the Regional Office of the Environmental Protection Agency (EPA).

b. Municipality shall comply with all mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6201).

c. Municipality agrees to comply with the requirements of 2 C.F.R. Part 180, subpart C and 2 C.F.R. Part 3000, subpart C until the termination or expiration of this Agreement. Municipality further agrees to include a provision requiring such compliance in its lower tier covered transactions relating to this Agreement. Municipality affirms and verifies that neither Municipality, nor any of its principals (defined at 2 C.F.R. § 180.995) or affiliates (defined at 2 C.F.R. § 180.905), are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).

d. The foregoing subsections are material representations of fact relied upon by County. If it is later determined that Municipality did not comply with 2 C.F.R. Part 180, subpart C or 2 C.F.R. Part 3000, subpart C, in addition to remedies available to County, the federal government may pursue available remedies, including, but not limited to suspension and/or debarment.

e. Municipality shall comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. Among other things, Municipality shall procure only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR Part 247 that contain the highest percentage of recover materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000.00; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

2. By execution of this Agreement, Municipality certifies that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a

member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

c. Municipality shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

d. This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Municipality certifies or affirms the truthfulness and accuracy of each statement of the foregoing certification and disclosure, if any. In addition, Municipality understands and agrees that the provisions of 31 U.S.C. § 3801 et seq., apply to this certification and disclosure, if any.

**EXHIBIT F**  
**SCHEDULE OF ELIGIBLE EXPENDITURES**

A. CATEGORIES OF ELIGIBLE EXPENDITURES:

1. MEDICAL EXPENSES SUCH AS:

- A) COVID-19-RELATED EXPENSES OF PUBLIC HOSPITALS, CLINICS, AND SIMILAR FACILITIES.
- B) EXPENSES OF ESTABLISHING TEMPORARY PUBLIC MEDICAL FACILITIES AND OTHER MEASURES TO INCREASE COVID-19 TREATMENT CAPACITY, INCLUDING RELATED CONSTRUCTION COSTS.
- C) COSTS OF PROVIDING COVID-19 TESTING, INCLUDING SEROLOGICAL TESTING.
- D) EMERGENCY MEDICAL RESPONSE EXPENSES, INCLUDING EMERGENCY MEDICAL TRANSPORTATION, RELATED TO COVID-19.
- E) EXPENSES FOR ESTABLISHING AND OPERATING PUBLIC TELEMEDICINE CAPABILITIES FOR COVID-19- RELATED TREATMENT.

2. PUBLIC HEALTH EXPENSES SUCH AS:

- A) EXPENSES FOR COMMUNICATION AND ENFORCEMENT BY STATE, TERRITORIAL, LOCAL, AND TRIBAL GOVERNMENTS OF PUBLIC HEALTH ORDERS RELATED TO COVID-19.
- B) EXPENSES FOR ACQUISITION AND DISTRIBUTION OF MEDICAL AND PROTECTIVE SUPPLIES, INCLUDING SANITIZING PRODUCTS AND PERSONAL PROTECTIVE EQUIPMENT, FOR MEDICAL PERSONNEL, POLICE OFFICERS, SOCIAL WORKERS, CHILD PROTECTION SERVICES, AND CHILD WELFARE OFFICERS, DIRECT SERVICE PROVIDERS FOR OLDER ADULTS AND INDIVIDUALS WITH DISABILITIES IN COMMUNITY SETTINGS, AND OTHER PUBLIC HEALTH OR SAFETY WORKERS IN CONNECTION WITH THE COVID-19 PUBLIC HEALTH EMERGENCY.
- C) EXPENSES FOR DISINFECTION OF PUBLIC AREAS AND OTHER FACILITIES, E.G., NURSING HOMES, IN RESPONSE TO THE COVID-19 PUBLIC HEALTH EMERGENCY.
- D) EXPENSES FOR TECHNICAL ASSISTANCE TO LOCAL AUTHORITIES OR OTHER ENTITIES ON MITIGATION OF COVID-19-RELATED THREATS TO PUBLIC HEALTH AND SAFETY.
- E) EXPENSES FOR PUBLIC SAFETY MEASURES UNDERTAKEN IN RESPONSE TO COVID-19.

- F) EXPENSES FOR QUARANTINING INDIVIDUALS.
- 3. PAYROLL EXPENSES FOR PUBLIC SAFETY, PUBLIC HEALTH, HEALTH CARE, HUMAN SERVICES, AND SIMILAR EMPLOYEES WHOSE SERVICES ARE SUBSTANTIALLY DEDICATED TO MITIGATING OR RESPONDING TO THE COVID-19 PUBLIC HEALTH EMERGENCY.
- 4. EXPENSES OF ACTIONS TO FACILITATE COMPLIANCE WITH COVID-19-RELATED PUBLIC HEALTH MEASURES, SUCH AS:
  - A) EXPENSES FOR FOOD DELIVERY TO RESIDENTS, INCLUDING, FOR EXAMPLE, SENIOR CITIZENS AND OTHER VULNERABLE POPULATIONS, TO ENABLE COMPLIANCE WITH COVID-19 PUBLIC HEALTH PRECAUTIONS.
  - B) EXPENSES TO FACILITATE DISTANCE LEARNING, INCLUDING TECHNOLOGICAL IMPROVEMENTS, IN CONNECTION WITH SCHOOL CLOSINGS TO ENABLE COMPLIANCE WITH COVID-19 PRECAUTIONS.
  - C) EXPENSES TO IMPROVE TELEWORK CAPABILITIES FOR PUBLIC EMPLOYEES TO ENABLE COMPLIANCE WITH COVID-19 PUBLIC HEALTH PRECAUTIONS.
  - D) EXPENSES OF PROVIDING PAID SICK AND PAID FAMILY AND MEDICAL LEAVE TO PUBLIC EMPLOYEES TO ENABLE COMPLIANCE WITH COVID-19 PUBLIC HEALTH PRECAUTIONS.
  - E) COVID-19-RELATED EXPENSES OF MAINTAINING STATE PRISONS AND COUNTY JAILS, INCLUDING AS RELATES TO SANITATION AND IMPROVEMENT OF SOCIAL DISTANCING MEASURES, TO ENABLE COMPLIANCE WITH COVID-19 PUBLIC HEALTH PRECAUTIONS.
  - F) EXPENSES FOR CARE FOR HOMELESS POPULATIONS PROVIDED TO MITIGATE COVID-19 EFFECTS AND ENABLE COMPLIANCE WITH COVID-19 PUBLIC HEALTH PRECAUTIONS.
- 5. EXPENSES ASSOCIATED WITH THE PROVISION OF ECONOMIC SUPPORT IN CONNECTION WITH THE COVID-19 PUBLIC HEALTH EMERGENCY, SUCH AS:
  - A) EXPENDITURES RELATED TO THE PROVISION OF GRANTS TO SMALL BUSINESSES TO REIMBURSE THE COSTS OF BUSINESS INTERRUPTION CAUSED BY REQUIRED CLOSURES.
  - B) EXPENDITURES RELATED TO A STATE, TERRITORIAL, LOCAL, OR TRIBAL GOVERNMENT PAYROLL SUPPORT PROGRAM.
  - C) UNEMPLOYMENT INSURANCE COSTS RELATED TO THE COVID-19 PUBLIC HEALTH EMERGENCY IF SUCH COSTS WILL NOT BE REIMBURSED BY THE FEDERAL GOVERNMENT PURSUANT TO THE CARES ACT OR OTHERWISE.

6. ANY OTHER COVID-19-RELATED EXPENSES REASONABLY NECESSARY TO THE FUNCTION OF GOVERNMENT THAT SATISFY THE CARES ACT ELIGIBILITY CRITERIA.

## EXHIBIT G CARES FOR ONE BROWARD FUNDING PLAN

| CATEGORY/RECOMMENDATION                                                                                                                                                                                                                                                                                                                                                                       | MUNICIPAL ALLOCATION  | <small>(not revised August 24, 2020)</small><br>DISTRIBUTION FORMULA                                                                                                                                                                                                                                                                                                            | ELIGIBLE EXPENSES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Public Health Expenses</b>                                                                                                                                                                                                                                                                                                                                                                 |                       |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Monitoring Nursing Homes, Assisted Living, and Adult Day Care Facilities (staff time for associated payroll expense)                                                                                                                                                                                                                                                                          | \$ 5,000,000          | Limited allocation for each municipality based on # of qualifying facilities in each municipality                                                                                                                                                                                                                                                                               | Payroll expenses documented for time spent within AHCA recognized facilities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| * PPE expenses for municipal staff through June 30, 2020                                                                                                                                                                                                                                                                                                                                      | \$ 3,000,000          | Reimbursed based on actual documented expenditures                                                                                                                                                                                                                                                                                                                              | Items must be excluded from FY20 Budget                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| PPE expenses for municipal staff through December 31, 2020 (ordering may occur in collective fashion as to encourage volume pricing - See Exhibit C. Ordering must be completed by October 1, 2020). Costs can include systems utilized for health screening of employees and customers. Allocation to this line item may be adjusted based on total PPE expenses made through June 30, 2020. | \$ 7,000,000          | Limited allocation for each municipality based on # of municipal FTEs as of July 1, 2020. BSO-contracted cities shall include assigned FTEs into their municipal FTE counts. Other contracted employees physically located in City facilities shall be included.                                                                                                                | Safety glasses/goggles, face shields, face masks, partitions/physical barriers, gloves, hand sanitizer, coveralls, gowns, head and hair covers, shoe covers, thermometers/temperature scanners, employee health screenings (i.e. COVID testing)                                                                                                                                                                                                                                                                                                                       |
| Sanitation, disinfection, and cleaning of all municipal buildings and facilities (expenses through June 30, 2020). Costs can include systems utilized for health screening of employees and customers.                                                                                                                                                                                        | \$ 3,000,000          | Reimbursed based on actual documented expenditures                                                                                                                                                                                                                                                                                                                              | Items must be excluded from FY20 Budget                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Sanitation, disinfection, and cleaning of all municipal buildings and facilities (expenses through December 31, 2020) (ordering may occur by County to encourage volume pricing by October 1, 2020 - See Exhibit C). Allocation to this line item may be adjusted based on total sanitation/disinfection expenses made through June 30, 2020.                                                 | \$ 7,000,000          | Limited allocation for each municipality based on total square footage of indoor municipal facilities                                                                                                                                                                                                                                                                           | All purpose cleaners, disinfectants, paper/hand towels, wipes, contracted cleaning services, electrostatic cleaning services/products, necessary signage                                                                                                                                                                                                                                                                                                                                                                                                              |
| Public Information/Awareness campaign (developed by collaboration of County and municipal PIOs and EMs)                                                                                                                                                                                                                                                                                       | \$ 5,000,000          | Limited allocation for each municipality based on number of residential parcels as determined by BCPA                                                                                                                                                                                                                                                                           | Eligible expenses will be based on forthcoming City/County Communication Plan (future Exhibit I)                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Payroll Expenses</b>                                                                                                                                                                                                                                                                                                                                                                       |                       |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| * Public safety payroll expenses                                                                                                                                                                                                                                                                                                                                                              | \$ 30,000,000         | Limited allocation for each municipality based on total FTEs of certified firefighters/paramedics/EMTs and sworn Police Officers.<br><br>Municipalities will be allocated a maximum amount which they can choose to apply to Police-only, Fire-only, or Police and Fire expenses as long as they follow the guidelines for eligible expenses.                                   | Police: Payroll costs for Covid-related activities (up to and including food events, checkpoints, entertainment district patrols, business checks, E.O. enforcement, beach patrols/closures, testing sites, park monitoring).<br>Fire: Payroll costs for dispatch code 36 (and/or calls involving Covid patients). Payroll expenses will be reimbursed to municipalities on a per certified firefighter/paramedic/EMT basis based on the percentage of code 36 calls run during that pay period.                                                                      |
| <b>Facilitate Compliance Expenses</b>                                                                                                                                                                                                                                                                                                                                                         |                       |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Municipal telework and distancing programs (uniform approach to be developed by City/County Information Technology leaders). Eligible items must be excluded from the FY 2020 approved budget. Costs can also include off-site lodging for quarantined first responders.                                                                                                                      | \$ 5,000,000          | Reimbursed based on actual documented expenditures up to a limited allocation for each municipality based on # of municipal FTEs as of July 1, 2020. Contracted employees may qualify as long as they are utilizing City equipment.                                                                                                                                             | Items must be excluded from FY20 budget and facilitate teleworking efforts: laptops, additional servers, additional network, VPN licenses, associated hardware, new firewalls, additional licenses for firewalls, cybersecurity costs, additional closed captioning for virtual Commission meetings, virtual meeting software, remote user support, headsets, cameras for computer, computer cords, and other associated accessories. Funds may also be utilized to reimburse municipalities for documented paid sick and paid family and medical leave to employees. |
| <b>Economic Support Expenses</b>                                                                                                                                                                                                                                                                                                                                                              |                       |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Non-entitlement cities share of CARES CDBG program costs                                                                                                                                                                                                                                                                                                                                      | \$ 5,000,000          | Limited allocation for each non-entitlement municipality based on CDBG prescribed formula                                                                                                                                                                                                                                                                                       | Economic Response Program includes both County program(s) and separate municipal-established program(s). County will furnish to municipalities County Program details. Intent is for municipal-established programs to complement County programs. Municipalities must present their specific programs to County officials prior to launch.                                                                                                                                                                                                                           |
| Economic Response Program designed to provide two program opportunities:<br>-Residential assistance for rent/mortgage and homeless assistance (needs based program to complement County program)<br>-Small business and non-profit assistance (needs based program to complement County program)                                                                                              | \$ 32,300,000         | Approx. \$15 million for small business assistance based on number of commercial (non-residential) parcels.<br>Approx. \$15 million allocated for residential assistance based on number of residential parcels.<br>Approx. \$2.3 million for reimbursing actual expenses (i.e. non-public safety payroll and supplies) for community events such as feeding and PPE giveaways. | Please see Exhibit B for eligible expenses for Municipal Program(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                                                                                                                                                                               | <b>\$ 102,300,000</b> | <b>30% of \$341M</b>                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Any funds not expended from the public health, payroll, or facilitate compliance categories may be reallocated by each municipality to cover eligible expenditures within other categories.                                                                                                                                                                                                   |                       |                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

\* Conversations are ongoing between BCCMA/BLOC and BSO as to the data collection for BSO-contract cities. To be defined in forthcoming Exhibit D





# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Resolution

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN INTERLOCAL AGREEMENT WITH BROWARD COUNTY FOR THE CREATION OF A MASTER PLAN FOR THE CITY'S "ART IN PUBLIC PLACES PROGRAM" TO BE PERFORMED BY THE BROWARD COUNTY CULTURAL DIVISION; WAIVING COMPETITIVE BIDDING AND PROCEEDING WITHOUT ADVERTISEMENT FOR BIDS

### Purchasing Requests ONLY

Dept:

Acct #:

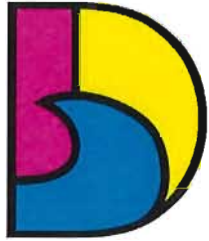
Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

Public Art ILA OPT, R-2020- BC ILA for Master Plan for City's Art in Public Places Program



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

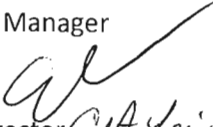
**CITY OF DANIA BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
MEMORANDUM**

**DATE:** September 24, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director   
Corinne Lajoie, AICP, Assistant Director 

**SUBJECT:** Approval of Interlocal Agreement for the creation of a Public Art Program to be provided by Broward County Cultural Division to the City of Dania Beach.

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**Request** – The Community Development Department is seeking approval of the Interlocal Agreement (ILA) from Broward County Cultural Division for the creation of a Public Art Program.

**Background**

On December 12, 2019, the City of Dania Beach created its Public Art Program, providing for a fee associated with construction projects that would allow the City to develop a Public Art Fund, to provide art in public places. Through the Art in Public Places program, the City seeks to enrich the community through the creation and display of works of art and artifacts so that citizens and visitors to the City of Dania Beach are afforded an opportunity to enjoy and appreciate works of art.

The proposed Interlocal Agreement, attached, is now before the City Commission for their consideration and provides for the creation of a Public Art Program. These services will be provided to the City over a nine (9) month period beginning upon execution of the agreement.

Broward County is uniquely qualified to assist the City in creating a Public Art Program, as they have a dedicated Cultural Division with experienced staff in public art programming, selection and implementation which they have been curating throughout the County. Earlier of this year, the Board of County Commissioners authorized the Cultural Division to work directly with municipalities to provide public art services.

**Budgetary Impact**

The funding for these services will be made as a loan from the City's General Fund until the Building Department collects sufficient, which will then fund these services from the "Contributions and Donations Contributions In-Lieu of Public Art" fund, Account No. 115-00-00-366-01-07.

**Recommendation**

Approve the resolution to enter into the Interlocal Agreement with Broward County for the creation of a Public Art Program.

## **RESOLUTION NO. 2020-115**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN INTERLOCAL AGREEMENT WITH BROWARD COUNTY FOR THE CREATION OF A MASTER PLAN FOR THE CITY'S "ART IN PUBLIC PLACES PROGRAM" TO BE PERFORMED BY THE BROWARD COUNTY CULTURAL DIVISION; WAIVING COMPETITIVE BIDDING AND PROCEEDING WITHOUT ADVERTISEMENT FOR BIDS; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, on December 12, 2019, the City of Dania Beach created its Art In Public Places (AIPP) Program ("Public Art Program"), providing for a fee associated with construction which would allow for the City to develop a Public Art Fund, to provide art in public places; and

**WHEREAS**, through the Public Art Program, the City seeks to enrich the community through the creation and display of works of art and artifacts so that citizens and visitors to the City of Dania Beach are afforded an opportunity to enjoy and appreciate works of art; and

**WHEREAS**, the intent and purpose of the Public Art Program is to promote the general welfare by encouraging pride in the community, increasing property values, enhancing the quality of life through artistic opportunities, uniting the community through shared cultural experiences, and creating a cultural and historical legacy for future generations through the collection and exhibition of high-quality art that reflects diverse styles, chronicling history through the collection of artifacts, documents, and memorabilia that will acknowledge the past and create programs and activities that will further these goals; and

**WHEREAS**, in furtherance of the Public Art Program, the City will develop procedures for the cultivation and development of the Program; and

**WHEREAS**, the creation of a Master Plan for the City's Public Art Program is recommended to be performed by the Broward County Cultural Division that has experience with developing public art programs, for curating the art, creating the processes for selecting the artwork, and criteria to be utilized in doing same; and

**WHEREAS**, by out-sourcing the development of the Public Art Program, the City is utilizing the expertise of the Cultural Division of Broward County; and

**WHEREAS**, the Charter of the City of Dania Beach, Part III, Article 3, Section 4, Subsection (j), authorizes the City Manager to purchase supplies, services, equipment and materials for the City government in amounts in excess of the established monetary threshold without competitive bidding and without advertisement for bids if she is authorized to do so in advance by a resolution adopted by the City Commission; and

**WHEREAS**, the Dania Beach Code of Ordinances, Chapter 2, Article 1, Section 2-10, “Monetary thresholds for certain purchases and payment disbursement authorizations”, Subsection (a), sets the monetary threshold at Twenty Five Thousand Dollars (\$25,000.00) for a vendor each fiscal year; and

**WHEREAS**, due to the foregoing, the use of the Cultural Division of Broward County to create the Public Art Program shall exceed the \$25,000 annual authorization provided under the Charter to the City Manager, and the City Commission agrees to waive the competitive procurement requirements relating to obtaining the proposed services; and

**WHEREAS**, the City wishes to execute the Interlocal Agreement with Broward County for the creation of a Master Plan for its Public Art Program;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the above “Whereas” clauses are ratified, made a part of, and incorporated into this Resolution by this reference.

**Section 2.** That the Interlocal Agreement for the creation of a Master Plan for the City’s Public Art Program to be performed by the Broward County Cultural Division, providing for such services for a period of nine (9) months beginning upon execution of the agreement, which Agreement in substantial form is attached as Exhibit “A”, is approved and the proper City officials are authorized to execute it.

**Section 3.** That the funds for these services will be made as a loan from the General Fund until the Building Department collects sufficient Payment in Lieu of Public Art fees, which will then fund these services from the Public Art Fund, account # 115-00-00-366-01-07.

**Section 4.** That the Agreement provides for phased payment for various levels of activity as indicated in Exhibit B, Payment Schedule.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect immediately upon execution of the agreement.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS

---

THOMAS J. ANSBRO  
CITY ATTORNEY

## INTERLOCAL AGREEMENT BETWEEN BROWARD COUNTY AND CITY OF DANIA BEACH FOR THE BROWARD COUNTY-ADMINISTERED PUBLIC ART PROGRAM

This Interlocal Agreement ("Agreement") is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2020, by and between Broward County, a political subdivision of the State of Florida ("County"), and City of Dania Beach, a Florida municipal corporation ("City"). County and City are each individually referred to as a "Party" and collectively as the "Parties."

### RECITALS

A. The Broward County Cultural Division administers a municipal public art program for the commission of artwork for the County and has knowledge and expertise in the creation and implementation of such public art programs.

B. City desires to engage County to perform certain services in connection with the administration and/or creation of its municipal public art program.

C. The Parties desire to enter into an agreement whereby County, through its Cultural Division staff, will perform certain services associated with the creation and/or administration of City's public art program in exchange for a fee for such services.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

### ARTICLE 1. DEFINITIONS

1.1. **Board** means the Board of County Commissioners of Broward County, Florida.

1.2. **City Commission** means the governing body of City.

1.3. **City Manager** means the administrative head of City appointed by the City Commission.

1.4. **Contract Administrator** means the Director of County's Cultural Division ("Division"), or other person designated in writing by the Division Director or the County Administrator.

1.5. **County Administrator** means the administrative head of County appointed by the Board.

1.6. **Cultural Division** means the Broward County Cultural Division.

1.7. **Notice to Proceed** means a written document issued by City authorizing County to begin the project, phase, milestone, or task, issued by City for the Project.

1.8. **Public Art Program** means City's municipal public art program.

1.9. **Project** means artwork commissioned on behalf of City's Public Art Program.

1.10. **Services** means all work to be performed by County pursuant to this Agreement, including without limitation as specified in Exhibit A.

## **ARTICLE 2. EXHIBITS**

|                  |                                |
|------------------|--------------------------------|
| <b>Exhibit A</b> | <b>Scope of Services</b>       |
| <b>Exhibit B</b> | <b>Payment Schedule</b>        |
| <b>Exhibit C</b> | <b>Work Authorization Form</b> |

## **ARTICLE 3. SCOPE OF SERVICES**

For the Term (as defined below), County shall perform the following Services in accordance with the specifications outlined in Exhibit A, Scope of Services (check as applicable):

- ☒ Creation of Municipal Public Art Program
- ☐ Administration of Public Art Program

## **ARTICLE 4. TERM; TIME OF THE ESSENCE**

4.1. The term of this Agreement shall begin on the date it is fully executed by the Parties ("Effective Date") and shall end on \_\_\_\_\_ ("Initial Term") (the Initial Term and any extensions thereto are collectively the "Term"). Either Party may request to extend this Agreement for up to \_\_\_\_\_ (\_\_) additional one (1) year terms (each such period an "Extension Term") by sending the request in writing to the other Party at least ninety (90) days prior to the end of the then-current term. If approved, the other Party shall confirm its approval in writing at least thirty (30) days prior to the end of the then-current term. The written request and written approval shall be deemed an effective exercise of the Extension Term option under this section. The County Administrator and the City Manager are authorized to request and approve extensions pursuant to this section.

4.2. Time is of the essence in performing the duties, obligations, and responsibilities required by this Agreement.

## **ARTICLE 5. PAYMENT; INVOICING**

5.1. City shall pay County for the Services in the amounts stated in Exhibit B.

5.2. County shall invoice City for completed Services in accordance with Exhibit B. City must pay County for each submitted invoice within thirty (30) days after receipt.

## **ARTICLE 6. TERMINATION**

6.1. This Agreement may be terminated for cause (i.e., a material breach of this Agreement) by the aggrieved party if the party in breach has not corrected the breach within ten (10) days after receipt of written notice from the aggrieved party identifying the breach. This Agreement may also be terminated for convenience by either Party by action of the Board or City Commission. Termination for convenience by either party shall be effective on the termination date stated in written notice provided by such Party, which termination date shall be not less than thirty (30) days after the date of such written notice. If County erroneously, improperly, or unjustifiably terminates for cause, such termination shall be deemed a termination for convenience and shall be effective thirty (30) days after such notice of termination for cause is provided. If either Party erroneously, improperly, or unjustifiably terminates for cause, such termination shall be deemed a termination for convenience and shall be effective thirty (30) days after such notice of termination for cause.

6.2. If this Agreement is terminated for convenience by either Party, County shall be paid for any Services properly performed through the termination date specified in the written notice of termination. Each Party acknowledges that it has received good, valuable, and sufficient consideration for its right to terminate this Agreement for convenience 'stated in Section 6.1.

6.3. In addition to any right of termination stated in this Agreement, each party shall be entitled to seek any and all available remedies, whether stated in this Agreement or otherwise available at law or in equity.

6.4. Notice of termination of this Agreement shall be provided in accordance with the "NOTICES" section of this Agreement except that notice of termination by the County Administrator to protect the public health, safety, or welfare may be verbal notice that shall be promptly confirmed in writing in accordance with the "NOTICES" section of this Agreement.

## **ARTICLE 7. LIABILITY; INDEMNIFICATION; NO LEGAL SERVICES/GUIDANCE**

7.1. The Parties are public entities subject to Section 768.28, Florida Statutes, and except as expressly provided in this Agreement, each agrees to be fully responsible for the acts and omissions of its agents or employees to the extent permitted by law. Nothing herein is intended to serve as a waiver of sovereign immunity by any party to which sovereign immunity may be applicable. Nothing herein shall be construed as consent by a state agency or political subdivision of the State of Florida to be sued by third parties in any matter arising out of this Agreement or any other contract.

7.2. City shall indemnify, hold harmless, and defend County and all of County's current, past,



and future officers, agents, servants, and employees (collectively, "Indemnified Party") from and against any and all causes of action, demands, claims, losses, liabilities, and expenditures of any kind, including attorneys' fees, court costs, and expenses, including through the conclusion of any appellate proceedings, raised or asserted by any person or entity not a party to this Agreement, and caused or alleged to be caused, in whole or in part: (a) by any intentional, reckless, or negligent act or omission of City, its officers, employees, agents, or servants, arising from, relating to, or in connection with this Agreement; or (b) by any act or omission by an Indemnified Party in the course and scope of this Agreement (including, without limitation, matters associated with a Project, an artist selected or not selected for a Project, the artwork selected or not selected for a Project, or the selection process for an artist/artwork), except for acts or omissions resulting from an Indemnified Party's sole negligence or intentional misconduct. (collectively, a "Claim"). If any Claim is brought against an Indemnified Party, Contractor shall, upon written notice from County, defend each Indemnified Party against each such Claim by counsel satisfactory to County or, at County's option, pay for an attorney selected by the County Attorney to defend the Indemnified Party. The obligations of this section shall survive the expiration or earlier termination of this Agreement. If considered necessary by the Contract Administrator and the County Attorney, any sums due Contractor under this Agreement may be retained by County until all Claims subject to this indemnification obligation have been settled or otherwise resolved. Any amount withheld shall not be subject to payment of interest by County.

7.3. City agrees and acknowledges that County's providing to City of form and template agreements and documents (e.g., County's template agreement for commissioned artwork, Call to Artists, etc.) (collectively, "Form Documents"), are solely for City's convenience. County's use of these form or template documents for its own public art program does not constitute a legal opinion, including without limitation as to the legal sufficiency of these documents, or their appropriateness for use by City or any third party, and City holds County harmless from and against any and all causes of action, demands, claims, losses, liabilities, and expenditures of any kind, including attorneys' fees, court costs, and expenses, including through the conclusion of any appellate proceedings, raised or asserted by any person or entity not a party to this Agreement, and caused or alleged to be caused, in whole or in part, or in any way relating to or arising from, City's election to use any of the Form Documents (or sections thereof).

## **ARTICLE 8. INSURANCE**

County is a self-insured governmental entity subject to the limitations set forth in Section 768.28, Florida Statutes, and, upon request by City, shall provide City with written verification of liability protection in accordance with state law upon request. If City is a self-insured governmental entity, it shall, upon request by County, shall provide County with written verification of liability protection in accordance with state law upon request.

If City is not self-insured, City shall maintain all policies of insurance requested by County in an

amounts deemed necessary by County, in its reasonable discretion, necessary to satisfy City's indemnification obligations stated in this Agreement.

#### **ARTICLE 9. NOTICES**

In order for a notice to a party to be effective under this Agreement, notice must be sent via U.S. first-class mail, hand delivery, or commercial overnight delivery, each with a contemporaneous copy via e-mail, to the addresses listed below and shall be effective upon mailing or hand delivery (provided the contemporaneous e-mail is also sent). The addresses for notice shall remain as set forth in this section unless and until changed by providing notice of such change in accordance with the provisions of this section. All documentation and payments required to be provided under this Agreement shall also be made at the noticed addresses pursuant to this section.

For County:

Broward County, Cultural Division  
Attn: Broward Cultural Division Director  
100 S. Andrews Avenue  
Fort Lauderdale, Florida 33301-1829  
E-mail Address: [pdunlap@broward.org](mailto:pdunlap@broward.org)  
With simultaneous copies to:  
[lfordham@broward.org](mailto:lfordham@broward.org)

For City:

City of Dania Beach  
Attn: Community Development Director  
100 W. Dania Beach Blvd  
Dania Beach, FL 33304  
E-mail Address: [enorena@daniabeachfl.gov](mailto:enorena@daniabeachfl.gov)  
With simultaneous copies to:  
[clajoie@daniabeachfl.gov](mailto:clajoie@daniabeachfl.gov)

#### **ARTICLE 10. MISCELLANEOUS**

10.1. Public Records. Each party shall comply with all applicable requirements of Chapter 119, Florida Statutes, including the requirements of Section 119.0701 to the extent applicable as if fully set forth herein.

**IF CITY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO COUNTY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 954) 357-7532, CULTURALDIV@BROWARD.ORG, 100 S. ANDREWS AVENUE, 6<sup>TH</sup> FLOOR, FORT LAUDERDALE, FLORIDA 33312.**

10.2. Limited Agency. County is acting as an agent for City in a limited capacity solely for purposes of performing the Services, and nothing in this Agreement shall constitute or create a partnership, joint venture, or any other relationship between the Parties. County shall not have the right to bind City to any obligation not expressly provided for in this Agreement.

10.3. Third-Party Beneficiaries. Neither City nor County intends to directly or substantially benefit a third party by this Agreement. Therefore, the Parties acknowledge that there are no third-party beneficiaries to this Agreement and that no third party shall be entitled to assert a right or claim against either of them based upon this Agreement.

10.4. Representation of Authority. Each party represents and warrants that this Agreement constitutes the legal, valid, binding, and enforceable obligation of such party, and that neither the execution nor performance of this Agreement constitutes a breach of any agreement that such party has with any third party or violates any law, rule, regulation, or duty arising in law or equity applicable to such party. Each party further represents and warrants that execution of this Agreement is within such party's legal powers, and each individual executing this Agreement on behalf of such party is duly authorized by all necessary and appropriate action to do so on behalf of such party and does so with full legal authority.

10.5. Compliance with Laws. In performing its duties, responsibilities, and obligations under this Agreement, County and City must comply with all applicable federal, state, and local laws, codes, ordinances, rules, and regulations, including, without limitation, the Americans with Disabilities Act, 42 U.S.C. § 12101, Section 504 of the Rehabilitation Act of 1973, and any related federal, state, or local laws, rules, and regulations.

10.6. Severability. In the event any part of this Agreement is found to be unenforceable by any court of competent jurisdiction, that part shall be deemed severed from this Agreement and the balance of this Agreement shall remain in full force and effect.

10.7. Joint Preparation. This Agreement has been jointly prepared by the Parties and shall not be construed more strictly against either party.

10.8. Interpretation. The titles and headings contained in this Agreement are for reference purposes only and shall not in any way affect the meaning or interpretation of this Agreement. All personal pronouns used in this Agreement shall include the other gender, and the singular shall include the plural, and vice versa, unless the context otherwise requires. Terms such as "herein," "hereof," "hereunder," and "hereinafter" refer to this Agreement as a whole and not to any sentence, paragraph, or section where they appear, unless the context otherwise requires. Whenever reference is made to a section or article of this Agreement, such reference is to the section or article as a whole, including all of the subsections of such section, unless the

reference is made to a particular subsection or subparagraph of such section or article. Any reference to “days” means calendar days, unless otherwise expressly stated.

10.9. Priority of Provisions. If there is a conflict or inconsistency between any term, statement, requirement, or provision of any document or exhibit attached to, referenced by, or incorporated in this Agreement and any provision of Articles 1 through 10 of this Agreement, the provisions contained in Articles 1 through 10 shall prevail and be given effect.

10.10. Law, Jurisdiction, Venue, Waiver of Jury Trial. This Agreement shall be interpreted and construed in accordance with and governed by the laws of the State of Florida. The exclusive venue for any lawsuit arising from, related to, or in connection with this Agreement shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claim arising from, related to, or in connection with this Agreement must be litigated in federal court, the exclusive venue for any such lawsuit shall be in the United States District Court or United States Bankruptcy Court for the Southern District of Florida. **BY ENTERING INTO THIS AGREEMENT, EACH OF CITY AND COUNTY HEREBY EXPRESSLY WAIVES ANY RIGHTS IT MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THIS AGREEMENT.**

10.11. Amendments. No modification, amendment, or alteration in the terms or conditions contained in this Agreement shall be effective unless contained in a written document prepared with the same or similar formality as this Agreement and executed by duly authorized representatives of County and City.

10.12. Prior Agreements. This Agreement represents the final and complete understanding of the Parties regarding the subject matter and supersedes all prior and contemporaneous negotiations and discussions regarding that subject matter. There is no commitment, agreement, or understanding concerning the subject matter of this Agreement that is not contained in this written document.

10.13. Incorporation by Reference. All recital clauses stated above are true and correct and are incorporated in this Agreement by reference. The attached exhibits are incorporated into and made a part of this Agreement.

10.14. Force Majeure. If the performance of this Agreement, or any obligation hereunder is prevented by reason of hurricane, epidemic/pandemic, earthquake, or other casualty caused by nature, or by labor strike, war, or by a law, order, proclamation, regulation, or an ordinance of any governmental agency (including by either of the Parties), the Party so affected, upon giving prompt notice to the other Party, shall be excused from such performance to the extent of such prevention, provided that the Party so affected shall first have taken reasonable steps to avoid and remove such cause of nonperformance and shall continue to take reasonable steps to

avoid and remove such cause, and shall promptly notify the other Party in writing and resume performance hereunder whenever such causes are removed; provided, however, that if such nonperformance exceeds sixty (60) days, the Party that is not prevented from performance by the force majeure event shall have the right to terminate this Agreement upon written notice to the Party so affected. This section shall not supersede or prevent the exercise of any right the Parties may otherwise have to terminate this Agreement.

10.15. Use of Party Logo. Neither Party shall use the other's name, logo, or otherwise refer to this Agreement in any marketing or publicity materials without the prior written consent of the other Party or as otherwise expressly provided for in this Agreement.

10.16. Counterparts and Multiple Originals. This Agreement may be executed in multiple originals, and may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

10.17. Assignment. Neither this Agreement nor any right or interest in it may be assigned, transferred, subcontracted, or encumbered by either Party without the prior written consent of the other Party.

10.18. Materiality and Waiver of Breach. Each requirement, duty, and obligation set forth in this Agreement was bargained for at arm's-length and is agreed to by the Parties. Each requirement, duty, and obligation set forth in this Agreement is substantial and important to the formation of this Agreement, and each is, therefore, a material term of this Agreement. County's or City's failure to enforce any provision of this Agreement shall not be deemed a waiver of such provision or modification of this Agreement. A waiver of any breach of a provision of this Agreement shall not be deemed a waiver of any subsequent breach and shall not be construed to be a modification of the terms of this Agreement. To be effective, any waiver must be in writing signed by an authorized signatory of the Party granting the waiver.

10.19. Equal Employment Opportunity Compliance. No Party to this Agreement may discriminate on the basis of race, color, sex, religion, national origin, disability, age, marital status, political affiliation, sexual orientation, pregnancy, or gender identity and expression in the performance of this Agreement. Failure to comply with the foregoing requirements is a material breach of this Agreement, which may result in the termination of this Agreement. County and City shall not unlawfully discriminate against any person in its operations and activities in fulfilling its obligations under this Agreement. County and City shall affirmatively comply with all applicable provisions of the Americans with Disabilities Act (ADA), including Titles I and II of the ADA (regarding nondiscrimination on the basis of disability), and all applicable regulations, guidelines, and standards.

IN WITNESS WHEREOF, the Parties have made and executed this Agreement: Broward County through its Board of County Commissioners, signing by and through its County Administrator, authorized to execute same by Board action on the \_\_\_\_\_ day of \_\_\_\_\_, 2020, and City, signing by and through its \_\_\_\_\_, duly authorized to execute same.

BROWARD

WITNESS:

BROWARD COUNTY, by and through  
its County Administrator

\_\_\_\_\_  
(Signature)

By: \_\_\_\_\_

\_\_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
(Print Name of Witness)

Approved as to form by  
Andrew J. Meyers  
Broward County Attorney  
Governmental Center, Suite 423  
115 South Andrews Avenue  
Fort Lauderdale, Florida 33301  
Telephone: (954) 357-7600  
Telecopier: (954) 357-7641

\_\_\_\_\_  
(Signature)

By: \_\_\_\_\_  
Sara F. Cohen (Date)  
Assistant County Attorney

\_\_\_\_\_  
(Print Name of Witness)

By: \_\_\_\_\_  
Nathaniel A. Klitsberg (Date)  
Senior Assistant County Attorney

SC  
Public Art Interlocal Agreement  
5/26/2020  
#512193v4

**INTERLOCAL AGREEMENT BETWEEN BROWARD COUNTY AND CITY OF DANIA BEACH FOR THE  
BROWARD-COUNTY ADMINISTERED PUBLIC ART PROGRAM**

ATTEST:

\_\_\_\_\_  
CITY CLERK

CITY OF DANIA BEACH

By: \_\_\_\_\_  
CITY MAYOR

\_\_\_\_\_  
Print Name

\_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_

I HEREBY CERTIFY that I have approved this Agreement as to form and legal sufficiency subject to execution by the parties:

\_\_\_\_\_  
City Attorney

**Exhibit A**  
**Scope of Services**

**A. Creation of Municipal Public Art Program (if checked in Article 3 of the Agreement)**

1. Summary of Services and Components: County will provide consulting services to City towards the creation of a Public Art Program. As part of this consulting process, County will produce: (1) a master plan for City that identifies specific locations and types of art that City may wish to consider as part of a Public Art Program (“Master Plan”); and (2) proposed guidelines for the selection of art and the acceptance of private developer’s proposals (“Guidelines”).

Master Plan Components:

- Executive summary and reasons for public art
- Goals for public art
- Types of public art
- Location opportunities and recommended types of public art
- Proposed implementation – recommended materials and budgets
- Selection method overview
- Implementation of municipal public art ordinance

Guideline Components:

- How to perform a “Call to Artists”
- Proposed public art selection process and criteria
- How to purchase artwork
- Considerations for criteria for artwork
- Deaccession of artwork
- Donation policy
- Maintenance procedure
- Definitions
- Private developer guidelines
- Citizen-initiated artwork
- Artwork loans

**2. Master Plan Phase 1: Research and Community Information**

Staff time: not to exceed 330 hours.

County’s Cultural Division staff will review City’s planning documents, assess future development plans, conduct site visits, and interview key City staff and select members of the community. This essential research will inform the master plan. Cultural Division staff will also produce a press release and article describing City’s public art initiative. The article will be published on the artscalendar.com website and will be available for use by City.



| <b>Phase 1<br/>Timeline</b>                                                         | <b>Month<br/>1</b> | <b>Month<br/>2</b> | <b>Month<br/>3</b> | <b>Month<br/>4</b> | <b>Month<br/>5</b> | <b>Month<br/>6</b> | <b>Month<br/>7</b> | <b>Month<br/>8</b> | <b>Month<br/>9</b> |
|-------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Evaluate development plans, private development climate, and review with City staff |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Tour City parks, and facilities, analyze and document current conditions            |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Information gathering with staff, commissioners, and others as recommended by City  |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Submit outline of master plan to City staff                                         |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Develop press release/news article                                                  |                    |                    |                    |                    |                    |                    |                    |                    |                    |

### 3. Master Plan Phase 2: Proposed Guidelines and Outline for Master Plan

Staff time: not to exceed 185 hours.

County's Cultural Division staff will prepare and submit guidelines for City's consideration regarding the selection of public art and an outline for the master plan. These proposed guidelines will address areas such as the criteria and process for selection of art, deaccession of art, the acceptance of donations and loans, and the criteria and process for acceptance of public art in private development. City will review the submissions and provide comments, and County's Cultural Division staff will revise the proposed guidelines based on City feedback.

| <b>Phase 2<br/>Timeline</b>                                        | <b>Month<br/>1</b> | <b>Month<br/>2</b> | <b>Month<br/>3</b> | <b>Month<br/>4</b> | <b>Month<br/>5</b> | <b>Month<br/>6</b> | <b>Month<br/>7</b> | <b>Month<br/>8</b> | <b>Month<br/>9</b> |
|--------------------------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Draft and submit guidelines                                        |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| City review of guidelines                                          |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Submit final guidelines, present to staff and Commission as needed |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Submit outline for master plan to City staff                       |                    |                    |                    |                    |                    |                    |                    |                    |                    |

4. Master Plan Phase 3: Presentation of Master Plan

Staff time: not to exceed 241 hours.

In the third and final phase of the master plan development process, County's Cultural Division staff will draft and submit the illustrated master plan to City staff for review and comment. After City staff revisions and recommendations are incorporated, County's Cultural Division staff will make a final presentation to City staff and, if requested, the City Commission.

| <b>Phase 3<br/>Timeline</b>                        | <b>Month<br/>1</b> | <b>Month<br/>2</b> | <b>Month<br/>3</b> | <b>Month<br/>4</b> | <b>Month<br/>5</b> | <b>Month<br/>6</b> | <b>Month<br/>7</b> | <b>Month<br/>8</b> | <b>Month<br/>9</b> |
|----------------------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Develop and draft plan, internal review, and edits |                    |                    |                    |                    |                    |                    |                    |                    |                    |
| Present draft to staff for review and comment      |                    |                    |                    |                    |                    |                    |                    |                    |                    |

|                                                        |  |  |  |  |  |  |  |  |  |
|--------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| Submit preliminary draft for staff comment, as needed  |  |  |  |  |  |  |  |  |  |
| Submit final draft and present to staff and Commission |  |  |  |  |  |  |  |  |  |
| Advise on Roll Out                                     |  |  |  |  |  |  |  |  |  |

5. Ongoing Services: Design Development

Staff time: not to exceed 141 hours.

The fees paid by City to County for the Services described in this Section A include the printing of documents for meetings, in-County transportation expenses, and printing of up to ten copies of the master plan and guidelines.

(Remainder of Page Left Intentionally Blank)

**Exhibit B**  
**Payment Schedule**

County may invoice City for each Phase Payment or Milestone Payment Amount upon County's delivery or completion thereof.

**A. Creation of Municipal Public Art Program (if selected in Article 3 of the Agreement):**

| <b>Phase</b> | <b>Summary Description</b> (full description stated in Exhibit A) | <b>Phase Payment</b> |
|--------------|-------------------------------------------------------------------|----------------------|
| 1            | Research and Community Information                                | \$25,000             |
| 2            | Submission of Proposed Guidelines and Outline for Master Plan     | \$15,000             |
| 3            | Delivery and Presentation of Final Master Plan                    | \$17,000             |
| <b>TOTAL</b> |                                                                   | <b>\$57,000</b>      |

B.

(Remainder of Page Left Intentionally Blank)

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Resolution

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPOINTING HARRY HIPLER TO ACT AS A CODE COMPLIANCE SPECIAL MAGISTRATE FOR MUNICIPAL CODE COMPLIANCE PROCEEDINGS AND SETTING THE COMPENSATION FOR HIS SERVICES

### Purchasing Requests ONLY

Dept:

Acct #:

Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

Memo - Harry Hipler Special Magistrate, R-2020- Appointing Harry Hipler as Special Magistrate, Special Magistrate Letter-Harry Hipler



## CITY OF DANIA BEACH CITY ATTORNEY'S OFFICE

### MEMORANDUM

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Thomas J. Ansbro, CRA Attorney Thomas J. Ansbro Digitally signed by Thomas J. Ansbro  
DN: cn=Thomas J. Ansbro, o=City of Dania Beach, ou=Legal  
Department, email=ansbro@daniasbch.org, c=US  
Date: 2020.09.23 11:55:43 -0400

**SUBJECT:** Resolution to Appoint Harry Hipler as Special Magistrate

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#### The Request

To appoint Harry Hipler as a City Special Magistrate to preside over Code Compliance Hearings to fill a vacancy.

#### Background

The City employs two Special Magistrates who alternate monthly to preside over code compliance violation hearings. Recently, one of the Special Magistrates retired and relocated out of the area which created the need to obtain a replacement.

Harry Hipler is an attorney located in the City of Dania Beach and he is a well-known expert in the field of code compliance. He is experienced in presiding as a Code Compliance Magistrate. A copy of Mr. Hipler's Curriculum Vitae ("CV") is attached for your review.

#### Budgetary Impact

The hourly rate for each Special Magistrate is \$125.00 per hour. That rate will remain the same for Mr. Hipler and therefore, there is no budgetary impact for this item.

#### Recommendation

It is recommended that the City Commission adopt the resolution to appoint Mr. Hipler to fill the vacancy.

TJA/la

cc: Candido Sosa-Cruz, Assistant City Manager  
Eleanor Norena, Director, Community Development Department  
Eric Walton, Manager, Code Compliance Division  
Barbara Urow, Supervisor, Code Compliance Division

## **CURRICULUM VITAE**

### **Harry M Hipler**

Lawyer in private practice since 1982 in Dania Beach, Florida to present. Practice in domestic relations, local government law, commercial litigation, and appeals. Litigation in state and federal court. Author of articles in many different areas of law, including domestic relations, local government law, constitutional rights, business law, among others. Special magistrate and hearing officer in quasi-judicial proceedings in local governments in South Florida from 1995 to the present. Arbitrator in Broward County Circuit Court in civil and commercial litigation proceedings.

"AV" Rating - Martindale-Hubbell Law Directory

**HARRY HIPLER, PA**

Attorney at Law

215 North Federal Highway

Dania Beach, Florida 33004

954 232 0927 (Cell)

954 925 8228 (W)////954 925 8299 Fax

E-mail address: [hhip@aol.com](mailto:hhip@aol.com)

#### **Education:**

Masters of Arts in Political Science, Florida International University (2013)

Masters in Urban and Regional Planning, Florida Atlantic University (2007)

LLM Tax, University of Miami (1981)

JD, University of Florida (1975)

BA, University of South Florida, Tampa (1972)

AA, Florida Community College (1971)

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## Honors:

Author of brief and presenter at oral argument in *Greene v. Massey* before USSC. Oral argument can be heard at The Oyez project at [http://www.oyez.org/cases/1970-1979/1977/1977\\_76\\_6617](http://www.oyez.org/cases/1970-1979/1977/1977_76_6617). This is a double jeopardy case that I handled from the initial petition for writ of habeas corpus to the US Supreme Court that rendered its decision. See *Greene v. Massey*, 437 US 19, 98 S. Ct. 2151, 57 L.Ed.2d 15 (1978) (State may not retry a defendant after an appellate court reverses a criminal conviction on the ground that evidence produced at trial was insufficient to sustain jury's verdict; however, the US Supreme Court remanded the case to Florida Supreme Court to determine if the reversal occurring years earlier was due to trial error or sufficiency of the evidence based on the opinion of the Florida Supreme Court).

TIF article cited below [\*\*] by Florida Supreme Court in *City of Parker v. State*, 992 So.2d 171, 188 (Fla. 2008)), and *City of Hollywood Community Redevelopment Agency v. 1843, LLC*, 980 So.2d 1138, 1144 (Fla. 4<sup>th</sup> DCA 2008). Both appellate court decisions cited the TIF article in their opinion.

The Florida Bar Pro Bono Award, 1986

## Law articles published in legal research journals and law reviews:

"Do Code Violations and Liens Run with the Land? Carving out a Changing Landscape to Section 162.09(3), Florida Statutes, with Enactment of Section 723.024, Florida Statutes, Mobile Home Park Lot Tenancies," *Barry Law Review*: Vol. 22 : Issue. 2 (2017). Available at <http://lawpublications.barry.edu/barrylrev/vol22/iss2/2>

"Breaking Up is Hard to Do: Developments in Partitioning Real and Personal Property in Marital, Business, and Personal Relationships in Florida Jurisprudence" 24 U. Miami Bus. L. Rev. 81 (2016). Available at: <http://repository.law.miami.edu/umblr/vol24/iss3/4>

"Do Code Enforcement Violations 'Run with the Land'? Competing Interests of of Local Governments and Private Parties and Their Constitutional Considerations in Code Enforcement Proceedings. 43 *Stetson Law Review* (2): 257-309 (Winter 2014).

"Developments in the Law on Local Government Code Enforcement Proceedings: Quasi-Judicial Proceedings Pursuant to Chapter 162, Florida Statutes". 42 *Stetson Law Review* (3): 681-713 (Spring 2013).



"Limitations on Establishing Unsafe Structures Liens and Special Assessments: Homestead Exemption, Special Benefit to Land, and Public Purpose and Facility Doctrine". 85 *The Florida Bar Journal* 42 (February 2011).

"Special Magistrates in Code Enforcement Proceedings: Local government Agents or Arbiters of Fairness and Justice?" 38 *Stetson Law Review* (3) 519-540 (Spring 2009). Retrieved from <http://www.stetson.edu/law/lawreview/media/38-3hipler-pdf.pdf>

"Florida's Homestead Realty: Is it Exempt from Imposition of an Equitable Lien for Nonpayment of Alimony and Child Support?" 82 *The Florida Bar Journal* 34 (July-August, 2008).

"Partitioning Real Property in Dissolution of Marriage Actions and Suits Between Unmarried Cotenants: Credits, Setoffs, Ouster, Division, and Sale". 82 *The Florida Bar Journal* 58 (February, 2008).

\*\*\*"Tax Increment Financing in Florida: A Tool for Local Government Revitalization, Renewal, and Redevelopment." 81 *The Florida Bar Journal* 66 (July/August, 2007). \*\*Cited by Florida Supreme Court and the District Court of Appeal. See *City of Parker v. State*, 992 So.2d 171, 188 (Fla. 2008). *City of Hollywood Community Redevelopment Agency*, 980 So.2d 1138 (Fla. 4<sup>th</sup> DCA 2008).

"Economic Redevelopment of Small City Downtowns: Options and Considerations for the Practitioner". [Part 1] 81 *The Florida Bar Journal* 39 (January, 2007).

"Economic Redevelopment of Small City Downtowns: Options and Considerations for the Practitioner". [Part 2] 81 *The Florida Bar Journal* 40 (February, 2007).

"Creating Strategies for Urban Infill and Redevelopment. Downtown Dania Beach and the Antique District". FAPA State Conference Presentation (September 29, 2006). Microsoft Power Point and Presentation. Originally retrieved from <http://www.floridapanning.org/conference/2006/Presentations/Urban%20Infill%20-%20Dania%20Beach%20-%20Hipler.pdf>. Currently retrieved from [http://works.bepress.com/harry\\_hipler/](http://works.bepress.com/harry_hipler/)

**RESOLUTION NO. 2020-116**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPOINTING HARRY HIPLER TO ACT AS A CODE COMPLIANCE SPECIAL MAGISTRATE FOR MUNICIPAL CODE COMPLIANCE PROCEEDINGS AND SETTING THE COMPENSATION FOR HIS SERVICES; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the City Commission of the City of Dania Beach appoints Harry Hipler to act as a Code Enforcement Special Magistrate for municipal Code enforcement proceedings. A copy of the Special Magistrate Agreement, which includes the compensation for his services, is attached as Exhibit “A” and is made a part of and incorporated into this Resolution by this reference. The appointee shall serve at the pleasure of the City Commission.

**Section 2.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 3.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED and ADOPTED** on October 13, 2020.

ATTEST

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THOMAS SCHNEIDER, CMC  
CITY CLERK

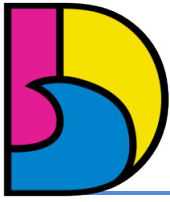
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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS

---

THOMAS J. ANSBRO  
CITY ATTORNEY



# City of Dania Beach

## City Attorney's Office

DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

100 West Dania Beach Blvd · Dania Beach, FL 33004 · (954) 924-6800 · (954) 921-2604 (fax)

October 14, 2020

Mr. Harry Hipler  
215 North Federal Highway  
Dania Beach, Florida 33004

Subject: Special Magistrate Retainer Agreement-Harry Hipler

Dear Mr. Hipler,

This Retainer Agreement shall confirm that you agree to act as a Code Compliance Special Magistrate for the City of Dania Beach (the "City") under the following terms and conditions:

1. Pursuant to the authority provided by City Resolution to be adopted by the City Commission, this will serve as your appointment as a Special Magistrate for Code Compliance commencing on November 19, 2020. You will serve at the pleasure of the City Commission.
2. It is agreed to that you will be compensated for your services on an hourly basis at the rate of One Hundred Twenty-Five Dollars (\$125.00) per hour, excluding travel time to and from Special Magistrate hearings and meetings.
3. It is also agreed to that you may bill for reasonable out-of-pocket expenses in connection with our Special Magistrate duties, including but not limited to, such ordinary expenses as postage, telephone calls (a copy of the telephone bill must be submitted with the request), photocopy charges (\$0.15 per page) and courier charges.
4. As a Code Compliance Special Magistrate, you will be responsible for the preparation for and attendance at scheduled Special Magistrate Hearings, review of the final order(s) and such other duties as the City may assign to you. Additionally, you shall adhere to Chapter 162, Florida Statutes, Chapter 2, of the City Code of Ordinances and the City's Zoning and Land Development Codes as they relate to Code Compliance matters, the Florida Rules of Civil Procedure, Rules of Evidence, and all other City ordinances relevant to Code Compliance.
5. It is further agreed to that you must submit a detailed invoice to the City Code Compliance Division, Attention: Eric Walton, Code Compliance Manager, within fifteen (15) days after the end of the preceding month. Invoices shall include the date of the hearing over which you presided, the total number of hours worked (rounded to

6. the nearest tenth), and a brief summary of the work performed. Any reimbursement of out-of-pocket expenses outlined above requires the submission of invoices, bills and receipts. If any errors are discovered in any invoice, City will inform you and will request revised copies of such invoices. If any disagreement arises as to payment of any portion of an invoice, City agrees to pay all undisputed portions, and the parties agree to cooperate by promptly conferring to resolve the disputed portion of the invoice.
7. This Agreement may be cancelled by the City upon five (5) days' prior written notice with or without cause. Upon such termination, you shall be entitled only to such fees and costs earned as of the date of termination. In the event you deem it necessary to cancel this Agreement, you shall give thirty (30) days' prior written notice to the City Attorney's office.
8. In connection with the Special Magistrate duties, it is understood and agreed to that you shall neither represent clients in lawsuits, quasi-judicial proceedings, or administrative matters involving the City, nor shall you represent any client in a property-related matter with a reasonable potential of becoming a respondent before a Special Magistrate, so long as you serve as Special Magistrate for the City. Further, you shall not receive a referral fee for referring a current or future potential client to another attorney, if such client is pursuing or intends to pursue any claim against the City in a court of law, any arbitration hearing, or before a state or local government administrative board.
9. The City will indemnify and defend you in your capacity as a Special Magistrate for Municipal Code Compliance proceedings from any cause of action that may arise from the performance of your duties as Special Magistrate on behalf of the City, within the scope and course of your employment.

Very truly yours,

Agreed to and accepted by:

Thomas J. Ansbrosio, City Attorney

Date: \_\_\_\_\_, 2020

\_\_\_\_\_  
Signature  
Harry Hipler  
\_\_\_\_\_  
**PRINT** Name

TJA:la

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AND ACCEPT AN AGREEMENT FOR THE CITY'S MEDICARE SUPPLEMENTAL INSURANCE COVERAGE PROCURED BY THE GEHRING GROUP AS BROKER OF RECORD FOR THE CITY OF DANIA BEACH WITH AETNA, FOR INSURANCE COVERAGE BEGINNING JANUARY 1, 2021 THROUGH DECEMBER 31, 2021 FOR MEDICARE ELIGIBLE RETIRED EMPLOYEES AND THEIR MEDICARE ELIGIBLE DEPENDENTS THAT EXCEEDS AN ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00)

### Purchasing Requests ONLY

Dept:

Acct #:

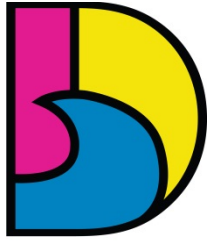
Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

Memo - AETNA Medicare Renewal, R-2020- Aetna Renewal 2021 Medicare Supplemental Insurance, 2020-09-21 - Dania Beach - 2021 Medicare Advantage Renewal Recommendation, Medicare Renewal - Email from Broker



DANIA BEACH  
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**CITY OF DANIA BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
MEMORANDUM**

**DATE:** October 13, 2020  
**TO:** Honorable Mayor and Commissioners  
**FROM:** Ana M. Garcia, ICMA-CM, City Manager  
**VIA:** Linda Gonzalez, SPHR, SHRM-SCP, IPMA-SCP, HR/Risk Director  
**RE:** 2021 Medicare Supplemental Insurance Coverage Renewal

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**The Request**

Approval of the renewal of group Medicare Advantage Insurance through Aetna for retirees and their dependents over the age of 65 for plan year 2021 as recommended by the Gehring Group, the City's insurance broker.

**Background**

The City of Dania Beach offers two health insurance plans for active employees and retirees:

1. United Healthcare (UHC) for active employees, retirees, and their dependents under the age of 65 and not otherwise eligible for Medicare;
2. Aetna Medicare Advantage PPO as supplemental Medicare insurance coverage for 72 Medicare eligible retirees and their Medicare eligible dependents through Aetna.

While the UHC plan has already been renewed for plan year 2020/2021, as it runs on a Fiscal Year calendar, the Aetna Medicare Advantage PPO plan is due for renewal for the calendar plan year 2021 as it runs concurrently with Medicare.

Only Medicare eligible individuals are allowed to enroll in Medicare Plans. If a spouse and/or dependent is under age 65, he/she will continue to be covered through his/her employer-sponsored coverage or the City's group health plan with the Florida League of Cities (FMIT).

The current total annual cost of the Medicare Advantage insurance program for the 2020 plan year (calendar year plan) was approximately \$355,476 based on current enrollment of 72 retired employees/spouses of retired employees. The total projected annual cost of the Medicare Advantage insurance program for the 2021 plan year is approximately \$345,514. This represents an overall decrease of \$9,962 or a decrease of 2.8%.

The City subsidizes 2/3 of the cost of the Aetna Medicare Advantage insurance, which represents a budget decrease of \$6,641 with the retired employee/spouse enjoying the difference in the total decrease. The other 1/3 of the plan cost is paid by the retirees.

The Health Insurer Fee mandated by the Patient Protection and Affordable Care Act (PPACA) in 2020 has been repealed for plan years 2021 and beyond, making the fee the null and void for the upcoming 2021 plan year and all future plan years. Any other fully insured Medicare product would also have the Health Insurer fee removed.

The City, through the Gehring Group, did issue a bid to solicit quotes for group Medicare Advantage insurance from the open market. However this bid was cancelled due to an error by the Gehring Group in providing the 2021 renewal rates for the product with the bid request that resulted in an unfair competitive bid process. The City will look to reissue this bid for the 2022 plan year. With the approaching national election cycle, where results could impact The Centers for Medicare & Medicaid Services (CMS) rating tables that will be reassessed in April 2021, there is no negative impact to the City in postponing this bid. (The CMS rating tables greatly influence Medicare Advantage premiums as plans are recipients of CMS reimbursements that help to offset the cost of coordinated care and coverage).

### **Budgetary Impact**

The total cost to the City for the Aetna Medicare Advantage PPO plan is \$230,353, (2/3 of total \$345,514 cost), and represents an overall decrease of \$6,641 or a decrease of 2.8%, (2/3 of total \$9,962 decrease).

Funding for the renewal is appropriated in the 2020/2021 budget and shall be charged to the City Health Insurance Fund, Professional Services Account (#501-18-00-519-45-41).

### **Recommendation**

Approve the renewal of the Aetna Medicare Advantage PPO insurance plan for supplemental Medicare insurance coverage for Medicare eligible retirees and their Medicare eligible dependents for plan year 2021.

## **RESOLUTION NO. 2020-117**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AND ACCEPT AN AGREEMENT FOR THE CITY'S MEDICARE SUPPLEMENTAL INSURANCE COVERAGE PROCURED BY THE GEHRING GROUP AS BROKER OF RECORD FOR THE CITY OF DANIA BEACH WITH AETNA, FOR INSURANCE COVERAGE BEGINNING JANUARY 1, 2021 THROUGH DECEMBER 31, 2021 FOR MEDICARE ELIGIBLE RETIRED EMPLOYEES AND THEIR MEDICARE ELIGIBLE DEPENDENTS THAT EXCEEDS AN ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00); PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the City of Dania Beach obtained the services of the Gehring Group as a Broker of Record to secure coverage for the City's Medicare Supplemental Insurance plan for Medicare eligible retired employees and their Medicare eligible dependents for the 2021 plan year; and

**WHEREAS**, although the City requested the Gehring Group go out for a competitive bid, due to an error by the Gehring Group in providing the 2021 renewal rates for the product with the bid request, an unfair competitive bid process occurred and the bid process was therefore withdrawn; and

**WHEREAS**, the Gehring Group secured Medicare Advantage PPO coverage for the City through Aetna for the plan year 2020 and Aetna has offered a renewal of the same plan for the Medicare plan year of January 1, 2021 to December 31, 2021; and

**WHEREAS**, the coverage from Aetna offers rates for Medicare Supplemental Insurance coverage for all Medicare eligible retirees, regardless of residence, including prescription rates; and

**WHEREAS**, based on current Medicare eligible retiree census data, the City's Medicare Advantage PPO plan premium cost will be decreased by an estimated Two Point Eight Per Cent (2.8%), resulting in an estimated Six Thousand Six Hundred Forty One dollar (\$6,641.00) decrease to the City and an estimated Three Thousand Three Hundred Twenty One dollar (\$3,321.00) decrease in cost to Medicare eligible retirees; and

**WHEREAS**, the City Administration recommends that the City Commission approve the Aetna Medicare Advantage PPO Medicare Supplemental Insurance plan;



**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the above “Whereas” clauses are ratified and confirmed as being true and correct, and they are made a part of and incorporated into this Resolution by this reference.

**Section 2.** That the proper City officials are authorized to execute appropriate documents to accept the proposal of the Aetna Medicare Advantage PPO plan on behalf of the City of Dania Beach to provide Medicare Supplemental Medical Insurance coverage to Medicare eligible retirees at the following not to exceed monthly rates:

| Current  | 2021 Renewal |
|----------|--------------|
| \$223.69 | \$209.15     |

**Section 3.** That the proper City officials are authorized to execute appropriate documents to accept the proposal of Aetna on behalf of the City of Dania Beach to provide Medicare Supplemental Prescription Insurance coverage to Medicare eligible retirees at the following not to exceed monthly rates:

| Current  | 2021 Renewal |
|----------|--------------|
| \$187.74 | \$190.75     |

**Section 4.** That funding for the cost of the City’s health claims program administration for Medicare Supplemental Insurance coverage is planned and shall be charged to the City Health Insurance Fund, Professional Services Account, Account No. 501-18-00-519-45-41.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect on January 1, 2021.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

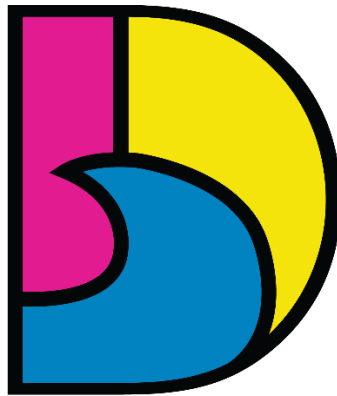
APPROVED AS TO FORM AND CORRECTNESS:

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THOMAS J. ANSBRO  
CITY ATTORNEY

# CITY OF DANIA BEACH

## Employee Benefits Insurance Evaluation



**DANIA BEACH**  
SEA IT. LIVE IT. LOVE IT.

### RENEWAL RECOMMENDATION FOR:

---

**GROUP MEDICARE INSURANCE**

---

**PLAN YEAR EFFECTIVE: January 1, 2021**

October 13, 2020

Presented By:



4200 Northcorp Parkway, Ste. 185

Palm Beach Gardens, FL 33410

Tel: (800) 244-3696 Fax: (561) 626-6970

[www.gehringgroup.com](http://www.gehringgroup.com)

## **Medicare Renewal Evaluation & Recommendation**

### **Plan Year Effective: January 1, 2021**

The City of Dania Beach currently offers group Medicare Advantage Insurance through Aetna to its retired employees and their dependents, age 65 and over.

Only Medicare eligible individuals are allowed to enroll in Medicare Plans. If a spouse and/or dependent is under age 65, he/she will continue to be covered through his/her employer-sponsored coverage or the City's group health plan with the Florida League of Cities (FMIT).

The current total annual cost of the Medicare Advantage insurance program for the 2020 plan year (calendar year plan) is approximately \$355,476 based on current enrollment of 72 retired employees/spouses of retired employees. The total projected annual cost of the Medicare Advantage insurance program for the 2021 plan year is approximately \$345,514. This represents an overall decrease of \$9,962 or an decrease of 2.8%. The City subsidizes 2/3 of the cost of Medicare Advantage insurance, which represents a budget decrease of \$6,641 with the retired employee/spouse enjoying the difference in the total decrease.

The Health Insurer Fee mandated by PPACA in 2020 has been repealed for plan years 2021 and beyond, making the fee the null and void for the upcoming 2021 plan year and all future plan years. Any other fully insured Medicare product would also have the Health Insurer fee removed.

The City, through the Gehring Group, did issue a bid to solicit quotes for group Medicare Advantage insurance from the open market. However this bid was cancelled due to a human error in providing the 2021 renewal rates for the product with the bid request that resulted in an unfair competitive bid process. The City will look to reissue this bid for the 2022 plan year. With the approaching national election cycle, where results could impact the CMS rating tables that will be reassessed in April 2021, there is no negative impact to the City in postponing this bid. (The CMS rating tables greatly influence Medicare Advantage premiums as plans are recipients of CMS reimbursements that help to offset the cost of coordinated care and coverage.)

Gehring Group is recommending that the City renew the Medicare Advantage ESA PPO for the upcoming plan year effective January 1, 2021.

# EXHIBITS

- 
- Medicare Renewal Evaluation
-

|                                                  |    | CURRENT                                  | RENEWAL                                  |
|--------------------------------------------------|----|------------------------------------------|------------------------------------------|
|                                                  |    | Aetna Medicare Advantage PPO C04 Rx 1211 | Aetna Medicare Advantage PPO C04 Rx 1211 |
| <b>Calendar Year Deductible</b>                  |    | <b>In-Network</b>                        | <b>In-Network</b>                        |
| Single                                           |    | N/A                                      | N/A                                      |
| Family                                           |    | N/A                                      | N/A                                      |
| <b>Out of Pocket Maximum</b>                     |    |                                          |                                          |
| Single                                           |    | N/A                                      | N/A                                      |
| Family                                           |    | N/A                                      | N/A                                      |
| Coinsurance                                      |    | 0%                                       | 0%                                       |
| <b>Office Visits</b>                             |    |                                          |                                          |
| Primary Care Visit                               |    | \$0 Copayment                            | \$0 Copayment                            |
| Specialist Visit                                 |    | \$0 Copayment                            | \$0 Copayment                            |
| <b>Hospital</b>                                  |    |                                          |                                          |
| Inpatient                                        |    | \$0 Copayment                            | \$0 Copayment                            |
| Outpatient                                       |    | \$0 Copayment                            | \$0 Copayment                            |
| Emergency Room Visit                             |    | \$0 Copayment                            | \$0 Copayment                            |
| Physician Services in Hospital                   |    | \$0 Copayment                            | \$0 Copayment                            |
| Skilled Nursing Facility                         |    | \$0 Copayment (Days 1-100)               | \$0 Copayment (Days 1-100)               |
| <b>Prescription Drugs -</b>                      |    | <b>Initial Coverage Limit = \$4,020</b>  | <b>Initial Coverage Limit = \$4,130</b>  |
| <b>Initial Coverage Limit &amp; Coverage Gap</b> |    | <b>Catastrophic &gt;=\$6,350</b>         | <b>Catastrophic &gt;=\$6,550</b>         |
| Tier 1                                           |    | \$5                                      | \$5                                      |
| Tier 2                                           |    | \$30                                     | \$30                                     |
| Tier 3                                           |    | \$60                                     | \$60                                     |
| Tier 4                                           |    | N/A                                      | N/A                                      |
| Mail Order                                       |    | 2 x Retail Copay                         | 2 x Retail Copay                         |
| <b>Medical</b>                                   |    | <b>All Retiree Rates 100% Composite</b>  | <b>All Retiree Rates 100% Composite</b>  |
| Monthly Premium Per Enrollee                     | 72 | \$193.85                                 | \$209.15                                 |
| Health Insurer Fee (PPACA)*                      | 72 | \$29.84                                  | N/A                                      |
| <b>Monthly Premium</b>                           |    | <b>\$16,106</b>                          | <b>\$15,059</b>                          |
| <b>Annual Premium</b>                            |    | <b>\$193,268</b>                         | <b>\$180,706</b>                         |
| <b>\$ Increase</b>                               |    | <b>N/A</b>                               | <b>-\$12,563</b>                         |
| <b>% Increase</b>                                |    | <b>N/A</b>                               | <b>-6.5%</b>                             |
| <b>Prescription</b>                              |    | <b>All Retiree Rates 100% Composite</b>  | <b>All Retiree Rates 100% Composite</b>  |
| Monthly Premium Per Enrollee                     | 72 | \$182.54                                 | \$190.75                                 |
| Health Insurer Fee (PPACA)*                      | 72 | \$5.20                                   | N/A                                      |
| <b>Monthly Premium</b>                           |    | <b>\$13,517</b>                          | <b>\$13,734</b>                          |
| <b>Annual Premium</b>                            |    | <b>\$162,207</b>                         | <b>\$164,808</b>                         |
| <b>\$ Increase</b>                               |    | <b>N/A</b>                               | <b>\$2,601</b>                           |
| <b>% Increase</b>                                |    | <b>N/A</b>                               | <b>1.6%</b>                              |
| <b>Combined Medicare Advantage Rate</b>          |    | <b>Combined Composite Rate \$411.43</b>  | <b>Combined Composite Rate \$399.90</b>  |
| <b>Combined Monthly Premium</b>                  |    | <b>\$29,623</b>                          | <b>\$28,793</b>                          |
| <b>Combined Annual Premium</b>                   |    | <b>\$355,476</b>                         | <b>\$345,514</b>                         |
| <b>Combined \$ Increase</b>                      |    | <b>N/A</b>                               | <b>-\$9,962</b>                          |
| <b>Combined % Increase</b>                       |    | <b>N/A</b>                               | <b>-2.8%</b>                             |

\*Health Insurer Fee (PPACA) repealed for 2021 plan years and beyond

**From:** [Rommi Mitchell](#)  
**To:** [Gonzalez, Linda](#)  
**Cc:** [Jodi Beale](#); [Danielle Shull](#)  
**Subject:** RE: New Voice Message from FROMMEYER RICHA (651) 303-1989 on 09/03/2020 4:15 PM  
**Date:** Thursday, September 3, 2020 5:24:44 PM  
**Attachments:** [GG Logo Stacked Gradient RGB NoTag SignatureLine 4a77602a-26e4-4d78-bf9d-e73cdc856f9b.png](#)  
[line\\_6eff6851-6535-4172-a1e0-b50074e1d86f.png](#)  
[IBA\\_FLTrend\\_SunSen2019\\_FINAL\\_b3eacafa-946d-40af-a06f-5a9117bc11b6.png](#)  
[SFBJ-BPTW2020\\_bd05b60b-8f2d-4c32-8613-d1e5cabdea14.png](#)

---

**\*\*CAUTION\*\* This email has originated from outside this organization, so proceed with extra caution when communicating with the sender or opening any attachments.**

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Hi Linda,

I spoke with Rich from Aetna and the issue he is referencing is that unfortunately the renewal rates were issued with the bid instead of the current rates, which was an error on our part and I do apologize. The renewal rates being released puts Aetna at a disadvantage because now competing carriers can undercut their quote to win the City's business.

Rich assured me that Aetna has no intent to take any legal action against the City for this error, but had to follow their internal protocols to issue notification when they discovered that the proprietary rate information had been made public.

The remedy to this issue is to rescind the bid and reissue next year when CMS resets their rate tables so all parties have a fair chance at the business. We will issue the bid recission with the City's permission and table for next year.

Again, my apologies for the error.



**Rommi Mitchell**  
Benefits Consultant

Corporate Headquarters  
4200 Northcorp Parkway, Suite 185  
Palm Beach Gardens, FL 33410

[561.626.6797](tel:561.626.6797) office | [561.222.5796](tel:561.222.5796) mobile



---

**From:** Gonzalez, Linda <[lgonzalez@daniabeachfl.gov](mailto:lgonzalez@daniabeachfl.gov)>  
**Sent:** Thursday, September 3, 2020 4:33 PM

**To:** Rommi Mitchell <rommi.mitchell@gehringgroup.com>; Jodi Beale <jodi.beale@gehringgroup.com>; Danielle Shull <danielle.shull@gehringgroup.com>  
**Subject:** Fwd: New Voice Message from FROMMEYER RICHA (651) 303-1989 on 09/03/2020 4:15 PM

Caution – This email originated from outside of our organization. Please do not open any attachments or click on any links from unknown sources or unexpected email.

Good afternoon,

Please listen to this voicemail from Aetna ASAP and please let me know what the issue is.

He is expecting a return phone call and i need to know what the issue is and so I can explain to legal.

Can you please call me back ASAP?

Thank you.

Linda

Linda Gonzalez, SPHR, SHRM-SCP, FL Supreme Court Mediator  
HR/Risk Management Director | City of Dania Beach  
[lgonzalez@daniabeachfl.gov](mailto:lgonzalez@daniabeachfl.gov) | daniabeachfl.gov  
100 W Dania Beach Blvd. | Dania Beach, FL 33004  
Phone: 954-924-6810 x3608  
Web: daniabeachfl.gov | FB: cityofdaniabeach

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From: RingCentral <[notify@ringcentral.com](mailto:notify@ringcentral.com)>  
Sent: Thursday, September 3, 2020 4:15:41 PM  
To: Linda Gonzalez <[lgonzalez@daniabeachfl.gov](mailto:lgonzalez@daniabeachfl.gov)>  
Subject: New Voice Message from FROMMEYER RICHA (651) 303-1989 on 09/03/2020 4:15 PM

**\*\*CAUTION\*\*** This email has originated from outside this organization, so proceed with extra caution when communicating with the sender or opening any attachments.

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[Logo] [Logo]  
[Logo] Voice Message

---

Dear Linda Gonzalez,

You have a new voice message:



From: FROMMEYER RICHA (651) 303-1989

Received: Thursday, September 03, 2020 at 4:15 PM

Length: 01:55

To: (954) 924-6810 \* 3608 (Linda Gonzalez)

To listen to this message, open the attachment or use RingCentral

app<<https://www.ringcentral.com/apps/?apps=ringcentral-glip,ringcentral-phone>> to have instant access to all your messages on the go.

Thank you for using RingCentral!

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Work from anywhere with the RingCentral app. It's got everything you need to stay connected: team messaging, video meetings and phone - all in one app. Get started<<https://app.ringcentral.com>>

By subscribing to and/or using RingCentral, you acknowledge agreement to our Terms of Use<<http://www.ringcentral.com/legal/eulatos.html>>.

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[United States Census 2020 Coming April 1, 2020 - Everyone Counts in Dania Beach]  
<<https://my2020census.gov/>>

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# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

TO APPROVE AND ADOPT A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH , FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN AGREEMENT WITH P.C. CONTROLS, INC FOR REPAIR AND CALIBRATION OF FLOW METERS AND RELATED DEVICES FOR THE WATER TREATMENT PLANT AND SEWER FACILITIES USING AVAILABLE PRICING FROM THE CIT OF POMPANO BEACH CONTRACT NO. RFP L-51-16 WITH P.C. CONTROLS, INC. FOR FISCAL YEAR 2020-2021, FOR FUTURE REPAIRS THAT MAY EXCEED AN ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00), WITHOUT COMPETITIVE BIDDING AND AUTHORIZING SUCH PURCHASES THAT ARE TO BE MADE WITHIN THE PUBLIC SERVICES DEPARTMENT'S APPROVED ANNUAL BUDGET APPROPRIATION; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE. (Public Services)

### Purchasing Requests ONLY

Dept:

Acct #:

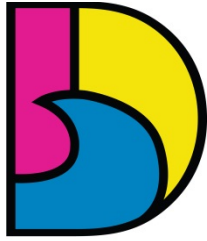
Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

C-MEMO-PCCONTRLS-PIGGYBCK-10132020revFJR, R-2020- PC Controls, Inc. Agreement for Repair and Calibration of WTP Flow Meters under Pompano Beach Piggyback to Exceed \$25K, R-2020- PC Controls, Inc. Agreement for Repair and Calibration of WTP Flow Meters under Pompano Beach Piggyback to Exceed \$25K Exhibit A, R-2020- PC Controls, Inc. Agreement for Repair and Calibration of WTP Flow Meters under Pompano Beach Piggyback to Exceed \$25K Exhibit B



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH PUBLIC SERVICES DEPARTMENT

### MEMORANDUM

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**VIA:** Ana M. Garcia, ICMA- CM, City Manager

**FROM:** Fernando J. Rodriguez, Public Services Director

**SUBJECT:** Approval to Piggyback the City of Pompano Beach Contract RFP No. L-51-15 and to Exceed the City's Annual Vendor Threshold of \$25,000.00

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#### Request

Public Services Department (PSD) is requesting approval of the attached resolution waiving the formal process for the procurement of water plant repair and calibration services and authorizing the Department to piggyback onto the City of Pompano Beach Contract RFP No. L-51-16 for providing such work. The contract is effective from August 26, 2020 through August 26, 2021. It is also requested that authorization be granted to exceed the annual \$25,000.00 vendor expenditure threshold.

#### Background

PC Controls, Inc. (PCI) has provided technical services and supplied parts for the Water Treatment Plant for the past decade. They have also supplied parts for the existing sanitary lift stations for the past five years. PSD is very satisfied with PCI's service and response time and wishes to continue services for the term of the contract.

#### Budgetary Impact

The repair and calibrations expenditures will be funded from the Water Utility Services/Repair and Maintenance Account# 401-33-03-533-46-10. Funds will also be funded from the Sewer Utility Collection/Repair and Maintenance Utility Account#402-35-02-535-46-70.

#### Recommendation

PSD recommends approval of the attached resolution allowing the Department to piggyback on Pompano Beach's Contract RFP No. L-51-16 with P.C. Controls, Inc.. and to exceed the City vendor threshold of \$25,000.00.

## **RESOLUTION NO. 2020-118**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE AN AGREEMENT WITH P.C. CONTROLS, INC. FOR REPAIR AND CALIBRATION OF FLOW METERS AND RELATED DEVICES FOR THE WATER TREATMENT PLANT AND SEWER FACILITIES USING AVAILABLE PRICING FROM THE CITY OF POMPANO BEACH CONTRACT NO. RFP L-51-16 WITH P.C. CONTROLS, INC. FOR FISCAL YEAR 2020-2021, FOR FUTURE REPAIRS THAT MAY EXCEED AN ANNUAL VENDOR TOTAL AMOUNT OF TWENTY FIVE THOUSAND DOLLARS (\$25,000.00), WITHOUT COMPETITIVE BIDDING AND AUTHORIZING SUCH PURCHASES THAT ARE TO BE MADE WITHIN THE PUBLIC SERVICES DEPARTMENT'S APPROVED ANNUAL BUDGET APPROPRIATION; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the Charter of the City of Dania Beach, Part III, Article 3, Section 4, Subsection (j), authorizes the City Manager to purchase supplies, services, equipment and materials for the City government in amounts in excess of the established monetary threshold without competitive bidding and without advertisement for bids if she is authorized to do so in advance by a resolution adopted by the City Commission; and

**WHEREAS**, the Dania Beach Code of Ordinances, Chapter 2, Article 1, Section 2-10, "Monetary thresholds for certain purchases and payment disbursement authorizations", Subsection (a), sets the monetary threshold at Twenty Five Thousand Dollars (\$25,000.00) for a vendor each fiscal year; and

**WHEREAS**, the City of Pompano Beach, Florida and one of its vendors has given permission to the City of Dania Beach to utilize available pricing under the City's Request for Proposal (RFP) L-51-16 awarded to P.C. Controls, Inc. via Pompano Beach Resolution No. 2016-290 for which the contract has been renewed effective August 26, 2020 through August 26, 2021, a copy of which is attached as Exhibit "A" and which is made a part of and is incorporated into this Resolution by this reference; and

**WHEREAS**, the current Agreement with P.C. Controls, Inc. expired on September 13, 2020 and therefore, the term of the new Agreement will be retroactive to September 13, 2020 through August 26, 2021; and

**WHEREAS**, the Director of the Public Services Department has determined that it is necessary to purchase certain water treatment plant parts and technical services for the operation of the water plant; and

**WHEREAS**, the future repairs and maintenance may exceed the annual Twenty Five Thousand Dollars (\$25,000.00) City purchase threshold for a single vendor and, therefore, City Commission approval is required;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the above “Whereas” clauses are ratified and confirmed, and they are made a part of and incorporated into this Resolution by this reference.

**Section 2.** That the proper City officials are authorized to execute an agreement with P.C. Controls, Inc. to purchase certain parts and technical services, in an amount exceeding the annual amount of the Twenty Five Thousand Dollars (\$25,000.00) purchase threshold for a single vendor for Fiscal Year 2020-2021 which Agreement is attached as Exhibit “B”, and it is made a part of and is incorporated into this Resolution by this reference.

**Section 3.** That all Department purchases from P.C. Controls, Inc. shall be subject to and made within each Department’s approved annual budget appropriation.

**Section 4.** That the City Manager and City Attorney are authorized to make minor revisions to the related documents which are deemed necessary and proper and in the best interest of the City.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall become effective upon its passage and adoption.

**PASSED and ADOPTED** on October 13, 2020.

ATTEST:

---

THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY



**City Clerk's Office  
Contract Manager  
Memorandum No. 2020-31**

To: Greg Harrison, City Manager  
From: Antonio Pucci on behalf of Randy Brown  
Date: August 25, 2020  
Subject: P.C. Controls, Inc. – Service Contract

Attached is the service contract with P.C. Controls, Inc. for repair and calibration of flow meters and related devices services. The contract is for a not to exceed amount of \$75,000.00, and a detailed breakdown of the services offered are included within the scope of work.

If you have any questions or concerns regarding the agreement with P.C. Controls, Inc., please call Randy Brown at x7044.

Attachment

## SERVICE CONTRACT

---

**THIS AGREEMENT** is made and entered into on August 26, 2020, by the City of Pompano Beach ("City") and P.C. Controls, Inc., a Florida corporation ("Contractor").

**WHEREAS**, City requires services which Contractor is capable of providing under the terms and conditions described herein; and

**WHEREAS**, Contractor is able and prepared to provide such services to City under the terms and conditions set forth herein.

**NOW, THEREFORE**, in consideration of those mutual promises and the terms and conditions set forth hereafter, the parties agree as follows:

1. Contract Documents. This Agreement consists of the Scope of Work set forth in Exhibit "A" (the "Work") and, the Insurance Requirements set forth in Exhibit "B", both of which are attached hereto and made a part hereof; and all written change orders and modifications issued after execution of this Agreement.

2. Purpose. City contracts with Contractor to provide repairs and calibration of flow meters and related devices services upon the terms and conditions set forth herein.

3. Scope of Work. Contractor shall provide the Scope Services set forth in Exhibit "A" and insurance set forth in Exhibit "B" both attached hereto and made a part hereof. If the Work requires Contractor to provide materials or complete the Work within a specified time frame or in accordance with certain plans and specifications, these terms and conditions shall be set forth and included in Exhibit A and Contractor agrees to provide said materials or Work in accordance therewith. Contractor and Contractor's heirs, executors, administrators, successors and assigns, do hereby agree to full performance of all covenants contained herein on Contractor's part.

4. Term of Contract. This Agreement shall be for a term of one (1) year or less beginning with the date this Agreement is fully executed by both parties. This Agreement shall automatically expire upon reaching the not to exceed amount listed below under 7. Price Formula, Payment and Invoices.

5. Renewal. This Contract is not subject to renewal.

6. Maximum Obligation. City agrees to pay Contractor for providing the Work and insurance required hereunder. Both parties agree that unless otherwise directed by City in writing, Contractor shall continue to provide the Work for the term of this Agreement.

7. Price Formula, Payment and Invoices.

A. Price Formula. City agrees to pay Contractor for performance of the Work set forth in this Agreement as follows:

**Services shall not exceed seventy five thousand dollars (\$75,000.00), and shall be charged in accordance with Exhibit "A".**

B. Payment. All payments by City shall be made after the Work has been verified and completed. Unless disputed by City as provided herein, upon City's receipt of a Proper Invoice as defined in §218.72, Florida Statutes, as amended, City shall forward Contractor payment for (i) construction services defined as all labor, services, and materials provided in connection with the construction, alteration, repair, demolition, reconstruction, or any other improvement to real property that require a license under Parts I and II of Chapter 489, Florida Statutes, within twenty-five (25) business days and (ii) forty five (45) days for all goods and services provided other than construction services.

City may temporarily remove for review any disputed amount, by line item, from an invoice and shall timely provide Contractor written notification of any such disputed charge. Contractor shall provide clarification and a satisfactory explanation to City, along with revised copies of all such documents if inaccuracies or errors are discovered, within ten (10) days of receipt of City's notice of the disputed amount

In the event City has a claim against Contractor for Work performed hereunder which has not been timely remedied in accordance with the provisions of this Article 7, City may withhold payment for the contested amount, in whole or in part, to protect itself from loss on account of defective Work, claims filed or reasonable evidence indicating probable filing of claims by other parties against Contractor, and/or Contractor's failure to make proper payments to subcontractors or vendors for material or labor. When the reason(s) for withholding payment are removed or resolved in a manner satisfactory to City, payment shall be made.

Resolution of improper payment requests or invoices shall be in accordance with §218.76, Florida Statutes, as amended.

C. Invoices. If required by City, Contractor shall submit invoices to City as services are completed or on a monthly basis.

8. Disputes. Any factual disputes between City and the Contractor in regard to this Agreement shall be directed to the City Manager for the City, and such decision shall be final.

9. Contract Administrators, Notices and Demands.

A. Contract Administrators. During the term of this Agreement, the City's Contract Administrator shall be Phil Hyer and the Contractor's Contract Administrator shall be Jerry Scaggs (or their authorized written designee) as further identified below.



B. Notices and Demands. A notice, demand, or other communication hereunder by either party to the other shall be effective if it is in writing and sent via email, facsimile, registered or certified mail, postage prepaid to the representatives named below or is addressed and delivered to such other authorized representative at the address as that party, from time to time may designate in writing and forward to the other as provided herein.

**If to Contractor:** Jerry Scaggs  
221 SW 5<sup>th</sup> CT  
Pompano Beach, FL 33060  
Email: pccontrolsinc@bellsouth.net

**If to City:** Phil Hyer, Contract Administrator  
1205 NE 5<sup>th</sup> Avenue  
Pompano Beach, FL 33060  
Office: (954) 786 7030  
Email: phil.hyer@copbfl.com

**With a copy to:** Antonio Pucci, Contract Manager  
100 West Atlantic Blvd.  
Pompano Beach, FL 33060  
Phone: (954) 786-5574  
Email: antonio.pucci@copbfl.com

10. Ownership of Documents and Information. All information, data, reports, plans, procedures or other proprietary rights in all Work items, developed, prepared, assembled or compiled by Contractor as required for the Work hereunder, whether complete or unfinished, shall be owned by the City without restriction, reservation or limitation of their use and made available at any time and at no cost to City upon reasonable written request for its use and/or distribution as City deems appropriate provided City has compensated Contractor for said Work product. City's re-use of Contractor's Work product shall be at its sole discretion and risk if done without Contractor's written permission. Upon completion of all Work contemplated hereunder or termination of this Agreement, copies of all of the above data shall be promptly delivered to the City's Contract Administrator upon written request. The Contractor may not disclose, use, license or sell any work developed, created, or otherwise originated hereunder to any third party whatsoever. The rights and obligations created under this Article shall survive the termination or expiration of this Agreement.

To the extent it exists and is necessary to perform the Work hereunder, City shall provide any information, data and reports in its possession to Contractor free of charge.

11. Termination. City shall have the right to terminate this Agreement, in whole or in part, for convenience, cause, default or negligence on Contractor's part, upon ten (10) business days advance written notice to Contractor. Such Notice of Termination may include City's proposed Transition Plan and timeline for terminating the Work, requests for certain Work product documents and materials, and other provisions regarding winding down concerns and activities.

If there is any material breach or default in Contractor's performance of any covenant or obligation hereunder which has not been remedied within ten (10) business days after City's written Notice of Termination, City, in its sole discretion, may terminate this Agreement immediately and Contractor shall not be entitled to receive further payment for services rendered from the effective date of the Notice of Termination.

In the event of termination, City shall compensate Contractor for all authorized Work satisfactorily performed through the termination date under the payment terms set forth in Article 7 above and all Work product documents and materials shall be delivered to City within ten (10) business days from the Notice of Termination. If any Work hereunder is in progress but not completed as of the date of the termination, then upon City's written approval, this Agreement may be extended until said Work is completed and accepted by City.

12. Force Majeure. Neither party shall be obligated to perform any duty, requirement or obligation hereunder if such performance is prevented by fire, hurricane, earthquake, explosion, war, civil disorder, sabotage, accident, flood, acts of nature or by any reason of any other matter or condition beyond the control of either party which cannot be overcome by reasonable diligence and without unusual expense ("Force Majeure"). In no event shall economic hardship or lack of funds be considered an event of Force Majeure. If either party is unable to perform or delayed in their performance of any obligations hereunder by reason of any event of Force Majeure, such inability or delay shall be excused at any time during which compliance therewith is prevented by such event and during such period thereafter as may be reasonably necessary for either party to correct the adverse effect of such event of Force Majeure.

Contractor must follow all Federal, State, County, and City safety guidelines, including all CDC safety guidelines in effect during the term of the program, including but not limited to social distancing, and personal protection equipment. Inability to conduct the program and follow any and all required safety guidelines from the COVID-19 crisis or other similar emergency, or failure to follow such requirements, including but not limited to, social distancing, shall constitute grounds for immediate cancellation of this Agreement unilaterally by the City upon written notice, which may be provided via electronic mail.

The parties, by mutual agreement, may reschedule the performance of the services to a later date pursuant to the terms of this agreement.

13. Insurance. Contractor shall maintain insurance in accordance with Exhibit "B" throughout the term of this Agreement.

14. Indemnification. Except as expressly provided herein, no liability shall attach to the City by reason of entering into this Agreement.

A. Contractor shall at all times indemnify, hold harmless and defend the City, its officers, officials, employees, volunteers and other authorized agents from and against any and all claims, demands, suit, damages, attorneys' fees, fines, losses, penalties, defense costs or liabilities suffered by the City arising directly or indirectly from any act, breach, omission, negligence, recklessness or misconduct of Contractor and/or any of its agents, officers, or employees hereunder, including any inaccuracy in or breach of any of the representations,

warranties or covenants made by the Contractor, its agents, officers and/or employees, in the performance of services of this contract. Contractor agrees to investigate, handle, respond to, provide defense for, and defend any such claims at its sole expense and to bear all other costs and expenses related thereto, even if the claim(s) is/are groundless, false or fraudulent. To the extent considered necessary by City, any sums due Contractor hereunder may be retained by City until all of City's claims for indemnification hereunder have been settled or otherwise resolved, and any amount withheld shall not be subject to payment of interest by City.

B. Contractor acknowledges and agrees that City would not enter into this Agreement without Contractor's indemnification of the City. The parties agree that one percent (1%) of the total compensation paid to Contractor hereunder shall constitute specific consideration to Contractor for the indemnification provided under this Article and these provisions shall survive expiration or early termination of this Agreement.

15. Sovereign Immunity. Nothing in this Agreement shall constitute a waiver by the City of its sovereign immunity limits as set forth in section 768.28, Florida Statutes. Nothing herein shall be construed as consent from either party to be sued by third parties.

16. Non-Assignability and Subcontracting.

A. Non-Assignability. This Agreement is not assignable and Contractor agrees it shall not assign or otherwise transfer any of its interests, rights or obligations hereunder, in whole or in part, to any other person or entity without City's prior written consent which must be sought in writing not less than fifteen (15) days prior to the date of any proposed assignment. Any attempt by Contractor to assign or transfer any of its rights or obligations hereunder without first obtaining City's written approval shall not be binding on City and, at City's sole discretion, may result in City's immediate termination of this Agreement whereby City shall be released of any of its obligations hereunder. In addition, this Agreement and the rights and obligations herein shall not be assignable or transferable by any process or proceeding in court, or by judgment, execution, proceedings in insolvency, bankruptcy or receivership. In the event of Contractor's insolvency or bankruptcy, City may, at its option, terminate and cancel this Agreement without any notice of any kind whatsoever, in which event all rights of Contractor hereunder shall immediately cease and terminate.

B. Subcontracting. Prior to subcontracting for Work to be performed hereunder, Contractor shall be required to obtain the written approval of the City's Contract Administrator. If the City's Contract Administrator, in his/her sole discretion, objects to the proposed subcontractor, Contractor shall be prohibited from allowing that subcontractor to provide any Work hereunder. Although Contractor may subcontract Work in accordance with this Article, Contractor remains responsible for any and all contractual obligations hereunder and shall also be responsible to ensure that none of its proposed subcontractors are listed on the *Convicted Vendors List* referenced in accordance with the provisions of Article 28 below.

17. Performance Under Law. The Contractor, in the performance of duties under the Agreement, agrees to comply with all applicable local, state and/or federal laws and ordinances including, but not limited to, standards of licensing, conduct of business and those relating to criminal activity, and the Americans with Disabilities Act (ADA).

18. Audit and Inspection Records. The Contractor shall permit the authorized representatives of the City to inspect and audit all data and records of the Contractor, if any, relating to performance under the contract until the expiration of three years after final payment under this contract.

The Contractor further agrees to include in all his subcontracts hereunder a provision to the effect that the subcontractor agrees that City or any of their duly authorized representatives shall, until the expiration of three years after final payment under the subcontractor, have access to and the right to examine any directly pertinent books, documents, papers and records of such subcontractor, involving transactions related to the subcontractor.

19. Adherence to Law. Both parties shall adhere to all applicable laws governing their relationship with their employees including, but not limited to, laws, rules, regulations and policies concerning worker's compensation, unemployment compensation and minimum wage requirements.

20. Independent Contractor. The Contractor shall be deemed an independent Contractor for all purposes, and the employees of the Contractor or any of its contractors, subcontractors and the employees thereof, shall not in any manner be deemed to be employees of City. As such, the employees of the Contractor, its Contractors or subcontractors, shall not be subject to any withholding for tax, social security or other purposes by City, nor shall such Contractor, subcontractor or employee be entitled to sick leave, pension benefits, vacation, medical benefits, life insurance, workers or unemployment compensation or the like from City.

21. Contractor cooperation. The Contractor recognizes that the performance of this contract is essential to the provision of vital public services and the accomplishment of the stated goals and mission of City. Therefore, the Contractor shall be responsible to maintain a cooperative and good faith attitude in all relations with City and shall actively foster a public image of mutual benefit to both parties. The Contractor shall not make any statements or take any actions detrimental to this effort.

22. Public Records.

A. The City of Pompano Beach is a public agency subject to Chapter 119, Florida Statutes. The Contractor shall comply with Florida's Public Records Law, as amended. Specifically, the Contractor shall:

1. Keep and maintain public records required by the City in order to perform the service.

2. Upon request from the City's custodian of public records, provide the City with a copy of requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the Contractor does not transfer the records to the City.

4. Upon completion of the contract, transfer, at no cost to the City, all public records in possession of the Contractor, or keep and maintain public records required by the City to perform the service. If the Contractor transfers all public records to the City upon completion of the contract, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of the contract, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records in a format that is compatible with the information technology systems of the City.

B. Failure of the Contractor to provide the above described public records to the City within a reasonable time may subject Contractor to penalties under 119.10, Florida Statutes, as amended.

## **PUBLIC RECORDS CUSTODIAN**

**IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:**

### **CITY CLERK**

**100 W. Atlantic Blvd., Suite 253**

**Pompano Beach, Florida 33060**

**(954) 786-4611**

**[RecordsCustodian@copbfl.com](mailto:RecordsCustodian@copbfl.com)**

23. Governing Law. Agreement must be interpreted and construed in accordance with and governed by the laws of the State of Florida. The exclusive venue for any lawsuit arising from, related to, or in connection with this Agreement will be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. If any claim arising from, related to, or in connection with this Agreement must be litigated in federal court, the exclusive venue for any such lawsuit will be in the United States District Court or United States Bankruptcy Court for the Southern District of Florida. BY ENTERING INTO THIS AGREEMENT, THE PARTIES HEREBY EXPRESSLY WAIVE ANY RIGHTS EITHER PARTY MAY HAVE TO A TRIAL BY JURY OF ANY CIVIL LITIGATION RELATED TO THIS AGREEMENT.

24. Waiver and Modification.

A. No waiver made by either party with respect to performance, manner, time, or any obligation of either party or any condition hereunder shall be considered a waiver of that party's rights with respect to the particular obligation or condition beyond those expressly waived in writing or a waiver of any other rights of the party making the waiver or any other obligations of the other party.

B. No Waiver by Delay. The City shall have the right to institute such actions or proceedings as it may deem desirable for effectuating the purposes of this Agreement provided that any delay by City in asserting its rights hereunder shall not operate as a waiver of such rights or limit them in any way. The intent of this provision is that City shall not be constrained to exercise such remedy at a time when it may still hope to otherwise resolve the problems created by the default or risk nor shall any waiver made by City with respect to any specific default by Contractor be considered a waiver of City's rights with respect to that default or any other default by Contractor.

C. Either party may request changes to modify certain provisions of this Agreement; however, unless otherwise provided for herein, any such changes must be contained in a written amendment executed by both parties with the same formality of this Agreement.

25. No Contingent Fee. Contractor warrants that other than a bona fide employee working solely for Contractor, Contractor has not employed or retained any person or entity, or paid or agreed to pay any person or entity, any fee, commission, gift or any other consideration to solicit or secure this Agreement or contingent upon or resulting from the award or making of this Agreement. In the event of Contractor's breach or violation of this provision, City shall have the right to terminate this Agreement without liability and, at City's sole discretion, to deduct from the Price Formula set forth in Article 7 or otherwise recover the full amount of such fee, commission, gift or other consideration.

26. Attorneys' Fees and Costs. In the event of any litigation involving the provisions of this Agreement, both parties agree that the prevailing party in such litigation shall be entitled to recover from the non-prevailing party reasonable attorney and paraprofessional fees as well as all out-of-pocket costs and expenses incurred thereby by the prevailing party in such litigation through all appellate levels.

27. No Third Party Beneficiaries. Contractor and City agree that this Agreement and other agreements pertaining to Contractor's performance hereunder shall not create any obligation on Contractor or City's part to third parties. No person not a party to this Agreement shall be a third-party beneficiary or acquire any rights hereunder.

28. Public Entity Crimes Act. As of the full execution of this Agreement, Contractor certifies that in accordance with §287.133, Florida Statutes, it is not on the *Convicted Vendors List* maintained by the State of Florida, Department of General Services. If Contractor is subsequently listed on the *Convicted Vendors List* during the term of this Agreement, Contractor agrees it shall immediately provide City written notice of such designation in accordance with Article 9 above.

29. Entire Agreement. This document incorporates and includes all prior negotiations, correspondence, conversations, agreements or understandings applicable to the matters contained herein, and the parties agree that there are no commitments, agreements or understandings concerning the subject matter of this Agreement that are not contained in this document. Accordingly, it is agreed that no deviation from the terms hereof shall be predicated upon any prior representations or agreements, whether oral or written.

30. Headings. The headings or titles to Articles of this Agreement are not part of the Agreement and shall have no effect upon the construction or interpretation of any part of this Agreement.

31. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. A photocopy, email or facsimile copy of this Agreement and any signatory hereon shall be considered for all purposes as original.

32. Approvals. Whenever CITY approval(s) shall be required for any action under this Agreement, said approval(s) shall not be unreasonably withheld.

33. Absence of Conflicts of Interest. Both parties represent they presently have no interest and shall acquire no interest, either direct or indirect, which would conflict in any manner with their performance under this Agreement and that no person having any conflicting interest shall be employed or engaged by either party in their performance hereunder.

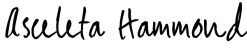
34. Binding Effect. The benefits and obligations imposed pursuant to this Agreement shall be binding and enforceable by and against the parties hereto.

35. Severability. Should any provision of this Agreement or the applications of such provisions be rendered or declared invalid by a court action or by reason of any existing or subsequently enacted legislation, the remaining parts of provisions of this Agreement shall remain in full force and effect.

**THE REMAINDER OF THE PAGE IS INTENTIONALLY LEFT BLANK**

**IN WITNESS WHEREOF**, the parties hereto have caused this Agreement to be executed the day and year hereinabove written.

Attest:

DocuSigned by:  
  
775D4290316A490...  
ASCELETA HAMMOND, CITY CLERK

**CITY OF POMPANO BEACH**

DocuSigned by:  
  
502CB780EB3F480...  
By: \_\_\_\_\_  
REX HARDIN, MAYOR

(SEAL)



DocuSigned by:  
  
7052A67E15A44C8...  
By: \_\_\_\_\_  
GREGORY P. HARRISON, CITY MANAGER

APPROVED AS TO DEPARTMENT HEAD:

DocuSigned by:  
  
FC32B1ADD2F1460...  
By: \_\_\_\_\_  
A. Randolph Brown

**APPROVED**

By Antonio Pucci at 1:41 pm, Aug 25, 2020



**"CONTRACTOR"**

P.C. Controls, Inc.

Witnesses:

[Signature]  
Eduar Gonzalez  
 (Print or Type Name)

[Signature]  
Antonio Perez  
 (Print or Type Name)

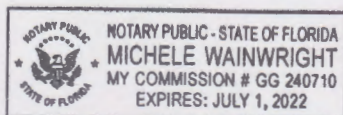
By [Signature]  
 Norman P. Conaway, President

STATE OF FLORIDA

COUNTY OF BROWARD

The foregoing instrument was acknowledged before me, by means of ☒ physical presence or ☐ online notarization, this 7<sup>th</sup> day of AUGUST, 2020, by P.C. Controls, Inc. as President of P.C. Controls, Inc., a Florida corporation on behalf of the corporation. He/she is personally known to me or who has produced FLORIDA DRIVER'S LICENCE (type of identification) as identification.

NOTARY'S SEAL:



[Signature]  
 NOTARY PUBLIC, STATE OF FLORIDA

MICHELE WAINWRIGHT  
 (Name of Acknowledger Typed, Printed or Stamped)

GG240710  
 Commission Number

Service contract 6/4/2020 ACP

## **Exhibit “A”**

### **Scope of Work**



**Repairs & Calibration of Flow meters and Related Devices**  
**RFP# L-51-16**

***Prepared by***  
***P. C. CONTROLS, INC.***  
132 NE 30<sup>th</sup> Street  
Wilton Manors, FL 33334

Norman Paul Conaway  
954 568-9663

*Submitted for your consideration 6/30/16*





### Table of Contents

- Letter of Transmittal
- Pompano RFQ
- Rates and Fees
- Proposal
- References
- Insurance Certificate
- Workers Compensation / Pompano Waiver
- Copies of Forms



P.C. Controls Inc  
132 NE 30<sup>th</sup> Street, Wilton Manors, FL 33334  
Phone: (954) 568-9663, Fax: (954) 563-0919  
E-mail: pccontrolsinc@bellsouth.net

City of Pompano Beach  
1205 NE 5th Ave  
Pompano Beach, FL 33060

Attn: Purchasing Department

RE: Letter of Transmittal

---

To whom it may concern;

In compliance with the fulfillment of the requirements of the Request for Proposal "Repairs & Calibration of Flow Meters and Related devices" RFP# L-51-16, P C Controls Inc would like to present the proposal entitled "Repairs & Calibration of Flow Meters and Related devices" RFP# L-51-16, in accordance with your instructions.

The main purpose of the attached documents is to propose rates and services we would like to provide for your city under this RFP. We feel strongly that we are an ideal candidate for this since we have provided these services on a Time and Material basis for almost a decade. This will also help reduce overhead cost by providing you a single point of contact for all related material and services to this proposed contract.

We hope that this proposal will meet your approval.

---

Sincerely

Norman P. Conaway  
P.C. Controls, Inc.





Florida's Warmest Welcome

**CITY OF POMPANO BEACH  
REQUEST FOR PROPOSALS  
L-51-16**

**REPAIRS AND CALIBRATION OF FLOW METERS AND  
RELATED DEVICES**

**RFP OPENING: JULY 7, 2016, 2:00 P.M.  
PURCHASING OFFICE  
1190 N.E. 3RD AVENUE, BUILDING C (Front)  
POMPANO BEACH, FLORIDA 33060**

June 9, 2016

## **CITY OF POMPANO BEACH, FLORIDA**

### **REQUEST FOR PROPOSALS**

**L-51-16**

### **Repairs and Calibration of Flow Meters and Related Devices**

The City is seeking proposals from qualified firms for the repair and calibration of flow meters and related devices for the City of Pompano Beach Utilities Department.

The City will receive sealed proposals until **2:00 p.m. (local), July 7, 2016**. Proposals must be submitted electronically through the eBid System on or before the due date/time stated above. Any proposal received after the due date and time specified, will not be considered. Any uncertainty regarding the time a proposal is received will be resolved against the Proposer.

Proposer must be registered on the City's eBid System in order to view the solicitation documents and respond to this solicitation. The complete solicitation document can be downloaded for free from the eBid System as a pdf at: <https://pompanobeachfl.ionwave.net/CurrentSourcingEvents.aspx>. The City is not responsible for the accuracy or completeness of any documentation the Proposer receives from any source other than from the eBid System. Proposer is solely responsible for downloading all required documents. Responses will be electronically unsealed in a public forum and read aloud.

#### **Introduction**

Various regulatory agencies require the Water Treatment Plant, Reuse Treatment Plant, Well Fields and Field Operations to calibrate flow meters and other control instrumentation. This is essential to ensure that all data is properly recorded as it relates to the quality of the treatment process. Contractor will perform services upon request from the City as needed throughout the contract period to repair, calibrate, and certify flow meters and related devices for the Utilities Department. If repairs are no longer viable or not cost effective, replacement and installation will be provided at the City's sole discretion and acceptance of quote. Items on City's Capital Replacement Plan may also be included, at the City's sole discretion and acceptance of quote.

This agreement references the terms, conditions, prices, and specifications of the agreement between the City of Pompano beach and the Contractor for repairs, calibration and/or replacement of flow meters and related devices at the City's Water Treatment Plants as specified herein. The Contractors shall furnish all labor, services, materials, supplies, equipment, and transportation required.

#### **1. Scope of Services**

The scope of services is designed to minimize instrument downtime and maximize the lifetime and productivity of the City's analytical instrumentation as well as meet regulatory compliance guidelines. Services required include repair, modification,



maintenance and/or replacement of related instrumentation and/or calibration and certification of flow meters and related devices within the Water Plant service area.

**2. Tasks/Deliverables**

- A. Proposer must be capable of providing calibration and services to all types, makes and models of flow meters, level transducers, process control instrumentation, remote terminal units, and all data transmitting devices. Meters shall be calibrated using test equipment and calibrators, the accuracy of which is traceable to NIST standards. The Proposer must maintain the certification records of the test equipment and calibrators and provide copies of the certifications upon request by the City.
- B. The Proposer will provide a written report with a cover sheet stating the work performed for the week or month and notations of any items needing correction. The report must contain a calibration sheet for each flow meter, and related devices calibrated during that month, with the following information:
- Name and location of the meter
  - Date of calibration
  - Type of meter
  - Manufacturer and serial number
  - Calibration range
  - "As found" calibration; PV input and corresponding milliamp output at 0, 25, 50, 75, and 100% of range.
  - "Final" calibration; PV input and corresponding milliamp output at 0, 25, 50, 75, and 100% of range and percentage of error.
  - List of the calibration equipment used.
- C. Proposer will complete additional calibration services as requested by Utilities staff.
- D. Response time for service request events must not exceed 24 hours from the time of notification.
- E. Proposer will be supplied with the name(s) and telephone number(s) of the appropriate contact person(s) for the City under this Contract. Proposer will be required to report to the specified contact person prior to performing any work required by the scope of services.
- F. Whenever possible, Proposer shall utilize City-owned stocked parts and materials, as necessary to perform needed service. If City-owned and stocked parts are not available, Proposer shall provide parts and materials, which will be of first-rate quality. The Proposer shall maintain a reasonable stock of parts and materials available on a 24-hour basis sufficient to satisfy the anticipated demands of this Contract.
- G. All parts removed from service must be returned to the City's authorized personnel. Proposer will be responsible for the disposal of any non-repairable parts.



- H. Proposer will provide all labor, and tools necessary to perform calibration and instrumentation repair and/ or replacement services by Proposer or Proposer sub-contractor and approved by City.
- I. To prevent injury to City staff, all equipment and tools, used by Proposer or Proposer sub-contractor, must be properly put away when Proposer is not present. Any debris created as a result of the maintenance/repair service/replacement must be removed by Proposer daily.
- J. If repairs are no longer viable nor cost effective, replacement and installation will be provided at the City's sole discretion and acceptance of quote. Items on City's Capital Replacement Plan may also be included, at the City's sole discretion and acceptance of quote. The quote must include description of proposed replacement equipment with make/model number, equipment cost, estimated shipping, any installation cost, any warranty information and estimated time for delivery.

**3. Term of Contract**

Contract term will be one (1) year commencing upon award by the appropriate City officials. The City reserves the right to renew this agreement for three (3) additional one year periods subject to vendor acceptance, satisfactory performance, and determination that renewal will be in the best interest of the City. All terms, prices and conditions shall remain firm for the initial period of the contract, and any renewal period. Renewals may be approved and executed by the City Manager or their designee.

In the event delivery/service is scheduled to end because of the expiration of this contract, the Contractor shall continue to deliver/service upon the request of the General Services Director. The extension period shall not extend for more than ninety (90) days beyond the expiration date of the existing contract. The Contractor shall be compensated for the product/service at the rate in effect when this extension clause is invoked by the City.

**4. Local Business Program**

On March 23, 2010, the City Commission approved a Resolution establishing a Local Business Program, a policy to increase the participation of City of Pompano Beach businesses in the City's procurement process.

You can view the list of City businesses that have a current Business Tax Receipt on the City's website, and locate local firms that are available to perform the work required by the bid specifications. The business information, sorted by business use classification, is posted on the webpage for the Business Tax Receipt Division:  
[http://pompanobeachfl.gov/index.php/pages/dev\\_scv\\_btr/btr](http://pompanobeachfl.gov/index.php/pages/dev_scv_btr/btr)

**Please note that, while no voluntary goals have been established for this solicitation, the City encourages Local Business participation in *all* of its procurements.**

**5. Small Business Enterprise Program**



The Pompano Beach City Commission has established a voluntary Small Business Enterprise (SBE) Program to encourage and foster the participation of Small Business Enterprises in the central procurement activities of the City. The City of Pompano Beach is strongly committed to ensuring the participation of Small Business Enterprises (SBE's) as contractors and subcontractors for the procurement of goods and services. The definition of a SBE, for the purpose of the City's voluntary program, is taken from the State of Florida Statute 288.703(1).

As of the date of publication of this solicitation, a small business means an independently owned and operated business concern that employs 200 or fewer permanent full-time employees and that, together with its affiliates, has a net worth of not more than \$5 million or any firm based in Florida that has a Small Business Administration 8(a) certification. As applicable to sole proprietorships, the \$5 million net worth requirement shall include both personal and business investments.

The City encourages all firms to undertake good faith efforts to identify appropriate Small Business Enterprise partners. Sources of information on certified Small Business Enterprises include the Broward County Small Business Development Division, the State of Florida Office of Supplier Diversity, South Florida Water Management District, and other agencies throughout the State. The City includes links to these organizations from the City's website [www.pompanobeachfl.gov](http://www.pompanobeachfl.gov). Please indicate in your response if your firm is a certified Small Business Enterprise.

**Please note that, while no voluntary goals have been established for this solicitation, the City encourages small business participation in *all* of its procurements.**

**6. Required Proposal Submittal**

**Submission/Format Requirements**

Sealed proposals shall be submitted electronically through the eBid System on or before the due date/time stated above. Proposer shall upload response as one (1) file to the eBid System. The file size for uploads is limited to 100 MB. If the file size exceeds 100 MB the response must be split and uploaded as two (2) separate files.

**Information to be included in the proposal:** In order to maintain comparability and expedite the review process, it is required that proposals be organized in the manner specified below, with the sections clearly labeled:

**Title page:**

Show the project name and number, the name of the Proposer's firm, address, telephone number, name of contact person and the date.

**Table of Contents:**

Include a clear identification of the material by section and by page.

**Letter of Transmittal:**

Briefly state the Proposer's understanding of the project and express a positive commitment to provide the services described herein. State the name(s) of the



person(s) who will be authorized to make representations for the Proposer, their title(s), office and E-mail addresses and telephone numbers. Please limit this section to two pages.

**Fees & Costs:**

Include a concise narrative with sufficient detail indicating the proposed approach to providing the required services, including a description of the types and qualities of service that would be provided. Provide a cost for each of the major services provided along with the estimated number of expected work hours for each qualified staff.

Proposer shall itemize all costs to complete all and necessary tasks as described under Scope of Services. Costs associated with travel as well as miscellaneous expenses should be adequately described.

Proposers must include the chart below and provide the cost per hour, extended cost and mark-up in their response.

| Description                                                                                                       | Est. Hours  | Cost/Hour | Extended Cost |
|-------------------------------------------------------------------------------------------------------------------|-------------|-----------|---------------|
| Cost per hour for work completed during regular work times, M-F, 7:00 a.m. -4:00 p.m.                             | 500         | \$ 60.00  | \$ 30,000.00  |
| Cost per hour for work completed during all other times other than above                                          | 100         | \$ 89.00  | \$ 8,900.00   |
|                                                                                                                   | Mark-up     |           |               |
| Proposers cost of materials, multiplied by mark-up for profit, overhead, etc. (Example \$4,000 x 1.1 -\$4,400.00) | 1. <u>2</u> |           |               |
| Note: The above hourly rates and materials mark-up % will remain in effect for the entire term of the contract.   |             |           |               |

**Schedule:**

Proposer shall provide a timeline that highlights proposed tasks that will meet all applicable deadlines.

**References:**

Submit a client reference list, including name of contact, firm and/or governmental entity, address, telephone number and type of service provided to each reference.

**Litigation:**

Disclose any litigation within the past five (5) years arising out your firm's performance.

**City Forms:**

The RFP Proposer Information Page Form and any other required forms must be completed and submitted electronically through the City's eBid System.

**7. Insurance**



The insurance described herein reflects the insurance requirements deemed necessary for this contract by the City. It is not necessary to have this level of insurance in effect at the time of submittal, but certificates indicating that the insurance is currently carried or a letter from the Carrier indicating upgrade ability will speed the review process to determine the most qualified Proposer.

The successful Proposer(s) shall not commence operations until certification or proof of insurance, detailing terms and provisions of coverage, has been received and approved by the City of Pompano Beach Risk Manager.

If you are responding to a bid and have questions regarding the insurance requirements hereunder, please contact the City's Purchasing Department at (954) 786-4098. If the contract has already been awarded, please direct any queries and proof of the requisite insurance coverage to City staff responsible for oversight of the subject project/contract.

CONTRACTOR is responsible to deliver to the CITY for timely review and written approval/disapproval Certificates of Insurance which evidence that all insurance required hereunder is in full force and effect and which name on a primary basis, the CITY as an additional insured on all such coverage.

Throughout the term of this Agreement, CITY, by and through its Risk Manager, reserve the right to review, modify, reject or accept any insurance policies required by this Agreement, including limits, coverages or endorsements. CITY reserves the right, but not the obligation, to review and reject any insurer providing coverage because of poor financial condition or failure to operate legally.

Failure to maintain the required insurance shall be considered an event of default. The requirements herein, as well as CITY's review or acceptance of insurance maintained by CONTRACTOR, are not intended to and shall not in any way limit or qualify the liabilities and obligations assumed by CONTRACTOR under this Agreement.

Throughout the term of this Agreement, CONTRACTOR and all subcontractors or other agents hereunder, shall, at their sole expense, maintain in full force and effect, the following insurance coverages and limits described herein, including endorsements.

- A. Worker's Compensation Insurance covering all employees and providing benefits as required by Florida Statute, Chapter 440, regardless of the size of the company (number of employees) or the state in which the work is to be performed or of the state in which Contractor is obligated to pay compensation to employees engaged in the performance of the work. Contractor further agrees to be responsible for employment, control and conduct of its employees and for any injury sustained by such employees in the course of their employment.
- B. Liability Insurance
  - 1) Naming the City of Pompano Beach as an additional insured as City's interests may appear, on General Liability Insurance only, relative to claims which arise from Contractor's negligent acts or omissions in connection with Contractor's performance under this Agreement.



- 2) Such Liability insurance shall include the following checked types of insurance and indicated minimum policy limits.

#### LIMITS OF LIABILITY

| Type of Insurance                                                              | each<br>occurrence                               | aggregate |
|--------------------------------------------------------------------------------|--------------------------------------------------|-----------|
| <b>GENERAL LIABILITY: MINIMUM \$200,000 per OCCURRENCE/\$300,000 AGGREGATE</b> |                                                  |           |
| * Policy to be written on a claims incurred basis                              |                                                  |           |
| XX comprehensive form                                                          | bodily injury and property damage                |           |
| XX premises - operations                                                       | bodily injury and property damage                |           |
| — explosion & collapse hazard                                                  |                                                  |           |
| — underground hazard                                                           |                                                  |           |
| XX products/completed operations hazard                                        | bodily injury and property damage combined       |           |
| XX contractual insurance                                                       | bodily injury and property damage combined       |           |
| XX broad form property damage                                                  | bodily injury and property damage combined       |           |
| XX independent contractors                                                     | personal injury                                  |           |
| XX personal injury                                                             |                                                  |           |
| — sexual abuse/molestation                                                     | Minimum \$1,000,000 Per Occurrence and Aggregate |           |

**AUTOMOBILE LIABILITY:** Minimum \$200,000 Per Occurrence and \$300,000 Per Aggregate. Bodily injury (each person) bodily injury (each accident), property damage, bodily injury and property damage combined.

XX comprehensive form  
 — owned  
 — hired  
 — non-owned

#### REAL & PERSONAL PROPERTY

— comprehensive form Agent must show proof they have this coverage.

| EXCESS LIABILITY      |                                            | Per Occurrence | Aggregate   |
|-----------------------|--------------------------------------------|----------------|-------------|
| — other than umbrella | bodily injury and property damage combined | \$1,000,000    | \$1,000,000 |

| PROFESSIONAL LIABILITY                           |  | Per Occurrence | Aggregate   |
|--------------------------------------------------|--|----------------|-------------|
| XX * Policy to be written on a claims made basis |  | \$1,000,000    | \$1,000,000 |



- (3) If Professional Liability insurance is required, Contractor agrees the indemnification and hold harmless provisions of the Agreement shall survive the termination or expiration of the Agreement for a period of three (3) years unless terminated sooner by the applicable statute of limitations.
- C. Employer's Liability. CONTRACTOR and all subcontractors shall, for the benefit of their employees, provide, carry, maintain and pay for Employer's Liability Insurance in the minimum amount of One Hundred Thousand Dollars (\$100,000.00) per employee, Five Hundred Thousand Dollars (\$500,000) per aggregate.
- D. Policies: Whenever, under the provisions of this Agreement, insurance is required of the CONTRACTOR, the CONTRACTOR shall promptly provide the following:
  - (1) Certificates of Insurance evidencing the required coverage;
  - (2) Names and addresses of companies providing coverage;
  - (3) Effective and expiration dates of policies; and
  - (4) A provision in all policies affording CITY thirty (30) days written notice by a carrier of any cancellation or material change in any policy.
- E. Insurance Cancellation or Modification. Should any of the required insurance policies be canceled before the expiration date, or modified or substantially modified, the issuing company shall provide thirty (30) days written notice to the CITY.
- F. Waiver of Subrogation. CONTRACTOR hereby waives any and all right of subrogation against the CITY, its officers, employees and agents for each required policy. When required by the insurer, or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, then CONTRACTOR shall notify the insurer and request the policy be endorsed with a Waiver of Transfer of Rights of Recovery Against Others, or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy which includes a condition to the policy not specifically prohibiting such an endorsement, or voids coverage should CONTRACTOR enter into such an agreement on a pre-loss basis.

The successful proposer shall furnish to the City the certification or proof of insurance required by the provisions set forth above, within ten (10) days after notification of award of contract. Certificate(s) to be issued to City of Pompano Beach, Attention Risk Manager, 100 West Atlantic Boulevard, Pompano Beach, Florida, 33060.

## 8. Selection/Evaluation Process



A Selection/Evaluation Committee will be appointed to select the most qualified firm(s). The Selection/Evaluation Committee will present their findings to the City Commission and, upon Commission approval, will negotiate a contract with the most qualified firm(s).

Proposals will be evaluated using the following criteria.

|           | <u>Criteria</u>                                                                                                                                                                                                                                   | <u>Point Range</u> |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| <b>1.</b> | <b>Experience and Expertise</b><br>Previous related work experience and qualifications in the subject area of personnel assigned. Demonstrates a clear understanding of scope of work and other technical or legal issues related to the project. | 0-25               |
| <b>2.</b> | <b>References</b><br>History and performance of firm/project team on similar projects. References and recommendations from previous clients.                                                                                                      | 0-20               |
| <b>3.</b> | <b>Resources and Methodology</b><br>Adequacy of amount of quality resources assigned to the project. Overall approach to project. Consideration of services provided and approach to meeting goals and deadlines. Financial resources.            | 0-25               |
| <b>4.</b> | <b>Cost</b><br>Including the overall project-task budget and itemized cost breakdowns.                                                                                                                                                            | 0-30               |
|           | <b>Total</b>                                                                                                                                                                                                                                      | <b>0-100</b>       |

The Committee has the option to use the above criteria for the initial ranking to short-list Proposers and to use an ordinal ranking system to score short-listed Proposers following presentations (if deemed necessary) with a score of "1" assigned to the short-listed Proposer deemed most qualified by the Committee.

Each firm should submit documentation that evidences the firm's capability to provide the services required for the Committee's review for short listing purposes. After an initial review of the Proposals, the City may invite Proposers for an interview to discuss the proposal and meet firm representatives, particularly key personnel who would be assigned to the project. Should interviews be deemed necessary, it is understood that the City shall incur no costs as a result of this interview, nor bear any obligation in further consideration of the submittal.

When more than three responses are received, the committee shall furnish the City Commission (for their approval) a listing, in ranked order, of no fewer than three firms deemed to be the most highly qualified to perform the service. If three or less firms respond to the RFP, the list will contain the ranking of all responses.

The City Commission has the authority to (including, but not limited to); approve the recommendation; reject the recommendation and direct staff to re-advertise the solicitation; or, review the responses themselves and/or request oral presentations and determine a ranking order that may be the same or different from what was originally presented to the City Commission.



**9. Hold Harmless and Indemnification**

Proposer covenants and agrees that it will indemnify and hold harmless the City and all of its officers, agents, and employees from any claim, loss, damage, cost, charge or expense arising out of any act, action, neglect or omission by the Proposer, whether direct or indirect, or whether to any person or property to which the City or said parties may be subject, except that neither the Proposer nor any of its subcontractors will be liable under this section for damages arising out of injury or damage to persons or property directly caused by or resulting from the sole negligence of the City or any of its officers, agents or employees.

**10. Retention of Records and Right to Access**

The selected firm shall maintain during the term of the contract all books of account, receipt invoices, reports and records in accordance with generally accepted accounting practices and standards. The form of all records and reports shall be subject to the approval of the City's Internal Auditor. Recommendation for changes, additions, or deletions by the City's Internal Auditor must be complied with by the selected firm. The City's Internal Auditor must be permitted during normal business hours to audit and examine the books of account, reports, and records relating to this contract. The selected firm shall maintain and make available such records and files for the duration of the contract and retain them until the expiration of three years after final payment under the contract.

**11. Communications**

No negotiations, decisions, or actions shall be initiated or executed by the firm as a result of any discussions with any City employee. Only those communications, which are in writing from the City, may be considered as a duly authorized expression on behalf of the City. In addition, only communications from firms that are signed and in writing will be recognized by the City as duly authorized expressions on behalf of firms.

**12. No Discrimination**

There shall be no discrimination as to race, sex, color, age, religion, or national origin in the operations conducted under any contract with the City.

**13. Independent Contractor**

The selected firm will conduct business as an independent contractor under the terms of this contract. Personnel services provided by the firm shall be by employees of the firm and subject to supervision by the firm, and not as officers, employees, or agents of the City. Personnel policies, tax responsibilities, social security and health insurance, employee benefits, purchasing policies and other similar administrative procedures applicable to services rendered under this agreement shall be those of the firm.

**14. Staff Assignment**



The City of Pompano Beach reserves the right to approve or reject, for any reasons, Proposer's staff assigned to this project at any time. Background checks may be required.

**15. Contract Terms**

The contract resulting from this RFP shall include, but not be limited to the following terms:

The contract shall include as a minimum, the entirety of this RFP document, together with the successful Proposer's proposal. Contract shall be prepared by the City of Pompano Beach City Attorney.

If the City of Pompano Beach defends any claim, demand, cause of action, or lawsuit arising out of any act, action, negligent acts or negligent omissions, or willful misconduct of the contractor, its employees, agents or servants during the performance of the contract, whether directly or indirectly, contractor agrees to reimburse the City of Pompano Beach for all expenses, attorney's fees, and court costs incurred in defending such claim, cause of action or lawsuit.

**16. Waiver**

It is agreed that no waiver or modification of the contract resulting from this RFP, or of any covenant, condition or limitation contained in it shall be valid unless it is in writing and duly executed by the party to be charged with it, and that no evidence of any waiver or modification shall be offered or received in evidence in any proceeding, arbitration, or litigation between the parties arising out of or affecting this contract, or the right or obligations of any party under it, unless such waiver or modification is in writing, duly executed as above. The parties agree that the provisions of this paragraph may not be waived except by a duly executed writing.

**17. Survivorship Rights**

This contract resulting from this RFP shall be binding on and inure to the benefit of the respective parties and their executors, administrators, heirs, personal representative, successors and assigns.

**18. Termination**

The contract resulting from this RFP may be terminated by the City of Pompano Beach without cause upon providing contractor with at least sixty (60) days prior written notice.

Should either party fail to perform any of its obligations under the contract resulting from this RFP for a period of thirty (30) days after receipt of written notice of such failure, the non-defaulting part will have the right to terminate the contract immediately upon delivery of written notice to the defaulting part of its election to do so. The foregoing rights of termination are in addition to any other rights and remedies that such party may have.

**19. Manner of Performance**



Proposer agrees to perform its duties and obligations under the contract resulting from this RFP in a professional manner and in accordance with all applicable local, federal and state laws, rules and regulations.

Proposer agrees that the services provided under the contract resulting from this RFP shall be provided by employees that are educated, trained and experienced, certified and licensed in all areas encompassed within their designated duties. Proposer agrees to furnish the City of Pompano Beach with all documentation, certification, authorization, license, permit, or registration currently required by applicable laws or rules and regulations. Proposer further certifies that it and its employees are now in and will maintain good standing with such governmental agencies and that it and its employees will keep all license, permits, registration, authorization or certification required by applicable laws or regulations in full force and effect during the term of this contract. Failure of Proposer to comply with this paragraph shall constitute a material breach of contract.

**20. Acceptance Period**

Proposals submitted in response to this RFP must be valid for a period no less than ninety (90) days from the closing date of this solicitation.

**21. RFP Conditions and Provisions**

The completed proposal (together with all required attachments) must be submitted electronically to City on or before the time and date stated herein. All Proposers, by electronic submission of a proposal, shall agree to comply with all of the conditions, requirements and instructions of this RFP as stated or implied herein. All proposals and supporting materials submitted will become the property of the City.

Proposer's response shall not contain any alteration to the document posted other than entering data in spaces provided or including attachments as necessary. By submission of a response, Proposer affirms that a complete set of bid documents was obtained from the eBid System or from the Purchasing Division only and no alteration of any kind has been made to the solicitation. Exceptions or deviations to this proposal may not be added after the submittal date.

All Proposers are required to provide all information requested in this RFP. Failure to do so may result in disqualification of the proposal.

The City reserves the right to postpone or cancel this RFP, or reject all proposals, if in its sole discretion it deems it to be in the best interest of the City to do so.

The City reserves the right to waive any technical or formal errors or omissions and to reject all proposals, or to award contract for the items herein, in part or whole, if it is determined to be in the best interests of the City to do so.

The City shall not be liable for any costs incurred by the Proposer in the preparation of proposals or for any work performed in connection therein.

**22. Standard Provisions**



a. Governing Law

Any agreement resulting from this RFP shall be governed by the laws of the State of Florida, and the venue for any legal action relating to such agreement will be in Broward County, Florida.

b. Licenses

In order to perform public work, the successful Proposer shall:

Be licensed to do business in Florida, if an entity, and hold or obtain such Contractor' and Business Licenses if required by State Statutes or local ordinances.

c. Conflict Of Interest

For purposes of determining any possible conflict of interest, each Proposer must disclose if any Elected Official, Appointed Official, or City Employee is also an owner, corporate officer, or an employee of the firm. If any Elected Official, Appointed Official, or City Employee is an owner, corporate officer, or an employee, the Proposer must file a statement with the Broward County Supervisor of Elections pursuant to §112.313, Florida Statutes.

d. Drug Free Workplace

The selected firm(s) will be required to verify they will operate a "Drug Free Workplace" as set forth in Florida Statute, 287.087.

e. Public Entity Crimes

A person or affiliate who has been placed on the convicted vendor list following a conviction for public entity crime may not submit a proposal on a contract to provide any goods or services to a public entity, may not submit a proposal on a contract with a public entity for the construction or repair of a public building or public work, may not submit proposals on leases of real property to public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Florida Statute, Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

f. Patent Fees, Royalties, And Licenses

If the selected Proposer requires or desires to use any design, trademark, device, material or process covered by letters of patent or copyright, the selected Proposer and his surety shall indemnify and hold harmless the City from any and all claims for infringement by reason of the use of any such patented design, device, trademark, copyright, material or process in connection with the work agreed to be performed and shall indemnify the City from any cost, expense,

royalty or damage which the City may be obligated to pay by reason of any infringement at any time during or after completion of the work.

g. Permits

The selected Proposer shall be responsible for obtaining all permits, licenses, certifications, etc., required by federal, state, county, and municipal laws, regulations, codes, and ordinances for the performance of the work required in these specifications and to conform to the requirements of said legislation.

h. Familiarity With Laws

It is assumed the selected firm(s) will be familiar with all federal, state and local laws, ordinances, rules and regulations that may affect its services pursuant to this RFP. Ignorance on the part of the firm will in no way relieve the firm from responsibility.

i. Withdrawal Of Proposals

A firm may withdraw its proposal without prejudice no later than the advertised deadline for submission of proposals by written communication to the General Services Department, 1190 N.E. 3<sup>rd</sup> Avenue, Building C, Pompano Beach, Florida 33060.

j. Composition Of Project Team

Firms are required to commit that the principals and personnel named in the proposal will perform the services throughout the contractual term unless otherwise provided for by way of a negotiated contract or written amendment to same executed by both parties. No diversion or substitution of principals or personnel will be allowed unless a written request that sets forth the qualifications and experience of the proposed replacement(s) is submitted to and approved by the City in writing.

k. Invoicing/Payment

All invoices should be sent to City of Pompano Beach, Accounts Payable, P.O. Drawer 1300, Pompano Beach, Florida, 33061. In accordance with Florida Statutes, Chapter 218, payment will be made within 45 days after receipt of a proper invoice.

l. Public Records

1. The City of Pompano Beach is a public agency subject to Chapter 119, Florida Statutes. The Contractor shall comply with Florida's Public Records Law, as amended. Specifically, the Contractor shall:
  - a. Keep and maintain public records required by the City in order to perform the service;



- b. Upon request from the City's custodian of public records, provide the City with a copy of requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes or as otherwise provided by law;
  - c. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the Contractor does not transfer the records to the City; and
  - d. Upon completion of the contract, transfer, at no cost to the City, all public records in possession of the Contractor, or keep and maintain public records required by the City to perform the service. If the Contractor transfers all public records to the City upon completion of the contract, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of the contract, the Contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the City, upon request from the City's custodian of public records in a format that is compatible with the information technology systems of the City.
2. Failure of the Contractor to provide the above described public records to the City within a reasonable time may subject Contractor to penalties under 119.10, Florida Statutes, as amended.

#### **PUBLIC RECORDS CUSTODIAN**

**IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:**

**CITY CLERK  
100 W. Atlantic Blvd., Suite 253  
Pompano Beach, Florida 33060  
(954) 786-4611  
[RecordsCustodian@copbfl.com](mailto:RecordsCustodian@copbfl.com)**

#### **23. Questions and Communication**

All questions regarding the RFP are to be submitted in writing to the Purchasing Office, 1190 N.E. 3rd Avenue, Building C (Front), Pompano Beach, Florida 33060, fax (954) 786-4168, or email [purchasing@copbfl.com](mailto:purchasing@copbfl.com). All questions must include the inquiring firm's name, address, telephone number and RFP name and number. Questions must be received at least seven (7) calendar days before the scheduled solicitation opening. Oral and other interpretations or clarifications will be without legal effect. Addenda will be posted to the RFP solicitation in the eBid System, and it is the Proposer's responsibility to obtain all addenda before submitting a response to the solicitation.

**24. Addenda**

The issuance of a written addendum is the only official method whereby interpretation, clarification, or additional information can be given. If any addenda are issued to this RFP solicitation the addendum will be issued via the eBid System. It shall be the responsibility of each Proposer, prior to submitting their response, to contact the City Purchasing Office at (954) 786-4098 to determine if addenda were issued and to make such addenda a part of their proposal. Addenda will be posted to the RFP solicitation in the eBid System.



COMPLETE THE PROPOSER INFORMATION FORM ON THE ATTACHMENTS TAB IN THE EBID SYSTEM. PROPOSERS ARE TO COMPLETE THE FORM IN ITS ENTIRETY AND INCLUDE THE COMPLETED FORM IN YOUR PROPOSAL THAT MUST BE UPLOADED TO THE RESPONSE ATTACHMENTS TAB FOR THE RFP IN THE EBID SYSTEM.

**PROPOSER INFORMATION PAGE**

***RFP- L-51-16, Repairs and Calibration of Flow Meters and Related Devices***

To: The City of Pompano Beach, Florida

The below named company hereby agrees to furnish the proposed services under the terms stated subject to all instructions, terms, conditions, specifications, addenda, legal advertisement, and conditions contained in the RFP. I have read the RFP and all attachments, including the specifications, and fully understand what is required. By submitting this proposal, I will accept a contract if approved by the City and such acceptance covers all terms, conditions, and specifications of this proposal.

Proposal submitted by:

Name (printed) Jerry Scabbs Title VP / Administrator  
Company (Legal Registered) P.C Controls INC  
Federal Tax Identification Number 65-0789111  
Address 132 NE 30th Street  
City/State/Zip Wilton Manors, FL 33334  
Telephone No. 954-568-9663 Fax No. 954-563-0919  
Email Address pccontrolsinc@bellsouth.net



P.C. Controls Inc  
132 NE 30<sup>th</sup> Street, Wilton Manors, FL 33334  
Phone: (954) 568-9663 Fax: (954) 563-0919  
E-mail: pccontrolsinc@bellsouth.net

City of Pompano Beach  
1205 NE 5th Ave  
Pompano Beach, FL 33060

Attn: Purchasing Department

RE: Rates and Fees

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These rates are reflective of PC Controls contracted rates and are lower than rates currently being provided to customers not under contract.

Labor rates are for hours between 7 am and 4 pm Monday through Friday. Please see Pompano RFQ provided table for Overtime rates, included in initialed RFQ, page 4, which is attached and part of this proposal.

|        |                                                                                                                                                                 |                 |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| Rates: | Lead Technician                                                                                                                                                 | \$60.00 an hour |
|        | On occasion when site personnel is unable to assist there may be a need for a second technician to be onsite with the Lead Technician – such as confined space. |                 |
|        | Technician 2                                                                                                                                                    | \$30.00 an hour |

Note: Please be aware that PC Controls charges and minimum of 3 hours on service calls.

|          |                                                                      |
|----------|----------------------------------------------------------------------|
| Material | 1.2 (in no case will PC Controls charge more than this for material) |
| Mark-up  | Freight charges will be prepaid and added to related invoices        |

|               |                       |              |
|---------------|-----------------------|--------------|
| Certification | All Transmitter Types | \$49.00 each |
| Fees:         |                       |              |

Travel Time: Technician rate will be charged both ways (portal to portal).

Fuel Surcharge \$10.00 / per visit (Broward County)

*Note: this fee was suspended at the beginning of 2016 fiscal year and we reserve the right to reinstate it should fuel costs increase to unacceptable levels.*

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Sincerely

Norman P. Conaway  
P.C. Controls Inc





P.C. Controls Inc  
132 NE 30<sup>th</sup> Street, Wilton Manors, FL 33334  
Phone: (954) 568-9663 Fax: (954) 563-0919  
E-mail: pccontrolsinc@bellsouth.net

City of Pompano Beach  
1205 NE 5th Ave  
Pompano Beach, FL 33060

Attn: Purchasing Department

RE: RFP# L-51-16 - Repairs & Calibration of Flow meters and Related Devices

## **PROPOSAL**

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To whom this may concern,

We are pleased to submit our proposal for "Repair & Calibration of Flow meters and Related Devices". This proposal is provided per the scope of work detailed in RFP# L-51-16 dated June 9, 2016. It is understood that this bid is for a contact period of one (1) year and renewable for three (3) additional one (1) year contract periods with approved modifications if any.

### **Scope of Services**

P.C. Controls, Inc (PCCI) is capable of providing you the customer (CITY) with quality repair and calibration of Flowmeters and related devices for the City of Pompano Beach Utilities Department (PBWTP). We feel that we are able to state this based on past service provided to the water plant and the familiarity with the equipment resulting from the service. PCCI can provide calibration and other related services to all types, makes and models, of Flow Meters, Level Transducers, Pressure Transmitters, Process Control Instrumentation including Remote Terminals and all data transmitting devices used in these processes at PBWTP, PB RE-USE Plant, Well fields and other field locations/operations (identified collectively as PBWTP in this proposal from this point forward).

Calibrations will be conducted and documented as needed during normal operations of PBWTP on an ongoing basis. Formally documented calibrations (Certifications) should be conducted at least annually to satisfy any obligations to monitoring agencies such as South Florida Water Management District (SFWM). Copies of certification documents are attached and made part of this document, these documents are approved documents for these monitoring agencies. This alone does not ensure that PBWTP is working properly. PCCI has instituted a "Flow Meter Accounting Method" that monitors Influent and Effluent equipment to verify that water coming into PBWTP equals the amount of water going out. Performing this check can reveal the possibility of a problem before it has a chance to develop into something much larger.



In the event any equipment needs to be repaired or replaced and all efforts have been used to correct the situation. Any repairs that need to be made that involves removing CITY owned equipment from PBWTP will be sent to manufacturers for repair using all due caution. Repair costs will be passed on to CITY at markup to cover any handling of such equipment. Equipment needing replaced in the event that no CITY stock is available to use as a replacement, will be provided at markup. Equipment replaced will be replaced with new equipment equaling or surpassing the equipment being replaced. Equipment that could be provided by an alternate manufacturer to the original equipment, due either to obsolescence or cost savings will meet or exceed original equipment specifications and will only be acquired with PBWTP approval. All related documentation will be provided to PBWTP.

PCCI offers to the CITY our services for PBWTP with a response time of 24 hours along with 24 hour emergency on-call services. Additionally, a report will be provided on a monthly basis to a designated party summarizing the work that was completed for PBWTP, including any items that may need further corrective action and equipment calibrations.

PCCI will provide these services at rates and markup as seen on the attached 'Rates and Fees' as well as those detailed in the provided table included in initialed RFQ, page 5, which is attached and part of this proposal and remain in effect for the contract period. PCCI also warrants its work for services provided in the following manner. Equipment – PCCI provides that all equipment it installs is warranted by the manufacturer and ensures that said equipment is repaired accordingly for CITY. Any installation performed by PCCI in which the manufacturers' equipment is not the result of a failure, and only if PCCI was responsible for the failure, labor costs resulting from the corrective action will be not be charged.

### **Qualifications**

PCCI is a service-oriented company working primarily in the Water and Wastewater industry in Florida and has been providing services to these customers since 1997. PCCI has a vast knowledge of all types of instrumentation, including Flow, Pressure, Level and pH. Our experience comes from all phases of work – Installation, Maintenance, Repairs and Calibrations.

PCCI uses test equipment/instrumentation and technology that is considered among the best in the industry for providing these services. All equipment is maintained at or above manufacturers' specification and calibration equipment used to certify the accuracy of CITY equipment is itself certified and meets or exceeds NIST standards. Certifications for test equipment are maintained and available at CITY requests. MSDS for industry calibration standards (pH, Conductivity et al) are available at CITY requests.



From Flowmeters to Level transmitters to recording devices like Chart recorders or Totalizers, from stand-alone applications to a complete loop including remote operation PCCI should be your first call. PCCI not only will we be able to satisfy any instrumentation needs but can also work on many other industry equipment needs including valve actuators, pump controls, VFD's and others to many to mention.

We calibrate and certify equipment and provide documentation of the calibrations that will meet CITY or other regulatory agencies specific needs. PCCI uses equipment that either meets or exceeds NIST standards to provide the most accurate calibrations. PCCI provides proof of calibration with both a sticker, with the date of calibration on the equipment, and a "certificate" kept on file for a minimum of 3 years. PCCI helps keep your equipment in compliance by notification when the calibrations are due and scheduling them within any needed timeframe.

P.C. Controls is not a manufacturer's distributor so it is not obligated to provide CITY with a solution from a single line of product but will provide a solution that best fits PBWTP needs and budget. PCCI operates under the Broward County License 329-0031043 and attached certificate of competency. PCCI a Local Business is SBE certified in Broward County and a copy of that certification is attached to this bid. This along with the attached Qualification Statement and other associated proposal documents should clarify any questions regarding the Firms ability and eligibility to perform services for CITY.

In addition PCCI agrees to subject to any required background check. Proof of Insurance coverage is provided and attached to satisfy the requirements of CITY special conditions. PCCI does not carry Worker's Compensation and is not required to do so according to Florida Law. A copy of the Exemption for the owner as well as a copy of a waiver letter that is on file at CITY currently is attached for your reference. PCCI does however provide full medical benefits to its employees. PCCI agrees to hold CITY harmless as defined in the "Indemnification" paragraphs of RFP# L-51-16 and agrees to other paragraphs not specifically addressed in this proposal but referenced in the aforementioned RFP.

*Mark-up:* PCCI uses only a mark-up of 1.2. This markup is applied to the cost of any purchases or repairs made on behalf of or for CITY. Under no circumstances will a mark-up greater than that stated previously be used. PCCI discounts from manufacturers and distributors often provide pricing less than list price even after the mark-up is applied.

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Sincerely

Norman P. Conaway  
P.C. Controls Inc





P.C. Controls Inc  
132 NE 30<sup>th</sup> Street, Wilton Manors, FL 33334  
Phone: (954) 568-9663 Fax: (954) 563-0919  
E-mail: pccontrolsinc@bellsouth.net

City of Pompano Beach  
1205 NE 5th Ave  
Pompano Beach, FL 33060

Attn: Purchasing Department

RE: RFP# L-51-16 - Repairs & Calibration of Flow meters and Related Devices

### **REFERENCES**

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To whom this may concern,

We are pleased to submit our references which are current customers in the industry.

- 1.) City of Coral Springs  
3800 NW 85th Ave  
Coral Springs, FL 33065  
Contact: Brian Heller  
954 345-2162
  - 2.) Village of Palm Springs  
226 Cypress Lane  
Palm Springs, FL 33461  
Contact: Don Ray  
561 965-4022
  - 3.) City of Dania Beach  
100 W Dania Beach Blvd  
Dania Beach, FL 33004  
Contact: Phil Skidmore  
954 924-6800 X3616
-





P.C. Controls Inc  
 132 NE 30<sup>th</sup> Street, Wilton Manors, FL 33334  
 Phone: (954) 568-9663, Fax: (954) 563-0919  
 E-mail: pccontrolsinc@bellsouth.net

## Certified Flow Meter Test Record

Customer: \_\_\_\_\_

Consumptive Use Permit # \_\_\_\_\_

Test Site \_\_\_\_\_ District ID# \_\_\_\_\_

Contact \_\_\_\_\_ Number \_\_\_\_\_

Meter Model \_\_\_\_\_ Serial# \_\_\_\_\_

Meter Accessories \_\_\_\_\_

### Pipe Information

Material \_\_\_\_\_

Line Size \_\_\_\_\_ OD Thickness \_\_\_\_\_ WT

Transducer Spacing \_\_\_\_\_ Distance from Meter installation is \_\_\_\_\_

### Test Information using Fuji Porta-Flow Ultrasonic Flowmeter

Test performed @ \_\_\_\_\_ GPM

Initial Meter Reading at Calibration Start: \_\_\_\_\_ X \_\_\_\_\_ End: \_\_\_\_\_ X \_\_\_\_\_

\_\_\_\_\_ Gallons Totalized in \_\_\_\_\_ Seconds Average \_\_\_\_\_ GPM

Test Meter Reading at Calibration Start: \_\_\_\_\_ 0 \_\_\_\_\_ X 1 \_\_\_\_\_ End: \_\_\_\_\_ X 1 \_\_\_\_\_

\_\_\_\_\_ Gallons Totalized in \_\_\_\_\_ Seconds Average \_\_\_\_\_ GPM

Meter Tested at \_\_\_\_\_ % Accuracy Last Meter Test \_\_\_\_\_ Last Accuracy \_\_\_\_\_

Comments: Prior to calibration meter was reading \_\_\_\_\_ % of test meter – Site meter read \_\_\_\_\_ GPM and test meter read \_\_\_\_\_ GPM.

Performed By: \_\_\_\_\_

Date: \_\_\_\_\_

This is to certify that the above listed equipment has been calibrated and meets or exceeds all published specifications. Calibration was performed using standards and/or instrumentation whose accuracy are traceable to the N.I.S.T.

Signature : \_\_\_\_\_

## **EXHIBIT B**

### **INSURANCE REQUIREMENTS**

CONTRACTOR shall not commence services under the terms of this Agreement until certification or proof of insurance detailing terms and provisions has been received and approved in writing by the CITY's Risk Manager. If you are responding to a bid and have questions regarding the insurance requirements hereunder, please contact the City's Purchasing Department at (954) 786-4098. If the contract has already been awarded, please direct any queries and proof of the requisite insurance coverage to City staff responsible for oversight of the subject project/contract.

CONTRACTOR is responsible to deliver to the CITY for timely review and written approval/disapproval Certificates of Insurance which evidence that all insurance required hereunder is in full force and effect and which name on a primary basis, the CITY as an additional insured on all such coverage.

Throughout the term of this Agreement, CITY, by and through its Risk Manager, reserve the right to review, modify, reject or accept any insurance policies required by this Agreement, including limits, coverages or endorsements. CITY reserves the right, but not the obligation, to review and reject any insurer providing coverage because of poor financial condition or failure to operate legally.

Failure to maintain the required insurance shall be considered an event of default. The requirements herein, as well as CITY's review or acceptance of insurance maintained by CONTRACTOR, are not intended to and shall not in any way limit or qualify the liabilities and obligations assumed by CONTRACTOR under this Agreement.

Throughout the term of this Agreement, CONTRACTOR and all subcontractors or other agents hereunder, shall, at their sole expense, maintain in full force and effect, the following insurance coverages and limits described herein, including endorsements.

A. Worker's Compensation Insurance covering all employees and providing benefits as required by Florida Statute, Chapter 440. CONTRACTOR further agrees to be responsible for employment, control and conduct of its employees and for any injury sustained by such employees in the course of their employment.

B. Liability Insurance.

(1) Naming the City of Pompano Beach as an additional insured as CITY's interests may appear, on General Liability Insurance only, relative to claims which arise from CONTRACTOR's negligent acts or omissions in connection with CONTRACTOR's performance under this Agreement.

(2) Such Liability insurance shall include the following checked types of insurance and indicated minimum policy limits.

**Type of Insurance****Limits of Liability****GENERAL LIABILITY:**

Minimum 1,000,000 Per Occurrence and  
\$2,000,000 Per Aggregate

\* Policy to be written on a claims incurred basis

|    |                                      |                                            |
|----|--------------------------------------|--------------------------------------------|
| XX | comprehensive form                   | bodily injury and property damage          |
| XX | premises - operations                | bodily injury and property damage          |
| —  | explosion & collapse hazard          |                                            |
| —  | underground hazard                   |                                            |
| XX | products/completed operations hazard | bodily injury and property damage combined |
| XX | contractual insurance                | bodily injury and property damage combined |
| XX | broad form property damage           | bodily injury and property damage combined |
| XX | independent CONTRACTORS              | personal injury                            |
| XX | personal injury                      |                                            |

— sexual abuse/molestation Minimum \$1,000,000 Per Occurrence and Aggregate

— liquor legal liability Minimum \$1,000,000 Per Occurrence and Aggregate

**AUTOMOBILE LIABILITY:**
☒

Minimum \$1,000,000 Per Occurrence and \$2,000,000 Per Aggregate. Bodily injury (each person) bodily injury (each accident), property damage, bodily injury and property damage combined.

XX comprehensive form

☐

Minimum \$10,000/\$20,000/\$10,000  
(Florida's Minimum Coverage)

XX owned

XX hired

XX non-owned

**REAL & PERSONAL PROPERTY**

— comprehensive form Agent must show proof they have this coverage.

**EXCESS LIABILITY**

Per Occurrence Aggregate

|   |                     |                                            |             |             |
|---|---------------------|--------------------------------------------|-------------|-------------|
| — | other than umbrella | bodily injury and property damage combined | \$2,000,000 | \$2,000,000 |
|---|---------------------|--------------------------------------------|-------------|-------------|

**PROFESSIONAL LIABILITY**

Per Occurrence Aggregate

|   |                                               |             |             |
|---|-----------------------------------------------|-------------|-------------|
| — | * Policy to be written on a claims made basis | \$1,000,000 | \$1,000,000 |
|---|-----------------------------------------------|-------------|-------------|

(3) If Professional Liability insurance is required, CONTRACTOR agrees the indemnification and hold harmless provisions set forth in the Agreement shall survive the



termination or expiration of the Agreement for a period of three (3) years unless terminated sooner by the applicable statute of limitations.

C. Employer's Liability. If required by law, CONTRACTOR and all subcontractors shall, for the benefit of their employees, provide, carry, maintain and pay for Employer's Liability Insurance in the minimum amount of One Hundred Thousand Dollars (\$100,000.00) per employee, Five Hundred Thousand Dollars (\$500,000) per aggregate.

D. Policies: Whenever, under the provisions of this Agreement, insurance is required of the CONTRACTOR, the CONTRACTOR shall promptly provide the following:

- (1) Certificates of Insurance evidencing the required coverage;
- (2) Names and addresses of companies providing coverage;
- (3) Effective and expiration dates of policies; and
- (4) A provision in all policies affording CITY thirty (30) days written notice by a carrier of any cancellation or material change in any policy.

E. Insurance Cancellation or Modification. Should any of the required insurance policies be canceled before the expiration date, or modified or substantially modified, the issuing company shall provide thirty (30) days written notice to the CITY.

F. Waiver of Subrogation. CONTRACTOR hereby waives any and all right of subrogation against the CITY, its officers, employees and agents for each required policy. When required by the insurer, or should a policy condition not permit an insured to enter into a pre-loss agreement to waive subrogation without an endorsement, then CONTRACTOR shall notify the insurer and request the policy be endorsed with a Waiver of Transfer of Rights of Recovery Against Others, or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy which includes a condition to the policy not specifically prohibiting such an endorsement, or voids coverage should CONTRACTOR enter into such an agreement on a pre-loss basis.



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

12/23/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

**IMPORTANT:** If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

|                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|--|-------------------------------------------|------------------------------------|--------------------------------------------------|--|--------------------------------------|--|------------------------------------------|---------------|-------------------------------------------------|--|--------------------|--|--------------------|--|--------------------|--|--------------------|--|
| <b>PRODUCER</b><br><br><b>Sena &amp; Whitney LLC</b><br><b>190 Glades Rd Suite C</b><br><b>Boca Raton, FL 33432</b> | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2"><b>CONTACT NAME:</b> William Mennitt</td> </tr> <tr> <td><b>PHONE (A/C, No, Ext):</b> 561-210-8715</td> <td><b>FAX (A/C, No):</b> 561-210-8716</td> </tr> <tr> <td colspan="2"><b>E-MAIL ADDRESS:</b> wmennitt@thesenagroup.com</td> </tr> <tr> <td colspan="2" style="text-align: center;"><b>INSURER(S) AFFORDING COVERAGE</b></td> </tr> <tr> <td><b>INSURER A :</b> Nautilus Insurance Co</td> <td><b>NAIC #</b></td> </tr> <tr> <td><b>INSURER B :</b> Nationwide Ins Co of America</td> <td></td> </tr> <tr> <td><b>INSURER C :</b></td> <td></td> </tr> <tr> <td><b>INSURER D :</b></td> <td></td> </tr> <tr> <td><b>INSURER E :</b></td> <td></td> </tr> <tr> <td><b>INSURER F :</b></td> <td></td> </tr> </table> | <b>CONTACT NAME:</b> William Mennitt |  | <b>PHONE (A/C, No, Ext):</b> 561-210-8715 | <b>FAX (A/C, No):</b> 561-210-8716 | <b>E-MAIL ADDRESS:</b> wmennitt@thesenagroup.com |  | <b>INSURER(S) AFFORDING COVERAGE</b> |  | <b>INSURER A :</b> Nautilus Insurance Co | <b>NAIC #</b> | <b>INSURER B :</b> Nationwide Ins Co of America |  | <b>INSURER C :</b> |  | <b>INSURER D :</b> |  | <b>INSURER E :</b> |  | <b>INSURER F :</b> |  |
| <b>CONTACT NAME:</b> William Mennitt                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>PHONE (A/C, No, Ext):</b> 561-210-8715                                                                           | <b>FAX (A/C, No):</b> 561-210-8716                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>E-MAIL ADDRESS:</b> wmennitt@thesenagroup.com                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER(S) AFFORDING COVERAGE</b>                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER A :</b> Nautilus Insurance Co                                                                            | <b>NAIC #</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER B :</b> Nationwide Ins Co of America                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER C :</b>                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER D :</b>                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER E :</b>                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURER F :</b>                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |
| <b>INSURED</b><br><br><b>P C CONTROLS, INC.</b><br><b>132 NE 30TH STREET</b><br><b>WILTON MANORS, FL 33334</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                      |  |                                           |                                    |                                                  |  |                                      |  |                                          |               |                                                 |  |                    |  |                    |  |                    |  |                    |  |

**COVERAGES****CERTIFICATE NUMBER: 00015435-1069475****REVISION NUMBER: 13**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

| INSR LTR | TYPE OF INSURANCE                                                                                                                                                                                                                                                                                                                                                                                      | ADDL INSD    | SUBR WVD     | POLICY NUMBER        | POLICY EFF (MM/DD/YYYY) | POLICY EXP (MM/DD/YYYY) | LIMITS                                                                                                                                                                                                                                                                                   |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|----------------------|-------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A</b> | <b>COMMERCIAL GENERAL LIABILITY</b><br><input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR<br><br>GEN'L AGGREGATE LIMIT APPLIES PER:<br><input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC<br>OTHER:                                                                                                                 | <b>Y</b>     |              | <b>NN1075909</b>     | <b>12/29/2019</b>       | <b>12/29/2020</b>       | EACH OCCURRENCE \$ <b>1,000,000</b><br>DAMAGE TO RENTED PREMISES (Ea occurrence) \$ <b>500,000</b><br>MED EXP (Any one person) \$ <b>5,000</b><br>PERSONAL & ADV INJURY \$ <b>1,000,000</b><br>GENERAL AGGREGATE \$ <b>2,000,000</b><br>PRODUCTS - COMP/OP AGG \$ <b>2,000,000</b><br>\$ |
| <b>B</b> | <b>AUTOMOBILE LIABILITY</b><br><input type="checkbox"/> ANY AUTO<br><input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY<br><input type="checkbox"/> HIRED AUTOS ONLY<br><br><b>UMBRELLA LIAB</b> <input type="checkbox"/> OCCUR<br><b>EXCESS LIAB</b> <input type="checkbox"/> CLAIMS-MADE<br>DED <input type="checkbox"/> RETENTION \$ |              |              | <b>ACP5994885942</b> | <b>10/27/2019</b>       | <b>10/27/2020</b>       | COMBINED SINGLE LIMIT (Ea accident) \$ <b>1,000,000</b><br>BODILY INJURY (Per person) \$<br>BODILY INJURY (Per accident) \$<br>PROPERTY DAMAGE (Per accident) \$<br>\$<br>EACH OCCURRENCE \$<br>AGGREGATE \$<br>\$                                                                       |
|          | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b><br>ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)<br>If yes, describe under DESCRIPTION OF OPERATIONS below                                                                                                                                                                                                          | <b>Y / N</b> | <b>N / A</b> |                      |                         |                         | PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/><br>E.L. EACH ACCIDENT \$<br>E.L. DISEASE - EA EMPLOYEE \$<br>E.L. DISEASE - POLICY LIMIT \$                                                                                                                         |

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

**CERTIFICATE HOLDER IS ADDITIONAL INSURED WITH RESPECTS TO COMMERCIAL GENERAL LIABILITY AS THEIR INTEREST MAY APPEAR WHEN REQUIRED BY WRITTEN CONTRACT.**

APPROVED

By Danielle Thorpe at 8:28 am, Aug 12, 2020

**CERTIFICATE HOLDER****CANCELLATION**

|                                                                                           |                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CITY OF POMPANO BEACH</b><br><b>1205 NE 5TH AVE.</b><br><b>POMPANO BEACH, FL 33060</b> | <p>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</p> <hr/> <p><b>AUTHORIZED REPRESENTATIVE</b></p> <p style="text-align: center;"></p> <p style="text-align: right;">(WIM)</p> |
|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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**City of Pompano Beach, Purchasing  
Division  
1190 N.E. 3rd Avenue, Building C  
Pompano Beach, Florida, 33060**



Date: 9-24-2019

To: PC Controls, Inc.  
132 NE 30<sup>th</sup> Street  
Wilton Manors, Fl. 33334

Dear Mr. Conway,

Your company has fewer than four employees, and you have elected not to purchase Workers' Compensation insurance to cover these employees. The State of Florida allows your company to operate without this insurance, however, you are required by the State to "post clear written notice in a conspicuous location at each worksite directed to all employees and other persons performing services at the worksite of their lack of entitlement to benefits" as described in Chapter 440 of the Florida Statutes.

The City of Pompano Beach requires: **ALL CONTRACTORS MUST AGREE TO BE RESPONSIBLE FOR THE EMPLOYMENT, CONTROL AND CONDUCT OF THEIR EMPLOYEES AND FOR ANY INJURY SUSTAINED BY SUCH EMPLOYEES IN THE COURSE OF THEIR EMPLOYMENT.**

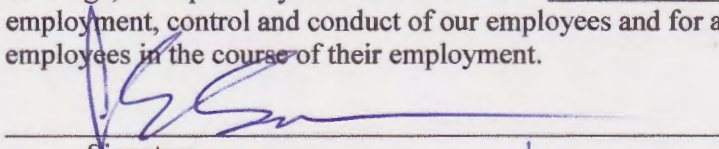
Please sign the area below acknowledging your compliance with the above requirements. Return this original letter to the Purchasing office, Building C, 1190 N.E. 3 Avenue, Pompano Beach, 33060.

Very truly yours,  
Lori Frund  
Office Asst. II  
COPB - UFO

**APPROVED**

*J. Smith*  
By Jamuti Smith at 11:08 am, Sep 30, 2019

PC Controls, Inc. has posted notice(s) declaring the absence of Workers' Compensation insurance coverage, as required by the State of Florida. PC Controls, Inc. agrees to be responsible for the employment, control and conduct of our employees and for any injury sustained by such employees in the course of their employment.

  
Signature

Jerry E. Scavus IVP  
Name and Title (print)

9/30/19  
Date

**AGREEMENT BETWEEN THE CITY OF DANIA BEACH, FLORIDA AND P.C. CONTROLS, INC., A FLORIDA CORPORATION, FOR REPAIR AND CALIBRATION OF FLOW METERS AND RELATED DEVICES FOR THE CITY OF DANIA BEACH, FLORIDA WATER TREATMENT PLANT AND SEWER FACILITIES UNDER THE CITY OF POMPANO BEACH, FLORIDA AGREEMENT (RFP NO. L-51-16)**

This is an Agreement (the “Agreement”) between the City of Dania Beach, Florida, a Florida municipal corporation (“City”) and P.C. Controls, Inc., a Florida corporation (“Contractor”), with a mailing address of 132 Northeast 30<sup>th</sup> Street, Wilton Manors, Florida 33334.

In consideration of the mutual covenants, terms and conditions contained in this Agreement, and other good and valuable consideration, the adequacy and receipt of which are acknowledged and agreed upon, the parties agree to the following:

1. The agreement existing between the Contractor and the City of Pompano Beach and any amendment(s) to it, under an award by the City of Pompano Beach of a project (the agreement, related RFP No. L-51-16 and the contract renewal letter dated August 25, 2020, copies of which are attached as composite Exhibit “A”, and made a part of and are incorporated into this Agreement by this reference), shall be considered as part of this Agreement between the City and the Contractor; provided, however, that if Contractor contracts with any other governmental agency in the South Florida area and service rates are lower than those afforded to the City of Pompano Beach, or any city in the area for these same services, then Contractor shall provide such lower service rates to the City.
2. The goods and services to be provided to the City consist of repair and calibration of flow meters and related devices for the City of Dania Beach water treatment plant and sewer facilities.
3. The term of this Agreement shall be retroactive to September 13, 2020 through and including August 26, 2021.
4. That in all other respects, the terms of the Pompano Beach agreement documents apply to this Agreement.

**SIGNATURES ON FOLLOWING PAGES**

IN WITNESS of the foregoing, the parties have executed this Agreement on \_\_\_\_\_, 2020.

**CITY:**

**CITY OF DANIA BEACH, FLORIDA,**  
a Florida municipal corporation

ATTEST:

\_\_\_\_\_  
THOMAS SCHNEIDER, CMC  
CITY CLERK

\_\_\_\_\_  
LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND  
CORRECTNESS:

\_\_\_\_\_  
ANA M. GARCIA, ICMA-CM  
CITY MANAGER

\_\_\_\_\_  
THOMAS J. ANSBRO  
CITY ATTORNEY

**WITNESSES:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
**PRINT** Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
**PRINT** Name

**CONTRACTOR:**  
**P.C. CONTROLS, INC.,** a  
Florida corporation

\_\_\_\_\_  
Signature

\_\_\_\_\_  
**PRINT** Name

\_\_\_\_\_  
Title

Dated: \_\_\_\_\_, 2020

STATE OF FLORIDA)

COUNTY OF BROWARD)

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, on \_\_\_\_\_, 2020, by \_\_\_\_\_, as \_\_\_\_\_ of P.C. CONTROLS, INC., Florida corporation, on behalf of the corporation. He is personally known to me or has produced \_\_\_\_\_ as identification.

\_\_\_\_\_  
Notary Public, State of Florida

\_\_\_\_\_  
Print Name

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

| Requested Action (Identify appropriate Action or Motion) |  |  |
|----------------------------------------------------------|--|--|
| ADOPT RESOLUTION CONDEMNING ANTI-SEMITIC ACTS            |  |  |

| Purchasing Requests ONLY |         |      |
|--------------------------|---------|------|
| Dept:                    | Acct #: | Amt: |
| Fund:                    |         |      |

| Fiscal Impact/Cost Summary |
|----------------------------|
|                            |

| Exhibits Attached                    |
|--------------------------------------|
| R-2020- Condemning Anti-Semitic Acts |



## **RESOLUTION NO. 2020-119**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, CONDEMNING ANTI-SEMITIC ACTS; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the City Commission of the City of Dania Beach finds that anti-Semitism, and religious and racial bias have no place in the City of Dania Beach, Florida (“City”) and it is committed to working actively against all forms of prejudice; and

**WHEREAS**, the City Commission promotes the acceptance of every race, ethnicity, and religion; and

**WHEREAS**, the City Commission asserts that every person should be safe and not fear harm where they live, work, and play; and

**WHEREAS**, the City Commission denounces anti-Semitism throughout the country, including in Florida and the City; and

**WHEREAS**, the City Commission denounces the anti-Semitic social media posts recently made by the Florida State University SGA Senate President; and

**WHEREAS**, the City Commission encourages citizens to stand up against anti-Semitism in all of its forms, and to speak out against anti-Semitism through peaceful speech and action; and

**WHEREAS**, the City Commission is committed to safeguarding the City against the dangers of anti-Semitism, while ensuring that the constitutional rights of every person who lives, works, and visits the City are protected;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing “Whereas” clauses are ratified and confirmed to be true and correct and they are made a part of and are incorporated into this Resolution by this reference.

**Section 2.** That the City Commission condemns the anti-Semitic acts committed in the City, State of Florida, and throughout the country, and declares its stance against anti-Semitism and racial, ethnic, and religious bias and discrimination.

**Section 3.** That the City Clerk is directed to distribute copies of this Resolution to the Florida State University President, John E. Thrasher, the Board of County Commissioners for

Broward County and the Broward League of Cities for distribution to all cities in Broward County.

**Section 4.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 5.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED** and **ADOPTED** on October 13, 2020.

ATTEST:

---

THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

|                                                                 |
|-----------------------------------------------------------------|
| <b>Requested Action (Identify appropriate Action or Motion)</b> |
|-----------------------------------------------------------------|

|                                                    |
|----------------------------------------------------|
| ADOPT RESOLUTION DENOUNCING VIOLENCE AGAINST WOMEN |
|----------------------------------------------------|

|                                 |
|---------------------------------|
| <b>Purchasing Requests ONLY</b> |
|---------------------------------|

|       |         |      |
|-------|---------|------|
| Dept: | Acct #: | Amt: |
|-------|---------|------|

|       |
|-------|
| Fund: |
|-------|

|                                   |
|-----------------------------------|
| <b>Fiscal Impact/Cost Summary</b> |
|-----------------------------------|

|                          |
|--------------------------|
| <b>Exhibits Attached</b> |
|--------------------------|

|                                           |
|-------------------------------------------|
| R-2020- Denouncing Violence Against Women |
|-------------------------------------------|

## **RESOLUTION NO. 2020-120**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, DENOUNCING VIOLENCE AGAINST WOMEN; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, violence against women means any act of gender-based violence that results in, or is likely to result in, physical, sexual or psychological harm or suffering to women, including threats of such acts, coercion or arbitrary deprivation of liberty, whether occurring in public or private life; and

**WHEREAS**, violence against women is an obstacle to the achievement of the objectives of equality, development, and peace; and

**WHEREAS**, violence against women both violates and impairs or nullifies the enjoyment by women of their human rights and fundamental freedoms; and

**WHEREAS**, any act of violence against women is an assault on the rights and freedom of women everywhere; and

**WHEREAS**, as people remain confined to their homes during the COVID-19 pandemic, nationwide there are reports that the cases of domestic violence have risen as they are out of work and money and are forced to go without their typical support systems; and

**WHEREAS**, according to the National Domestic Violence Hotline, approximately twenty-four (24) people per minute are physically abused by a partner in the United States; and

**WHEREAS**, it is estimated that of the 87,000 women who were intentionally killed in 2017 globally, more than 58% were killed by intimate partners or family members meaning that 137 women across the world are killed by a member of their own family every day; and

**WHEREAS**, since the lockdown began due to the COVID-19 pandemic, experts across the globe have reported that the crisis of domestic violence against women is worsening; and

**WHEREAS**, the City Commission recognizes the urgent need for the universal application to women of the rights and principles with regard to equality, security, liberty, integrity and dignity of all human beings and that denouncing violence against women is in the best interests of its citizens;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing “Whereas” clauses are ratified and confirmed to be true and correct and they are made a part of and are incorporated into this Resolution by this reference.

**Section 2.** That the City Commission of the City of Dania Beach denounces violence against women.

**Section 3.** That the City Commission further directs the City Clerk to transmit a copy of this Resolution to the Florida Governor, the Board of County Commissioners for Broward County and the Broward League of Cities for distribution to all cities in Broward County.

**Section 4.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 5.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED and ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

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THOMAS J. ANSBRO  
CITY ATTORNEY

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE A SECOND RENEWAL OF THE AGREEMENT EXISTING BETWEEN THE CITY OF DANIA BEACH AND THE BROWARD SHERIFF'S OFFICE, RELATING TO EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES FOR A FIRST YEAR COST OF THIRTEEN MILLION SIX HUNDRED TWENTY SEVEN THOUSAND FIVE HUNDRED TWENTY SEVEN DOLLARS (\$13,627,527.00);

### Purchasing Requests ONLY

Dept:

Acct #:

Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

Memo - BSO Fire Rescue-EMS Services Agreement - 5 Year Renewal Ending September 30 2025, R-2020- BSO Fire Rescue Services Second 5-Year Renewal of the Agreement, R-2020- BSO Fire Rescue Services Second 5-Year Renewal of the Agreement Exhibit A



**CITY OF DANIA BEACH  
OFFICE OF THE CITY MANAGER**

**MEMORANDUM**

**DATE:** October 13, 2020

**TO:** The Honorable Mayor, Vice-Mayor and Commissioners

**FROM:** Ana M. Garcia, ICMA- CM, City Manager

**RE: BSO Fire Rescue/EMS Services Agreement - 5 Year Renewal Ending  
September 30, 2025**

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**REQUEST**

The City Manager's Office is requesting approval of agreement between the City of Dania Beach and Broward Sheriff's Office (BSO) for Fire Rescue/EMS services. The agreement is a five (5) year renewal, beginning retroactively to October 1, 2020 through September 30, 2025.

**BACKGROUND**

The City of Dania Beach and Broward Sheriff's Office entered into an agreement in 2011 for Fire Rescue/EMS services. The original Fire Rescue/EMS agreement provided for three (3) five (5) year renewals. The initial five (5) year term expired on September 30, 2015, and services continued under a month-to-month agreement.

The City and BSO executed the first five (5) year renewal option, retroactively extending the actual terms of the contract through September 30, 2020. The attached agreement is to execute the second five (5) year renewal to the agreement, beginning retroactively to October 1, 2020, through September 30, 2025.

In calendar year 2019, Dania Beach Fire Rescue/EMS received the following calls:

|                              |              |
|------------------------------|--------------|
| ○ Emergency Medical Services | 4,671        |
| ○ Good Intent Calls          | 754          |
| ○ Service Calls              | 638          |
| ○ False Alarm or False Calls | 374          |
| ○ Hazardous Condition        | 74           |
| ○ All Fire Types             | 70           |
| ○ Severe Weather             | 6            |
| • <b>Total Calls</b>         | <b>6,587</b> |



Additionally, the BSO Fire Rescue/EMS team experienced a **concurrent incident rate of 65.26%**. This rate indicates that when one call comes in there is a 65.26% chance of another call coming in at the same time. This rate shows how productive our Fire Rescue/EMS Team was in working back-to-back calls.

**BUDGETARY IMPACT**

The Fiscal Year 2020/21 contract rate for Fire Rescue/EMS services is \$13,627,527. This total contract rate is within the FY2020-2021 approved budget for Fire Rescue/EMS services.

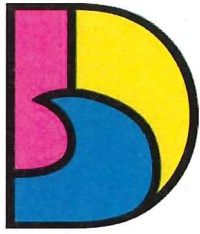
**RECOMMENDATION**

It is recommended that the City Commission approve the Resolution to execute the agreement between the City of Dania Beach and the Broward County Sheriff's Office for Fire Rescue/EMS services beginning retroactively to October 1, 2020 and ending September 30, 2025.

cc: Tom Ansbro, City Attorney  
Eve Boutsis, Assistant City Attorney  
Candido Sosa-Cruz, Assistant City Manager  
Frank DiPaolo, Finance Director  
Chief Sergio Pellecer, BSO Fire Department

**Attachments**

Resolution  
Agreement  
Finance Department Memo  
BSO Office of Management and Budget Memo



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH FINANCE DEPARTMENT

### MEMORANDUM

**DATE:** October 2, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**FROM:** Frank DiPaolo, Finance Director   
Digitally signed by Frank DiPaolo  
DN: cn=Frank DiPaolo, o=City of Dania Beach,  
ou=Finance Department,  
email=fdipaolo@danibeachfl.gov, c=US  
Date: 2020.10.02 15:06:46 -0400

**SUBJECT:** Consideration requests pursuant to the agreements with Broward Sheriff's Office for Law Enforcement and Fire Rescue Services

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#### BACKGROUND

The City's current agreements with Broward Sheriff's Office for Law Enforcement and Fire Rescue services expire September 30, 2020. Since providing the initial consideration in July, BSO has provided updated requests for the fiscal year beginning October 1, 2020.

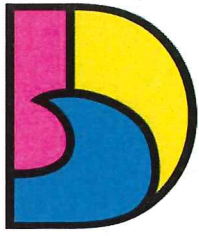
The total request for Law Enforcement and Fire Rescue Services is \$28,379,502, which provides for the same level of operations, including capital requests for vehicles in accordance with the fleet plan and other necessary items, such as payments toward the radio lease. Finance is not aware of any other operational changes; however, the consideration has been reduced somewhat due to FRS pension contribution rate changes.

There is one modification to the staffing structure – removal of the Deputy assigned to the prisoner landscaping work crew under the Law Enforcement agreement.

For a number of years, the City has utilized a BSO prisoner landscaping work crew to maintain various City properties. Since the onset of Covid-19, the crew has not been conducting services as-usual, in efforts to protect the prisoners and BSO deputies from exposure to the virus. Therefore, the City has had to utilize its landscaping contractor to maintain these areas. BSO has indicated that the prisoner landscaping work crew will no longer be able to maintain City properties and therefore, the cost for the Deputy assigned to the work crew has been removed from the consideration.

#### BUDGETARY IMPACT

The consideration requested by BSO for the full complement of staff assigned to Dania Beach is \$28,379,502. This includes removal of the prisoner landscaping work crew deputy for a savings of \$155,848, and these funds will augment the City's landscaping contract to ensure the areas formerly maintained by the prisoner work crew are not neglected. The total final consideration is within the FY2020-21 budgeted amounts for Law Enforcement and Fire Rescue services.



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH FINANCE DEPARTMENT

### MEMORANDUM

#### RECOMMENDATION

The Finance Department approves of the final consideration requests (contract amounts) for Law Enforcement and Fire Rescue services. Finance has no recommendation with regard to the operational aspect of the agreements with BSO.

**Broward Sheriff's Office**  
2601 West Broward Boulevard  
Fort Lauderdale, FL 33312  
954-831-8900  
[www.sheriff.org](http://www.sheriff.org)



September 15, 2020

Ms. Ana Garcia, City Manager  
City of Dania Beach  
100 West Dania Beach Boulevard  
Dania Beach, Florida 33004

Dear Ms. Garcia:

Please be advised that the revised consideration for Fiscal Year 2021 is as follows:

**Fire Rescue/EMS Services**

|                                |                   |                        |
|--------------------------------|-------------------|------------------------|
| <b>Total Personnel Expense</b> | 11,770,385        |                        |
| <b>Operating Expenditures</b>  | 973,265           |                        |
| <b>Capital Outlay</b>          | 625,510           |                        |
| <b>Transfers and Reserves</b>  | 258,367           |                        |
| <b>Total Expenditure</b>       | <b>13,627,527</b> | (1,135,627.25 Monthly) |

The second of three radio purchase payments have been added to your consideration in the amount of \$116,243.

Please note that due to FRS Pension rate changes, there is a reduction in your consideration.

This amount is subject to the final adopted budget as approved by the Board of County Commissioners and to any additional contract amendments, or negotiations that take place after this date.

Please contact me at (954) 831-8939 with any questions regarding this matter.

Sincerely,

A handwritten signature in blue ink, reading "Dafne E. Perez", is written over a circular stamp that partially overlaps the signature.

Dafne E. Perez, Director  
Office of Management and Budget

DEP:kc

cc: Colonel James Reyes, Department of Law Administration  
Chief Joseph Fernandez, Fire Rescue / EMS  
Deputy Chief Gregory Holness, Finance & Management, Fire Rescue/EMS  
Frank Dipaolo, Finance Director, City of Dania Beach

BROWARD SHERIFF'S OFFICE  
1-Year Appropriation Detail for Fire Contract Cities  
General Fund 001 Budget  
Adopted Budget  
88721 - Dania Beach

| ACCOUNTS                              | 2020/2021<br>Budget |
|---------------------------------------|---------------------|
| 512401 - Regular Salary               | 6,455,374           |
| 512407 - Cell Phone Supplement        | 600                 |
| 514401 - Overtime                     | 480,000             |
| 515401 - Special Pay                  | 18,481              |
| <b>Personal Services</b>              | <b>6,954,455</b>    |
| 521401 - FICA Taxes                   | 524,539             |
| 522401 - Retire/Regular               | 22,399              |
| 522402 - Retire/Special Risk          | 1,992,475           |
| 522405 - Retire/Drop Special Risk     | 0                   |
| 523401 - Life/Health Insurance        | 1,130,828           |
| 523403 - OPEB                         | 112,563             |
| 523405 - IAFF - BIVA                  | 221,675             |
| 524401 - Worker's Comp                | 268,193             |
| 529400 - Overhead Allocation          | 543,258             |
| <b>Fringe Benefits</b>                | <b>4,815,930</b>    |
| <b>Total Personnel Expense</b>        | <b>11,770,385</b>   |
| 531402 - Prof Svc/Admin               | 9,500               |
| 534401 - Contract Services/General    | 1,500               |
| 540402 - Travel-In/Out State          | 6,650               |
| 541401 - Communication Svc/Fixed      | 5,240               |
| 541402 - Communication Svc/Portable   | 8,000               |
| 541403 - Communication Svc/Aircards   | 9,504               |
| 543401 - Utility Service              | 18,000              |
| 543402 - Water & Waste Disposal       | 8,400               |
| 544401 - R/L Office Machines          | 3,984               |
| 544402 - R/L Vehicle                  | 215,522             |
| 544403 - R/L Equipment                | 32,466              |
| 544404 - R/L Building/Grounds         | 11,750              |
| 545402 - Ins/Admin-Bond/Ins           | 75,545              |
| 546401 - R/M Equipment                | 20,600              |
| 546402 - R/M Vehicles                 | 110,400             |
| 546403 - R/M Build/Ground             | 29,150              |
| 546404 - R/M Comm-Equip               | 1,942               |
| 547401 - Contract Print & Binding     | 1,600               |
| 549401 - Other Chg/Obl/Adv            | 150                 |
| 549403 - Other/Chg/Obl/Laund          | 24,140              |
| 549404 - Data Processing              | 6,874               |
| 551401 - Office Supply-Misc           | 12,665              |
| 551402 - Office Supply-Office         | 8,500               |
| 551404 - Off Supp/Cln/Janit           | 13,500              |
| 551710 - Debt Interest Expense        | 5,234               |
| 552401 - Oper Supply-Gas/Oil/Lub      | 57,000              |
| 552402 - Oper Supply-Tools            | 15,925              |
| 552403 - Oper Supply-Auto Supply      | 0                   |
| 552405 - Oper Supply-Kitch Supply     | 4,100               |
| 552406 - Oper Supply-Instit           | 130,000             |
| 552409 - Oper Supply/Misc             | 18,400              |
| 552410 - Oper Supply-Uniforms         | 82,405              |
| 552412 - Computers less than \$1,000. | 6,110               |
| 552413 - Software less than \$1,000.  | 935                 |
| 554401 - Books/Pub/Sub                | 1,649               |
| 554402 - Dues/Membership              | 1,240               |
| 554403 - Education/Tuition            | 7,405               |
| 554404 - Training/Misc                | 7,280               |
| <b>Operating Expenditures</b>         | <b>973,265</b>      |
| 563402 - Building Improvement         | 85,000              |
| 564401 - Mach-Equip/Vehicle           | 400,000             |
| 564402 - Mach-Equip/Equipment         | 27,000              |
| 564404 - Communications               | 0                   |
| 564408 - M/E-Computers                | 2,500               |
| 564421 - Lease/Purchase Equipment     | 111,010             |
| <b>Capital Outlay</b>                 | <b>625,510</b>      |
| 591001 - Transfer To General Fund     | 222,502             |
| 591401 - OPEB Reserve                 | 35,865              |
| <b>Transfers and Reserves</b>         | <b>258,367</b>      |
| <b>Total Expenditure</b>              | <b>13,627,527</b>   |

## **RESOLUTION NO. 2020-121**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE A SECOND RENEWAL OF THE AGREEMENT EXISTING BETWEEN THE CITY OF DANIA BEACH AND THE BROWARD SHERIFF'S OFFICE, RELATING TO EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES FOR A FIRST YEAR COST OF THIRTEEN MILLION SIX HUNDRED TWENTY SEVEN THOUSAND FIVE HUNDRED TWENTY SEVEN DOLLARS (\$13,627,527.00); PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the City entered into an Agreement with the Broward Sheriff's Office ("BSO") for Fire Rescue Services on January 6, 2011; and

**WHEREAS**, the original contract provides for three (3) five (5) year renewals;

**WHEREAS**, the contract expired on September 30, 2015, and the parties were operating under a month-to-month agreement; and

**WHEREAS**, the City and BSO executed the first five year renewal option, retroactively extending the actual terms of the contract through September 30, 2020; and

**WHEREAS**, the City and BSO wish to execute the second five year renewal to the Agreement, beginning retroactively to October 1, 2020 through September 30, 2025 for a first year cost of Thirteen Million Six Hundred Twenty Seven Thousand Five Hundred Twenty Seven Dollars (\$13,627,527.00);

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** The above "Whereas" clauses are affirmed, approved and incorporated in this Resolution by this reference.

**Section 2.** That the proper City officials are authorized to execute the second Renewal to the Agreement between the City of Dania Beach, Florida, and BSO for Fire Rescue Services dated retroactively to October 1, 2020 through September 30, 2025. A copy of the Agreement is attached as Exhibit "A" and made a part of and incorporated into this Resolution by this reference.



**Section 3.** That the City Manager and City Attorney are authorized to make minor revisions to the documents which are deemed necessary, proper and in the best interests of the City.

**Section 4.** That funding has been appropriated in the Fiscal Year 2020-21 budget to Account No. 001-22-01-522-34-10 in the amount of Thirteen Million Six Hundred Twenty Seven Thousand Five Hundred Twenty Seven Dollars (\$13,627,527.00).

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect retroactively to October 1, 2020.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

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THOMAS J. ANSBRO  
CITY ATTORNEY



**AGREEMENT FOR EMERGENCY MEDICAL, FIRE PROTECTION  
AND FIRE PREVENTION SERVICES**

THIS AGREEMENT FOR EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES, dated the \_\_\_ day of \_\_\_\_\_, 2020, is made by and between the City of Dania Beach, Florida (hereinafter referred to as the "CITY") and the Broward Sheriff's Office (hereinafter referred to as "BSO")

**W I T N E S S E T H:**

**WHEREAS**, pursuant to the CITY's home rule powers, the City has the authority to provide or enter into a contract for the provision of emergency medical, fire protection and fire prevention services within the municipal boundaries of the City, and

**WHEREAS**, the CITY has maintained a high level of professional emergency medical, fire protection and fire prevention services for the benefit of the citizens and residents of the CITY, and

**WHEREAS**, the CITY desires to enter into a contract for the provision of emergency medical, fire protection and fire prevention services while maintaining ultimate authority and control over such services, and

**WHEREAS**, BSO has agreed to render to the CITY a high level of professional emergency medical, fire protection and fire prevention services, and the CITY desires to contract for the services upon the terms and conditions set forth in this Agreement.

**NOW, THEREFORE**, in consideration of the mutual promises contained herein, and for other good and valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. The above recitals are true and correct and incorporated herein by reference.
2. This Agreement is comprised of this document, the Special Terms and Conditions set forth in Exhibit A, which is attached and incorporated herein, and the General Terms and Conditions that are set forth in Exhibit B, which is attached and incorporated herein.
3. In the event there is a conflict between the General Terms and Conditions, and Special Terms and Conditions, the Special Terms and Conditions shall be controlling.

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**AGREEMENT FOR EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES BETWEEN THE CITY OF DANIA BEACH, FLORIDA AND THE BROWARD SHERIFF'S OFFICE**

**IN WITNESS WHEREOF**, each of the parties hereto have authorized its duly authorized representative to execute this Agreement on the day and date first set forth above.

**BSO:**

BROWARD SHERIFF'S OFFICE

By: \_\_\_\_\_

GREGORY TONY, Sheriff

Approved as to form and legal sufficiency subject to the execution by the parties:

By: \_\_\_\_\_

Terrence Lynch, General Counsel

**AGREEMENT FOR EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES BETWEEN THE CITY OF DANIA BEACH, FLORIDA AND THE BROWARD SHERIFF'S OFFICE**

**CITY OF DANIA BEACH**

ATTEST:

By: \_\_\_\_\_  
LORI LEWELLEN, Mayor

\_\_\_\_\_  
THOMAS SCHNEIDER, City Clerk

\_\_\_\_ day of \_\_\_\_\_, 2020

Approved as to form and legality  
for the use of and reliance by the  
City of Dania Beach:

By: \_\_\_\_\_  
Ana M. Garcia, City Manager

By: \_\_\_\_\_  
THOMAS J. ANSBRO, City Attorney

**(CITY SEAL)**

**EXHIBIT A**

**SPECIAL TERMS AND CONDITIONS**

The following Special Terms and Conditions have been agreed upon by and between the CITY and BSO:

|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CITY:                           | City of Dania Beach                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| EFFECTIVE DATE:                 | October 1, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| TERM:                           | October 1, 2020 – September 30, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| RENEWAL OPTION:                 | Renewable for one, five year term upon the City and BSO agreeing to such renewal and the terms and conditions thereto.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| VEHICLE STAFFING AND STRUCTURE: | <p><b><u>Fire Prevention Services:</u></b> The Fire Prevention Bureau will be located at 102 West Dania Beach Boulevard. The following staff will work on a forty (40) hour per week full-time basis.</p> <ol style="list-style-type: none"><li>1. One (1) Captain, Lieutenant or Fire Prevention Officer certified by the State of Florida as a fire fighter and Fire Safety Inspector. Individual must also be certified by the Broward County Board of Rules and Appeals as a Fire Plans Examiner.</li><li>2. Five (5) Fire Safety Inspectors certified by the State of Florida and the Broward County Board of Rules and Appeals as a fire fighter and Fire Safety Inspector.</li><li>3. One (1) Administrative Assistant.</li></ol> <p><b><u>Fire Station 1 Located at 116 West Dania Beach Blvd</u></b></p> |

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      | <p>One (1) ALS Rescue Truck (Ambulance) – staffed with one (1) Officer and two (2) Firefighter/Paramedics</p> <p>One (1) ALS Engine / Aerial – Staffed with one (1) Officer, one (1) Driver Engineer and one (1) Firefighter/Paramedic.</p> <p><i>(Either the Driver Engineer or the Officer must be cross trained as a firefighter/paramedic with the resulting staffing being at least two cross trained personnel on the suppression apparatus.)</i></p> <p><b><u>Fire Station 17 located at 2308A SW 42<sup>nd</sup> Street</u></b></p> <p>One (1) ALS Rescue Truck – staffed with one (1) Officer and two (2) Firefighter/Paramedic</p> <p>One (1) ALS Engine / Aerial – Staffed with one (1) Officer, one (1) Driver Engineer and one (1) Firefighter/Paramedic.</p> <p><i>(Either the Driver Engineer or the Officer must be cross trained as a firefighter/paramedic with the resulting staffing being at least two cross trained personnel on the suppression apparatus.)</i></p> <p>BSO will provide the CITY with a District Fire Chief as described in Section 1 of Exhibit B of the Agreement.</p> <p>The CITY and BSO will continue to analyze appropriate data and provide recommendations for additional EMS and/or Suppression enhancements due to call volume and concurrency data.</p> |
| NOTICE CITY ADDRESS: | <p>Office of the City Manager<br/>City of Dania Beach<br/>100 W. Dania Beach Boulevard<br/>Dania Beach, FL 33004</p> <p>Copy to:<br/>City Attorney<br/>City of Dania Beach<br/>100 W. Dania Beach Blvd.<br/>Dania Beach, FL 33004</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                                                                                         |                |
|-----------------------------------------------------------------------------------------|----------------|
|                                                                                         |                |
| CONSIDERATION<br>Monthly Consideration<br>for all General and City<br>Specific Services | \$1,135,627.25 |

## **EXHIBIT B**

### **EMERGENCY MEDICAL, FIRE PROTECTION AND FIRE PREVENTION SERVICES**

#### **GENERAL CONDITIONS**

##### **1. DEFINITIONS**

The following terms when used in this Agreement, including its preamble and recitals, shall, except where the context otherwise requires, have the following meanings (such meanings to be equally applicable to the singular and plural forms thereof):

- a. Agreement shall mean this Agreement for Emergency Medical, Fire Protection and Fire Prevention Services between the CITY and BSO, including all exhibits.
- b. Applicable Laws shall mean all provisions of constitutions, statutes, laws, rules, ordinances, regulations, charters and orders of governmental bodies or regulatory agencies applicable to the subject matter.
- c. BSO shall mean the duly elected or appointed and qualified Sheriff of Broward County, Florida.
- d. CITY shall mean the City that has contracted with BSO for Fire Rescue Services pursuant to this Agreement and is identified in the Special Terms and Conditions.
- e. CITY Boundaries shall mean the area within the municipal boundaries of the CITY.
- f. City Manager shall mean the duly appointed and validly existing City Manager of the CITY. In the absence of the City Manager, the Assistant City Manager or person acting in the capacity of City Manager shall have the same authority as that of the City Manager.
- g. Consideration shall mean the monthly payment and other amounts payable by the CITY hereunder in consideration of the Fire Rescue Services performed by BSO, as set forth herein.
- h. District shall mean the geographic area within the CITY Boundaries, and any additional geographic area to be serviced by the District employees based upon a mutual written agreement of the CITY and BSO.
- i. District Fire Chief shall be the BSO representative appointed by BSO's Director of Fire Rescue to serve as the Chief responsible for supervising all emergency medical, fire protection and fire prevention employees and activities within the City and serving as a liaison between the CITY and BSO for Fire Rescue Services.
- j. District Fire Employees shall mean BSO employees regularly assigned to the District who possess the necessary qualifications and experience to provide



emergency medical, fire protection or fire prevention and support services, and all other BSO employees and all other Persons contracted by BSO, each of whom may, from time to time, provide Fire Rescue Services to the CITY.

- k. Effective Date shall mean the date in which the Agreement is to commence. The Effective Date is set forth in the Special Terms and Conditions of this Agreement.
- l. Facilities shall mean CITY-owned Fire/Rescue Stations, and any additional facilities that are owned by the City and used by BSO on a permanent basis to provide Fire Rescue Services. The Facilities are listed in the Special Terms and Conditions of this Agreement.
- m. Fire Rescue Services shall mean the aggregate of all emergency medical, fire protection and fire prevention related services provided by BSO pursuant to this Agreement.
- n. Lien shall mean any lien, security interest, pledge, mortgage, easement, leasehold, assessment, covenant, restriction, reservation, conditional sale, prior assignment, or any other encumbrance, claim, burden or charge of any nature whatsoever.
- o. Renewal Option shall mean the time period that the Agreement may be extended; the number of extensions and the means to exercise such option, as set forth in the Special Terms and Conditions of this Agreement.
- p. Term shall mean the length of this Agreement and any extensions thereto, which are set forth in Exhibit A, Special Terms and Conditions of this Agreement.

## 2. **STAFFING**

- a. **Structure.** The staffing structure for the District shall be as set forth in the Special Terms and Conditions of this Agreement and may be modified as set forth herein. The Staffing Structure will not be modified except through a written amendment to this Agreement executed by both the CITY and BSO with the same formalities as set forth herein.
- b. **Minimum Staffing.** BSO will provide a minimum number of personnel to provide Fire Rescue Services to the CITY as set forth in the Special Terms and Conditions of this Agreement and consistent with NFPA 1710 standards.
- c. **Employment Standards.** BSO shall be responsible for setting employment standards (i.e. hiring, discipline, training) for District Fire Employees consistent with BSO agency standards. BSO is committed to providing the CITY with highly skilled emergency medical, fire protection and fire prevention personnel to provide Fire Rescue Services to the CITY.

- d. **Employment Responsibilities.** All District Fire Employees shall be and remain BSO employees, and such employees shall not be considered employees of the CITY for purposes of pension benefits, (those persons who were permitted to and did remain in the City of Dania Beach pension plan shall remain in the plan), insurance benefits, civil service benefits, compensation and/or any status or right. Accordingly, the CITY shall not be called upon to assume any liability (unless otherwise set forth herein) for direct payment of any salaries, wages, or other compensation, contributions to pension funds for active employees, insurance premiums, worker's compensation (Chapter 440, Florida Statutes), vacation or compensatory time, sick leave benefits or any other amenities of employment to any District Fire Employee whatsoever, arising out of BSO's employment of such Persons and such Persons' performance of the Fire Rescue Services. The CITY and BSO understand and acknowledge that all costs, including the employment related costs, are included in the consideration payable by the CITY to BSO in accordance with this Agreement.

BSO shall be responsible for the deduction and remission to the City or its agents of the employee contribution deducted biweekly by the BSO payroll process for those employees still in the City Pension plan. The CITY shall remain responsible for CITY contributions to the City Pension Plan.

Notwithstanding the above, City shall continue to be directly responsible for the payment of the following costs in addition to the consideration set forth in this Agreement:

1. Any claims, including workers compensation claims incurred prior to the date of the transition to BSO;
  2. The financial pension cost attributed to "past service" and the pension actuarial liability for the City Pension Plan which shall be paid directly by the CITY to the Pension Plan; and
  3. City shall bear the financial and actuarial responsibility for those participants in the City Pension Plan
- e. **Personnel.** BSO's Personnel assigned to the CITY shall only be utilized for appropriate fire and emergency medical services within the CITY, except as otherwise authorized in applicable automatic and mutual aid agreements. BSO shall not use District Facilities or District Employees to service any other contracts, clients or obligations of BSO, except as otherwise provided in this Agreement or approved by the City Manager.
- f. **Staffing Review and Modifications.** As part of the CITY's annual budgetary process, BSO shall evaluate the Staffing requirements for the CITY to determine if the current staffing level and composition adequately meets the City's goals and objectives. If BSO or the CITY believes the staffing requirements need to be adjusted, BSO shall provide staffing recommendations to the City Manager for review. If both parties agree to the recommended staffing changes, this Agreement shall be re-opened for negotiations regarding its terms and conditions as they relate to the staffing and this Agreement shall be modified through an amendment to this Agreement executed by both the CITY and BSO with the same formalities as contained herein, which shall reflect the agreed upon staffing

change(s) and the compensation will be adjusted accordingly. As the CITY adds rescue units based on additional development and call volume, the position of Battalion Chief will be added to the staffing structure to comply with NFPA 1710, BSO Accreditation and ISO standards.

In addition to the annual review, the BSO Fire Chief or designee shall have the right to request a staffing adjustment at any time during the year. Upon making such request to the City Manager, the BSO Fire Chief or designee and City Manager shall meet and discuss the need for such adjustment. The City Manager shall also have the right to request a staffing adjustment at any time during the year. Upon making such a request to the BSO Fire Chief or designee, the City Manager and the BSO Fire Chief or designee shall meet and discuss the need for such adjustment. If the City Manager and BSO Fire Chief or designee agree upon the need for the staffing adjustment, a formal amendment will be prepared and presented to the Sheriff and City Commission for approval and signature.

In the event the CITY and BSO do not agree upon the Staffing Structure adjustments after good faith negotiations and such unresolved adjustments impact the safety of BSO employees or the public, either the CITY or BSO may exercise its rights as set forth herein or by law.

- g. **Transfers – BSO’s Rights.** BSO shall have the right to transfer or reassign any BSO personnel out of the District.
- h. **Transfers – City Rights.** The City Manager shall have the right to request the transfer of BSO personnel out of the District, which shall not be arbitrary or capricious. The request must be sent to the Fire Chief or Designee in writing setting forth the name of the employee, the employee’s rank and the reason for the request (the “Transfer Request”). The Transfer Request must be approved in writing by BSO, however such approval shall not be unreasonably withheld. BSO shall notify the CITY in writing as to whether BSO approves of the Transfer Request within 5 business days of receipt of the Transfer Request. If BSO fails to notify the CITY within 15 business days of the Transfer Request, the Transfer Request shall be deemed approved. If BSO approves the Transfer Request, the employee shall be transferred out of the District as soon as reasonably possible but in no event more than 30 days after BSO approves the Transfer Request.
- i. **Transfers – Layoffs.** Notwithstanding anything herein to the contrary, transfers in and out of the District may result from employees exercising seniority rights pursuant to the collective bargaining agreement and in the event of layoffs at the Broward Sheriff’s Office.
- j. **Replacements.** Any Personnel transferred or reassigned out of the CITY shall be replaced within thirty (30) days of the transfer. Notwithstanding any transfers or reassignments, BSO is still obligated to maintain the minimum staffing required under this Agreement at all times.
- k. **Staffing Continuity.** BSO shall make every reasonable effort to maintain the continuity of BSO emergency medical, fire protection and fire prevention

personnel assigned to the District, subject to the transfer provisions set forth herein.

- l. **Education.** The parties acknowledge the importance of the District Fire Employees' knowledge of the general make-up of the CITY and its geographic areas, its office, industrial, commercial, and residential composition and the City's Code of Ordinances. BSO shall offer appropriate continuing education to assure that all District Fire Employees are acquainted with the District's general make-up, geographic areas, office, industrial, commercial, and residential composition, and the City's Code of Ordinances. Upon enactment, the CITY shall forward to the District Liaison a copy of new ordinances for training purposes.
- m. **Deletions and Additions.** The CITY shall have the right to unilaterally delete services upon no less than one hundred eighty (180) calendar days prior written notice, and such deletions shall be memorialized in an amendment to this Agreement, and the compensation shall be adjusted accordingly based on actual cost of the service. If, in BSO's opinion, the requested deleted services (i.e. staffing levels) would negatively impact the safety of BSO's employees or the community, the parties shall collaborate to resolve the issue to their mutual satisfaction. The City may add services, as mutually agreed upon by both parties, and such additions shall be memorialized in an amendment to this Agreement, and the compensation shall be adjusted accordingly.

### **3. ASSIGNMENT OF FIRE RESCUE POWERS**

The CITY currently has a Certificate of Need ("CON") to provide Emergency Medical Services and BSO shall be authorized to submit documentation and appear on the CITY's behalf to maintain the CON.

Fire protection and prevention services are provided pursuant to the City's home rule powers and Applicable Law. The CITY does hereby vest in each of BSO's District Fire Employees, to the extent permitted by law, the powers necessary to implement and carry forth such Fire Rescue Services in accordance with this Agreement, for the sole and limited purpose of giving official and lawful status and validity to the performance thereof by such District Fire Employees.

### **4. REPORTS**

In recognition of the CITY's need to be informed of BSO's activities, BSO's District Fire Chief shall, upon request, provide reports of BSO activities to the City Manager.

BSO shall provide upon request to CITY in June of each fiscal year, a report on BSO's performance in light of the established goals and objectives. The format and content of the Annual Report made to the CITY by the District Fire Chief will be mutually agreed upon by BSO and the City Manager.

### **5. RESPONSE TIMES**

The Department of Fire Rescue will monitor response time reports and provide copies to the City Manager. For emergency medical and fire protection calls, BSO and the CITY shall work together to make every reasonable effort to respond within established Commission on Fire Accreditation International ("CFAI") agency accreditation and National Fire Protection Association ("NFPA") 1221, and 1710 standards for response guidelines as they exist now or may be amended from time to time.

Revisions to the response standards determined by CFAI and NFPA will be applied as they occur for BSO to remain current with established industry standards and accreditation requirements. The BSO District Fire Chief will provide the City Manager with response time metrics annually or more often as needed or required as the nationally established guidelines, accreditation standards and metrics are modified or revised. Response time shall be calculated from the time of intake until the appropriate unit arrives on the scene of the incident as recorded in BSO's CAD system.

## **6. CONSIDERATION**

- a. For the period from the Effective Date through the end of the September 30, 2021, the annualized consideration amount and the monthly payment amount for Fire Rescue Services shall be as set forth in the Special Terms and Conditions, payable on the 1<sup>st</sup> of each month.
- b. The consideration payable by the CITY for subsequent fiscal years shall be determined by adding the following:
  1. BSO's budgeted costs for items other than health insurance premiums, workers compensation premiums, pension contributions, OPEB and VEBA contributions, not to exceed an annual increase of 5% over the budgeted costs in the preceding year, except that any increase in the cost of the portable radios and auxiliary equipment provided to the CITY under the Regional Interlocal Agreement with Broward County, shall not be subject to the annual cap.
  2. BSO's budgeted costs for workers compensation premiums, pension contributions, OPEB, and VEBA contributions attributable to District Employees, which shall be based upon projected costs. The projected cost of these items shall be supported with documentation.
  3. BSO's budgeted costs for health insurance premiums for District Employees, which costs shall be the same for all BSO employees in the same benefit plan whether assigned to the District or not, not to exceed an annual increase of more than 9% over the budgeted costs throughout the agency. The projected costs of these items shall be supported with documentation. Changes in class of insurance plan (i.e. single plan to family plan) for individual employees will not be included in the cap.
- c. BSO shall submit a proposed budget to the CITY on or before the preceding May 15th. The budget shall have a summary of major classifications (Personnel Services, Operating Expenses, Capital Outlay, etc.). At the request of the City Manager, BSO shall provide supporting documentation for the budgeted line

items to include the cost to outfit and equip District Fire Employees (i.e. uniforms, fire safety gear, computer, etc.).

- d. For purposes of calculating the budget for Personnel Services, the District Fire Employees assigned to the District in February of each year shall be the employees used to calculate the budget for the upcoming fiscal year, which is due to the CITY on or before May 15th<sup>1</sup> as set forth above. The annual wages, taxes, pension and health insurance costs associated with each employee shall be determined based upon factors such as contractual wage increases, FICA rates and maximums, pension rates (as dictated by the applicable plan) and proposed health insurance rates. If there are any vacant positions, the budgeted cost of the vacant positions for the upcoming fiscal year shall be calculated based upon step five of Fire Employee positions within the same job classification.
- e. BSO and the CITY shall negotiate in good faith any adjustments to the Consideration. The parties recognize and acknowledge that time is of the essence in resolving this issue. If BSO and the CITY are able to reach an agreement regarding the consideration, the CITY will pay BSO the consideration in twelve (12) equal monthly installments, payable on the first of each month.
- f. The parties recognize that the CITY has no right of setoff or to reduce the consideration payable to BSO by amounts in dispute absent a mutual written agreement of the parties.
- g. In the event that BSO subsequently enters into an agreement, amends an agreement or renews an agreement with a municipality or Broward County for emergency medical, fire protection or fire prevention services (an "Eligible Agreement"), and the CITY reasonably determines that the Eligible Agreement overall includes material terms related to the consideration payable that are more beneficial than the terms set forth herein (except for terms relating to grant funding designated for a particular municipality or Broward County, which are excluded from this Section), then the CITY shall be entitled to reopen the Agreement for negotiations based upon the consideration, however it is understood that the service level may need to be adjusted to account for any consideration shortfall resulting from the change to the consideration language in the other agreement. Thereafter, the parties shall proceed under this Agreement in accordance with the more beneficial terms. The Parties acknowledge that BSO may implement different operational programs and units in different customer jurisdictions based on the operational requirements of such jurisdictions.
- h. In addition to the consideration being paid by the CITY to BSO under this Agreement, and pursuant to the Regional Interlocal Agreement Between Broward County and the CITY Providing for Cooperative Participation in a Regional Public Safety Intranet, the CITY agrees to pay its pro rata share for BSO's station, mobile and portable radios and auxiliary equipment to the extent allocated for the District, and all needed repairs and replacements thereto in accordance with the Regional Interlocal Agreement.

In the event Broward County does not provide funding for E-911 communications/dispatch services for the CITY, in whole or in part, BSO's obligation to provide such services to the CITY shall cease accordingly, unless the CITY agrees to fund the shortfall in BSO funding.

**7. FEES AND GRANTS**

The parties acknowledge and agree to the following:

- a. BSO shall invoice the recipient of emergency medical transport services within thirty (30) calendar days from the date services were rendered in accordance with the fee schedule adopted by the CITY. BSO shall return to the CITY all emergency medical services transport fees collected by BSO for services provided pursuant to this Agreement on a monthly basis, less any third party fees for collection services.
- b. The CITY shall invoice, collect and retain fees from property owners for fire inspection and prevention services provided pursuant to this Agreement, including but limited to, fire inspection, plan review, and false alarm fees. The fees and charges for providing said services shall be in accordance with the schedule of fees and charges adopted by the CITY.
- c. BSO may invoice, collect, and retain all revenues from those companies or persons receiving hazardous materials mitigation services or technical rescue services directly from regional BSO resources or an entity contracted by BSO.
- d. BSO shall be entitled to retain fees for (a) Emergency Medical Services Standby Services; (b) Fire Protection Standby Services; (c) Fire Prevention Standby Services; and (d) Special Event Permits; (e) After Hours Inspection Services.
- e. BSO shall cooperate with the CITY and, to the extent allowable by law, act as the fire and emergency medical agent on behalf of the CITY in the continued application, maintenance, and accounting of grants and entitlements as well as aggressively pursuing additional grant program funds as they become available. The CITY will make these funds available to the BSO to carry out the intent of the grant program as approved by the granting agency and the CITY. Except as otherwise set forth herein, it is understood by both parties that all revenues currently received by the CITY as a result of fire and emergency medical activities shall continue to be received by the CITY as previously mentioned herein or as may be added in the future.

**8. VEHICLES, EQUIPMENT AND OTHER PERSONAL PROPERTY**

- a. Each marked vehicle shall prominently display on the vehicle's exterior, the legend of the City name in three (3) to six (6) inch lettering, in accordance with the BSO standard vehicle markings. In the alternative, CITY may provide, at its expense, its own decal or appliqué for use on all BSO vehicles in the District, with three (3) to six (6) inch lettering with the legend the CITY's name or similar wording, in a color and font which is harmonious with BSO's standard lettering on



the remainder of the vehicle, along with the CITY's logo, which shall be of a size consistent with the lettering and which fits in the available space on vehicles. Installation and removal of any such wording and logo shall be at the CITY's expense. BSO maintains the right to first inspect and approve any such lettering and logo to insure that the font, color and size of the CITY's proposed lettering and logo meet the department's specifications and for compliance with professional standards. Said approval shall not otherwise be unreasonably withheld.

. By means of and through the January 29, 2011 Agreement, CITY transferred ownership of the vehicles, equipment and other personal property listed on Attachment 1 of that Agreement (hereinafter referred to as the "Transferred Property"). The Transferred Property also includes vehicles purchased/leased directly by the CITY or through the consideration paid by CITY to BSO after 1/29/2011. BSO has used and shall continue to use the Transferred Property to provide the services contemplated herein. A list of such transferred or subleased vehicles shall be set forth on Attachment 1-A which shall be made a part of this agreement.

CITY and BSO recognize and acknowledge that the CITY acquired two (2) Ladder Trucks, which are each subject to a ten (10) year lease/purchase agreement. CITY subleased the Ladder Trucks to BSO. The lease payment shall be included in the consideration payable by the CITY to BSO pursuant to Section 6 of this Agreement. The CITY shall remain responsible for the payment of any and all obligations under the lease/purchase agreement between the CITY and Lessor. If this agreement is terminated or expires and the ten (10) year lease/purchase agreement remains in effect, the Ladder Trucks will be returned to the CITY. Upon fulfilling all of its obligations under the 10 year lease/purchase agreement, the CITY will transfer ownership of the two (2) Fire Trucks to BSO, at no additional cost to BSO, and BSO shall retain said ownership without any reversionary interest retained by the CITY.

Upon termination of this Agreement, BSO shall return to the CITY, without cost or charge to the CITY all of the Transferred Property in a like kind condition, normal wear and tear excepted, or a replacement which must be of a like quality, design and condition as the Transferred Property. Any disagreement between the CITY and BSO as to the value or condition of the Transferred property or any replacement property shall be settled by an outside appraisal company agreeable to both parties. Notwithstanding the provisions set forth herein, BSO shall retain ownership of the two (2) Ladder Trucks described in the preceding paragraph after the termination of this Agreement, provided the CITY has fulfilled all of its obligations under the 10 year lease/purchase agreement described above.

- b. **Capital Replacement.** The CITY and BSO will maintain a capital replacement schedule of vehicles and equipment necessary for BSO to provide emergency medical, fire protection and fire prevention services to the CITY. The vehicles and equipment shall be in accordance with BSO's required specifications. On an annual basis as part of the budgetary process, the District Fire Chief and the City

Manager will review and revise the capital replacement plan as necessary. In the event that unforeseen capital replacements are necessary (resulting from traffic accident, hurricanes, etc.) the District Fire Chief will notify the City Manager of the need for such capital replacement(s) and the CITY, at its cost, will work in cooperation with BSO to provide such replacement within a reasonable time thereafter, however, CITY has final approval on budgeting and purchase of the vehicles.

- c. **Damage to Vehicles.** In the event that a Vehicle or any equipment is damaged during the term of this Agreement, the District Fire Chief shall notify the City Manager. BSO shall facilitate the repair of all Vehicles or equipment damaged. The cost of any repairs will be charged to the CITY.
- f. **Maintenance.** BSO shall maintain the Vehicles provided by the CITY, according to the Vehicle manufacturer's specifications and recommendations. BSO shall retain the Vehicle maintenance records and furnish a copy of such records for each vehicle to the CITY on each anniversary date of this Agreement. The CITY shall have the right to audit such records at any given time. BSO shall use personnel appropriately trained and certified to work on emergency vehicles. Vehicles provided by the CITY shall be manufactured pursuant to BSO's required specifications, within reason and to the greatest extent possible. The cost of maintenance will be included in the total consideration payable by CITY.
- g. For BSO owned vehicles, assigned to the District, the lettering on the vehicles, in addition to "Broward Sheriff's Office" shall include City of Dania Beach. For CITY owned or leased vehicle, "Broward Sheriff's Office Fire Rescue" will be included in the lettering on the vehicles.
- h. BSO shall be responsible for equipping such Vehicles with regard to all necessary equipment, as determined by BSO, for emergency medical services and fire protection services, including communication devices, and shall be responsible for the maintenance of such equipment. BSO shall have the flexibility to move equipment between the Vehicles provided that all of the in-service Vehicles within the CITY are fully equipped with equipment that is in good working order. Once the equipment has reached the end of its useful life, BSO shall replace such equipment as agreed upon by both parties and such cost shall be added to the annual consideration paid by the CITY.

## 9. **FACILITIES**

- a. BSO shall operate from a Fire Headquarters provided by the CITY and such other City facilities for the purpose of providing the services pursuant to this agreement, notwithstanding anything set forth herein to the contrary. City shall retain all dominion and control of the Facilities and BSO shall obtain no possessory interest in the Facilities by virtue of this contract. BSO's only activities on or in the Facilities shall be those related fulfilling its contractual obligations as set forth herein. BSO shall occupy the Facilities and use the equipment and furnishing contained in the Facilities in connection with performing the Services within the District, at no additional cost to BSO.

- b. CITY shall properly equip each fire station with furnishings, cabling, security systems, communications systems, alert devices/systems and all other facility related equipment necessary to provide fire and emergency medical services to the CITY and to house the District Fire Employees. CITY shall be responsible for the maintenance and capital replacement of all such furnishings, cabling, security systems, communications systems, alert devices/systems and facility related equipment.
- c. The CITY shall be responsible for major repairs (i.e. any repairs exceeding the threshold of funds set aside for routine maintenance) of the Facilities and property (i.e., to include but not limited to HVAC systems, electrical systems, roof systems door systems and storm damage to the facility and property). BSO further agrees not to destroy, deface, damage, impair, or remove any part of the Facilities. In the event BSO, its employees, agents, or invitees destroy, deface, damage, impair, or remove any part of the CITY's Facilities, BSO shall be responsible for repairing or replacing such property.
- d. Maintenance and repair services for the Facilities shall be supplied by the CITY. CITY agrees to keep the Facilities in good structural repair. CITY shall maintain and repair all "Structural Components" of the Facilities including, but not limited to, the roof, walls, foundations, sidewalks, floors, windows, ceilings, sprinkler systems, hot water systems, elevators, heating plants, air condition plants, plumbing and electrical systems and components. CITY further agrees to maintain in good repair the parking area and all exterior common areas. CITY shall also make any repairs necessitated by weather-related damage or hazards or by other causes not under BSO's control. CITY shall also make all repairs or changes which may be necessary to make the Facilities and the use herein contemplated comply with applicable laws, ordinances, orders or regulations of any federal, state, county or municipal authority now or hereafter in effect unless specifically exempted therefrom. The CITY shall complete any and all repairs that do not require bidding within thirty (30) days from the date the CITY receives BSO's written notice of the need for such repairs. Major repairs requiring analysis and preparation of bid documents will be accomplished as expeditiously as possible within ninety (90) days after receipt of the BSO's notice of the need for such repairs.
- e. BSO shall pay for all monthly utility costs including, but not limited to, telephone, electric, sewer and water for the facilities. The cost of utilities will be included in the annual consideration paid by CITY.
- f. BSO shall not permit unaccompanied minors in the Facilities. Fire Explorers are permitted where authorized by BSO.
- g. Each party will maintain insurance coverage, as it deems necessary, to cover such party's responsibilities as set forth in Agreement. The adequacy of such coverage shall not limit the party's responsibilities set forth herein.
- h. Upon the expiration or earlier termination of this Agreement, BSO shall surrender possession of the Facilities and all CITY-owned furnishing and CITY-owned equipment within the Facilities that are occupied by BSO to provide services within the CITY, to the CITY. The Facilities shall be broom clean and in the same

condition as received, except for ordinary wear and tear and: items and issues that are the responsibility of the CITY, which BSO was not otherwise obligated to remedy under any provisions of this Agreement.

The City shall provide BSO with adequate parking spaces within reasonable proximity to the Facilities so as not to hinder BSO's ability to perform its obligations set forth herein.

**10. DISTRICT FIRE CHIEF**

At all times during the Term, BSO shall provide a District Fire Chief. The District Fire Rescue Chief shall meet and confer with the City Manager or his designee as needed, for the purpose of maintaining the viability and vitality of this Agreement.

The District Fire Rescue Chief will attend management and City Commission meetings as directed by the City Manager. Both parties understand and agree that the attendance of the District Fire Rescue Chief is essential to maintain the viability and vitality of this Agreement, but also recognize that the District Fire Rescue Chief may occasionally be unavailable, due to illness, scheduled vacation or scheduled training. In the event the District Fire Rescue Chief is unable to attend a meeting described herein, the District Fire Rescue Chief will advise the City Manager of the person(s) authorized to attend in place of the District Fire Rescue Chief.

**11. BATTALION CHIEF**

As the CITY adds rescue units based on additional development and call volume, the position of Battalion Chief will be added to the staffing structure to comply with NFPA 1710, BSO Accreditation and ISO standards.

**12. INSURANCE**

a. Vehicles and/or equipment not subject to lease-purchase agreements.

1. BSO shall maintain liability and automobile insurance policies in the minimum amounts set forth below:

|                      |                         |
|----------------------|-------------------------|
| General Liability    | \$1,000,000/\$2,000,000 |
| Automobile Liability | \$1,000,000/\$2,000,000 |

2. BSO shall provide the CITY with a copy of the Certificate of Insurance or endorsements evidencing the types of insurance and coverages required by this Section prior to the effective date of this Agreement, and, at any time thereafter, upon request by the CITY. BSO shall maintain these insurance policies throughout the Term. BSO shall provide the CITY with copies of the insurance

policies required hereunder and all renewals thereof. The costs of all these insurance policies shall be the sole obligation of BSO; however the CITY understands and acknowledges that the cost of this coverage is allocated to the CITY through the consideration set forth in the Special Terms and Conditions of this Agreement. BSO may provide the insurance required in this Section through a self- insurance program.

3. The CITY shall during the Term, at its sole cost and expense, maintain appropriate insurance coverage to include General Liability and Fire and Casualty coverage either through a commercial insurance carrier or a self-insurance program of sufficient coverage to protect the CITY and BSO in the event of claims related to the Facilities or damage/destruction of the Facilities utilized by the BSO under this Agreement.
4. In the event BSO's required insurance coverage is modified during the Term of this Agreement, BSO shall provide the CITY with at least thirty (30) days prior written notice.
5. The City shall have the option to insure any and/or all of the BSO non-leased fire rescue vehicles and equipment through BSO on an annual basis with the cost of any such insurance to be included in the consideration payable by the CITY to BSO. In the event that a vehicle and/or any equipment is damaged or totaled during the term of this Agreement, BSO shall handle the repair or replacement with the cost of such repair or replacement being paid as follows:
  1. If the City elected to insure the vehicle and/or equipment through BSO for the period in which the damage occurred, BSO will submit all necessary paperwork to the insurance carrier. Any costs or expenses not covered by insurance will be paid by the CITY in addition to the consideration set forth herein.
  2. If the City did not elect to insure the vehicle and/or equipment through BSO for the period in which the damage occurred, the City shall be responsible for the cost of the repair and/or replacement. The cost will be paid by the CITY in addition to the consideration set forth herein, however, CITY has final approval on budgeting and purchase of the vehicles.
- b. Vehicles and/or equipment subject to lease-purchase agreements.
  1. Insurance for vehicles and/or equipment subject to lease-purchase agreements shall be obtained by BSO or CITY in accordance with the provisions of the applicable lease purchase agreement in the amounts required by the applicable lease-purchase agreement.
  2. If the insurance is purchased by BSO, the cost of any such insurance shall be included in the consideration payable by the CITY to BSO. In the event that a vehicle and/or any equipment is damaged or totaled during the term of this Agreement, BSO shall handle the repair or replacement with the cost of such repair or replacement being paid as follows:
  3. BSO will submit all necessary paperwork to the insurance carrier. Any costs or expenses not covered by insurance will be paid by the CITY in addition to the consideration set forth herein.

- c. **Facilities.** The CITY shall during the Term, at its sole cost and expense, maintain appropriate insurance coverage to include General Liability and Fire and Casualty coverage either through a commercial insurance carrier or a self-insurance program of sufficient coverage to protect the CITY and BSO in the event of claims related to the Facilities or damage/destruction of the Facilities utilized by the BSO under this Agreement.

### 13. **MUTUAL AID**

BSO and CITY recognize and acknowledge that BSO provides fire/rescue throughout Broward County and such services may be provided from the facilities and with personnel and apparatus located within or outside the municipal boundaries of the CITY on a short term basis.

BSO may develop mutual aid agreements with the government agencies within and outside of Broward County to provide improved fire and emergency medical services coordinated operational resources. The City Manager shall be notified of such agreements in a timely manner.

### 14. **DEFAULT**

- a. The occurrence of any one or more of the following shall constitute a "Default" by the party causing same (the "Defaulting Party"):
  1. **Payment.** Failure of the Defaulting Party to pay any amount required hereunder, whether for Consideration, taxes, utilities, insurance or any other obligations, within ten (10) days after such is due hereunder, provided the Defaulting Party is first given written notice with ten (10) calendar days to cure; or
  2. **Performance of Services.** Failure of BSO to perform the Emergency Medical, Fire Protection or Fire Prevention Services as required herein at any time during the Term;
  3. **Other Performance.** Failure of the Defaulting Party to perform any other covenant, condition, agreement or provision contained herein (other than the Emergency Medical, Fire Protection or Fire Prevention Services) or to cure any misrepresentation or breach of any representation or warranty herein within thirty (30) days after receipt by the Defaulting Party of written notice of such failure, misrepresentation or breach; or
  4. **Bankruptcy of Defaulting Party.** Commencement of bankruptcy, insolvency, assignment for the benefit of creditors or receivership proceedings in respect of the Defaulting Party; or
  5. **Default.** Failure of the Defaulting Party to perform any covenant, condition, agreement or to cure any misrepresentation or breach of any representation or warranty in any other agreement between the parties hereto within any applicable grace period provided in such agreement.

- b. Upon the occurrence and continuance of a Default by the Defaulting Party, the party not in Default (the "Non-Defaulting Party") may, at its option and without any obligation to do so and in addition to any other remedies otherwise set forth in this Agreement, elect any one or more of the following remedies:
1. Terminate this Agreement pursuant to Section 15 herein; or
  2. Withhold payment or performance under this Agreement until such time as such Default is cured, provided the performance level does not compromise the safety of the public; or
  3. Cure such Default and recover the costs thereof, together with interest thereon at the lesser of 18% or the maximum legal rate permitted by applicable law, from the Defaulting Party; or
  4. Seek injunctive relief to enjoin any act of the Defaulting Party in violation hereof; or
  5. Seek specific performance of any covenant or obligation of the Defaulting Party hereunder; or
  6. Pursue any other remedy now or hereafter available under the laws or judicial decisions of the State of Florida.
- c. Interest and Late Charges. Any payments due hereunder, whether for Consideration, rents, taxes, utilities, insurance or any other obligations, overdue for more than ten (10) days shall bear interest from the date due at the lesser of eighteen percent (18%) or the maximum legal rate permitted by Applicable Law. In addition, the Defaulting Party shall pay for the Non-Defaulting Party's administrative and collection expenses incurred in connection therewith, and not as interest, a late charge equal to five percent (5%) of the amount overdue. The terms of this paragraph shall also apply to BSO's payment obligations under this Agreement.

## **15. TERMINATION**

- a. In the event of the expiration of this Agreement or the termination by either party, the other party shall render such aid, coordination and cooperation as might be required for an expeditious and efficient termination of service. In the event of such termination or expiration and in the further event that the CITY is unable to provide the same level of service through its own fire rescue force at the time of such termination or expiration, the then pending term of this Agreement shall be deemed automatically extended for a period of 12 months or until CITY is capable of rendering such Fire Rescue Services, whichever occurs sooner. The consideration to be paid to the BSO during the transition period shall be based upon the projected cost of providing such services during the transition period, at the level of staffing determined reasonably necessary by BSO.

Either party may terminate this Agreement at its discretion either with or without cause, by giving written notice thereof to the other party; provided the other party



has no less than one hundred eighty (180) days prior written notice of such termination. At the expiration of the one hundred eighty (180) day notice period, the transition period as set forth in this Section 15 shall commence.

- b. In the event of a material breach, either party may provide the other party with written notice of the material breach. The other party shall have thirty (30) days from the date of its receipt of such notification to cure such material breach, except for a material breach of any payment obligation under this Agreement in which case the other party shall have 10 days from the date of the receipt of the notice to cure the payment obligation breach. If the material breach is not cured within such time periods, the non-breaching party may terminate this Agreement immediately, subject to the transition period in this Section. Material breaches shall include but are not limited to, failure by the CITY to pay BSO pursuant to the consideration provisions set forth in the Special Terms and Conditions of this Agreement, violations of Governing Standards, local and federal laws, the BSO policies and procedures, or other terms and conditions of this Agreement.
- c. In the event of termination or upon the expiration of this Agreement, the CITY may request to purchase from BSO any piece of equipment, (not otherwise specified in Paragraph 8 of the Agreement) including fire rescue vehicles owned by BSO that are directly attributable to or in use by the District at the time of such termination or expiration in connection with the services contemplated herein. The purchase price for such equipment shall be determined by mutual agreement of the parties based on the fair market value of such equipment at the time of the CITY's election to purchase.
- d. Upon termination or expiration of this Agreement, all equipment and vehicles shall remain in service within the CITY until such time as the CITY and BSO execute such documents as are necessary to transfer liability for such vehicles and/or equipment, as applicable, from BSO to the CITY at the time the CITY takes possession of such vehicles and/or equipment.

Upon the parties reaching a mutual agreeable purchase price for the equipment owned by BSO pursuant to this Section, and payment by the CITY, BSO shall convey all of its rights, title and interest, thereto, including fire rescue vehicles, to the CITY by Bill of Sale Absolute or Certificate of Title, as applicable.
- e. Should this agreement, or any part thereof, be declared void or otherwise unenforceable by a court of law, the parties recognize that there will be costs in complying with any such order of the court. In such case, each party shall bear its own costs and said order of the court shall be deemed a notice of termination and the parties will implement the order in a manner consistent with the methodology set forth above for termination without cause, unless otherwise required by court order.

## **16. INDEMNIFICATION**

CITY and BSO shall each be individually and separately liable and responsible for the actions of their respective officers, agents and employees in the performance of their respective obligations under this Agreement.

To the extent permitted by law, CITY shall indemnify defend, and hold BSO, its officials, agents, servants and employees, harmless from any and all liability, actions, causes of action, suits, trespasses, damages, judgments, executions, claims and demands of any kind whatsoever, in law or in Equity, which results from or arises out of the intentional or negligent acts or omissions of CITY, its employees, agents, or servants and CITY shall indemnify BSO, its officials, agents, servants and employees, for damages, judgments, claims, costs, expenses, including reasonable attorney's fees, which BSO, its officials, agents, servants and employees, might suffer in connection with or as a result of the intentional or negligent acts of CITY, its employees, agents, or servants. For purposes of this provision, CITY employees shall not be deemed agents or servants of BSO and BSO employees shall not be deemed agents or servants of CITY. The CITY shall at all times be entitled to the benefits of sovereign immunity as provided in Florida Statutes, Section 768.28, and common law. Nothing contained in this Agreement shall be construed as a waiver of sovereign immunity.

To the extent permitted by law, BSO shall indemnify, defend, and hold CITY, its officials, agents, servants and employees, harmless from any and all liability, actions, causes of action, suits, trespasses, damages, judgments, executions, claims and demands of any kind whatsoever, in law or in equity, which results from or arises out of the intentional or negligent acts or omissions of BSO, its employees, agents, servants and BSO shall indemnify CITY, its officials, agents, servants and employees, for damages, judgments, claims, costs, expenses, including reasonable attorney's fees, which CITY, its officials, agents, servants and employees, might suffer in connection with or as a result of the intentional or negligent acts of BSO, its employees, agents, or servants. For purposes of this provision, CITY employees shall not be deemed agents or servants of BSO and BSO employees shall not be deemed agents or servants of CITY. BSO will at all times be entitled to the benefits of sovereign immunity as provided in Florida Statutes, Section 768.28, and common law. Nothing contained in this Agreement shall be construed as a waiver of sovereign immunity.

**17. CONTRACTOR RELATIONSHIP**

CITY hereby retains BSO as an independent contractor to provide Fire Rescue Services for the CITY, subject to the terms and conditions contained herein. As an independent contractor, BSO shall have discretion and operational oversight regarding the manner and means in which Fire Rescue Services shall be provided to the CITY, unless otherwise provided herein. Notwithstanding BSO's independent contractor status hereunder, BSO and the District Fire Employees shall have the power and authority granted by the CITY pursuant to Section 3 hereof.

**18. NO PARTNERSHIP**

The relationship between the CITY and BSO shall be solely as set forth herein. Neither party shall be deemed the employee, agent, partner or joint venturer of the other, nor have, or represent to have, any authority or capacity to make or alter any agreement on behalf of the other, to legally bind the other, to credit or receive money due on behalf of the other or to do any other thing on behalf of the other, except as specifically set forth herein. Neither the CITY nor BSO will have or attempt to exercise any control or direction over the methods used by the other to perform its work, duties and obligations under this Agreement except as specifically set forth herein. The respective employees, agents and representatives of each of the CITY and BSO shall remain their own

employees, agents or representatives, and shall not be entitled to employment benefits of any kind from the other, except as specifically set forth herein. The CITY and BSO shall assume full responsibility for their own compliance with any and all Applicable Laws.

**19. REPRESENTATIONS AND WARRANTIES OF CITY**

The CITY represents, warrants and covenants to BSO as of the date hereof and throughout the Term the following:

- a. The CITY is and shall remain duly organized, validly existing and in good standing under the laws of the State of Florida, has and shall retain the requisite power and authority to conduct its business, to enter into this Agreement and to perform the terms hereof and by proper action on behalf of the CITY has duly authorized, executed and delivered this Agreement and any and all instruments in connection herewith.
- b. This Agreement has been duly executed and delivered by the CITY and constitutes the valid and legally binding obligation of the CITY enforceable in accordance with its terms, except as may be limited by bankruptcy, reorganization or similar laws affecting creditors' rights generally.
- c. Neither the execution and delivery of this Agreement, the consummation of the transaction contemplated hereby nor the fulfillment of or compliance with the terms and provisions hereof (a) conflicts with, or result in a material default under or breach of or grounds for termination of, any material agreement or any license, permit or other governmental authorization to which CITY is a party or by which CITY is bound, (b) results in the violation by the CITY of any provision of any Applicable Law applicable to CITY or to which CITY may be subject, (c) violates or conflicts with any charter or other document governing the actions of CITY, or (d) requires CITY to obtain or make any consent, authorization, approval, registration or filing under Applicable Law or order of any court or governmental agency, board, bureau, body, department, authority or any other person which has not already been obtained. The CITY is not in default with respect to any order, judgment, ordinance, award or decree of any governmental agency or instrumentality affecting this Agreement or the transactions contemplated hereby.
- d. No representation or warranty made by the CITY herein or in any schedule, exhibit or other document executed or delivered in connection herewith when taken as a whole contains any untrue statement of a material fact or omits to state any material fact necessary to make the statements made therein, in light of the circumstances under which they were made, not misleading in any material respect.

**20. REPRESENTATIONS AND WARRANTIES OF BSO**

BSO represents, warrants and covenants as of the date hereof and throughout the term of this Agreement the following:

- a. The Sheriff is the duly elected or appointed, qualified and incumbent Sheriff of Broward County, Florida, has and shall retain the requisite power and authority pursuant to the power so vested in him under Applicable Law to conduct its business, to enter into this Agreement and to perform the terms hereof and by proper action has duly authorized, executed and delivered this Agreement and any and all instruments in connection herewith.
- b. This Agreement has been duly executed and delivered by BSO and constitutes the valid and legally binding obligation of BSO enforceable in accordance with its terms, except as limited by bankruptcy, reorganization or similar laws affecting creditors' rights generally.
- c. Neither the execution and delivery of this Agreement, the consummation of the transaction contemplated hereby nor the fulfillment of or compliance with the terms and provisions hereof (a) conflicts with, or result in a material default under or breach of or grounds for termination of, any material agreement or any license, permit or other governmental authorization to which BSO is a party or by which BSO is bound, (b) results in the violation by BSO of any provision of any Applicable Law applicable to BSO or to which BSO may be subject, (c) violates or conflicts with any charter or other document governing the actions of BSO, or (d) requires BSO to obtain or make any consent, authorization, approval, registration or filing under Applicable Law or order of any court or governmental agency, board, bureau, body, department, authority or any other person which has not already been obtained. BSO is not in default with respect to any order, judgment, ordinance, award or decree of any governmental agency or instrumentality affecting this Agreement or the transactions contemplated hereby.
- d. BSO has complied and shall comply with all Applicable Laws relating to the performance of the Fire Rescue Services and the employment of the District Fire Employees.
- e. No representation or warranty made by BSO herein or in any schedule, exhibit or other document executed or delivered in connection herewith when taken as a whole contains any untrue statement of a material fact or omits to state any material fact necessary to make the statements made therein, in light of the circumstances under which they were made, not misleading in any material respect.
- f. The parties recognize that neither party has the right to modify the terms and conditions of this Agreement (i.e. staffing, consideration), unless such modification is mutually agreed upon through a formal written amendment or authorized in this Agreement. Additionally, neither party shall have the right of set-off nor the right to reduce its contractual obligation to the other party by amounts in dispute absent a mutual written agreement of the parties, except as otherwise provided herein.

## **21. INTERPRETATION**

Except where the context otherwise requires, reference to something in the singular shall include the plural and vice versa. Unless otherwise noted, reference to a party to

this Agreement includes that party, and its permitted successors and assigns. Lastly, the captions or headings in this Agreement are for convenience only, and are not meant to limit the scope or intent of the particular provisions.

**22. ACCOUNTING TERMS**

All references in this Agreement to generally accepted accounting principles shall be to such principles as in effect from time to time in the United States of America. All accounting terms used herein without definition shall be used as defined under such generally accepted accounting principles.

**23. CROSS REFERENCES**

Unless otherwise specified, references in this Agreement to any Article or Section are references to such Article or Section of this Agreement, and, unless otherwise specified, references in any Article, Section or definition to any clause are references to such clause of such Article, Section or definition. The words "hereof", "hereby", "hereto", "herein", "hereunder" and the like refer to this Agreement in its entirety.

**24. DRAFTING**

This Agreement shall not be construed more strictly against one party than against the other merely because it may have been prepared by counsel for one of the parties, it being recognized that both parties have contributed substantially and materially to its preparation.

**25. NOTICE**

All notices and other communications under this Agreement shall be in writing and shall be deemed to have been given three (3) business days after deposit in the mail, designated as certified mail, return receipt requested, postage-prepaid, or one (1) business day after being entrusted to a reputable commercial overnight delivery service, or when sent by email or facsimile on a business day addressed to the party to which such notice is directed at its address determined in accordance with this Article with customary confirmation of receipt of such email or facsimile received. All notices and other communications under this Agreement shall be given to the parties hereto at the following addresses:

CITY:

See Special Terms and Conditions

BSO:

Sheriff of Broward County  
Broward Sheriff's Office  
2601 W. Broward Boulevard  
Fort Lauderdale, FL 33312

Office of the General Counsel  
Broward Sheriff's Office  
2601 W. Broward Boulevard  
Fort Lauderdale, FL 33312

Any party hereto may change the address to which notices shall be directed under this Section by giving ten (10) days written notice of such change to the other party.

**26. NON-ASSIGNABILITY**

Neither party shall assign any of its obligations or benefits imposed hereby or contained herein, except upon the other party's prior written approval.

**27. TIME OF THE ESSENCE**

Time shall be of the essence in the payment and performance of all obligations hereunder. All references herein to this Agreement or the Term shall include the initial Term and any renewal or extension of the Term.

**28. ENTIRE AGREEMENT**

This Agreement, together with any other agreements entered into contemporaneously herewith, constitutes and represents the entire agreement between the parties hereto and supersedes any prior understandings or agreements, written or verbal, between the parties hereto respecting the subject matter herein. This Agreement may be amended, supplemented, modified or discharged only upon an agreement in writing executed by all of the parties hereto. This Agreement shall inure to the benefit of and shall be binding upon the parties hereto and their respective successors and permitted assigns. In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

**29. APPLICABLE LAW**

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, United States of America, and, unless otherwise agreed to in writing by both parties hereto, venue and jurisdiction shall lie only in Broward County, Florida. Each of CITY and BSO hereby submits to such jurisdiction and venue and waives any defense of inconvenient forum in relation hereto.

**30. WAIVER OF RIGHTS**

CITY and BSO hereby irrevocably waive, to the fullest extent permitted by law, the posting of any bond, surety or other security that might be required of any party in any actions, proceeding or counterclaim, whether at law or equity, brought by either of them. Further, CITY and BSO hereby irrevocably waive, to the fullest extent permitted by law, trial by jury on any action, proceeding or counterclaim, whether at law or equity, brought by either of them.

**31. SEPARABILITY**

Each and every covenant and agreement herein shall be separate and independent from any other and the breach of any covenant or agreement shall in no way or manner discharge or relieve the performance of any other covenant or agreement. Each and all of the rights and remedies given to the Non-Defaulting Party by this Agreement or by law or equity are cumulative, and the exercise of any such right or remedy by the Non-Defaulting Party shall not impair the Non-Defaulting Party's right to exercise any other right or remedy available to the Non-Defaulting Party under this Agreement or by law or equity.

**32. WAIVER**

No delay in exercising or omission of the right to exercise any right or power by any party hereto shall impair any such right or power, or shall be construed as a waiver of any breach or default or as acquiescence thereto. One or more waivers of any covenant, term or condition of this Agreement by either party shall not be construed by the other party as a waiver of a continuing or subsequent breach of the same covenant, provision or condition. The consent or approval by either party to or of any act of the other party of a nature requiring consent or approval shall not be deemed to waive or render unnecessary consent to or approval of any subsequent similar act. Payment or receipt of a lesser amount than that due hereunder shall not be deemed to be other than on account of the earliest amount due hereunder. Any endorsement or statement on any check or letter accompanying any check shall not be deemed an accord and satisfaction and the receiving party may accept and negotiate such check or payment without prejudice to that party's right to recover the balance of the full amount due or pursue any other remedy available hereunder.

**33. ATTORNEYS' FEES**

In the event of any controversy arising under or relating to the interpretation or implementation of this Agreement or any breach thereof, the prevailing party shall be entitled to payment for all reasonable costs and reasonable attorneys' fees (both trial and appellate) incurred in connection therewith.

**34. DESCRIPTION OF SERVICES**

BSO shall provide comprehensive Emergency Medical, Fire Protection and Fire Prevention Services within the municipal boundaries of the CITY which includes services (a) customarily rendered by municipal fire departments or BSO, and (b) required to be performed under Applicable Laws or CITY Ordinances, unless the subsequent modification or adoption of an Ordinance or Law results in additional costs to BSO in which case the CITY and BSO will negotiate in good faith to address the increased costs.

BSO shall not utilize a third party provider for the provision of services referenced in this Agreement unless first approved by the CITY in its sole and absolute discretion.

BSO fire rescue services are comprised of direct services, indirect services, special detail services and countywide services, which are defined as follows:



- a. Direct Services: are those services that are provided by the District Fire Employees.
- b. Indirect Services: are those BSO-provided Non-District Fire Employee services that are centralized within BSO, but provide benefits throughout Broward County (including the CITY).
- c. Special Detail Services: are those services offered by BSO that allows public and private entities to contract for the services of BSO's fire/rescue personnel during off-duty hours.
- d. Countywide Services: those services that are funded by Broward County as a countywide service and provided by BSO to any and all Broward County fire/rescue agencies (irrespective of whether they have an agreement with BSO) that requests such service.

Each of these services is detailed further below.

### **35. DIRECT SERVICES**

The Fire Rescue Services provided by BSO pursuant to this Agreement are as follows:

- a. **General Fire Rescue**
  - 1. BSO shall provide Fire Company pre-fire plan evaluations of required occupancies as well as hydrant testing and inspection in accordance with ISO and related departmental standards, designed to reduce the risk of property damage, injury, or loss of life from fire.
  - 2. BSO shall provide Unified Incident Command at the scene of all significant and relative incidents within the CITY for the purpose of maintaining continuity in care, communication and mitigation of hazards.
- b. **Emergency Medical Services**
  - 1. BSO shall provide emergency medical services to the CITY on a twenty-four (24) hour, seven (7) days per week basis during the term of this Agreement. BSO shall provide the personnel, and the CITY shall provide the apparatus, for emergency medical services in the manner set forth in Exhibit "A".
  - 2. BSO possesses and shall maintain throughout the term of this Agreement a Class 1- ALS Rescue Certificate of Public Convenience and Necessity ("CON") and an appropriate State of Florida license enabling BSO to provide advanced life support services, as well as basic life support services, to patients upon arrival at emergency scenes requiring immediate emergency medical care.
  - 3. BSO shall provide emergency medical transportation for all patients requiring transportation to an appropriate hospital emergency department. BSO shall transport patients to the nearest appropriate receiving facility in

accordance with adopted medical protocols and at the discretion of the attending paramedic.

4. Training and certification of BSO's paramedics shall be the responsibility of BSO.
5. BSO shall provide medical control and oversight through the use of a comprehensive continuous quality improvement program as outlined in Chapter 401, Fla. Stat.

**c. Fire Protection Services**

1. BSO shall provide fire protection services to the CITY on a twenty-four (24) hour, seven (7) days per week basis during the term of this Agreement. BSO shall provide the personnel, and the CITY shall provide the apparatus, for fire protection services in the manner set forth in Exhibit "A".
2. Training and certification of BSO's firefighters shall be the responsibility of BSO.
3. BSO shall provide Fire Company pre-fire plan evaluations of required occupancies as well as hydrant testing and inspection in accordance with ISO and related departmental standards, designed to reduce the risk of property damage, injury, or loss of life from fire. CITY shall pay for hydrant markers and supplies.
4. BSO shall provide Unified Incident Command at the scene of all significant and relative incidents within the CITY for the purpose of maintain continuity in care, communications and mitigation of hazards.
5. BSO shall make its best efforts to maintain an Insurance Service Organization (ISO) Class One rating for the CITY's fire protection services throughout the term of this Agreement.

**d. Fire Prevention Services**

1. BSO shall provide fire prevention services ("Fire Prevention Services"), to include but not be limited to fire plan review, new construction and fire plan inspections, annual fire inspection, fire and arson investigation and enforcement of all applicable statutes and codes. BSO shall provide Fire Prevention Services to the CITY on a forty hour (40) five (5) days per week full-time basis and for Inspector call-out during the term of the Agreement, with the personnel specifically described in Exhibit A, Special Terms and Conditions.
2. BSO shall provide, as funded by the CITY, all vehicles, equipment and personnel to perform Fire Prevention Services, and shall provide personnel for full time use of the City for Fire Prevention Services in the manner set forth in Exhibit "A".

3. BSO shall strive to perform all annual inspections of multifamily residential and commercial properties required to be inspected in accordance with the Florida Fire Prevention Code and the Broward County Local Fire Code amendment. BSO shall achieve an annual inspection rate of 100% for all structures required to be inspected pursuant to Chapter 633, Fla. Stat. The CITY shall be responsible for the billing and collection of such services.

**e. Other Direct Services**

1. BSO shall provide public education programs, subject to funding, through personnel assigned to the CITY, designed to reduce the risk of property damage, injury, or loss of life from fire.
2. BSO shall provide a functional computerized fire rescue and emergency medical Records/Information Management System for the purpose of tracking incident information for CITY required reports and providing billing information for emergency medical calls for BSO's contracted billing agency.
3. BSO shall provide joint fire and emergency medical training with surrounding municipal departments in an effort to develop close working relationships with mutual/automatic aid providers. Such training should be designed as to reduce the risk of property damage, injury, or loss of life from fire or other emergency medical incidents.
4. BSO shall create and or maintain close working relationships with hospital districts.
5. BSO shall provide representation, either by the District Fire Chief or his/her designee, at regularly scheduled Home Owners Association meetings when requested by the CITY.
6. BSO shall maintain throughout the term of this Agreement a Medical Director as required by Chapter 401, Florida Statutes, who shall act as the Medical Director for all BSO fire rescue service areas.

**36. INDIRECT SERVICES**

The CITY indirectly receives the benefit of the following services associated with fire rescue by virtue of this Agreement with BSO:

- a. Administration
- b. Budget;
- c. Central Supply;

- d. Compensation and Assessment;
- e. Employee Assistance Program;
- f. Employee Benefits;
- g. Information Technology Division;
- h. Equal Employment Opportunity Division;
- i. Community Services (Media Relations and Public Relations);
- j. Finance;
- k. Fleet Control;
- l. Grants Management;
- m. Human Resources;
- n. Office of the General Counsel;
- o. Labor Relations;
- p. Purchasing;
- q. Records;
- r. Recruitment;
- s. Regional Logistics Services;
- t. Selection and Assessment;
- u. Staffing Office; and
- v. Any other services that meet the definition of Indirect Service as mutually agreed upon by BSO and the CITY.

The cost of indirect services are allocated to this Agreement and included in the consideration set forth in Exhibit "A".

### **37. SPECIAL DETAIL SERVICES FOR CITY EVENTS**

- a. BSO's emergency medical and fire protection personnel shall be used to provide services at special events held within CITY.
- b. BSO will provide special detail services for CITY sponsored events; however the District Fire Chief, or the corresponding Operations Section Chief, in his/her discretion, will determine whether the services can be provided through the on-duty staff assigned to the District or through a special detail. If in the District Chief's or the corresponding Operations Section Chief's discretion, BSO is able to provide the required level of services with on-duty personnel within the District at the time of the event, the City will incur no additional costs associated with such services; however the CITY understands and acknowledges that the on-duty personnel may be called to an incident during the CITY sponsored event. For those City-Sponsored events in which the District Fire Chief or the corresponding Operations Section Chief determines that BSO is unable to provide the required level of services with on-duty personnel within the District at the time of the event, BSO will provide the required level of services through a special detail and/or overtime and the CITY will be charged at BSO's special detail rates and/or overtime at the time of the event. BSO will provide the required level of services at no cost to the city for up to three (3) City-sponsored events per fiscal year. Any CITY sponsored events in excess of the three (3) aforementioned events will be charged to CITY at BSO's cost.
- c. Any and all special details requested by the CITY in excess of the above referenced three (3) City-sponsored events shall be paid based upon the terms and conditions of the CITY's permit.

- d. Special details for which fire rescue personnel must be dedicated or assigned to an event shall be worked out between BSO and the non-City sponsoring agency, and all costs for such detail shall be borne by the sponsoring agency and not the CITY.
- e. Special Detail Costs – CITY shall reimburse BSO only for the cost of additional labor if the equipment and fuel used are those covered by this Agreement.
- f. All special details that require fire/EMS in the CITY shall be provided by BSO.

### **38. COUNTYWIDE SERVICES**

In addition to the foregoing emergency medical, fire protection and fire prevention services, BSO shall provide the following specialized services, consistent with service levels BSO concurrently renders to other agencies and municipalities that request such services, at no additional cost to the CITY (for any such ancillary service, that incurs cost, BSO has the right to bill any and all 3rd party groups such as insurance companies for cost recovery and BSO shall retain all funds recovered.

- a. BSO shall provide, as needed, hazardous material response services equipped and trained to provide specialized response in case of an accidental spill or leak of hazardous materials or product.
- b. BSO shall provide air rescue services.
- c. BSO shall provide technical rescue services with specially equipped and trained personnel for above grade/high angle and below grade rescues.
- d. Any other services, excluding those indirect services listed, BSO normally provides to other fire rescue agencies throughout Broward County, whether they have a contract with BSO or not.

The CITY recognizes that the Board of County Commissioners, Broward County, Florida is the authority which establishes, allocates or otherwise provides for BSO's budget year funding. If in any budget year, funding, for any reason, is not provided sufficient to cover the BSO's ability to provide the countywide services, as determined by BSO, BSO reserves the right to notify the CITY accordingly in writing. In such an event, the countywide service shall be discontinued, unless the CITY and BSO agree otherwise by a formal written amendment to this Agreement executed with the same formalities as set forth herein.

BSO shall provide notice to the CITY of any substantive change to the Countywide Services due to Broward County not fully funding the services or equipment as provided for under this Section.

**39. AUTOMATIC AID**

BSO or the CITY shall not enter into any automatic aid agreements utilizing the personnel and/or equipment enumerated in this Agreement during the term of this Agreement without the mutual consent of both parties. BSO is, however, encouraged to participate in mutual aid agreements. It is recognized by the Parties that any decrease in staffing levels as provided in Exhibit "A" may have an effect on the viability of existing automatic aid agreements.

**40. ADDITIONAL SERVICES**

Upon the request of the CITY Manager and subject to BSO's availability of resources, BSO agrees to provide such additional resources at a cost mutually agreed upon by the parties.

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION AUTHORIZING A FIVE (5) YEAR AGREEMENT BETWEEN THE CITY OF DANIA BEACH, FLORIDA, AND THE BROWARD COUNTY SHERIFF'S OFFICE FOR POLICE SERVICES BEGINNING RETROACTIVELY TO OCTOBER 1, 2020 AND ENDING SEPTEMBER 30, 2025; AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE THE AGREEMENT FOR SUCH SERVICES FOR A FIRST YEAR COST OF FOURTEEN MILLION SEVEN HUNDRED FIFTY ONE THOUSAND, NINE HUNDRED SEVENTY FIVE DOLLARS (\$14,751,975.00)

### Purchasing Requests ONLY

Dept:

Acct #:

Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

Memo - BSO Police Services Agreement - 5 Year Renewal Ending September 30 2025, R-2020- BSO Police Services 5-Year Agreement, R-2020- BSO Police Services 5-Year Agreement Exhibit A





**CITY OF DANIA BEACH  
OFFICE OF THE CITY MANAGER**

**MEMORANDUM**

**DATE:** October 13, 2020

**TO:** The Honorable Mayor, Vice-Mayor and Commissioners

**FROM:** Ana M. Garcia, ICMA- CM, City Manager

**RE: BSO Police Services Agreement - 5 Year Renewal Ending September 30, 2025**

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**REQUEST**

The City Manager's Office is requesting approval of agreement between the City of Dania Beach and Broward Sheriff's Office (BSO) for police services. The agreement is for five (5) years, beginning retroactively to October 1, 2020 through September 30, 2025.

**BACKGROUND**

The City of Dania Beach and BSO Law Enforcement entered into an agreement in 2009 for police services. Since 2009, the City has amended and approved subsequent agreements extending police services in the City. The Broward Sheriff Office's police services contract was renewed in 2015 for an additional five years, scheduled to expire September 30, 2020.

The proposed BSO police services agreement allows for the continuation and delivery of effective and reliable police services. During the Fiscal Year of 2019/2020, the City experienced a **decrease in crime citywide of 9%**. One of the ways we increased safety throughout the City was to purchase and implement three (3) new License Plate Reader Trailers and Speed Trailers as well as a Surveillance Tower, the implementation of this equipment further enhanced our safety initiatives in the City.

The following list of crimes and number of incidents were committed in the city during the period of **January 2020 to August 2020**:

|                       |     |
|-----------------------|-----|
| ○ Larceny             | 315 |
| ○ Burglary Conveyance | 198 |
| ○ Vehicle Theft       | 105 |
| ○ Burglary Residence  | 59  |
| ○ Burglary Business   | 48  |
| ○ Robbery             | 32  |
| ○ Aggravated Battery  | 29  |

- Aggravated Assault 23
- Forcible Sex 8

During this same period, BSO Law Enforcement received **24,851 calls for service**, this is a **decrease of 10.63%** during the same period in 2019.

Attached for your approval is a five (5) year agreement between the City of Dania Beach and Broward County Sheriff's Office for police services beginning retroactively to October 1, 2020 and ending September 30, 2025.

#### **BUDGETARY IMPACT**

The Fiscal Year 2020/21 contract rate for BSO police services is \$14,751,975. This annual contract rate is within the FY2020-2021 approved budget for BSO police services.

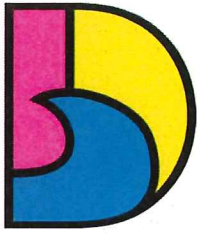
#### **RECOMMENDATION**

It is recommended that the City Commission approve the Resolution to execute the agreement between the City of Dania Beach and the Broward County Sheriff's Office for police services beginning retroactively to October 1, 2020 and ending September 30, 2025.

cc: Tom Ansbrosio, City Attorney  
Eve Boutsis, Assistant City Attorney  
Candido Sosa-Cruz, Assistant City Manager  
Frank DiPaolo, Finance Director  
Captain Daniel Marks, BSO Law Enforcement

#### **Attachments**

Resolution  
Agreement  
Finance Department Memo  
BSO Office of Management and Budget Memo



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH FINANCE DEPARTMENT

### MEMORANDUM

**DATE:** October 2, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**FROM:** Frank DiPaolo, Finance Director   
Digitally signed by Frank DiPaolo  
DN: cn=Frank DiPaolo, o=City of Dania Beach,  
ou=Finance Department,  
email=fdipaolo@dania-beach.fl.gov, c=US  
Date: 2020.10.02 15:06:46 -0400

**SUBJECT:** Consideration requests pursuant to the agreements with Broward Sheriff's Office for Law Enforcement and Fire Rescue Services

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#### BACKGROUND

The City's current agreements with Broward Sheriff's Office for Law Enforcement and Fire Rescue services expire September 30, 2020. Since providing the initial consideration in July, BSO has provided updated requests for the fiscal year beginning October 1, 2020.

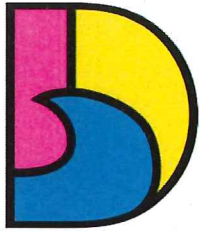
The total request for Law Enforcement and Fire Rescue Services is \$28,379,502, which provides for the same level of operations, including capital requests for vehicles in accordance with the fleet plan and other necessary items, such as payments toward the radio lease. Finance is not aware of any other operational changes; however, the consideration has been reduced somewhat due to FRS pension contribution rate changes.

There is one modification to the staffing structure – removal of the Deputy assigned to the prisoner landscaping work crew under the Law Enforcement agreement.

For a number of years, the City has utilized a BSO prisoner landscaping work crew to maintain various City properties. Since the onset of Covid-19, the crew has not been conducting services as-usual, in efforts to protect the prisoners and BSO deputies from exposure to the virus. Therefore, the City has had to utilize its landscaping contractor to maintain these areas. BSO has indicated that the prisoner landscaping work crew will no longer be able to maintain City properties and therefore, the cost for the Deputy assigned to the work crew has been removed from the consideration.

#### BUDGETARY IMPACT

The consideration requested by BSO for the full complement of staff assigned to Dania Beach is \$28,379,502. This includes removal of the prisoner landscaping work crew deputy for a savings of \$155,848, and these funds will augment the City's landscaping contract to ensure the areas formerly maintained by the prisoner work crew are not neglected. The total final consideration is within the FY2020-21 budgeted amounts for Law Enforcement and Fire Rescue services.



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH FINANCE DEPARTMENT

### MEMORANDUM

#### RECOMMENDATION

The Finance Department approves of the final consideration requests (contract amounts) for Law Enforcement and Fire Rescue services. Finance has no recommendation with regard to the operational aspect of the agreements with BSO.

**Broward Sheriff's Office**  
2601 West Broward Boulevard  
Fort Lauderdale, FL 33312  
954-831-8900  
[www.sheriff.org](http://www.sheriff.org)



October 2, 2020

Ms. Ana Garcia, City Manager  
City of Dania Beach  
100 West Dania Beach Boulevard  
Dania Beach, Florida 33004

Dear Ms. Garcia:

Please be advised that the revised consideration for Fiscal Year 2021 is as follows:

**Police Services**

|                                |                   |                               |
|--------------------------------|-------------------|-------------------------------|
| <b>Total Personnel Expense</b> | 12,475,371        |                               |
| <b>Operating Expenditures</b>  | 1,052,947         |                               |
| <b>Capital Outlay</b>          | 710,810           |                               |
| <b>Transfers and Reserves</b>  | 512,847           |                               |
| <b>Total Expenditure</b>       | <b>14,751,975</b> | <b>(1,229,331.25 Monthly)</b> |

Per your request, we removed the One (1) Detention Deputy that was a part of the staffing structure.

Please note that due to FRS Pension rate changes, there is a reduction in your consideration.

This amount is subject to the final adopted budget as approved by the Board of County Commissioners and to any additional contract amendments, or negotiations that take place after this date.

Please contact me at (954) 831-8939 with any questions regarding this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dafne E. Perez", is written over a faint, larger version of the same signature.

Dafne E. Perez, Director  
Office of Management and Budget

DEP:dw

cc: Colonel David Holmes, Department of Law Enforcement  
Colonel James Reyes, Department of Administration  
Frank Dipaolo, Finance Director, City of Dania Beach



BROWARD SHERIFF'S OFFICE  
08.One Year Appropriation  
General Fund 001  
Adopted  
23230 - Dania Beach

| ACCOUNTS                              |  | 2020/2021         |
|---------------------------------------|--|-------------------|
|                                       |  | 20-21 Budget      |
| 512401 - Regular Salary               |  | 7,388,810         |
| 512407 - Cell Phone Supplement        |  | 2,400             |
| 514401 - Overtime                     |  | 497,920           |
| 515401 - Special Pay                  |  | 41,998            |
| <b>Personal Services</b>              |  | <b>7,931,128</b>  |
| 521401 - FICA Taxes                   |  | 597,015           |
| 522401 - Retire/Regular               |  | 34,508            |
| 522402 - Retire/Special Risk          |  | 1,719,285         |
| 522404 - Retire/Drop Regular          |  | 11,908            |
| 522405 - Retire/Drop Special Risk     |  | 76,613            |
| 523401 - Life/Health Insurance        |  | 1,547,149         |
| 523403 - OPEB                         |  | 160,260           |
| 523406 - RHSP                         |  | 52,083            |
| 524401 - Worker's Comp                |  | 345,422           |
| <b>Fringe Benefits</b>                |  | <b>4,544,243</b>  |
| <b>Total Personnel Expense</b>        |  | <b>12,475,371</b> |
| 534401 - Contract Services/General    |  | 23,000            |
| 535401 - Investigations               |  | 1,000             |
| 541401 - Communication Svc/Fixed      |  | 12,580            |
| 541402 - Communication Svc/Portable   |  | 1,500             |
| 541403 - Communication Svc/Aircards   |  | 34,521            |
| 543401 - Utility Service              |  | 30,100            |
| 543402 - Water & Waste Disposal       |  | 11,460            |
| 544401 - R/L Office Machines          |  | 6,500             |
| 544402 - R/L Vehicle                  |  | 4,380             |
| 545402 - Ins/Admin-Bond/Ins           |  | 95,919            |
| 546401 - R/M Equipment                |  | 7,060             |
| 546402 - R/M Vehicles                 |  | 241,218           |
| 546403 - R/M Build/Ground             |  | 3,750             |
| 546405 - R/M Service Contract         |  | 7,000             |
| 547401 - Contract Print & Binding     |  | 877               |
| 551401 - Office Supply-Misc           |  | 300               |
| 551402 - Office Supply-Office         |  | 19,346            |
| 551403 - Office Supply-Postage        |  | 105               |
| 551404 - Off Supp/Cln/Janit           |  | 8,138             |
| 551710 - Debt Interest Expense        |  | 5,986             |
| 552401 - Oper Supply-Gas/Oil/Lub      |  | 294,463           |
| 552402 - Oper Supply-Tools            |  | 6,343             |
| 552404 - Oper Supply-Food             |  | 4,250             |
| 552406 - Oper Supply-Instit           |  | 15,000            |
| 552408 - Oper Supply-Fngrpt/Photo     |  | 500               |
| 552409 - Oper Supply/Misc             |  | 168,547           |
| 552410 - Oper Supply-Uniforms         |  | 37,586            |
| 552412 - Computers less than \$1,000. |  | 3,000             |
| 554401 - Books/Pub/Sub                |  | 250               |
| 554402 - Dues/Membership              |  | 1,008             |
| 554404 - Training/Misc                |  | 7,260             |
| <b>Operating Expenditures</b>         |  | <b>1,052,947</b>  |
| 564401 - Mach-Equip/Vehicle           |  | 485,000           |
| 564402 - Mach-Equip/Equipment         |  | 26,000            |
| 564408 - M/E-Computers                |  | 72,852            |
| 564421 - Lease/Purchase Equipment     |  | 126,958           |
| <b>Capital Outlay</b>                 |  | <b>710,810</b>    |
| 591001 - Transfer To General Fund     |  | 483,603           |
| 591401 - OPEB Reserve                 |  | 29,244            |
| <b>Transfers and Reserves</b>         |  | <b>512,847</b>    |
| <b>Total Expenditure</b>              |  | <b>14,751,975</b> |

## **RESOLUTION NO. 2020-122**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AUTHORIZING A FIVE (5) YEAR AGREEMENT BETWEEN THE CITY OF DANIA BEACH, FLORIDA, AND THE BROWARD COUNTY SHERIFF'S OFFICE FOR POLICE SERVICES BEGINNING RETROACTIVELY TO OCTOBER 1, 2020 AND ENDING SEPTEMBER 30, 2025; AUTHORIZING THE PROPER CITY OFFICIALS TO EXECUTE THE AGREEMENT FOR SUCH SERVICES FOR A FIRST YEAR COST OF FOURTEEN MILLION SEVEN HUNDRED FIFTY ONE THOUSAND, NINE HUNDRED SEVENTY FIVE DOLLARS (\$14,751,975.00); PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the City executed an agreement with the Broward County Sheriff's Office ("BSO") dated September 28, 2010 providing for Police Services for October 1, 2009 through September 30, 2014; and

**WHEREAS**, the City executed Amendment number four (4) on October 1, 2014 authorizing an extension of the existing Agreement through September 30, 2015; and

**WHEREAS**, the City executed Amendment number five (5) on October 1, 2015 authorizing an extension of the existing Agreement through September 30, 2020; and

**WHEREAS**, the City and BSO desire to enter into an Agreement for five (5) years, beginning retroactively to October 1, 2020 through September 30, 2025 for a first year cost of Fourteen Million Seven Hundred Fifty One Thousand Nine Hundred Seventy Five Dollars (\$14,751,975.00); and

**WHEREAS**, BSO has removed from the Agreement the deputy position that was assigned to supervise the prisoner work crew at an annual savings to the City of One Hundred Fifty Five Thousand Eight Hundred Forty Eight Dollars (\$155,848.00);

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA;**

**Section 1.** That the above "Whereas" clauses are ratified, made a part of and incorporated into this Resolution by this reference.

**Section 2.** That the proper City officials are authorized to execute the Agreement between the City of Dania Beach, Florida, and BSO for Police Services dated retroactively to October 1, 2020 through September 30, 2025. A copy of the Agreement is attached as Exhibit “A” and made a part of and incorporated into this Resolution by this reference.

**Section 3.** That the City Manager and City Attorney are authorized to make minor revisions to the Agreement for police services which are deemed necessary and in the best interests of the City.

**Section 4.** That funding has been appropriated in the Fiscal Year 2020-21 budget to Account No. 001-21-01-521-31-10 in the amount of Fourteen Million Seven Hundred Fifty One Thousand Nine Hundred Seventy Five Dollars (\$14,751,975.00).

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect retroactively to October 1, 2020.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

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THOMAS J. ANSBRO  
CITY ATTORNEY



## **AGREEMENT FOR POLICE SERVICES**

THIS AGREEMENT FOR POLICE SERVICES, dated the \_\_\_\_day of \_\_\_\_\_, 2020, is made by and between the City of Dania Beach, Florida, (hereinafter referred to as the "CITY") and the Gregory Tony, as Sheriff of Broward County (hereinafter referred to as "BSO").

### **WITNESSETH:**

**WHEREAS**, the CITY has previously contracted with BSO to provide a high level of professional police protection for the benefit of the citizenry thereof, and

**WHEREAS**, the CITY is desirous of maintaining a high level of competent professional police service in conjunction and harmony with its fiscal policies of sound, economical management, and

**WHEREAS**, the CITY is desirous of maintaining its Charter police power but at the same time wishes to provide for daily police services through contractual agreement, and

**WHEREAS**, BSO has agreed to render to the CITY a high level of professional police services, and the CITY is desirous of contracting for such services upon the terms and conditions hereinafter set forth.

**NOW, THEREFORE**, in consideration of the mutual promises contained herein, and for other good and valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. The above recitals are true and correct and incorporated herein by reference.
2. This Agreement is comprised of this document, the Special Terms and Conditions set forth in Exhibit A, which is attached and incorporated herein, and the General Terms and Conditions that are set forth in Exhibit B, which is also attached and incorporated herein.
3. In the event there is a conflict between the General Terms and Conditions and the Special Terms and conditions, the Special Terms and Conditions shall be controlling.

**AGREEMENT FOR POLICE SERVICES BETWEEN THE CITY OF DANIA BEACH  
AND GREGORY TONY, AS SHERIFF OF BROWARD COUNTY, FLORIDA**

**IN WITNESS HEREOF**, each of the parties hereto have authorized its duly authorized representative to execute this Agreement on the day and date first set forth above.

**BSO:**

SHERIFF OF BROWARD COUNTY

By: \_\_\_\_\_  
GREGORY TONY, Sheriff

Approved as to form and legal sufficiency subject to the execution by the parties:

By: \_\_\_\_\_  
TERRENCE O. LYNCH, General Counsel

**AGREEMENT FOR POLICE SERVICES BETWEEN THE CITY OF DANIA BEACH  
AND GREGORY TONY, AS SHERIFF OF BROWARD COUNTY, FLORIDA**

**CITY:**

**CITY OF DANIA BEACH**

**ATTEST:**

\_\_\_\_\_  
THOMAS SCHNEIDER  
City Clerk

By: \_\_\_\_\_  
LORI LEWELLEN  
Mayor

Dated: \_\_\_\_\_

(SEAL)

By: \_\_\_\_\_  
ANA M. GARCIA  
City Manager

Dated: \_\_\_\_\_

Approved as to form and  
Legal sufficiency subject to execution  
by the parties:

\_\_\_\_\_  
THOMAS ANSBRO  
City Attorney

**EXHIBIT A**

**SPECIAL TERMS AND CONDITIONS**

The following Special Terms and Conditions have been agreed upon by and between the CITY and BSO:

|                     |                                                                                                                                                                                                                                                                      |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CITY:               | City of Dania Beach                                                                                                                                                                                                                                                  |
| EFFECTIVE DATE:     | October 1, 2020                                                                                                                                                                                                                                                      |
| FIRST YEAR:         | October 1, 2020 – September 30, 2021                                                                                                                                                                                                                                 |
| TERM:               | October 1, 2020 – September 30, 2025                                                                                                                                                                                                                                 |
| RENEWAL OPTION:     | Renewable for one five year term subject to agreement of the parties.                                                                                                                                                                                                |
| CITY BOUNDARIES:    | As set by City Ordinance                                                                                                                                                                                                                                             |
| STAFFING STRUCTURE: | <div>1 District Chief</div> <div>2 Lieutenants</div> <div>8 Sergeants</div> <div>63 Deputy Sheriffs</div> <div>1 School Resource Deputy</div> <div>5 Community Service Aides</div> <div>1 Clerical Personnel</div> <div>1 Secretary</div> <div>—</div> <div>82</div> |

|                              |                                                     |
|------------------------------|-----------------------------------------------------|
| CONSIDERATION:               | \$14,751,975.00                                     |
| POLICE HEADQUARTERS ADDRESS: | 100 W. Dania Beach Boulevard, Dania Beach, FL 33004 |
| FACILITIES ADDRESSES::       | 100 W. Dania Beach Boulevard, Dania Beach, FL 33004 |
| NOTICE CITY ADDRESS::        | 100 W. Dania Beach Boulevard, Dania Beach, FL 33004 |

## **EXHIBIT B**

### **POLICE SERVICES GENERAL CONDITIONS**

#### **1. DEFINITIONS**

The following terms when used in this Agreement, including its preamble and recitals, shall, except where the context otherwise requires, have the following meanings (such meanings to be equally applicable to the singular and plural forms thereof):

- a. Agreement. "Agreement" shall mean this Agreement for Police Services between the CITY and BSO, including all exhibits.
- b. Applicable Laws. "Applicable Laws" shall mean all provisions of constitutions, statutes, laws, rules, ordinances, regulations, charters and orders of governmental bodies or regulatory agencies applicable to the subject matter.
- c. BSO. "BSO" shall mean the Sheriff of Broward County, Florida.
- d. CITY. "CITY" shall mean the City that has contracted with BSO for Police Services pursuant to this Agreement and is identified in the Special Terms and Conditions.
- e. CITY Boundaries. "CITY Boundaries" shall mean the area within the municipal boundaries of the CITY, as shown in the Special Terms and Conditions of this Agreement.
- f. City Manager. "City Manager" shall mean the duly appointed and validly existing City Manager of the CITY. In the absence of the City Manager, the Assistant City Manager or person acting in the capacity of City Manager shall have the same authority as that of the City Manager.
- g. Consideration. "Consideration" shall mean the monthly payment and other amounts payable by the CITY hereunder in consideration of the Services performed by BSO, as set forth herein.
- h. District. "District" shall mean (a) the CITY Boundaries, or (b) the Annexed CITY Boundaries on the date the CITY's annexation plan becomes effective after the Florida Legislature approves such annexation plan, provided BSO has received the required notification thereof as set forth herein (c) any additional geographic area to be serviced by the District employees based upon a mutual written agreement of the CITY and BSO.
- i. District Chief. "District Chief" shall mean the individual responsible for supervising all law enforcement employees and law enforcement activities within the CITY. The District Chief shall be the rank of Captain. The District Chief shall serve as the liaison between CITY and BSO.

- j. District Employees. "District Employees" shall mean BSO employees permanently assigned to the District who possess the necessary qualifications and experience to provide police and support services.
- k. Effective Date. "Effective Date" shall mean the date in which the Agreement is to commence. The Effective Date is set forth in the Special Terms and Conditions of this Agreement.
- l. Facilities. "Facilities" shall mean that portion of the Police Services Center which is used by BSO and any additional facilities that are owned by the City and used by BSO on a permanent basis to provide police services. The Facilities are listed in the Special Terms and Conditions of this Agreement.
- m. Lien. "Lien" shall mean any lien, security interest, pledge, mortgage, easement, leasehold, assessment, covenant, restriction, reservation, conditional sale, prior assignment, or any other encumbrance, claim, burden or charge of any nature whatsoever.
- n. Patrol Zone shall mean the geographic areas within the District, as mutually agreed upon by the District Chief and the City Manager, in which Patrol Deputy Sheriffs are assigned.
- o. Police Services Center. "Police Services Center" shall mean the premises owned by the CITY in which the BSO command staff assigned to the CITY maintains their offices. The address of the Police Services Center is set forth in the Special Terms and Conditions of this Agreement.
- p. Police Services. "Police Services" shall mean the aggregate of all police related services provided by BSO pursuant to this Agreement.
- q. Renewal Option. "Renewal Option" shall mean the time period that the agreement may be extended; the number of extensions and the means to exercise such option, as set forth in the Special Terms and Conditions of this Agreement.
- r. Term. "Term" shall mean the length of this Agreement and any extensions thereto.
- s. Uniformed Deputy. "Uniformed Deputy" shall mean a uniformed Deputy Sheriff employed by BSO who patrols the District.

## 2. **STAFFING**

- a. **Structure.** The staffing structure for the District shall be as set forth in the Special Terms and Conditions of this Agreement and may be modified as set forth herein. The Staffing Structure shall not be modified except through a written amendment to this Agreement executed by both the CITY and BSO with the same formalities as set forth herein.

BSO and the CITY shall work cooperatively to establish the proper balance of experience levels for those BSO employees assigned to the CITY.

b. **Deletions and Additions.** The CITY shall have the right to unilaterally delete services upon no less than sixty (60) calendar days prior written notice, and such deletions shall be memorialized in an amendment to this Agreement, and the compensation shall be adjusted accordingly based on actual cost of the service. If, in BSO's opinion, the requested deleted services (i.e. staffing levels) would negatively impact the safety of BSO's employees or the community, the parties shall collaborate to resolve the issue to their mutual satisfaction. The City may add services, as mutually agreed upon by both parties, and such additions shall be memorialized in an amendment to this Agreement, and the compensation shall be adjusted accordingly.

c. **Shift Length.** In the event there is a modification in the length of the hours of shifts, the modification will not occur until the next scheduled shift pick at least sixty (60) calendar days from the date that the Sheriff and City Manager agree upon the modification.

d. **Deployment.** BSO shall have the discretion to deploy District Employees as necessary to meet the goals and objectives of the CITY. The cost of such deployment is included in the yearly consideration.

The District Chief's discretion regarding the deployment of the personnel shall be exercised with the intent of providing the most effective police services to the CITY pursuant to the terms and conditions of this Agreement. The District Chief shall keep the City Manager informed of the deployment of such personnel through weekly staff meetings and as requested by the City Manager. During such meetings, the City Manager and District Chief shall discuss the results of previous deployments, alternative deployment strategies and the benefits and risks associated with each strategy.

BSO's Personnel assigned to the CITY shall only be utilized for appropriate police services within the CITY, except as otherwise authorized in applicable automatic and mutual aid agreements. BSO shall not use District Employees to service any other contracts, clients or obligations of BSO, except as otherwise provided in this Agreement.

e. **Minimum Staffing.** BSO shall provide to the CITY a minimum number of deputy sheriffs to patrol the CITY per day/shift. The minimum number of deputies shall be set forth in the Special Terms and Conditions of this Agreement.

f. **Employment Standards.** BSO shall be responsible for setting employment standards (i.e. hiring, discipline, training) for District Employees consistent with BSO agency standards. BSO is committed to providing the CITY with highly skilled law enforcement personnel to provide police services to the CITY.

g. **Employment Responsibilities.** All District Employees shall be and remain BSO employees, and such employees shall not be considered employees of the CITY for purposes of pension benefits, insurance benefits, civil service benefits, compensation and/or any status or right. Accordingly, the CITY shall not be called upon to assume any liability for direct payment of any salaries, wages, or other compensation, contributions to



pension funds, insurance premiums, workers' compensation (Chapter 440, Florida Statutes), vacation or compensatory time, sick leave benefits or any other amenities of employment to any District Employee whatsoever, arising out of BSO's employment of such Persons and such Persons' performance of the Services. The CITY and BSO understand and acknowledge that all costs, including the employment related costs, are included in the consideration payable by the CITY to BSO in accordance with this Agreement.

**h. Staffing Review and Modifications.** As part of the CITY's annual budgetary process, BSO shall evaluate the Staffing requirements for the CITY to determine if the current staffing level and composition adequately meets the City's goals and objectives. If BSO believes the staffing requirements need to be adjusted, BSO shall provide staffing recommendations to the City Manager for review. If both parties agree to the recommended staffing changes, this Agreement shall be modified through an amendment executed by both the CITY and BSO with the same formalities as contained herein, which shall reflect the agreed upon staffing change(s) and a compensation adjustment based on actual cost of the staffing change(s).

In addition to the annual review, the District Chief shall have the right to request a staffing adjustment at any time during the year. Upon making such request to the City Manager, the District Chief and City Manager shall meet and discuss the need for such adjustment. If the City Manager and District Chief agree upon the need for the staffing adjustment, a formal amendment shall be prepared and presented to the Sheriff and City Commission for approval and signature.

In the event the CITY and BSO do not agree upon the Staffing Structure adjustments after good faith negotiations and such unresolved adjustments impact the safety of BSO employees or the public, either the CITY or BSO may exercise its rights as set forth herein or by law.

**i. Transfers – BSO's Rights.** BSO shall have the right to transfer any Employee out of the District. The City Manager shall be kept informed of all transfers within five (5) calendar days.

Notwithstanding the above provisions, the transfer of the District Chief shall be governed by specific provisions related to the District Chief as set forth herein.

**j. Transfers – City Right.** Except for the District Chief, which is covered in Section 9 of these General Terms and Conditions, the City Manager shall have the right to request the transfer of BSO personnel out of the CITY, which shall not be arbitrary or capricious. The request must be sent to the District Chief in writing setting forth the name of the employee, employee's rank and the reason for the request (the "Transfer Request"). The Transfer Request must be approved in writing by BSO, however such approval shall not be unreasonably withheld. BSO shall notify the CITY in writing as to whether BSO approves of the Transfer Request within 5 business days of receipt of the Transfer Request. If BSO fails to notify the CITY within 5 business days of the Transfer Request, the Transfer Request shall be deemed approved. If BSO approves the Transfer Request, the employee shall be transferred out of the District as soon as reasonably possible but in no event more

than 30 days after BSO approves the Transfer Request. An employee transferred out of the District at the request of the CITY shall not be reassigned to the CITY without CITY approval.

k. **Transfers – Layoffs.** Notwithstanding anything herein to the contrary, transfers in and out of the District may result from employees exercising seniority rights pursuant to the collective bargaining agreement in the event of layoffs at the Broward Sheriff's Office.

l. **Replacements.** Any Personnel transferred or reassigned out of the CITY shall be replaced as soon as practicable.

m. **Staffing Continuity.** The CITY and BSO recognize the importance of combining the efforts and resources of BSO and the CITY in order to have a positive impact on reducing neighborhood crime, helping to reduce any community fears regarding crime and thus enhancing the quality of life throughout the CITY. It is further recognized that such a collaborative effort requires law enforcement personnel that have intimate knowledge of the community. In furtherance of such objective, BSO shall make every reasonable effort to maintain the continuity of BSO law enforcement personnel assigned to the District, subject to the transfer provisions set forth herein and to develop and implement community policing initiatives.

n. **Education.** The parties acknowledge the importance of the District Employees' knowledge of the general make-up of the CITY and its geographic areas, its industrial, business, and residential composition, its City Code of Ordinances, and its crime problems. BSO shall offer appropriate continuing education to assure that all District Employees are acquainted with the District's general make-up, geographic areas, industrial, business, City's Code of Ordinances and residential composition and its crime trends. Upon enactment, the CITY shall forward to the District Chief a copy of new ordinances for training and enforcement purposes.

### 3. **ASSIGNMENT OF POLICE POWERS**

The CITY does hereby vest in each sworn Deputy Sheriff of BSO the police powers of the CITY which are necessary to implement and carry forth such law enforcement services, for the sole and limited purpose of giving official and lawful status and validity to the performance thereof by such sworn deputies. Each sworn Deputy Sheriff of BSO so empowered hereby and engaged in the performance of the law enforcement services shall be deemed to be a sworn officer of the CITY while performing such law enforcement services. Accordingly, such sworn Deputy Sheriffs of BSO are hereby vested with the power to enforce the ordinances of the CITY, to make arrests incident thereof and to do such other things and to perform such other acts as are necessary with respect thereto.

### 4. **QUARTERLY GOALS AND OBJECTIVES**

On a quarterly basis (on or about October 1<sup>st</sup> and January 1<sup>st</sup>, April 1st and July 1st) or as requested by the City Manager, the District Chief shall meet with the City Manager to discuss

law enforcement activities within the City occurring during the previous three (3) month period. At such meeting, the District Chief shall present the City Manager with information regarding the following:

- a. Calls for service by time of day, geographic location, date and type of call;
- b. Reported incidents, criminal and non-criminal;
- c. Number and types of arrests;
- d. Traffic crashes;
- e. Traffic citations;
- f. Staffing and Transfers;
- g. Vacancy Credits;
- h. Grant Review;
- i. Community Policing Initiatives;
- j. Response time reports, citizen complaints and their status/disposition;
- k. BSO's Year-To-Date Budget Versus Actual Cost - Line Item Report, which shall include, but not necessarily be limited to, the budgeted amount, expenditures, encumbrances and remaining balance for each line item within the budget. The City Manager may reasonably request documentation necessary to substantiate any of the costs included on such Report; and
- l. Any additional information requested by the City Manager.

Based upon the information presented by the District Chief to the City Manager, the District Chief, in concert with BSO command, and the City Manager shall review the law enforcement goals and objectives of the CITY, the staffing requirements to meet the goals and objectives and the general strategies to achieve such goals and objectives. Thereafter, BSO shall develop and implement operational initiatives to further such goals and objectives.

## 5. **REPORTS**

BSO shall provide monthly reports to the City Manager that include the following information:

- Monthly Crime Report (FDLE/UCR categories) and year-to-date comparison;
- Monthly calls for service based on Deputies responding (percentage);
- Monthly encumbered times for zone Deputies by day of week; and
- Monthly crime prevention activities (past month and planned current month).

At any time during the term of this Agreement, the City Manager shall have the right to make reasonable modifications to the reporting format(s), reporting content, and reporting period(s).

BSO shall provide to CITY in June of each fiscal year, a report on BSO's performance in light of the established goals and objectives. The format and content of the Annual Report made to the CITY by the District Chief shall be mutually agreed upon by BSO and the City Manager.

BSO shall provide the City with detailed reports indicating budget amounts, year to date expenditures, variances, etc., upon request to the District Chief. BSO shall develop and maintain a strategic plan for law enforcement services provided to the CITY. The District

Captain shall meet and confer with the City Manager regarding the goals and objectives of the strategic plan.

6. **CONSIDERATION**

- a. For the period from the Effective Date through September 30, 2021, the annualized consideration amount and the monthly payment amount for police services shall be as set forth in the Special Terms and Conditions, payable on the 1<sup>st</sup> of each month. Should County requirements for payments remitted by SHERIFF change to the 15<sup>th</sup> of the month then such change shall apply to the CITY as well.
- b. The budget will have a summary of major classifications (Personnel Services, Operating Expenses, Capital Outlay, etc.), an estimated average cost per staffing category and any overhead costs that are being considered. The CITY and BSO will negotiate in good faith any adjustments to the Consideration. The parties recognize and acknowledge that time is of the essence in resolving this issue.
- c. The consideration payable by the CITY for subsequent fiscal years shall be determined by adding the following:
  1. BSO's budgeted costs for items other than health insurance premiums, workers compensation premiums, other post-employment benefits and pension contributions, not to exceed an annual increase of 5% over the budgeted costs in the preceding year.
  2. BSO's budgeted costs for workers compensation premiums, other post-employment benefits and pension contributions attributable to District Employees, which shall be based upon projected costs. The projected cost of these items shall be supported with documentation.
  3. BSO's budgeted costs for health insurance premiums for District Employees, which costs shall be the same for all BSO employees in the same benefit plan whether assigned to the District or not, not to exceed an annual increase of more than 9% over the budgeted costs in the preceding year. The projected costs of these items shall be supported with documentation. Changes in class of insurance plan (i.e. single plan to family plan) for individual employees will not be included in the cap.
- d. BSO shall submit a proposed budget to the CITY on May 15th. The budget shall have a summary of major classifications (Personnel Services, Operating Expenses, Capital Outlay, etc.). At the request of the City Manager, BSO shall provide supporting documentation for the budgeted line items to include the cost to outfit and equip District Employees (i.e. uniforms, computer, patrol vehicle, Taser, etc.).
- e. For purposes of calculating the budget for Personnel Services, the District Employees assigned to the District in February of each year shall be the employees used to calculate the budget for the upcoming fiscal year, which is due to the CITY on May 15th as set forth

above. The annual wages, taxes, pension and health insurance costs associated with each employee shall be determined based upon factors such as contractual wage increases, FICA rates and maximums, pension rates (as dictated by the applicable plan) and proposed health insurance rates. If there are any vacant positions on the payroll period in February, the budgeted cost of the vacant positions for the upcoming fiscal year shall be calculated based upon the prevailing budgeted cost of the BSO's Employees within the same job classification.

- f. If BSO and the CITY are able to reach an agreement regarding the consideration, the CITY shall pay BSO the consideration in twelve (12) equal monthly installments, payable on the first of each month.
- g. BSO shall reimburse or provide a credit to the CITY for any payment received from the Broward County School Board for School Resource Deputies.
- h. The CITY and BSO understand and acknowledge that staffing vacancies will occur throughout the term of this Agreement; however it is the intent of both the CITY and BSO to work cooperatively towards reducing vacancies and thus increasing the number of deputies working within the District.
- i. BSO shall provide the CITY with full staffing. The CITY shall be entitled to a credit for any vacancies that occur during the fiscal year. The CITY's entitlement to the vacancy credit shall be calculated quarterly. A vacancy occurs when a deputy or employee is absent from work and such absence results in a salary savings to the BSO. The CITY's credit shall be calculated using the prevailing budgeted cost of BSO Employees within the same job classification for that fiscal year. BSO shall submit a quarterly report detailing vacancy days.

The credit shall be calculated on a quarterly basis for each fiscal year. For purpose of the last quarter for each fiscal year, vacancies may be projected for August and September based upon BSO's vacancies during the month of July. In the event the actual vacancy credit for the month of August and September differs from the above projected figures, such difference shall be adjusted in the CITY's November payment.

- j. BSO shall have the right to temporarily fill any vacancy within the CITY, through temporary staffing or overtime, provided that BSO fills the vacancy with an employee with a job classification and rank equivalent to the absent BSO employee. BSO shall educate any temporary staff assigned to the District with respect to the general make-up of the CITY and its geographic areas, its industrial, business and residential composition and its crime trends. The CITY shall be entitled to a vacancy credit for any vacancy, unless the vacant position is temporarily filled through overtime or temporary staffing and if BSO receives a salary savings.
- k. The parties recognize that the CITY has no right of setoff or to reduce the consideration payable to BSO by amounts in dispute absent a mutual written agreement of the parties.

- l. In the event that the SHERIFF subsequently enters into an agreement, amends the agreement or renews an agreement with a municipality for police services (an “Eligible Agreement”), the SHERIFF shall post the Eligible Agreement on the SHERIFF’s web site within 10 business days of execution thereof. If the CITY reasonably determined that the Eligible Agreement overall includes consideration terms that are more beneficial than the terms set forth herein (except for terms relating to grant funding designated for a particular municipality or Broward County, which are excluded from this Section), then the CITY shall be entitled to (i) the incremental dollar value of the more beneficial term(s), which shall be calculated in the same manner and methodology as used to calculate the estimated actual costs of the CITY and all other municipalities, retroactive to the effective date of the Eligible Agreement. Thereafter, the parties shall proceed under this Agreement in accordance with the more beneficial terms. The Parties acknowledge that the SHERIFF may implement different operational programs and units in different customer jurisdictions based on the operational requirements of such jurisdictions.
- m. In addition to the consideration being paid by the CITY to BSO under this Agreement, and pursuant to the Regional Interlocal Agreement Between Broward County and the CITY Providing for Cooperative Participation in a Regional Public Safety Intranet, the CITY agrees to pay its pro rata share for BSO’s mobile and portable radios and auxiliary equipment to the extent allocated for the District, and all needed repairs and replacements thereto in accordance with the Regional Interlocal Agreement.

7. **VEHICLE MARKINGS**

Each patrol vehicle assigned to the District shall prominently display on the vehicle's exterior, “City of Dania Beach” in three (3) to six (6) inch lettering, in accordance with the BSO standard vehicle markings.

8. **FACILITIES**

BSO shall use the Police Services Center as its Dania Beach Headquarters.

The Police Services Center and any other facilities owned by the CITY and used by BSO on a permanent basis are hereinafter collectively referred to as the “Facilities”. BSO shall occupy the Facilities and use the furnishings and equipment contained in the Facilities in connection with performing the Police Services within the District, at no additional cost to BSO.

The CITY shall be responsible for major repairs of the Facilities and property (i.e., to include HVAC systems, electrical systems, roof systems and storm damage to the facility and property). CITY shall be responsible for daily custodial services and shall maintain the Facilities in a clean condition, free from debris, normal use excepted. BSO further agrees not to destroy, deface, damage, impair, or remove any part of the Facilities. In the event BSO, its employees, agents, or invitees destroy, deface, damage, impair, or remove any part of the CITY’s Facilities, BSO shall be responsible for repairing or replacing such property.

Except as provided in the preceding paragraph, maintenance and repair services for the Facilities shall be supplied by the CITY. CITY agrees to keep the Facilities in good structural repair. CITY shall maintain and keep in good repair the roof, lighting, walls, foundations, sidewalks, ceilings, doors, windows, sprinkler and hot water systems, heating systems, air conditioning systems, plumbing, wiring, electrical fixtures and all other structural components. CITY further agrees to maintain in good repair the parking area and all common areas. CITY shall also make any repairs necessitated by water seepage or by other causes not under BSO's control. CITY shall also make all repairs or changes which may be necessary to make the premises and the use herein contemplated comply with applicable laws, ordinances, orders or regulations of any federal, state, county or municipal authority now or hereafter in effect unless specifically exempted therefrom.

BSO shall pay for all utility costs including, but not limited to, office equipment and supplies, electric, sewer and water for the Police Services Center. The cost of the utilities are included in the annual consideration paid by CITY.

BSO's personnel shall not conduct personal business at the Facilities. BSO's personnel shall only park personal vehicles in designated parking areas. The Facilities shall only be utilized for appropriate police services within the City, unless otherwise mutually agreed upon by BSO and the City Manager. BSO shall not use the Facilities to service any other contracts, clients or obligations of BSO, except as otherwise provided in this Agreement. The CITY and BSO shall not permit the Facilities provided by the CITY to be utilized for political or campaign purposes by candidates running for public or private office or ballot initiatives.

With the exception of Police Explorers, BSO shall not permit unaccompanied minors in the Facilities.

The CITY shall provide BSO with adequate parking spaces within reasonable proximity to the Police Services Center so as not to hinder BSO's ability to perform its obligations set forth herein.

9. **DISTRICT CHIEF**

BSO shall provide, pursuant to this Agreement, a District Chief. The District Chief shall be assigned full-time to the CITY and shall provide direct supervision of activities at the CITY's Police Services Center and District Employees provided pursuant to this Agreement. The District Chief shall, among other specified duties, act as liaison between BSO and the CITY. BSO's District Chief shall also function as a member of the CITY's staff with regard to law enforcement issues and report to the City Manager in that capacity. The District Chief shall be responsible for all law enforcement related emergency management duties on behalf of the CITY, and his or her responsibilities, except for his or her responsibilities to BSO, shall be limited to the CITY, as described herein. The CITY and BSO understand and acknowledge that the District Chief is employed by BSO and therefore has certain employment responsibilities to BSO, however such responsibilities shall not substantially interfere with the District Chief's responsibilities as the CITY's District Chief.

The CITY currently has a District Chief. In the event the position of District Chief becomes vacant, the selection of a District Chief shall be in the absolute discretion of the City Manager and shall be initiated by BSO selecting three (3) qualified candidates for the position of District Chief. BSO agrees to make such selections in good faith and in the best interest of the CITY. BSO shall provide the CITY with written notification of the selected candidates and their qualifications within 15 days of the vacancy of the District Chief or within 15 days of the BSO's knowledge that the District Chief position will become vacant, whichever occurs first. Within ten (10) days after the CITY's receipt of such notice, representatives from both BSO and the CITY shall meet to discuss the candidates' qualifications. In the event none of the candidates are acceptable to the City Manager, BSO shall submit the names of three (3) additional candidates for consideration. This process shall continue until such time as the City Manager has selected an individual to serve as the District Chief. The CITY shall have the opportunity to interview each of the candidates. The District Chief position shall be subject to the provisions of this Agreement. During the selection process, BSO shall put in place a temporary Chief until the permanent Chief is selected.

In the event the CITY becomes dissatisfied with the performance of the District Chief, the CITY shall provide notification to BSO. Thereafter, representatives of BSO and the CITY shall meet to discuss possible remedies of the problems experienced by the CITY. BSO agrees to act in good faith in resolving any problems experienced by the CITY. The City Manager may remove the District Chief at any time, without cause. If the City Manager, in his or her sole discretion, with or without cause, still desires that BSO remove the District Chief, BSO shall do so immediately.

BSO, in its sole discretion, shall have the right to remove the District Chief from the CITY at any time for any of the following reasons:

- a. The District Chief is being promoted in rank;
- b. The District Chief is being demoted;
- c. The District Chief is being disciplined;
- d. The District Chief is retiring;
- e. The District Chief submits a request to transfer out of the City;
- f. The District Chief is under investigation by BSO or any other federal, state or local law enforcement agency;
- g. The District Chief's failure to meet documented BSO performance standards and requirements; or
- h. Prior to the removal of the District Chief, the Sheriff meets with the City Manager and notifies the City Manager that the SHERIFF has lost confidence in the District Chief.

The removal of the District Chief from the City for any reason not specified above shall require the prior approval of the City Manager.

#### 10. **FINES, FORFEITURES, REVENUES: PAYMENT**

- a. All law enforcement education funds levied and collected by the Clerk of the Court and earmarked for and forwarded to the CITY pursuant to Florida Statutes, Section 943.25, shall be assigned over to the BSO and used by the District for the law enforcement



education purposes authorized in the statute. Apart from such funds and except for the provisions set forth in subsection 10(k) of these General Terms and Conditions, Grant Funds and Miscellaneous Revenues, BSO shall have no claim or right to any other monies or things of value that the CITY receives or may hereinafter receive by way of entitlement programs, grants or otherwise in connection with law enforcement activities.

- b. The CITY and BSO do hereby acknowledge, one to the other, that nothing contained herein shall in anyway be construed to impair the CITY's right to the disposition of fines and forfeitures to which the CITY would be entitled, pursuant to Florida Statutes, Section 316.660 as may be amended from time to time, or as to proceeds and forfeitures arising under the sale or disposition of unclaimed property or under any statutory or common law proceeding to which the CITY would otherwise be entitled, except as limited herein.
- c. The CITY and BSO agree that BSO shall be responsible for determining whether asset forfeiture proceedings for property seized through the active participation of District personnel shall be initiated, except as otherwise indicated herein. Any state law forfeiture actions filed under Chapter 932, Florida Statutes, for property seized within the CITY through active participation of District personnel shall be initiated and managed by BSO, which shall have sole discretion to determine legal strategy and litigation resolution based upon the best interests of the CITY and BSO. Asset forfeitures seized utilizing Federal law will be managed pursuant to Federal Regulations. Awarded Federal forfeiture funds allocated for the City's share shall be deposited into the BSO's Federal Law Enforcement Trust Fund (hereinafter referred to as the "Funds"). Such funds will be earmarked for BSO's use within the City as provided under federal law.
- d. BSO agrees that any currency seized through active participation of the District's personnel, pursuant to Chapter 932 of the Florida Statutes, and subsequently forfeited solely to BSO, shall be deposited into the City's Law Enforcement Trust Fund established by the CITY, less any costs as described in paragraph 10 (h) herein. If multiple law enforcement agencies participated in the seizure and the City is not a part of a task force agreement covering the distribution of awarded fund, the amount of funds distributed to CITY shall be based upon the ratio that the District's personnel's participation bears to the participation of all law enforcement agencies and units that participated in the seizure of the currency/property; otherwise the amount of funds distributed to the City will be based upon the task force agreement. The Funds shall be and shall always remain in the ownership of the CITY, and BSO shall not have any right to ownership and control of such Funds, except as to custody of federal asset sharing funds held for City's access and use when mandated by federal law. During the term of this Agreement, such Funds may be earmarked for the BSO's use within the confines of the City, upon approval of the CITY as follows:
  - 1. Upon concurrence of the District Chief, with approval of the BSO chain of command, and the City Manager, BSO may apply to the CITY for the use of state Funds, for use within the boundaries of the CITY, if such application is in compliance with Florida Statutes.
  - 2. Upon concurrence of the District Chief, with approval of the BSO chain of command, and the City Manager, BSO may apply to the County for the use of

Federal Funds, for use within the boundaries of the CITY, if such application is in compliance with Federal regulations.

3. The District Chief shall first submit the request to the BSO's legal counsel for a determination as to whether the request complies with applicable law. If the BSO's legal counsel finds that the request complies with applicable law, the District Chief shall then submit the request, accompanied by a written certification that the request complies with the provisions of §932.7055(4) Florida Statutes, or Federal Regulations to the City Manager and/or County Commission as applicable.
4. If the request and accompanied written certification are acceptable to the City Manager, the City Manager may place the request and written certification on the agenda for the City Commission's consideration.
5. Upon appropriation, such funds shall be made available to BSO for its designated use within the confines of the City. The City shall transfer ownership of any personal property purchased with the Funds to BSO for exclusive use within the District.

e The parties agree that the decision to dispose of or use personal property, other than currency, seized through active participation of the District personnel and subsequently forfeited solely to the CITY under Chapter 932, Florida Statutes, shall be in the sole discretion of the CITY.

1. If the CITY decides to use personal property, other than currency, forfeited to the CITY under Chapter 932, Florida Statutes, the City shall reimburse BSO for any costs, as described in paragraph 10(h), below, incurred in the seizure and forfeiture of such property.
2. BSO shall annually invoice the CITY for all actual costs incurred by BSO in the forfeiture action including, but not limited to, filing fees and advertising costs, and the CITY shall have forty-five (45) calendar days to pay such invoice. BSO shall submit the annual invoice to the CITY on or before September 30<sup>th</sup> of each fiscal year;
3. Upon concurrence of the District Chief, with approval of the BSO chain of command, and the City Manager, BSO may apply to the CITY to use such personal property either within or outside the CITY, and if approved by the CITY, BSO may use such personal property in accordance with such approval, however BSO shall then be responsible for all costs incurred in the forfeiture of that personal property.
4. In the event BSO disposes of the property prior to termination of this Agreement, BSO shall allocate the net proceeds from the disposition to the CITY's Law Enforcement Trust Fund.

5. In the event that this Agreement is terminated and such property is still in use by BSO within or outside the CITY, such property shall be turned over to the CITY.
6. If the CITY decides to dispose of personal property, other than currency, forfeited to the CITY under Chapter 932, Florida Statutes, or federal law, proceeds of the sale of such property, less costs as described in paragraph 10(h) herein, shall be deposited in the CITY's Law Enforcement Trust Fund, or held by BSO for City's account and use as required by federal law. Proceeds from the sale of property deposited in the CITY's Law Enforcement Trust Fund, or held by BSO for City's account and use as required by federal law, may be designated for BSO's use within the confines of the City, in the same manner as provided in subsection 10(d) above.
7. If the personal property is approved by the CITY for use by BSO outside of the City boundaries, BSO will promptly notify the City Manager of such use.

f. BSO agrees to notify the CITY of its intent to initiate forfeiture proceedings involving real property seized solely by District staff, prior to the filing of a Complaint for Forfeiture. The CITY shall notify BSO within five (5) business days of any objections it has related to the impending forfeiture proceeding. In the event, the parties are unable to reach a mutually agreed upon decision, the final decision to proceed shall be made by the CITY. The parties agree that the decision to use or dispose of real property seized within the CITY, through active participation of the District's personnel, and subsequently forfeited solely to the District pursuant to Chapter 932, Florida Statutes, shall be in the absolute and sole discretion of the CITY.

1. If the CITY decides to dispose of such real property, proceeds from the sale of the real property shall be deposited into the CITY's Law Enforcement Trust Fund, less any loans, mortgages, liens, costs (as described in subsection 10(h) herein, below) or any other encumbrance on the property incurred by BSO in the seizure, forfeiture, or sale of such property. Proceeds from the sale of real property deposited in the CITY's Law Enforcement Trust Fund may be designated for BSO's use within the confines of the City, in the same manner as provided in subsection 10(d), above.
2. If the CITY decides to use such real property, the City shall reimburse BSO for any loans, mortgages, liens, costs (as described in paragraph 10(h), below) or any other encumbrance on the property incurred by BSO in the seizure and forfeiture of such property. However, prior to filing a forfeiture complaint for real property seized within the CITY, BSO's legal staff shall first consult with CITY's legal advisor for authorization to proceed with the forfeiture due to the potential for excessive costs to the CITY from mortgages, liens or other encumbrances on the real property. CITY shall provide BSO with a filing decision on the prospective forfeiture within three (3) working days after obtaining all relevant information from BSO required to adequately evaluate the equity of the seized real property, including, but not limited to, the value of the property and any liens thereon.

- i. BSO shall invoice the CITY for all actual costs incurred by BSO in the forfeiture action, and the CITY shall have thirty (30) days to pay such invoice;
- ii. BSO may apply to the CITY to use such real property, and if approved, BSO may use such real property in accordance with such approval.
- iii. In the event that this Agreement is terminated and such property is still in use by BSO, such property shall be turned over to the CITY.

g. In the event that real or personal property is seized through active participation of District personnel and the active participation of personnel from other law enforcement agencies, and such property is forfeited to multiple law enforcement agencies pursuant to Chapter 932, Florida Statutes, or federal law, the decision to use or dispose of such property shall be made by agreement of the participating agencies. If such property is sold, the CITY's share of the proceeds of such sale, less costs (governed by applicable task force MOU, or if none, as defined in Section 10(h)) incurred in the seizure, forfeiture, and sale of such property, shall be based upon the ratio that the District's personnel's participation bears to the participation of all law enforcement agencies and units that participated in the seizure of the property. The City's share of proceeds from the sale of such property shall be deposited into the CITY's Law Enforcement Trust Fund, and may be earmarked for BSO's use, in the same manner as provided in subsection 10(d), above.

h. Any costs incurred in the seizure, forfeiture, or sale of personal or real property seized within the CITY, through active participation of the District personnel and subsequently forfeited shall be paid by the CITY or reimbursed to BSO, in the following priority:

1. Payment of the balance due on any lien on personal or real property preserved by the court in the forfeiture proceedings.
2. Payment of the cost incurred in connection with the storage, maintenance, security, forfeiture proceeding (i.e. court costs, publication costs) and sale of such property.

i. BSO shall, on a quarterly basis, supply the CITY with a written report of the above-described fines and forfeitures. The report(s) shall include a description and estimate of value of properties seized under the laws of the State of Florida, whether or not disposition thereof has been adjudicated. Moreover, the report(s) shall be amended, from time to time, by reflecting the ultimate disposition of property described in an earlier report(s), and such amendatory report(s) shall be submitted to the CITY within thirty (30) days of the ultimate adjudication with regard to the seizure of the property.

j. CITY shall be responsible to meet all reporting requirements for all State forfeiture proceeds under federal and state law, and BSO shall provide all necessary information pertaining to same to CITY in a timely manner for such purpose. BSO shall also provide technical assistance to CITY staff if requested with regard to the reporting procedure.

k. Grant funds and miscellaneous revenues. BSO shall cooperate with the CITY and, to the extent allowable by law, act as the law enforcement agent on behalf of the CITY in the continued application, maintenance, and accounting of grants and entitlements as well as aggressively pursuing additional grant program funds as they become available. The CITY shall make these funds available to the BSO to carryout the intent of the grant program as approved by the granting agency and the CITY. Except as otherwise set forth herein, it is understood by both parties that all revenues currently received by the CITY as a result of law enforcement activities shall continue to be received by the CITY as previously mentioned herein or as may be added in the future. This shall include, but not be limited to, towing fees per the CITY's current agreement.

## 11. **TOWING**

It is recognized that the CITY may enter into a towing agreement with a local vendor. From time to time, BSO, through its agents or employees, investigates traffic cases and/or fatalities which require stringent custodial procedures where criminal evidence is involved. If the CITY enters into a towing agreement with a local vendor, BSO shall honor the CITY's agreement for tows occurring within the municipal boundaries of the CITY; provided however, that the vendor meets all of BSO's specifications with regards to maintaining criminal evidence in the above described cases; BSO vehicles assigned to the CITY or in need of towing within the CITY are towed by the vendor at no cost to BSO; vendor provides towing and storage services for property with evidentiary/investigative holds at no cost to BSO and the owner; and the vendor lists BSO as an additional insured on insurance policies meeting the specifications of BSO's Risk Administrator. BSO reserves the right to use another vendor to tow if the CITY's vendor fails to comply with the BSO specifications, refuses to tow BSO vehicles as described above at no cost, or fails to list BSO as an additional insured. Further, BSO also reserves the right to continue to use towing services other than those of the CITY's vendor with regards to all confiscations/forfeiture cases occurring within the CITY

## 12. **INSURANCE**

BSO shall maintain liability and automobile insurance policies in the amounts set forth below:

|                      |                         |
|----------------------|-------------------------|
| General Liability    | \$1,000,000/\$2,000,000 |
| Automobile Liability | \$1,000,000/\$2,000,000 |

BSO shall maintain these insurance policies throughout the Term. BSO shall provide the CITY with copies of the insurance policies required hereunder and all renewals thereof. The costs of all these insurance policies shall be the sole obligation of BSO; however the CITY understands and acknowledges that the cost of this coverage is allocated to the CITY through the consideration set forth in the Special Terms and Conditions of this Agreement. BSO may provide the insurance required in this Section through a self insurance program.

The CITY shall during the Term, at its sole cost and expense, maintain appropriate insurance coverage to include General Liability and Fire and Casualty coverage either through a

commercial insurance carrier or a self-insurance program of sufficient coverage to protect the CITY and the BSO in the event of claims related to the Facilities or damage/destruction of Facilities.

13. **DEFAULT**

- a. The occurrence of any one or more of the following shall constitute a "Default" by the party causing same (the "Defaulting Party"):
  1. Payment. Failure of the Defaulting Party to pay any amount required hereunder, whether for Consideration, taxes, utilities, insurance or any other obligations, within ten (10) days after such is due hereunder, provided the Defaulting Party is first given written notice with ten (10) calendar days to cure;
  2. Performance of Services. Failure of BSO to perform the Police Services as required herein at any time during the Term;
  3. Other Performance. Failure of the Defaulting Party to perform any other covenant, condition, agreement or provision contained herein (other than the Police Services) or to cure any misrepresentation or breach of any representation or warranty herein within thirty (30) days after receipt by the Defaulting Party of written notice of such failure, misrepresentation or breach;
  4. Bankruptcy of Defaulting Party. Commencement of bankruptcy, insolvency, assignment for the benefit of creditors or receivership proceedings in respect of the Defaulting Party; or
  5. Default. Failure of the Defaulting Party to perform any covenant, condition, agreement or provision contained in any other agreement or to cure any misrepresentation or breach of any representation or warranty in any other agreement between the parties hereto within any applicable grace period provided in such agreement.
- b. Upon the occurrence and continuance of a Default by the Defaulting Party, the party not in Default (the "Non-Defaulting Party") may, at its option and without any obligation to do so and in addition to any other remedies otherwise set forth in this Agreement, elect any one or more of the following remedies:
  1. Terminate this Agreement pursuant to Section 14 herein;
  2. Withhold payment or performance under this Agreement until such time as such Default is cured, provided the performance level does not compromise the safety of the public;
  3. Cure such Default and recover the costs thereof from the Defaulting Party;
  4. Seek injunctive relief to enjoin any act of the Defaulting Party in violation hereof;

5. Seek specific performance of any covenant or obligation of the Defaulting Party hereunder; or
6. Pursue any other remedy now or hereafter available under the laws or judicial decisions of the State of Florida.

14. **TERMINATION**

- a. Either party may terminate this Agreement at its discretion either with or without cause, by giving written notice thereof to the other party; provided the other party has no less than ninety (90) days prior written notice of such termination. At the expiration of the ninety (90) day notice period as described in the preceding provision, the transition period as set forth in subsection (c) of this Section 14 shall commence.
- b. In the event of a material breach, either party may provide the other party with written notice of the material breach. The other party shall have thirty (30) days from the date of its receipt of such notification to cure such material breach, except for a material breach of any payment obligation under this Agreement in which case the other party shall have 10 days from the date of receipt of the notice to cure the payment obligation breach. If the material breach is not cured within such time periods, the non-breaching party may terminate this Agreement immediately, subject to the transition period in subsection (c) of this Section 14. Material breaches shall include but are not limited to, failure by the CITY to pay BSO pursuant to the consideration provisions set forth in the Special Terms and Conditions of this Agreement, violations of Governing Standards, local or federal laws, the BSO policies and procedures, or the terms and conditions of this Agreement.
- c. In the event of termination or expiration of this Agreement, the BSO and the CITY shall cooperate in good faith in order to effectuate a smooth and harmonious transition from the BSO to a CITY police department or other provider of police services and to maintain during such period of transition the same high quality of police service as contemplated by this Agreement. In the event of such termination or expiration and in the further event that the CITY is unable to provide for the same level of police protection at the time of such termination or expiration, upon CITY's request the then pending term of this Agreement shall be deemed automatically extended for a period of 12 months or until CITY is capable of rendering such police service, whichever occurs sooner. The consideration to be paid to the BSO during the transition period shall be based upon the projected cost of providing such services during the transition period at the level of staffing determined reasonably necessary by BSO.
- d. Equipment and Vehicles. In the event of termination or upon the expiration of this Agreement, the CITY may request to purchase from BSO any piece of equipment,(other than those referred to below) including police vehicles owned by BSO that is directly attributable to or in use by the District at the time of such termination or expiration in connection with the services contemplated herein. The purchase price for such equipment shall be determined by mutual

agreement of the parties based on the fair market value of such equipment at the time of the CITY's election to purchase.

Equipment purchased solely by CITY during the term of this agreement and provided to BSO for its use, as well as the Body Worn Cameras and P25 Radios assigned to the District (as reflected by prior separate amendments to the agreement). will be returned to the CITY upon termination.

Any disagreement between the CITY and BSO as to the value or condition of the property to be returned shall be settled by an outside appraisal company agreeable to both parties.

## 15. **INDEMNIFICATION**

15.1 The CITY and the BSO shall each be separately liable and responsible for the actions of their respective officers, agents and employees in the performance of their respective obligations under this Agreement.

15.2 To the extent permitted by law, the CITY shall indemnify, defend, and hold the BSO, its officials, agents, servants and employees, harmless from any and all liability, actions, causes of action, suits, trespasses, damages, judgments, executions, claims and demands of any kind whatsoever, in law or in Equity, which results from or arises out of the intentional or negligent acts or omissions of the CITY, its employees, agents, or servants and the CITY shall indemnify the SHERIFF, its officials, agents, servants and employees, for damages, judgments, claims, costs, expenses, including reasonable attorney's fees, which the SHERIFF, its officials, agents, servants and employees, might suffer in connection with or as a result of the intentional or negligent acts of the CITY, its employees, agents, or servants. For purposes of this provision, the CITY's employees shall not be deemed agents or servants of the SHERIFF and the SHERIFF's employees shall not be deemed agents or servants of the CITY. The CITY shall at all times be entitled to the benefits of sovereign immunity as provided in Florida Statutes, Section 768.28, and common law. Nothing contained in this Agreement shall be construed as a waiver of sovereign immunity.

15.3 To the extent permitted by law, the SHERIFF shall indemnify, defend, and hold the CITY, its officials, agents, servants and employees, harmless from any and all liability, actions, causes of action, suits, trespasses, damages, judgments, executions, claims and demands of any kind whatsoever, in law or in equity, which results from or arises out of the intentional or negligent acts or omissions of the SHERIFF, its employees, agents, servants and to that extent the SHERIFF shall indemnify the CITY, its officials, agents, servants and employees, for damages, judgments, claims, costs, expenses, including reasonable attorney's fees, which the CITY, its officials, agents, servants and employees, might suffer in connection with or as a result of the intentional or negligent acts of the SHERIFF, its employees, agents, or servants. Without limitation upon the foregoing, this indemnification shall include the CITY's obligations of indemnification to the owners of premises in which police substations are, or are to be, occupied by BSO pursuant to written occupancy agreements executed by the CITY and such owners of premises ("Premises Owners") and, pursuant to Article 27 of this Agreement, shall constitute a direct obligation of BSO to such Premises Owners. For purposes of this provision, the CITY's employees shall not be deemed agents or servants of the SHERIFF and



the SHERIFF's employees shall not be deemed agents or servants of the CITY. The SHERIFF shall at all times be entitled to the benefits of sovereign immunity as provided in Florida Statutes, Section 768.28, and common law. Nothing contained in this Agreement shall be construed as a waiver of sovereign immunity.

16. **CONTRACTOR RELATIONSHIP**

CITY hereby retains BSO as an independent contractor to provide Police Services for the CITY, subject to the terms and conditions contained herein. As an independent contractor, BSO shall have discretion and operational oversight regarding the manner and means in which Police Services shall be provided to the CITY, unless otherwise provided herein. Notwithstanding BSO's independent contractor status hereunder, BSO and the District Employees shall have the power and authority granted by the CITY pursuant to Section 3 hereof.

17. **NO PARTNERSHIP**

The relationship between the CITY and BSO shall be solely as set forth herein. Neither party shall be deemed the employee, agent, partner or joint venturer of the other, nor have, or represent to have, any authority or capacity to make or alter any agreement on behalf of the other, to legally bind the other, to credit or receive money due on behalf of the other or to do any other thing on behalf of the other, except as specifically set forth herein. Neither the CITY nor BSO shall have or attempt to exercise any control or direction over the methods used by the other to perform its work, duties and obligations under this Agreement except as specifically set forth herein. The respective employees, agents and representatives of each of the CITY and BSO shall remain their own employees, agents or representatives, and shall not be entitled to employment benefits of any kind from the other, except as specifically set forth herein. The CITY and BSO shall assume full responsibility for their own compliance with any and all Applicable Laws.

18. **REPRESENTATIONS AND WARRANTIES OF CITY**

The CITY represents, warrants and covenants to BSO as of the date hereof and throughout the Term the following:

- a. The CITY is and shall remain duly organized, validly existing and in good standing under the laws of the State of Florida, has and shall retain the requisite power and authority to conduct its business, to enter into this Agreement and to perform the terms hereof and by proper action on behalf of the CITY has duly authorized, executed and delivered this Agreement and any and all instruments in connection herewith.
- b. This Agreement has been duly executed and delivered by the CITY and constitutes the valid and legally binding obligation of the CITY enforceable in accordance with its terms, except as limited by bankruptcy, reorganization or similar laws affecting creditors' rights generally.

- c. Neither the execution and delivery of this Agreement, the consummation of the transaction contemplated hereby nor the fulfillment of or compliance with the terms and provisions hereof (a) conflicts with, or result in a material default under or breach of or grounds for termination of, any material agreement or any license, permit or other governmental authorization to which CITY is a party or by which CITY is bound, (b) results in the violation by the CITY of any provision of any Applicable Law applicable to CITY or to which CITY may be subject, (c) violate or conflict with any charter or other document governing the actions of CITY, or (d) require CITY to obtain or make any consent, authorization, approval, registration or filing under Applicable Law or order of any court or governmental agency, board, bureau, body, department, authority or any other person which has not already been obtained. The CITY is not in default with respect to any order, judgment, ordinance, award or decree of any governmental agency or instrumentality affecting this Agreement or the transactions contemplated hereby.
- d. No representation or warranty made by the CITY herein or in any schedule, exhibit or other document executed or delivered in connection herewith when taken as a whole contains any untrue statement of a material fact or omits to state any material fact necessary to make the statements made therein, in light of the circumstances under which they were made, not misleading in any material respect.

## 19 **REPRESENTATIONS AND WARRANTIES OF BSO**

BSO represents, warrants and covenants as of the date hereof and throughout the term of this Agreement the following:

- a. The Sheriff is the duly elected or appointed, qualified and incumbent Sheriff of Broward County, Florida, has and shall retain the requisite power and authority pursuant to the power so vested in him under Applicable Law to conduct its business, to enter into this Agreement and to perform the terms hereof and by proper action has duly authorized, executed and delivered this Agreement and any and all instruments in connection herewith;
- b. This Agreement has been duly executed and delivered by BSO and constitutes the valid and legally binding obligation of BSO enforceable in accordance with its terms, except as limited by bankruptcy, reorganization or similar laws affecting creditors' rights generally.
- c. Neither the execution and delivery of this Agreement, the consummation of the transaction contemplated hereby nor the fulfillment of or compliance with the terms and provisions hereof (a) conflicts with, or result in a material default under or breach of or grounds for termination of, any material agreement or any license, permit or other governmental authorization to which BSO is a party or by which BSO is bound, (b) result in the violation by BSO of any provision of any Applicable Law applicable to BSO or to which BSO may be subject, (c) violate or conflict with any charter or other document governing the actions of BSO, or (d) require BSO to obtain or make any consent, authorization, approval, registration or filing under Applicable Law or order of any court or governmental agency,

board, bureau, body, department, authority or any other person which has not already been obtained. BSO is not in default with respect to any order, judgment, ordinance, award or decree of any governmental agency or instrumentality affecting this Agreement or the transactions contemplated hereby.

- d. BSO has complied and shall comply with all Applicable Laws relating to the performance of the Police Services and the employment of the District Employees.
- e. No representation or warranty made by BSO herein or in any schedule, exhibit or other document executed or delivered in connection herewith when taken as a whole contains any untrue statement of a material fact or omits to state any material fact necessary to make the statements made therein, in light of the circumstances under which they were made, not misleading in any material respect.
- f. The parties recognize that neither party has the right to modify the terms and conditions of this Agreement (i.e. staffing, consideration), unless such modification is mutually agreed upon through a formal written amendment or authorized in accordance with Section 2(b). Additionally, neither party shall have the right of setoff or the right to reduce its contractual obligation to the other party by amounts in dispute absent a mutual written agreement of the parties, except as otherwise provided herein.

## 20. **INTERPRETATION**

Except where the context otherwise requires, reference to something in the singular shall include the plural and vice versa. Unless otherwise noted, reference to a party to this Agreement includes that party, and its permitted successors and assigns. Lastly, the captions or headings in this Agreement are for convenience only, and are not meant to limit the scope or intent of the particular provisions.

## 21. **ACCOUNTING TERMS**

All references in this Agreement to generally accepted accounting principles shall be to such principles as in effect from time to time in the United States of America. All accounting terms used herein without definition shall be used as defined under such generally accepted accounting principles.

## 22. **CROSS REFERENCES**

Unless otherwise specified, references in this Agreement to any Article or Section are references to such Article or Section of this Agreement, and, unless otherwise specified, references in any Article, Section or definition to any clause are references to such clause of such Article, Section or definition. The words "hereof", "hereby", "hereto", "herein", "hereunder" and the like refer to this Agreement in its entirety.

23. **DRAFTING**

This Agreement shall not be construed more strictly against one party than against the other merely because it may have been prepared by counsel for one of the parties, it being recognized that both parties have contributed substantially and materially to its preparation.

24. **NOTICE**

All notices and other communications under this Agreement shall be in writing and shall be deemed to have been given three (3) business days after deposit in the mail, designated as certified mail, return receipt requested, postage-prepaid, or one (1) business day after being entrusted to a reputable commercial overnight delivery service, or when sent by email or facsimile on a business day addressed to the party to which such notice is directed at its address determined in accordance with this Article with customary confirmation of receipt of such email or facsimile received. All notices and other communications under this Agreement shall be given to the parties hereto at the following addresses:

CITY: See Special Terms and Conditions

BSO: Sheriff Gregory Tony  
Broward Sheriff's Office  
2601 W. Broward Boulevard  
Fort Lauderdale, FL 33312

With a Copy to: Broward Sheriff's Office  
Office of the General Counsel  
2601 W. Broward Blvd  
Fort Lauderdale, FL 33312

Any party hereto may change the address to which notices shall be directed under this Section by giving ten (10) days written notice of such change to the other parties.

25. **NON-ASSIGNABILITY**

Neither party shall assign any of its obligations or benefits imposed hereby or contained herein, except upon the other party's prior written approval.

26. **TIME OF THE ESSENCE**

Time shall be of the essence in the payment and performance of all obligations hereunder. All references herein to this Agreement or the Term shall include the initial Term and any renewal or extension of the Term.

27. **ENTIRE AGREEMENT**

This Agreement, together with any other agreements entered into contemporaneously herewith, constitutes and represents the entire agreement between the parties hereto and supersedes any prior understandings or agreements, written or verbal, between the parties hereto respecting the subject matter herein. This Agreement may be amended, supplemented, modified or discharged only upon an agreement in writing executed by all of the parties hereto. This Agreement shall inure to the benefit of and shall be binding upon the parties hereto and their respective successors and permitted assigns. In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

28. **APPLICABLE LAW**

This Agreement shall be governed by and construed in accordance with the laws of the State of Florida, United States of America, and, unless otherwise agreed to in writing by both parties hereto, venue and jurisdiction shall lie only in Broward County, Florida. Each of CITY and BSO hereby submits to such jurisdiction and venue and waives any defense of inconvenient forum in relation hereto.

29. **WAIVER OF RIGHTS**

CITY and BSO hereby irrevocably waive, to the fullest extent permitted by law, the posting of any bond, surety or other security that might be required of any party in any actions, proceeding or counterclaim, whether at law or equity, brought by either of them. Further, CITY and BSO hereby irrevocably waive, to the fullest extent permitted by law, trial by jury on any action, proceeding or counterclaim, whether at law or equity, brought by either of them.

30. **SEPARABILITY**

Each and every covenant and agreement herein shall be separate and independent from any other and the breach of any covenant or agreement shall in no way or manner discharge or relieve the performance of any other covenant or agreement. Each and all of the rights and remedies given to the Non-Defaulting Party by this Agreement or by law or equity are cumulative, and the exercise of any such right or remedy by the Non-Defaulting Party shall not impair the Non-Defaulting Party's right to exercise any other right or remedy available to the Non-Defaulting Party under this Agreement or by law or equity.

31. **WAIVER**

No delay in exercising or omission of the right to exercise any right or power by any party hereto shall impair any such right or power, or shall be construed as a waiver of any breach or default or as acquiescence thereto. One or more waivers of any covenant, term or condition of this Agreement by either party shall not be construed by the other party as a waiver of a continuing or subsequent breach of the same covenant, provision or condition. The consent or approval by either party to or of any act of the other party of a nature requiring consent or

approval shall not be deemed to waive or render unnecessary consent to or approval of any subsequent similar act. Payment or receipt of a lesser amount than that due hereunder shall not be deemed to be other than on account of the earliest amount due hereunder. Any endorsement or statement on any check or letter accompanying any check shall not be deemed an accord and satisfaction and the receiving party may accept and negotiate such check or payment without prejudice to that party's right to recover the balance of the full amount due or pursue any other remedy available hereunder.

32. **DESCRIPTION OF SERVICES**

BSO shall provide comprehensive law enforcement services within the municipal boundaries of the CITY which includes services (a) customarily rendered by municipal police departments or BSO, and (b) required to be performed under Applicable Laws or City Ordinances, unless the subsequent modification or adoption of an Ordinance or Law results in additional costs to BSO in which case the CITY and BSO shall negotiate in good faith to address the increased costs.

BSO shall not utilize a third party provider for the provision of service referenced in this Agreement unless approved by the CITY in its sole and absolute discretion.

BSO law enforcement services are comprised of direct services, indirect services, special detail services and countywide services, which are defined as follows:

- a. Direct Services – are those services that are provided by the District Employees.
- b. Indirect Services – are those BSO-provided Non-District Employee services that are centralized within BSO, but provide benefits throughout Broward County (including the CITY).
- c. Special Detail Services – are those services offered by BSO pursuant to §30.2905, Florida Statutes, which authorizes BSO to administer a program that allows public and private entities to contract for the services of sheriff's deputies during off-duty hours.
- d. Countywide Services - those services that are funded by Broward County as a countywide service and provided by BSO to any and all Broward County law enforcement agencies (irrespective of whether they have an agreement with BSO) that request such service.

Each of these services is detailed further below.

**DIRECT SERVICES:**

The law enforcement services provided by the District Employees pursuant to this Agreement are as follows:

- a. *Uniformed law enforcement patrol*  
BSO shall provide uniformed law enforcement patrol services for the CITY twenty-four (24) hours per day, seven (7) days a week.

The Patrol Zones may be modified upon mutual written agreement of the District Chief and the City Manager. In order to address the ever-changing law enforcement needs of the City, the District Chief or the Chief's designee shall have the discretion to modify the deployment of BSO staff within those patrol zones.

Deputy Sheriffs shall make every reasonable effort to respond to emergency calls as expeditiously as possible while maintaining safe operations, subject to BSO's response standards and protocols.

*b. Other Law Enforcement Services*

In addition to uniformed law enforcement patrol service described above, District Employees shall provide the following law enforcement services for the CITY:

1. BSO shall provide public education programs;
2. BSO shall provide law enforcement action (i.e. DUI checkpoints, drug enforcement initiatives) as determined by the District Chief based on trends and statistics within the CITY;
3. The District Chief or designee shall attend and participate at CITY staff meetings, CITY Commission meetings as requested by the City Manager or designee;
4. Upon the request of a homeowners' association, the District Chief or designee shall attend the association's membership meeting;
5. BSO shall provide the CITY with School Resource Deputies consistent with BSO's contractual arrangement with the School Board of Broward County. School Resource Deputies shall report to the District Chief and shall be assigned to schools subject to CITY approval. BSO shall request funding from the School Board of Broward County for all School Resource Deputies assigned to schools in the CITY. The funding decision will be made by SBBC and any money paid to BSO from the School Board of Broward County for School Resource Deputies assigned to schools within the CITY shall be transferred to the CITY or credited to the CITY; and
6. BSO shall provide the Specific Services, if any, set forth in Exhibit A to this Agreement.

INDIRECT SERVICES:

The CITY indirectly receives the benefit of the following services associated with law enforcement by virtue of this Agreement with BSO:

- a) Administration;

- b) Budget;
- c) Central Supply;
- d) Citizen Observer Patrol;
- e) Compensation and Assessment;
- f) Employee Assistance Program;
- g) Employee Benefits;
- h) Information Technology Division;
- i) Equal Employment Opportunity Division;
- j) Evidence;
- k) Department of Community Services (Media Relations, Public Relations and Crime Stoppers);
- l) Finance;
- m) Fleet Control;
- n) Grants Management;
- o) Human Resources;
- p) Institute for Criminal Justice Studies;
- q) Office of the General Counsel;
- r) Labor Relations;
- s) Purchasing;
- t) Records;
- u) Recruitment;
- v) Selection and Assessment;
- w) Victim Services; and
- x) Any other services that meet the definition of Indirect Service as mutually agreed upon by BSO and the CITY.

The costs of indirect services are allocated to this Agreement.

#### SPECIAL DETAIL SERVICES

1. BSO shall provide security and traffic detail deputies to support special event activities occurring within the CITY in accordance with the BSO's Special Details Policies and Procedures. BSO shall cooperate with the CITY and follow CITY procedures in the permitting of special events. Special details for which deputies must be dedicated or assigned to an event shall be worked out with the sponsoring agency.
2. BSO will provide special detail services for CITY sponsored events; however the District Chief, in his/her discretion, will determine whether the services can be provided through the on-duty staff assigned to the District or through a special detail. If in the District Chief's discretion, BSO is able to provide the required level of services with on-duty personnel within the District at the time of the event, the City will incur no additional costs associated with such services; however the CITY understands and acknowledges that the on-duty personnel may be called to an incident during the CITY sponsored event. For those City-Sponsored events in which the District Chief determines that BSO is unable to provide the required level of services with on-duty personnel within the District at the time of the event, BSO will provide the required level of services through a special detail and/or overtime and the CITY will be charged at BSO's special detail rates and/or overtime at the time of the event.



Any and all special details requested by the CITY shall be paid based upon the terms and conditions of the CITY's permit filed with BSO's Special Details Unit.

### COUNTYWIDE SERVICES

Unless otherwise agreed or set forth herein and subject to County funding, the following services shall be provided to the CITY by BSO as Countywide Services to the extent that such services would be provided by BSO to any and all other municipalities in Broward County that request such service irrespective of whether or not the CITY has a contract with BSO for such services:

- a) Regional narcotics investigations;
- b) Career criminal investigation;
- c) Multi-agency gang task force operations;
- d) Case filing;
- e) Marine/dive team;
- f) SWAT team response;
- g) Major investigations to include homicide, aggravated felonies, abuse and neglect, sex crimes, missing persons, robbery, economic crimes, traffic homicide, bomb and arson, environmental crimes, auto theft, fugitive apprehension, crime scene technicians and major crime scene technical expertise;
- h) Drug enforcement and money laundering; and
- i) Strategic intelligence functions;
- j) Law enforcement technical support services;
- k) Street crimes enforcement;
- l) Full-service crime lab;
- m) Helicopter patrol and air rescue services;
- n) Prisoner and jail services for municipal ordinance violators;
- o) E-911 (law enforcement dispatch), and subject to the terms and conditions set forth in the E-911 Regional Inter-Local Agreement entered into by the CITY and the County; and
- p) Any other services, excluding those indirect services listed, BSO generally provides to other law enforcement agencies throughout Broward County, whether they have a contract with BSO or not.

The CITY recognizes that the Board of County Commissioners, Broward County, Florida is the authority which establishes, allocates or otherwise provides for BSO's budget year funding. If in any budget year, funding, for any reason, is not provided sufficient to cover BSO's ability to provide the countywide services, as determined by BSO, BSO reserves the right to notify the CITY accordingly in writing. In such an event, the countywide service shall be discontinued, unless the CITY and BSO agree otherwise by a formal written amendment to this Agreement executed with the same formalities as set forth herein.

In the event Broward County does not provide funding for E-911 communications/dispatch services for the CITY, in whole or in part, BSO's obligation to provide such services to the CITY shall cease accordingly, unless the CITY agrees to fund the shortfall in BSO funding.

Should funding from Broward County cease and the E-911 services are not possible, BSO and CITY will execute an amendment to this Agreement in a timely manner, as necessary to formally address any modification to the Parties' respective obligations and funding costs; however the lack of a formally executed amendment will not change the effective date of such modifications, which will occur on the date funding and/or services ceases. Should funding from Broward County not fully fund the E-911 services, then BSO and CITY will execute an amendment to this Agreement in a timely manner, as necessary to formally address any modification to the Parties' respective obligations and funding costs; however the lack of a formally executed amendment will not change the effective date of such modifications, which will occur on the date funding ceases.

BSO shall provide notice to the CITY of any substantive change to the Countywide Services due to Broward County not fully funding the services or equipment as provided for under this section.

**ADDITIONAL SERVICES:**

Upon the request of the City Manager and subject to BSO's availability of resources, BSO agrees to provide such additional resources at a cost mutually agreed upon by the parties.

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING A CONDITIONAL LOAN COMMITMENT TO PARTIALLY FINANCE DEVELOPMENT OF THE CITY PLACE HOUSING DEVELOPMENT BY CITY PLACE APARTMENTS, LTD.; AUTHORIZING THE CITY MANAGER to execute FLORIDA HOUSING FINANCE CORPORATION (FHFC)'s LOCAL GOVERNMENT VERIFICATION OF CONTRIBUTION LOAN FORM; PROVIDING FOR CONFLICTS; FURTHER PROVIDING FOR AN EFFECTIVE DATE.

### Purchasing Requests ONLY

|       |         |      |
|-------|---------|------|
| Dept: | Acct #: | Amt: |
| Fund: |         |      |

### Fiscal Impact/Cost Summary

|  |
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### Exhibits Attached

R-2020- City Place Apartments Conditional Loan Commitment for City Place Housing Development, EXHIBIT A -City Place - Loan Form (Dania Beach LGAO) (rev-07-2019), Memo - Weiss Serota City Place, Saratoga Analysis v2, City Place Apartments at Dania Beach - Funding Request - 10-6-20

## **RESOLUTION NO. 2020-123**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING A CONDITIONAL LOAN COMMITMENT TO PARTIALLY FINANCE DEVELOPMENT OF THE CITY PLACE HOUSING DEVELOPMENT BY CITY PLACE APARTMENTS, LTD.; AUTHORIZING THE CITY MANAGER TO EXECUTE FLORIDA HOUSING FINANCE CORPORATION (FHFC)'S LOCAL GOVERNMENT VERIFICATION OF CONTRIBUTION LOAN FORM; PROVIDING FOR CONFLICTS; FURTHER PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, City Place Apartments, LTD., a Florida limited partnership, and its affiliates (the "Applicant") propose to build a new multi-family development for affordable rental housing to be known as City Place (the "Housing") located at 114 SW 1<sup>st</sup> Street , Dania Beach, Broward County, Florida, with restrictions on the incomes of the residents and rents that can be charged; and

**WHEREAS**, the Applicant intends to submit an application to the Florida Housing Finance Corporation ("FHFC") for Competitive Housing Credits ("Housing Credits") for the Housing; and

**WHEREAS**, a conditional loan commitment from the City of Dania Beach, Florida (the "City") in the amount of \$640,000.00 ("Request Amount"), considered to be a "Local Government Area of Opportunity Funding" by FHFC, will evidence a high level of interest in the Housing; and

**WHEREAS**, this is the only Local Government Area of Opportunity Funding being provided by the City of Dania Beach in response to FHFC's RFA 2020-202 for Competitive Housing Credits; and

**WHEREAS**, the conditional commitment to lend the Request Amount shall be contingent upon an award of Housing Credits and the City entering into agreements which, to its satisfaction, secure the repayment of the Request Amount.

**NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the above "WHEREAS" clauses are ratified and confirmed, and they are made a part of and incorporated into this Resolution by this reference.

**Section 2.** That the City of Dania Beach conditionally approves the Applicant's request for funding in the amount of \$640,000.00 to support the Housing. The funding shall

consist of a loan evidenced by a promissory note and secured by a mortgage with a minimum term of five (5) years, subject to acceleration in the event of default, with collateral satisfactory to the City and subject to the City, Applicant, and other parties providing financing for the Housing and entering into agreements which, to the satisfaction of the City, and subject to no material alteration of the Applicant's financial statues, to secure the repayment of the Request Amount; provided however, the City is not obligated to approve any loan documents with which it does not agree.

**Section 3.** That the City Commission authorizes the City Manager to execute FHFC's Local Government Verification of Contribution-Loan Form, attached as Exhibit "A", which shall be effective through December 31, 2021.

**Section 4.** That the City Manager is authorized, empowered, and directed to negotiate with the Applicant on the funding transaction if the Applicant receives an award of Housing Credits.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall become effective upon its passage and adoption.

**PASSED and ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

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THOMAS J. ANSBRO  
CITY ATTORNEY

**FLORIDA HOUSING FINANCE CORPORATION  
LOCAL GOVERNMENT VERIFICATION OF CONTRIBUTION – LOAN FORM**

Name of Development: City Place

Development Location: NE corner of the Intersection of S.W. 3rd Ave. & S.W. 1st St., Dania Beach, FL  
(At a minimum, provide the address number, street name and city, and/or provide the street name, closest designated intersection and either the city (if located within a city) or county (if located in the unincorporated area of the county). If the Development consists of Scattered Sites, the Development Location stated above must reflect the Scattered Site where the Development Location Point is located.)

The City/County of Dania Beach, commits \$ 640,000.00 (which may be used as an FHFC Non-Corporation Funding Proposal in an Application for FHFC funding if it meets the required criteria) in the form of a reduced interest rate loan to the Applicant for its use solely for assisting the proposed Development referenced above.

The net present value of the above-referenced loan, based on its payment stream, inclusive of a reduced interest rate and the designated discount rate (as stated in the applicable RFA) is: \$\_\_\_\_\_.

No consideration or promise of consideration has been given with respect to the loan. For purposes of the foregoing, the promise of providing affordable housing does not constitute consideration. The commitment for this loan must be effective as of the Application Deadline for the applicable RFA, and is provided specifically with respect to the proposed Development.

**CERTIFICATION**

I certify that the foregoing information is true and correct and that this commitment is effective at least through the date required in the applicable RFA.

|                    |                                              |
|--------------------|----------------------------------------------|
| _____<br>Signature | Ana M. Garcia<br>_____<br>Print or Type Name |
|                    | City Manager<br>_____<br>Print or Type Title |

NOTE TO LOCAL GOVERNMENT OFFICIAL: Additional information is set forth in the applicable Request for Application under which the Applicant is applying for funding for the above referenced Development.

This certification must be signed by the chief appointed official (staff) responsible for such approvals, Mayor, City Manager, County Manager /Administrator/Coordinator, Chairperson of the City Council/Commission or Chairperson of the Board of County Commissioners. If the contribution is from a Land Authority organized pursuant to Chapter 380.0663, Florida Statutes, this certification must be signed by the Chair of the Land Authority. One of the authorized persons named above may sign this form for certification of state, federal or Local Government funds initially obtained by or derived from a Local Government that is directly administered by an intermediary such as a housing finance authority, a community reinvestment corporation, or a state-certified Community Housing Development Organization (CHDO). Other signatories are not acceptable. The Applicant will not receive credit for this contribution if the certification is improperly signed. To be considered for points, the amount of the contribution stated on this form must be a precise dollar amount and cannot include words such as estimated, up to, maximum of, not to exceed, etc.

If the Application is not eligible for automatic points, this contribution will not be considered if the certification contains corrections or 'white-out' or if the certification is altered or retyped. The certification may be photocopied.

Please note: This form may be modified by Florida Housing Finance Corporation per Section 67-60.005, F.A.C.

# Memo

To: Tom Ansbro, City Attorney for Dania Beach

From: Eduardo M. Soto, Esq.

Date: October 6, 2020

Subject: CITY PLACE APARTMENTS, LTD., a Florida limited partnership

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You have asked for an analysis of a proposed transaction in which the City Commission of the City of Dania Beach (the “City”) will be considering a loan in the sum of \$640,000.00 (“Loan”) to CITY PLACE APARTMENTS, LTD., a Florida limited partnership (“City Place”). City Place is an affiliate of Landmark Companies, an affordable housing developer which is under contract to purchase the property located at 59 SW 3<sup>rd</sup> Avenue Dania Beach, Florida 33004 (the “Property”) and intends to create an affordable housing community to be known as City Place (the “Project”). The City Commission is considering extending the Loan to City Place to support the development of the Project. Approval of the Loan is conditioned upon (i) City Place being awarded Housing Credits (“Housing Credits”) from the Florida Housing Finance Corporation (“FHFC”); and (ii) the City entering into agreements which, to its satisfaction, secure the repayment of the Loan. The following is a summary of the anticipated financing arrangement in connection with the Project.

## **PURPOSE OF THE LOAN.**

Recent changes to the FHFC’s application process gives preference to certain projects which receive funding from local governments; this is the main reason that City Place requested City funding, in order to make their bid for Housing Credits more competitive.

## **LOAN STRUCTURE AND COLLATERAL**

City Place is seeking a commitment from the City of a \$640,000.00 loan to be secured by a mortgage on the Property. In addition to seeking financial support from the City and the receipt of Housing Credits from FHFC, City Place will also seek additional construction financing from an institutional lender (“Institutional Lender”) which will have a priority first lien mortgage on the Leasehold Interest. The Loan will be evidenced by a Promissory Note and secured by a Mortgage and Security Agreement (collectively, the “Loan Documents”). Additionally, the City has requested and City Place has agreed to provide a guaranty of the Loan from a related entity which has assets other than the Property; this provides additional security and a secondary source of repayment in the event of a default.

## **STATUS AS A SUBORDINATE LENDER.**

The Institutional Lender will also almost certainly require that its mortgage have priority over the City's mortgage. This means that in the event of a foreclosure by the Institutional Lender, the City's mortgage could be extinguished. This would only occur in the event that a lender having priority over the City's mortgage successfully forecloses on the Property and wipes out all junior lienors (such as the City). The likelihood of such an event is impossible to determine as it would require a full analysis of the viability of the Project and the financial wherewithal of City Place. It is worthwhile to note, however, that multiple layers of financing are common in affordable housing projects and an institutional lender, who will be lending significantly more than the City, is certain to perform extensive due diligence on the Project and any borrower.

In addition to the security for the mortgage, the City should also focus on the repayment of the debt. As is common when there are multiple levels of debt, multiple lenders will likely enter into some form of intercreditor agreement specifying the manner in which each of the lenders will be repaid. For instance, since the intention is that the Project will eventually generate income, the lenders can specify how the cash flow (collected rents) will be distributed on a monthly basis. As long as sufficient cash flow exists to pay each lender and the operating expenses of the Project, there are typically no issues. The issues arise when there are insufficient cash flows. These provisions are typically negotiated among the lenders and there are countless ways in which the repayment of the debt can be structured. Given the early stage of the Project, it is impossible to determine the terms of any intercreditor agreement.

As an additional level of assurance, we have requested a guaranty of the Note from the parent company of City Place. As is typical in development transactions, City Place is likely to be a single purpose entity whose only asset is the Property. We have therefore requested that the parent company provide a guaranty of payment in the event of a default. The City has reviewed the financial statements of the parent entity and is satisfied with their creditworthiness and their assets.

## **LOAN DOCUMENTS.**

As currently drafted, should the Project be damaged by casualty or condemned under the power of eminent domain, City Place shall have the right to use any proceeds of insurance proceeds or condemnation awards for the restoration and repair such improvements (subject to the rights of any senior lender whose mortgage has priority over the City's mortgage). The use of such proceeds could have a potential negative effect on the cash-flow collected by City Place to pay its required debt service to the City and any senior Institutional Lender. Although it is customary for the use of such proceeds to be subject to the discretion of the lender, the City will have a junior lien in the Property, and therefore, it is customary for the use of insurance proceeds or condemnation awards to be determined by the first lien lender.

The Loan will be disbursed in various stages as certain milestones are met. This will provide the City with a degree of control over the funds and in the event that the milestones are not satisfied, the City will not have to make further disbursements. The Loan will be repaid within five years from the closing date.



# Memo

To: Tom Ansbro, City Attorney for Dania Beach

From: Eduardo M. Soto, Esq.

Date: October 20, 2016

Subject: Saratoga Crossings - Dania Beach

cc: Jamie A. Cole, Esq.

---

You have asked for an analysis of a proposed transaction in which the City of Dania Beach (the “City”) will be committing to loan the sum of \$637,000 to SARATOGA CROSSINGS, LTD., a Florida limited partnership (“Saratoga”). Saratoga is an affiliate of Atlantic Pacific Communities which was selected by the Dania Beach Housing Authority (the “Authority”) in an unrelated transaction, to replace units of existing public housing known as Saratoga Apartments (located at 705 and 1005 West Dania Beach Boulevard, in the City of Dania Beach) and create an affordable housing community. Currently, Saratoga is seeking to build an affordable housing rental project within the City to be known as Saratoga Crossing (the “Project”). This analysis will consist of two parts: first, whether the City has the authority to enter into the loan transaction; second a summary of the anticipated financing arrangement in connection with the Project.

## **DOES THE CITY HAVE THE AUTHORITY TO ENTER INTO THE LOAN TRANSACTION?**

Yes, the City may enter into the loan transaction with the approval of the City Commission. We have reviewed an analysis of this question which was prepared by attorney Richard Perez who represents Saratoga. We agree with the conclusions stated in the email attached as Exhibit “A” to this memo. Please note however that the analysis produced by Mr. Perez was directed to his client, and not to the City and should not be deemed an opinion letter from Mr. Perez to the City. We have merely included the attached to confirm that we agree with the conclusions set forth therein. In addition, we have reviewed relevant portions of the City charter and Code of Ordinances and have found nothing which would preclude the City making a loan for the Project. Please note that ordinances or statutes governing conflicts of interest and necessary disclosures remain fully applicable and we have not analyzed whether any such conflict exists related to this Project.

## **WHAT IS THE ANTICIPATED FINANCING ARRANGEMENT?**

As a preliminary matter, the viability of the Project is contingent upon Saratoga receiving an allocation of Low-Income Housing Tax Credits (“Housing Credits”) to build the Project. The allocation of Housing Credits is a competitive application process administered by the Florida Housing Finance Corporation (“FHFC”). Recent changes to the FHFC’s application give preference to certain projects which receive funding from local governments; this is the main reason that Saratoga is seeking the City’s commitment for the loan, in order to make their bid for Housing Credits more competitive.

Saratoga is seeking a commitment from the City of a \$637,000 loan to be secured by a mortgage on the real property on which the Project will be constructed (the “Property”). Saratoga will seek additional construction financing from an institutional lender which will also be secured by a mortgage on the Property. The institutional lender will also almost certainly require that their mortgage have priority over the City’s mortgage meaning that in the event of a foreclosure, the City’s mortgage, and security interest in the Property, could be extinguished. This would only occur in the event that a lender having priority over the City’s mortgage successfully forecloses on the Property and wipes out all junior lienors (such as the City). The likelihood of such an event is impossible to determine as it would require a full analysis of the viability of the Project and the financial wherewithal of the borrower. It is worthwhile to note however that multiple layers of financing are common in affordable housing projects and an institutional lender, who will be lending significantly more than the City, is certain to perform extensive due diligence on the Project and the borrower.

In addition to the security for the mortgage, the City should also focus on the repayment of the debt. As is common when there are multiple levels of debt, the lenders will likely enter into some form of intercreditor agreement specifying the manner in which each of the lenders will be repaid. For instance, since the intention is that the Project will eventually generate income, the lenders can specify how the cash flow (collected rents) will be distributed on a monthly basis. As long as sufficient cash flow exists to pay each lender and the operating expenses of the Project, there are typically no issues. The issues arise when there are insufficient cash flows. These provisions are typically negotiated among the lenders and there are countless ways in which the repayment of the debt can be structured. Given the early stage of the Project, it is impossible to determine the terms of any intercreditor agreement. Accordingly, the resolution prepared in connection with the Project, if adopted, specifies that the City’s commitment to lend is conditioned upon the City, Saratoga, and any institutional lender agreeing upon satisfactory terms and conditions of the loan documents including agreements regarding repayment of the loans.

## **EXHIBIT “A”**

**From:** Kenneth Naylor [<mailto:knaylor@apcommunities.com>]  
**Sent:** Friday, September 30, 2016 5:17 PM  
**To:** Ansbro, Tom  
**Cc:** Anne Castro; Liz Wong  
**Subject:** FW: Municipal Authority to Expend Funds for Affordable Housing

Tom –

I enjoyed meeting you yesterday. We will be getting you more context next week per your request.

In the meantime, I wanted to share the below email from Holland & Knight laying out their view as to the statutory authority of a municipality to expend funds aimed at increasing the supply of affordable housing within its municipal boundaries through a public-private partnership.

Hopefully that may help shortcut some of your research.

Best,

Ken

**KENNETH C. NAYLOR**  
**Chief Operating Officer**

---

2950 S.W. 27th Avenue, Suite 200 | Miami, FL 33133  
Office: (305) 357.4713 | Fax: (305) 476.1557



**From:** [Richard.Perez@hklaw.com](mailto:Richard.Perez@hklaw.com) [<mailto:Richard.Perez@hklaw.com>]  
**Sent:** Friday, September 30, 2016 11:34 AM  
**To:** Kenneth Naylor <[knaylor@apcommunities.com](mailto:knaylor@apcommunities.com)>  
**Subject:** Municipal Authority to Expend Funds for Affordable Housing

You have asked whether a municipal government can enter into an agreement to provide grants from general revenue to an affordable housing developer with the express purpose of increasing the stock of affordable housing within its municipal boundaries.

The short answer is yes.

Section 166.021(4), Florida Statutes, affirms the intent of the Florida Legislature to allow municipalities the broad exercise of home rule powers granted by the Constitution, to extend to municipalities the exercise of powers for municipal governmental, corporate, or proprietary

purposes not expressly prohibited by the Constitution, general or special law, or county charter, and to remove any limitations, judicially imposed or otherwise, on the exercise of home rule powers other than those so expressly prohibited. However, with respect to expenditures, it is axiomatic that a municipality may only expend funds for any municipal purpose. *See* s. 10, Art. VII, Florida State Constitution.

Whether an expenditure constitutes a valid municipal purpose is a factual determination based on whether there is “some clearly identified and concrete public purpose as a primary objective, and a reasonable expectation that the purpose will be accomplished.” *See* Attorney General Opinion 83-06.

Florida Statutes recognize that private-public partnerships to increase the supply of affordable housing constitutes a valid public purpose. In fact, Section 166.04151, Florida Statutes, specifically provides the following:

Notwithstanding any other provision of law, a municipality may adopt and maintain in effect any law, ordinance, rule, or other measure that is adopted for the purpose of increasing the supply of affordable housing using land use mechanisms such as inclusionary housing ordinances.

Furthermore, Section 420.0002, Florida Statutes, concludes that “as a matter of public policy, special programs are needed to stimulate public and private enterprises to build and rehabilitate housing in order to provide decent, safe, and sanitary conditions for very-low-income persons, low-income persons, and moderate-income persons.” The statute goes on to find that the state should “enable local governments to meet local needs and to match federal funds.”

Based on the foregoing, the law is clear that the expenditure of funds by a municipality aimed at increasing the supply of affordable housing within its municipal boundaries through a public-private partnership constitutes a valid municipal and public purpose.

**Richard Perez | Holland & Knight**

Partner

Holland & Knight LLP

701 Brickell Avenue, Suite 3300 | Miami, FL 33131

Phone 305.789.7630 | Fax 305.789.7799

[richard.perez@hklaw.com](mailto:richard.perez@hklaw.com) | [www.hklaw.com](http://www.hklaw.com)

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# Funding Request

## City Place Apartments at Dania Beach

114 S.W. 1<sup>st</sup> Street

Building Landmarks is our Business

# Our Request

Loan in amount of \$640,000 (as per FHFC Criteria)

## Proposed Loan Terms

- A loan in above amount is required to meet Florida Housing Finance Corporation's (FHFC) Local Government Area of Opportunity (LGAO) Funding Goal (per RFA 2020-202) <sup>1</sup>
  - The intent of LGAO is to fund a development demonstrating a high level of local government financial commitment.
- Borrower: City Place Apartments, Ltd. (property owner)
- Lender: City of Dania Beach
- Loan to be funded during construction
- Collateral: Subordinate to first mortgage
- Interest Rate: Applicable Federal Rate at the time the note is executed
  - The current Federal Rate is 0.38% for a loan with 5-year maturity (as of October 2020)
- Maturity Date: 5 years from execution of the note
- Terms:
  - Monthly interest only payments for first 30 months, with monthly payments of principal and interest in months 31-60.

*1. Florida Housing Finance Corporation's (FHFC) Request for Application (RFA) 2020-202 - Housing Credit Financing for Affordable Housing Developments Located in Broward, Duval, Hillsborough, Orange, Palm Beach, and Pinellas Counties.*

# Contributions by City Place to Dania Beach

## Economic Benefits:

- High leveraging - Dania Beach's \$640K loan results in approx. \$26.7 MM in Tax Credit Equity investment
- Provides moderately priced, high-quality housing
- Will bring about approx. \$935,212k in annual discretionary income (from residents), partially spent in immediate neighborhood



## Other Benefits:

- Development will pay:
  - Approx. \$309k in City Impact and Utility Connection Fees & \$70k into the Dania Beach Parks Fund
  - Approx. \$33k in annual property taxes to Dania Beach (based on est. assessed value x 0.0062)<sup>1</sup>

*1. Millage applicable to City of Dania Beach per typical Broward County tax assessor invoice.*



# City Place Property Features

*Anticipated to be 9-10 Stories in Height<sup>1</sup>*

## Community Benefits

- ✓ Demolish surface parking, south of City Hall, and installation of green area
- ✓ Create walkway connection between City Hall and City Place
- ✓ Provide community meeting room for general public and residents

## Resident Amenities

- ✓ Control Access Parking & Building
- ✓ Fitness Center
- ✓ Business Center
- ✓ On-site Leasing Office & Staff
- ✓ Club Room
- ✓ Development will meet National Green Building Certification Standards (NGBS)



## Proposed location of City Place Apartments at Dania Beach

*1. Subject to change, through DRC approval process.*



# City Place Apartments

## Unit Types & Rents

| Unit Type    | No. of Units <sup>2</sup> | Set-Aside (% of AMI) <sup>1</sup> | Estimated Rent <sup>2,3</sup> | Income Limit at Move-In <sup>3,4</sup> |
|--------------|---------------------------|-----------------------------------|-------------------------------|----------------------------------------|
| 1/1          | 5                         | Market                            | \$1,450                       | N/A                                    |
| 2/2          | 6                         | Market                            | \$1,750                       | N/A                                    |
| 1/1          | 8                         | 80%                               | \$1,278                       | \$57,040                               |
| 2/2          | 17                        | 80%                               | \$1,533                       | \$64,160                               |
| 1/1          | 18                        | 60%                               | \$943                         | \$42,780                               |
| 2/2          | 39                        | 60%                               | \$1,132                       | \$48,120                               |
| 1/1          | 6                         | 30%                               | \$442                         | \$21,390                               |
| 2/2          | 11                        | 30%                               | \$530                         | \$24,060                               |
| <b>Total</b> | <b>110 Units</b>          |                                   |                               |                                        |

1. AMI = Broward County Area Median Income.

2. Unit mix and rents are subject to change.

3. Based on FHFC – Broward County 2020 Income and Rent Limits, issued on 4/9/2020.

4. Assume: 1 bedroom – 2 person occupancy; 2 bedroom – 3 person occupancy.

# Dania Beach Housing Costs (at a Glance)

|                       | Total Renter-Occupied Units <sup>1,2</sup> | % Cost-Burdened <sup>1,2</sup> | % Severely Cost-Burdened <sup>1,2</sup> |
|-----------------------|--------------------------------------------|--------------------------------|-----------------------------------------|
| <b>Dania Beach</b>    | 6,121                                      | 64.0%                          | 33.7%                                   |
| <b>Ft. Lauderdale</b> | 13,455                                     | 57.8%                          | 31.3%                                   |
| <b>Broward County</b> | 255,048                                    | 57.8%                          | 30.5%                                   |
| <b>Hollywood</b>      | 23,803                                     | 56.0%                          | 28.6%                                   |

- Dania Beach has a higher % of “cost-burdened” and “severely cost-burdened” renters than Broward County, and the cities of Fort Lauderdale and Hollywood.<sup>1,2</sup>

1. Per 2018 Broward County Affordable Housing Needs Assessment, by The Metropolitan Center at FIU.
2. “Cost burdened” is defined as household paying 30% or more of housing costs. “Severely Cost-Burdened” is defined as paying 50% or more of housing costs.
3. Based on rents published by [www.Apartments.com](http://www.Apartments.com) for The Palace at Dania Beach, Avery Dania Pointe, Sheridan Ocean Club Apartments, & Beach Walk at Sheridan.
4. The rental savings are based on households earning 60% of AMI.

## Average Existing Rents – Market Rate<sup>3</sup>

|                     |                     |
|---------------------|---------------------|
| 1 Bedroom - \$1,746 | 2 Bedroom - \$2,107 |
|---------------------|---------------------|

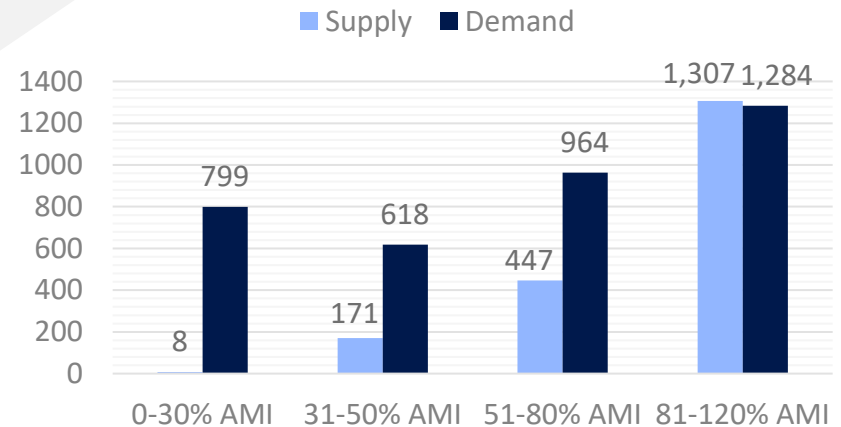
- Future residents of City Place would save approx. \$803 in monthly rent, for a 1-bedroom unit and \$975 for a 2-bedroom unit, increasing their disposable income.<sup>4</sup>



# Dania Beach Developments

| Project Name <sup>1</sup> | Total Units <sup>1</sup> | Approval Year <sup>1</sup> | MKT Rate/<br>Income<br>Restricted |
|---------------------------|--------------------------|----------------------------|-----------------------------------|
| Parco Mar / San Souci     | 3,570                    | 2014                       | Market Rate                       |
| Florida Park Residences   |                          | 2015                       |                                   |
| Dania Place               |                          | 2016                       |                                   |
| Aqua Bella                |                          |                            |                                   |
| The Trion                 |                          |                            |                                   |
| Dania Pointe              |                          |                            |                                   |
| Danians Shopping Center   |                          | 2017                       |                                   |
| Mile Marker 55            |                          | 2018                       |                                   |
| Stellar Homes             |                          |                            |                                   |
| Brian Multifamily         |                          | 2019                       |                                   |
| DB54                      |                          | 2020                       |                                   |
| Griffin Living            |                          |                            |                                   |
| Saratoga Crossings (E/W)  | 172                      | 2018                       | Income Restricted                 |

Renter Units Supply/Demand (as of 2018)<sup>2,3</sup>



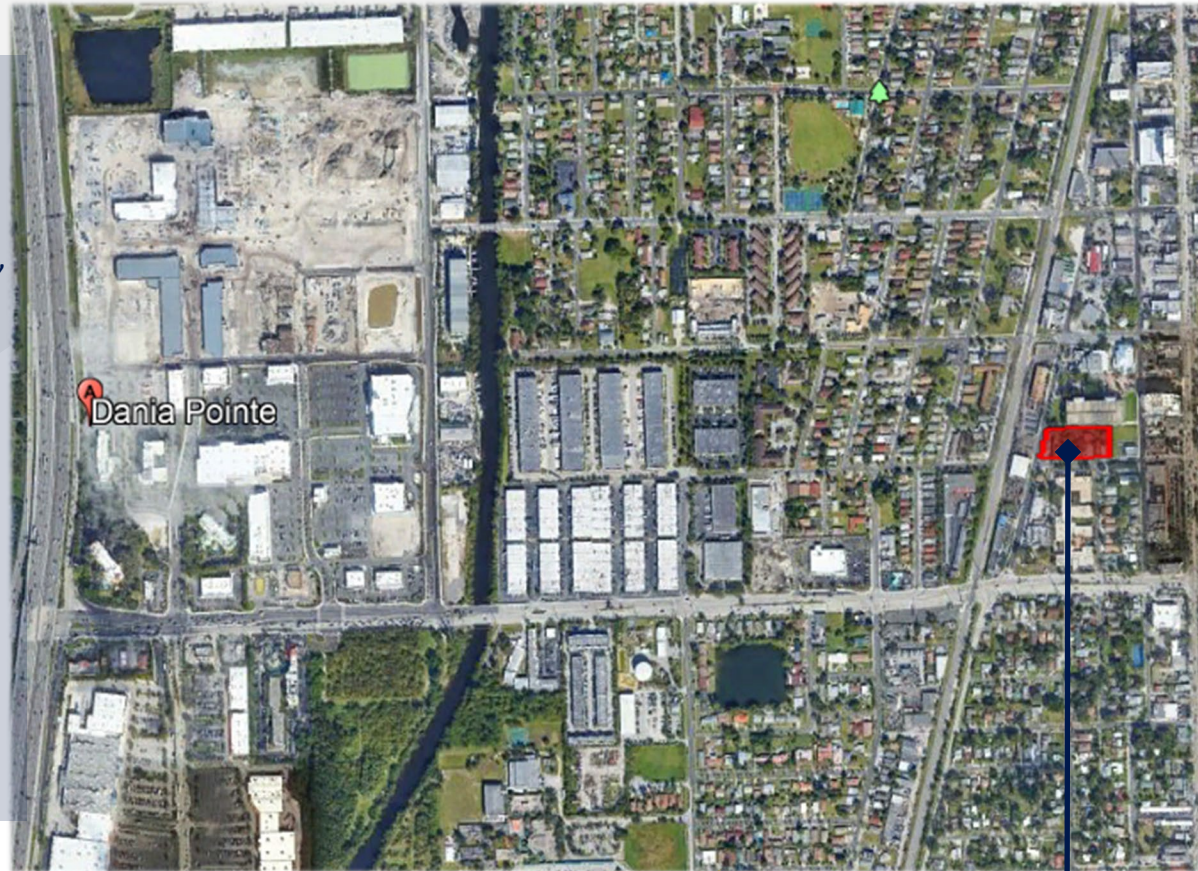
- As of 2018, Dania Beach had a shortage of 1,755 renter units for households earning 80% or less of AMI. <sup>2,3</sup>

- Per City of Dania Beach 2013-2020 Development Projects, issued on 5/29/2020, provided by Dania Beach Community Development Dept.
- Per 2018 Broward County Affordable Housing Needs Assessment, by The Metropolitan Center at FIU.
- "Demand" defined as the number of renter households. "Supply" defined as the number of renter units within affordable price range.

# City Place Would Increase Housing Options to Persons Working at Dania Pointe

## Job Creation Factors

- 102-acres of 100+ retail tenants, 29 restaurants, a large entertainment center, 350 hotel rooms, etc.<sup>1</sup>
- Dania Pointe is estimated to create 13,248 permanent jobs (approx. annual payroll of \$436,015,308).<sup>2</sup>
  - Based on above figure,<sup>2</sup> estimated annual salary is \$32,910 per person (within the 60% and 80% AMI units affordable to City Place).



City Place

1. *Fort Lauderdale Magazine – On Pointe*, published on 6/6/19. Retrieved from <https://fortlauderdalemagazine.com/on-pointe/>.
2. *Fiscal and Economic Impact Analysis by Munilytics* on 8/10/15, provided by Kimco Realty's Development Director in presentation to Dania Beach.

# Annual Discretionary Income for Residents of City Place

| Income Restricted Units<br>(99 Units)          |             |
|------------------------------------------------|-------------|
| Annual Income for 99 Households <sup>1</sup>   | \$4,499,550 |
| LESS:<br>Annual Housing Costs <sup>2</sup>     | \$1,350,408 |
| LESS:<br>Annual Non-Housing Costs <sup>3</sup> | \$2,599,684 |
| Total Est. Annual Discretionary Income         | \$549,458   |

| Non-Income Restricted Units<br>(11 Units)      |           |
|------------------------------------------------|-----------|
| Annual Income for 11 Households <sup>4</sup>   | \$999,900 |
| LESS:<br>Annual Housing Costs <sup>2</sup>     | \$219,780 |
| LESS:<br>Annual Non-Housing Costs <sup>3</sup> | \$394,366 |
| Total Est. Annual Discretionary Income         | \$385,754 |

Combined Est. Annual Discretionary  
Income (110 Units)

\$935,212

1. Based on avg. occupancy of 2.5 persons/unit & 60% (\$45,450/yr) of AMI income limit.
2. Includes rent & utilities.
3. Includes food, healthcare, transportation & taxes.
4. Based on avg. occupancy of 2.5 persons/unit & 120% (\$90,900/yr) of AMI income limit.



# Timeline

**FHFC Housing Credit  
Application Deadline**

10/20/2020

**FHFC Award**

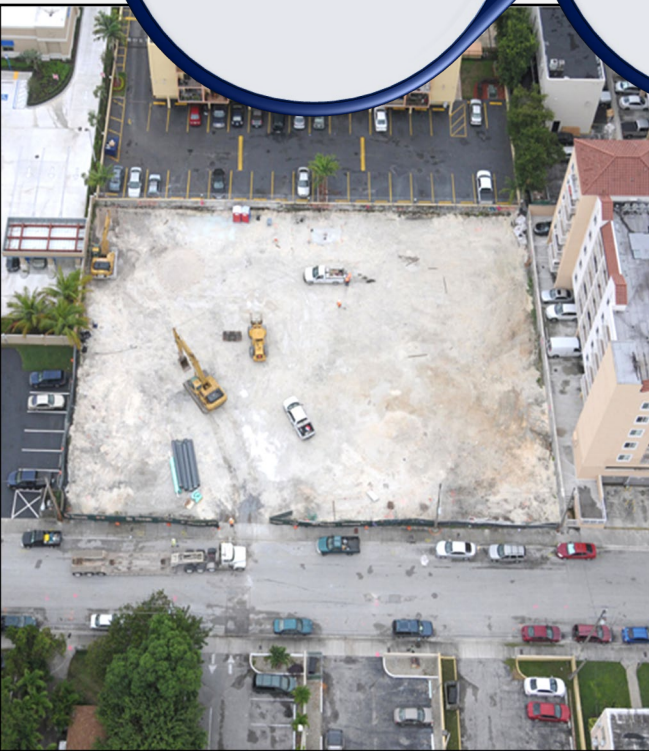
5/2021

**Financial Closing &  
Commencement of Construction**

4/2022

**Completion**

9/2023



# Landmark Development Corp.

3050 Biscayne Boulevard, Suite 300

Miami, Florida 33137

T: (305) 538-9552

F: (305) 538-9553

[www.landmarkco.net](http://www.landmarkco.net)

- Robert Saland, President – Extension 108  
[bobby@landmarkco.net](mailto:bobby@landmarkco.net)
- Francisco Rojo, Vice President – Extension 103  
[francisco@landmarkco.net](mailto:francisco@landmarkco.net)



# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Consent Agenda

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPROVING AN AMENDMENT TO THE DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY'S ("CRA") REDEVELOPMENT PLAN TO PROVIDE GRANTS FOR RESIDENTIAL ASSISTANCE PROGRAMS INCLUDING BUT NOT LIMITED TO RENTAL, MORTGAGE, AND UTILITY ASSISTANCE

### Purchasing Requests ONLY

Dept:

Acct #:

Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

City Commission Memo for CRA Plan Amendment, R-2020- Adopting Amended Community Redevelopment Plan to Provide Grants for Residential Assistance Programs





## CITY OF DANIA BEACH OFFICE OF THE CITY MANGER

100 West Dania Beach Blvd · Dania Beach, FL 33004 · (954) 924-6800 · (954) 921-2604 (fax)

### MEMORANDUM

Date: October 13, 2020

To: Mayor Lori Lewellen  
Vice Mayor Lauren Odman  
Commissioner Chickie Brandimarte  
Commissioner Bill Harris  
Commissioner Tamara James

From: Ana M. Garcia, ICMA-CM, City Manager      Ana M. Garcia Digitally signed by Ana M. Garcia  
DN: cn=Ana M. Garcia, o=City of Dania Beach,  
ou, email=agarcia@dania-beach.fl.gov, c=US  
Date: 2020.10.13 15:27:07 -0400

Via: Kathleen Weekes, Interim CRA Executive Director      Kathleen Weekes Digitally signed by Kathleen Weekes  
DN: cn=Kathleen Weekes, o=Dania Beach Community Redevelopment Area,  
ou=Dania Beach CRA, email=kweekes@dania-beach.fl.gov, c=US  
Date: 2020.10.13 15:27:07 -0400

Subject: Authorization to adopt the recommended CRA Plan Amendment that was approved by the CRA Board at its meeting on October 13, 2020

#### Request

Approve the recommended CRA Plan Amendment that was approved by the CRA Board on October 13, 2020.

#### Background

Section 163.361(1) Florida Statutes, provides for the modification of community redevelopment plans and stipulates that if at any time after the approval of a community redevelopment plan by the governing body it becomes necessary or desirable to amend or modify such plan, the governing body may amend such plan upon the recommendation of the agency.

Due to the COVID-19 pandemic and associated economic impacts, the CRA Board is recommending an Amendment to the Redevelopment Plan to allow for residential assistance programs including rental, mortgage and utility assistance programs. On October 13, 2020, pursuant to Section 163.361, Florida Statutes, the CRA Board approved the proposed amendment to the CRA Redevelopment Plan, which is attached as Exhibit "A," and recommends that the Dania Beach City Commission adopt the amendment to the Plan.

#### Budgetary Impact

There is no budgetary impact associated with this item.

**Recommendation**

Adopt the Resolution authorizing the recommended CRA Plan Amendment that was approved by the CRA Board on October 13, 2020

## **RESOLUTION NO. 2020-124**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING AN AMENDMENT TO THE DANIA BEACH COMMUNITY REDEVELOPMENT AGENCY'S ("CRA") REDEVELOPMENT PLAN TO PROVIDE GRANTS FOR RESIDENTIAL ASSISTANCE PROGRAMS INCLUDING BUT NOT LIMITED TO RENTAL, MORTGAGE, AND UTILITY ASSISTANCE; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, the findings and purposes stated in Section 163.335, Florida Statutes, Section 163.370(1), Florida Statutes, provides that a Community Redevelopment Agency shall have the power to appropriate such funds and make such expenditures as are necessary to carry out the purposes of this part; and

**WHEREAS**, Section 163.387(1)(a), Florida Statutes, provides that funds allocated to and deposited into this fund shall be used by the agency to finance or refinance any community redevelopment it undertakes pursuant to the Plan; and

**WHEREAS**, the Dania Beach Community Redevelopment Agency ("CRA") desires to include in the Plan goals and objectives related to the provision of funding to assist property owners and residents with the payment of monthly mortgage, rent, and utility charges in order to assist those individuals with expenditures that are necessary to retain housing in order to prevent homelessness, the spread of slum and blight, and the additional expenditure of public funds to provide additional police, fire, and other services resulting from the loss of housing; and

**WHEREAS**, on October 13, 2020, pursuant to Section 163.361, Fla. Stat., the CRA Board approved the proposed amendment to the CRA Redevelopment Plan, which is attached as Exhibit "A," and incorporated by reference and recommends that the Dania Beach City Commission adopt the amendment to the Plan;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the above "WHEREAS" clauses are ratified and confirmed, and they are made a part of and incorporated into this Resolution by this reference.

**Section 2.** That the City Commission, pursuant to Section 163.361, Fla. Stat., approves the recommended CRA Plan Amendment that was approved by the CRA Board on October 13, 2020.

**Section 3.** That all resolutions or part of resolutions in conflict with any of the provisions of this Resolution are repealed.

**Section 4.** That this Resolution shall be in full force and take effect immediately upon its passage and adoption.

**PASSED** and **ADOPTED** on October 13, 2020.

ATTEST:

---

THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY

## **Exhibit A – CRA Plan Amendment**

### **Residential Assistance**

Prolonged economic hardship can lead to residential displacement which can contribute to incidents of homelessness and exacerbate slum and blight conditions within the Redevelopment Area. The CRA will be empowered to provide grants for residential assistance programs including but not limited to rental, mortgage and utility assistance. The CRA will prepare and adopt guidelines for determining eligibility and the amount of the grant award.

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Resolution

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPROVING THE DEVELOPMENT DESIGN GUIDELINES (DDG) AND SITE PLAN (SP-056-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, ON BEHALF DANIA BEACH MARINA CORP. FOR THE PROPERTY GENERALLY LOCATED 90 N. BRYAN ROAD WITHIN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION

### Purchasing Requests ONLY

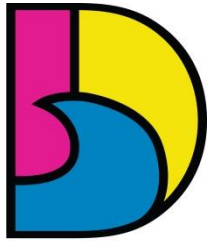
|       |         |      |
|-------|---------|------|
| Dept: | Acct #: | Amt: |
| Fund: |         |      |

### Fiscal Impact/Cost Summary

|  |
|--|
|  |
|--|

### Exhibits Attached

CM SP-056-20 Wave 90, SR SP-056-20 Wave 90, R-2020- 90 Wave Dania Beach Marina Corp. Development Design Guidelines (DDG) and Site Plan (SP-056-20), WAVE DDG - AKA Dania Beach Marina, Site Plan Wave 90, Wave 90 (Location Map), Wave 90 App & Backup, Wave 90 & 70 Traffic Impact Analysis, Wave 90 Arborist Report



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistant Director

**SUBJECT:** **SP-056-20:** The applicant, Kimley-Horn and Associates, Inc. – Jacob B. Lawson, on behalf of the property owner Dania Beach marina Corp., is requesting a site plan approval for a sixteen (16) story mixed-use building located at 90 Bryan Road.

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### **Request**

#### **SITE PLAN**

To allow the construction of a mixed use, high-rise building containing 380 dwelling units and 48,000 square feet of commercial use.

### **Background**

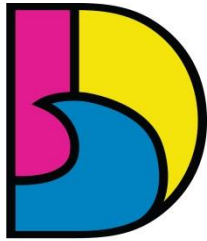
The Development Review Committee has reviewed this application on July 30, 2020 and August 27, 2020. Additionally, a Plat Note Delegation application has also been submitted for this property, which is being processed separately.

### **Budgetary Impact**

Approval of the site plan will allow the opportunity for the redevelopment of the site, which will increase the taxable value of the property.

### **Recommendation**

Approve the site plan with conditions identified in the resolution.



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## CITY OF DANIA BEACH COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

**DATE:** October 13, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistance Director

**SUBJECT:** **SP-056-20:** The applicant, Kimley-Horn and Associates, Inc. – Jacob B. Lawson, on behalf of the property owner Dania Beach Marina Corp., is requesting a site plan approval for a sixteen (16) story, mixed-use building located at 90 North Bryan Road.

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### **Request**

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#### **PROPERTY INFORMATION**

|                         |                                                            |
|-------------------------|------------------------------------------------------------|
| EXISTING ZONING:        | Planned Small Lot Mixed Use Development District (PMUD-SL) |
| LAND USE DESIGNATION:   | Regional Activity Center (RAC)                             |
| SITE ACREAGE:           | 4.69 gross acres/3.04 net acres                            |
| EXISTING USE:           | Marine sales                                               |
| VIOLATIONS ON PROPERTY: | None                                                       |

#### **PUBLIC HEARING NOTICE**

This item was duly advertised, posted, and noticed pursuant to Article 610 of the Land Development Code.

### **Background**

This property is one of two sites proposed for identical redevelopment projects, both located on the east side of Bryan Road. The applicant is proposing the construction of a sixteen (16) story, mixed-use building with commercial on the bottom two levels, two (2) levels of parking decks, and twelve (12) levels of multi-family units above. The project shows a pedestrian connection on the east side of the



property, along the canal, which will continue south to the previously approved mixed use project located at the corner of Bryan Road and Stirling Road.

#### DEVELOPMENT DESIGN GUIDELINES (DDG)

The Planned Small Lot Unit Development (PMUD-SL) regulations require the applicant to submit a Development Design Guidelines (DDG) at the time of Site Plan submittal, establishing the development regulations for the project. This is a similar process as the Planned Mixed Use Development (PMUD) zoning regulations, which Dania Pointe is zoned.

In the proposed DDG, the applicant identifies development regulations for the project, which includes permitted uses, lot coverage, building placement/setbacks, height, parking, lighting, minimum unit size, landscaping, signage, and architectural standards. Where the DDG are silent, the City's Land Development Code (LDC) shall apply.

Staff has asked the applicant to address how noise emitted from the site will be mitigated to reduce disturbing the residents of the NW Byrd Point neighborhood. The DDG now prohibits outdoor music, signing and entertainment between the hours of 10:00PM - 10:00AM on weekdays and between the hours of 11:00PM and 10:00AM on weekends.

#### SITE PLAN

At staff's request, the applicant has met with the North West Byrd Point Civic Association on August 20, 2020. The applicant indicated that conversations with the Association and residents are ongoing.

The City's Transportation Engineer has accepted the traffic study provided.

As part of this development and in accordance with the City's Code of Ordinances, the applicant is required to pay several fees, including the following:

- Payment in Lieu of Public Art, which will be paid at time of building permit issuance.
- Recreation and Open Space Impact Fee of \$1,364.00 per Multifamily Dwelling must be paid. Therefore, the applicant will have to pay \$433,200 (380 units X \$1,364.00) prior to issuance of a building permit.
- CRA Traffic Mitigation Fee of \$21.26 per p.m. peak hour trip. The Kimley-Horn Traffic Impact Analysis signed and dated 9/11/20 identifies 396.66 adjusted PM Peak Hour Trips for the Wave 70 site plan. Therefore, \$8,432.99 (396.66 trips X \$21.26) is due prior to issuance of a building permit.

As identified on the Master Development Plan, which is provided as Exhibit 3 in the proposed Development Design Guidelines, there is a pedestrian cross access easement that runs along the east side of the property. The pedestrian cross access easement runs continuously south across the next two (2) properties as well, providing for a continuous public pedestrian path that can be used by the public allowing people to walk along the waterway to access the retail and restaurant that will be located on each of the three (3) properties, including this site, the Wave 70 to the south and the Bryan Mixed-Use Multifamily project south of that.

The applicant has proposed to enter into a Developer's Agreement with the City to develop an unused Right-of-Way into a public park. A portion of the area is owned by Broward County, the other portion is owned by the City of Dania Beach. The applicant has indicated that the proposed park will be accessible via the boardwalk, which is identified in the Master Development Plan for the zoning district, which runs

along the canal, or by the sidewalk located along Bryan Road. The amenities of the park have not yet been finalized, but will be identified in the Developers Agreement, which will be recorded prior to issuance of the building permit.

#### DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee has reviewed this application on July 30, 2020 and again in August 27, 2020. There are several outstanding comments that remain, which are identified below.

1. Page 15 of the study includes mitigation of the signal timing at the intersection of Bryan Road and Stirling Road. The future total condition with signal optimization brings the intersection LOS from an F to a D in the pm peak hour. As a condition of approval, we would recommend the applicant to coordinate with Broward County the optimization of this signal. It may have to wait for the appropriate time for the traffic conditions to develop in order for Broward County to proceed with the signal optimization as suggested (Traffic Engineering).
2. According to page 28 of the updated traffic study, the applicant will construct right turn deceleration lanes at the two proposed site driveways. The study also indicates that the exact parameters related to these lanes will be determined during the platting process. We recommend having a condition of approval indicating that right turn deceleration lanes will be provided at the two driveways for the 70 Wave and 90 Wave sites, subject to Broward County's conditions of approval process (Traffic Engineering).
3. Table 8 of page 21 of the study points to future deficiencies in the year 2024 for the intersection of Bryan Road and Old Griffin Road. Since this intersection is not currently signalized but will be at a future date, we would recommend including a condition of approval indicating that the capacity of the storage lanes and geometry of this intersection will be reviewed and approved by Broward County as part of the traffic signal approval process (Traffic Engineering).
4. Provide R/W (width/dimensions), NVAL, R/W dedication, and all Easements information on all engineering plans and Site Plan (Engineering).
5. Provide offsite roadway improvements plans with sufficient details. City R/W permit shall be required for offsite improvements. Proposed removal of muck within R/W may impact the existing underground utilities. Existing utilities shall be protected or reconstructed including WM, gas main and drainage pipes (Engineering).
6. Provide site cross sections with sufficient details in engineering plans. Indicate muck removal, new cut & fill etc. as applicable. The offsite plans cross sections refer to onsite cross sections. The sections shall be provided along all sides of the site (Engineering).
7. Perimeter berm or Type D curb (6" high min.) shall be required to prevent offsite sheet flow.
8. Provide a letter from solid waste management service company accepting the location of dumpster or loading zone (Engineering).
9. The applicant will be responsible for Force Main modeling and upgrading of Lift Station #8 if required. The applicant shall coordinate with Public Services Department (Engineering).

10. Please provide drainage report and calculations indicating storm water retention in project site. Min. Perimeter grade shall be at or above 25-year 72-hour design storm stage. The submitted conceptual calculations are not satisfactory. Hydraulic Conductivity for exfiltration trench shall be based on existing site test results. Provide documentation or tests for drainage well capacity. Well discharge shall only start at elevation 3.50 feet NAVD or 2 feet above water table elevation. Exfiltration trench length shall be twice than required when used for quantity purpose. Provide revised drainage calculations and drainage plans satisfying 25-year storm stage and perimeter berm requirement. The drainage well casing pipe top elevation shall be set at 3.50 feet NAVD to prevent backflow. Revise the drainage well structure detail accordingly. Provide detail for retention area drainage wells (Engineering).
11. All parking spaces shall be clearly delineated by a single four-inch wide, white, painted striping wherever a hard-paved parking surface is required. If double line to be utilized then DDG shall specify the requirement (Engineering).
12. Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable) (Engineering).
13. In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved (Engineering).
14. Detail and complete engineering plans will be required prior to Building and R/W permit approval (Engineering).
15. Provide utility piping conflict details plan, along with documentation to demonstrate acceptability of the separation between water, sanitary, storm-water service lines, etc. (Engineering).
16. Show also all existing and proposed utilities on the landscaping plans for potential conflicts (Engineering).
17. Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV (Engineering).
18. All pavement markings shall be alkyd based thermoplastic and fully retroreflectorized, per BCTED specifications with the exception of parking stall striping (Engineering)
19. Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA) (Engineering).
20. Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal (Engineering).

21. Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED, SFWMD, etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable (Engineering).
22. RIGHT-OF-WAY: Recorded ROW dedication of 6.1 – 22.5 must be provided (Planning).
23. The proximity to the airport will require FAA review and approval. 2X requested (Planning).
24. PARK IMPACT FEES: Per Resolution No. 2015-071, \$1,825.00 per Single Family/Townhouse dwelling, \$1,364.00 per Multifamily Dwelling, \$1,140.00 per Mobile Home must be paid for Recreation and Open Space Impact Fee at time of building permit issuance. Therefore, \$433,200 (380 X \$1,140) is due for each building at issuance of a building permit (Planning).
25. RAC TRAFFIC IMPACT MITIGATION: Provide an analysis, signed and sealed by a certified engineer, identifying the amount of CRA mitigation for traffic impact due based on resolution No. 2014-049, which established a rate of \$21.26 per p.m. peak hour trip. Kimley-Horn Traffic Impact Analysis dated and signed on 9-11-20 identifies 396.66 adjusted PM Peak Hour Trips. Therefore, \$8,432.99 (396.66 X \$21.26) is due prior to issuance of a building permit (Planning).
26. For all projects resulting in buildout of the site, such that construction staging cannot occur on site, must obtain Staging Plan approval by the Community Development Director prior to issuance of a building permit. The Staging Plan must include, but is not limited to, location of equipment and material during construction (Planning).
27. For all projects resulting in buildout of the site, such that construction staging cannot occur on site, the applicant must obtain Maintenance of Traffic Plan approval by the City Engineer for period of construction prior to issuance of a building permit (Planning).
28. Per O-2017-027 & O-2018-019, commercial properties under construction are required to provide security to fencing with screening showing project rendering covering at least 75% of the length of the fence along an arterial or state right-of-way & 25% for local roads and must include name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal. 2X requested (Planning).
29. **PUBLIC ART PROGRAM:** Per O-2019-025, New development and redevelopment in non-residential, mixed-use and multi-family zoning districts shall provide fee for the creation, acquisition and installation of public art in the city (Planning)
30. The Master Development Plan on page 9 of the DDG shows a pedestrian cross access easement. Prepare easement language for the City Attorney's Office to review before recording it in Broward County Public Record. Must be reviewed and recorded prior to issuance of a building permit (Planning).

31. Enter into a Developers Agreement for park improvements, for separate review and approval by the City Commission (Planning).
32. Identify location of pedestrian cross access easement along east side of the property. 2<sup>nd</sup> time requested (from Plat comments) (Planning).

Additionally, a Plat application has been submitted for the property that is being processed separately.

#### CITY COMMISSION PREVIOUS ACTION

On October 28, 2019, the City Commission changed the zoning on the property from Industrial, Research, Office, Marine (IROM) to Planned Small Lot Mixed-Use Development District (PMUD-SL).

#### **Recommendation**

Approve the site plan with remaining DRC comments as conditions of approval.

## **RESOLUTION NO. 2020-125**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE DEVELOPMENT DESIGN GUIDELINES (DDG) AND SITE PLAN (SP-056-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, ON BEHALF DANIA BEACH MARINA CORP. FOR THE PROPERTY GENERALLY LOCATED 90 N. BRYAN ROAD WITHIN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Chapter 28 of the “Land Development Code” (the “LDC”), Part 6 “Development Review Procedures and Requirements,” Article 635 “Site Plans,” and Part 3 “Special Zoning Districts,” Subpart 5 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Section 350-30(R) “Site Plan Approval,” site development shall comply with the established PMUD-SL regulations and the approved Development Design Guidelines; and

**WHEREAS**, LDC Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Section 350-40 “Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Requirements,” provides that no building permit for a structure or building shall be issued by the City and no development shall commence unless in conformity with the approved Development Design Guidelines (DDG) and an approved final site plan; and

**WHEREAS**, pursuant to LDC Section 350-40, Kimley-Horn and Associates, on behalf of Dania Beach Marina Corp. (the “Applicant”) has submitted the Bryan Road PMUD-SL District 1 (90 Wave) Development Design Guidelines (DDG), attached as Exhibit “C,” which provide for the standards and regulations of the future development of the portion of the PMUD-SL (District 1), as legally described in Exhibit “A;” and

**WHEREAS**, the Applicant has requested Site Plan (SP-056-20) approval to permit the development of a mixed use project with 380 dwelling units and 48,000 sf of commercial uses (integrated with a parking garage) with ground level retail, attached as Exhibit “D,” consistent with the DDG, to be located on the property as legally described in Exhibit “A;” and

**WHEREAS**, the Site Plan (SP-056-20) has been reviewed for compliance with the Bryan Road PMUD-SL District 1 Development Design Guidelines (DDG) in accordance with Article 635 and Article 350 of the LDC; and

**WHEREAS,** the City Commission conducted a duly noticed public hearing in accordance with Article 610 of the Land Development Code; and

**WHEREAS,** the City Commission finds that the approval of the proposed DDG and Site Plan (SP-056-20) will protect the public health, safety, and welfare of the residents of the City, and furthers the purpose, goals, objectives and policies of the Comprehensive Plan; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing “WHEREAS” clauses are ratified and confirmed as being true and correct, and they are made a part of and incorporated into this Resolution by reference.

**Section 2.** That pursuant to Chapter 28, “Land Development Code,” Part 6 “Development Review Procedures and Requirements,” Article 635 “Site Plan,” and Part 3 “Special Zoning Districts,” Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Section 350-40 “Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Requirements,” the following Site Plan (SP-056-20) attached as Exhibit “D,” which is made a part of and incorporated into this Resolution by reference is approved subject to the conditions contained in Exhibit “B”.

**Section 3.** That pursuant to LDC Section 635-100 “Expiration of Site Plans,” the Site Plan (SP-056-20) approval shall automatically expire and become null and void eighteen (18) months from the effective date of this Resolution unless the Applicant files a complete building permit application and secures approval of building permits for the improvements shown on the Site Plan within the eighteen (18) month time frame, unless an extension is granted pursuant to the LDC or Florida law.

**Section 4.** That the issuance of a development permit by a municipality does not in any way create any right on the part of an Applicant to obtain a permit from a state or federal agency, and does not create any liability on the part of the municipality for issuance of the permit if the Applicant fails to obtain requisite approvals or does not fulfill the obligations imposed by a state or federal agency, or undertakes actions that result in a violation of state or federal law.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY



**Exhibit "A"**  
**Legal Description**

ALL OF PARCEL "A", OF "BRYAN ROAD WAREHOUSES", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN THE PLAT BOOK 170, PAGE 112, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; TOGETHER WITH A 40 FOOT STRIP OF LAND LYING ADJACENT TO AND CONTIGUOUS WITH THE EASTERLY BOUNDARY OF SAID PARCEL "A".

PARCEL "A" ALSO DESCRIBED AS:

THE WEST (W.1/2) OF THE SOUTHWEST QUARTER (SW.1/4) OF THE NORTHEAST QUARTER (NE.1/4) OF THE SOUTHEAST QUARTER (SE.1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, SAID LANDS SITUATED, LYING AND BEING IN BROWARD COUNTY, FLORIDA; LESS THOSE PORTIONS CONVEYED BY WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 2161, PAGE 802; OFFICIAL RECORDS BOOK 3559, PAGE 291 AND OFFICIAL RECORDS BOOK 5499, PAGE 397, ALL IN THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. SUBJECT TO EXISTING EASEMENTS, RIGHTS OF WAY, COVENANTS, RESERVATIONS AND RESTRICTIONS OF RECORDS, IF ANY.

SAID LANDS BEING IN THE CITY OF DANIA BEACH, BROWARD COUNTY, FLORIDA AND CONTAINING 102954.01 SQUARE FEET OR 2.36 ACRES MORE OR LESS.

## **Exhibit “B”**

### **Conditions of Approval**

1. Page 15 of the study includes mitigation of the signal timing at the intersection of Bryan Road and Stirling Road. The future total condition with signal optimization brings the intersection LOS from an F to a D in the pm peak hour. As a condition of approval, we would recommend the applicant to coordinate with Broward County the optimization of this signal. It may have to wait for the appropriate time for the traffic conditions to develop in order for Broward County to proceed with the signal optimization as suggested (Traffic Engineering).
2. According to page 28 of the updated traffic study, the applicant will construct right turn deceleration lanes at the two proposed site driveways. The study also indicates that the exact parameters related to these lanes will be determined during the platting process. We recommend having a condition of approval indicating that right turn deceleration lanes will be provided at the two driveways for the 70 Wave and 90 Wave sites, subject to Broward County’s conditions of approval process (Traffic Engineering).
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the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal. 2X requested (Planning).

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30. The Master Development Plan on page 9 of the DDG shows a pedestrian cross access easement. Prepare easement language for the City Attorney's Office to review before recording it in Broward County Public Record. Must be reviewed and recorded prior to issuance of a building permit (Planning).
31. Enter into a Developers Agreement for park improvements, for separate review and approval by the City Commission (Planning).
32. Identify location of pedestrian cross access easement along east side of the property. 2<sup>nd</sup> time requested (from Plat comments) (Planning).

**Exhibit “C”**

**Bryan Road PMUD-SL District 1 Development Design Guidelines (DDG)**

**Exhibit “D”**  
**Site Plan**

# DESIGN GUIDELINES: 90 WAVE AND 70 WAVE



Prepared for:

DANIA BEACH MARINA CORPORATION



Prepared by:

Kimley»Horn

September 2020



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## SECTION 1 INTRODUCTION AND INTENT

### (1) INTRODUCTION

Dania Beach Marina Corp, the Applicant for 90 North Bryan Road, 70 and 50 South Bryan Road in the City of Dania Beach is proposing to redevelop the 5.79-acre total site area with a mixed-use development known as “90 and 70 Wave” (“Project”). The project consists of predominately residential and commercial along with office use, the density of which is included later in this document.

The proposed development is designed as an integral part of an emerging mixed-use lifestyle corridor along Bryan Road spurred by the development of Dania Pointe, a large-scale Planned Mixed-Use Development (PMUD) on the west side of Bryan Road.

The development activity within this corridor has resulted in the opportunity for property owners along Bryan Road to redevelop their properties into an innovative and compatible mixed-use development. As such, these properties have been rezoned to a newly created Planned Mixed-Use Development-Small Lot (PMUD-SL) zoning district, known as the Bryan Road Corridor PMUD-SL (see Figure 2).

The Dania Beach Marina PMUD-SL (District 1) zoning application included a Master Development Plan (“MDP”) (Figure 3) illustrating two (2) districts. This MDP conceptually illustrates the Bryan Road street section, building envelopes and setbacks in order to provide consistency and continuity within the Bryan Road Corridor PMUD-SL. The design guidelines in this document shall apply only to District 1, located at 90 North Bryan Road, 70 South Bryan Rd and 50 South Bryan Road (see Figure 4).

The District 1 PMUD area is 5.92 acres which contributes to the minimum 10-acre requirement set forth in the PMUD-SL for both District 1 and District 2. PMUD area is measured from the centerline of the immediately adjacent roadways and the eastern property boundaries as applicable, thus the reason it is larger than the total site area for District 1 previously mentioned. The property is currently zoned PMUD-SL with an underlying land use of Regional Activity Center (RAC) within the City’s Community Redevelopment Area (“CRA”) (see Figure 2).

The nearby properties are zoned:

| Direction of Nearby Properties | Zoning                |
|--------------------------------|-----------------------|
| South (District 2)             | PMUD-SL               |
| East (adjacent canal)          | NBHD-RES, IROM and IG |
| West                           | PMUD/IROM             |
| North                          | IROM                  |

The properties to the east of the canal are zoned Neighborhood Residential (NBHD-RES) and General Industrial (IG). Two parcels without an assigned zoning district, are owned by the South Florida Water Management District and separate the District 1 property from the NHBD-RES property. The property to the west, commonly known as Dania Pointe, is zoned Planned Mixed-Use Development (PMUD).

Figure 1: Location Map



The conceptual master plans and design guidelines of this report collectively called “development design guidelines” are designed to best achieve the common goals of the Bryan Road Corridor PMUD-SL and the City of Dania Beach to continue to provide world class destinations and services to the residents of Dania Beach and east Broward County. As proposed, the Master Development Plan (MDP) is broken down into two (2) districts; District 1 (Commercial-Office-Residential-Hotel-Marina) and District 2. District 1 represents approximately 2/3 of the MDP spanning from NW 1st Street on the north to just south of Arrow Place on the south. The properties seek to take advantage of the waterfront at the rear of their properties to provide private amenities, including docking facilities and walkways along the waterfront. Where feasible, that no public ROW impedes, and that both property owners agree, pedestrian cross access is allowed between the districts. This cross-access easement is intended to be a designed amenity such as a continuous boardwalk, sidewalk or

waterfront feature as allowed by the City of Dania Beach, SFWMD and USACE. Each District would be responsible for their respective portion of the cross-access with each respective site plan submittal.

## (2) INTENT

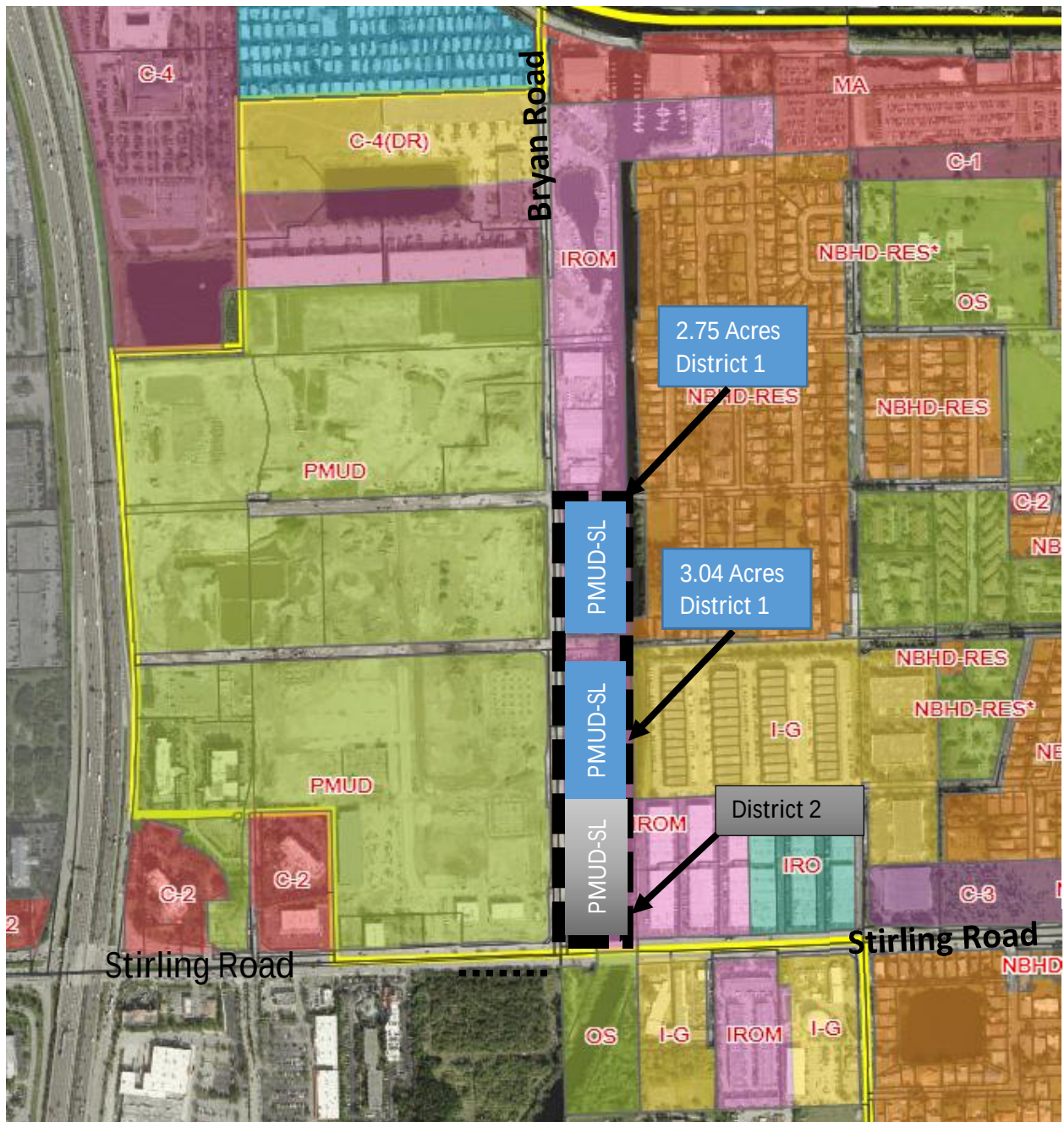
The Dania Beach RAC land use designation is intended to provide the needed flexibility to permit increased development intensity on certain sites without the need to process site specific land use plan amendments. The PMUD zoning district adjacent to the property furthers the intent of the City's redevelopment plans by supporting large-scale mixed-use development with direct access to an arterial roadway within the RAC. The City's Land Development Code reserves the PMUD zoning designation for properties that have a minimum size of fifty (50) acres of contiguous land. Thus, a new PMUD-SL district was created for properties that do not meet the minimum 50-acre requirement.

The intent of these design guidelines is to create parameters for District 1 based on the documentation of existing conditions as well as planning for future expansion. The Master Development Plan was required for District 1 to rezone from C-3 and IROM to PMUD-SL which occurred in 2019, (ORD #2019-018, see appendix). The District 1 design guidelines control specific development standards or bulk regulations for District 1. The design guidelines further require architectural, landscaping and design features that would be consistent within District 1 and compatible with elements of the Bryan Road PMUD-SL Master Development Plan, particularly landscaping, pedestrian lighting and hardscape within the Bryan Road Corridor as illustrated in the Bryan Road PMUD-SL Plan and Street Sections.



## ZONING MAP

Figure 2: Zoning Map



## SECTION 2 DEFINITIONS

Refer to the City of Dania Beach Code of Ordinance Section 725-30 for applicable definitions unless otherwise noted and defined herein.

## SECTION 3 PERMITTED USES

The PMUD-SL may only be utilized within the Dania Beach Regional Activity Center (RAC). Generalized permitted uses are those set forth in the Dania Beach RAC which include residential, hotel, commercial, recreation, office and employment center. A functional mix of uses should be provided and may be horizontally and vertically mixed within a building(s) as well as within the PMUD-SL as regulated in these design guidelines. All permitted, conditional, special exception, restricted or prohibited uses within the PMUD-SL shall be identified and established below (see Exhibit 1: Permitted Uses; Exhibit 2: Conditional Uses; Exhibit 3: Prohibited Uses).

### *Exhibit 1: Permitted Uses*

| Permitted Uses              |
|-----------------------------|
| (1) Residential (Live/Work) |
| (2) Commercial              |
| (3) Office                  |
| (4) Hotel                   |
| (5) Marina                  |

Specific uses include the following:

- (1) Community meeting rooms, recreational facilities, private clubs and other places of public assembly accessory to the residential or hotel use.
- (2) Retail and service establishments including grocery stores, restaurants, bars or taverns for on-premises consumption of alcoholic beverages, spas, salons, beauty shops, barbershops, athletic clubs or gymnasiums, group instruction, art gallery, daycare center, pet shop, deli, baked goods/bakery including those within a retail/grocery store and other similar uses, watercraft rentals and marine uses.
- (3) Art studios and retail shops.
- (4) Open-air cafes and restaurants.
- (5) Residential including multifamily.
- (6) Hotels.
- (7) Business, medical, dental and other professional offices.

*Exhibit 2: Conditional Uses, Special Exceptions or Restricted Uses*

| Conditional Uses, Special Exceptions or Restricted Uses |
|---------------------------------------------------------|
| None                                                    |

*Exhibit 3: Prohibited Uses – Any use not specifically identified as permitted, will be considered prohibited.*

| Prohibited Uses                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------|
| (1) Any use not specifically identified as a permitted use will be considered a prohibited use unless otherwise approved by the City of Dania Beach. |

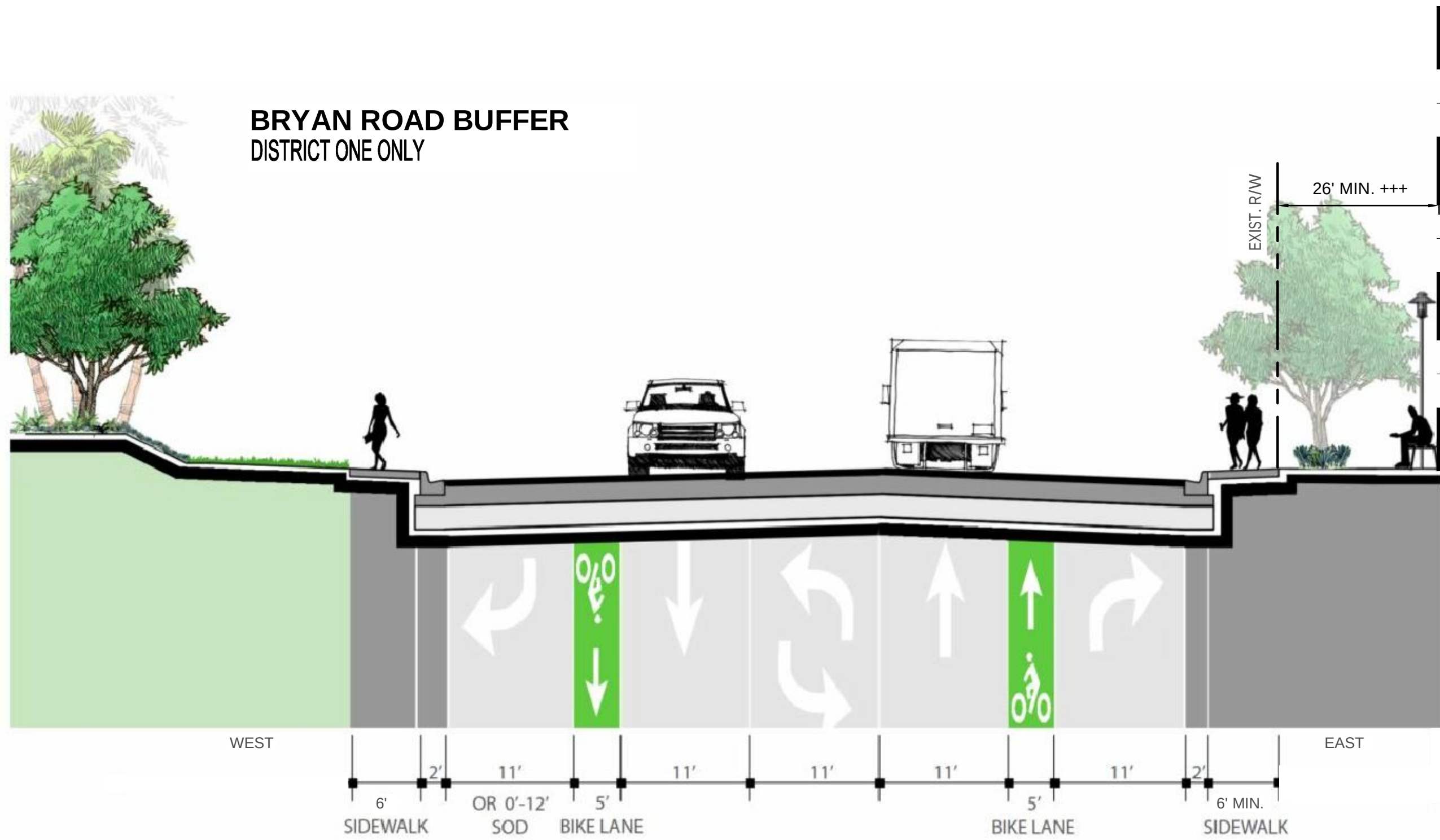
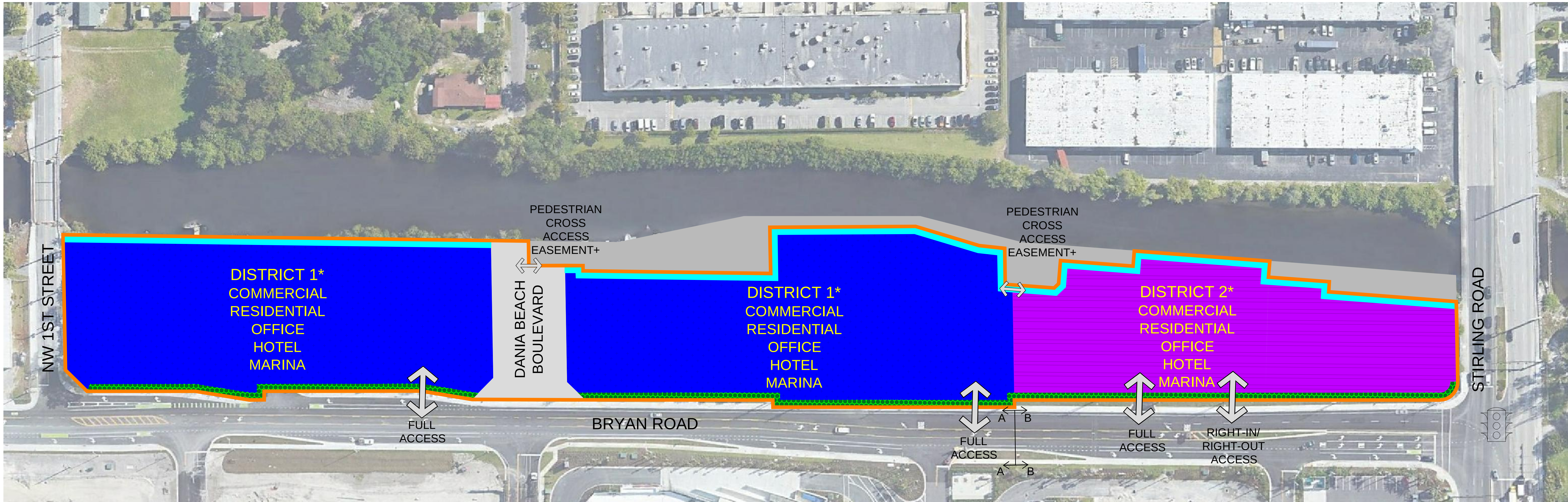
## SECTION 4 DISTRICT 1 MASTER DEVELOPMENT PLAN

### MASTER DEVELOPMENT PLAN

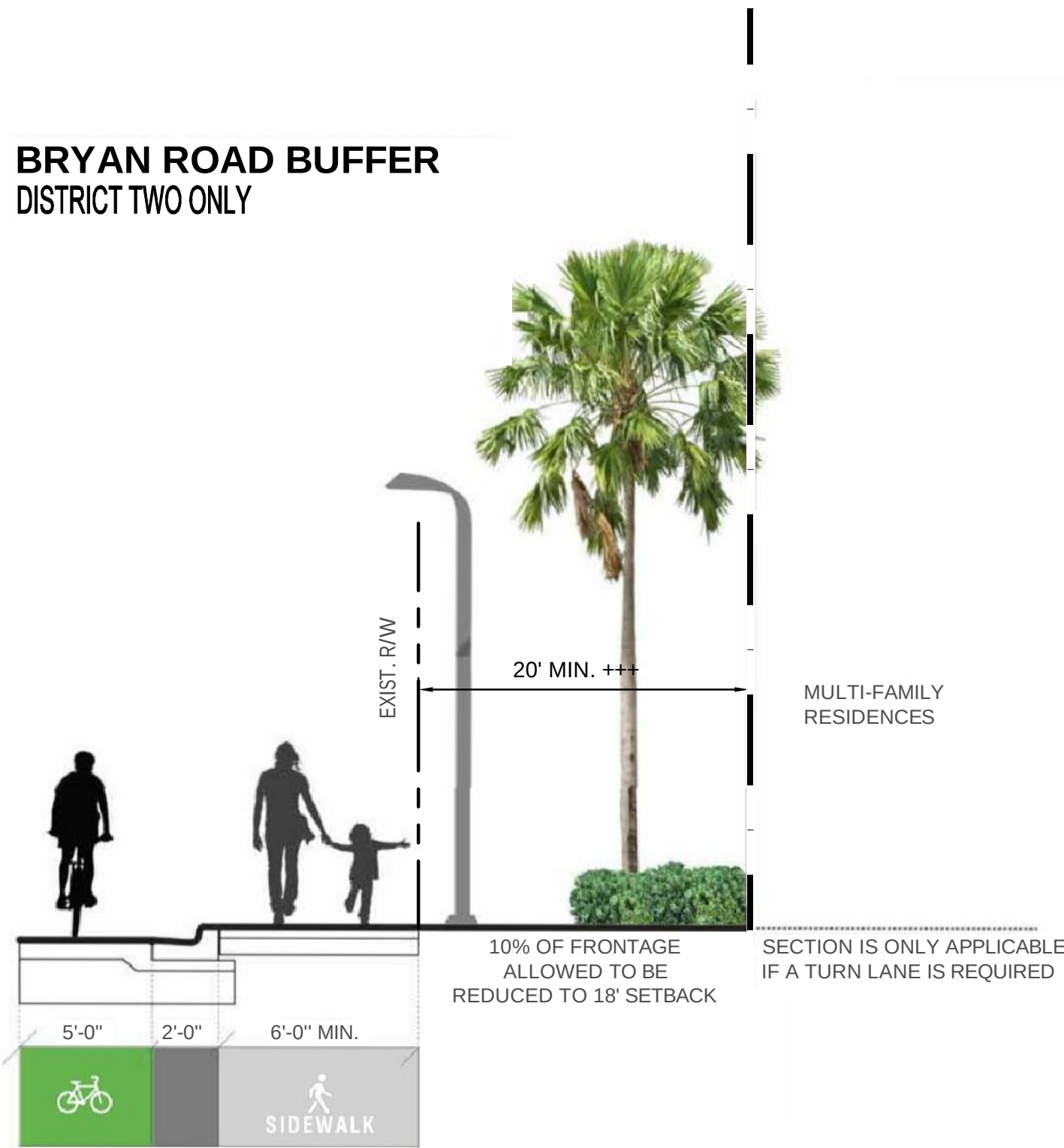
The Master Development Plan (“MDP”) is the guide for establishing certain development regulations and criteria for the ultimate build-out of the Bryan Road Corridor PMUD-SL along the frontage of District 1. The MDP provides conceptual graphics to designate elements of the proposed development including building setbacks, site access, and streetscape design. As proposed, Section 5 includes Development Standards, Architectural Standards, Landscape and Irrigation Standards, and Sign Standards. Section 6 includes Utility Provider and Service Standards.



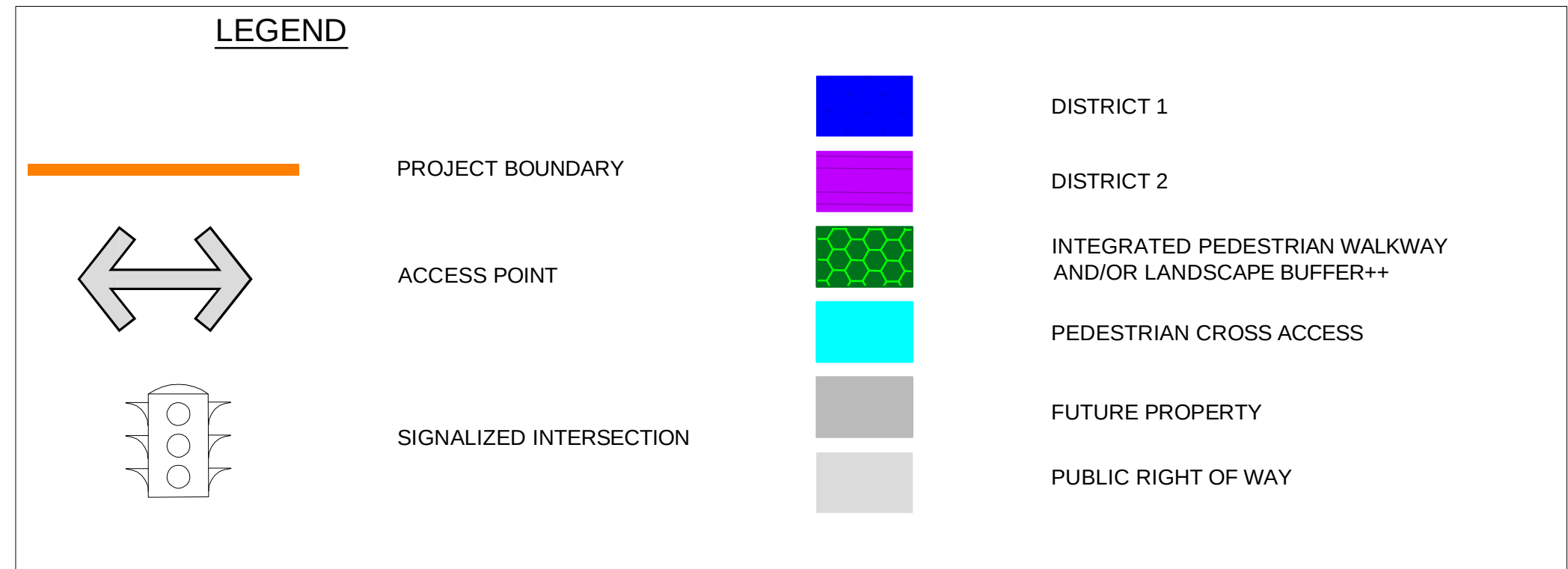
Plotted By: Lawton, Jacob  
Sheet Set: Kimley-Horn Master Development Plan - October 28, 2019 - 07:36:08am  
K:\V\B\DEV\147706000 Dania Beach Marina\CAD Exhibits\MASTER DEVELOPMENT PLAN\Master Development Plan.dwg  
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



EXISTING BRYAN ROAD - SECTION A



EXISTING BRYAN ROAD - SECTION B



\* NUMERICAL DESIGNATION OF DISTRICTS IS TO SIGNIFY SEPARATION OF SITE PLANS AND DEVELOPMENT DESIGN GUIDELINES

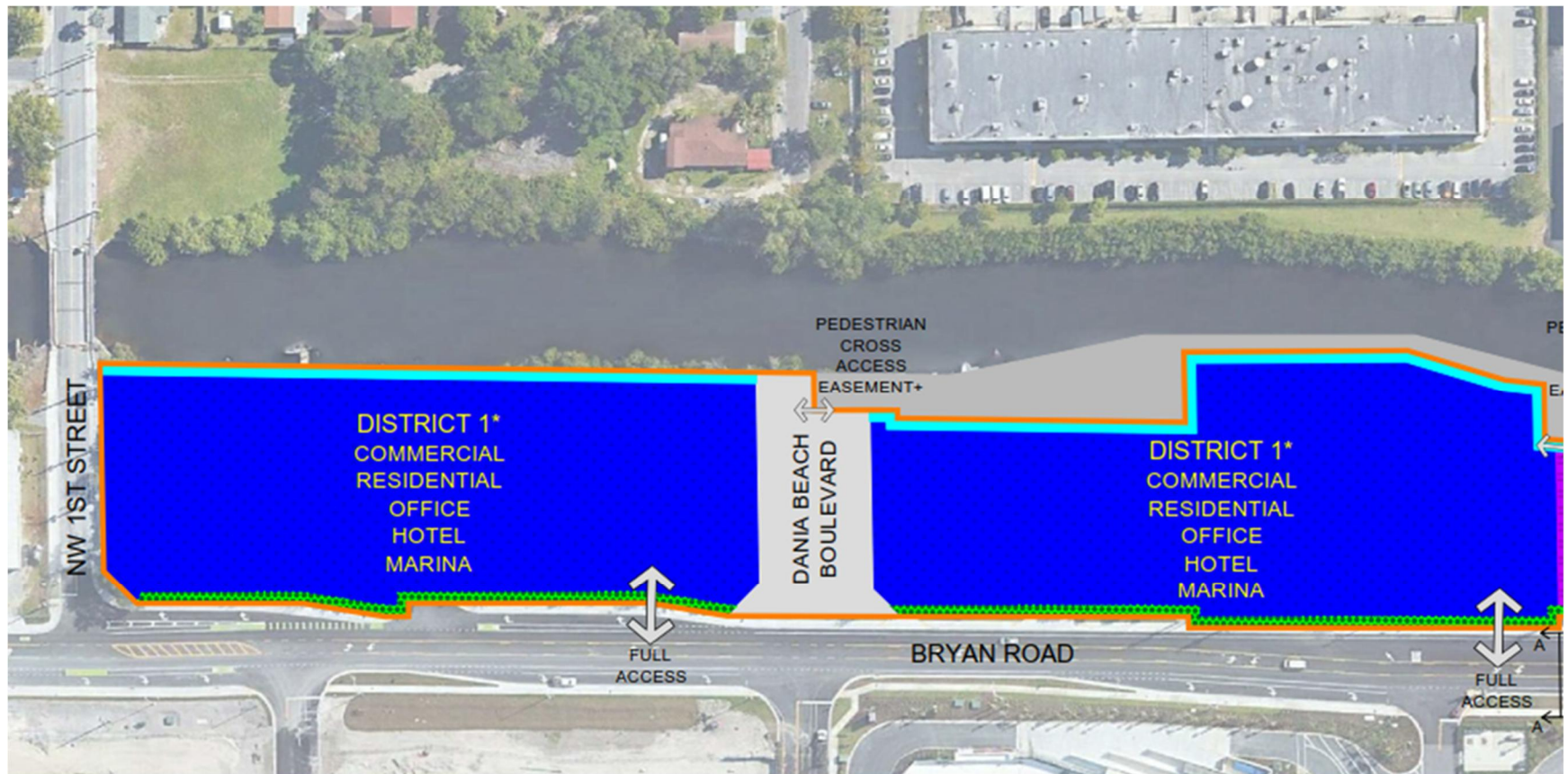
+ PEDESTRIAN CROSS ACCESS EASEMENT TO BE ESTABLISHED AT NOTED LOCATIONS

++ INTEGRATED PEDESTRIAN WALKWAY AND LANDSCAPE TO INCLUDE STREET CANOPY AND ORNAMENTAL TREES CONSISTENT WITH BEST LANDSCAPING PRACTICES AND AS CONSISTENT WITH THE BRYAN ROAD CROSS SECTIONS. AREA TO ALSO INCLUDE A MINIMUM 6 FOOT WIDE SIDEWALK WITH ORNATE TRASH RECEPTACLES, BENCHES, PEDESTRIAN LIGHTING AND BUS SHELTER WHERE DEEMED NECESSARY. 35 FT TREE SPACING ALONG BRYAN ROAD

+++ REQUIRED MINIMUM BUILDING SETBACK INCLUDES AREA FOR FUTURE EXPANSION OF BRYAN ROAD.

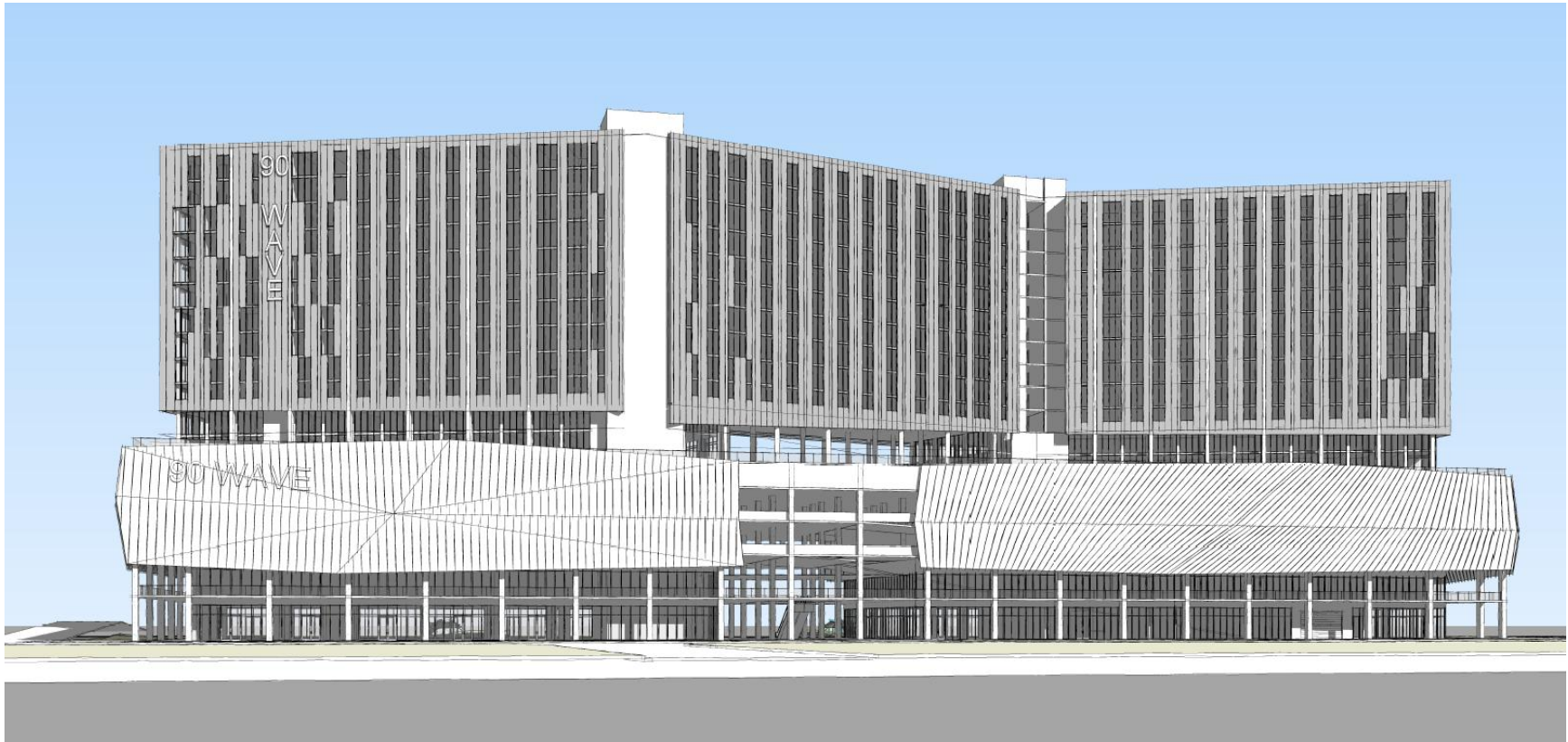


Figure 4: District 1 Master Development Plan



## ILLUSTRATIVE GRAPHICS OF BUILDING TYPOLOGIES

Figure 5: *West View*



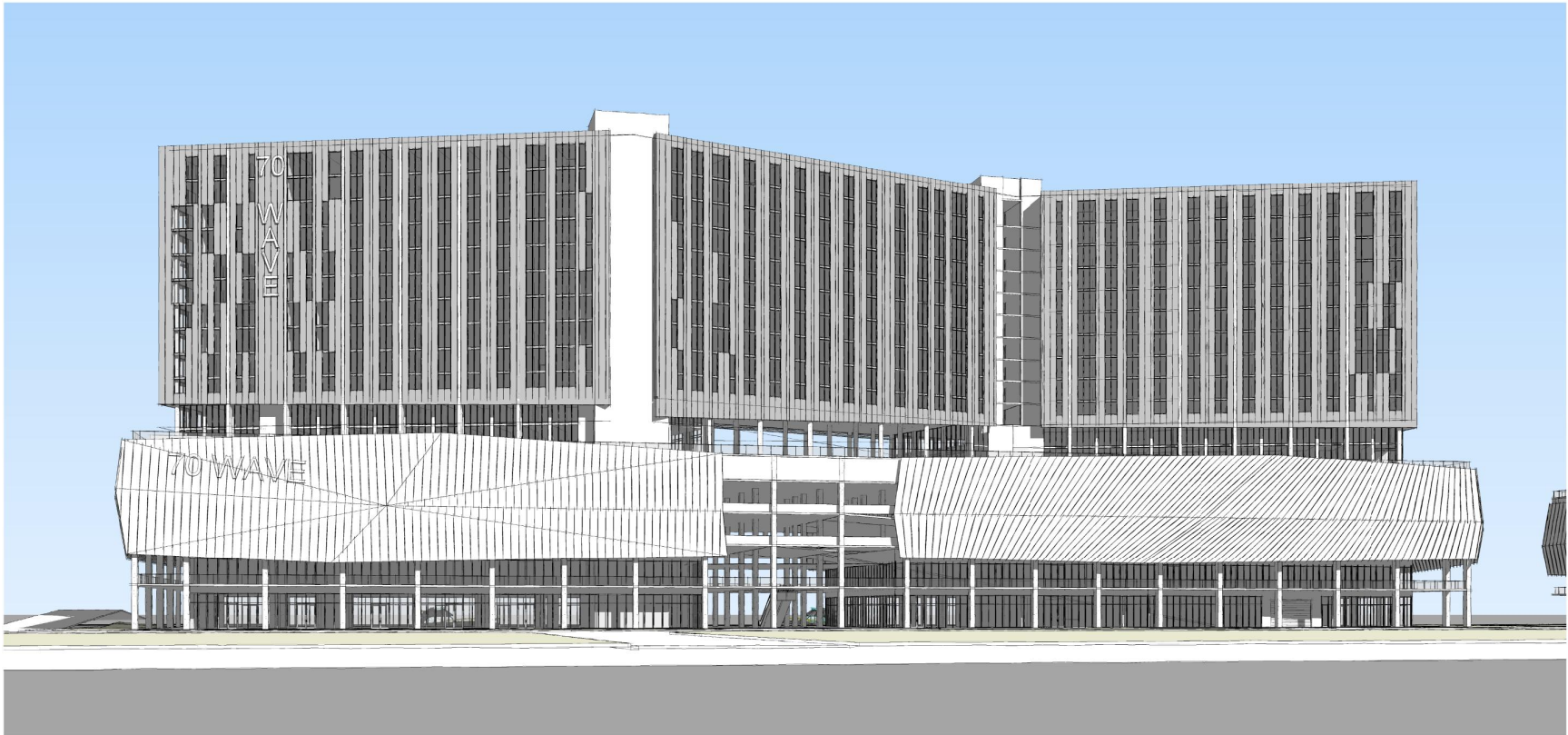




Figure 6: *Perspective View*

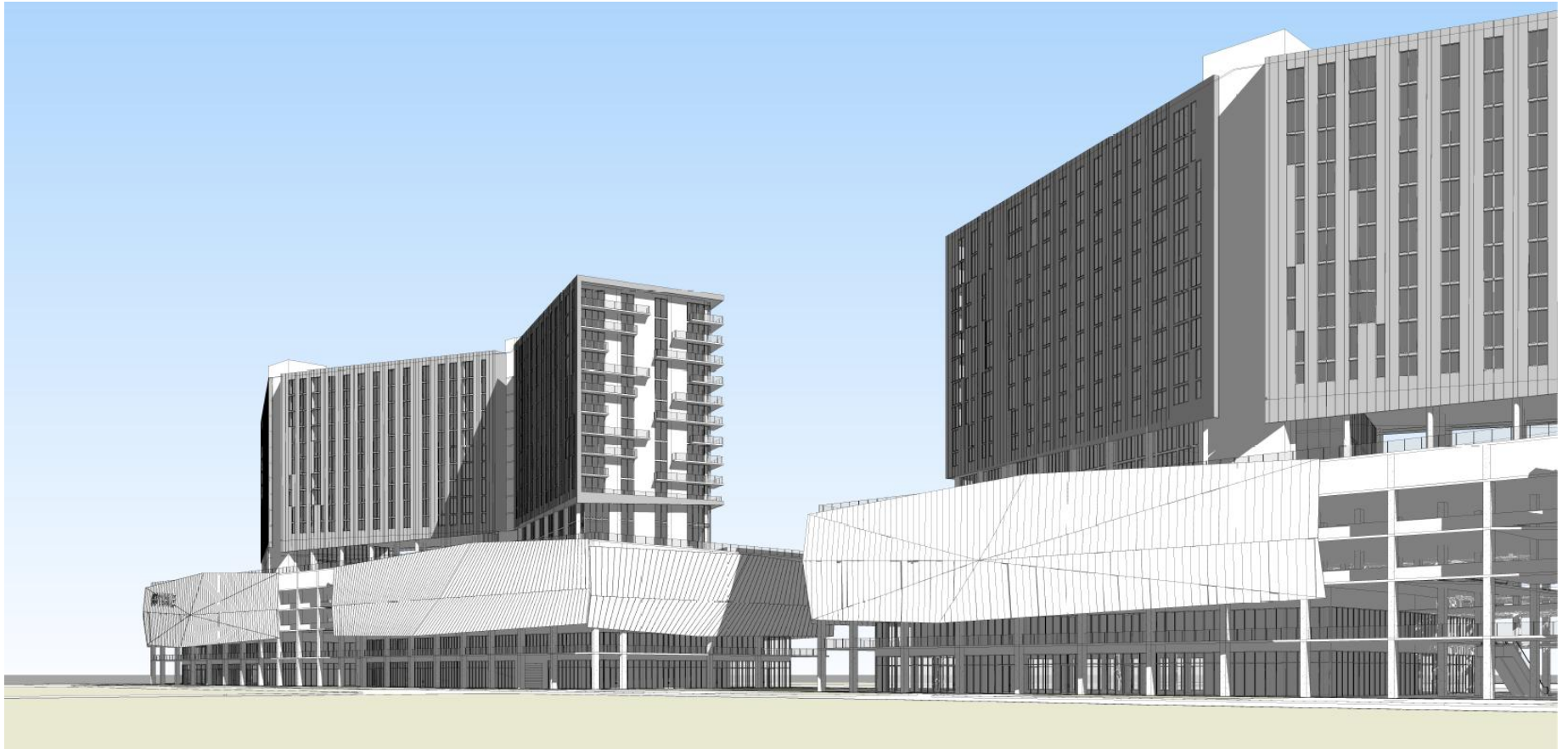


Figure 7: *Perspective Rendering*



## SECTION 5 DEVELOPMENT STANDARDS

### (1) INTENT

Development standards includes those items generally pertaining to the height, perimeter setbacks, orientation, design standards, landscaping, parking, development themes, visual appearance and others as included herein.

### (2) COMPATIBILITY

The District 1 design guidelines have been developed based on existing site features, available infrastructure, and the adjacent properties. The Project provides a sustainable mix of compatible land uses both internally and externally with adjacent properties (such as Dania Pointe and those found within the MDP) and, more importantly, provides flexibility to best respond to current and future land uses, changes in building and development patterns and changes to community demographics. Additionally, it provides external compatibility with surrounding properties similarly located within the City's RAC and encouraging compatible land uses to those permitted under the PMUD-SL zoning. In encouraging residential compatibility, PMUD-SL zoning is an effective land use control promoting high quality, compact mixed-use development complemented by commercial and recreation uses with a high level of access to surrounding developments and amenities. These elements form the basis for an attractive community and contribute to improved health, safety, and welfare for residents.

### (3) DENSITY AND INTENSITY

The density and intensity of land uses within a PMUD-SL shall be consistent with the Dania Beach RAC provisions set forth in the Future Land Use Element of the City's Comprehensive Plan. As proposed, Bryan Road PMUD-SL District 1 is proposing the following maximum entitlement:

| Residential Units       |     | Non-Residential |        |
|-------------------------|-----|-----------------|--------|
| Maximum number of units | 760 | Maximum SF      | 86,000 |

### (4) LOT COVERAGE, PERVIOUS AREA, AND OPEN SPACE

Lot coverage and pervious area minimums for any lot within, or combination of lots as may be separated by a public ROW, or as the whole of District 1 may be described in accordance with those enumerations in Exhibit 4. Pervious area is defined as land surface that presents an opportunity for precipitation to infiltrate directly into the ground. Open space is defined as an area that is unencumbered by principal buildings, structures, private streets, driveways, and vehicular use areas. Any space that consists of sidewalk, water, docks, hardscape, pedestrian area, and utility areas may be considered open space. FAR is defined in Sec. 725 of the Code and Open-air amenities or floor space not enclosed is not to be counted therein. There is not proposed to be any minimum lot area within the development and if special tax parcels or other parcels are created, it is not the intent to impose these standards or any section of the City code on the individual parcels. The standards shall apply to the entire District 1.

#### *Exhibit 4: Lot Coverage, Pervious Area, & Open Space*

|                             |              |
|-----------------------------|--------------|
| Principle Building Coverage | 60% Maximum  |
| Pervious Area               | 5% Minimum   |
| Open Space                  | 35% Minimum  |
| FAR                         | 4.75 Maximum |

#### (5) MINIMUM SETBACKS AND ROADWAY EASEMENT

The following District 1 criteria is established for principal building setback purposes based on the abutting existing right of way lines.

#### *Exhibit 5: Setbacks and Roadway Easement*

|                              | Minimum | Location Description |
|------------------------------|---------|----------------------|
| NW 1 <sup>st</sup> Street    | 15'     | Side                 |
| Interior                     | 10'     | Side                 |
| Bryan Rd Existing ROW        | 26'     | Front                |
| Bryan Rd Future Proposed ROW | 15'     | Front                |
| Dania Beach Blvd             | 14'     | Side                 |
| C-10 Canal*                  | 0'      | Rear                 |

\*measured from property line

Docks, floating docks, seawalls or pavilion structures are allowed to encroach into the area beyond the seawall as long as they are located within property lines. A minimum ten (10') foot wide pedestrian cross-access easement shall be dedicated within the rear property as permitted and allowed by the City of Dania Beach, South Florida Water Management District, USACE and adjacent property owners.

The appurtenances such as balconies, screening or signage are allowed to overhang into any setback up to a maximum of 7.5'. The building setback is allowed to be reduced in the event a right-of-way dedication is required by an agency in the future and authorized by the City of Dania Beach.

#### (6) BUILDING SEPARATION

Dania Beach Marina represents a mixed-use integrated site design where principal and accessory buildings/structures are interconnected into one (1) unified building structure per lot or combinations thereof. Due to the nature of the development, no building separation standard is proposed. The District 1 buildings will be separated by the public right of way in Dania Beach Boulevard or potential future pedestrian area and setbacks identified in Section 5 above. In the event that this right of way is added into the development and a building is added, the minimum building separation may still be zero feet as approved by the Fire Marshal.

#### (7) BUILDING HEIGHT

As proposed, the Project is proposing a maximum building height of 210' above finished floor elevation, which height will include appurtenances, architectural features, front facades or similar design features that may be attached to a building.



## (8) PUBLIC ACCESS & CIRCULATION

Each building use shall have access to a public street either directly or indirectly via an approach, private road, or other area dedicated to the public or private use or common easement areas. Such paved access at the ultimate right of way line shall be a minimum of 24 feet wide at the existing property line for two-way traffic. The City shall be allowed access on privately owned roadways, easements and common open space to ensure the police and fire protection of the area, to meet emergency needs, to conduct City services, and to generally ensure the health and safety of the residents. A minimum ten (10') foot wide pedestrian cross-access easement shall be dedicated within the rear property as permitted and allowed by the City of Dania Beach, South Florida Water Management District, USACE and the adjacent property owners.

District 1 will be allowed to have a continuous and connected pedestrian circulation system throughout District 1 for all buildings and uses, parking, transit and other common areas by way of the public ROW along Bryan Rd. District 1 shall have the ability to interconnect via any public function that is situated between any non-consecutive or noncontiguous lots of District 1. The property will be interconnected with District 2 of the PMUD-SL for all buildings and uses, parking, transit and common areas by way of the public ROW along Bryan Rd. Furthermore, the PMUD-SL shall be allowed to foster the use of alternative modes of transportation, which will include pedestrian, bicycle, transit, and potentially non-motorized or motorized marine vessels through measures which can include the mix and intensity of uses, building placement, utilization of green practices, transit amenities, and posting of transit route information, as applicable.

## (9) OFF-STREET PARKING, STRUCTURED PARKING & LOADING

The proposed mixed-use development within District 1 has the ability to share parking facilities, surface, structured and on-street parking as needed. In addition, parking facilities shall be subject to the following;

- (1) No parking space may encroach, hinder or otherwise block a public roadway.
- (2) Off-Street Parking, Tandem Parking and Lift Parking may be provided as angled or 90-degree parking stalls with a minimum dimension of eight and one-half (8.5) feet wide by eighteen (18) feet deep measured along the angle of space.
- (3) Off-Street Parallel parking may be provided with a minimum dimension of nine (9) feet wide by twenty-two (22) feet deep.
- (4) Lift Parking and Tandem Parking may be used to satisfy minimum parking requirements.
- (5) Parking Drive-Aisles may be reduced to 22 ft as only necessary.
- (6) Parking Garage Columns shall be located within 2' of the entrance of a parking space.
- (7) Parking Structure - Speed Ramp not to exceed 17%.
- (8) Parking Structure - Park on Ramp not to exceed 6.68%
- (9) The clearance between a parking space and a wall (excluding columns) other solid obstruction shall be a minimum of 1 foot only. The application thereof is at the discretion of the Land Development Director.
- (10) Wheel stops may be a maximum of 6 inches in height.

Parking ratios are based on the purpose and intent of alternate parking standards described in Sec. 265-60 and the intent of the parking reductions for mixed use developments methodology described in Sec. 265-90 of the Dania Beach Land Development Code. Warranted parking ratios are also based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All required parking for this establishment is met by the required ratios listed herein.

The development intends to implement and contribute to the Dania Beach Regional Activity Center purpose of “creating a compact work, live, shop and leisure environment that reduces transportation needs by combining uses and providing an attractive destination for tourists and local citizens”, which is reflected in the parking ratios provided within the Development Design Guidelines (DDGs). The development is supportive of and promotes a “car-free” or “car-optional” lifestyle through a mixture of proximity to uses that fulfill daily needs (i.e. grocery, fitness, pharmacy, employment), increased supply of bicycle parking spaces, access to transit and ridesharing services, and a robust parking & mobility demand management plan. Through the management of parking, the development will provide the following off-street parking ratios:

#### *Exhibit 6: Off-Street Parking*

|                              |                                                                                                    |
|------------------------------|----------------------------------------------------------------------------------------------------|
| Required Parking Calculation | 1.3 spaces per unit, 1 space per 250 SF of General Commercial                                      |
| Bicycle Parking              | Minimum 5% of Vehicle Parking for Residential<br>Minimum 10% of Vehicle Parking for Nonresidential |

Service areas including loading/unloading spaces shall be designed to include screen walls, landscaping, or other treatments to limit the visibility of the service area to the adjacent public street. Service areas shall be located outside of a public roadway and where practical, off of private drives, and identified through signage or other similar means. Accessible parking is to be provided based on the premise of the available self-park spaces.

Loading/unloading areas shall be convenient to the building(s) in which it serves. Due to the compact nature of the site, loading and unloading shall reside in the designated loading and unloading areas which may be within the parking garage. In no circumstance should loading or unloading occur in the public right-of-way unless for emergency purposes only. The sharing of such spaces (areas) between individual tenants, uses and buildings within District 1 shall be permitted. As proposed, Dania Beach Marina Redevelopment is providing the following off-street loading spaces:

#### *Exhibit 7: Off-Street Loading*

|                                               |                                |
|-----------------------------------------------|--------------------------------|
| Off Street Loading Areas (minimum of 1 space) | (1) 12'x35' Berth per Building |
|-----------------------------------------------|--------------------------------|

### **(10) VALET PARKING & RESERVED PARKING**

Up to one-hundred (100) percent of the required number of parking spaces for a use may be provided as valet parking by which attendants receive, park and deliver the automobile of occupants, tenants, customers and visitors, with or without charge. The intent of the development is for the ability of the valet to be an amenity use of the facility.

The operator must possess a valid city issued Certificate of Use, BRT and local business tax receipt for a valet service and prior to its operation. Each valet must be an employee of the operator and each must possess a valid State of Florida driver license. The operator shall have sufficient valets working at all times to avoid excessive stacking in the valet drop-off area. No excessive stacking shall exist when vehicles stacked for valet drop-off or pick-up extend into any drive aisle and impede the flow of routine traffic.

## **ARCHITECTURAL STANDARDS**

### **(1) INTENT**

Buildings, their overall massing and their facades should be designed to communicate a high quality, signature character with a wide appeal to a wide audience. The design should be capable of communicating the type of use being housed within the edifice.

### **(2) DESIGN ELEMENTS**

The use of asymmetry may be utilized strategically to impart interest and relief in the design of the façade.

The design should modulate abutting wall planes and provide articulations through juxtaposed and recessed stacks and where possible. Additionally, the framing or boxing of overall façade elements and the use of double-height elements may be encouraged to provide a sense of scale and legibility to the façade. These may be further enhanced by articulating the boundaries of windows or distinguishing entire stacks of façade elements in a contrasting trim color.

The symmetry and clean lines could be further enhanced by the aluminum railings designed in a horizontal fashion. The color of the railings should be complimentary to the building color. Exterior windows and sliding doors should make use of transparency, while attempting to mediate heat gain, if feasible.

The color schemes should be made-up of a palette of contrasting and complimentary colors in light hues that are responsive to the local identity of the South Florida climate and experience.

### **(3) ARCHITECTURAL STYLES**

The architectural style employed is a sub-tropical modern, contemporary design with design features responsive the international appeal of the South Florida region. It should accentuate sleek, clean geometric lines, overall symmetry and a balanced composition.

### **(4) BUILDING MATERIALS**

Building materials shall be as approved by the Florida Building Code and the City. CBS construction, metal frame and or tilt-up methods may be employed. Finished walls may be finished in stucco, sealed and painted. Where desired, the use of a cladding material may be employed, provided it is consistent with the identity of the overall design and character of the building. Materials should be true and they should prove to be long-lasting. Parapets or flat roofs are allowed.

Sliding Glass Doors and windows may use “Impact” glass, as approved by the Florida Building Code. Glass exterior doors from the lobby, amenity facilities, and retail areas may use impact, clear glass as approved by the Florida Building Code. Solid exterior doors may be hurricane-rated steel doors under the Florida Building Code.

Varying window heights and sizes can be provided to breakdown the overall scale of the façade. Corner glazing can be floor to ceiling to emphasize building edges.

#### (5) DECORATIVE BALCONIES

Residential unit balconies should provide relief to the façade such that they protrude or recess from the main building plane. Balcony railings shall be decorative in nature to be complementary to the architectural style of the building.

#### (6) SITE LIGHTING

District 1 is permitted to allow site lighting consistent with the table below:

*Exhibit 8: Lighting Standards*

|                |                                                                                                                                                                                    |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fixture Height | Lighting fixtures shall be a maximum of 25 feet in height.                                                                                                                         |
| Light Source   | Both LED and Metal Halide fixtures are permitted.                                                                                                                                  |
| Light Levels   | Minimum average light levels of one (1) light foot-candle in pedestrian areas. Maximum light spillage of 0.5 foot candles along areas that front residentially zoned or used land. |

In addition, District 1 lighting standards shall be consistent with the MDP per the PMUD-SL. Any right-of-way photometrics are to be supplied by the agency having jurisdiction at the jurisdiction's expense. District 1 is permitted to have decorative/enhanced lighting to accentuate landscaping or architectural elements i.e. up lighting.

#### (7) NOISE MITIGATION

*Hours for music and entertainment.* Music, singing and other forms of entertainment whether amplified or not, shall be permitted indoors at any time during business hours of any facility or business enterprise within the District, and in addition music, singing and entertainment shall be permitted outdoors within the district, however, such outdoor music, singing and entertainment shall not be permitted between the hours of 10:00 p.m. and 10:00 a.m. during weekdays and 11:00 p.m. and 10:00 a.m. on Friday, Saturday, Sunday and legal holidays. Businesses which intend to have outdoor music and entertainment will incorporate noise mitigation measures which may include materials to the extent needed, which mitigate the noise pollution. The logia areas will incorporate sound baffles and/or noise canceling technology in areas where outdoor music is incorporated.

Notwithstanding the foregoing, outdoor music and entertainment whether amplified or not, shall not be permitted in a manner which is plainly audible from a residential property for a period of one (1) continuous minute or longer. Residential property is defined as a property which is zoned Neighborhood Residential (NBHD) and occupied by a residential structure. For purposes of this section, compliance with this section shall be determined by standing on or within the real property line of the complainant's residential property.

## **LANDSCAPE DESIGN STANDARDS**

### **(1) INTENT**

The landscape subsection is intended to establish design standards for the planting and irrigation surrounding the site which shall be integrally designed to enhance the high-quality signature character and visual interest of District 1 while implementing Florida Friendly principles. Landscaping shall be used and located throughout the development to provide a pedestrian friendly environment for visitors and residents alike. The purpose of these provisions is to establish buffering and landscaping guidelines. The project has been designed to require buffering based upon the proximity and style of the building near the public right of way. Additionally, the project's location on a canal allows for a unique opportunity to provide environmental features and benefits where possible.

### **(2) DEFINITIONS**

Refer to Code Section 825-50 for landscape/tree preservation related definitions unless otherwise noted herein.

### **(3) GREEN DESIGN PRACTICES**

The Green Design Practices subsection is intended to encourage the use of recycled materials, energy efficient design, water conservation, and green building standards. Charging stations may be provided for 1 % of parking spaces within the garage. Recycling bins shall be provided to the residents. The units will be designed with energy efficient air conditioners and toilets. Showers may be water conserving and other appliances can include energy efficient standards. The irrigation system shall be designed to conserve water as well as provide a rain sensor.

### **(4) GENERAL LANDSCAPE & IRRIGATION STANDARDS**

The General Landscape Standards subsection is intended to encourage landscaping as a tool to enhance the pedestrian experience, provide beautification, provide a delineation of access, enhance features and architecture and provide environmental enhancement and preserve the natural edge along the east property line where possible. Pedestrian areas along Bryan Road shall include canopy trees which provide shade and aesthetic enhancements without conflicting with vehicles or pedestrian movement. Florida-friendly plants and landscaping principles shall be implemented in this mixed-use landscaping project. Florida-friendly principles will be followed so that a large percentage of native species are specified to conserve water and preserve natural resources.

#### **1. Plant Material:**

- a. The plant palette used for District 1 shall be composed of a minimum of 50 percent native species for trees, shrubs and groundcovers.

2. Due to the narrow nature of the property along Bryan Road, in District 1, tree cutouts within sidewalks or paver areas and other publicly accessible plaza areas shall be provided where possible to enhance the pedestrian experience. Palms or canopy trees can be provided to enhance the building façade.
3. Root barriers:
  - a. Canopy trees installed within ten (10) feet of utilities or a sidewalk shall provide a root barrier.
4. Schematic Irrigation plan submittals will be provided per City Code for the construction permit submittals.
5. Pervious area and open space minimums are to be consistent with that which is required by these development design guidelines.

## (5) BUFFERS & SCREENING

The Buffers and Screening subsection is intended to protect the views of the residents and adjacent property owners while establishing defined edges for the resident's safety and security.

(A) Buffer Dimension and Design: The following establishes the minimum buffer design requirements and minimum widths:

1. C-10 Canal Buffer: Per code section 275-90(b)(1), when multi-family is adjacent to public right of way, there is no specific buffer requirement, especially as there is a canal right of way; however, existing native Mangrove trees exist in the SFWMD right of way and shall be preserved unless modified by permit from SFWMD or USACE. Potted trees/palms can be utilized to meet any buffer requirements along the canal as long as they are semi-permanent structures. This, or a mixture of potted plants along with the utilization of the green screen if desired, can be considered sufficient to meet any requirements. C-10 Canal Buffer to read that the trademarked Greenscreen® (Greenscreen.com) will be utilized in situations where the potted trees/palms cannot be provided.
2. NW 1<sup>st</sup> St. Buffer: The North Buffer shall include a minimum 5' wide landscape buffer which contains one canopy tree per 40 lineal feet and a continuous hedgerow. If overhead utilities limit tree height, 1 palm or understory tree per 40 LF.
3. Interior (Adjacent to District 2): The South Buffer shall include a minimum 5' wide landscape buffer which contains one canopy tree per 40 lineal feet and a continuous hedgerow.
4. Bryan Rd Buffer: The West Buffer shall include a minimum of 1 canopy per 35 lineal feet. Where conflicts with Architectural elements occur, palms may be utilized in lieu of a canopy. Additionally, tree cut outs may have shrub and/or other ground cover plant material. Pedestrian amenity areas with outdoor seating and plaza areas shall be provided where feasible and consistent with the overall architecture and site design. Within the area of future right-of-way dedication, it shall be permitted to install native grasses or sod.
5. Dania Beach Blvd Buffer: See Exhibit below.
6. Within landscape buffers, the required trees and shrubs may be clustered to provide view corridors to signage and allow for clearance for utilities, drainage and visibility at intersections. The distance between landscape cluster areas shall not exceed 50 feet subject to the location of roadways, driveways, signage and/or infrastructure.

7. Any property screening may include vinyl coated fencing in combination with identified hedging materials at the sole discretion of the developer. Screen walls or buffer walls are not permitted in any scenario.

*Exhibit 9: Buffer Summary Table*

| Buffer                    | Minimum Width*   | Planting Requirements                                                                                           |
|---------------------------|------------------|-----------------------------------------------------------------------------------------------------------------|
| NW 1 <sup>st</sup> Street | 5'               | 1 canopy/ 40 LF + hedge (unless overhead utilities)                                                             |
| Interior                  | 5'               | 1 canopy/ 40 LF + hedge (unless overhead utilities)                                                             |
| Bryan Rd Existing ROW     | 8'               | 1 canopy/ 35 LF (Where conflicts with Architectural elements occur, palms may be utilized in lieu of a canopy). |
| Bryan Rd Proposed ROW     | 8'               | 1 canopy/ 35 LF (Where conflicts with Architectural elements occur, palms may be utilized in lieu of a canopy). |
| Dania Beach Blvd          | 5'               | 3 understory/palm / 40 LF**                                                                                     |
| C-10 Canal*               | Not Applicable** | 1 tree and 10 shrubs / 80 LF                                                                                    |

\*measured from property line

\*\*No width provided; buffer is provided as approved by City staff

\*\* 3 understory may equate to a canopy tree

## SIGN DESIGN STANDARDS

### (1) INTENT

The sign subsection is intended to establish graphics that provide for establishment identification and directional communication, while allowing the creation of unique and informative signs. The objective of quality signage and graphics is to present a clear hierarchy of information, direction and organization. Conformity in style, materials and location of signage will be a major element in establishing the design theme continuity with the Dania Beach Marina Redevelopment design guidelines. All vehicular signs shall conform with the FDOT Index 546 sight triangle requirements.

### (2) GENERAL SIGN REGULATIONS

All signs to follow the requirements of the Land Development Code Article 505 sections 505-10, 505-20, 505-30, 505-40, 505-50 and 505-90, unless otherwise noted herein.

*Exhibit 10: Signage Summary Table*

|                         | Maximum                                  |
|-------------------------|------------------------------------------|
| Building Identification | 10% of Building Façade                   |
|                         | Consistent with overall design and color |

|                       |                                                               |
|-----------------------|---------------------------------------------------------------|
| Tenant Identification | One (1) sign per column bay, as needed                        |
|                       | Two (2) feet tall by twenty-five (26) feet in width           |
|                       | Consistent with overall design, color and tenant requirements |

## UTILITY PROVIDER AND SERVICE

Water and wastewater service is presently available to the property and provisions have been made for the connection to these systems; connection points will be coordinated with the City of Dania Beach. Utilities are intended to be designed and developed as private infrastructure connecting to public systems. Lift Stations are to be constructed as private stations. All utilities beyond the point of service are private facilities. Utility designs will meet Broward County and Florida Department of Health and Environmental Protection Standards. Easements necessary to serve the development (internal) shall be provided as follows:

- 10' where similar utility lines are installed separately and horizontally separated by the FDEP minimum of 3 ft; or
- 20' where differing utility lines are co-located

Easements will be dedicated to the City via a separate instrument; a plat shall not be required. Development will comply with Florida State Statutes 633, Florida Administrative Code 69A, currently adopted NFPA codes, the currently adopted edition of The Florida Fire Prevention Code and the currently adopted edition of the Broward County Amendments to The Florida Fire Prevention Code.

## CITY OF DANIA BEACH REVIEW PROCESS

In accordance with the purpose and intent of the Planned Mixed-Use Development District, and to encourage and facilitate quality development and redevelopment within the Regional Activity Center, the following changes, modifications, or amendments to the approved DDG, including the Master Development Plan (MDP), or site plan shall be considered Minor deviations and subject to the administrative review process described in Section 340-40(D)(6).



## APPENDIX

**ORDINANCE NO. 2019-018**

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE REQUEST, MADE BY STEPHANIE J. TOOTHAKER, ESQ. P.A. (TOOTHAKER.ORG) AND GREENSPOON MARDER, ON BEHALF OF DANIA BEACH MARINA CORP, NV MARINA HOLDINGS LLC, RJ MARINA HOLDINGS LLC, AND PROJECT USA LLC, TO REZONE (RZ-104-19) THE PROPERTIES GENERALLY LOCATED AT 90 NORTH BRYAN ROAD, 50 SOUTH BRYAN ROAD, 70 SOUTH BRYAN ROAD, AND 150 SOUTH BRYAN ROAD IN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT "A," A COPY OF WHICH IS ATTACHED TO THIS ORDINANCE, FROM INDUSTRIAL RESEARCH OFFICE MARINE (IROM) AND GENERAL BUSINESS (C-3) TO PLANNED SMALL LOT MIXED-USE DEVELOPMENT (PMUD-SL), SUBJECT TO CERTAIN RESTRICTIONS, PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Chapter 28, entitled "Land Development Code," (LDC) of Part 6, entitled "Development Review Procedures and Requirements," Article 645 "Rezoning" (the "City Code"), Dania Beach Marina Corp, NV Marina Holdings LLC, RJ Marina Holdings LLC, and Project USA LLC (the "Applicants") have applied to the City of Dania Beach (the "City") for approval of a Rezoning (RZ-104-19) from IROM and C-3 to PMUD-SL for property generally located at 90 North Bryan Road, 50 South Bryan Road, 70 South Bryan Road, and 150 South Bryan, as legally described in Exhibit "A;" and

**WHEREAS**, the City Planning and Zoning Board, sitting as the Local Planning Agency (the "LPA"), held a duly advertised public hearing on September 18, 2019 and recommended approval of the Rezoning (RZ-104-19) request; and

**WHEREAS**, the City Commission conducted two (2) duly noticed public hearings in accordance with law; and

**WHEREAS**, the City Commission finds that the approval of the proposed Rezoning (RZ-104-19) will protect the public health, safety, and welfare of the residents of the City, and further the purpose, goals, objectives and policies of the Comprehensive Plan.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing "WHEREAS" clauses are ratified and confirmed as being true and correct, and they are made a part of a specific part of this Ordinance.

**Section 2.** That pursuant to Chapter 28 “Land Development Code,” Part 6 “Development Review Procedures and Requirements,” Article 645 “Rezoning,” the Rezoning request (RZ-104-19) from IROM and C-3 to PMUD-SL, for the property generally located at 90 North Bryan Road, 50 South Bryan Road, 70 South Bryan Road, and 150 South Bryan, as legally described in Exhibit “A,” is approved.

**Section 3.** That issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or deferral agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to first obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

**Section 4.** That if any section, clause, sentence or phrase of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the remaining portions of this Ordinance.

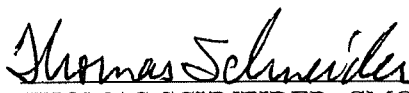
**Section 5.** That all ordinances or parts of ordinances in conflict with the provisions of this Ordinance are repealed to the extent of such conflict.

**Section 6.** That this Ordinance shall be effective immediately upon its passage and adoption on second reading.

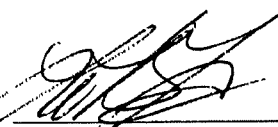
**PASSED** on first reading on October 7, 2019.

**PASSED AND ADOPTED** on second reading on October 28, 2019.

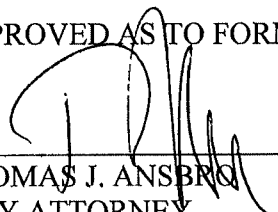
ATTEST:

  
THOMAS SCHNEIDER, CMC  
CITY CLERK



  
LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

  
THOMAS J. ANSBORG  
CITY ATTORNEY

## EXHIBIT "A"

### LEGAL DESCRIPTION

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS ALL OF THAT PORTION LYING EASTERLY OF THE FOLLOWING SPECIFICALLY DESCRIBED LINE:

COMMENCING AT THE NE CORNER OF THE SE 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BEAR SOUTH 87 DEGREES 26 MINUTES 41 SECONDS WEST, ALONG THE NORTH LINE OF SAID SE 1/4 (CENTERLINE OF NW 2ND STREET) A DISTANCE OF 1111.05 FEET; THENCE SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 1674.9 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF THE SW 1/4 OF THE NW 1/4 OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION; THENCE, NORTH 87 DEGREES 31 MINUTES 28 SECONDS EAST, ALONG SAID NORTH LINE, A DISTANCE OF 35.02 FEET; THENCE, SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 150.0 FEET; THENCE, SOUTH 89 DEGREES, 17 MINUTES 30 SECONDS WEST, A DISTANCE OF 14.50 FEET; THENCE SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF THE S 1/2 OF THE SW 1/4 OF THE NW 1/4 OF THE SE 1/4 AND THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST, A DISTANCE OF 118 FEET FROM THE LAST POINT OF DEFLECTION; THENCE, NORTH 87 DEGREES 05 MINUTES 43 SECONDS WEST, A DISTANCE OF 20.0 FEET; THENCE, SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST, A DISTANCE OF 70 FEET; MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE SOUTH LINE OF THE SW 1/4 OF THE NW 1/4 OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION AND THE END OF THE SPECIFICALLY DESCRIBED LINE.

ALSO LESS THE WEST 30.0 FEET OF THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST.

ALSO LESS ALL THAT PORTION OF THE SOUTH 10.0 FEET OF THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4)

OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LYING WEST OF CENTRAL & SOUTHERN FLORIDA FLOOD CONTROL DISTRICT CANAL C-10 RIGHT OF WAY.

AND

THE NORTH ONE-HALF (N 1/2) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST. LESS ALL OF THAT PORTION LYING EASTERLY OF THE FOLLOWING SPECIFICALLY DESCRIBED LINE:

COMMENCING AT THE NE CORNER OF THE SE 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BEAR SOUTH 87 DEGREES 26 MINUTES 41 SECONDS WEST, ALONG THE NORTH LINE OF SAID SE 1/4 (CENTERLINE OF N.W. 2ND STREET), A DISTANCE OF 1111.05 FEET; THENCE, SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 1674.9 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF SW 1/4 OF NW 1/4 OF SE 1/4 OF SE 1/4 OF SAID SECTION; THENCE, NORTH 87 DEGREES 31 MINUTES 28 SECONDS EAST, ALONG SAID NORTH LINE, A DISTANCE OF 35.02 FEET TO THE POINT OF BEGINNING; THENCE, SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 150.0 FEET; THENCE, SOUTH 89 DEGREES 17 MINUTES 30 SECONDS WEST, A DISTANCE OF 14.50 FEET; THENCE, SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST TO THE INTERSECTION THEREOF WITH THE SOUTH LINE OF THE NORTH 1/2 OF SW 1/4 OF NW 1/4 OF SE 1/4 OF SE 1/4 OF SAID SECTION AND THE END OF THE SPECIFICALLY DESCRIBED LINE.

ALSO LESS THE WEST 30.0 FEET OF THE NORTH HALF (N1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST.

TOGETHER WITH (CANAL PORTION)

A PORTION OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NE CORNER OF THE SE 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, THENCE SOUTH 87°26'41" WEST (BASIS OF BEARING), ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 (CENTERLINE OF NORTHWEST 2ND STREET) A DISTANCE OF 1111.05 FEET; THENCE SOUTH 00°50'21" EAST, A DISTANCE OF 1677.24 FEET, TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE, NORTH 87°23'42" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 35.02 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 87°23'42" EAST, A DISTANCE OF 28.82 FEET; THENCE SOUTH 01°58'30" EAST, A DISTANCE OF 201.92 FEET; THENCE SOUTH 15°11'27" WEST, A DISTANCE OF 92.10 FEET; THENCE SOUTH 04°24'06" WEST, A DISTANCE OF 35.50 FEET; THENCE SOUTH 87°25'33" WEST, A DISTANCE OF 49.86 FEET TO A POINT ON THE EXISTING WESTERLY RIGHT OF WAY LINE OF THE CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT C-10 CANAL RIGHT OF WAY; THENCE NORTH 02°46'39" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 59.99 FEET; THENCE SOUTH 87°13'21" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 20.00 FEET; THENCE NORTH 02°46'39" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 118.00 FEET; THENCE NORTH 89°09'52" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 14.50 FEET; THENCE NORTH 00°50'08" WEST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

PARCEL A OF "CLARKE SUBDIVISION", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 101, PAGE 32 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

A PARCEL OF LAND BEING LOCATED IN THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST (SE) CORNER OF SAID SECTION 33; THENCE NORTH 01°17'46" WEST ALONG THE EAST LINE OF SAID

SECTION 33 FOR A DISTANCE OF 1,340.78 FEET; THENCE SOUTH 87°30'33" WEST FOR A DISTANCE OF 1,118.51 FEET TO THE NORTHEAST (NE) CORNER OF A PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 8775, PAGE 400 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; THENCE SOUTH 01°26'53" EAST ALONG THE EAST LINE OF SAID PARCEL FOR A DISTANCE OF 50.01 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG AFORESAID LINE FOR A DISTANCE OF 25.00 FEET TO THE SOUTHEAST (SE) CORNER OF SAID PARCEL, (SAID POINT ALSO BEING THE NORTHEAST CORNER OF PARCEL A OF "CLARKE SUBDIVISION" AS RECORDED IN PLAT BOOK 101, PAGE 32 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA); THENCE SOUTH 87°30'33" WEST ALONG THE SOUTH LINE OF AFOREMENTIONED PARCEL (SAID LINE ALSO BEING THE NORTH LINE OF SAID "CLARKE SUBDIVISION" PLAT) FOR A DISTANCE OF 186.10 FEET TO THE NORTHWEST (NW) CORNER OF PARCEL A OF SAID PLAT; THENCE NORTH 42°48'48" EAST, A DISTANCE OF 35.36 FEET; THENCE NORTH 87°30'33" EAST ALONG A LINE 25 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF SAID "CLARKE SUBDIVISION" A DISTANCE OF 161.55 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

A 10.00 FOOT WIDE STRIP OF LAND BEING A PORTION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF TRACT "A", "SYMONS PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 82, PAGE 49, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, A POINT ON THE SOUTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE AFOREMENTIONED SOUTHEAST 1/4 OF SECTION 33; THENCE NORTH 02°54'17" EAST ON THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID TRACT "A" 10.04 FEET TO A POINT ON A LINE 10.00 FEET NORTH OF AND PARALLEL TO THE AFOREMENTIONED SOUTH LINE; THENCE SOUTH 87°32'09" WEST ON SAID PARALLEL LINE 170.23 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF NORTH BRYAN ROAD; THENCE SOUTH 01°29'32" EAST ON SAID RIGHT-OF-WAY LINE 10.00 FEET TO A POINT ON THE AFOREMENTIONED SOUTH LINE,

ALSO BEING THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID TRACT "A"; THENCE NORTH 87°32'09" EAST ON SAID SOUTH LINE, SAID WESTERLY EXTENSION AND SAID NORTH LINE 169.46 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND IN THE S.W. 1/4 OF THE S.E. 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH EAST CORNER OF THE S.E.1/4 OF SAID SECTION 33; THENCE RUN SOUTH 87°34'20" WEST (ON AN ASSUMED BEARING) 1183 FEET ALONG THE SOUTH LINE OF SAID S.E. 1/4 TO A POINT OF INTERSECTION WITH THE WESTERLY RIGHT OF WAY LINE OF THE CENTRAL AND SOUTH FLORIDA FLOOD CONTROL DISTRICT CANAL C-10, AND THE POINT OF BEGINNING; THENCE RUN NORTH 2°25'40" WEST 94.19 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO A POINT OF INTERSECTION; THENCE RUN NORTH 2°54'17" EAST 577.86 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID S.W. 1/4 OF THE S.E. 1/4 OF THE S.E. 1/4; THENCE RUN SOUTH 87°32'21" WEST 169.49 FEET ALONG SAID NORTH LINE, TO AN INTERSECTION WITH A LINE 30 FEET EAST OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL TO THE WEST LINE OF SAID S.W. 1/4 OF THE S.E. 1/4 OF THE S.E. 1/4; THENCE RUN SOUTH 1°29'38" EAST 669.54 FEET ALONG SAID PARALLEL LINE, ALSO FORMING THE EASTERLY RIGHT OF WAY LINE OF BRYAN ROAD, TO AN INTERSECTION WITH SAID SOUTH LINE OF THE S.E. 1/4 OF SECTION 33; THENCE RUN NORTH 87°34'20" EAST 126.70 FEET ALONG SAID SOUTH LINE, TO THE POINT OF BEGINNING. SAID LANDS SITUATE IN BROWARD COUNTY, FLORIDA.

TRACT "A", OF "SYMONS PLAT" ACCORDING TO THE PLAT THEREOF. AS RECORDED IN PLAT BOOK 82, PAGE 49. OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE SOUTHEAST CORNER OF SAID TRACT 'A', THENCE SOUTH 87°55'33" WEST ON AN ASSUMED BEARING ALONG THE SOUTH LINE OF SAID TRACT "A" A DISTANCE OF 14.00 FEET; THENCE NORTH 21°13'56" EAST A DISTANCE OF 35.39 FEET TO THE EAST LINE OF SAID TRACT "A"; THENCE SOUTH 02°44'22" EAST



ALONG SAID EAST LINE A DISTANCE OF 32.50 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

A PARCEL LYING IN SOUTH FLORIDA WATER MANAGEMENT DISTRICTS C=10 CANAL RIGHT-OF-WAY, SAID RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 1917, PAGE 535. OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; SAID PARCEL BEING IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST;

THENCE SOUTH 87°34'20" WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 33, A DISTANCE OF 1182.94 FEET TO A POINT, SAID POINT AND THE FOLLOWING 3 COURSES AND DISTANCES BEING ON THE WESTERLY LINE OF THE AFOREMENTIONED SOUTH FLORIDA WATER MANAGEMENT DISTRICT'S C-10 CANAL: (1) THENCE NORTH 02°25'40" WEST, A DISTANCE OF 55.00 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF STIRLING ROAD AND THE SOUTHEAST CORNER OF TRACT "A" OF SYMONS PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 82, PAGE 49. OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA;

(2) THENCE CONTINUE NORTH 02°25'40" WEST, ALONG THE EAST LINE OF SAID TRACT "A", A DISTANCE OF 39.19 FEET;

(3) THENCE NORTH 02°54'17" EAST ALONG THE EAST LINE OF SAID TRACT "A", A

DISTANCE OF 520.19 FEET;

THENCE SOUTH 44°17'40" EAST A DISTANCE OF 8.83 FEET;

THENCE SOUTH 87°05'43" EAST, A DISTANCE OF 32.02 FEET;

THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 101.00 FEET;

THENCE SOUTH 87°05'43" EAST, A DISTANCE OF 21.00 FEET;  
THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 188.33 FEET;  
THENCE NORTH 87°05'43" WEST. A DISTANCE OF 22.00 FEET,  
THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 84.67 FEET;  
THENCE NORTH 87°05'43" WEST. A DISTANCE OF 14.00 FEET;  
THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 177.35 FEET TO A  
POINT, SAID POINT

BEING ON THE NORTH RIGHT-OF-WAY LINE OF STIRLING ROAD.

THENCE SOUTH 87°34'20" WEST ALONG SAID RIGHT-OF-WAY OF  
STIRLING ROAD, A

DISTANCE OF 19.94 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND SITUATE IN THE CITY OF DANIA, BROWARD  
COUNTY, FLORIDA.

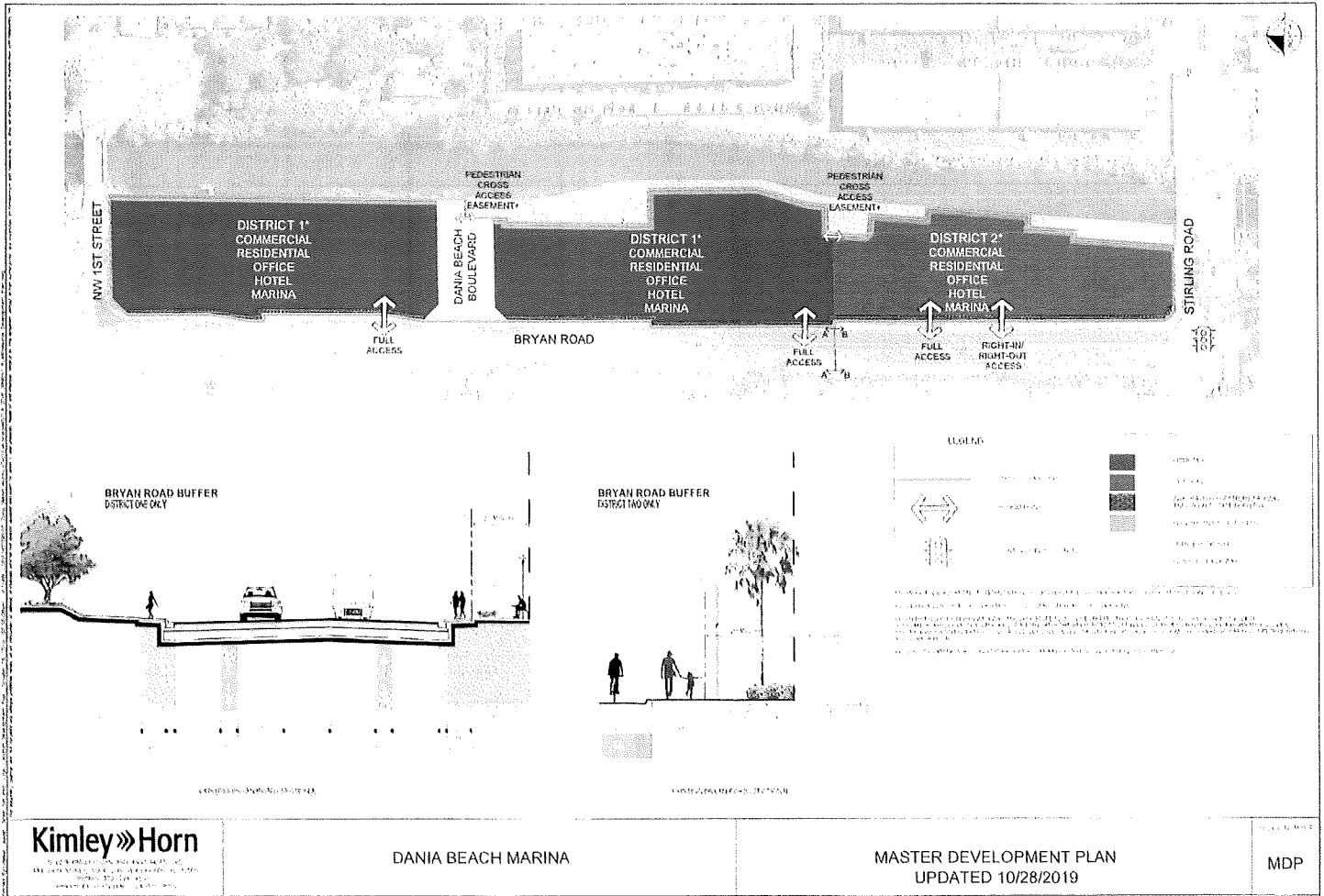
TOGETHER WITH:

ALL OF PARCEL "A", OF "BRYAN ROAD WAREHOUSES", ACCORDING TO THE PLAT  
THEREOF, AS RECORDED IN THE PLAT BOOK 170, PAGE 112, OF THE PUBLIC  
RECORDS OF BROWARD COUNTY, FLORIDA; TOGETHER WITH A 40 FOOT STRIP  
OF LAND LYING ADJACENT TO AND CONTIGUOUS WITH THE EASTERLY  
BOUNDARY OF SAID PARCEL "A".

PARCEL "A" ALSO DESCRIBED AS:

THE WEST (W.1/2) OF THE SOUTHWEST QUARTER (SW.1/4) OF THE NORTHEAST  
QUARTER (NE.1/4) OF THE SOUTHEAST QUARTER (SE.1/4) OF SECTION 33,  
TOWNSHIP 50 SOUTH, RANGE 42 EAST, SAID LANDS SITUATED, LYING AND BEING  
IN BROWARD COUNTY, FLORIDA; LESS THOSE PORTIONS CONVEYED BY  
WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 2161, PAGE 802;  
OFFICIAL RECORDS BOOK 3559, PAGE 291 AND OFFICIAL RECORDS BOOK 5499,  
PAGE 397, ALL IN THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.  
SUBJECT TO EXISTING EASEMENTS, RIGHTS OF WAY, COVENANTS,  
RESERVATIONS AND RESTRICTIONS OF RECORDS, IF ANY.

SAID LANDS BEING IN THE CITY OF DANIA BEACH, BROWARD COUNTY, FLORIDA  
AND CONTAINING 102954.01 SQUARE FEET OR 2.36 ACRES MORE OR LESS.



## **ORDINANCE NO. 2019-015**

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, TO AMEND CHAPTER 28, THE “LAND DEVELOPMENT CODE,” OF THE CITY’S CODE OF ORDINANCES BY AMENDING ARTICLE 100 “GENERAL USE REGULATIONS APPLYING TO ALL ZONING DISTRICTS,” ARTICLE 110 “USE REGULATIONS FOR COMMERCIAL AND MIXED-USE DISTRICTS,” ARTICLE 200 “USER GUIDE FOR PART 2 OF THE CODE,” PART 3 “SPECIAL ZONING DISTRICTS,” CREATING SUBPART 5, “PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT (PMUD-SL),” ARTICLE 350 “PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT (PMUD-SL),” ARTICLE 300 “HOW TO USE,” ARTICLE 405 “UTILITIES IN NEW SUBDIVISIONS,” ARTICLE 410 “DRAINAGE FACILITIES,” ARTICLE 420 “APPROVAL, GUARANTEE AND CONSTRUCTION OF OFF-SITE IMPROVEMENTS,” ARTICLE 500 “GENERAL PROVISIONS; HOW TO USE,” ARTICLE 505 “SIGN REGULATIONS,” ARTICLE 510 “PRINCIPAL ARTERIAL COMMERCIAL DESIGN STANDARDS,” ARTICLE 515 “GASOLINE SERVICE STATIONS,” ARTICLE 520 “LARGE RETAIL ESTABLISHMENT STANDARDS,” ARTICLE 530 “PARKING STRUCTURE DESIGN,” ARTICLE 600 “GENERAL PROVISIONS AND APPLICATION REQUIREMENTS,” AND ARTICLE 635 “SITE PLANS” TO PROVIDE FOR PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT (PMUD-SL) REGULATIONS, DEVELOPMENT REVIEW PROCEDURES, AND REQUIREMENTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, Article VIII, Section 2 of the Florida Constitution, and Chapter 166, Florida Statutes, provide municipalities the authority to exercise any power for municipal purposes, except where prohibited by law, and to adopt ordinances in furtherance of such authority; and

**WHEREAS**, Objective V of the Future Land Use Element of the City of Dania Beach Comprehensive Plan provides that the City of Dania Beach will maintain land development regulations and zoning regulations to implement the City’s Comprehensive Plan; and

**WHEREAS**, the City Commission of the City of Dania Beach (“City Commission”) finds it periodically necessary to amend its Code of Ordinances and Land Development Code (“Code”) in order to update regulations and procedures to implement municipal goals and objectives; and

**WHEREAS**, City staff recommends approval of the proposed changes; and

**WHEREAS**, the Planning and Zoning Board, sitting as the City's Local Planning Agency, has reviewed this Ordinance, and has determined that it is consistent with the City's Comprehensive Plan; and

**WHEREAS**, pursuant to Section 166.041 (c)(2), Florida Statutes, notice has been given by publication in a paper of general circulation in the City, notifying the public of this proposed Ordinance and of the time and dates of the public hearings; and

**WHEREAS**, two (2) public hearings were held before the City Commission pursuant to the published notice described above; and

**WHEREAS**, the City Commission finds that adoption of this Ordinance through its police powers will protect the public health, safety, and welfare of the residents of the City, and furthers the purpose, goals, objectives, and policies of the City's Comprehensive Plan.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the preceding "Whereas" clauses are ratified and incorporated as a record of the legislative intent of this Ordinance.

**Section 2.** That Part 1 "Use Regulations," Article 100 "General Use Regulations Applying to All Zoning Districts" of the City of Dania Beach Land Development Code is amended to read as follows:

## **ARTICLE 100. – GENERAL USE REGULATIONS APPLYING TO ALL ZONING DISTRICTS**

### **Sec. 100-20. – How to use Part I of this code.**

#### *(B) Commercial and mixed-use districts*

(3) The permitted uses within the Planned Mixed-Use District (PMUD) and Planned Small Lot Mixed-Use District (PMUD-SL) are subject to density and intensity limitations established by the city's comprehensive plan for the Dania Beach Regional Activity Center (RAC). All permitted, conditional, special exception, restricted or prohibited uses within the PMUD and PMUD-SL shall be identified and established pursuant to the approved PMUD or PMUD-SL Development Design Guidelines (DDG) consistent with the Dania Beach Regional Activity Center (RAC) and articles 340 and 350 of this chapter. The general use regulations of part I shall

apply to the PMUD and PMUD-SL only as specified in article 340 or 350, respectively, and in the approved PMUD or PMUD-SL DDG.

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**Sec. 100-60. Establishment of zoning districts.**

The restrictions and controls intended to regulate development in each district are uniform for each class or kind of categorical delineation or distinction. For the purposes of protecting, promoting and improving the public health, safety and the general welfare of the citizens and residents, the city is divided into the following districts:

| District map designation              | Full district title                                     | Intent and purpose of district                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>(B) Mixed-use zoning districts</b> |                                                         |                                                                                                                                                                                                                                                                                                                                                                                                              |
| <u>PMUD-SL</u>                        | <u>PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT</u> | <u>Encourages an integrated approach to redevelopment within the Dania Beach Regional Activity Center (RAC) encompassing a mix of uses at an intensity and density consistent with the proximity to regional roadways, the airport and seaport. This district is intended for small-scale mixed-use development in close proximity to other mixed-use development, mobility hubs, and arterial roadways.</u> |

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**Section 3.** That Part 1 “Use Regulations,” Article 110 “Use Regulations For Commercial And Mixed-Use Districts” of the City of Dania Beach Land Development Code is amended to read as follows:

## **ARTICLE 110. USE REGULATIONS FOR COMMERCIAL AND MIXED-USE DISTRICTS**

### **Sec.110-10. - Applicability.**

The detailed use regulations of this article do not apply within the CRA form-based districts, Planned Small Lot Mixed-Use Development District (PMUD-SL), or Planned Mixed Use Development District (PMUD) of part 3 of this code unless otherwise provided.

### **Sec. 110-20. - List of permitted, special exception and prohibited uses.**

Included in the table below are permitted, special exception and prohibited uses within commercial districts, the Residential Office (RO) District, the Marine District, and generalized permitted and special exception uses within the mixed-use CRA form-based districts. Permitted and special exception uses shown in this table for the CRA form-based districts are not allowed in all areas of a district; therefore, the more detailed regulations of article 302 must be consulted to determine whether a particular use is permitted in any given location. Article 302 shall take precedence over this table. Unless otherwise provided, this table shall not apply to uses in the Planned Mixed Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL). All permitted, conditional, special exception, restricted or prohibited uses within the PMUD or PMUD-SL shall be identified and established pursuant to the approved PMUD or PMUD-SL Development Design Guidelines (DDG) consistent with the Dania Beach Regional Activity Center (RAC) and Articles 340 and 350 of this chapter.

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### **Sec. 110-50. Proximity of alcoholic beverage establishments to other establishments and uses.**

(A)[Applicability.] The distance separation requirements of this section shall not apply to:

- (1) The sale of beer or wine or both for consumption off-premises; and
- (2) Restaurants and cafes (including outdoor or open-air cafes specifically approved by the city commission) serving beer, wine, and liquor, for consumption on the premises only,

that are located within the Community Redevelopment Area form-based code districts;  
and

- (3) Vendors operating in compliance with Design Development Guidelines (DDG) approved for property zoned Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL).

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**Section 4.** That Part 2 “Site Development Regulations,” Article 200 “User Guide for Part 2 of the Code” of the City of Dania Beach Land Development Code is amended to read as follows:

**ARTICLE 200. USER GUIDE FOR PART 2 OF THE CODE**

**Sec. 200-40. - How part 2 of this code relates to the CRA form-based and PMUD regulations.**

(B) Unless otherwise provided, site development regulations for the Planned Mixed Use Development District (PMUD) are specified within Article 340 of this chapter and within the approved Development Design Guidelines (DDG). Similarly, site development regulation for the Planned Small Lot Mixed-Use Development District (PMUD-SL) are specific within Article 350 of this chapter and within the approved Development Design Guidelines (DDG). However, the sections of part 2 that specifically govern airport safety, wildlife and environmentally sensitive lands shall apply to the PMUD and PMUD-SL Districts.

\*\*\*\*\*

**Section 5.** That Part 3 “Special Zoning Districts,” Subpart 6, Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL)” of the City of Dania Beach Land Development Code is established and created to read as follows:

**PART 3. – SPECIAL ZONING DISTRICTS**

Part 3 addresses the special zoning districts created by the city. Each of the subparts is devoted to a separate special zoning district, as follows:

Subpart 1: Community Redevelopment Area (CRA) Form-Based Zoning Districts

Subpart 2: Hotel Overlay District

Subpart 3: Design District Overlay

Subpart 4: Port Everglades Development District (PEDD)



Subpart 5: Planned Mixed-Use Development District (PMUD)

Subpart 6: Planned Small Lot Mixed-Use Development District (PMUD-SL)

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**ARTICLE 350. – PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT  
(PMUD-SL)**

**Sec. 350-10. - Purpose.**

- (A) The Planned Small Lot Mixed-Use Development zoning district (PMUD-SL) is intended to encourage and facilitate quality development and redevelopment within the Dania Beach Regional Activity Center (RAC) by providing flexibility for development accommodating a functional mix of uses in a complementary and integrated manner. The increased density and mix of uses is desirable to create a compact work, live, shop and leisure environment that reduces transportation needs by combining uses and provides an attractive destination for tourists and local citizens. Increased density and intensity of use is appropriate for certain small parcels of land with access to major roads and within close proximity to airports and cruise ship facilities.
- (B) The adopted PMUD-SL Development Design Guidelines (DDG) is intended to regulate development within the PMUD-SL in much the same manner as the city's Land Development Code controls development in other zoning districts.
- (C) Where this article 350 and an approved PMUD-SL DDG fail to address any matter regulated by this chapter, development within a PMUD-SL shall be governed by those regulations of this chapter.

**Sec. 350-20. - Uses permitted.**

The PMUD-SL may only be utilized within the Dania Beach Regional Activity Center (RAC). Generalized permitted uses are those set forth in the Dania Beach RAC which include residential, hotel, commercial, recreation, office and employment center. All permitted, conditional, special exception, restricted or prohibited uses within the PMUD-SL shall be identified and established pursuant to the approved PMUD-SL Development Design Guidelines (DDG) consistent with the Dania Beach Regional Activity Center (RAC) and article 350 of this chapter. A functional mix of uses should be provided and may be horizontally and vertically mixed within a building(s) as well as within the PMUD-SL as regulated by the DDG.

**Sec. 350-30. - General development standards.**

- (A) Minimum size. The minimum size for a PMUD-SL shall be ten (10) acres of contiguous or adjacent land. For the purposes of this section, contiguous is defined as directly abutting or separated only by street right-of-way.
- (B) Density and intensity. The density and intensity of land uses within a PMUD-SL shall be consistent with the Dania Beach Regional Activity Center (RAC) provisions set forth in the Future Land Use Element of the city's Comprehensive Plan. The maximum permissible

residential densities and square footages of non-residential uses within a PMUD-SL shall be established in the PMUD-SL DDG approved by the city commission. No building permit may be issued for development of property within a PMUD-SL except in compliance with the density and intensity limits of the PMUD-SL DDG.

- (C) Public access. Each permitted use shall have access to a public street either directly or indirectly via an approach, private road, or other area dedicated to the public or private use or common easement guaranteeing access. The city shall be allowed access on privately owned roadways, easements and common open space to ensure the police and fire protection of the area, to meet emergency needs, to conduct city services, and to generally ensure the health and safety of the residents.
- (D) Maximum height. The maximum height for a building shall be established in the PMUD-SL DDG approved by the city commission. The other requirements of article 220, "Supplemental Building and Structure Height Regulations (Including Lowest Finished Floor); Rooftop Regulations", shall apply unless otherwise specified in the Development Design Guidelines (DDG).
- (E) Minimum lot size or width. No minimum lot size or width applies within a PMUD-SL, except as specified by the approved Development Design Guidelines (DDG).
- (F) Minimum setbacks. All required setbacks within a PMUD-SL shall be as specified by the approved Development Design Guidelines (DDG). Where the rear façade of a building is oriented toward the adjacent public road, a deeper setback which includes a landscape buffer shall be provided, as specified in the approved Development Design Guidelines (DDG).
- (G) Minimum distance between structures. Minimum distance between structures within a PMUD-SL shall be as specified in the approved Development Design Guidelines (DDG).
- (H) Minimum Floor Areas for dwelling and lodging units. The standards and requirements of article 230 "Special Floor Area, Building Dimension and Building Size," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (I) Offstreet loading. The requirements of article 270 "Off-street Loading Requirements," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (J) Outdoor lighting. The requirements of article 280 "Outdoor Lighting Standards," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (K) Landscaping. The requirements of article 275 "Landscaping Requirements," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (L) Walls, fences and hedges. The requirements of article 235 "Walls, Fences and Hedges," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (M) Signage. The requirements of article 505 "Sign Regulations," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (N) Roadways. Internal private roads with access to public roads are permitted provided they are constructed to the same generally accepted engineering standards as public roads and provisions for maintenance are stipulated in the Development Design Guidelines.

- (O) Pedestrian circulation and connectivity. The Design Development Guidelines (DDG) shall provide a continuous and connected pedestrian circulation system throughout the PMUD-SL for all buildings and uses, parking, transit, if applicable, and common areas with safe convenient connection to off-site public pedestrian ways and sidewalks. Vehicular and pedestrian cross-access will be identified within the approved DDG.
- (P) Multi-modal transportation. The PMUD-SL shall foster the use of alternative modes of transportation, which will include pedestrian, bicycle, and transit, through measures which may include the mix and intensity of uses, building placement, utilization of green practices, transit amenities, inclusion of bus bays or transit hub, bike lanes and posting of transit route information. All applicable aspects of multi-modal transportation and mass transit will be identified within the approved DDG.
- (Q) Common areas. The PMUD-SL should provide open space areas if applicable, such as public plazas, passive pocket parks, public art or recreational amenities that are appropriate for the proposed uses and are accessible to residents, tenants and patrons of the PMUD-SL and the general public. A contribution shall be made to the City in the amount of 0.5% of the value of construction up to a maximum contribution of \$150,000, or as superseded by City Ordinance, for the funding, selection, creation, and maintenance of public art for the City.
- (R) Site plan approval. Unless otherwise provided, site development shall comply with PMUD-SL regulations established pursuant to article 350 of this chapter and in accordance with the approved Development Design Guidelines (DDG). Where this article 350 and an approved PMUD-SL DDG fail to address any matter regulated by this chapter, a site plan within a PMUD-SL shall be governed by those regulations of Chapter 28, Part 6.

**Sec. 350-40. - Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Requirements.**

- (A) Master Development Plan (MDP) required for Planned Small Lot Mixed-Use Development District (PMUD-SL) zoning. In addition to the standard rezoning application requirements, any proposed rezoning to the PMUD-SL district shall include a Master Development Plan (MDP) graphically depicting, at a minimum, the general location of land uses in building areas, building types, landscaped areas, vehicular use areas, access points from roads and waterways, street network and street types, and pedestrian and multimodal systems as applicable.
- (B) Development Design Guidelines (DDG) required for Planned Small Lot Mixed-Use Development District (PMUD-SL) zoning. The City Commission shall review and approve DDG in connection with the review and approval of a final site plan. No building permit for a structure or building may be issued pursuant to PMUD-SL zoning except in conformance with City Commission approval of Development Design Guidelines (DDG).
- (C) Required information. Any proposed DDG shall include the following:
- (1) Permitted uses, which may include accessory uses, prohibited uses, use restrictions, conditional uses, special exception uses, and a permitted use trade-off matrix;
  - (2) Maximum (and minimum, if any) nonresidential square footage permitted;

- (3) Maximum (and minimum, if any) number of dwelling units permitted;
  - (4) Illustrative graphics identifying circulation elements, which will include transit, vehicular, pedestrian and bicycle components, as applicable;
  - (5) Maximum height of all proposed structures;
  - (6) Standards specific to the PMUD-SL which differ from those in the city Land Development Code (LDC), which shall include:
    - (a) Minimum building setback standards;
    - (b) Building separation requirements;
    - (c) Guidelines for all structures which address design elements, architectural styles, acceptable and prohibited materials, and massing;
    - (d) Guidelines for residential units, including minimum habitable floor area, building design standards, and massing;
    - (e) Guidelines to ensure compatibility between residential and non-residential uses;
    - (f) Landscape standards for perimeter/common landscape areas;
    - (g) Guidelines for common open and public space areas and provisions for public art, as applicable;
    - (h) Applicable green design practices; and
    - (i) Other standards, guidelines or criteria applying to the PMUD-SL.
  - (7) Utility provider and conceptual discussion of utility service;
  - (8) Additional relevant information as reasonably requested by the Director of Community Development.
- (C) Conformance with Development Design Guidelines (DDG). After rezoning to the Planned Small Lot Mixed Use Development District (PMUD-SL), no building permit for a structure or building shall be issued by the city and no development shall commence unless in conformity with the approved Development Design Guidelines (DDG) and an approved final site plan, unless a change or deviation is approved by the City of Dania Beach as provided in section 350-40(D).
- (1) No building permit for a building or structure shall be issued for a portion of a PMUD-SL until a final site plan for that portion of the PMUD-SL has been approved. Subsequent to the approval of the DDG and any subsequent final site plan, all development within a PMUD-SL shall be controlled by the applicable final approved site plan. Multiple site plans may exist within a PMUD-SL. The lack of a final approved site plan for a portion of the PMUD-SL shall not prohibit the issuance of building permits or the commencement of development on portions of the PMUD-SL with a final approved site plan.
- (D) Modifications and Deviations to Development Design Guidelines (DDG) and site plans. Any proposed change, modification or amendment to the approved DDG or site plan shall

be reviewed pursuant to the criteria and standards established within section 635-80 “Site plan modifications or deviations” of this code.

(1) *PMUD-SL Boundary Changes.* Any proposed amendment of the approved PMUD-SL which constitutes a change in the boundary of the approved PMUD-SL shall be reviewed utilizing the same procedures and approved in the same manner as the approved PMUD-SL.

(E) *Vesting of RAC land use allocations.* The approved DDG and site plan will determine the quantity and timing of RAC land use allocations. The DDG shall also establish a date after which unused square footage or residential units allocated from the RAC shall be returned unless said unused allocations have already been voluntarily returned to the city by virtue of affidavit from the officially designated agent for the PMUD-SL, or a deadline extension is granted by amendment to the PMUD-SL by the city commission.

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**Section 6.** That Part 3 “Special Zoning Districts,” Subpart 1 “Community Redevelopment Area (CRA) Form-Based Zoning Districts” of the City of Dania Beach Land Development Code is amended to read as follows:

#### **SUBPART 1. – COMMUNITY REDEVELOPMENT AREA (CRA) FORM-BASED ZONING DISTRICTS**

##### **ARTICLE 300. - HOW TO USE**

##### **Sec. 300-10. - The CRA includes six form-based districts.**

The Community Redevelopment Area (CRA) is divided into several zoning districts. Six (6) of those districts are form-based districts that are unique to the CRA. Article 300 shall not apply to the Planned Mixed-Use Development District (PMUD) established pursuant to Article 340, subpart 5 of part 3 of this chapter or the Planned Small Lot Mixed-Use Development District (PMUD-SL) establish pursuant to Article 350, subpart 6 of part 3 of this chapter. Each form-based zoning district has a set of regulations that apply to it, called "district development standards" in article 303. The district standards include:

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**Section 7.** That Part 4 “Subdivisions and Off-Site Regulations,” of the City of Dania Beach Land Development Code is amended to read as follows:

#### **ARTICLE 400. – STREET DEDICATIONS AND DESIGN STANDARDS**

##### **Sec. 400-30. – Geometric street design standards.**

Streets and sidewalks shall be designed in compliance with the standards of A Policy on Geometric Design of Highways and Streets, most recent edition, by the American Association of State Highway and Transportation Officials, unless otherwise specified in the approved planned mixed-use development district (PMUD) or planned small lot mixed-use development district (PMUD-SL) Development Design Guidelines (DDG).

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**Sec. 400-50. – Access standards for development.**

Driveway spacing, width, number, and geometric standards shall be designed and constructed in compliance with the standards of A Policy on Geometric Design of Highways and Streets, most recent edition, by the American Association of State Highway and Transportation Officials, unless otherwise specified in the approved planned mixed-use development district (PMUD) or planned small lot mixed-use development district (PMUD-SL) Development Design Guidelines (DDG).

**Sec. 400-60. – Street Drainage.**

Drainage facilities shall be designed and constructed in compliance with the standards of A Policy on Geometric Design of Highways and Streets, most recent edition, by the American Association of State Highway and Transportation Officials, unless otherwise specified in the approved planned mixed-use development district (PMUD) or planned small lot mixed-use development district (PMUD-SL) Development Design Guidelines (DDG).

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**ARTICLE 405. – UTILITIES IN NEW SUBDIVISIONS**

**Sec. 405-10. – Water and sewer infrastructure.**

(B) Easements shall be provided for the installation of underground utilities or relocating existing facilities in conformance with such size and location of easements as may be determined by the director of public services to be compatible with the requirements of all utility companies involved with respect to a particular utility service, unless otherwise specified in the approved

Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Design Guidelines (DDG).

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#### **ARTICLE 410. – DRAINAGE FACILITIES**

(B) All subdivisions and development of land shall provide on-site and street drainage facilities constructed to comply with public services department standards, unless otherwise specified in the approved Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Design Guidelines (DDG).

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#### **ARTICLE 420. – APPROVAL, GUARANTEE AND CONSTRUCTION OF OFF-SITE IMPROVEMENTS**

##### **Sec. 420-20. – Construction drawings.**

(A) *Profiles to be submitted.* Every person proposing to subdivide property shall furnish, along with each subdivision plat, a plan showing profiles of all streets and grade line of paving to be constructed, together with all culverts or other existing or proposed drainage structures, unless an alternative timeframe for submittal is approved as part of the Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Design Guidelines (DDG). All elevations shown must be referred to United States Coast and Geodetic Survey mean sea level.

(B) *Paved streets.* Every person proposing to subdivide property shall pave all streets contained in the subdivision or shown on the subdivision plat and all such paving shall strictly conform to the specifications of the city, unless otherwise specified in the approved PMUD or PMUD-SL Development Design Guidelines (DDG). Due notice of intention to begin construction shall be filed with the public services director in order that arrangements for inspections may be made. The public services director shall furnish paving specifications upon request.

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**Section 8.** That Part 5 “Signage and Design Regulations,” of the City of Dania Beach Land Development Code is amended to read as follows:

**PART 5 SIGNAGE AND DESIGN GUIDELINES**

**ARTICLE 500. – General Provisions; How To Use**

**Sec. 500-20. – Applicability**

(A) The signage regulations of article 505 apply city-wide, except that signage within the Port Everglades Development District (PEDD) is regulated within article 320. Signage for PEDD is regulated separately from other areas of the city because the PEDD is the subject of an interlocal agreement between Hollywood, Dania Beach and Broward County that contains special signage provisions. Any alternative signage regulations established in the approved Development Design Guidelines (DDG) for properties zoned Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) supersede the signage regulations in article 505 of this chapter, Sign Regulations, except that signs prohibited by article 505 shall remain prohibited.

(B) The design standards in part 5 of this chapter apply to different areas and uses within the city, as indicated by the title of each article. All design regulations are found within part 5. Any alternative design standards established in the approved Development Design Guidelines (DDG) for properties zoned PMUD or PMUD-SL supersede the design standards in part 5 of this chapter, "Signage and Design Regulations".

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**ARTICLE 505. – SIGN REGULATIONS**

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**Sec. 505-130. – Special signage regulations for certain locations and uses.**

(A) *Applicability.* This section specifies signage regulations by type of use or location and supersedes all conflicting requirements of this article.

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(I) PMUD-SL. Any specific signage regulations established by the approved Development Design Guidelines (DDG) for properties zoned PMUD-SL supersede all conflicting requirements of article 505, Sign Regulations, except that signs prohibited by article 505 shall remain prohibited.



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## **ARTICLE 510. – PRINCIPAL ARTERIAL COMMERCIAL DESIGN STANDARDS**

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### **Sec. 510-20. – Applicability.**

(A) This article shall apply to all commercially zoned properties that have frontage on any of the following roadways within the City of Dania Beach:

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(E) Any design standards established pursuant to the approved Development Design Guidelines (DDG) for properties zoned planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) shall supersede the standards of article 510 Principal Arterial Commercial Design Standards.

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## **ARTICLE 515. – GASOLINE SERVICE STATIONS**

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### **Sec. 515-20. – Applicability.**

(B) Modifications from the requirements of this article can be approved by the city commission as a variance pursuant to article 625 or as a component of the approved Development Design Guidelines (DDG) for a PMUD or PMUD-SL.

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## **ARTICLE 520. – LARGE RETAIL ESTABLISHMENT STANDARDS**

### **Sec. 520-10. – Applicability.**

This article applies to the new construction of large retail establishments, as defined in section 725-30, within Dania Beach, which may include both "big box" stores and shopping centers, with the exception of such establishments located on property zoned planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) with approved Development Design Guidelines (DDG) containing alternative standards. These requirements shall be in addition to requirements of articles 510 and 525.

\*\*\*\*\*

## **ARTICLE 530. – PARKING STRUCTURE DESIGN**

As referenced in section 500-20(B), design standards established in the approved Development Design Guidelines (DDG) for properties zoned planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) supersede the design standards of article 530, Parking Structure Design.

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**Section 9.** That Part 6 “Development Review Procedures And Requirements,” of the City of Dania Beach Land Development Code is amended to read as follows:

### **PART 6 DEVELOPMENT REVIEW PROCEDURES AND REQUIREMENTS**

#### **ARTICLE 600. – GENERAL PROVISIONS AND APPLICATION REQUIREMENTS**

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##### **Sec. 600-20. – Applicability.**

The development review procedures and requirements set forth in this part shall apply to all applications for development orders required or authorized in this code for land within the City of Dania Beach with the exception of those located within an approved planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) for which any alternative procedures and requirements established in section 340-40 or in the approved Development Design Guidelines (DDG) shall apply.

\*\*\*\*\*

## **ARTICLE 635. – SITE PLANS**

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##### **Sec. 635-40. – Supplemental application requirements.**

In addition to the general application requirements, the applicant shall provide the following materials in the quantity specified on the application form with the exception of site plans within an approved Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL), for which any alternative requirements established in the approved Development Design Guidelines (DDG) shall govern:

\*\*\*\*\*

**Sec. 635-50. – Site plan data requirements.**

All site plans shall contain the following and any other information necessary to demonstrate compliance with all requirements of the code. Any alternative requirements established in the approved Development Design Guidelines (DDG) shall apply for site plans within a Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL). The community development director may waive particular submittal items upon a determination that such items are not applicable or not essential to a specific project.

\*\*\*\*\*

**Sec. 635-70. – Site plan processing.**

\*\*\*\*\*

(E) *Planned Mixed-Use Development District (PMUD) and Planned Small Lot Mixed-Use Development District (PMUD-SL) site plans.* Site plans submitted for property zoned PMUD or PMUD-SL, whether for the entire site, individual portion(s), or in phases shall be reviewed for consistency with the approved Development Design Guidelines (DDG), including the master development plan.

(F) *Approval.* The director, planning and zoning board or city commission, as applicable, shall approve, approve with conditions or deny the proposed site plan based upon the standards for review contained in this code, with the exception of site plans within a Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) for which any alternative procedures and standards for review established in section 340-40(D), 350-40(D), or the approved Development Design Guidelines (DDG) shall govern. All decisions of the planning and zoning board and city commission shall be made following a public hearing that is noticed pursuant to article 610, and after considering public input and the staff findings.

\*\*\*\*\*

\*\*\*\*\*

**Section 10.** That if any section, clause, sentence or phrase of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the remaining portions of this Ordinance.

**Section 11.** That all ordinances or parts of ordinances in conflict with the provisions of this Ordinance are repealed to such extent of the conflict.

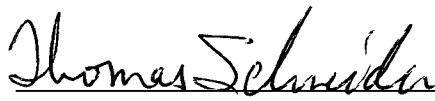
**Section 12.** That this Ordinance shall be codified in accordance with the foregoing. It is the intention of the City Commission that the provisions of this Ordinance shall become and be made a part of the City of Dania Beach Code of Ordinances; and that the sections of this Ordinance may be renumbered 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 13.** That this Ordinance shall take full effect immediately upon its passage and adoption.

**PASSED on** first reading on September 23, 2019.

**PASSED AND ADOPTED** on second reading on October 7, 2019.

ATTEST:

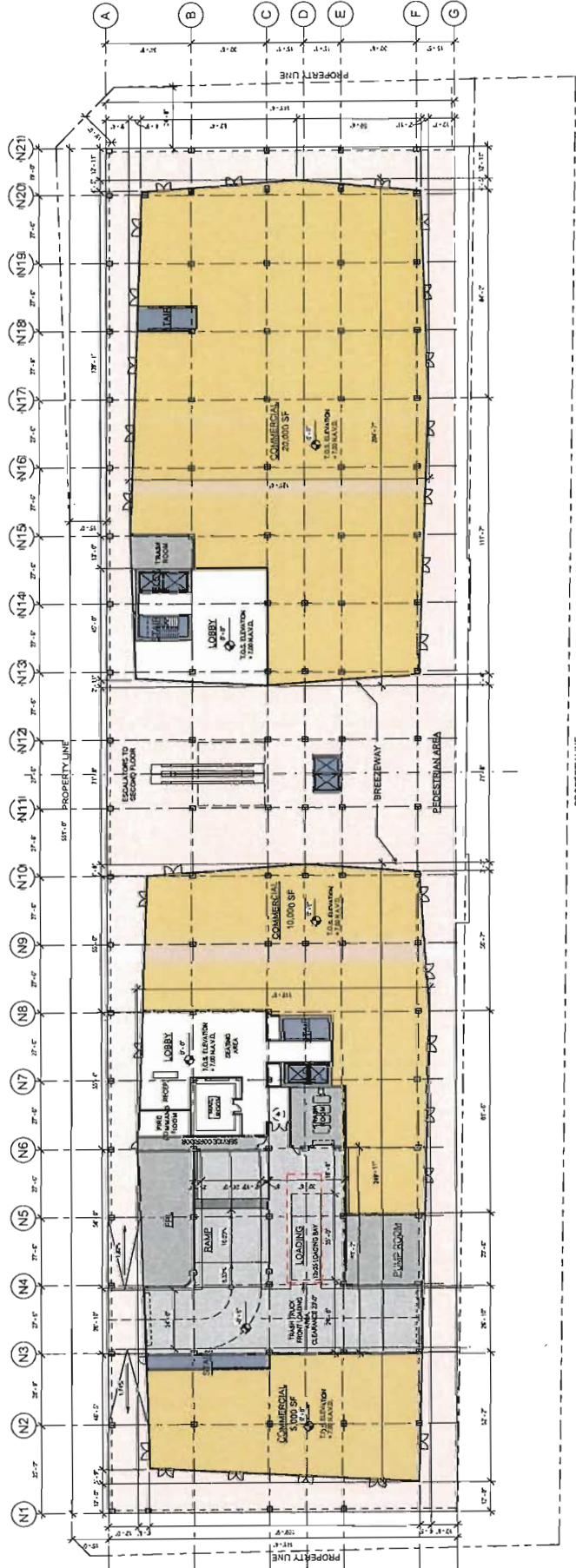
  
THOMAS SCHNEIDER, CMC  
CITY CLERK



  
LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

  
THOMAS J. ANSBROSIO  
CITY ATTORNEY



COLOR LEGEND

- BOH
- LOBBY
- PARKING
- PEDESTRIAN AREA
- RETAIL
- VERTICAL CIRCULATION

GROUND FLOOR AREA SCHEDULE

|                       | PROVIDED         |
|-----------------------|------------------|
| RETAIL AREA           | 10,000 SF        |
| RESTAURANT AREA       | 25,000 SF        |
| LOBBY AREA            | 9,094 SF         |
| <b>TOTAL GROSS SF</b> | <b>51,801 SF</b> |

PARKING SCHEDULE

|              | REQUIRED | PROVIDED |
|--------------|----------|----------|
| LOADING AREA | 1        | 1        |

2 0100 LEVEL - RETAIL/RESTAURANTS  
A-3.00 1"=20'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



90 WAVE  
DANIA BEACH, FL

A-3.00  
07/06/2021







### COLOR LEGEND

- PARKING
- VERTICAL CIRCULATION

| 0300 LEVEL AREA | SCHEDULE              |
|-----------------|-----------------------|
| PARKING AREA    | PROVIDED<br>77,665 SF |
| TOTAL GROSS SF  | 78,609 SF             |

| PARKING SCHEDULE         |          |
|--------------------------|----------|
| REQUIRED                 | PROVIDED |
| RESIDENTIAL (24 HRS)     | 404      |
| NON-RESIDENTIAL (24 HRS) | 142      |
| TOTAL REQUIRED 546       |          |
| TOTAL PROVIDED 546       |          |
| TOTAL 546                |          |
| BICYCLE STORAGE          |          |
| REQUIRED                 | PROVIDED |
| 24.75                    | 80       |
| 10.25                    | 42       |
| TOTAL 43.00              |          |
| TOTAL 132                |          |

### 2 0300 LEVEL - PARKING GARAGE



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



90 WAVE

DANIA BEACH, FL

A-3.02

05/06/2020







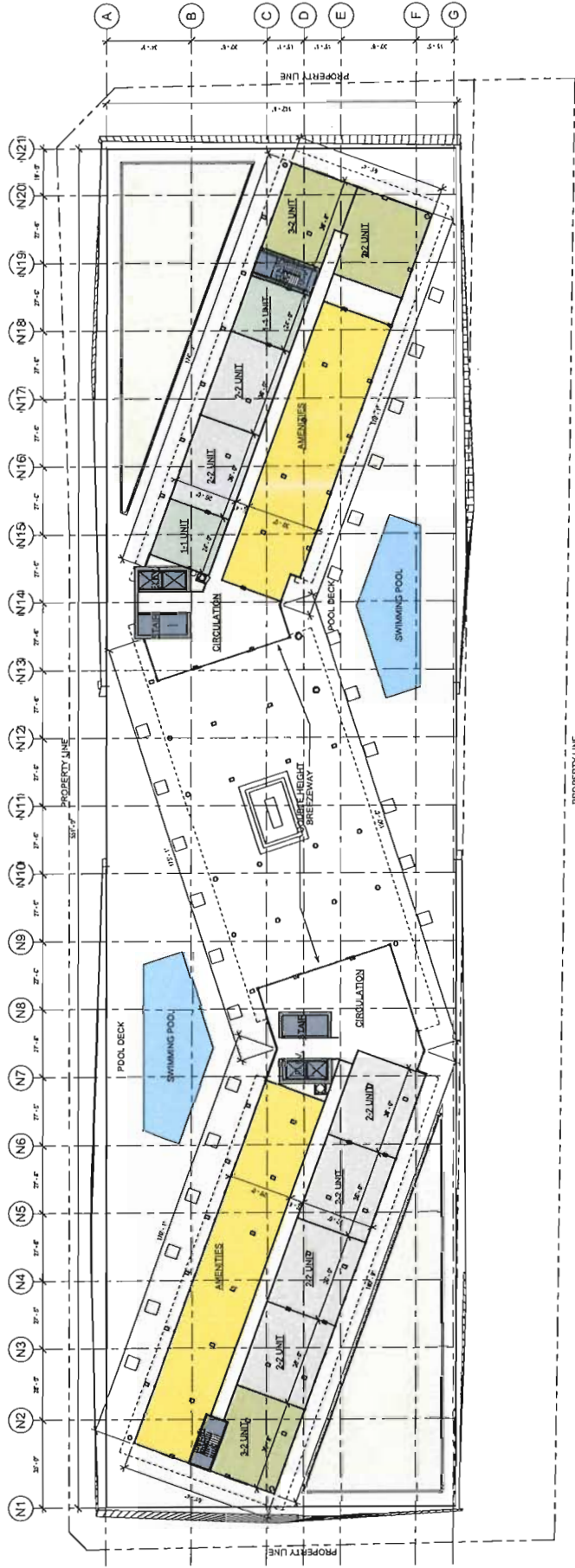
NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



90 WAVE  
DANIA BEACH, FL

A-3.04

9/24/2020



COLOR LEGEND

- 1-1 UNIT
- 2-2 UNIT
- 3-2 UNIT
- AMENITIES
- COMMON SPACE
- VERTICAL CIRCULATION

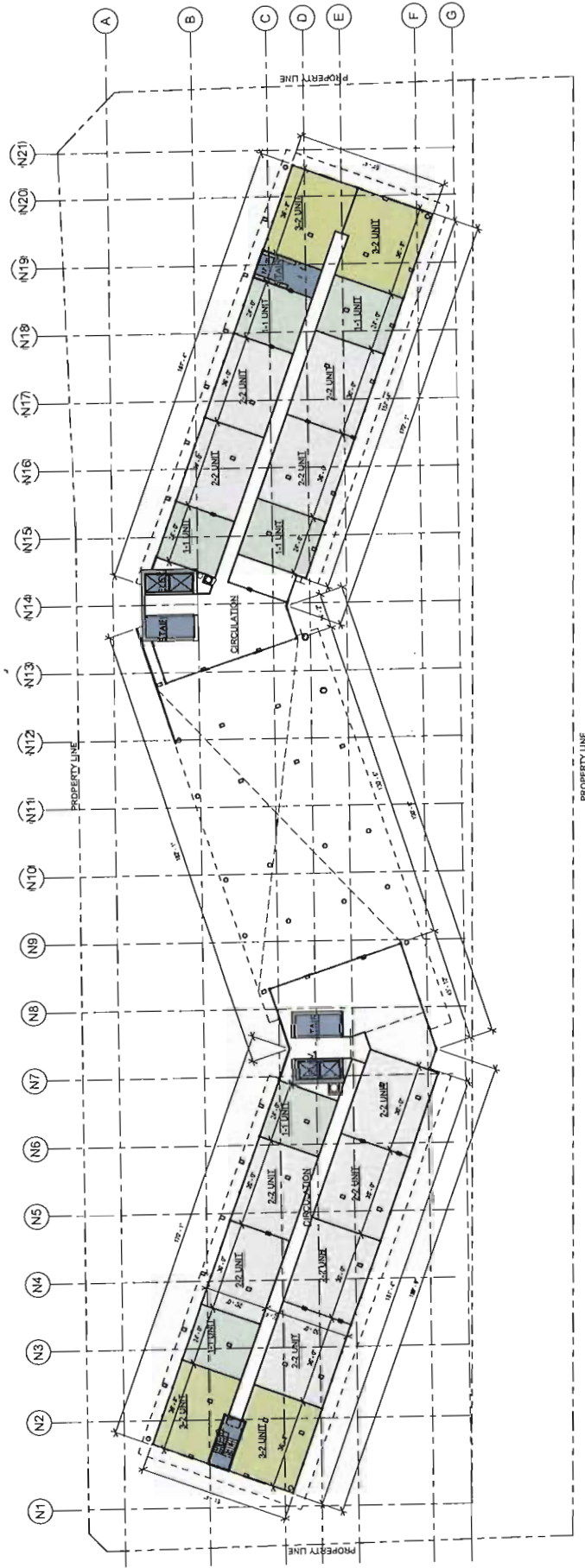
| 0-UNIT DISTRIBUTION SCHEDULE (0000 Series) |           |
|--------------------------------------------|-----------|
| Count                                      | Name      |
| 69                                         | 1-1 UNIT  |
| 198                                        | 2-2 UNIT  |
| 47                                         | 3-2 UNIT  |
| 20                                         | STUDIO    |
| 29                                         | WORKALIVE |
| 350                                        |           |

| UNIT DISTRIBUTION SCHEDULE - 000 LEVEL... |          |
|-------------------------------------------|----------|
| Count                                     | Name     |
| 2                                         | 1-1 UNIT |
| 6                                         | 2-2 UNIT |
| 3                                         | 3-2 UNIT |
| 11                                        |          |

| 0500 LEVEL AREA SCHEDULE |           |
|--------------------------|-----------|
| RESIDENTIAL AREA         | PROVIDED  |
| AMENITIES AREA (INDOOR)  | 10,428 SF |
| AMENITIES AREA (OUTDOOR) | 7,749 SF  |
| TOTAL GROSS SF           | 25,454 SF |

2 0500 LEVEL - RECREATIONAL LEVEL  
A-3.04  
1" = 20'-0"





# COLOR LEGEND

- 1-1 UNIT
- 2-2 UNIT
- 3-2 UNIT
- COMMON SPACE
- VERTICAL CIRCULATION

| 0-UNIT DISTRIBUTION SCHEDULE (0000 Series) |           |
|--------------------------------------------|-----------|
| Count                                      | Name      |
| 58                                         | 1-1 UNIT  |
| 188                                        | 2-2 UNIT  |
| 47                                         | 3-2 UNIT  |
| 20                                         | STUDIO    |
| 25                                         | WORKSPACE |
| 360                                        |           |

| UNIT DISTRIBUTION SCHEDULE - 000 LEVEL |          |
|----------------------------------------|----------|
| Count                                  | Name     |
| 6                                      | 1-1 UNIT |
| 10                                     | 2-2 UNIT |
| 20                                     | 3-2 UNIT |
| 20                                     |          |

| 0600 LEVEL AREA SCHEDULE |           |
|--------------------------|-----------|
| RESIDENTIAL AREA         | PROVIDED  |
|                          | 18,175 SF |
| TOTAL GROSS SF           | 25,454 SF |

2 0600 LEVEL  
A-3.05 1" = 20'-0"

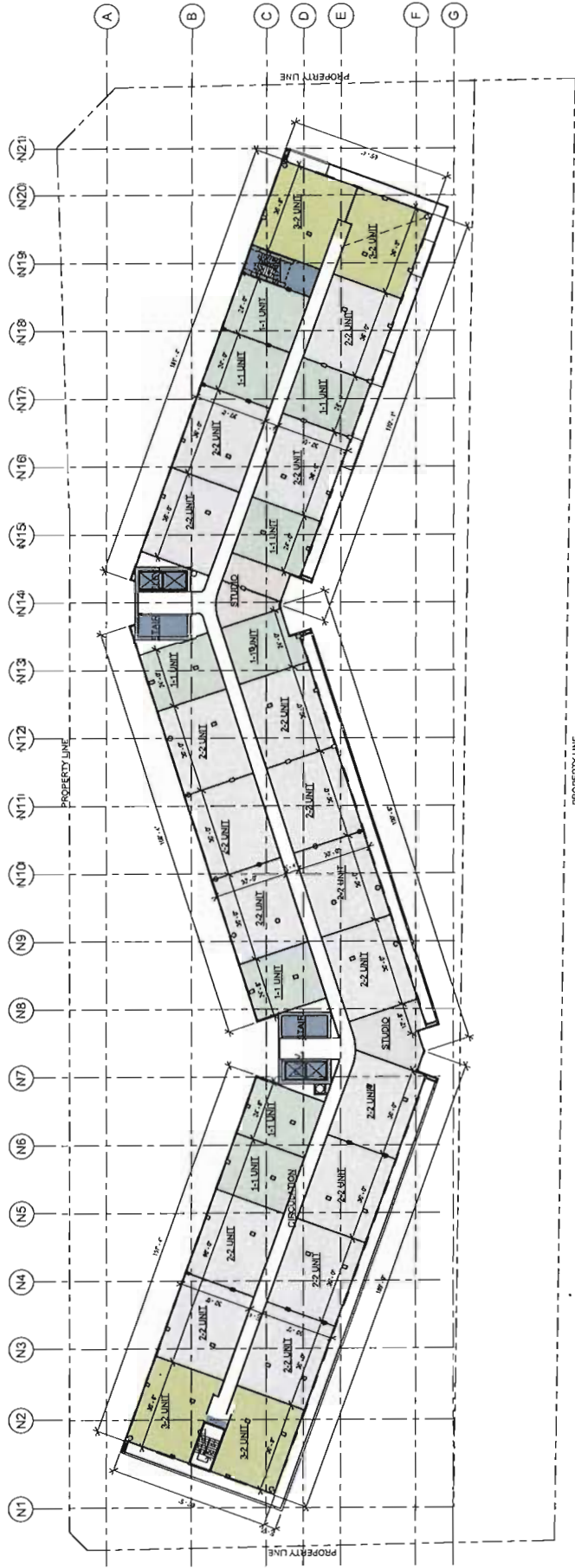


NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



90 WAVE  
DANIA BEACH, FL

A-3.05  
5/16/2018



# COLOR LEGEND

- 1-1 UNIT
- 2-2 UNIT
- 3-2 UNIT
- COMMON SPACE
- STUDIO
- VERTICAL CIRCULATION

| UNIT DISTRIBUTION SCHEDULE (0000 Series) |          |
|------------------------------------------|----------|
| Count                                    | Notes    |
| 98                                       | 1-1 UNIT |
| 19                                       | 2-2 UNIT |
| 47                                       | 3-2 UNIT |
| 20                                       | STUDIO   |
| 29                                       | WORKLINE |
| 380                                      |          |

| UNIT DISTRIBUTION SCHEDULE - TYP. LEVEL |          |
|-----------------------------------------|----------|
| Count                                   | Notes    |
| 9                                       | 1-1 UNIT |
| 17                                      | 2-2 UNIT |
| 4                                       | 3-2 UNIT |
| 2                                       | STUDIO   |
| 32                                      |          |

| TYPICAL LEVEL AREA SCHEDULE |           |
|-----------------------------|-----------|
| RESIDENTIAL AREA            | PROVIDED  |
|                             | 30,008 SF |
| TOTAL GROSS SF              | 35,537 SF |

2  
A-3.06  
TYP. LEVEL (7th-16th) - RESIDENTIAL UNITS  
1" = 20'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



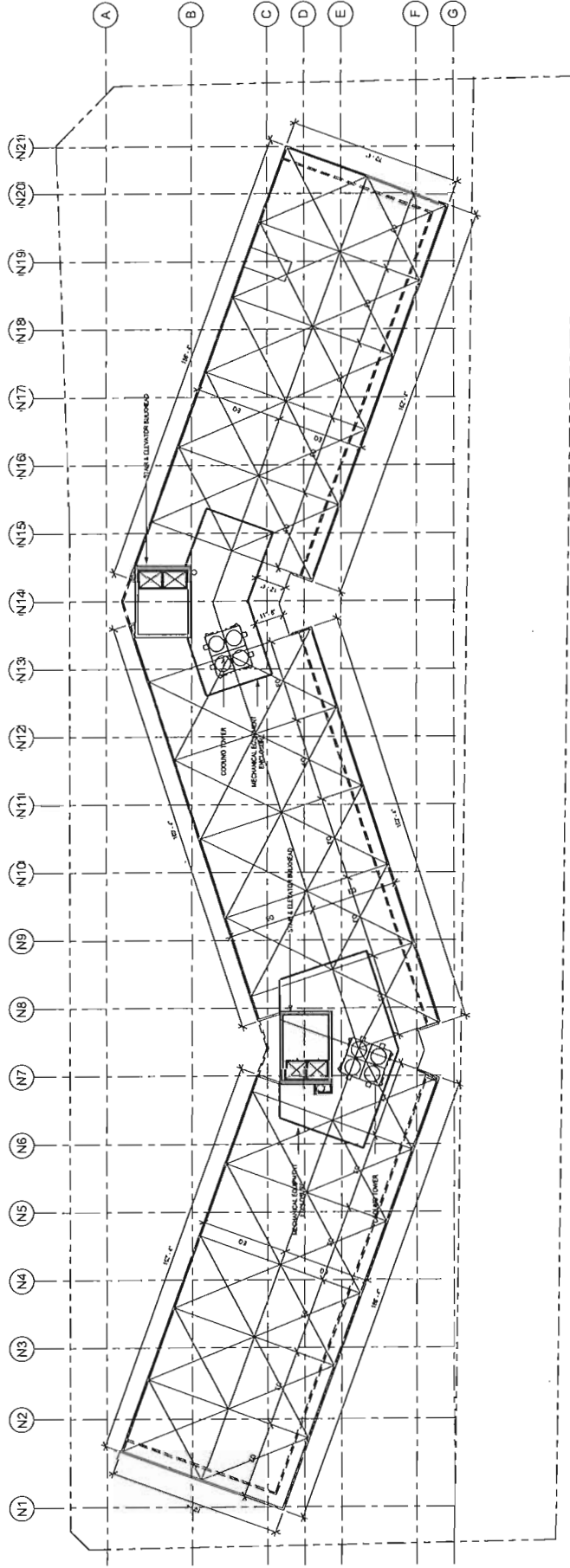
PATRICK INSTEED  
ARCHITECT  
August 2011

90 WAVE

DANIA BEACH, FL

A-3.06

9/6/2010



1 ROOF - NORTH PROPERTY  
A-3.07 1" = 20'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

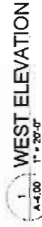


PATRICK R. WURST  
ARCHITECT

90 WAVE  
DANIA BEACH, FL

A-3.07  
05/06/2017





| KEYNOTE LEGEND |                                                                                    |
|----------------|------------------------------------------------------------------------------------|
| #              | DESCRIPTION                                                                        |
| 6              | VENISILE FACADE CLADDING, STICK BUILD ALUMINUM PANELS                              |
| 11             | ALUMINUM AND GLASS RAILING @ 4" F.F. W/ KYNAR FINISH.                              |
| 20             | OVERHEAD COILING DOOR W/ HIGH PERFORMANCE COATING.                                 |
| 21             | WEATHERPROOF MECHANICAL COVER ASSEMBLY IN EXTENDED ALUMINUM FRAME W/ KYNAR FINISH. |
| 22             | ALL OTHERS TO BE SPECIFIED BY THE DEVELOPER DESIGN GUIDELINES                      |

| KEYNOTE LEGEND |                                                                                                                                    |
|----------------|------------------------------------------------------------------------------------------------------------------------------------|
| #              | DESCRIPTION                                                                                                                        |
| 01             | ALUMINUM WINDOW WALL ASSEMBLY, WYNNAR FIN. COATING, TO MEET WIND LOAD REQUIREMENTS.                                                |
| 02C            | ALUMINUM STOREFRONT ASSEMBLY, WYNNAR FIN. W/ALUMINATED TINTED GLASS W/ A HIGH PERFORMANCE COATING, TO MEET WIND LOAD REQUIREMENTS. |
| 03             | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY, WYNNAR FIN. COATING, TO MEET WIND LOAD REQUIREMENTS.                                          |
| 04             | ALUMINUM COMPOSITE MATERIAL BUILDING PANEL, W/ KYNAR FINISH.                                                                       |

| #   | DESCRIPTION                                                                                                                                                                                                                                                                                   |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01A | GAUCCONCRETE SUBSTRATE W/SMOOTH STUCCO FINISH, 1/4" HIGHER BUILD-2 COAT ACRYLIC WATERPROOFING COATING (MASTERPROTECT BY BASF BUILDING SYSTEMS, OR ACCEPTABLE EQUIVALENT), PROVIDE CONCAVE TOOLED SURFACE REVEAL CONTROL JOINTS. ACCEENT COLOR IN AREA OF 1/4" SF BETWEEN JOINTS.              |
| 01B | CHUCONCRETE SUBSTRATE W/SMOOTH STUCCO FINISH, 1/4" HIGHER BUILD-2 COAT ACRYLIC WATERPROOFING COATING (MASTERPROTECT BY BASF BUILDING SYSTEMS, OR ACCEPTABLE EQUIVALENT), PROVIDE CONCAVE TOOLED SURFACE REVEAL CONTROL JOINTS WITH A MAXIMUM AREA OF 1/4 SF BETWEEN JOINTS. ACCEENT COLOR #2. |



(N1) (N2) (N3) (N4) (N5) (N6) (N7) (N8) (N9) (N10) (N11) (N12) (N13) (N14) (N15) (N16) (N17) (N18) (N19) (N20) (N21)



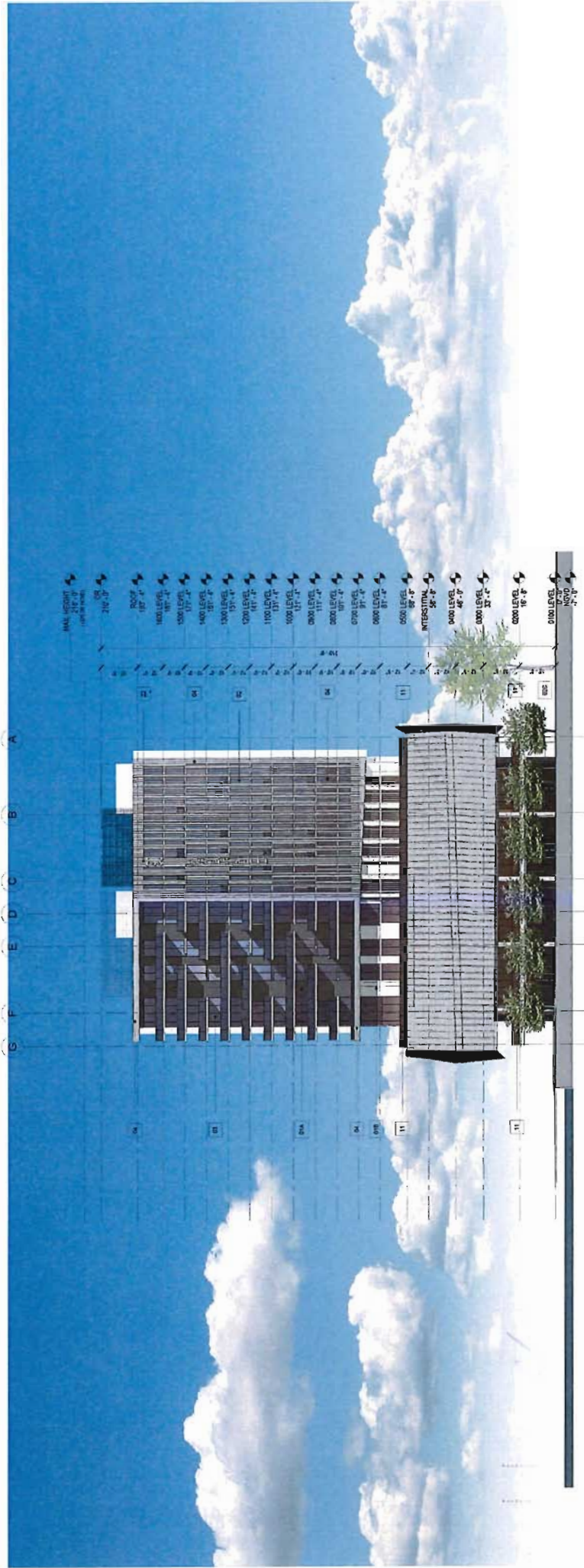
1 EAST ELEVATION  
A-4.01 1" = 20'-0"

| KEYNOTE LEGEND | DESCRIPTION                                                                 |
|----------------|-----------------------------------------------------------------------------|
| 21             | WETTERPROOFING MEMBRANE ASSEMBLY IN EXTRUDED ALUMINUM FRAME W/ KYNAR FINISH |

| KEYNOTE LEGEND | DESCRIPTION                                                                                                            |
|----------------|------------------------------------------------------------------------------------------------------------------------|
| 03             | ALUMINUM GLASS PANEL ASSEMBLY W/ KYNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |
| 04             | ALUMINUM COMPOSITE MATERIAL BUILDING PANEL W/ KYNAR FINISH.                                                            |
| 11             | ALUMINUM AND GLASS RAILING @ 42" A.F.F. W/ KYNAR FINISH.                                                               |
| 15             | ALUMINUM LOUVERS W/ KYNAR FINISH, SILVER ALUMINUM COLOR.                                                               |
| 20             | GLASS AND COILING DOOR W/ HIGH PERFORMANCE COATINGS.                                                                   |

| KEYNOTE LEGEND | DESCRIPTION                                                                                                                                                                                                                                                          |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01             | CONCRETE BUILDING WITH STUCCO FINISH, W/ HIGH BUILD 2-COAT ACETYLIC WATERPROOFING COATING MASTERPROTECT BY BASF BUILDING MATERIALS CORP. TO MEET WIND LOAD REQUIREMENTS. CONCEALED TOILET STUCCO REVEAL CONTROL JOINTS WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |
| 02             | ALUMINUM WINDOW WALL ASSEMBLY WITH INTEGRAL ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. ALUMINUM TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS.                                                                                           |





| #  | KEYNOTE LEGEND                                                                        | DESCRIPTION |
|----|---------------------------------------------------------------------------------------|-------------|
| 11 | ALUMINUM AND GLASS RAILING @ 42" A.F.F. W/ KYNAR FINISH                               |             |
| 22 | BUILDING IDENTIFICATION SIGN SIZE AS PRESCRIBED BY THE DEVELOPMENT DESIGN GUIDELINES. |             |

| #   | KEYNOTE LEGEND                                                                    | DESCRIPTION |
|-----|-----------------------------------------------------------------------------------|-------------|
| 02  | ALUMINUM WINDOW WALL ASSEMBLY W/ KYNAR FIN. TO MEET WIND LOAD REQUIREMENTS.       |             |
| 00C | ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. TO MEET WIND LOAD REQUIREMENTS.        |             |
| 03  | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/ KYNAR FIN. TO MEET WIND LOAD REQUIREMENTS. |             |
| 04  | ALUMINUM COMPOSITE MATERIAL BUILDING PANEL W/ FINER FINISH.                       |             |

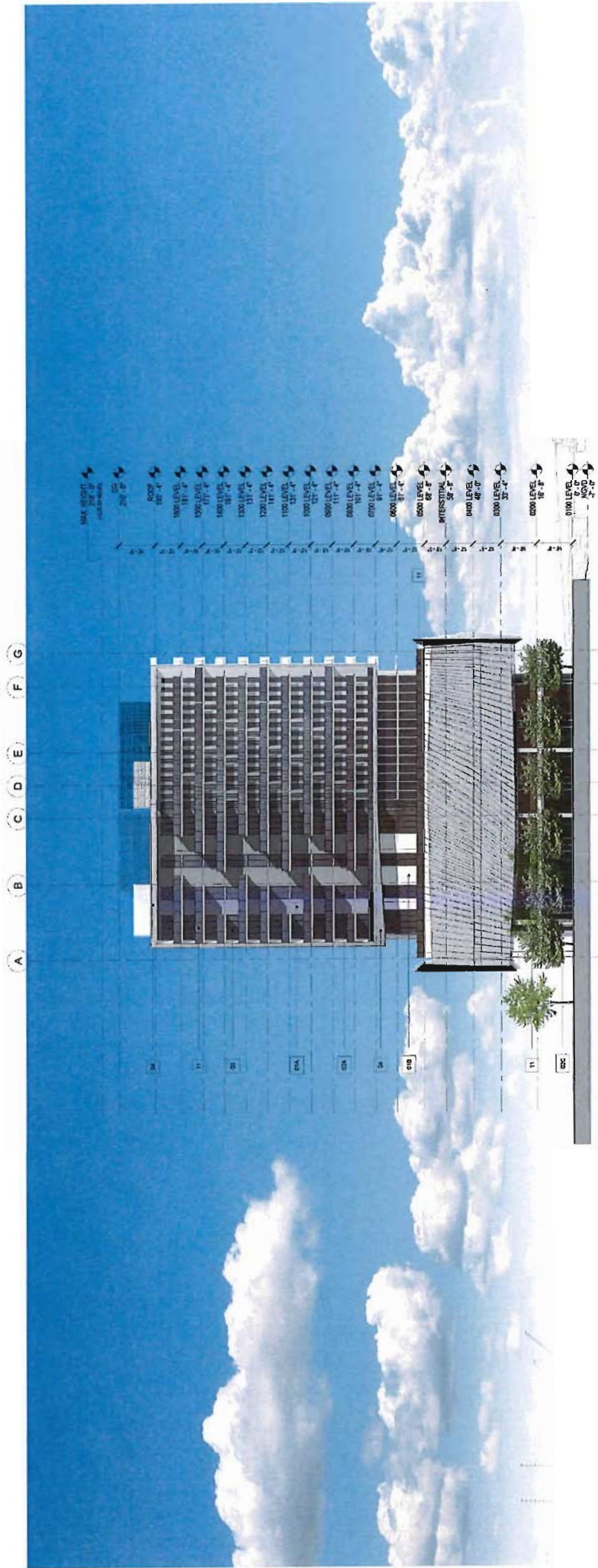
| #   | KEYNOTE LEGEND                                                                                                                                                                                                   | DESCRIPTION |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 01A | CMU/CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH, TO MEET WIND LOAD REQUIREMENTS. PROVIDE COATING (MASTERPROTECT BY EAST BUILDING SYSTEMS, OR ACCEPTABLE EQUIVALENT) WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |             |
| 01B | CMU/CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH, TO MEET WIND LOAD REQUIREMENTS. PROVIDE COATING (MASTERPROTECT BY EAST BUILDING SYSTEMS, OR ACCEPTABLE EQUIVALENT) WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |             |



NICHOLS BROSCHE WURST WOLFE & ASSOCIATES, INC.  
ARCHITECT  
PATRICK BUNSTED  
ARCHITECT  
REVISED



90 WAVE  
DANIA BEACH, FL  
A-4.02  
07-02-20



1 SOUTH ELEVATION  
A.4.03 1" = 30'-0"

| KEYNOTE LEGEND |                                                          |
|----------------|----------------------------------------------------------|
| #              | DESCRIPTION                                              |
| 11             | ALUMINUM AND GLASS RAILING @ 42" A.F.F. W/ KYNAR FINISH. |

| KEYNOTE LEGEND |                                                                                                                              |
|----------------|------------------------------------------------------------------------------------------------------------------------------|
| #              | DESCRIPTION                                                                                                                  |
| 02A            | ALUMINUM WINDOW WALL ASSEMBLY WITH INTEGRAL GLASS AND ALUMINUM FINISH. TO MEET WIND LOAD REQUIREMENTS.                       |
| 02C            | ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. TO MEET WIND LOAD REQUIREMENTS.                                                   |
| 03             | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/ KYNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |
| 04             | ALUMINUM COMPOSITE MATERIAL BUILDING PANEL W/ KYNAR FINISH.                                                                  |

| KEYNOTE LEGEND |                                                                                                                                                                                                                                                         |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| #              | DESCRIPTION                                                                                                                                                                                                                                             |
| 01A            | CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH. TO MEET WIND LOAD REQUIREMENTS. PROVIDE COATING (MASTERPROTECT BY BASF BUILDING SYSTEMS, OR ACCEPTABLE EQUIVALENT), PROVIDE CONCEALED JOINTS WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. ACCENT COLOR #1. |
| 01B            | CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH. TO MEET WIND LOAD REQUIREMENTS. PROVIDE COATING (MASTERPROTECT BY BASF BUILDING SYSTEMS, OR ACCEPTABLE EQUIVALENT), PROVIDE CONCEALED JOINTS WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. ACCENT COLOR #2. |



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK DUSTIEB  
ARCHITECT  
AUGUST 2021

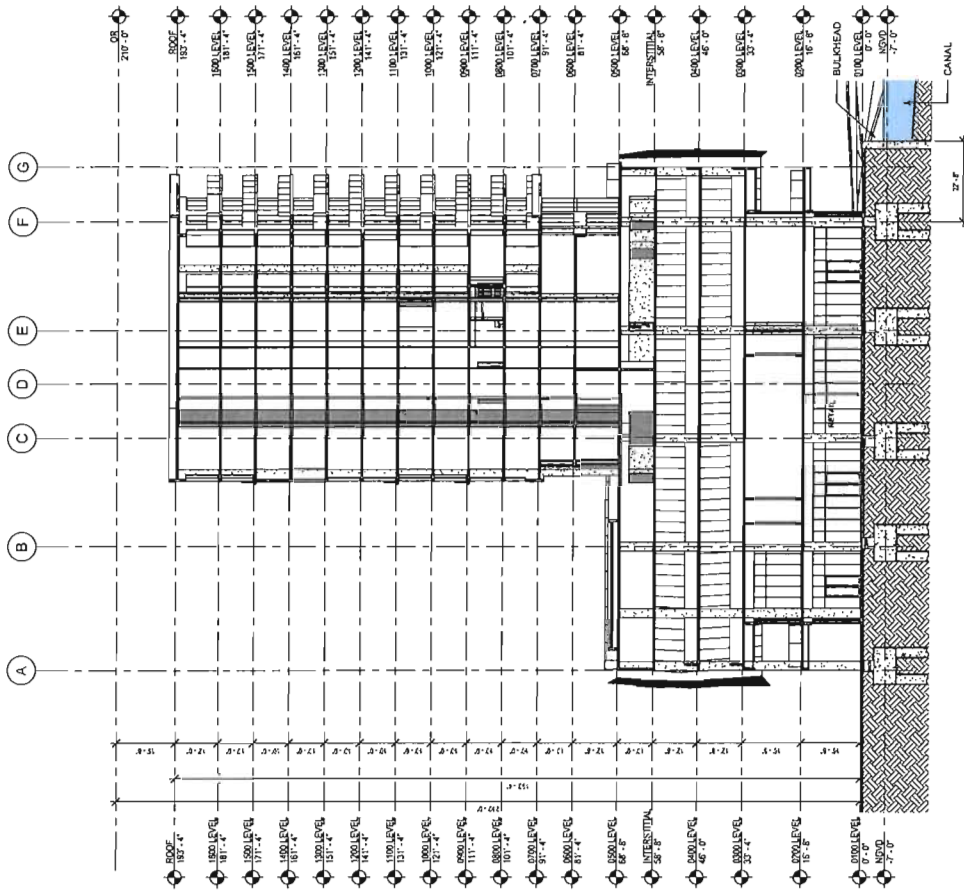
90 WAVE

DANIA BEACH, FL

A-4.03

08-01-20





1 BUILDING CROSS SECTION  
A-5.00 1/16" = 1'-0"

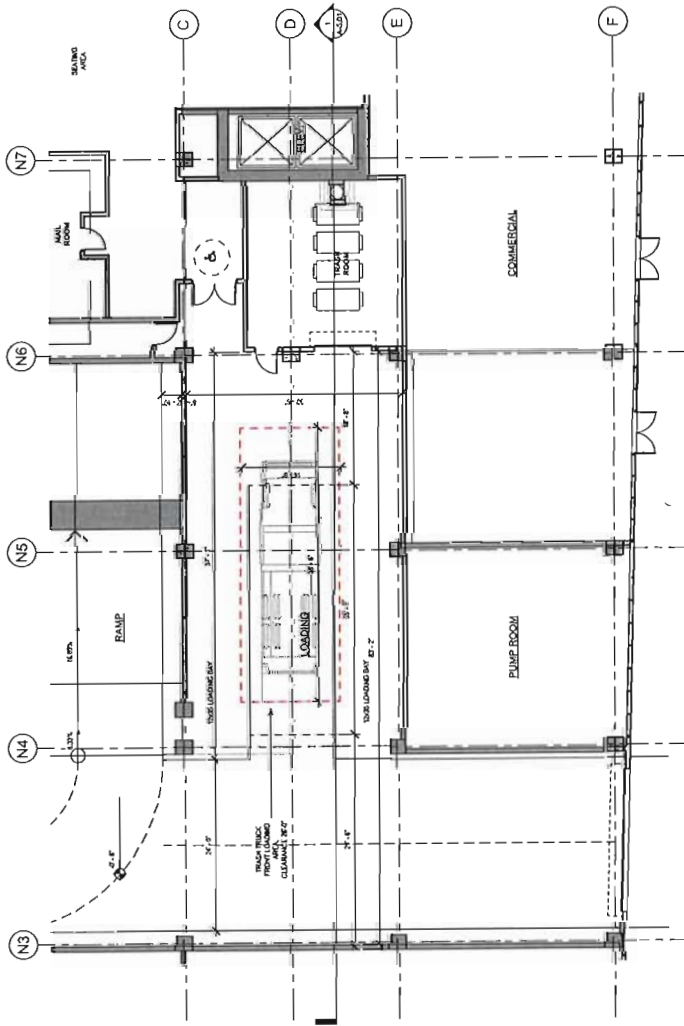


NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

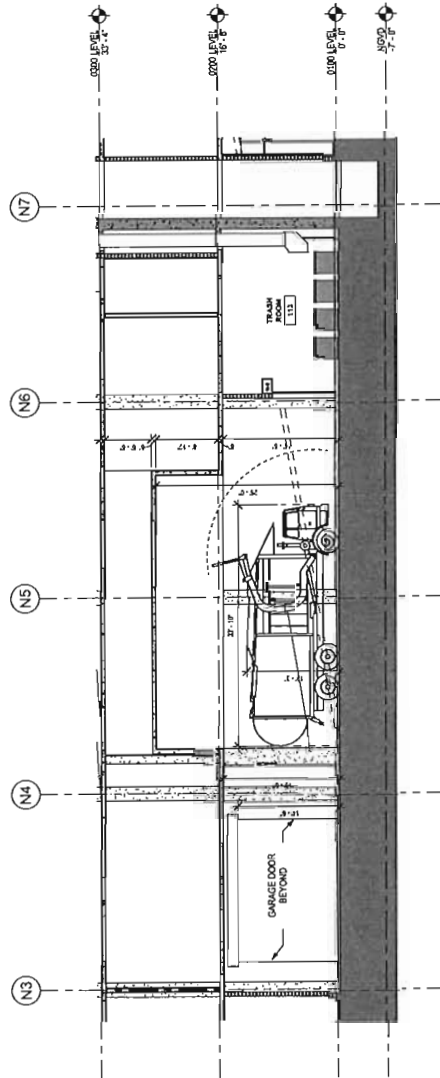


90 WAVE  
DANIA BEACH, FL

A-5.00  
05/06/2020



2 LOADING AREA FLOOR PLAN  
A-5.01 1/8" = 1'-0"



1 LOADING AREA SECTION  
A-5.01 1/8" = 1'-0"



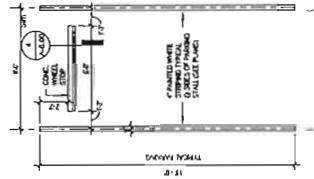
NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



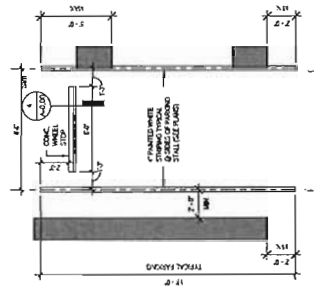
PATRICK RUSTEED  
ARCHITECT  
APR2081

90 WAVE  
DANIA BEACH, FL

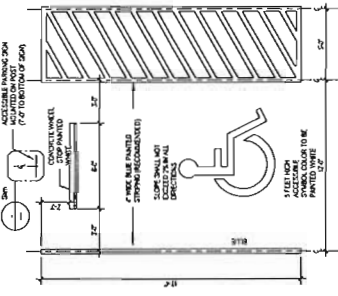
A-5.01  
08/07/20



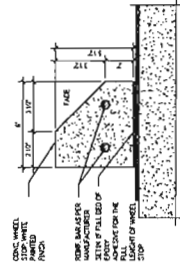
1 TYP. VALET PARKING STALL  
A-6.00 1/4" = 1'-0"



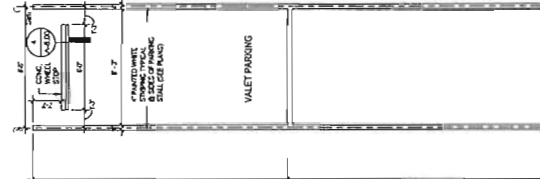
2 TYP. VALET PARKING STALL  
A-6.00 1/4" = 1'-0"



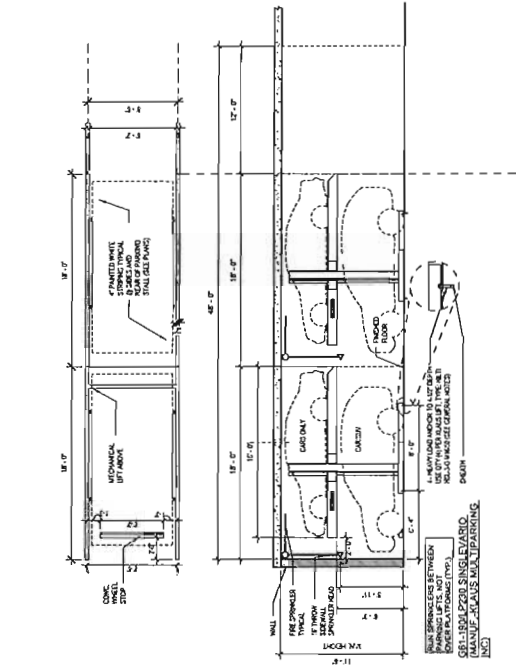
3 TYP. HANDICAPPED PARKING STALL  
A-6.00 1/4" = 1'-0"



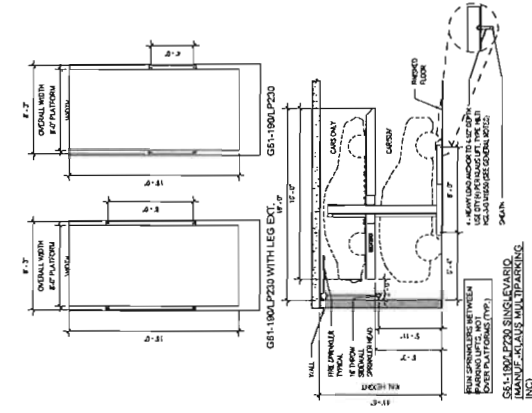
4 WHEEL STOP  
A-6.00 3" = 1'-0"



5 TYP. VALET TANDEM STALL  
A-6.00 1/4" = 1'-0"



6 PARKING STALL TANDEM LIFT  
A-6.00 3/16" = 1'-0"



7 PARKING STALL SINGLE LIFT  
A-6.00 3/16" = 1'-0"

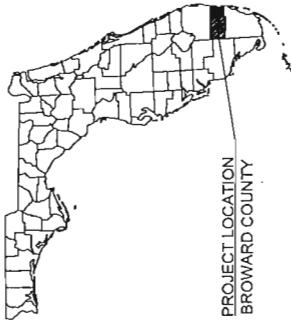


NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



90 WAVE  
DANIA BEACH, FL

A-6.00  
05-63-70



PROJECT LOCATION  
BROWARD COUNTY

# CONSTRUCTION PLANS FOR 90 WAVE LOCATED IN CITY OF DANIA BEACH, FLORIDA SECTION 33, TOWNSHIP 50S, RANGE 42E

## PROJECT TEAM

- OWNER/DEVELOPER**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- ARCHITECT**  
KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
DANIA BEACH, FL 33004  
(954) 920-5555
- LANDSCAPE ARCHITECT**  
MATTHEW FRANKO  
KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
DANIA BEACH, FL 33004  
(954) 920-5555
- SURVEYOR**  
DAVID E. CASTELL, P.E.  
445 24TH STREET, SUITE 200  
DANIA BEACH, FL 33004  
(954) 920-5555
- CIVIL ENGINEER**  
KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
DANIA BEACH, FL 33004  
(954) 920-5555
- ENVIRONMENTAL CONSULTANT**  
TOM FERGUSON  
KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
DANIA BEACH, FL 33004  
(954) 920-5555
- GEOTECHNICAL CONSULTANT**  
UNIVERSAL ENGINEERING SERVICES  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- STORMWATER**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- WATER**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- SANITARY SEWER**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- FIRE PREVENTION**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- PLANNING AND ZONING**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555

## LIST OF CONTACTS

- ENGINEERING**  
PUBLIC SERVICES DEPARTMENT  
DANIA BEACH, FL 33004  
(954) 920-5555
- BUILDING DIVISION**  
CITY OF DANIA BEACH  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- LANDSCAPING AND TREE PRESERVATION**  
METRO LANDSCAPING  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- ELECTRIC PROVIDER**  
AT&T  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- TELEPHONE PROVIDER**  
AT&T  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555
- NATURAL GAS PROVIDER**  
TECO PEOPLE GAS  
100 W DANIA BEACH BOULEVARD  
DANIA BEACH, FL 33004  
(954) 920-5555



VICINITY  
N.T.A.



| Sheet Number | Sheet Title                         |
|--------------|-------------------------------------|
| C-000        | COVER SHEET                         |
| V-1          | 80 NORTH BRYAN SURVEY               |
| V-2          | 80 NORTH BRYAN SURVEY               |
| V-3          | 80 NORTH BRYAN SURVEY               |
| C-001        | EROSION CONTROL PLAN                |
| C-002        | EROSION CONTROL DETAILS             |
| C-003        | EROSION CONTROL PLAN                |
| C-004        | PAVING GRADING AND DRAINAGE PLAN    |
| C-005        | PAVING GRADING AND DRAINAGE DETAILS |
| C-006        | PAVING GRADING AND DRAINAGE PLAN    |
| C-007        | PAVING GRADING AND DRAINAGE DETAILS |
| C-008        | PAVING GRADING AND DRAINAGE PLAN    |
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| C-098        | PAVING GRADING AND DRAINAGE PLAN    |
| C-099        | PAVING GRADING AND DRAINAGE DETAILS |
| C-100        | PAVING GRADING AND DRAINAGE PLAN    |

**Kimley»Horn**  
KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
DANIA BEACH, FL 33004  
(954) 920-5555



COVER SHEET

CITY OF DANIA BEACH  
DANIA BEACH MARINE CORP.  
90 WAVE  
PREPARED FOR  
SHEET NUMBER  
C-000









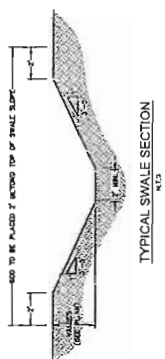
EROSION CONTROL PLAN

PHONE: 772-786-4100  
WWW.MILEY-HORN.COM CA 00030554

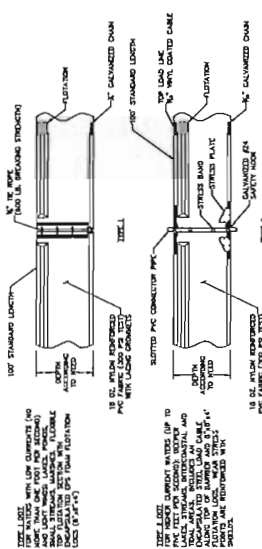
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| REV | DATE | REVISIONS |
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|     |      |           |
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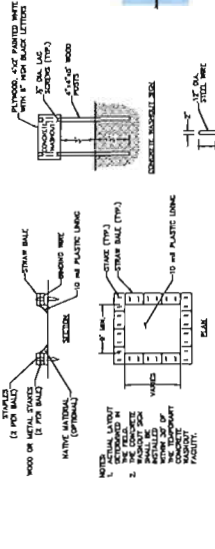
**811**  
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DIAL 811  
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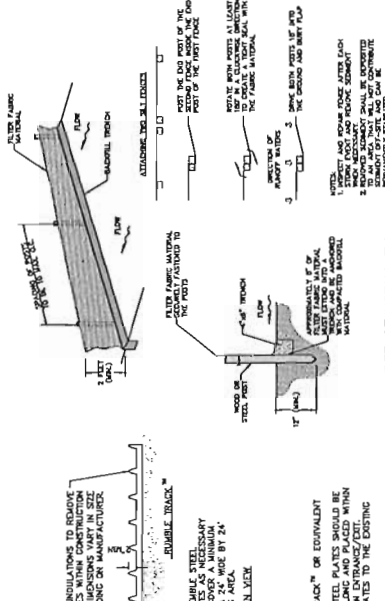
FLOATING TURBIDITY BARRIERS



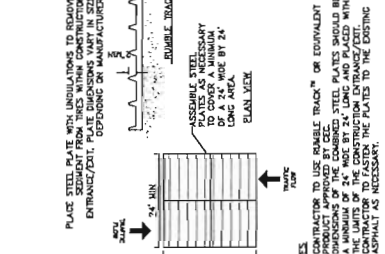
CONCRETE & STUCCO  
WASTE MANAGEMENT



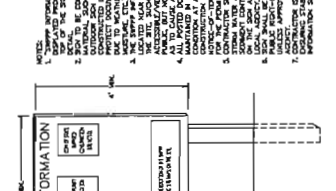
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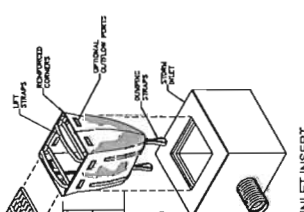
CONSTRUCTION ENTRANCE/EXIT



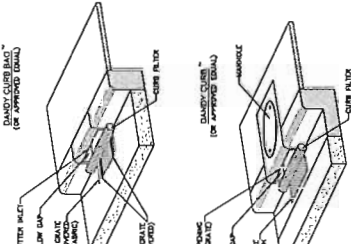
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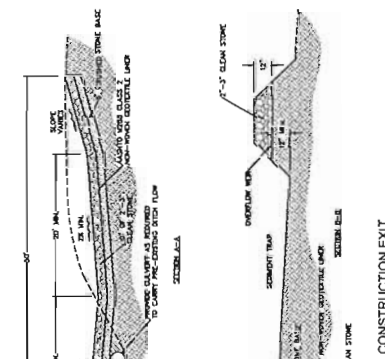
INLET INSERT



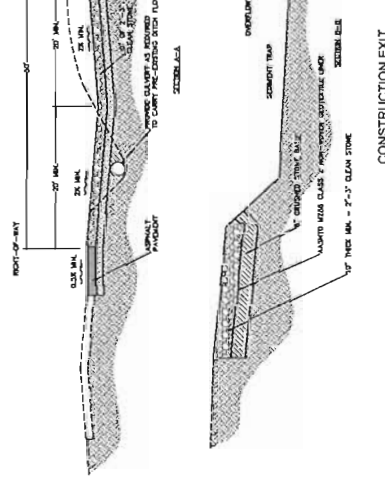
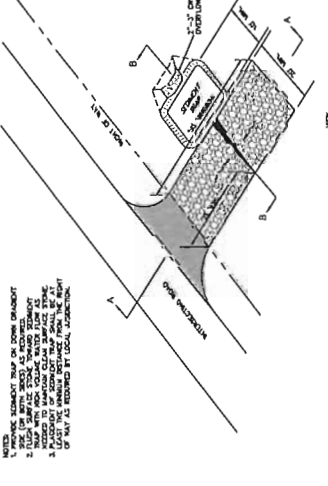
CURB INLET SEDIMENT CONTROL



CONSTRUCTION EXIT



- EROSION CONTROL NOTES**
1. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION OF THE SOIL SURFACE AND TO PREVENT THE EROSION OF THE SOIL SURFACE FROM THE EROSION OF THE SOIL SURFACE.
  2. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION OF THE SOIL SURFACE AND TO PREVENT THE EROSION OF THE SOIL SURFACE FROM THE EROSION OF THE SOIL SURFACE.
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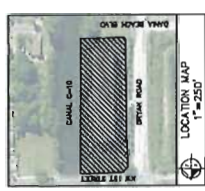
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1. THREE AND 10 DURING / RE UP

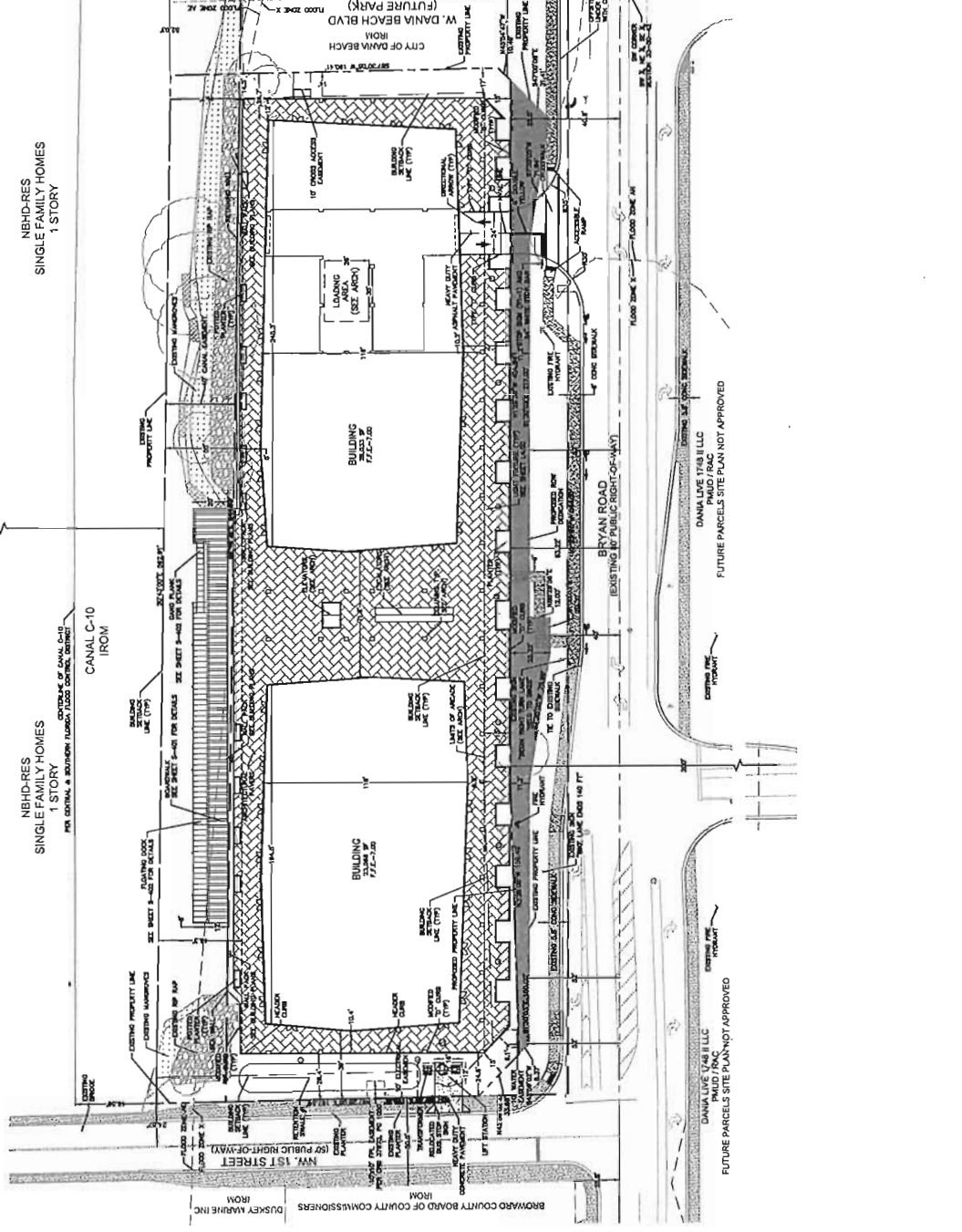
| EXPERIMENTAL | THEORETICAL |
|--------------|-------------|
| 1.0          | 1.0         |
| 1.1          | 1.1         |
| 1.2          | 1.2         |
| 1.3          | 1.3         |
| 1.4          | 1.4         |
| 1.5          | 1.5         |
| 1.6          | 1.6         |
| 1.7          | 1.7         |
| 1.8          | 1.8         |
| 1.9          | 1.9         |
| 2.0          | 2.0         |

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|------------|---------------------|
| 701        | Client's background |
| Client's D |                     |

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| TOTAL BUILDING LEVEL BREAKDOWN |                      |           |               |
|--------------------------------|----------------------|-----------|---------------|
| LEVEL                          | TYPE OF CONSTRUCTION | EST. COST | EST. SCHEDULE |
| 1000                           | FOUNDATION           | 1,000,000 | 12 WKS        |
| 2000                           | 1ST FLOOR            | 2,000,000 | 12 WKS        |
| 3000                           | 2ND FLOOR            | 2,000,000 | 12 WKS        |
| 4000                           | 3RD FLOOR            | 2,000,000 | 12 WKS        |
| 5000                           | 4TH FLOOR            | 2,000,000 | 12 WKS        |
| 6000                           | 5TH FLOOR            | 2,000,000 | 12 WKS        |
| 7000                           | 6TH FLOOR            | 2,000,000 | 12 WKS        |
| 8000                           | 7TH FLOOR            | 2,000,000 | 12 WKS        |
| 9000                           | 8TH FLOOR            | 2,000,000 | 12 WKS        |
| 10000                          | 9TH FLOOR            | 2,000,000 | 12 WKS        |
| 11000                          | 10TH FLOOR           | 2,000,000 | 12 WKS        |
| 12000                          | 11TH FLOOR           | 2,000,000 | 12 WKS        |
| 13000                          | 12TH FLOOR           | 2,000,000 | 12 WKS        |
| 14000                          | 13TH FLOOR           | 2,000,000 | 12 WKS        |
| 15000                          | 14TH FLOOR           | 2,000,000 | 12 WKS        |
| 16000                          | 15TH FLOOR           | 2,000,000 | 12 WKS        |
| 17000                          | 16TH FLOOR           | 2,000,000 | 12 WKS        |
| 18000                          | 17TH FLOOR           | 2,000,000 | 12 WKS        |
| 19000                          | 18TH FLOOR           | 2,000,000 | 12 WKS        |
| 20000                          | 19TH FLOOR           | 2,000,000 | 12 WKS        |
| 21000                          | 20TH FLOOR           | 2,000,000 | 12 WKS        |
| 22000                          | 21ST FLOOR           | 2,000,000 | 12 WKS        |
| 23000                          | 22ND FLOOR           | 2,000,000 | 12 WKS        |
| 24000                          | 23RD FLOOR           | 2,000,000 | 12 WKS        |
| 25000                          | 24TH FLOOR           | 2,000,000 | 12 WKS        |
| 26000                          | 25TH FLOOR           | 2,000,000 | 12 WKS        |
| 27000                          | 26TH FLOOR           | 2,000,000 | 12 WKS        |
| 28000                          | 27TH FLOOR           | 2,000,000 | 12 WKS        |
| 29000                          | 28TH FLOOR           | 2,000,000 | 12 WKS        |
| 30000                          | 29TH FLOOR           | 2,000,000 | 12 WKS        |
| 31000                          | 30TH FLOOR           | 2,000,000 | 12 WKS        |
| 32000                          | 31ST FLOOR           | 2,000,000 | 12 WKS        |
| 33000                          | 32ND FLOOR           | 2,000,000 | 12 WKS        |
| 34000                          | 33RD FLOOR           | 2,000,000 | 12 WKS        |
| 35000                          | 34TH FLOOR           | 2,000,000 | 12 WKS        |
| 36000                          | 35TH FLOOR           | 2,000,000 | 12 WKS        |
| 37000                          | 36TH FLOOR           | 2,000,000 | 12 WKS        |
| 38000                          | 37TH FLOOR           | 2,000,000 | 12 WKS        |
| 39000                          | 38TH FLOOR           | 2,000,000 | 12 WKS        |
| 40000                          | 39TH FLOOR           | 2,000,000 | 12 WKS        |
| 41000                          | 40TH FLOOR           | 2,000,000 | 12 WKS        |
| 42000                          | 41ST FLOOR           | 2,000,000 | 12 WKS        |
| 43000                          | 42ND FLOOR           | 2,000,000 | 12 WKS        |
| 44000                          | 43RD FLOOR           | 2,000,000 | 12 WKS        |
| 45000                          | 44TH FLOOR           | 2,000,000 | 12 WKS        |
| 46000                          | 45TH FLOOR           | 2,000,000 | 12 WKS        |
| 47000                          | 46TH FLOOR           | 2,000,000 | 12 WKS        |
| 48000                          | 47TH FLOOR           | 2,000,000 | 12 WKS        |
| 49000                          | 48TH FLOOR           | 2,000,000 | 12 WKS        |
| 50000                          | 49TH FLOOR           | 2,000,000 | 12 WKS        |
| 51000                          | 50TH FLOOR           | 2,000,000 | 12 WKS        |
| 52000                          | 51ST FLOOR           | 2,000,000 | 12 WKS        |
| 53000                          | 52ND FLOOR           | 2,000,000 | 12 WKS        |
| 54000                          | 53RD FLOOR           | 2,000,000 | 12 WKS        |
| 55000                          | 54TH FLOOR           | 2,000,000 | 12 WKS        |
| 56000                          | 55TH FLOOR           | 2,000,000 | 12 WKS        |
| 57000                          | 56TH FLOOR           | 2,000,000 | 12 WKS        |
| 58000                          | 57TH FLOOR           | 2,000,000 | 12 WKS        |
| 59000                          | 58TH FLOOR           | 2,000,000 | 12 WKS        |
| 60000                          | 59TH FLOOR           | 2,000,000 | 12 WKS        |
| 61000                          | 60TH FLOOR           | 2,000,000 | 12 WKS        |
| 62000                          | 61ST FLOOR           | 2,000,000 | 12 WKS        |
| 63000                          | 62ND FLOOR           | 2,000,000 | 12 WKS        |
| 64000                          | 63RD FLOOR           | 2,000,000 | 12 WKS        |
| 65000                          | 64TH FLOOR           | 2,000,000 | 12 WKS        |
| 66000                          | 65TH FLOOR           | 2,000,000 | 12 WKS        |
| 67000                          | 66TH FLOOR           | 2,000,000 | 12 WKS        |
| 68000                          | 67TH FLOOR           | 2,000,000 | 12 WKS        |
| 69000                          | 68TH FLOOR           | 2,000,000 | 12 WKS        |
| 70000                          | 69TH FLOOR           | 2,000,000 | 12 WKS        |
| 71000                          | 70TH FLOOR           | 2,000,000 | 12 WKS        |
| 72000                          | 71ST FLOOR           | 2,000,000 | 12 WKS        |
| 73000                          | 72ND FLOOR           | 2,000,000 | 12 WKS        |
| 74000                          | 73RD FLOOR           | 2,000,000 | 12 WKS        |
| 75000                          | 74TH FLOOR           | 2,000,000 | 12 WKS        |
| 76000                          | 75TH FLOOR           | 2,000,000 | 12 WKS        |
| 77000                          | 76TH FLOOR           | 2,000,000 | 12 WKS        |
| 78000                          | 77TH FLOOR           | 2,000,000 | 12 WKS        |
| 79000                          | 78TH FLOOR           | 2,000,000 | 12 WKS        |
| 80000                          | 79TH FLOOR           | 2,000,000 | 12 WKS        |
| 81000                          | 80TH FLOOR           | 2,000,000 | 12 WKS        |
| 82000                          | 81ST FLOOR           | 2,000,000 | 12 WKS        |
| 83000                          | 82ND FLOOR           | 2,000,000 | 12 WKS        |
| 84000                          | 83RD FLOOR           | 2,000,000 | 12 WKS        |
| 85000                          | 84TH FLOOR           | 2,000,000 | 12 WKS        |
| 86000                          | 85TH FLOOR           | 2,000,000 | 12 WKS        |
| 87000                          | 86TH FLOOR           | 2,000,000 | 12 WKS        |
| 88000                          | 87TH FLOOR           | 2,000,000 | 12 WKS        |
| 89000                          | 88TH FLOOR           | 2,000,000 | 12 WKS        |
| 90000                          | 89TH FLOOR           | 2,000,000 | 12 WKS        |
| 91000                          | 90TH FLOOR           | 2,000,000 | 12 WKS        |
| 92000                          | 91ST FLOOR           | 2,000,000 | 12 WKS        |
| 93000                          | 92ND FLOOR           | 2,000,000 | 12 WKS        |
| 94000                          | 93RD FLOOR           | 2,000,000 | 12 WKS        |
| 95000                          | 94TH FLOOR           | 2,000,000 | 12 WKS        |
| 96000                          | 95TH FLOOR           | 2,000,000 | 12 WKS        |
| 97000                          | 96TH FLOOR           | 2,000,000 | 12 WKS        |
| 98000                          | 97TH FLOOR           | 2,000,000 | 12 WKS        |
| 99000                          | 98TH FLOOR           | 2,000,000 | 12 WKS        |
| 100000                         | 99TH FLOOR           | 2,000,000 | 12 WKS        |
| 101000                         | 100TH FLOOR          | 2,000,000 | 12 WKS        |
| 102000                         | 101ST FLOOR          | 2,000,000 | 12 WKS        |
| 103000                         | 102ND FLOOR          | 2,000,000 | 12 WKS        |
| 104000                         | 103RD FLOOR          | 2,000,000 | 12 WKS        |
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| 252000                         | 251ST FLOOR          | 2,000,000 | 12 WKS        |
| 253000                         | 252ND FLOOR          | 2,000,000 | 12 WKS        |
| 254000                         | 253RD FLOOR          | 2,000,000 | 12 WKS        |
| 255000                         | 254TH FLOOR          | 2,000,000 | 12 WKS        |
| 256000                         | 255TH FLOOR          | 2,000,000 | 12 WKS        |
| 2                              |                      |           |               |



90 WAVE  
PREPARED FOR  
DANIA BEACH MARINE CORP.

CITY OF DANIA BEACH  
FLORIDA

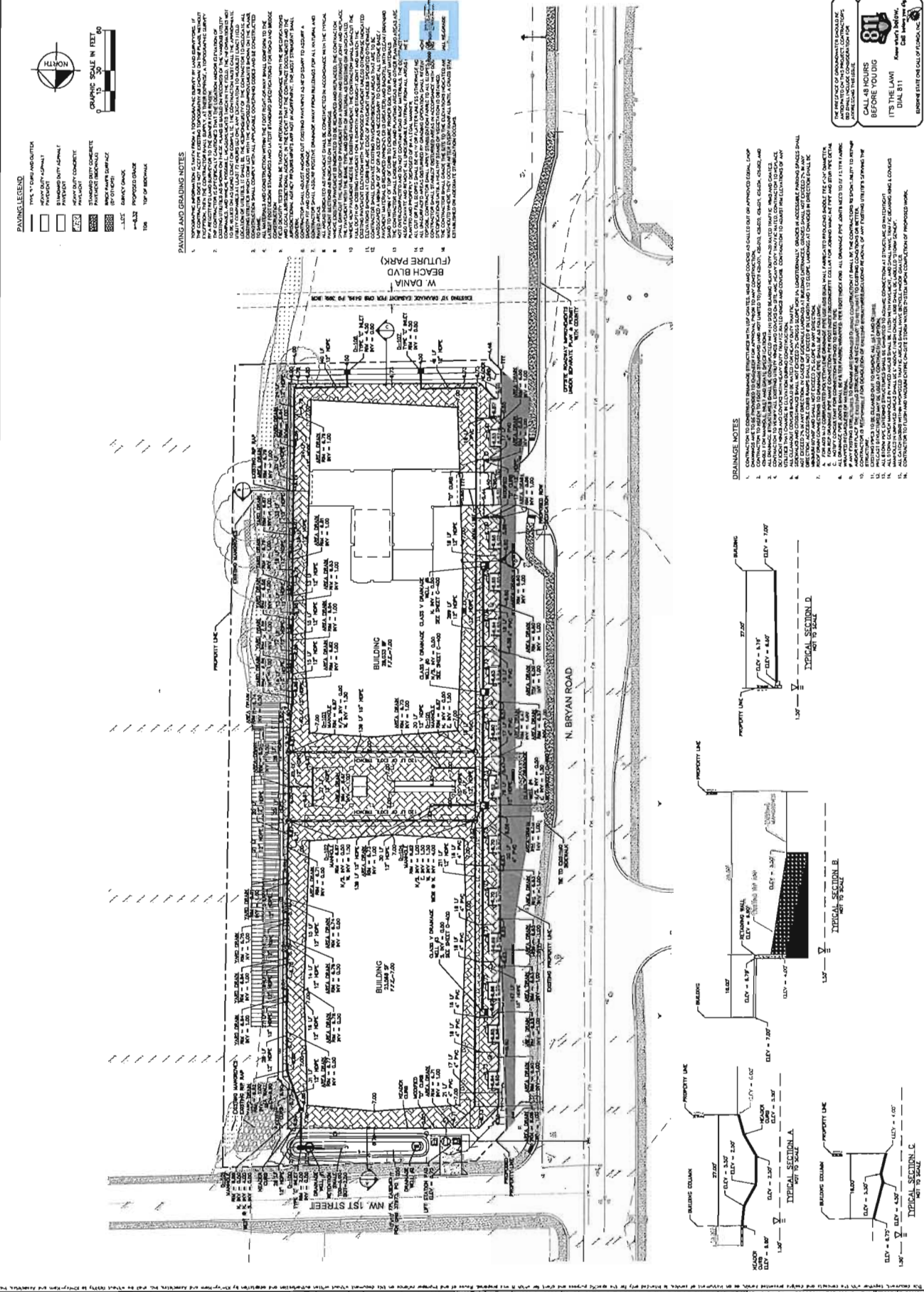
PAVING GRADING  
AND DRAINAGE PLAN

NOA PROJECT  
1417306000  
DATE  
07/02/2020  
DESIGNED BY  
CHECKED BY  
DRAWN BY

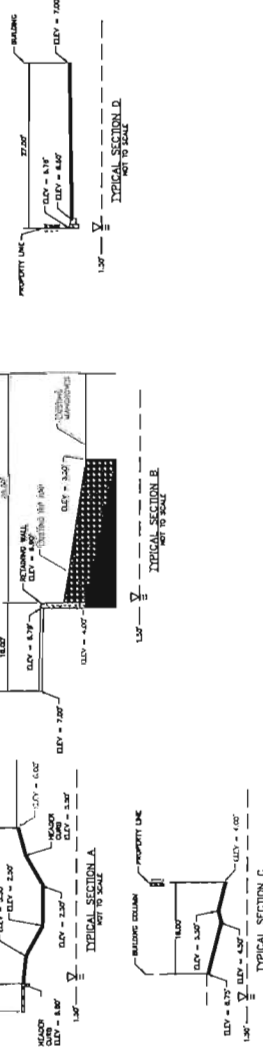


Kimley-Horn & Associates, Inc.  
6200 ROUTE 19 NORTH  
WINTER HAVEN, FL 33880  
PHONE: 772-741-1100  
FAX: 772-741-1101  
WWW.KH-USA.COM

| REVISIONS | DATE | BY |
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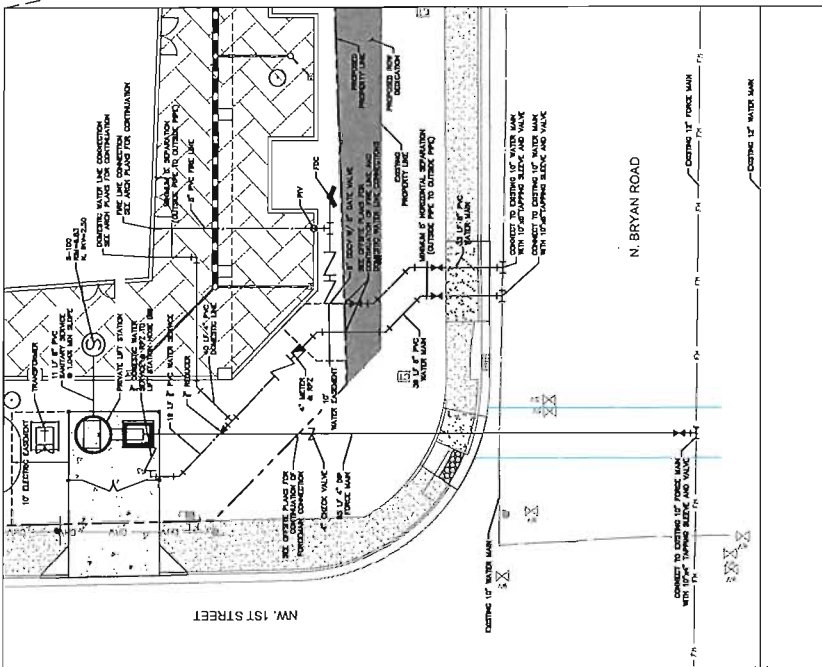


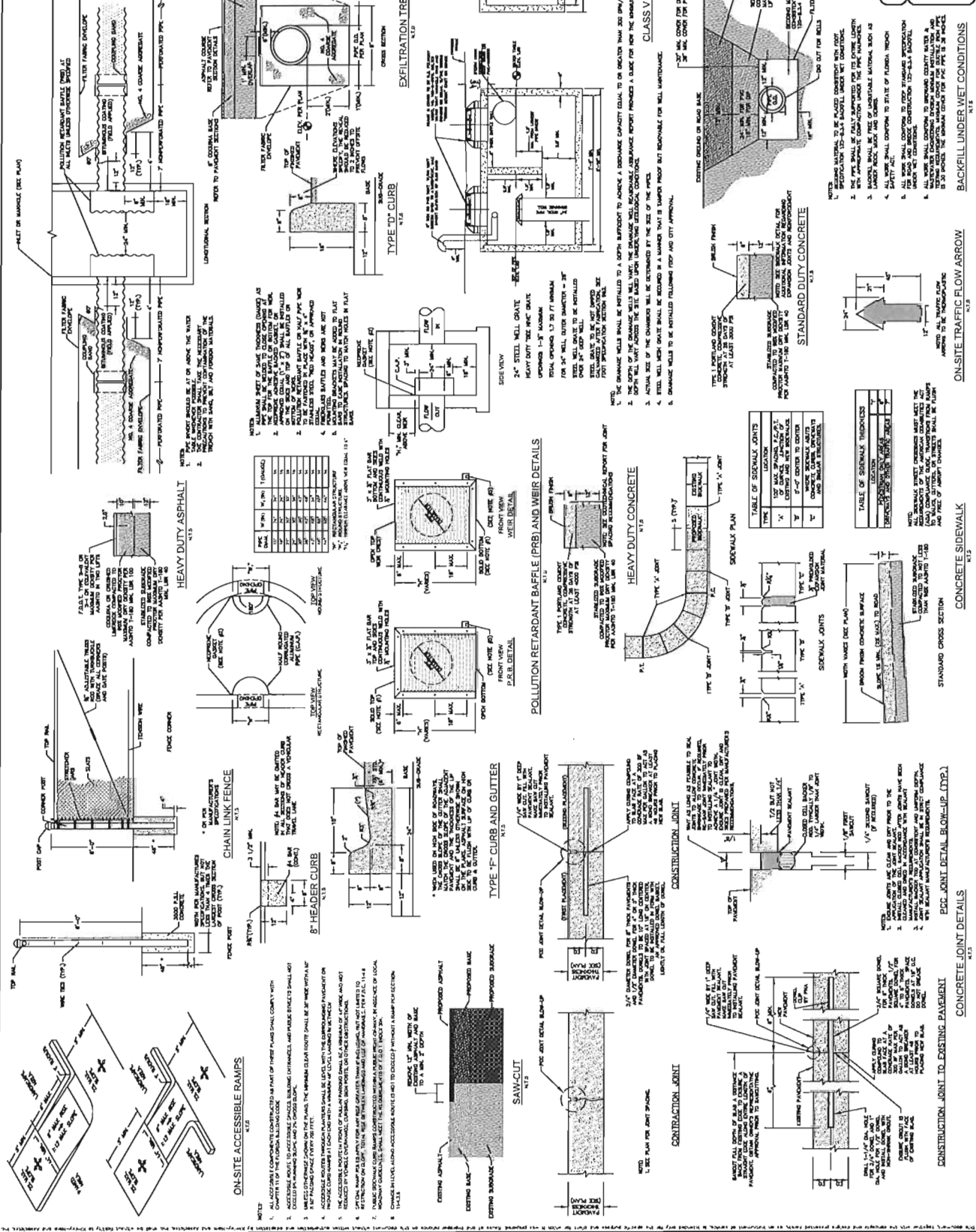
- PAVING AND GRADING NOTES**
1. THE CONTRACTOR SHALL MAINTAIN EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES.
  2. THE CONTRACTOR SHALL MAINTAIN EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES.
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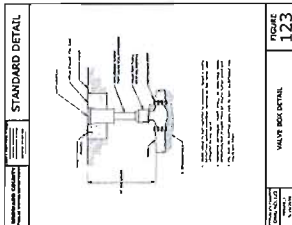


## UTILITY PLAN

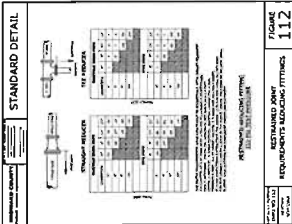
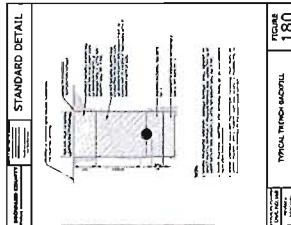
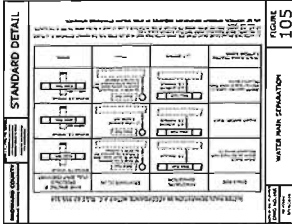
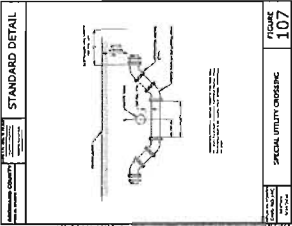
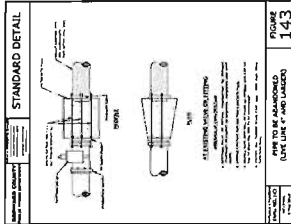
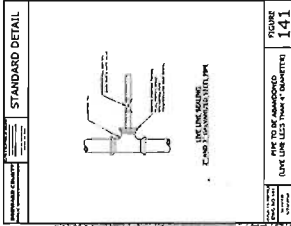
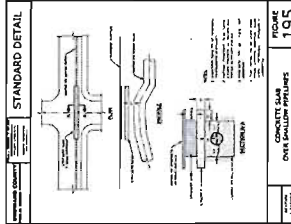
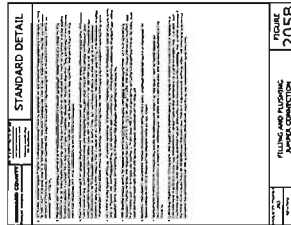
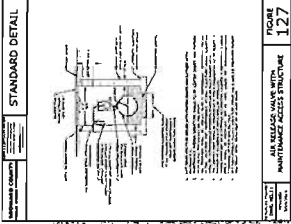
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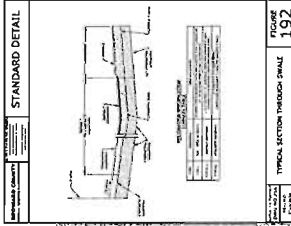
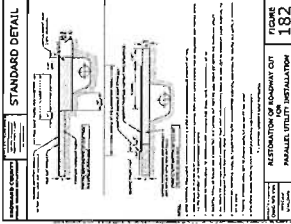




|                        |                                       |               |
|------------------------|---------------------------------------|---------------|
| STANDARD DETAIL<br>121 | VALVE COLLAR<br>IDENTIFICATION NUMBER | FIGURE<br>121 |
|                        |                                       |               |

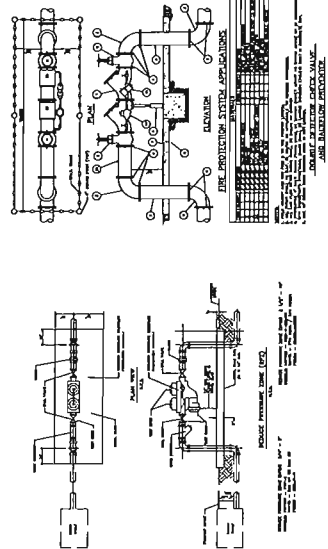
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| STANDARD DETAIL<br>SECTION 05100<br>METALS<br>05100-01<br>ALUMINUM CLADDING<br>ALUMINUM CLADDING SYSTEMS |  | FIGURE<br>194 | BOLLARD | SECTION 05100<br>METALS<br>05100-01<br>ALUMINUM CLADDING<br>ALUMINUM CLADDING SYSTEMS |
|                                                                                                          |  |               |         | SECTION 05100<br>METALS<br>05100-01<br>ALUMINUM CLADDING<br>ALUMINUM CLADDING SYSTEMS |

[illegible]

## TESTING AND DISINFECTION

1. NO CONNECTIONS TO THE EXISTING WATER MAIN SHALL BE MADE UNTIL THE PRESSURE AND MATHEMATICAL TESTS HAVE BEEN PERFORMED TO THE CITY OF HALLAND AND BROWARD COUNTY PUBLIC HEALTH UNIT (BPHU).
  2. THE PRESSURE TEST SHALL BE PERFORMED AT 150 PSI AND IN THE PRESENCE OF THE BPHU. THE PRESSURE TEST SHALL BE WITNESSED BY THE CITY OF HALLAND AND BROWARD COUNTY PUBLIC HEALTH UNIT (BPHU). THE NUMBER OF CALLONS PER HOUR AS DETERMINED BY THE FORMULA:
 
$$L = \frac{S \cdot D \cdot \sqrt{T}}{14,000}$$
 IS THE ALLOWABLE LEAKAGE IN CALLONS PER HOUR.
  3. THE EXISTING LENGTH OF THE APPROVED WATER MAIN SHALL BE TESTED IN LENGTHS NOT TO EXCEED 1,000 FEET PER TEST.
  4. APPROVED WATER MAINS SHALL BE DESIGNED IN ACCORDANCE WITH ADOPTED/UNPAID STANDARD DESIGN OR LATEST EDITION AND MATHEMATICAL TESTS FOR TWO CONSECUTIVE DAYS. THE
- 1 = THE LENGTH OF PIPE BEING TESTED.
  - 2 = THE ALLOWABLE LEAKAGE IN GALLONS PER HOUR.
  - 3 = THE AVERAGE TEST PRESSURE IN POUNDS PER SQUARE INCH.



THE PRESENCE OF GROUNDWATER SHOULD BE  
 ANTICIPATED ON THIS PROJECT. CONTRACTORS  
 SHOULD INCLUDE CONSIDERATION FOR  
 ADDRESSING THIS ISSUE.

**811**

CALL 48 HOURS  
 BEFORE YOU DIG

IT'S THE LAW!  
 DIAL 811

Know what's below.  
 Call before you dig.

FLORIDA STATE ONE CALL OF FLORIDA, INC.

[illegible]

## UTILITY DETAILS

**Kimley»Horn**  
O 2020 KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200, WOOD BRIDGE, FL 32150  
PHONE: 772-394-6100  
WWW.KIMLEY-HORN.COM CA 00000558



|           |      |            |                |             |          |            |
|-----------|------|------------|----------------|-------------|----------|------------|
| 147706000 | DATE | 07/02/2020 | SCALE AS SHOWN | DESIGNED BY | DRAWN BY | CHECKED BY |
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| No. | REVISIONS | DATE | BY |
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THE FIVE STAGES OF CONDOMINIUMS SHOULD BE  
ANTICIPATED ON THIS PROJECT. CONSTRUCTION'S  
BIG CHALLENGE INCLUDES CONSIDERATION FOR  
ADDRESSING THIS ISSUE.

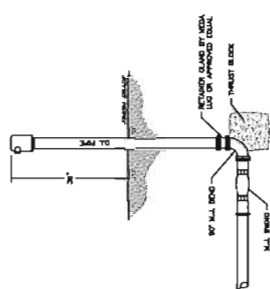
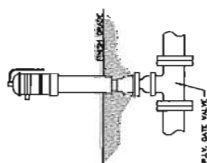
**811**

CALL 48 HOURS  
BEFORE YOU DIG

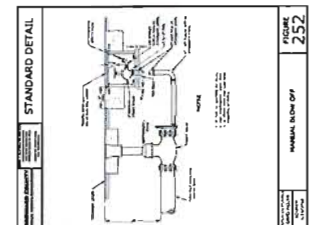
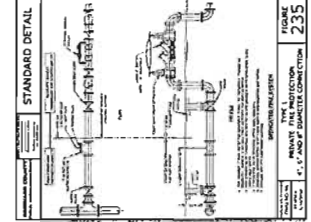
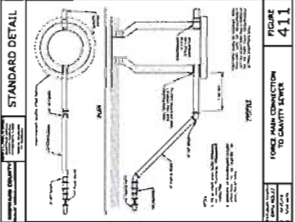
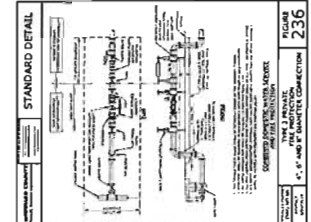
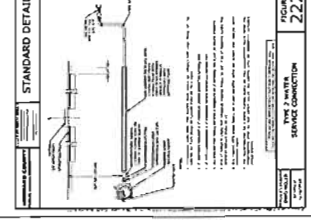
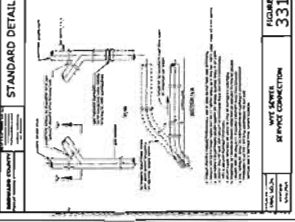
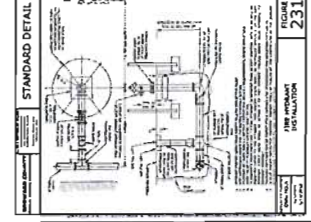
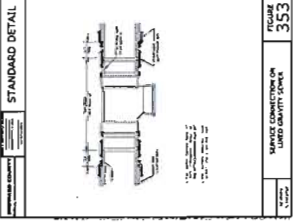
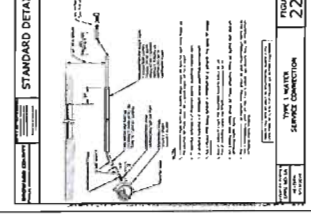
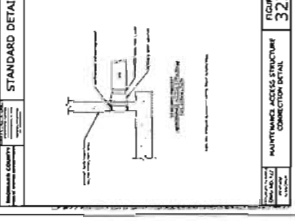
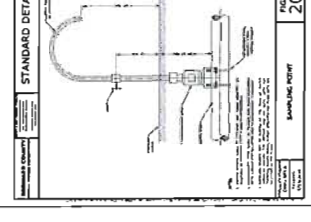
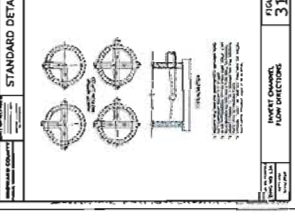
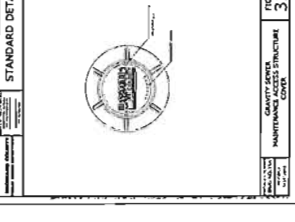
IT'S THE LAW!  
DIAL 811

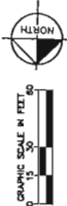
Know what's below.  
Call before you dig.

SANDHILL STATE ONE CALL OF FLORIDA, INC.

FIRE DEPT. CONNECTION (FDC)

POST INDICATOR VALVE (PIV)  
M.T.S

[illegible][illegible][illegible][illegible][illegible]



90 WAVE  
PREPARED FOR  
DANIA BEACH MARINE  
CORP.

TREE MITIGATION  
PLAN - 90 WAVE

Digitally signed  
by Matthew J  
Franko  
Date: 2020.09.03 09:41:53 -0400

Digitally signed

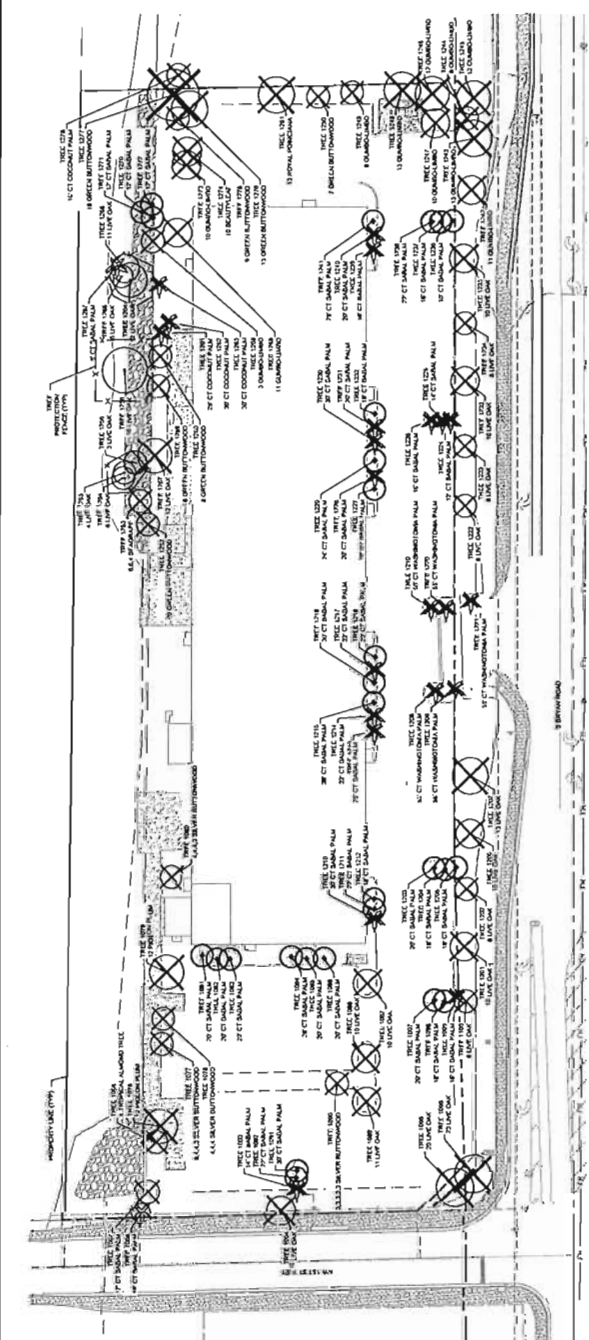
by Matthew L.

Franko

Date: 1/2

2020.09.03

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PHONE: 772-251-4100  
WWW.KIMLEY-HORN.COM CA 00000586

[illegible][illegible]



### TREE MITIGATION SPECIFICATIONS

- [illegible]

## TYPICAL TREE MITIGATION NOTES

- [illegible]

- [illegible]

- [illegible]

[illegible]

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Digitally signed  
by Matthew  
Fränko  
Date: 2020.09.03

09:46:15 -0430

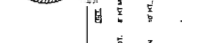
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KOLA PROJECT  
 147706000  
 DATE  
 01/24/2020  
 SCALE AS SHOWN  
 DESIGNED BY EBN  
 DRAWN BY EBN  
 CHECKED BY MTF

|                    |              |                    |       |                     |         |
|--------------------|--------------|--------------------|-------|---------------------|---------|
| DANIA BEACH MARINA | PREPARED FOR | DANIA BEACH MARINE | CORP. | CITY OF DANIA BEACH | FLORIDA |
| SHEET NUMBER       |              |                    | L0.51 |                     |         |

SHEET NUMBER  
L0.51

Project: 2020-09-03  
By: Matthew Plunk  
Date: 08/21/2020  
Scale: AS SHOWN  
Sheet: 147060000  
Title: LANDSCAPE PLAN - 90 WAVE



City of Dania Beach  
Dania Beach Marine Corp.  
Dania Beach Marina

FLORIDA

01/24/2020

147060000

LANDSCAPE PLAN - 90 WAVE

Scale: AS SHOWN

08/21/2020

By: Matthew Plunk

Project: 2020-09-03

www.kimley-horn.com

CA 00000046

1000 N. Orange Avenue, Suite 200, West Palm Beach, FL 33410

Kimley-Horn & Associates, Inc.

08/21/2020

DATE

BY

REVISIONS

No.

Description

Date

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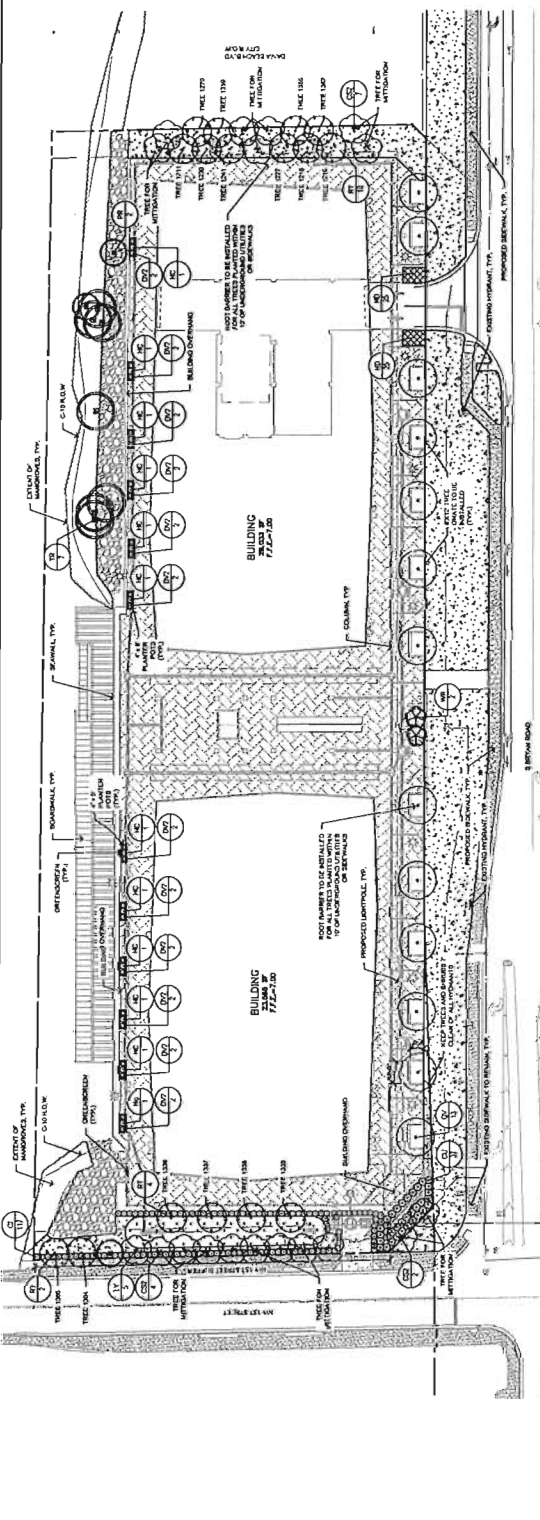
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PLANT SCHEDULE NORTH

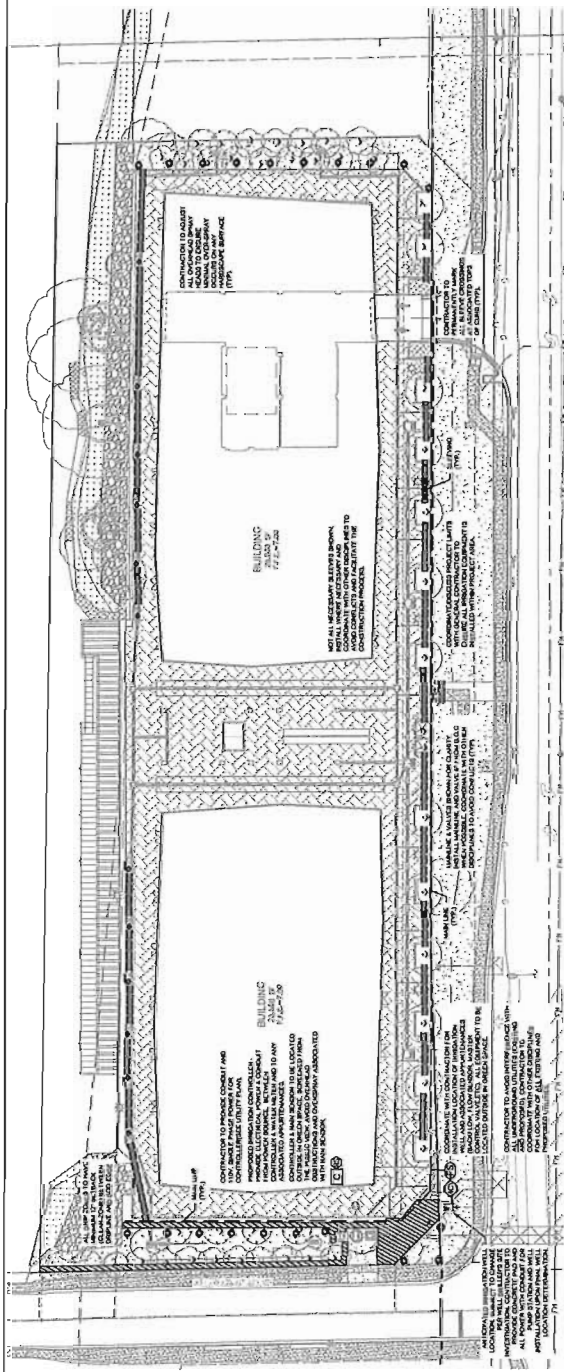
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| 2      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 3      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 4      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 5      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 6      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 7      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 8      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 9      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 10     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 11     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 12     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 13     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 14     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 15     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 16     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 17     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 18     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 19     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 20     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 21     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 22     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 23     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 24     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 25     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |

| SYMBOL | QUANTITY | PLANT NAME | PLANT TYPE | PLANT SIZE | PLANT COLOR | PLANT NOTES |
|--------|----------|------------|------------|------------|-------------|-------------|
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| 2      | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
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| 22     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 23     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 24     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |
| 25     | 10       | BRICKBERRY | BRICKBERRY | 10' x 10'  | BRICKBERRY  | BRICKBERRY  |









## IRRIGATION SCHEDULE NORTH

[illegible]

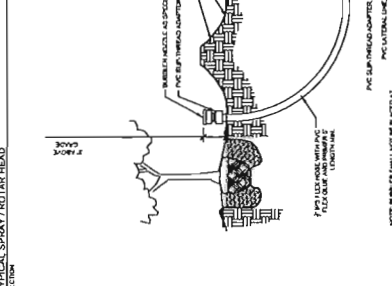
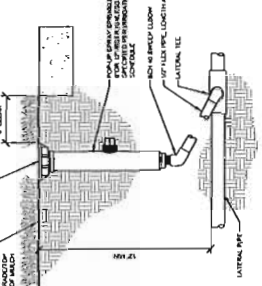
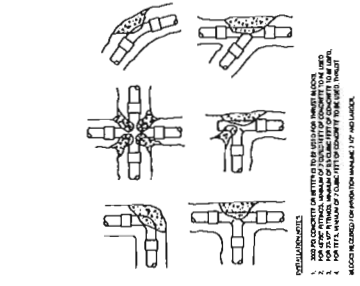
## IRRIGATION NOTES

- [illegible]

- [illegible]

CONTRACTOR SHALL TEST INfiltration WATCH AFTER WELL IS COMPLETED TO INSURE IT IS SUITABLE FOR LANDFILL INFILTRATION. IF THE INFILTRATION EXCEEDS 1.2 GALLONS PER HOUR, THE CONTRACTOR SHALL PROVIDE A COST PROPOSAL TO THE AGENCY FOR PROVIDING A MUST INFILTRATION PROBLEM TO INSURE THAT INFILTRATION AND OTHER STRUCTURES ARE NOT DAMAGED. THIS WORK, IF NEEDED, WILL BE IN ADDITION TO THE CONTRACT.

CONTRACTOR RESPONSIBLE FOR COORDINATING WELL SIZE, DEPTH, AND LOCATION WITH WELL DRILLER. UPON WELL DRILLER VERIFICATION, WELL SIZE, LOCATION, AND DEPTH SUBJECT TO CHANGE.







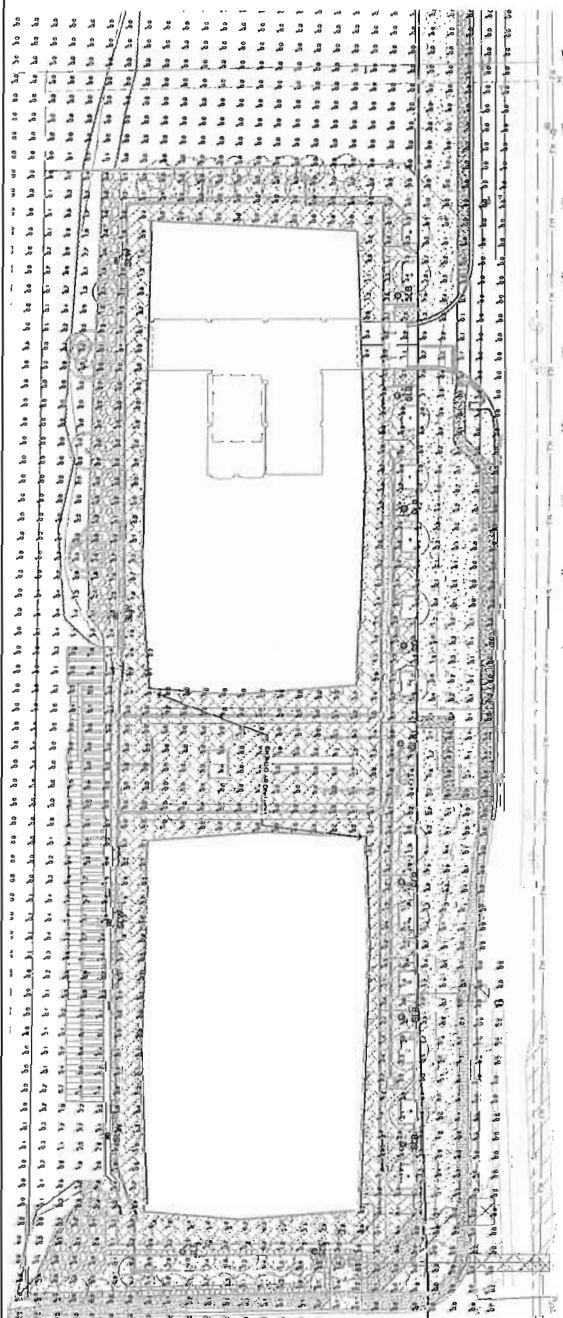
DANIA BEACH MARINA  
PREPARED FOR  
DANIA BEACH MARINE  
CORP.  
CITY OF DANIA BEACH  
FLORIDA

WAVE  
LIGHTING PLAN - 90

|           |      |            |                |             |          |            |
|-----------|------|------------|----------------|-------------|----------|------------|
| 147706000 | DATE | 01/24/2020 | SCALE AS SHOWN | DESIGNED BY | DRAWN BY | CHECKED BY |
|-----------|------|------------|----------------|-------------|----------|------------|

Digitally signed by Matthew T. Franko  
Date: 2020.09.03 08:31:20 -0400

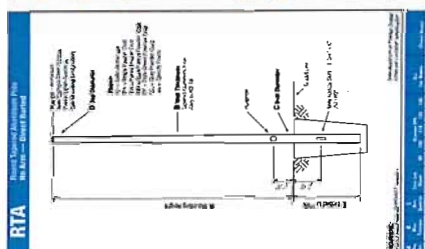
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PHONE: 772-791-6100  
WWW.KIMLEY-HORN.COM CA 00000659

[illegible]

selux



| Instrument | Part          | Key     | Time | Tempo   | Character |
|------------|---------------|---------|------|---------|-----------|
| Violin I   | First Violin  | D Major | 4/4  | Allegro | Brilliant |
| Violin II  | Second Violin | D Major | 4/4  | Allegro | Brilliant |
| Viola      | Viola         | D Major | 4/4  | Allegro | Brilliant |
| Cello      | Cello         | D Major | 4/4  | Allegro | Brilliant |
| Bass       | Double Bass   | D Major | 4/4  | Allegro | Brilliant |
| Piano      | Piano         | D Major | 4/4  | Allegro | Brilliant |
| Conductor  | Conductor     | D Major | 4/4  | Allegro | Brilliant |



**Journal of**  
Management Education

| Unit No. | Unit | Area |
|----------|------|------|
| 1        | 1    | 1    |
| 2        | 2    | 2    |
| 3        | 3    | 3    |
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| 100      | 100  | 100  |

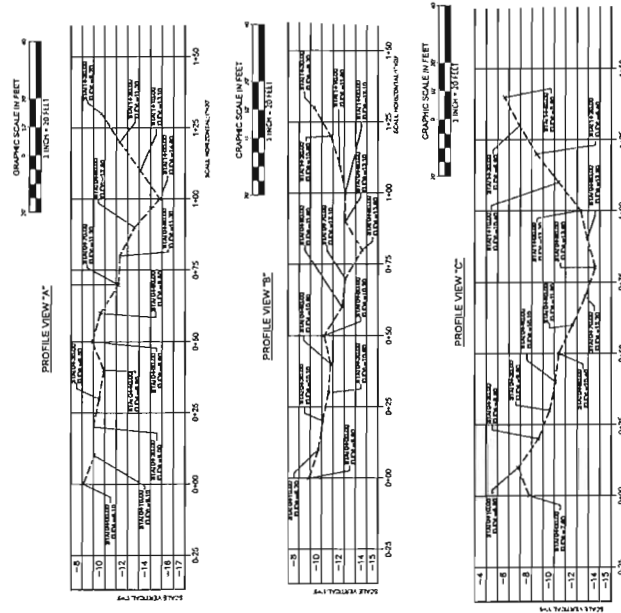
selux



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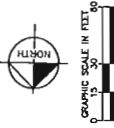
1. *What is the main purpose of the study?*  
 2. *What are the research objectives?*  
 3. *What is the research methodology?*  
 4. *What are the findings of the study?*  
 5. *What are the conclusions of the study?*  
 6. *What are the limitations of the study?*  
 7. *What are the implications of the study?*  
 8. *What are the future research directions?*  
 9. *What are the contributions of the study?*  
 10. *What are the key words of the study?*



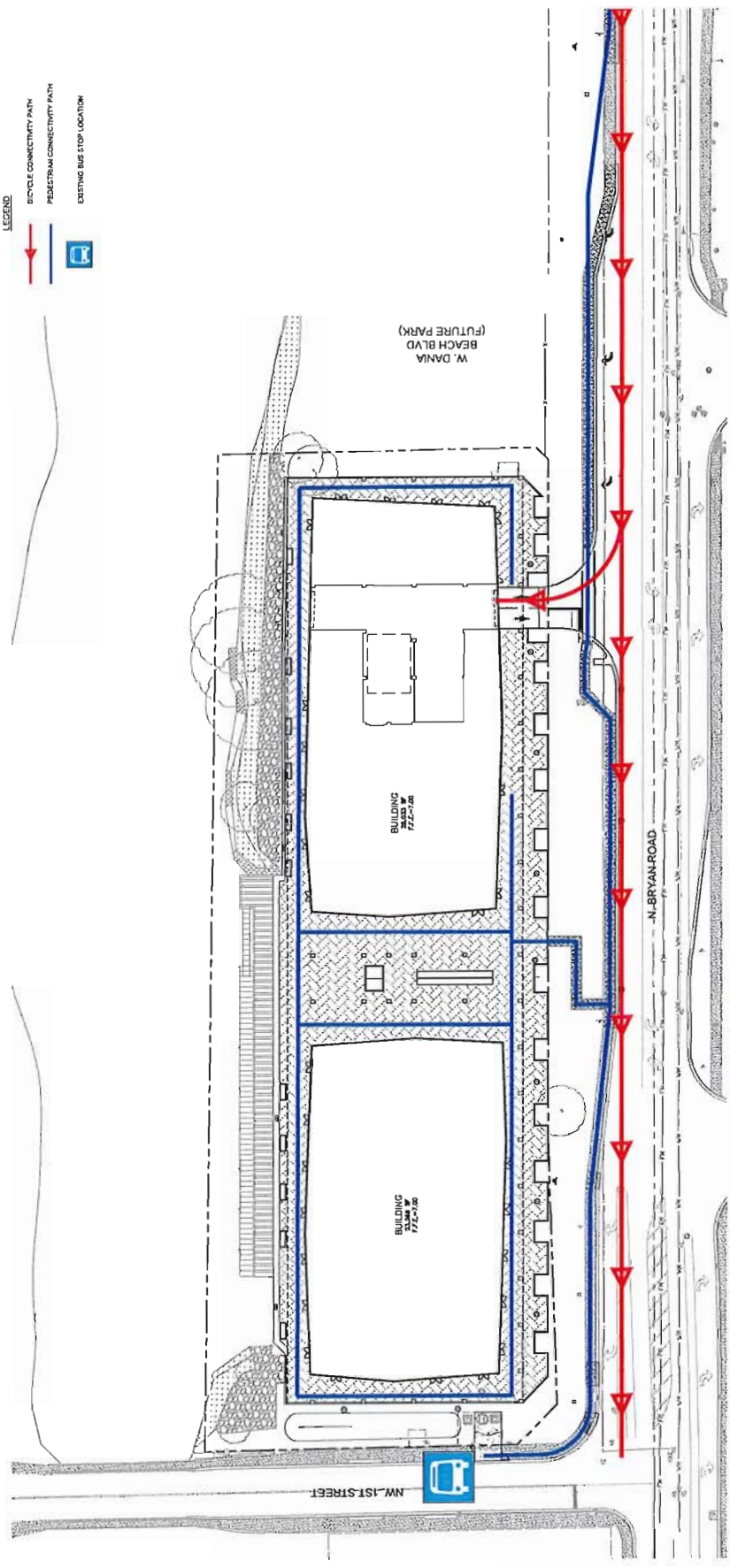
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- LEGEND**
- BICYCLE CONNECTIVITY PATH
  - PEDESTRIAN CONNECTIVITY PATH
  - EXISTING BUS STOP LOCATION

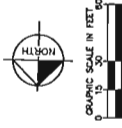


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 PHONE: 772-794-1100  
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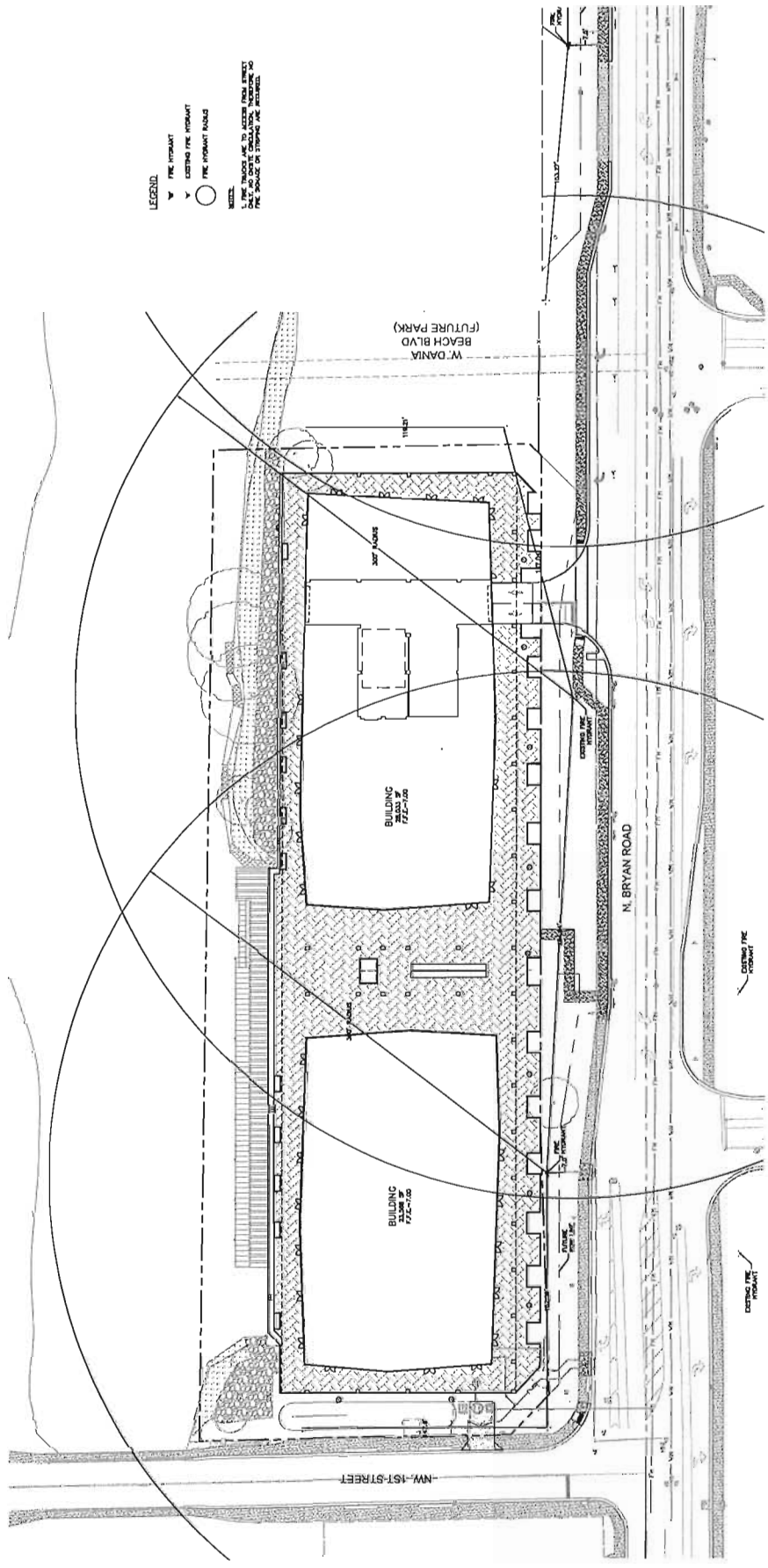
90 WAVE

BICYCLE, PEDESTRIAN, AND TRANSIT  
 CONNECTIVITY EXHIBIT

SHEET NUMBER  
 CE-1



- LEGEND**
- ▼ FIRE HYDRANT
  - ▼ EXISTING FIRE HYDRANT
  - FIRE HYDRANT BOUND
- NOTES**
1. FIRE TRUCKS ARE TO ACCESS FROM STREET AND ARE NOT TO BE CHALLENGED. THEREFORE NO FIRE TRUCKS ARE TO BE CHALLENGED.



**Kimley»Horn**  
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200, FORT BEACH, FL 33480  
WWW.KIMLEY-HORN.COM CA 00000655

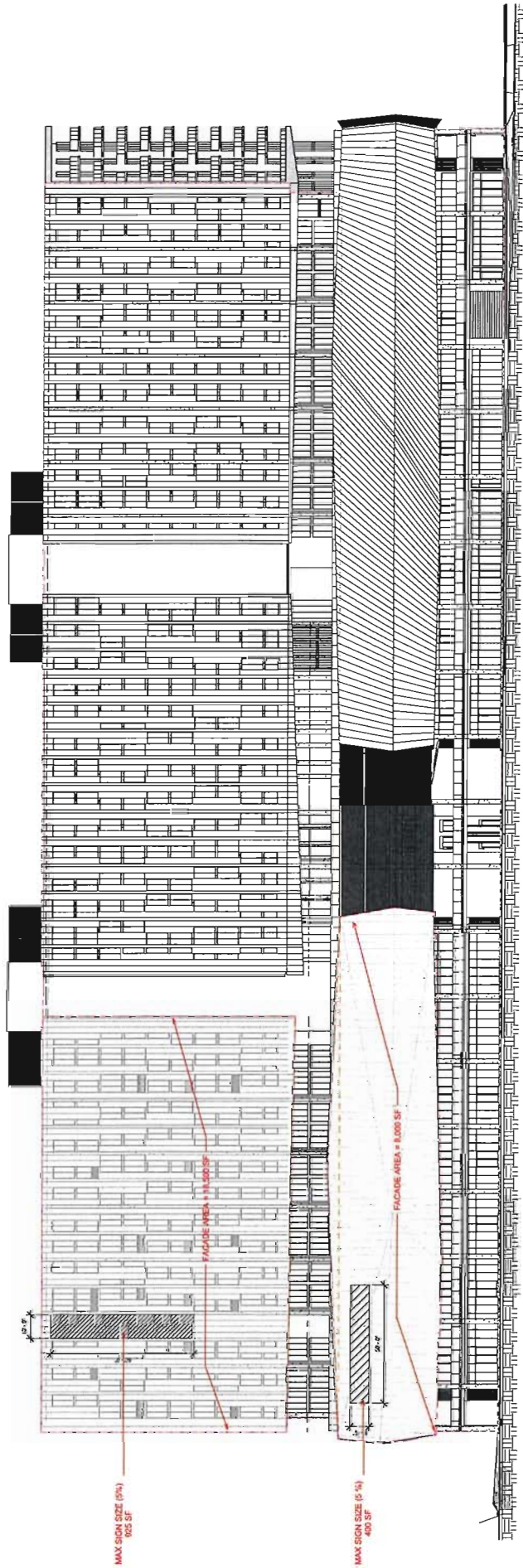
90 WAVE

FIRE HYDRANT EXHIBIT

SHEET NUMBER  
FH-1

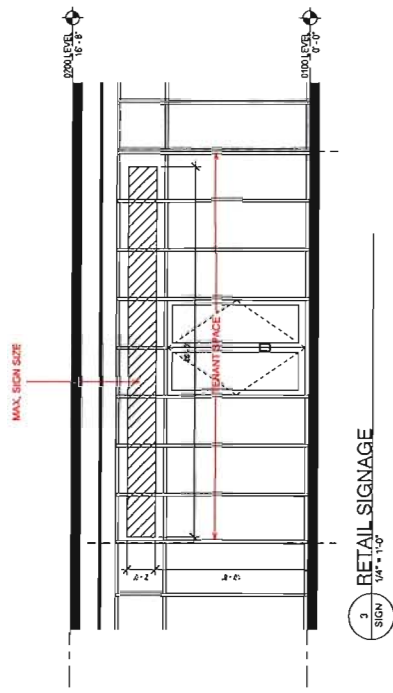




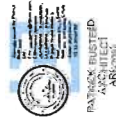
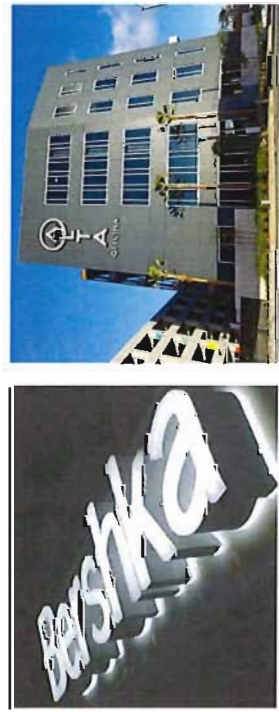


1 BUILDING IDENTIFICATION  
SIGN 1" = 20'-0"

BUILDING SIGNAGE:  
ALUMINUM AND ACRYLIC BACKLIT CHANNEL LETTERS TO COMPLY WITH MAX SQUARED  
FOOTAGE ALLOWED. SURFACE MOUNTED WITH BRACKETS RETURN DEEP MAX 6".



2 RETAIL SIGNAGE  
SIGN 1/4" = 1'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.  
PATRICK BUEHLER  
ARCHITECT  
ARCHITECT  
ARCHITECT



90 WAVE  
DANIA BEACH, FL

SIGN  
05-01-2020





FIRE PIT



EGG HAMMOCK



WATER SPITTERS + LANDSCAPE



CONCRETE GRILLS



DAYBEDS + PLANTERS



DRINK RAIL



TUCCI CABANA



BARSTOOL SEATING



GAMES CENTRAL



SEAT WALLS

# LEGEND

- 1 FIRE PIT
- 2 EGG HAMMOCKS - SUSPENDED FROM TRELLIS
- 3 WATER SPITTERS + LANDSCAPE
- 4 CONCRETE GRILLS
- 5 DAYBEDS + PLANTERS
- 6 DRINK RAILS
- 7 TUCCI CABANA
- 8 BARSTOOL SEATING
- 9 GAMES CENTRAL
- 10 SEAT WALLS (24" HEIGHT)
- 11 GARDEN WITH SEATING
- 12 BAR AREA



PLAN RENDERING





PLAN RENDERING - MORNING POOL



LEGEND

- 1 FIRE PIT WITH MOVEABLE SEATING
- 2 EGG HAMMOCKS - SUSPENDED FROM TRELLIS
- 3 WATER SPITTERS + LANDSCAPE
- 4 CONCRETE GRILLS
- 5 DRINK RAILS
- 6 TUCCI CABANA
- 7 BARSTOOL SEATING
- 8 GAMES CENTRAL
- 9 SEAT WALLS (24" HEIGHT), TRANSITION AREA
- 10 GARDEN WITH SEATING
- 11 BAR AREA
- 12 RAISED COLD PLUNGE
- 13 TRELLIS + SEATING AREA
- 14 PERFORMANCE STAGE
- 15 MORNING POOL (+/- 2050 SF)

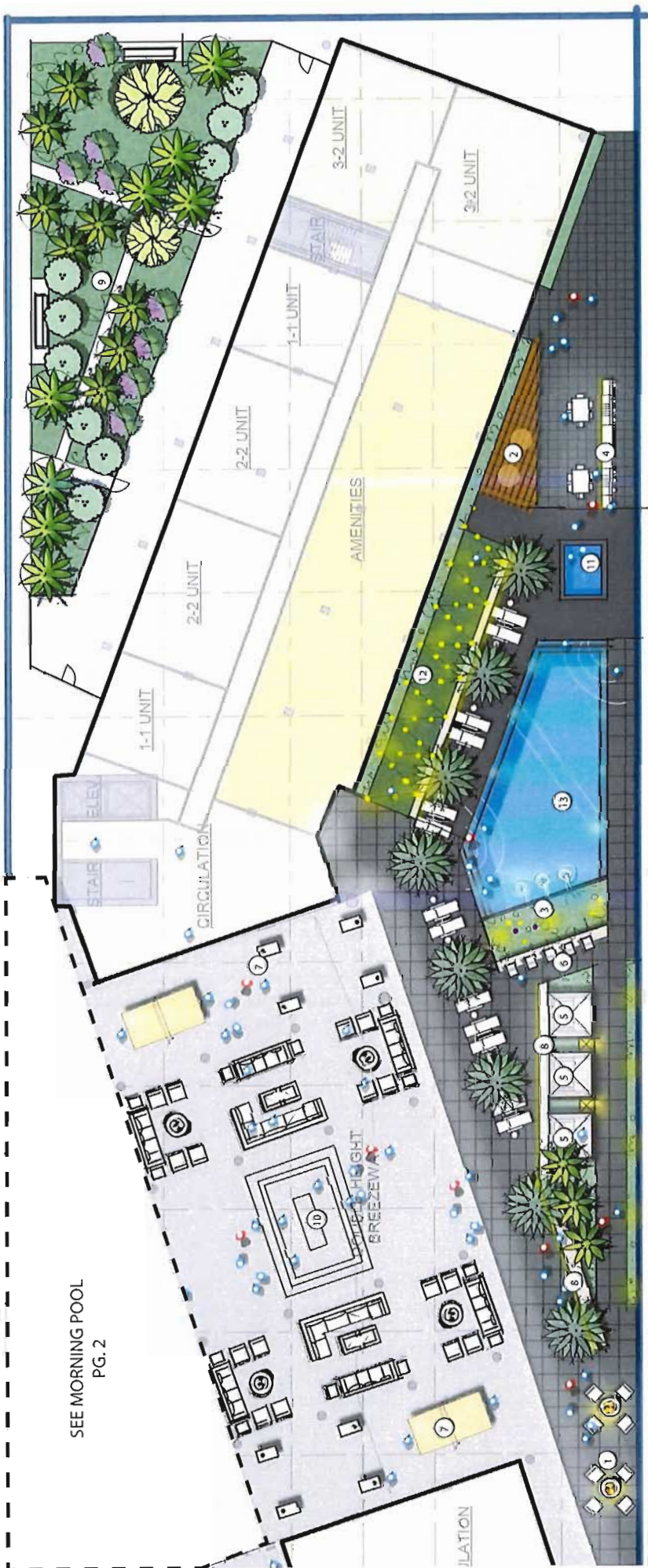
AMENITY DECK CONCEPT

DANIA BEACH, FL

Kimley»Horn



SEE MORNING POOL  
PG. 2



PLAN RENDERING - EVENING POOL (NIGHT)

- LEGEND
- 1 FIRE PIT WITH MOVEABLE SEATING
  - 2 EGG HAMMOCKS - SUSPENDED FROM TRELLIS
  - 3 WATER SPITTERS + LANDSCAPE
  - 4 CONCRETE GRILLS
  - 5 DAYBEDS + PLANTERS
  - 6 BARSTOOL SEATING
  - 7 GAMES CENTRAL
  - 8 SEAT WALLS (24" HEIGHT), TRANSITION AREA
  - 9 GARDEN WITH SEATING
  - 10 BAR AREA
  - 11 JACUZZI
  - 12 BOCCO COURT
  - 13 EVENING POOL (+/-1,450 SF)



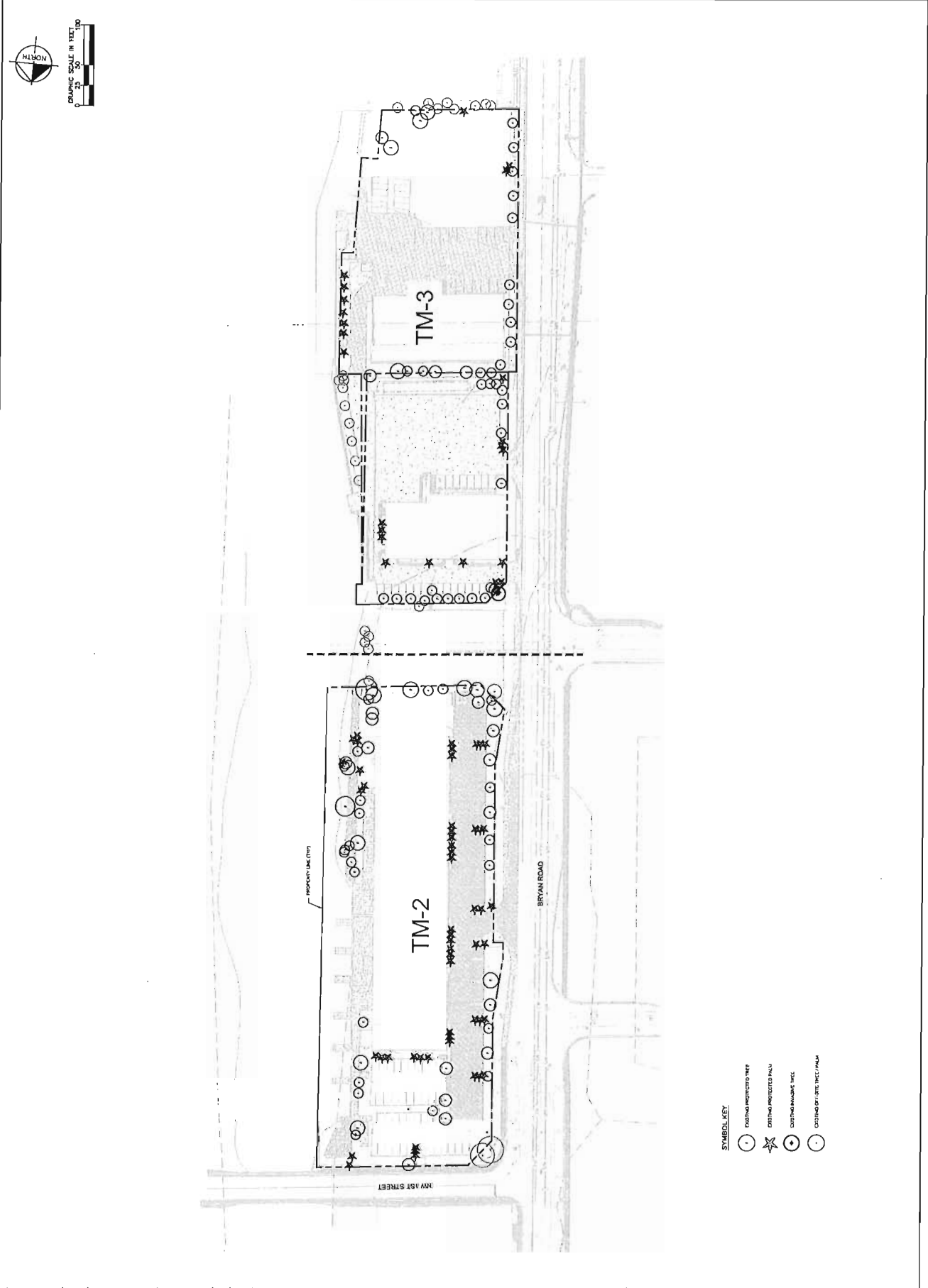
DAYBEDS + PLANTERS

FIRE PIT AREA

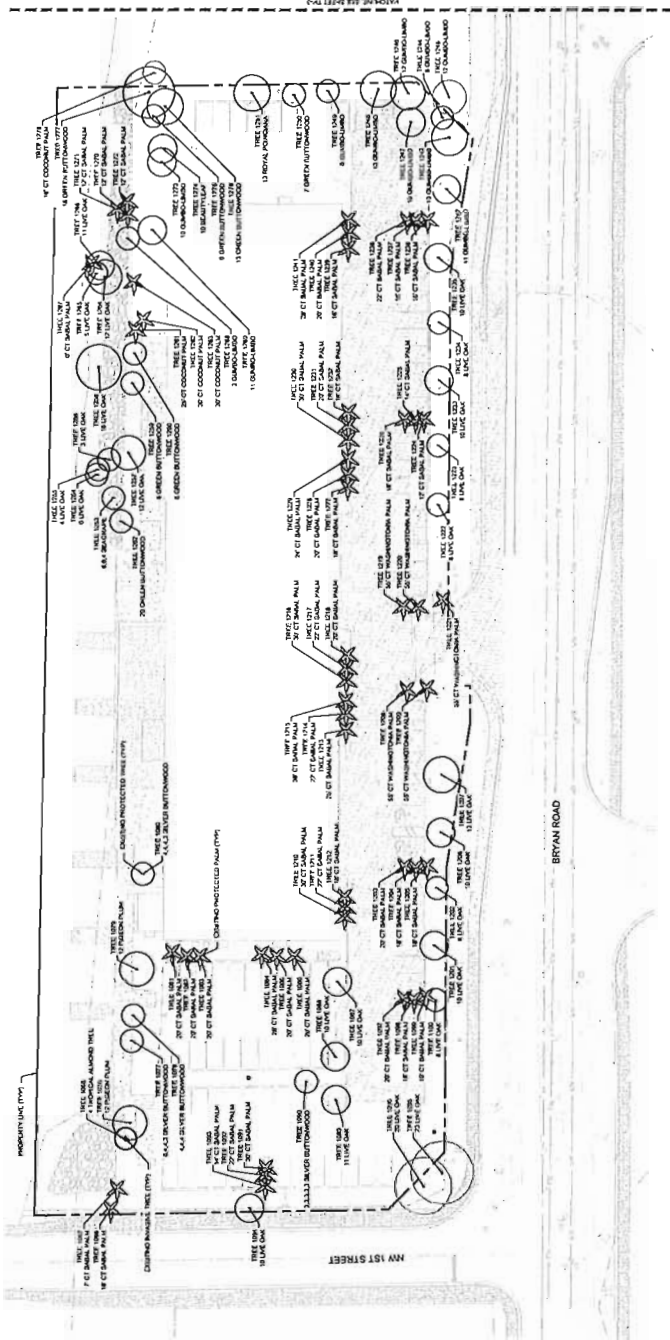
FESTOON LIGHTING

JACUZZI

|                              |  |                                                      |  |                                                                                                                                             |  |                                                                                                                                                                      |  |     |  |           |  |      |  |    |  |
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| DANIA BEACH<br>REDEVELOPMENT |  | FIGURE 4 - OVERALL<br>EXISTING TREE<br>LOCATION PLAN |  | KHA PROJECT<br>1477000000<br>DATE<br>JUNE 2020<br>SCALE: AS SHOWN<br>CHECKED BY: MHA<br>DRAWN BY: MDO<br>ORDERED BY: CDC<br>DATE: 6/23/2020 |  | Kimley»Horn<br>© 2020 KIMLEY-HORN AND ASSOCIATES, INC.<br>1777 W 25th Street, Suite 200, Miramar, FL 33133<br>PHONE: 818-371-1800<br>WWW.KIMLEY-HORN.COM CA 00006848 |  | No. |  | REVISIONS |  | DATE |  | BY |  |
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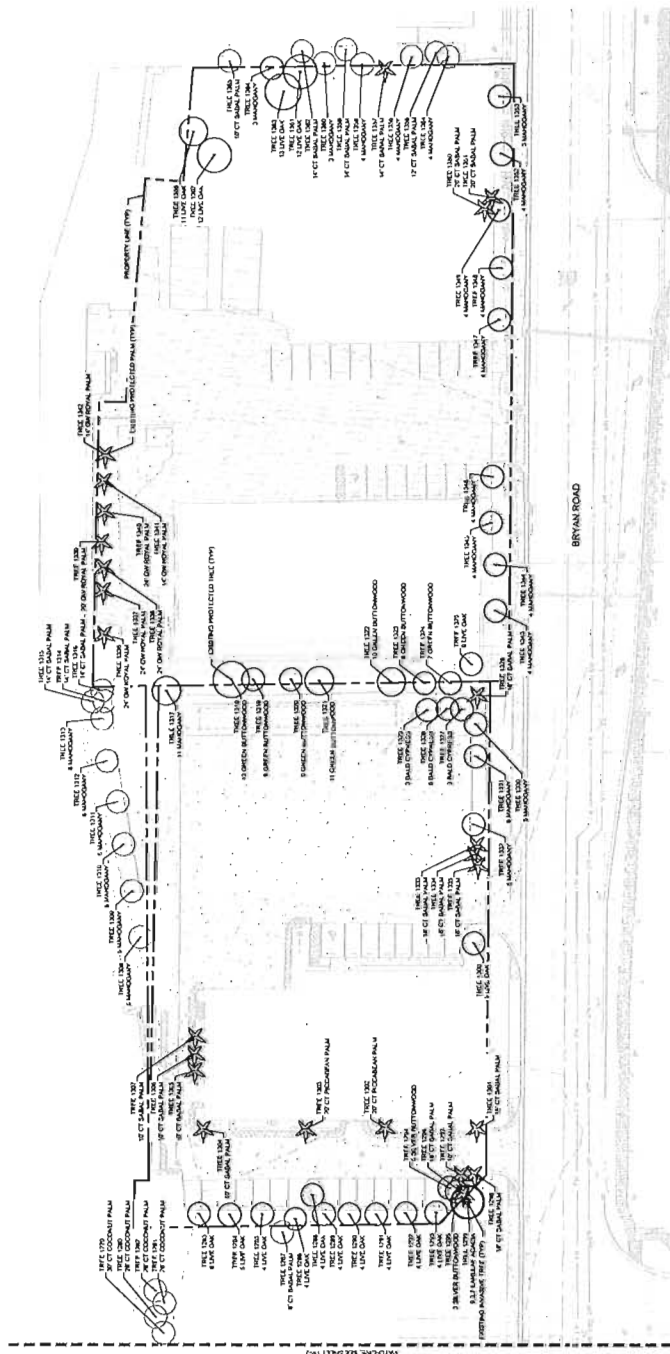
ANIA BEACH MARINA  
REDEVELOPMENT  
FL ANIA BEACH

FIGURE 4 - EXISTING  
TREE LOCATION  
PLAN

|           |           |                |             |          |            |
|-----------|-----------|----------------|-------------|----------|------------|
| 147706000 | DATE      | SCALE AS SHOWN | DESIGNED BY | DRAWN BY | CHECKED BY |
| 147706000 | JUNE 2020 |                |             |          |            |

DATE: 6/23/2020

**Kimley»Horn**  
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1777 MAIN STREET, SUITE 202, SALEM, VA 24156  
PHONE: 841-378-7600  
WWW.KIMLEY-HORN.COM CA 00000698

[illegible][illegible]









1 SB - DEC 21 10 AM  
SS-1.01 1" = 180'-0"  
0 100 200 300 400  
North Arrow



2 SB - DEC 21 3 PM  
SS-1.01 1" = 180'-0"  
0 100 200 300 400  
North Arrow



3 SB - MAR 21 10 AM  
SS-1.01 1" = 180'-0"  
0 100 200 300 400  
North Arrow



4 SB - MAR 21 3 PM  
SS-1.01 1" = 180'-0"  
0 100 200 300 400  
North Arrow



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



90 WAVE  
DANIA BEACH, FL  
SS-1.01  
10-4-2022





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BROSCH, P.E.  
ARCHITECT  
ARCHITECT

90 WAVE  
DANIA BEACH, FL

R-1.00  
05-60-70





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BUSTEED  
ARCHITECT  
ARCHITECT

90 WAVE

DANIA BEACH, FL

R-1.01

6/4/2020





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BLISTED  
ARCHITECT  
10/15/2018

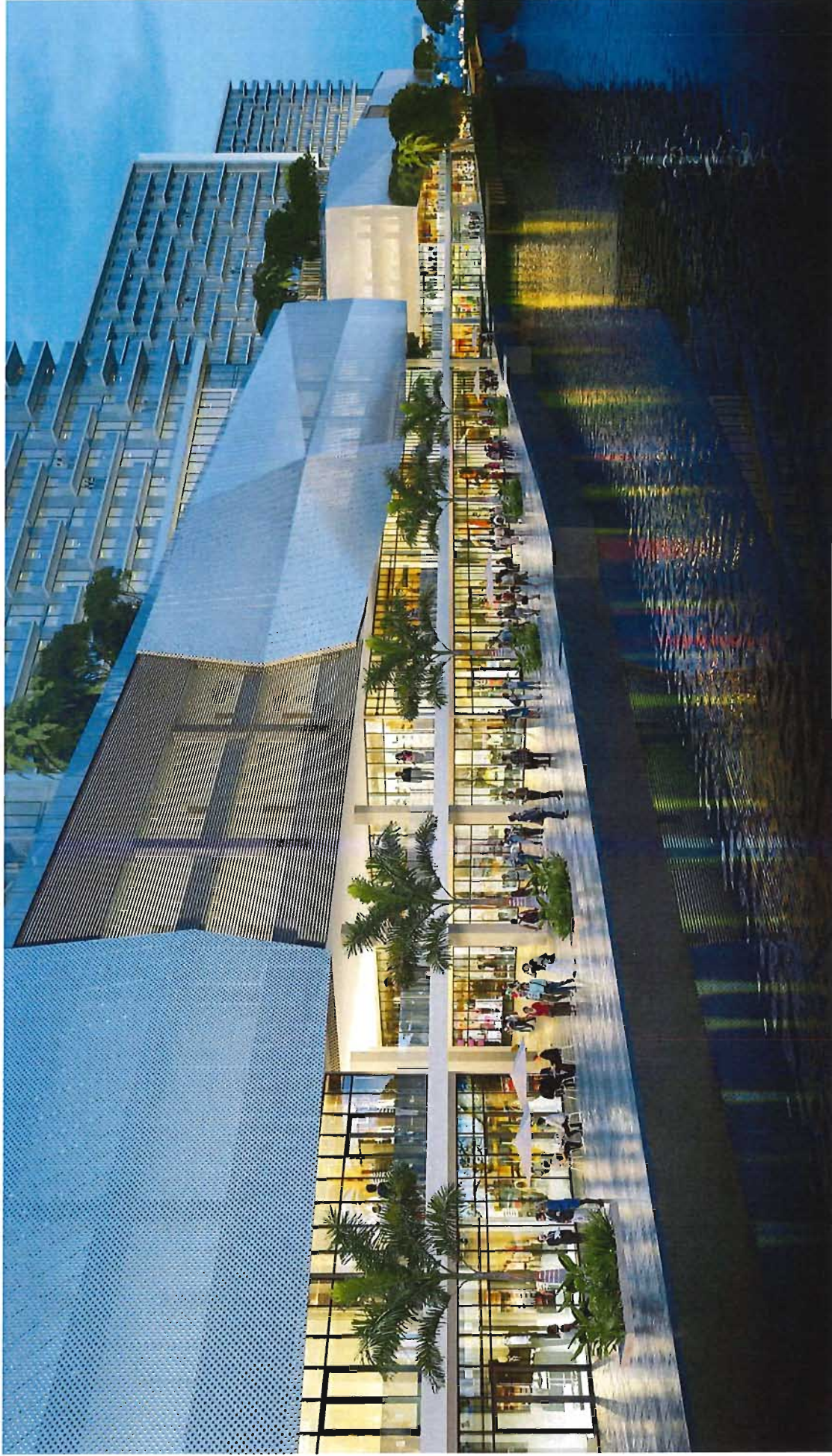
90 WAVE

DANIA BEACH, FL

R-1.02

20/05/2018





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BILLETTE  
ARCHITECT  
ARCHITECT

90 WAVE  
DANIA BEACH, FL

R-1.03

05/02/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BLUSTEID  
ARCHITECT  
JANUARY

90 WAVE  
DANIA BEACH, FL

R-1.04

05/02/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BUSTED  
ARCHITECT  
ARCHITECT

90 WAVE

DANIA BEACH, FL

R-1.05

05/03/20





1 WEST VIEW  
R-1.06



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

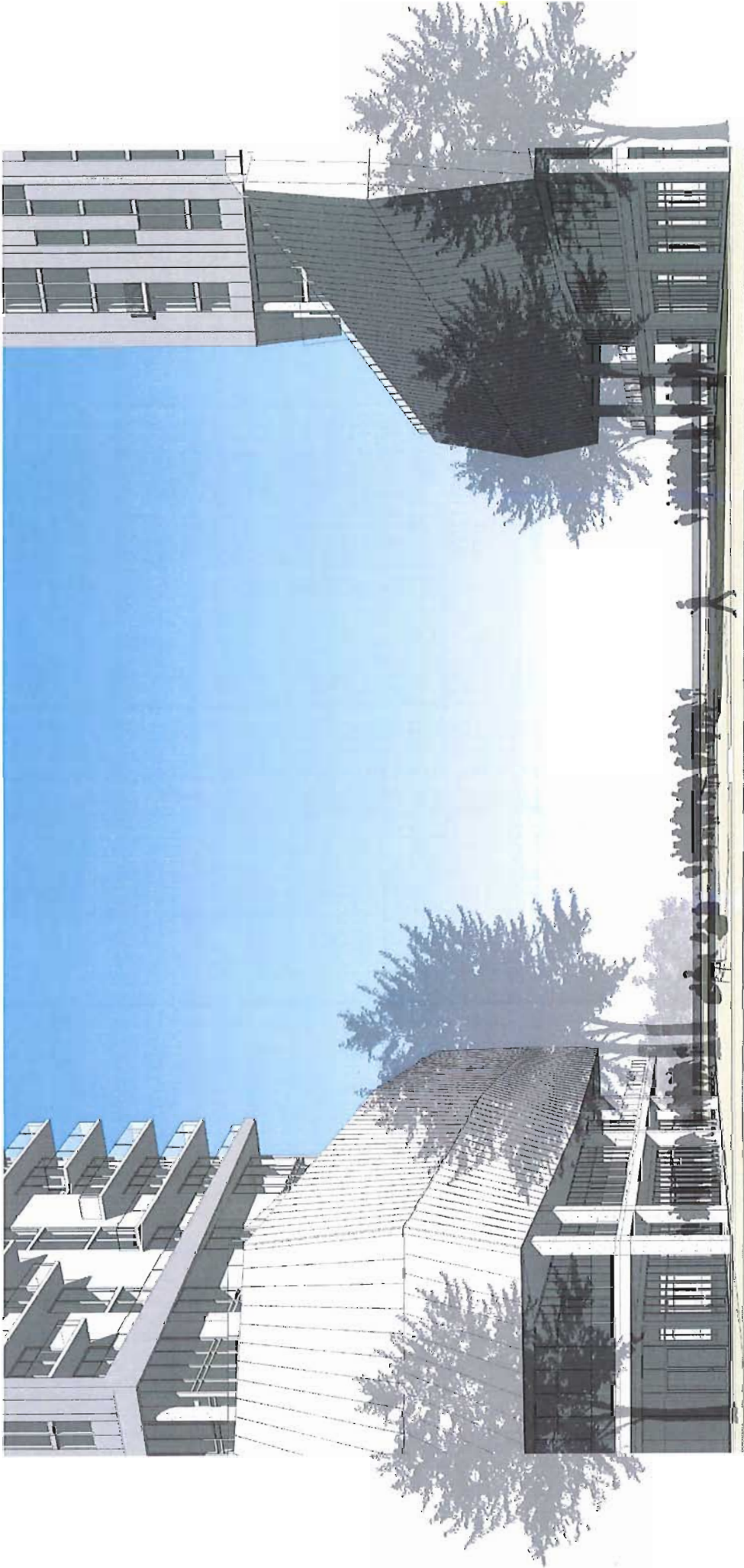
PATRICK BURSTEED  
ARCHITECT  
ARTIST

90 WAVE

DANIA BEACH, FL

R-1.06

09-05-20



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK EUSTEED  
ARCHITECT  
ASSOCIATES

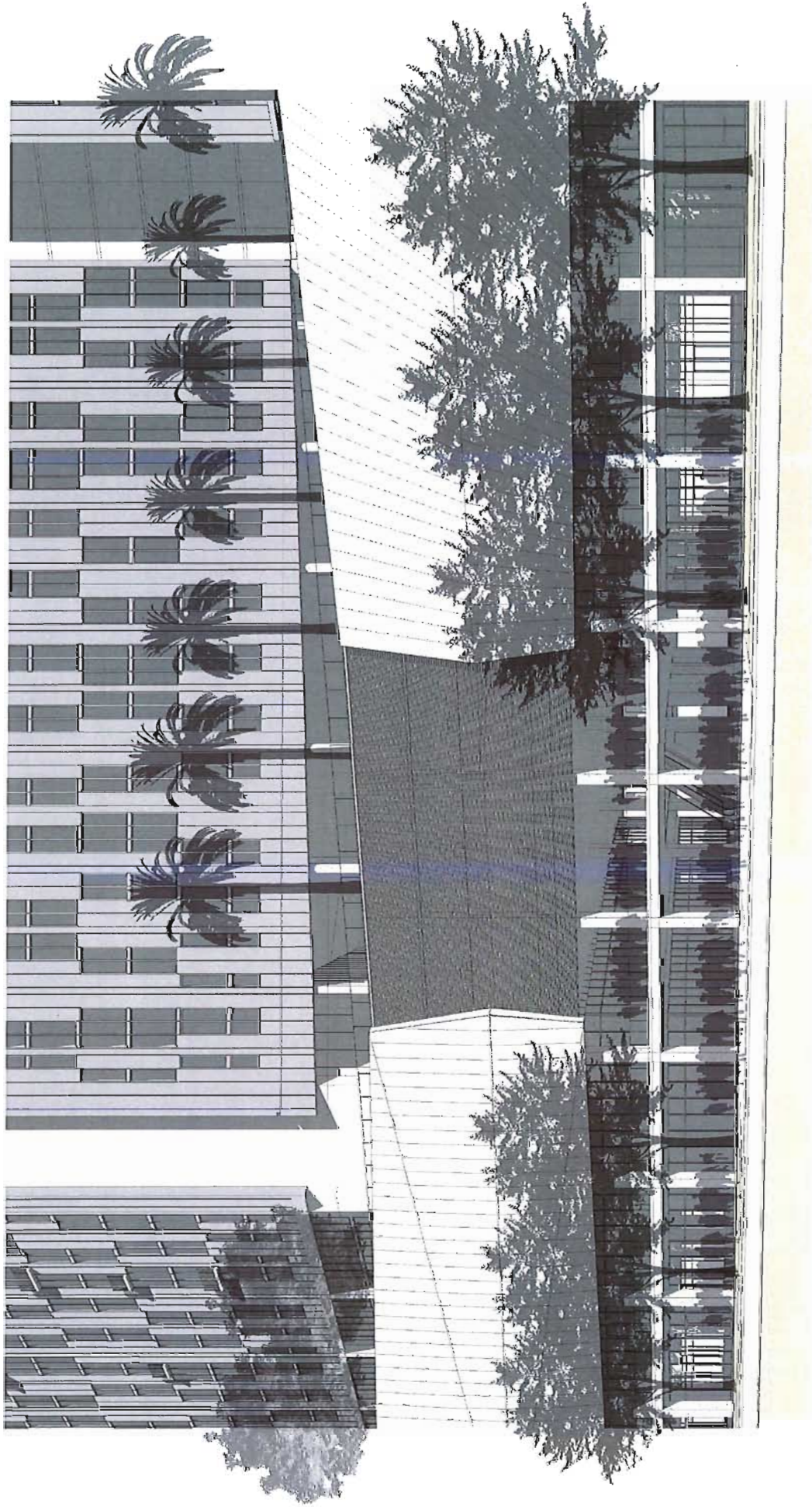
90 WAVE

DANIA BEACH, FL

R-1.07

08-05-20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BLUMBERG  
ARCHITECT  
JANUARY

90 WAVE  
DANIA BEACH, FL

R-1.08  
08-10-20



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK DUSTZED  
ARCHITECT  
AUGUST 2011

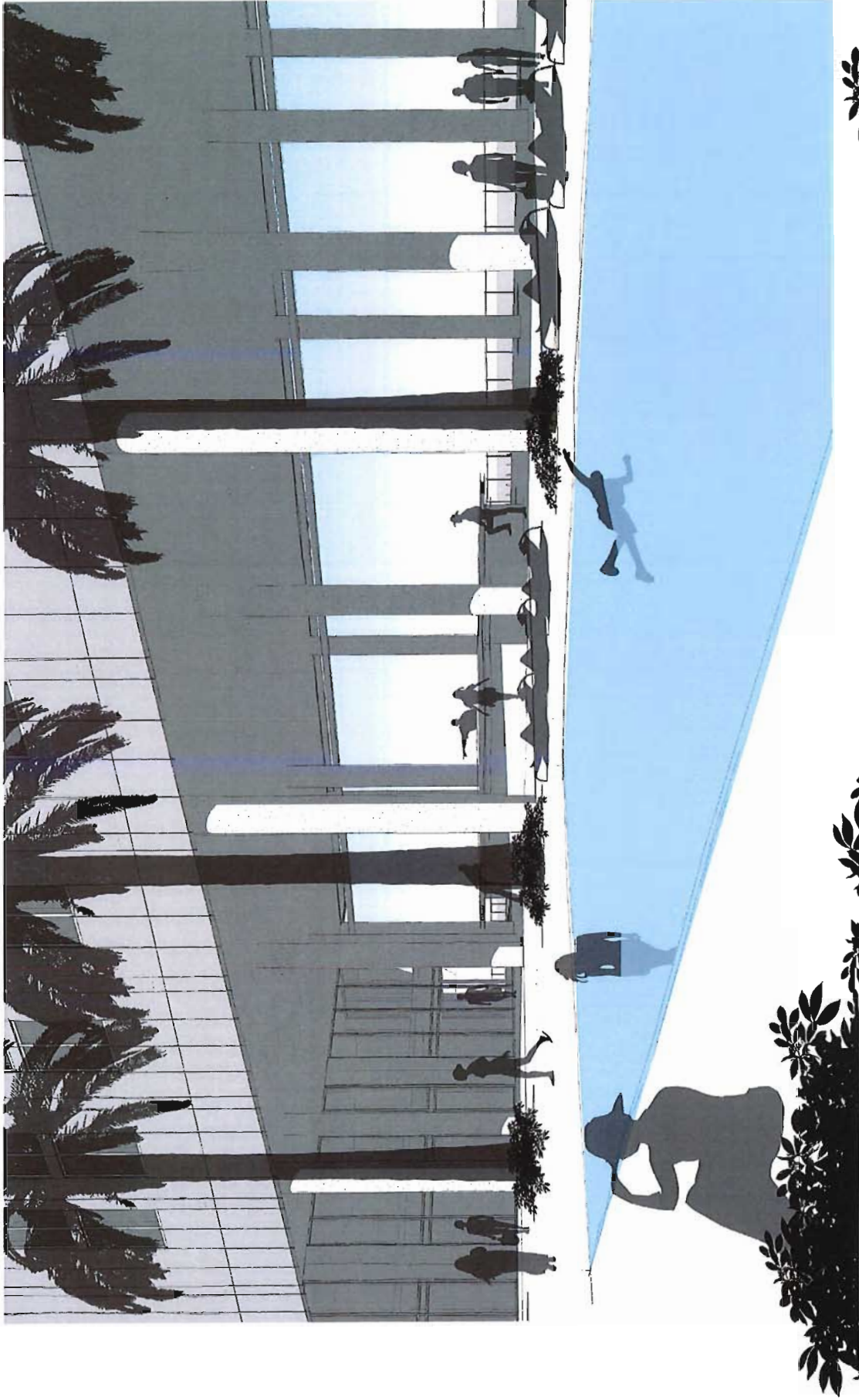
90 WAVE

DANIA BEACH, FL

R-1.09

10-02-20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK EUSTEED  
ARCHITECT  
ASSOCIATES

90 WAVE

DANA BEACH, FL

R-1.10

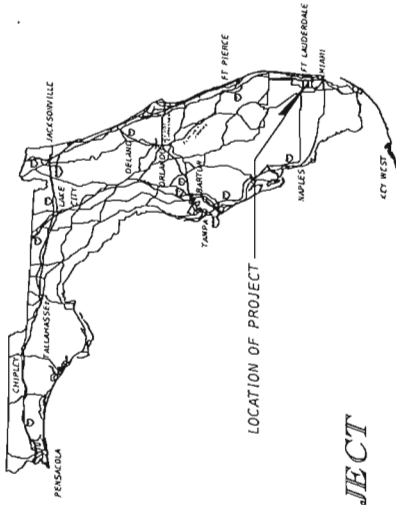
10-02-20



INDEX OF REVIEW PLANS

| SHEET NO. | SHEET DESCRIPTION                    |
|-----------|--------------------------------------|
| 1         | KEY SHEET                            |
| 2         | SIGNATURE SHEET                      |
| 3         | GENERAL NOTES                        |
| 4         | TYPICAL SECTION                      |
| 5         | PROJECT LAYOUT                       |
| 6-8       | SOUTH BRYAN ROAD PLAN SHEETS         |
| 9-12      | MISCELLANEOUS DETAILS                |
| 13-28     | SOUTH BRYAN ROAD CROSS SECTIONS      |
| 29-30     | SOUTH BRYAN ROAD SIGNING AND MARKING |
| 31        | SIGNING AND MARKING DETAILS          |
| 32        | EROSION CONTROL GENERAL NOTES        |
| 33-34     | SOUTH BRYAN ROAD EROSION CONTROL     |
| 35        | TRAFFIC CONTROL GENERAL NOTES        |

CONSTRUCTION PLANS  
FOR  
DANIA BEACH MARINA  
LOCATED IN  
CITY OF DANIA BEACH, FLORIDA  
DANIA BEACH MARINA CORPORATION  
90 N BRYAN ROAD  
DANIA BEACH, FL 33004  
OFF-SITE ROADWAY IMPROVEMENT PROJECT  
BRYAN ROAD ROADWAY IMPROVEMENT PROJECT

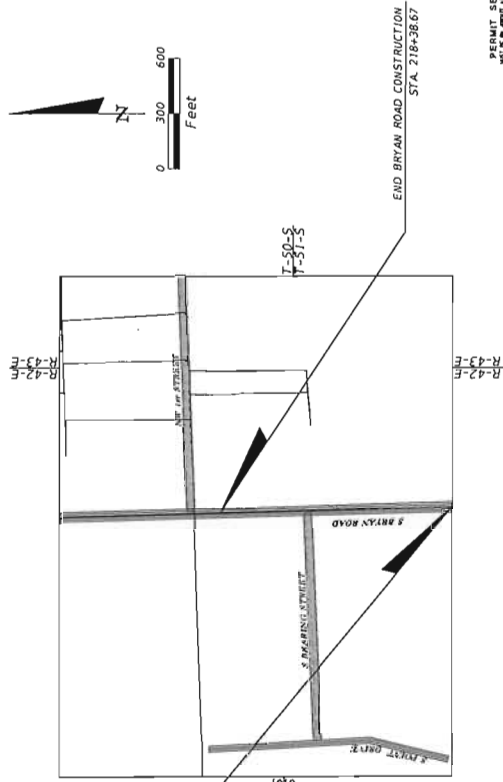
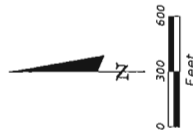


ROADWAY SHOP DRAWINGS  
TO BE SUBMITTED TO:  
KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
VERO BEACH, FL 32960  
17721 794-4100

PLANS PREPARED BY:  
**Kimley»Horn**  
445 24TH STREET, SUITE 200  
VERO BEACH, FL 32960  
PROJECT NUMBER: 147706000  
CERTIFICATE OF AUTHORIZATION: 00000696

LIST OF CONTACTS

- ELECTRIC**  
FLORIDA POWER & LIGHT  
CINDY RODRIGUEZ  
1201 STIRLING ROAD  
HOLLYWOOD, FL 33024  
(954) 442-6361
- NATURAL GAS**  
TECO PEOPLES GAS  
5101 NW 21ST AVE SUITE 460  
FT. LAUDERDALE, FL 33309  
(954) 453-0794
- WATER**  
CITY OF DANIA BEACH  
RONNIE NAVARRO  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-3615
- CABLE**  
CINCASD CABLE  
2601 S.W. 145TH AVE  
MIAMI, FL 33027  
(954) 447-9605
- BUILDING DIVISION**  
CITY OF DANIA BEACH  
LEONOR PEREZ  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-6805 EXT. 3645
- TELEPHONE**  
AT&T  
EDUARDO IBARRA  
3400 WEST COMMERCIAL BLVD.  
PLANTATION, FL 33322  
(954) 476-2734
- SANITARY SEWER**  
CITY OF DANIA BEACH  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-3615
- STORMWATER**  
BROWARD COUNTY  
SURFACE WATER MANAGEMENT  
J. N. UNIVERSITY DRIVE, 201A  
DADE COUNTY, FL 33524  
(954) 519-1473
- FDOT**  
DESIGN & PERMITTING  
ROGER LEMLEY  
REFERENCE PROJECT NO. 227774-1-52-01  
3400 WEST COMMERCIAL BLVD.  
PLANTATION, FL 33322  
(954) 771-4372
- ENGINEERING**  
CITY OF DANIA BEACH  
PUBLIC SERVICES DEPARTMENT  
RONNIE NAVARRO  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-6805



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

GOVERNING STANDARDS AND SPECIFICATIONS:  
FY 2000-21 DESIGN STANDARDS FOR ROAD AND  
BRIDGE CONSTRUCTION DATED 2002  
AS AMENDED BY CONTRACT DOCUMENTS,  
BROWARD COUNTY MINIMUM STANDARDS  
DATED OCTOBER 25, 2005.

THE PUBLIC ROADWAYS INDICATED IN THESE  
PLANS HAVE BEEN DESIGNED IN ACCORDANCE  
WITH FDOT DESIGN STANDARDS.

**SITE PLAN  
SUBMITTAL**

ROADWAY PLANS  
ENGINEER OF RECORD: ERIC J. KLEIER



| FISCAL<br>YEAR | SHEET<br>NO. |
|----------------|--------------|
|                | 1            |

NOTED REF. NO.: XXXXXXXXX

THIS DOCUMENT HAS BEEN DIGITALLY  
SIGNED AND SEALED BY:



ERIC J. KLEIER, P.E.  
DANIEL J. KLEIER, P.E.  
AND ASSOCIATES  
11111 KIRKWOOD ROAD  
SUITE 100  
DALLAS, TEXAS 75244  
Date: 2020.08.04 17:11:12 -0400

ANY COPIES OF THIS DOCUMENT ARE  
NOT CONSIDERED SIGNED AND SEALED.  
THE SIGNATURE MUST BE VERIFIED  
ON THE ELECTRONIC DOCUMENTS.

ERIC J. KLEIER, P.E.  
P.E. LICENSE NUMBER 64076  
445 24TH STREET, SUITE 200  
VENO BEACH, FL 32960  
734-271-7100  
CERTIFICATE OF AUTHORIZATION: 00000696

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE  
FOLLOWING SHEETS IN ACCORDANCE WITH 61G15-23.004, F.A.C.

SW 52ND AND WASHINGTON STREET  
INTERSECTION IMPROVEMENTS

| SHEET NO. | SHEET DESCRIPTION                    |
|-----------|--------------------------------------|
| 1         | KEY SHEET                            |
| 2         | SIGNATURE SHEET                      |
| 3         | GENERAL NOTES                        |
| 4         | TYPICAL SECTION                      |
| 5         | PROJECT LAYOUT                       |
| 6-8       | SOUTH BRYAN ROAD PLAN SHEETS         |
| 9-12      | MISCELLANEOUS DETAILS                |
| 13-28     | SOUTH BRYAN ROAD CROSS SECTIONS      |
| 29-30     | SOUTH BRYAN ROAD SIGNING AND MARKING |
| 32        | EROSION CONTROL GENERAL NOTES        |
| 33-34     | SOUTH BRYAN ROAD EROSION CONTROL     |
| 35        | TRAFFIC CONTROL GENERAL NOTES        |

Kimley»Horn

11111 KIRKWOOD ROAD  
SUITE 100  
DALLAS, TEXAS 75244  
P.E. LICENSE NUMBER 64076  
734-271-7100  
11720 PM-1009  
CERTIFICATE OF AUTHORIZATION: 00000696

REVISIONS

| DATE | BY | DESCRIPTION |
|------|----|-------------|
|------|----|-------------|

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DANIA BEACH MARINA

DANIA BEACH MARINA  
CORPORATION

SIGNATURE SHEET

SHEET NO.

2

[illegible][illegible]

Include the following in any notice of utility ownership or within a "Utility Owner-Contact Person" letter:  
 International Customer Service Center, (National Bureau) Bureau Coding Utility Engineering Division  
 (BCE) 344.67-2745

**BREWARD COUNTY**  
P.O. BOX 10040  
MARIETTA, OHIO 44756  
Phone 978-331-1234 Fax 978-331-1235

## MAINTENANCE OF TRAINING : SCHOOL OF DISTANCE EDUCATION

1. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
2. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
3. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
4. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
5. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
6. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
7. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
8. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
9. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).
10. United States v. Galt, 1980-1 CB 225, 50-1 USTC ¶13,000, 28 AFTR2d 50-5811 (CA-9, 1950), cert. den., 338 U.S. 833, 70 S.Ct. 135, 1951-1 CB 225. The court held that the taxpayer's failure to file a return was a willful neglect under Section 6651(a)(1).

PERMIT SET

[illegible]

11. **Signature of Trust Plan Does Not Constitute a Proposal for Reduction.**

**NOTICE**  
NOTIFICATION REQUIRED

SHOW AND COUNTY HIGHWAY CONSTRUCTION  
AND ENGINEERING DIVISION

CEPLAN COOPERATIVE WITH  
PLAN MEASUREMENTS

CEPLAN MOBILE OF EAST AFRICA  
FOR FARMING, GARDENS AND GARDENS

DATE \_\_\_\_\_

[illegible]

**Kimley»Horn**

CRIM. JUSTICE, PP.  
P.O. BOX NUMBER 64376  
445 2ND STREET, SUITE 200  
ALBUQUERQUE, N.M. 87106  
7721 762-2100

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DANIA BEACH MARINA

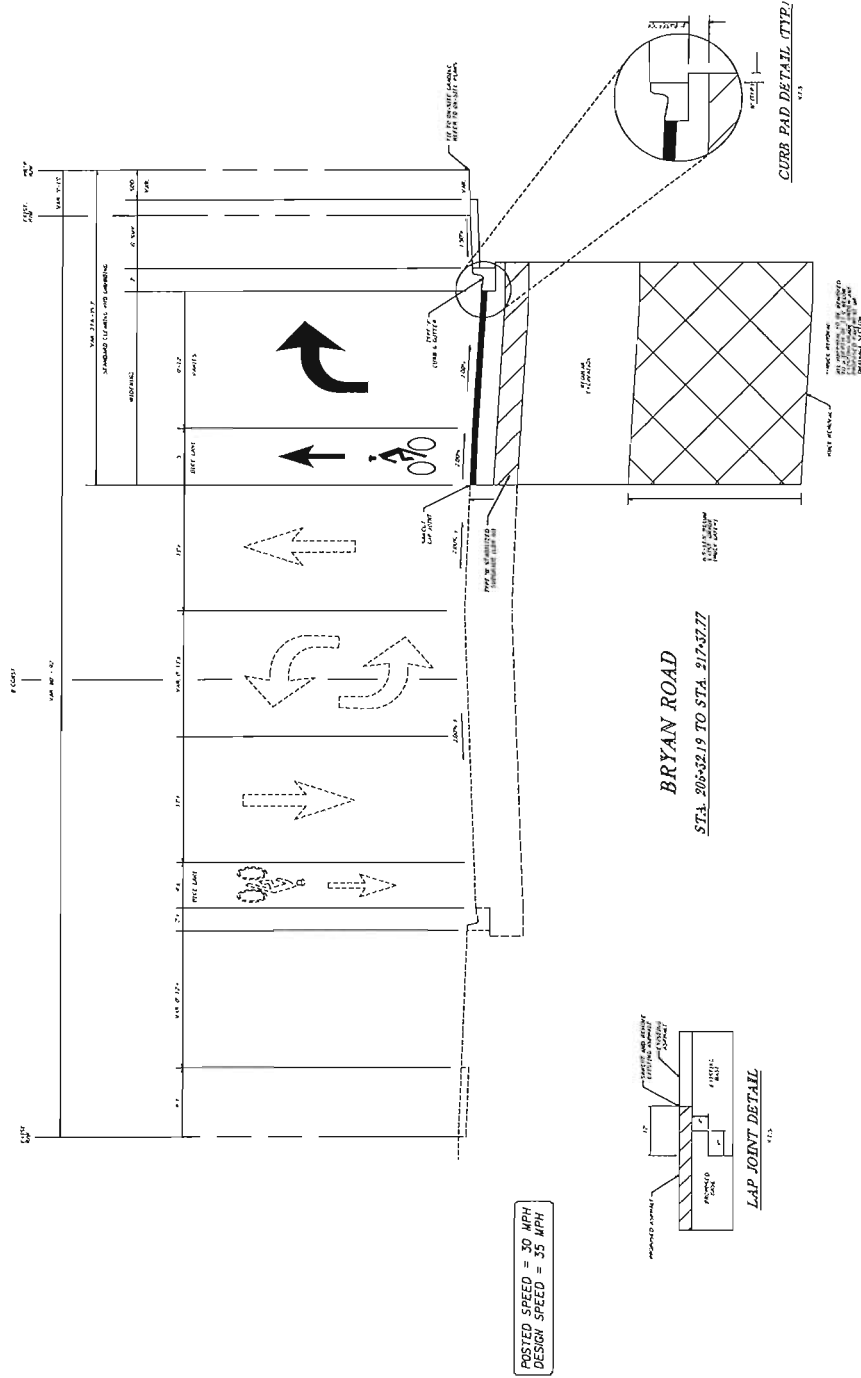
DANIA BEACH MARINA

CORPORATION

NO  
SHEET

## GENERAL NOTES

3



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**PERMIT SET**  
WANT ME ON SITE AT ALL  
TIMES DURING CONSTRUCTION

**NOTE:**  
Removal of this page does not  
constitute a mutation  
construction.

A Permit For Construction Must Be  
Obtained From The Broward County  
Planning Commission and Engineering  
Division prior to Commencing  
Construction in the Public Right of Way.

**NOTICE**  
NOTATION REQUIRED

IN ORDER TO CONDUCT ANY WORK IN THE PUBLIC ARE CONTACT THE INCHARGE COUNTY AGENT CONTRACTOR AND LICENSED ARCHITECT AT THE FOLLOWING ADDRESS:

BRAND COUNTY HIGHWAY CONSTRUCTION  
AND LOCATING DIVISION

☐ MAKE CERTIFICATE WITH  
PLAN REQUIREMENTS

☐ PUBLIC POST OF EASE APPROVAL  
FOR FARMING, GRADING AND UNLAWFUL

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

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**Kimley»»Horn**

PAUL J. KELPER, P.E.  
P.E. LICENSE NUMBER 64076  
435 24th STREET, SUITE 300  
WIND BEACH, FL 32960  
1773 194-4100  
CERTIFICATE OF AUTHORITY: 27104, 00000696

DESCRIPTION

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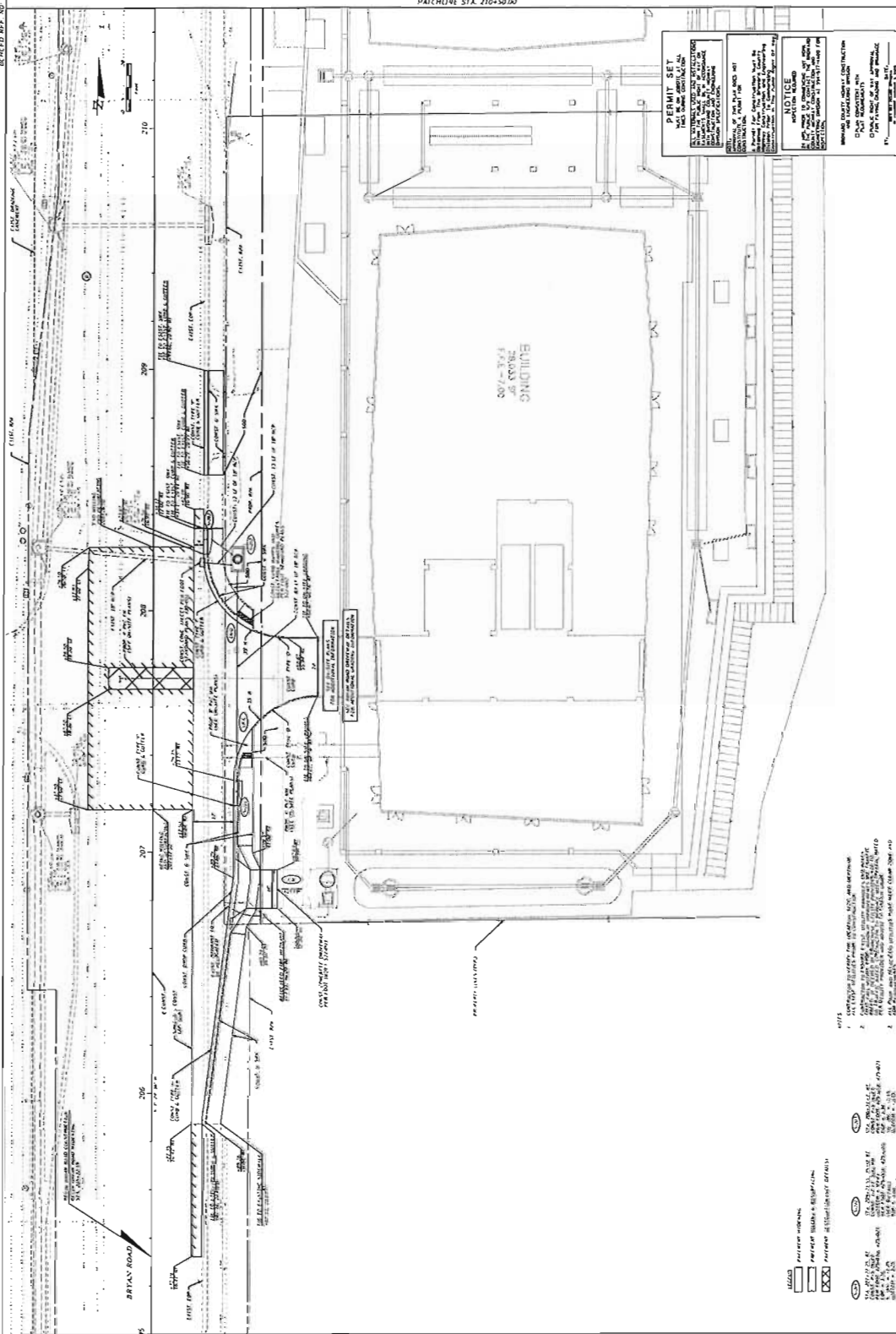
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**07/07/2020**

DATE \_\_\_\_\_

10



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**Kimley»»Horn**  
ERIC J. KLETZ, P.E.  
P.E. LICENSE NUMBER 64276  
445 24TH STREET, SUITE 100  
VERNO BEACH, IL 60062  
(800) 441-1001  
FAX (815) 441-1001  
CERTIFICATE OF AUTHORIZATION 00000036

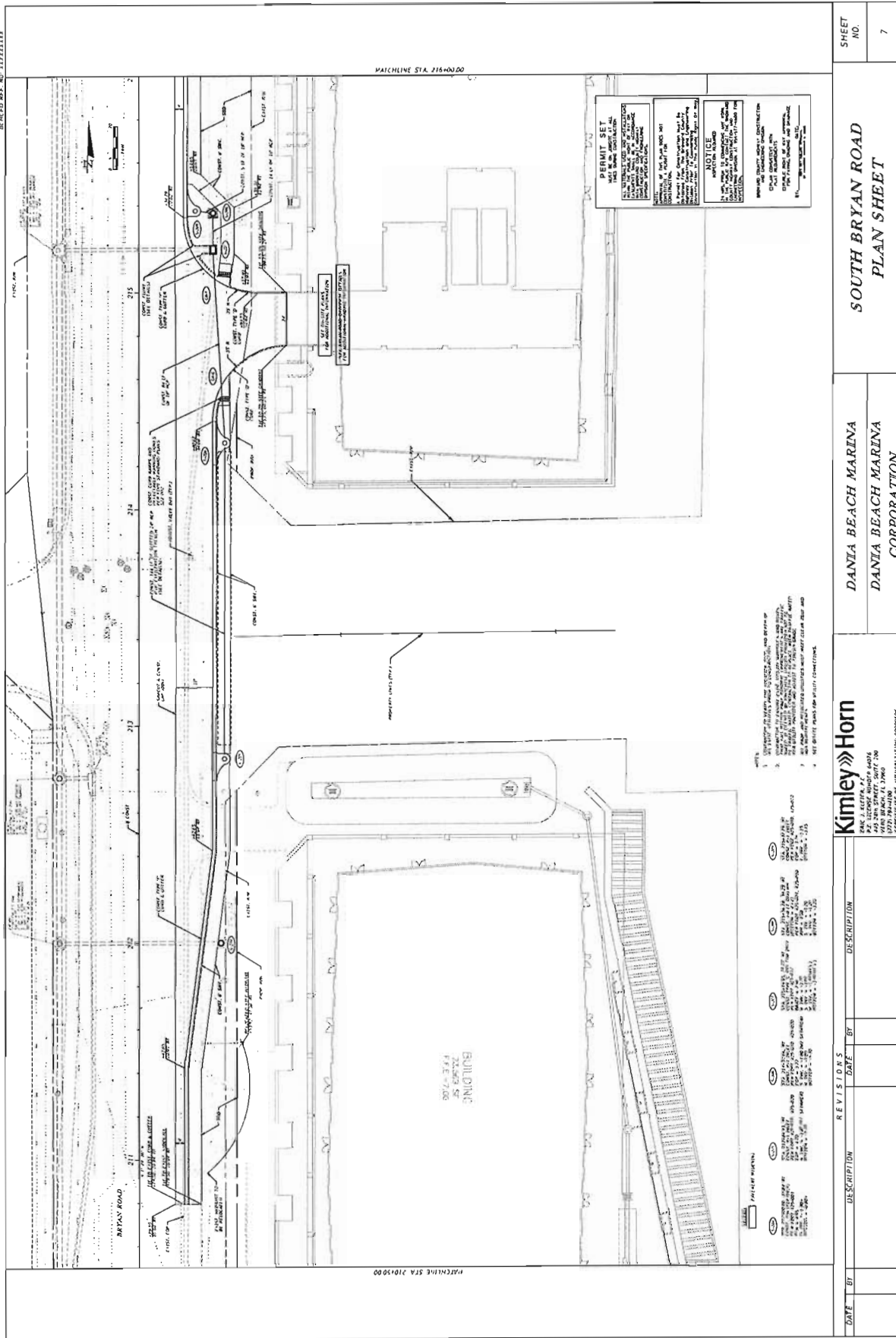
**SOUTH BRYAN ROAD  
PLAN SHEET**

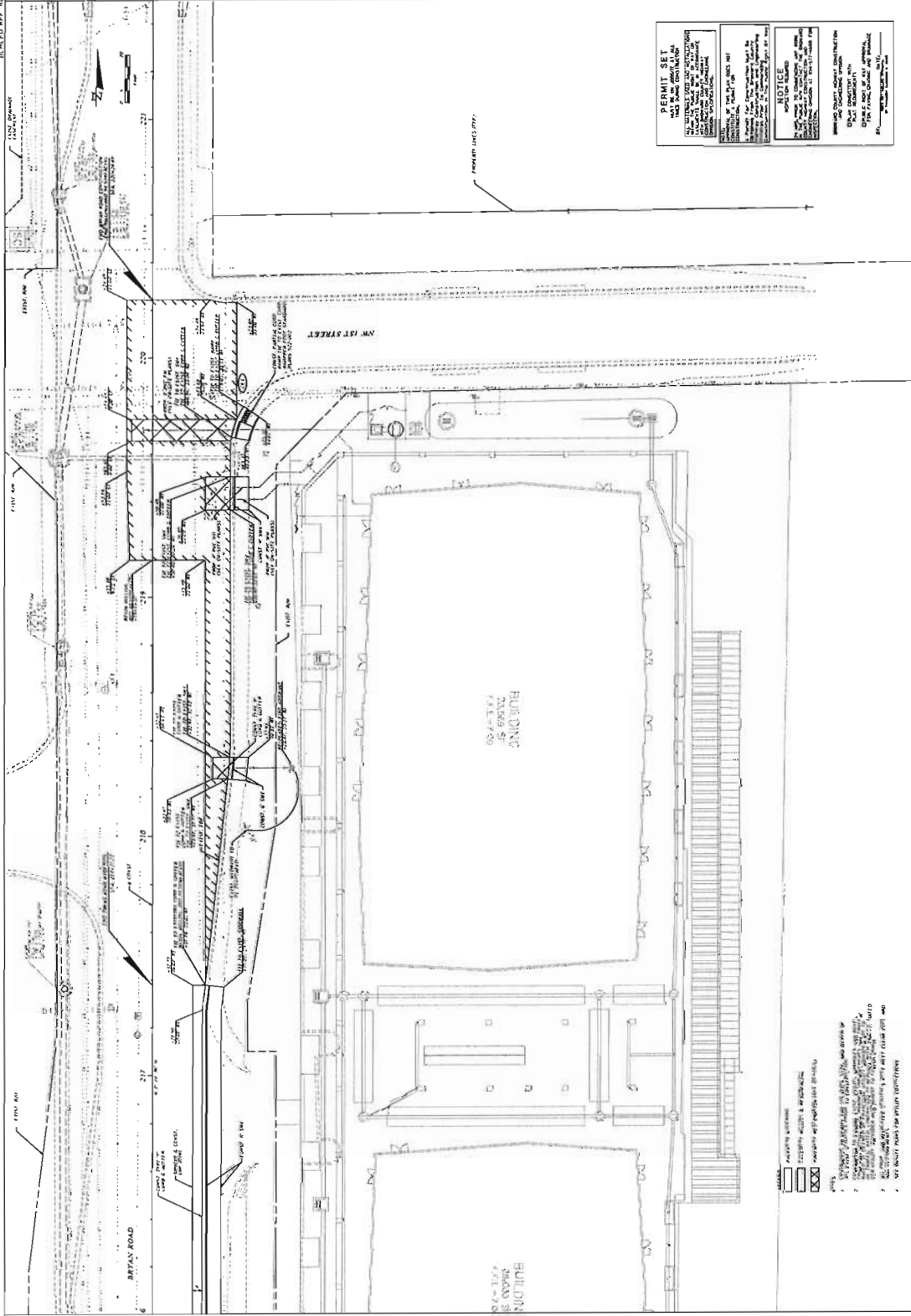
*DANTA BEACH MARINA*  
*DANTA BEACH MARINA*  
*CORPORATION*

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|--------------|---|
| SHEET<br>NO. | 6 |
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**PERMIT SET**  
NOT BE USED FOR CONSTRUCTION  
THIS SET OF PLANS IS THE PROPERTY OF THE ENGINEER AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.

**NOTICE**  
NOTICE TO THE PUBLIC  
THESE PLANS HAVE BEEN PREPARED BY AN ENGINEER LICENSED IN THE STATE OF FLORIDA. THE ENGINEER'S LICENSE NUMBER IS 131731117. THE ENGINEER'S FIRM IS KIMLEY-HORN & ASSOCIATES, INC. THE ENGINEER'S ADDRESS IS 1000 N. W. 1ST STREET, SUITE 200, MIAMI, FL 33136. THE ENGINEER'S PHONE NUMBER IS (305) 571-1117. THE ENGINEER'S FAX NUMBER IS (305) 571-1118. THE ENGINEER'S E-MAIL ADDRESS IS KIMLEY@KIMLEY-HORN.COM. THE ENGINEER'S WEBSITE IS WWW.KIMLEY-HORN.COM. THE ENGINEER'S CERTIFICATE OF AUTHORIZATION NUMBER IS 00000000.

| REVISIONS |    |             | SOUTH BRYAN ROAD               |  | SHEET NO. |
|-----------|----|-------------|--------------------------------|--|-----------|
| DATE      | BY | DESCRIPTION | DANIA BEACH MARINA             |  |           |
|           |    |             | DANIA BEACH MARINA CORPORATION |  | 8         |
|           |    |             | PLAN SHEET                     |  |           |

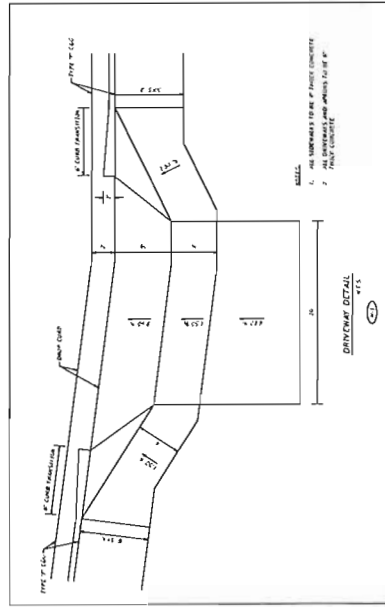
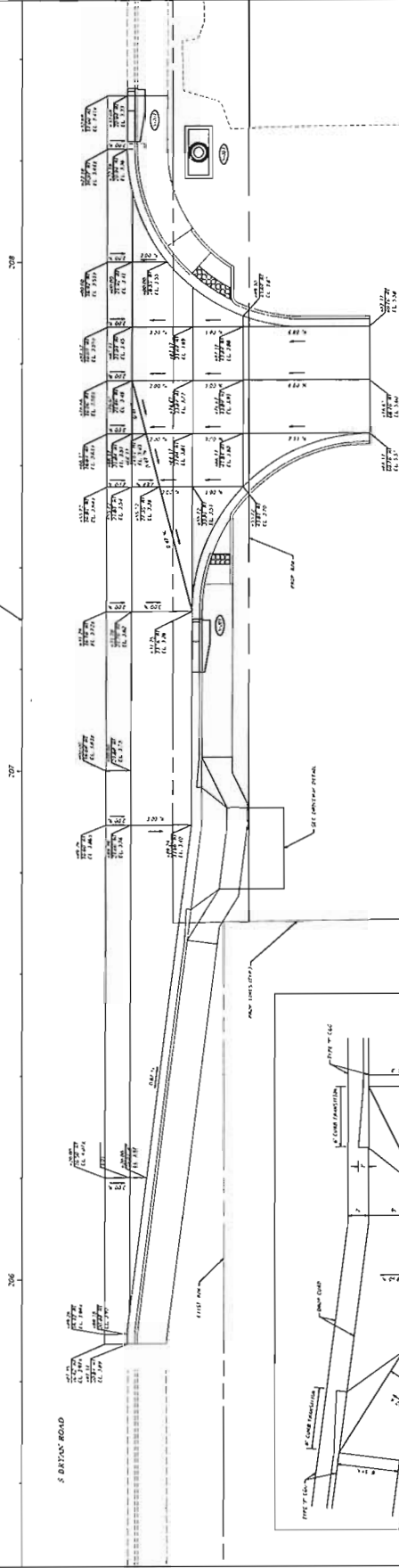
|                                       |  |
|---------------------------------------|--|
| Kimley»Horn                           |  |
| INC., SUITE #2                        |  |
| PO BOX 48600 SAN DIEGO, CA 92161      |  |
| TEL 619 444 1200 FAX 619 444 1200     |  |
| WWW.KIMLEY-HORN.COM                   |  |
| CERTIFICATE OF APT MOD/ADJ/EN 0000099 |  |

**Kimley»Horn**  
KIMLEY-HORN & ASSOCIATES, INC.  
1000 N. W. 1ST STREET, SUITE 200  
MIAMI, FL 33136  
(305) 571-1117  
WWW.KIMLEY-HORN.COM  
CERTIFICATE OF AUTHORIZATION: 00000000

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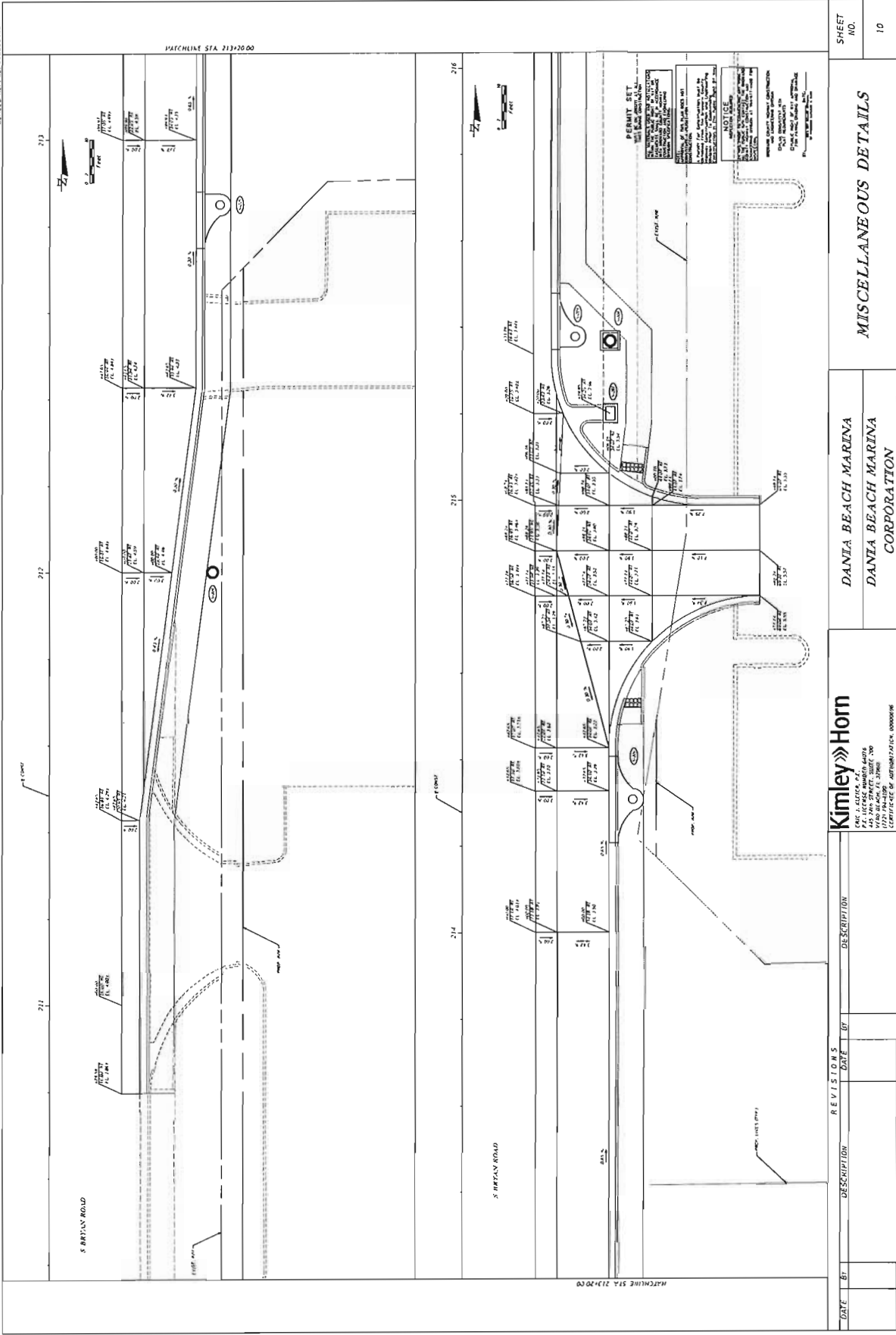
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|                |    |             |             |      |    | <b>Kimley»»Horn</b><br>INC. 4. LEVER 4.02<br>P.C. LICENSE NUMBER 64516<br>17750 19th AVE. S. SUITE 200<br>KENNESAW, GA 30144<br>(770) 994-4100<br>FAX (770) 994-4100<br>E-MAIL: KIMLEY@KIMLEY-HORN.COM | 9         |
|                |    |             |             |      |    |                                                                                                                                                                                                        |           |

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REVISION NO. 11/11/11



Kimley»Horn

ONE & A HALF BLOCKS  
P.E. LICENSE NUMBER 44874  
KIMLEY-HORN & ASSOCIATES, INC.  
1000 N. 10TH STREET, SUITE 200  
DENVER, CO 80202  
(303) 733-1100  
WWW.KIMLEY-HORN.COM

DANTA BEACH MARINA  
DANTA BEACH MARINA  
CORPORATION

MISCELLANEOUS DETAILS

SHEET  
NO.  
10



BROWARD COUNTY

PUBLIC WORKS DEPARTMENT

STANDARD DETAIL

SECTION

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1 - EXISTING LANEWAYS AND TROTTERS

SECTION

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1 - EXISTING LANEWAYS AND TROTTERS

SECTION

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1 - EXISTING LANEWAYS AND TROTTERS

SECTION

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1 - EXISTING LANEWAYS AND TROTTERS

SECTION

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8

1 - EXISTING LANEWAYS AND TROTTERS

FIGURE  
183

RESTORATION OF ROADWAY CUT  
FOR  
PERPENDICULAR UTILITY INSTALLATION

REVISED  
5/14/2018

PERMIT SET

THIS SET OF PERMIT SETS IS FOR THE  
RESTORATION OF ROADWAY CUT FOR  
PERPENDICULAR UTILITY INSTALLATION  
AND SHALL BE USED IN CONJUNCTION  
WITH THE PERMIT SET FOR THE  
UTILITY INSTALLATION.

DESIGNED BY: [Signature]  
CHECKED BY: [Signature]  
DATE: 5/14/2018

APPROVED BY: [Signature]  
DATE: 5/14/2018

FOR THE CITY OF BROWARD COUNTY  
DATE: 5/14/2018

FOR THE CITY OF BROWARD COUNTY  
DATE: 5/14/2018

Kimley»Horn

DANIA BEACH MARINA  
DANIA BEACH MARINA  
CORPORATION

PAVEMENT RESTORATION  
DETAILS

SHEET  
NO.

12

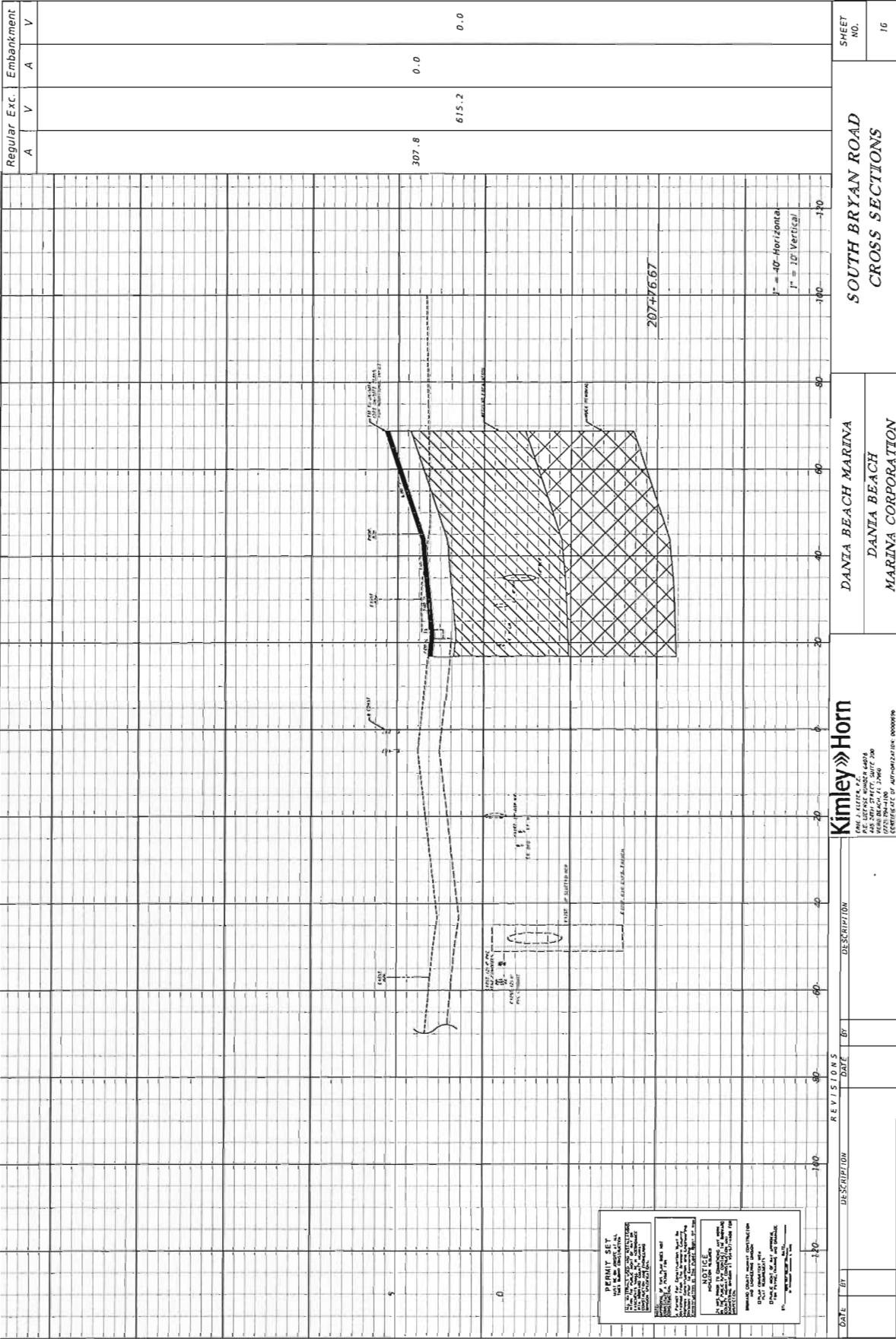




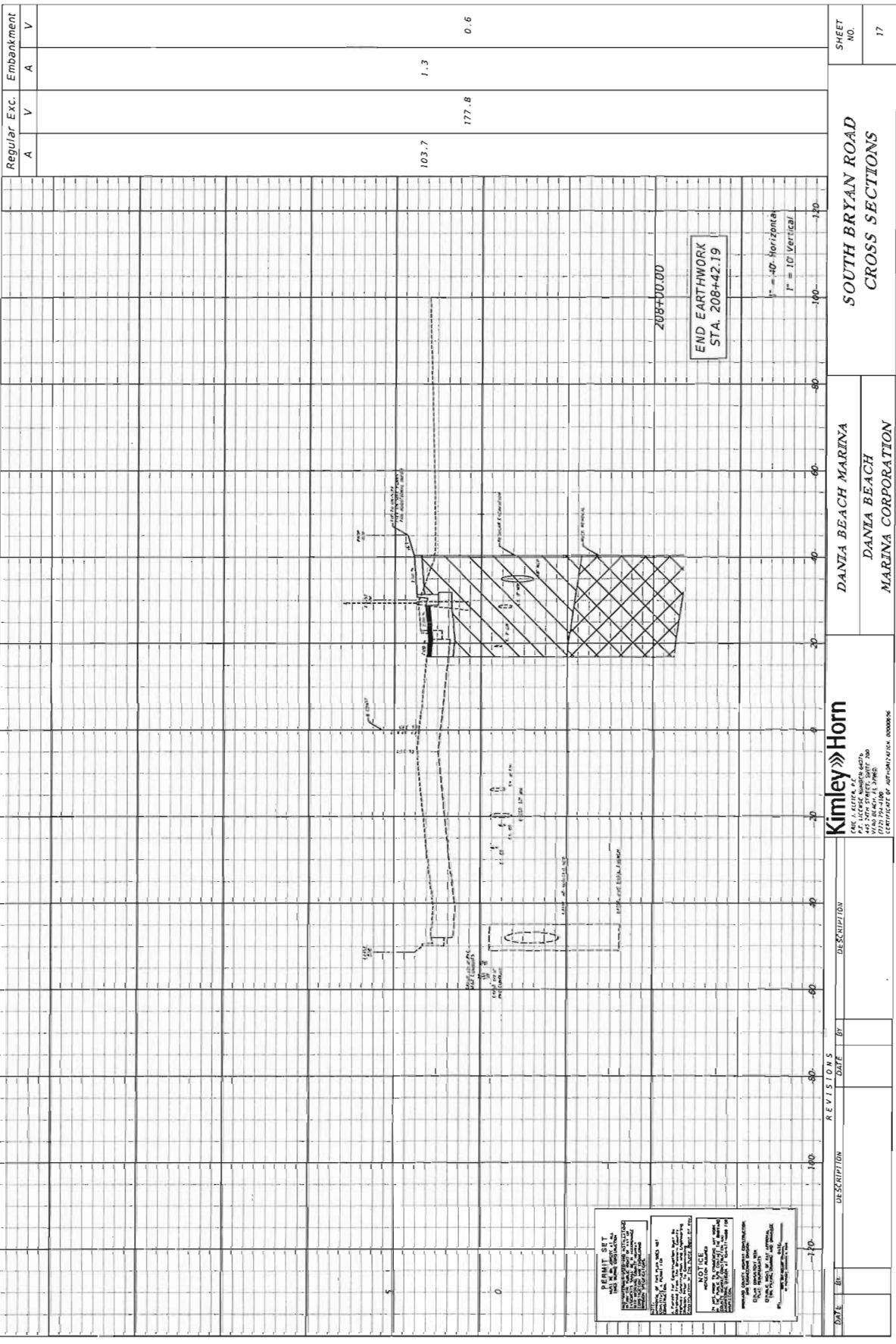




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SCHEMATIC REF. NO. 22222222



**Kimley»Horn**  
1000 N. 1st Street, Suite 200  
Tulsa, Oklahoma 74103  
(918) 594-4100  
www.kimleyhorn.com

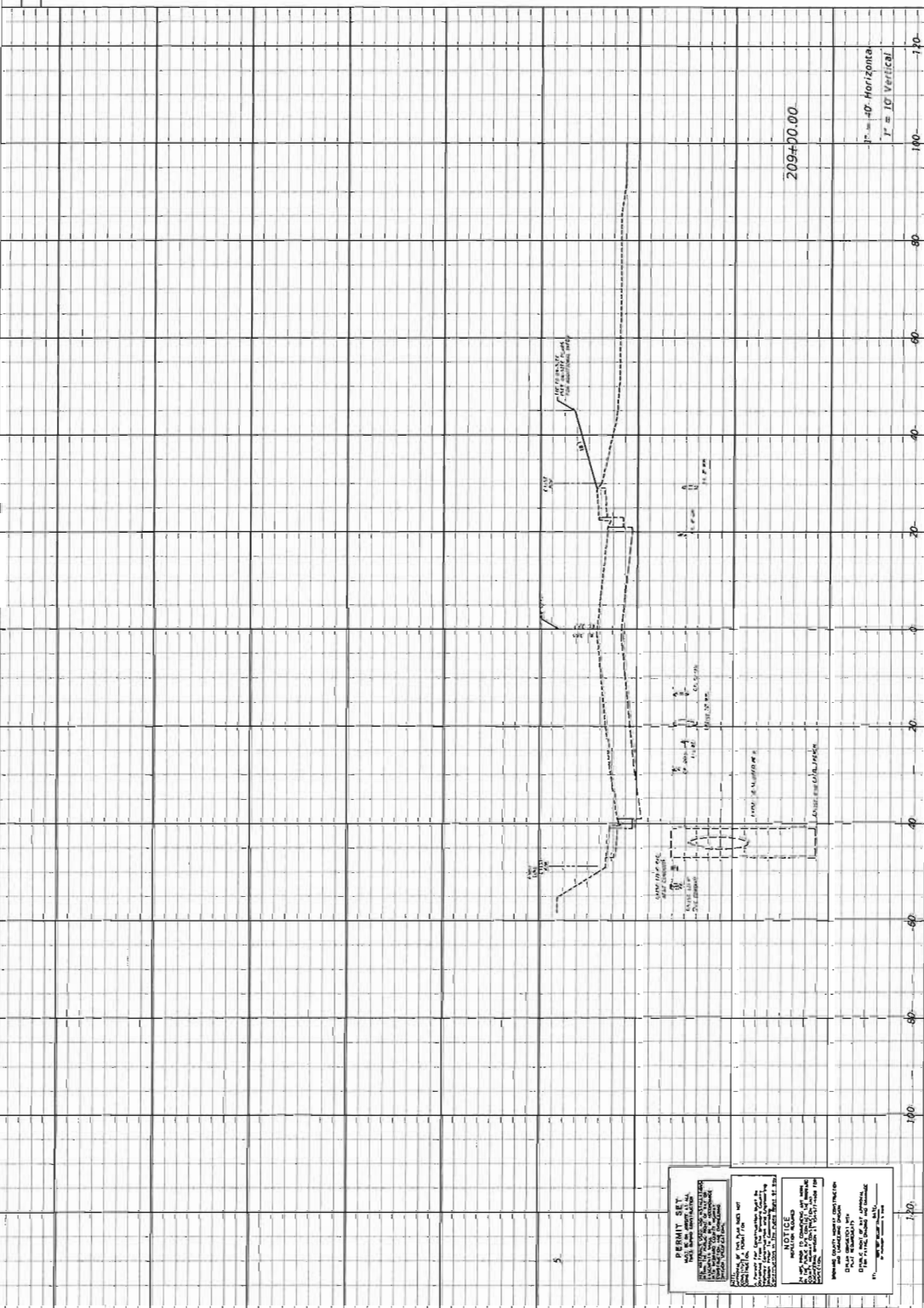
**DANIA BEACH MARINA**  
**DANIA BEACH**  
**MARINA CORPORATION**

**SOUTH BRYAN ROAD**  
**CROSS SECTIONS**

**SHEET NO.**  
**17**

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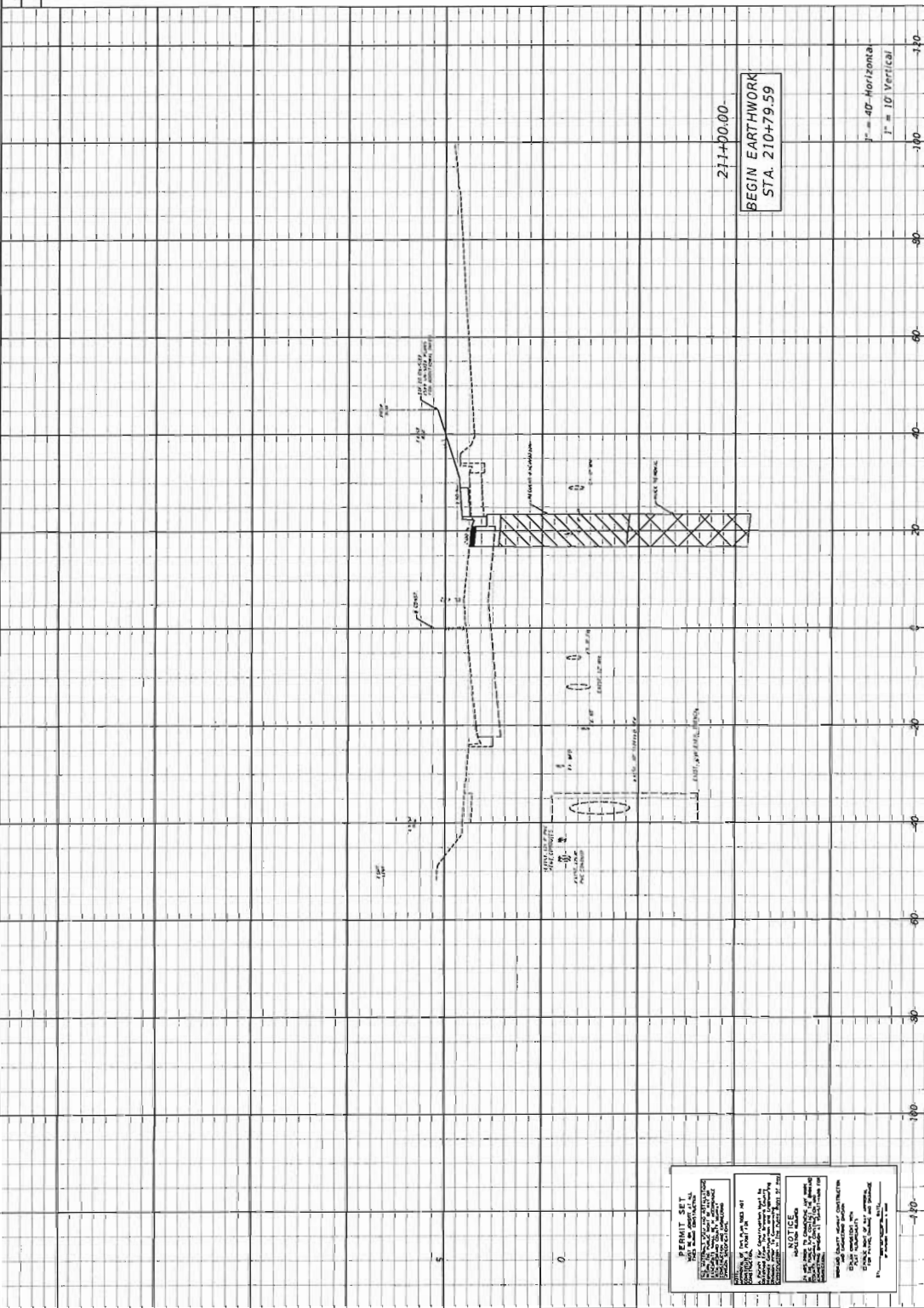
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Consistent Funding of Public Schools and Quality of Education: A Report of the National Academy of Education





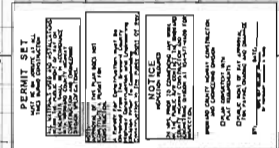
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| DATE                                                                                                                                                                                                                                                                                                                                                                                     |  | BY | DESCRIPTION |  | REVISIONS                      |  | DATE      |  | BY | DESCRIPTION |
| <div style="display: flex; justify-content: space-between;"> <div> <p><b>Kimley»Horn</b></p> <p>CARL A. HORN, P.E.<br/>         P.E. LICENSE NUMBER 44892<br/>         1000 S. WILSON AVENUE, SUITE 200<br/>         VICTOR BEACH, FL 32090<br/>         (754) 786-4199<br/>         www.kimleyhorn.com</p> </div> <div> <p><b>SOUTH BRYAN ROAD<br/>CROSS SECTIONS</b></p> </div> </div> |  |    |             |  |                                |  |           |  |    |             |
|                                                                                                                                                                                                                                                                                                                                                                                          |  |    |             |  | DANZA BEACH MARINA             |  | SHEET NO. |  |    |             |
|                                                                                                                                                                                                                                                                                                                                                                                          |  |    |             |  | DANZA BEACH MARINA CORPORATION |  | 20        |  |    |             |

As a consequence, the results of the study are not generalizable to all countries.



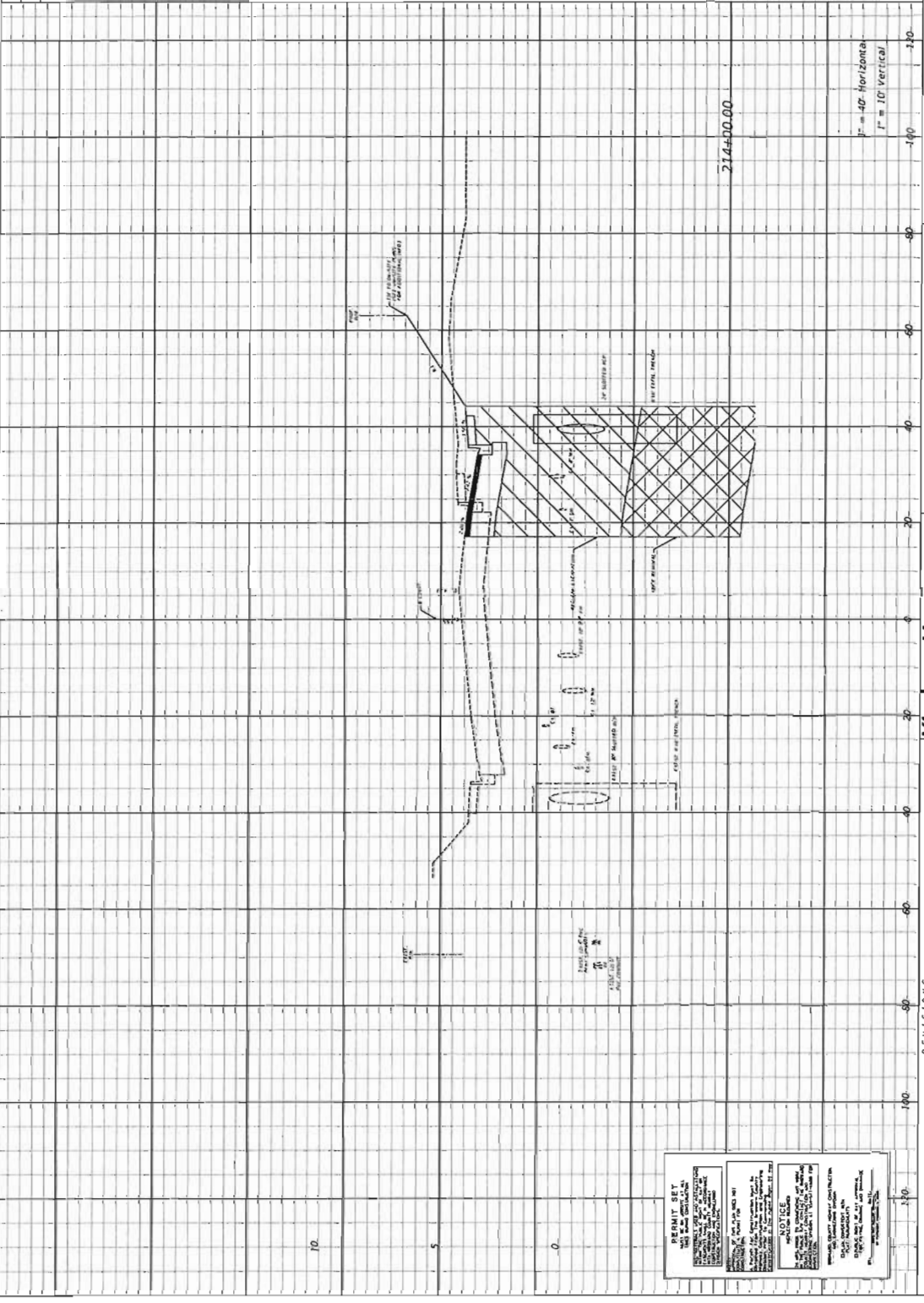


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|                                                                                                                                                                                                                                                                |  |     |  |             |  |                     |  |     |  |             |  |
| <p><b>Kimley»Horn</b><br/>         ENG. J. L. CLARK, P.E.<br/>         1000 N. 10TH ST., SUITE 200<br/>         DENVER, CO 80202<br/>         303.733.1234 FAX 303.733.1296<br/>         11175 JEFFERSON<br/>         CERTIFICATE OF APPROBATION: 00000694</p> |  |     |  |             |  |                     |  |     |  |             |  |
| DANIEL BEACH MARINA                                                                                                                                                                                                                                            |  |     |  |             |  | DANIEL BEACH MARINA |  |     |  |             |  |
| DANIEL BEACH                                                                                                                                                                                                                                                   |  |     |  |             |  | DANIEL BEACH        |  |     |  |             |  |
| MARINA CORPORATION                                                                                                                                                                                                                                             |  |     |  |             |  | MARINA CORPORATION  |  |     |  |             |  |
| SOUTH BRYAN ROAD                                                                                                                                                                                                                                               |  |     |  |             |  |                     |  |     |  |             |  |
| CROSS SECTIONS                                                                                                                                                                                                                                                 |  |     |  |             |  |                     |  |     |  |             |  |
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Regular Exc. Embankment

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SHEET NO.

23

SOUTH BRYAN ROAD

CROSS SECTIONS

DANIA BEACH MARINA

DANIA BEACH MARINA CORPORATION

Kimley»Horn

400 S. BRYAN ROAD, SUITE 200  
DANIA BEACH, FL 33426-1000  
TEL: 904.251.1000 FAX: 904.251.1001

DESCRIPTION

DATE

REVISIONS

DATE

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ENGINEER REF. NO. TXX111111

Regular Exc. Embankment

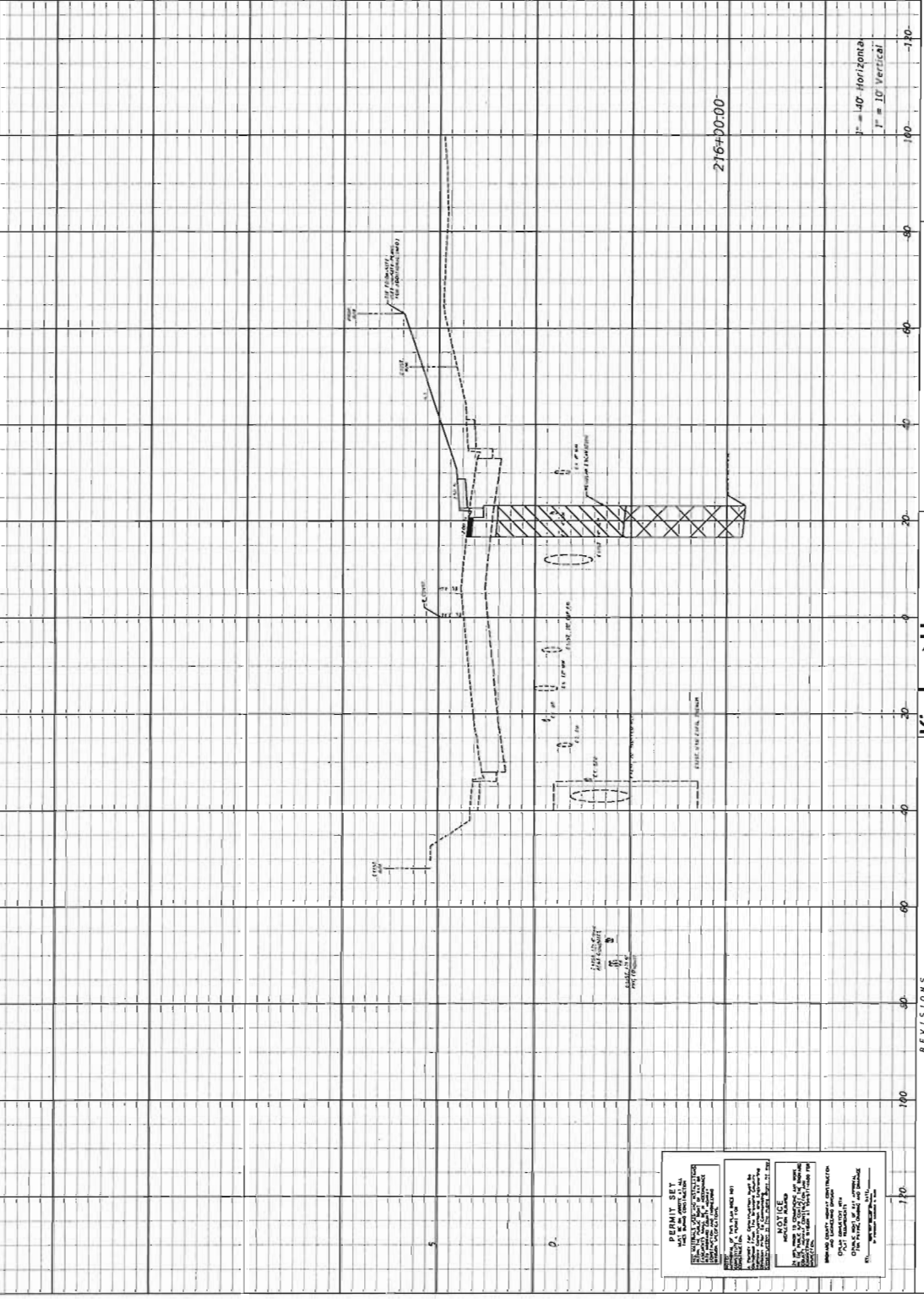
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SOUTH BRYAN ROAD

CROSS SECTIONS

DANIA BEACH MARINA

DANIA BEACH MARINA CORPORATION

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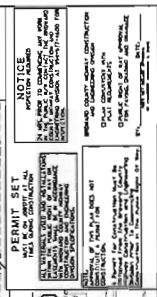
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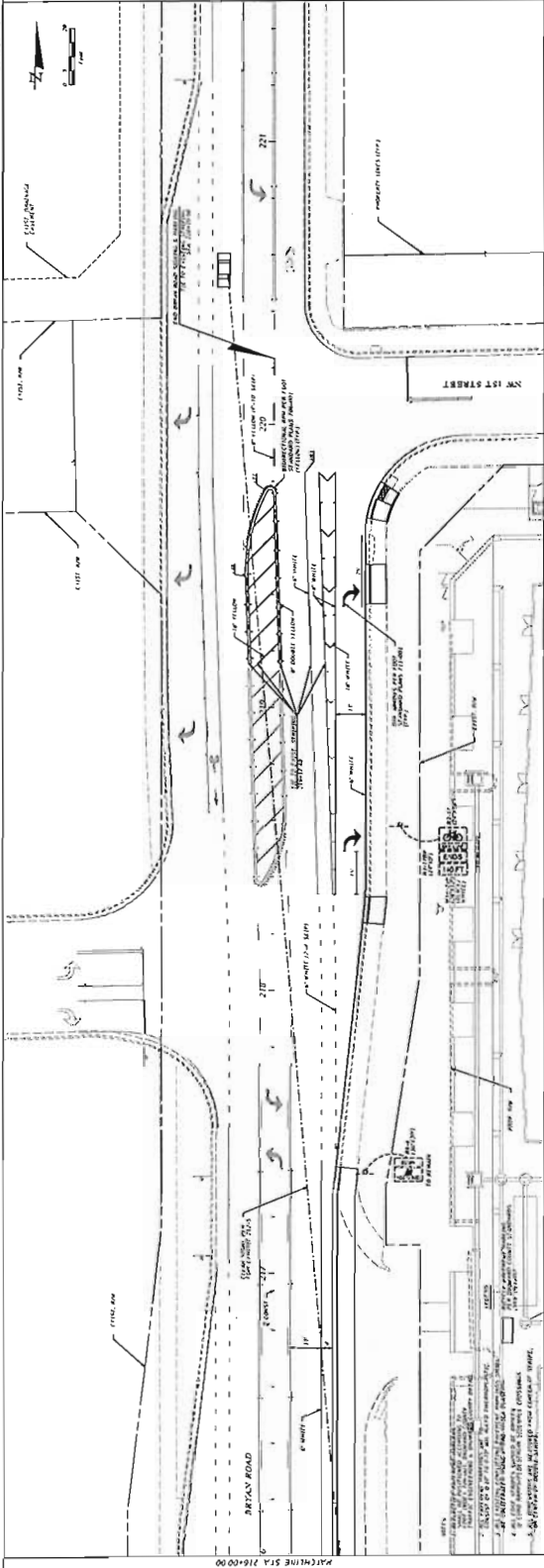
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REVISED SET NO. 122241414



**PERMIT SET**  
NOT TO BE USED FOR CONSTRUCTION  
THIS SET OF PLANS IS FOR INFORMATION ONLY  
AND IS NOT TO BE USED FOR CONSTRUCTION  
WITHOUT THE APPROVAL OF THE ENGINEER  
AND THE CITY OF MIAMI BEACH.

**NOTICE**  
THESE PLANS ARE THE PROPERTY OF THE ENGINEER  
AND ARE NOT TO BE REPRODUCED OR COPIED  
WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.  
ANY VIOLATION OF THIS NOTICE WILL BE  
PUNISHED BY LAW.

**DESIGNED BY**  
KIMLEY-HORN & ASSOCIATES, INC.  
1111 N.W. 11th Street, Suite 100  
Miami, Florida 33136  
Tel: 305.375.1111  
Fax: 305.375.1112  
www.kimley-horn.com

**DATE**  
01/14/2020

**BY**  
[Signature]

**DESCRIPTION**  
SOUTH BRYAN ROAD  
SIGNING AND MARKING

**REVISIONS**

| NO. | DATE       | DESCRIPTION       |
|-----|------------|-------------------|
| 1   | 01/14/2020 | ISSUED FOR PERMIT |

**SCALE**  
1" = 20'

| REVISIONS |    |  | DESCRIPTION | DATE | BY | Kimley»Horn<br>ENC. 1, SHEET 2 OF 2<br>ENC. 2, SHEET 3 OF 2<br>ENC. 3, SHEET 4 OF 2<br>443 JAY STREET, SUITE 100<br>VENICE BEACH, FL 33596<br>www.kimleyhorn.com<br>CERTIFICATE OF AUTHORIZATION: 00000006 | DANIA BEACH MARINA<br><br>DANIA BEACH MARINA<br>CORPORATION | SOUTH BRYAN ROAD<br>SIGNING AND MARKING | SHEET<br>NO. |
|-----------|----|--|-------------|------|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------|--------------|
| DATE      | BY |  |             |      |    |                                                                                                                                                                                                            |                                                             |                                         | 30           |

**Kimley»Horn**  
KIMLEY-HORN & ASSOCIATES, INC.  
1111 N.W. 11th Street, Suite 100  
Miami, Florida 33136  
Tel: 305.375.1111  
Fax: 305.375.1112  
www.kimley-horn.com

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PROPERTY



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510 680







City of Dania Beach, Florida  
Department of Community Development  
Planning and Zoning Division  
(954) 924-6805 X3643  
(954) 922-2687 Fax

## Standard Development Application

- ☐ Administrative Variance
- ☐ Land Use Amendment
- ☐ Plat
- ☐ Rezoning
- ☒ Site Plan
- ☐ Special Exception
- ☐ Variance
- ☐ Other: \_\_\_\_\_

Date Rec'd: \_\_\_\_\_

Petition No.: SP-056-20

(SEE APPLICATION TYPE SCHEDULE ON PAGES 3 & 4)

**THIS APPLICATION WILL NOT BE ACCEPTED UNTIL IT IS COMPLETE AND SUBMITTED WITH ALL NECESSARY DOCUMENTS.** Refer to the application type at the top of this form and "Required Documentation" checklist to determine the supplemental documents required with each application.

For after the fact applications, the responsible contractor of record shall be present at the board hearing. Their failure to attend may impact upon the disposition of your application. As always, the applicant or their authorized legal agent must be present at all meetings. All projects must also obtain a building permit from the City Building Division. For more information please reference the **Dania Beach Land Development Code Part 6, Development Review Procedures and Requirements.**

Location Address: Please See Attached

Lot(s): \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: \_\_\_\_\_

Recorded Plat Name: \_\_\_\_\_

Folio Number(s): Please See Attached Legal Description: Please See Attached

Applicant/Consultant Legal Representative (**circle one**) Kimley-Horn and Associates, Inc - Jacob B. Lawson

Address of Applicant: 445 24th Street, Suite 200, Vero Beach, FL 32960

Business Telephone: 772-794-4100 Home: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail address: jacob.lawson@kimley-horn.com

Name of Property Owner: Please See Attached

Address of Property Owner: Please See Attached

Business Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Fax: \_\_\_\_\_

**Explanation of Request:** Site Plan for 90 WAVE

*For **Plats** please provide proposed **Plat Name** for **Variances** please attach **Criteria Statement** as per **Section 625.40 of the Land Development Code.***

Prop. Net Acreage: 2.75 Gross Acreage: 2.91 Prop. Square Footage: see plan

Existing Use: Marina / Vacant Proposed Use: Mixed Use

Is property owned individually, by a corporation, association, or a joint venture?  
Corporation \_\_\_\_\_

**AUTHORIZED REPRESENTATIVE**

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Kimley-Horn and Associates, Inc (individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA  
COUNTY OF BROWARD  
The foregoing instrument  
was acknowledged

By: [Signature]  
(Owner / Agent signature\*)

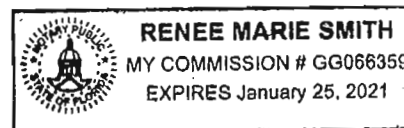
BEFORE ME THIS 19 DAY OF June, 2020

By:

Michael Kelly  
(Print name of person acknowledging)

\_\_\_\_\_  
(Joint owner signature if applicable)

Notary [Signature]  
(Signature of Notary Public – State of Florida)



Personally known X or Produced Identification \_\_\_\_\_

Type of identification produced: \_\_\_\_\_ or Drivers License \_\_\_\_\_

**\*If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

***NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.***

***ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF  
BEFORE PROCESSING OCCURS.***



**Attachment to Development Application – Dania Beach Marina Redevelopment Site Plan**

| <b>Dania Beach Marina Corp.</b> |                                            |
|---------------------------------|--------------------------------------------|
| Location Address                | 90 N. Bryan Road, Dania Beach, FL 33004    |
| Recorded Plat Name              | Bryan Road Warehouses Plat (PB 170/112)    |
| Folio Number                    | 5042-33-00-0610                            |
| Legal Description               | Please see the attached legal description. |
| Name of Property Owner          | Dania Beach Marina Corp.                   |
| Address of Property Owner       | 90 N. Bryan Road, Dania Beach, FL 33004    |
| Business Telephone              | 786-344-6032                               |

### **90 Wave - Site Plan Narrative**

Dania Beach Marina Corp, NV Marina Holdings LLC, and RJ Marina Holdings LLC ("Applicants") are proposing to construct a mixed-use development on approximately 5.79 gross acres of land generally located along the eastern corridor of Bryan Road between Stirling Road and Northwest 1<sup>st</sup> Street ("Project") in the City of Dania Beach ("City"). The Applicants are proposing to develop the Project with a mix of residential, commercial and office uses to improve the housing options and commercial opportunities within this area of the City in accordance with the goals, objectives, and policies of the adopted comprehensive plan. The proposed redevelopment is consistent and compatible with the existing and developing properties within the surrounding area and the City's Regional Activity Center ("RAC") land use designation. The Project is part of the overall PMUD-SL mixed use planned development zoning district.

The Applicants are submitting stand alone site plans for each of the two buildings. These will be referred to as 90 Wave for 90 N. Bryan Rd and 70 Wave for the combination of 50 and 70 S. Bryan Rd.



June 17, 2020

David Zipoli  
Battalion Chief  
Broward County Sheriff's Office  
Department of Fire Rescue & Emergency Services  
Fire Marshal's Office  
Dania Beach District  
103 West Dania Beach Blvd.  
Dania Beach, Florida 33004

**RE: 90 Wave – Fire Prevention Code Letter**

Dear Mr. Zipoli:

This letter is to identify that the proposed watermain sizing, fire hydrant spacing, and fire hydrant locations for the subject project are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code.

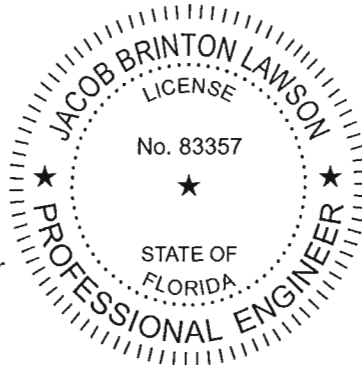
Please contact me at (772) 794-4110 or [Jacob.Lawson@kimley-horn.com](mailto:Jacob.Lawson@kimley-horn.com) should you have any questions.

Sincerely,

Jacob  
Lawson

Digitally signed by Jacob Lawson  
DN: cn=Jacob Lawson, c=US, o=Kimley-Horn, ou=K01427E000016A617F27500004168,  
email=jacob.lawson@kimley-horn.com  
Date: 2020.06.17 14:33:07 -0400

Jacob B. Lawson, P.E.  
Associate/Project Manager



K:\VRB\_LDEV\147706000 Dania Beach Marina\ENG\Utilities (Wet)\FIRE FLOW\Fire Prevention Code Letter.docx



**BROWARD SHERIFF'S OFFICE**  
**DEPARTMENT OF FIRE RESCUE AND EMERGENCY SERVICES**  
**FIRE MARSHAL'S BUREAU**  
**DANIA BEACH DISTRICT**  
103 West Dania Beach Boulevard  
Dania Beach, FL 33004  
Phone: (954) 342-4262  
Fax: (954) 342-4265



**APPLICATION FOR APPROVAL OF THE FIRE PROTECTION WATER SUPPLY DESIGN**

Date of Application: July 2, 2020

Site Plan Application #: SP-024-20

Name of Project/Development: 90 Wave

Address of Project/Development: 90 N. Bryan Rd, Dania Beach

Owner/Agent: Dania Beach Marina Corp. / Mike Lally

Design Professional of Record: Jacob B. Lawson, P.E.

Water Purveyor: City of Dania Beach

Water Purveyor Address: 100 W. Dania Beach Blvd., Dania Beach, FL 33004

In order for the Broward Sheriff's Office, Department of Fire Rescue, Fire Marshal's Bureau to provide an approval letter for the adequacy of the fire protection water supply design for the above referenced project, the following information must be provided:

Affirmation of Compliance with Fire Protection Water Supply Design Requirements:

1. The Type of Construction" is 1A in accordance with NFPA 220.
2. The total fire protection water supply needed for manual firefighting (fire flow) and fire sprinkler/standpipe operations is 1,500 gallons per minute. ( In compliance with water supply requirements for manual firefighting operations In accordance NFPA 1 (2012 Ed.), Chapter 18, Section 18.4 and the Broward County Land Development Code; and the water supply necessary for fire sprinkler and standpipe operations in accordance with the currently adopted editions of NFPA 13 and NFPA 14).
3. **Statement of verification from the design professional of record, on official company letterhead, that the proposed water main sizing, fire hydrant spacing, and fire hydrant locations, are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code. (Attach signed and sealed document).**

This will affirm that the above stated information and attached statement of verification for this project/development is accurate and can be relied on for the requested approval letter to the applicable water purveyor.

  
Signature - Owner/Agent/Occupant:

6/18/2020  
Date

  
Signature Design Professional of Record

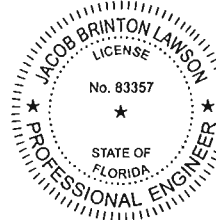
6/23/2020  
Date





Project Name: 90 Wave  
Project Number: 147706000  
Date: 6/17/2020

| Dania Beach Marina Redevelopment Fire Flow and Hydrant Demand                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |               |                |                  |             |                     |                                                  |                          |                  |                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------|------------------|-------------|---------------------|--------------------------------------------------|--------------------------|------------------|--------------------------|
| 90 Wave                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Building Type | Sub-Area<br>sf | Total Area<br>sf | Flow<br>gpm | Sprinkled<br>yes/no | 75% Sprinkler<br>Reduction <sup>3,8</sup><br>gpm | Minimum Required         |                  |                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |                |                  |             |                     |                                                  | Flow <sup>4</sup><br>gpm | Duration<br>hour | Number<br>of<br>Hydrants |
| Floor 1 - 2 (Retail/Restaurant/Office/Residential Work Live Units) = 103,202 SF<br>Floor 3-4 (Parking) = 157,218 SF<br>Floor 5 (Residential Units, Amenities) = 25,739 SF<br>Floor 6 (Residential Units) = 25,739 SF<br>Floor 7 - 16 (Residential Units) = 356,070 SF                                                                                                                                                                                                                                                                    | 1A            | 667,968        | 667,968          | 6,000       | yes                 | 1,500                                            | 1,500                    | 4                | 1                        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |                | -                |             |                     | -                                                |                          |                  |                          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |                | -                |             |                     | -                                                |                          |                  |                          |
| Notes and assumptions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 1. Fire Flow Calculations per NFPA 1 Section 18.4.5.3 Buildings Other Than One and Two-Family Dwellings - 2015 Edition.                                                                                                                                                                                                                                                                                                                                                                                                                  |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 2. Maximum Fire Hydrant Fire Flow Capacity from Table 18.5.4.3. All hydrants assumed to be within 250ft of the buildings.                                                                                                                                                                                                                                                                                                                                                                                                                |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 3. Required fire flow shall be reduced by 75 percent when the building is protected throughout by an approved automatic sprinkler system (NFPA 18.4.5.3.2).                                                                                                                                                                                                                                                                                                                                                                              |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 4. Minimum required flow shall not be less than 1,000 gpm or greater than 2,000 gpm for 2 hours for buildings protected throughout by an approved automatic sprinkler system (NFPA 18.4.5.3.2 & NFPA 18.4.5.3.4).                                                                                                                                                                                                                                                                                                                        |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 5. Florida Building Code (FBC) Building Type VB is equivalent to NFPA Building Type V(000).                                                                                                                                                                                                                                                                                                                                                                                                                                              |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 6. Florida Building Code (FBC) Building Type IIB is equivalent to NFPA Building Type II(000).                                                                                                                                                                                                                                                                                                                                                                                                                                            |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 7. All buildings to be protected throughout by an approved automatic sprinkler system.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |                |                  |             |                     |                                                  |                          |                  |                          |
| 8. Required fire flow for open parking structures are not protected throughout by an approved automatic sprinkler system shall be reduced by 75 percent where all of the following conditions are met: (1) The structure complies with the building code. (2) The structure is of Type I or Type II construction. (3) The structure is provided with a Class I standpipe system in accordance with NFPA 14. Class I standpipe systems of the manual dry type shall be permitted. (4) The resulting fire flow is not less than 1,000 gpm. |               |                |                  |             |                     |                                                  |                          |                  |                          |



Jacob  
Lawson

Jacob B. Lawson, P.E.  
Florida License Number #83357

Seal of the State of Florida  
Professional Engineer  
No. 83357  
Date: 06/17/2020

## WATER SUPPLY FLOW TEST

Location: Dania Beach, FL

Static 60 psi Flow 1061 gpm Residual 48 psi Pitot 40 psi Date: 02/27/20

Nozzle Type: 1-2.5" Pollard Diffuser(s) Discharge Coeff: 0.90 Time: 9:30 AM

Gauge Location: Hydrant on the east side of S. Bryan Rd, approximately 204 feet south of NW 1st St. EST

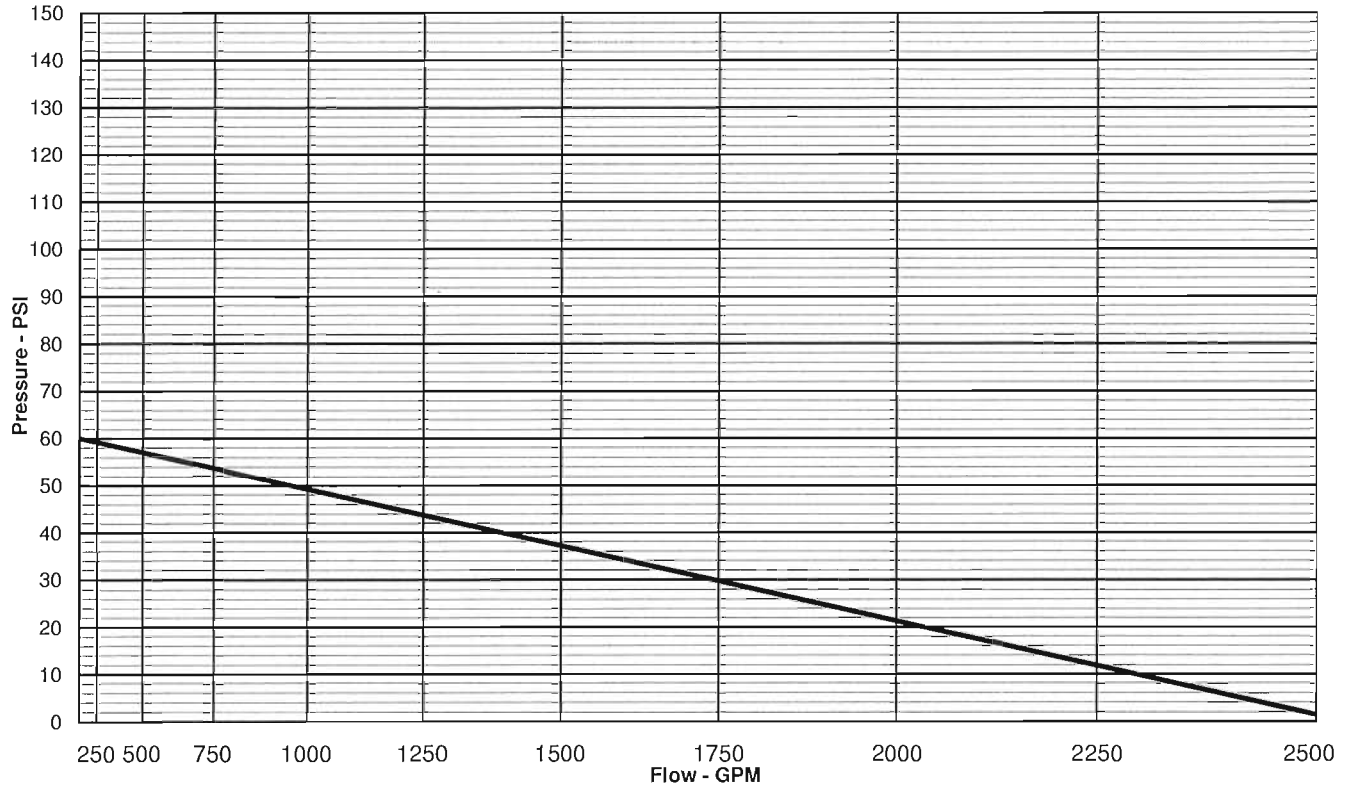
Gauge Elevation: 4 ft. AMSL

Flow Location: Hydrant on the east side of S. Bryan Rd, approximately 470 feet south of NW 1st St.

Test By Chad A. Lueders

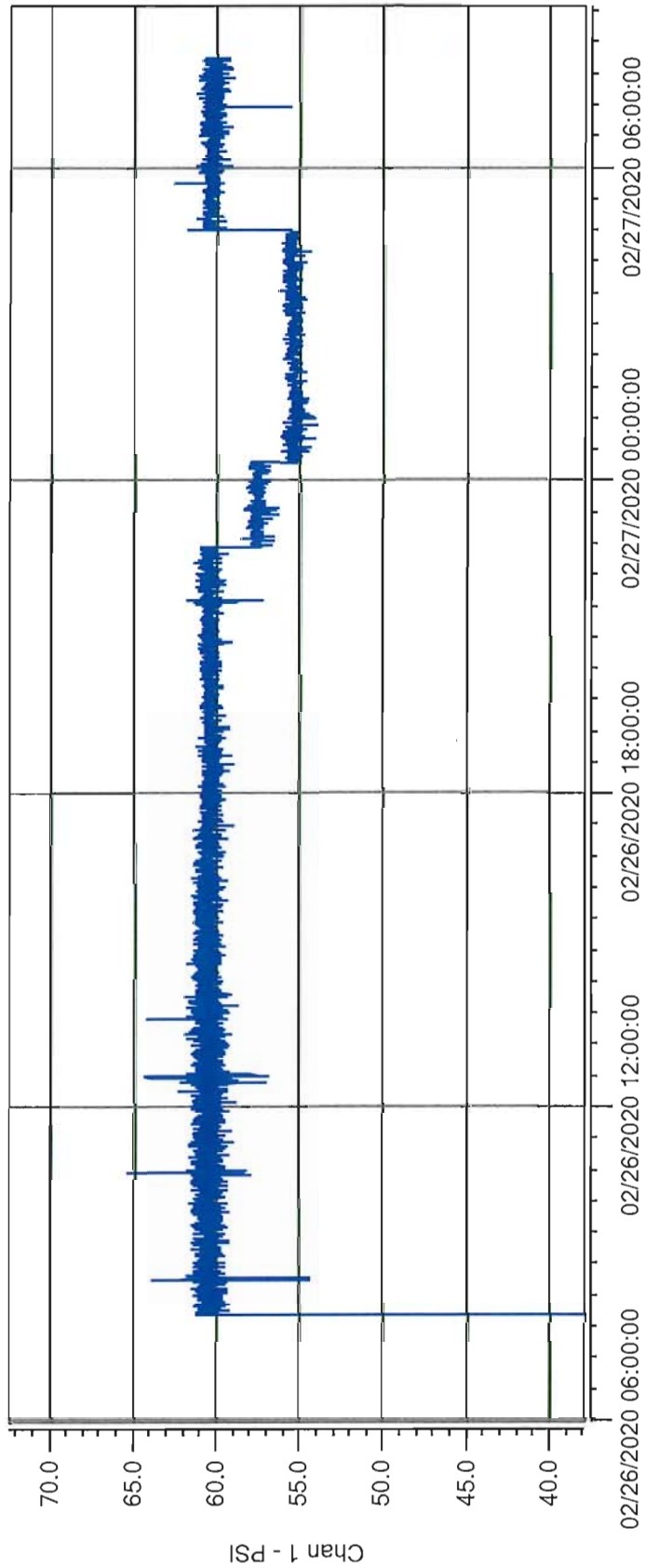
Alternatives in Engineering, Inc.

Conferred With: \_\_\_\_\_



|                            |     | Static | Residual | Residual | Residual |
|----------------------------|-----|--------|----------|----------|----------|
| Hydrant Flow Rate          | gpm | 0      | 2034     | 2000     | 0        |
| Available Pressure At Test | psi | 60.00  | 20.00    | 21.23    |          |





Data Date: 02/26/2020 05:56:56

Unit Tag: Pressure Logger

File: Dania Beach fl 022720.dat

Serial Number: 3404776B0



February 27, 2020  
Revised June 29, 2020

Marjorie G. Craig, P.E.  
City of Dania Beach  
100 W Dania Beach Boulevard  
Dania Beach, FL 33004

**RE: *Dania Marina –Transportation Mitigation Impact Fee Calculation***  
***Dania Beach, Florida***  
***Kimley-Horn # 140432000***

Dear Ms. Craig:

The following is a summary of the City of Dania's transportation mitigation impact fees associated with the apartment component of the future Dania Marina development. This phase of the development will consist of 760 high-rise dwelling units, 20,000 square feet of retail space, 16,000 square feet of general office, and 50,000 square feet of restaurant use.

Broward County's adopted PM peak hour trip rates were used to calculate the peak hour trips generated by the proposed apartment. The City's currently adopted Impact Fee Schedule indicates that the current traffic mitigation fee for properties within the City's Regional Activity Center (RAC) is \$21.26 per PM peak hour trip. Therefore, to calculate the Traffic Mitigation Impact Fee owed to the City, the number of PM peak hour trips was multiplied by the cost per PM peak hour trip. Table 1 summarizes this calculation for the proposed apartment and retail site. Please note that these trip generation rates are only used for the purpose of calculating impact fees and do not relate to the trip generation calculations for the Dania Marina entitlements.

**Table 1: Dania Marina –Apartment Transportation Mitigation Impact Fees**

| <b>Land Use</b>                          | <b># of Trips/<br/>Peak Hour<br/>(T/PH)</b> | <b>Trip<br/>Length<br/>Factor</b> | <b>Adjusted # of<br/>Trips/ Peak Hour<br/>(T/PH)</b> | <b>Cost Per<br/>Trip</b> | <b>Final Cost</b> |
|------------------------------------------|---------------------------------------------|-----------------------------------|------------------------------------------------------|--------------------------|-------------------|
| 760 High-Rise Apartments                 | 281                                         | 0.88                              | 247.28                                               | \$ 21.26                 | \$ 5,257.17       |
| 20,000 square feet of General Commercial | 217                                         | 0.65                              | 141.05                                               | \$ 21.26                 | \$ 2,998.72       |
| 16,000 square feet of General Office     | 48                                          | 0.77                              | 36.96                                                | \$ 21.26                 | \$ 785.77         |
| 50,000 square feet of Restaurant         | 495                                         | 0.65                              | 321.75                                               | \$ 21.26                 | \$ 6,840.41       |

## SUMMARY

As determined herein, the City's Traffic Mitigation Impact Fee associated with the proposed Dania Marina site is \$15,882.07. Please contact me via telephone at (561) 840-0248 or via e-mail at [chris.heggen@kimley-horn.com](mailto:chris.heggen@kimley-horn.com) should you have any questions regarding this determination.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.  
Transportation Engineer

Florida Registration  
Number 58636  
Certificate of Authorization  
Number CA00000696



This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on electronic copies.

Christopher W  
Heggen  
2020.06.29  
14:35:47 -04'00'





September 3, 2020

City of Dania Beach  
100 W. Dania Beach Boulevard,  
Dania Beach, FL 33004  
Phone: (954) 924-6805

**RE: SP-056-20 Dania Beach Marina (WAVE 90)**

To Whom it May Concern,

Please accept the following responses to your comments concerning the above referenced project.

**TRAFFIC ENGINEERING**

Xavier R. Falconi, P.E.

Trip Generation – August 5 TIA

**Comment)** It is not a good practice to borrow relationships regarding AM peak pass-by capture rates published by ITE for fast food restaurants and apply them to the restaurant uses used here. Please remove all the AM peak pass by capture reductions for the restaurant uses, revise all the AM peak analyses in the future build condition, and revise the report consistent with the corrected volumes. No evaluation of future build AM peak conditions is possible until the analysis is done with the corrected volumes.

**Response)** *As discussed on our phone call on 8/26, we have provided additional reference material from the ITE Pass-By Trip Generation Handbook, 3rd Edition that was used in extrapolating an AM peak hour pass-by rate for the restaurant uses. As discussed, ITE does not provide data for pass-by rates for high-turnover sit-down restaurant or quality restaurant during the AM peak hour; however this does not mean that there is no pass-by during this time, only that data has not been published. In order to determine an appropriate AM pass-by rate, we have compared the ratio between AM and PM peak hour pass-by rates for fast food restaurant to the PM peak hour pass-by rate for quality restaurant and high turnover sit-down restaurant uses. The AM and PM peak hour pass-by rates for fast food restaurant were basically equal (49% in the AM peak hour and 50% in the PM peak hour); therefore, the pass-by rates for the quality restaurant and high turnover sit-down restaurant are expected to be the same in the AM peak hour as the rates published for the PM peak hour. There are a few other pieces of supporting evidence we have included for the*



*necessity of providing AM peak hour pass-by reductions for the proposed restaurant space. The ITE rates for AM peak hour trips for Quality restaurant and High Turnover Sit-Down restaurant are 0.73 trips/ksf and 9.94 trips/ksf respectively. In the original submittal the proposed 50ksf of restaurant space was analyzed as Quality restaurant and after addressing the first rounds of comments half of it was changed to High Turnover Sit-Down restaurant in order to be conservative, considering there are no proposed tenants at this time. The AM peak hour trip generations for these two land uses differ by an order of magnitude. Based on the surrounding land uses found in Dania Pointe, and the proposed 90 Wave and 70 Wave sites operating as a mixed-use development we would expect that the actual trip generation for the restaurant space to generate trips closer to what would be expected from a Quality Restaurant. The 90 Wave & 70 Wave residential units and Dania Pointe visitors would likely generate much of the restaurant traffic and therefore would be either walkers or included as pass-by trips. We have included the ITE material related to pass-by rates for reference in Appendix C of the updated report.*

#### Synchro Analyses

Comment) Please provide the existing PM peak Synchro analyses for all three offsite intersections. The included reports are the AM analyses with a different header. The three intersections are:

1. Stirling Road at Bryan Road
2. NW 1<sup>st</sup> Street at Bryan Road
3. Old Griffin Road at Bryan Road

**Response)** *The existing PM peak Synchro analysis has been corrected with the appropriate existing volumes and the report has been updated.*

Comment) Please revise the volumes for 2024 AM background for the analysis of Bryan Road at Stirling Road consistent with the volume development table.

**Response)** *The volume development table for AM background was incorrectly referencing committed developments from 150 S Dania and has been appropriately updated.*

Comment) Please revise the volumes in the AM analysis of the North driveway consistent with Figure 10.

**Response)** *The volumes for the north driveway have been revised in Figure 10 in the updated analysis.*

Comment) Please revise the volumes in the AM and PM analyses of the south driveway consistent with Figure 10.

**Response)** *The AM and PM future Synchro analysis has been updated to properly reflect those volumes shown in Figure 10.*

Report Body

**Comment)** The requirement to include 95<sup>th</sup> percentile queue lengths and turn bay capabilities in Tables 2-4 was ignored. Please add them.

**Response)** *The turn bay storage capacities and 95th percentile queue lengths have been added to the revised report. A section including analysis of these turn bays has also been added as well.*

**Comment)** In Figure 8, please revise the AM peak 2-way volume north of Stirling Road.

**Response)** *The volume shown in Figure 8 is correct and the 2-way volumes for background AM peak hour north of Stirling Road were correct, however, the volume development sheet had incorrectly referenced committed trips from 150 S Bryan and has been updated to the correct values.*

## **ENGINEERING**

**Mohammed Sharifuzzaman**

### **TIER 1 COMMENTS**

**Comment 1)** Provide R/W (width/dimensions), NVAL, R/W dedication, and all Easements information on all engineering plans and Site Plan. Call out right-of-way dedication on the engineering plans and site plan. Not satisfied. Indicate if the R/W is being dedicated with this application and development. Call out the plan accordingly. Call out proposed R/W instead of future potential R/W.

**Response 1)** *The ROW is being dedicated to the County as requested by the City at time of Master Plan Approval. This is shown on the Site Plan and is shown on the engineering plans as well. We have also called this out as proposed ROW in lieu of potential ROW.*

**Comment 2)** Provide offsite roadway improvements plans with sufficient details. City R/W permit shall be required for offsite improvements. Not satisfied. Proposed removal of muck within R/W may impact the existing underground utilities. Clarify how the existing utilities to be protected including WM, gas main and drainage pipes.

**Response 2)** *We have notes on the offsite plans requiring the contractor to protect the utilities during any excavation. The Contractor is responsible for means and methods of excavation and protection for such. This is exactly what we did for the previously permitted roadway drawings*

***for the work completed with the City for the development across the street. This note is shown on the General Notes Sheet-3, notes 21-27. This was discussed during DRC Meeting on August 27<sup>th</sup>.***

Comment 3) Provide site cross sections in engineering plans. Not satisfied. Provide the requested sections with sufficient details. Indicate muck removal, new cut & fill, etc. The offsite plans cross sections refer to onsite cross sections. The sections shall be provided along all sides of the site.

***Response 3) Above ground cross sections have been provided. Per email from the City Engineer on 8-25, the underground information that the reviewer is looking for is now only required at building permit review as described per the City code.***

Comment 4) Will there be header curb or 'D' curb along paver bricks? If so, please provide sufficient details on the plans. Not satisfied. Type D curb shall be required to prevent offsite sheet flow. Also, revise Type F curb to Type D curb to match offsite roadway plans.

***Response 4) A D-curb has been provided as requested where reviewer was concerned with offsite flow and details updated to reflect it. The grading plan has been updated to show the intent that offsite flows will not shed below the 25 yr storm event. Finer/intricate grading will occur at time of engineering review and approval.***

Comment 5) Indicate how the solid waste will be collected from the site? Provide a letter from solid waste management service company as applicable. Not satisfied. There is no trash facility for north building. It is not clear how the trash can be transferred to south building.

***Response 5) We have coordinated with Choice Waste of Florida, Inc. and they have provided their letter of acceptance and ability to service our site based on our plans provided them and you. See exhibits included with this resubmittal that show that this works. Their letter is also included with this resubmittal package.***

Comment 6) If a parking aisle requires access for emergency vehicles, garbage trucks or trucks moving to or from a loading area, that parking aisle shall be at least twenty-four (24) feet wide. (Section 265-110). Not satisfied. The proposed loading spaces and access may not be suitable for trucks operation.

***Response 6) Please see included with this submittal the revised exhibits showing the west columns relocated at the head of the loading area so that the truck can better maneuver.***

Comment 7) Please provide water and sewer availability letters from utility providers. Not satisfied. Please submit the letters from City Engineer. The applicant

will be responsible for Force Main modeling and upgrading of Lift Station #8 if required. Water and sewer service agreement shall be required.

**Response 7)** *These letters are included with this resubmittal. The analysis is a tier 2 comment agreed too at DRC meeting on August 27<sup>th</sup> and will be provided at time of design and permitting of the lift station.*

**Comment 8)** Please provide drainage report and calculations indicating storm water retention in project site. Min. Perimeter grade shall be at or above 25-year 72-hour design storm stage. Not satisfied. The submitted conceptual calculations are not satisfactory. Hydraulic Conductivity for exfiltration trench shall be based on existing site test results. Provide documentation or tests for drainage well capacity. Well discharge shall only start at elevation 3.50 feet NAVD. Exfiltration trench length shall be twice than required when used for quantity purpose (Water quality volume is 0.42 ac-ft). Provide updated conceptual calculations and drainage plans satisfying 25-year storm stage and perimeter berm requirement. The drainage well casing pipe top elevation shall be set at 3.50 feet NAVD to prevent backflow. Revise the drainage well structure detail accordingly. No detail provided for retention area drainage wells.

**Response 8)** *Per email from the City Engineer on 8-25, the complete drainage analysis will be provided at time of building permit review. Conceptual calculations and details have already been provided. We will provide calculations and design consistent with Broward County, SFWMD, City of Dania Beach and submitted signed and sealed Drainage Statement. Final Paving Drainage and Grading Drawings will be provided at said time.*

**Comment 9)** Comments for DDG: Not satisfied. Revise the Section for Utility Provider and Service. Lift Station is private. All utilities beyond the point of service are private facilities.

All parking spaces shall be clearly delineated by a single four-inch wide, white, painted striping wherever a hard-paved parking surface is required. If double line to be utilized then DDG shall specify the requirement.

**Response 9)** *The DDGs have been updated for the utility section and the striping will be clearly delineated by a single line. Language from the DDGs has been updated to read as follows. UTILITY PROVIDER AND SERVICE Water and wastewater infrastructure service is presently available to the property and provisions have been made for the connection to these systems; connection points will be coordinated with the City of Dania Beach. Utilities are intended to be designed and developed as public private infrastructure connecting to public systems. Lift Stations are to be constructed as private stations. All utilities beyond the point of service are private facilities. Utility designs will meet Broward County and Florida Department of Health*



**and Environmental Protection Standards. Easements necessary to serve the development (internal) shall be provided as follows:....**

**TIER 2 COMMENTS:**

Comment 1) Additional comments may apply and will need to be addressed prior to Building Permit approval.

**Response 1) Acknowledged.**

Comment 2) Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable).

**Response 2) This will be provided as necessary for engineering permit issuance.**

Comment 3) In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved.

**Response 3) See offsite roadway plans included with this submittal.**

Comment 4) Detail and complete engineering plans will be required prior to Building and R/W permit approval.

**Response 4) Acknowledged.**

Comment 5) Provide utility piping conflict details plan, along with documentation to demonstrate acceptability of the separation between water, sanitary, storm-water service lines, etc.

**Response 5) This will be provided as necessary for engineering permit issuance.**

Comment 6) Show also all existing and proposed utilities on the landscaping plans for potential conflicts.

**Response 6) This is shown.**

Comment 7) Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV.

**Response 7) This will be provided as necessary for engineering permit issuance.**

Comment 8) All pavement markings shall be alkyd based thermoplastic and fully

retroreflectorized, per BCTED specifications with the exception of parking stall striping.

**Response 8) Acknowledged.**

Comment 9) Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA).

**Response 9) This is provided.**

Comment 10) Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal.

**Response 10) This will be provided as necessary for engineering permit issuance.**

Comment 11) Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable.

**Response 11) This will be provided as necessary for building permit issuance.**

## **LANDSCAPING**

Jake Ripp

### **DDG Comments**

Comment 1) Update Section (5)1. C-10 Canal Buffer to read that the trademarked Greenscreen.com will be utilized in situations where the potted trees/palms cannot be provided.

**Response 1) This has been addressed.**

Comment 2) Update the C-10 Canal requirements in the Exhibit 9: Buffer Summary Table to a requirement of 1 tree and 10 shrubs every 80 LF. This is half of the standard requirement of 1 tree every 40 LF.

**Response 2) This has been addressed.**



Tree Disposition and Landscape Plan Comments:

Comment 1) Per Sec. 825-80 and Sec. 825-140(C), specimen trees shall be relocated if they cannot be retained in-place. Removal is only allowed if relocation is not feasible. all of the specimen trees proposed for removal are good candidates for relocation. Incorporate these trees into the landscape plan as relocated trees and update the disposition or provide adequate justification why these trees cannot be relocated.

**Response 1)** *All but four specimen trees have been designated to remain or be relocated. The four Specimen trees still designated to be removed are trees 1095, 1096, 1252, and 1277. These trees are in locations that will not allow them to be properly preserved during construction and are too large to adequately be replanted on site. Trees 1095 and 1096 are in very close proximity to the site's lift station and the installation of the lift's connecting utilities would prove detrimental to the tree's survival. All other specimen trees are designated to remain or be replaced.*

Comment 2) The Sec. 825-100(A)(5) 1.5 canopy mitigation multiplier should not be added to the canopy mitigation of category I or II invasive species. Include a total non-invasive canopy to be removed, the total non-invasive canopy to be removed with the 1.5 multiplier, total category II canopy to be removed (mitigated at a one-to-one rate), and the total category I invasive canopy to be removed (mitigated at 25% or .25 multiplier). Include the total canopy to be removed after all multipliers are added.

**Response 2)** *Tree mitigation calculations have been broken down into the above categories to properly display how the total canopy removed was determined.*

Comment 3) Provide the formula used to calculate the specimen tree appraisal values. Include the nursery quotes used for the replacement cost.

**Response 3)** *Formula is taken from Dania Beach Code 825.125.C.2 "Appraised Tree Value = Price of Replacement Tree × 2.7 × Size Factor × Health/Condition Factor × Location Score". A table showing appraisal calculation for each specimen tree has been included on sheet L0.50'*

**Nursery Quotes:**

**Category 1A Tree (5.5" 16' HT Live Oak) - \$600**

**Replacement Palm (6' CT Min Sabal Palm) - \$100**

**Category 3 Tree (6' Ht Min Silver Buttonwood) - \$125**

Comment 4) Silver buttonwoods are category 3 small trees and are given a canopy credit of 100 SF for mitigation purposes, not 300 SF which currently shown. Update the mitigation calculations accordingly.

**Response 4)** *Tree mitigation calculations have been updated to show this, see sheet L0.50.*

Comment 5) The landscape plan does not show existing trees 1232 or 1233 while the disposition plan shows them to be relocated. Clarify.

**Response 5)** *This discrepancy has been corrected. Tree designations now match throughout the landscape set.*

Comment 6) Update the renderings to match the proposed landscape plan.

**Response 6)** *We have added a note in the DDGs below the first rendering provided after discussion was had with Jake Ripp on 9/1/2020. The note to be added says the renderings shown in the DDGs are conceptual only and that the City approved Landscape plans will govern.*

Comment 7) Provide the proper C-10 buffering in accordance with the updated DDG comments. If the trees cannot be provided due to spatial constraints, utilize the trademarked greenscreen to provide adequate buffering from the residential properties across the canal.

- a. The 7 existing trees to remain along the south side of the C-10 canal do not provide proper buffering along the entire perimeter. Either install potted trees/palms to make up for the lack of buffering or provide the trademarked greenscreen.

**Response 7)** *Greenscreens have been provided to accommodate the lack of buffering. These will be 4' wide greenscreens, each accounting for 1 canopy per discussion with Jake Ripp (8/27/2020)*

#### DRC 1<sup>st</sup> Zoning Review Site Plan

Corrine Lajoie

#### Site Plan Comments:

Comment 1) Incomplete information was provided. Further review and comment will be conducted by staff after additional information is provided by the applicant. See comments below. Per Section 635-50 the following information must be provided:  
(A) The proposed title of the project and the name of the

- professionals who prepared each plan, including engineer, architect, landscape architect and the developer;
- (B) The north arrow, scale and date;
- (C) Existing zoning of the subject site and adjacent properties;
- (D) Proposed changes in zoning to the applicant property, if any;
- (E) Adjacent land uses and buildings within two hundred (200) feet of the property, including use and number of floors, dimensioned to property line of subject site;
- (F) Legal description and net acreage;
- (G) Location sketch of subject property in relation to surrounding area;
- (H) Site boundaries clearly identified, dimensioned, and tied to section corners; Show on site plan. 2x time requested.

**Response H)**

***This has now been clearly shown now based on conversations with Corinne and Eleanor on August 21<sup>st</sup> based on what we're looking for. Section corner is now shown on the site plan within the ROW.***

- (I) Locations and dimensions of all existing and proposed rights-of-way and dedications, including ultimate right-of-way lines (if applicable), easements, property lines, streets, buildings, watercourses and water bodies, pedestrian areas, and other existing physical features in or adjoining the project, and their disposition (example: to be retained, demolished, modified, etc.);
- (J) The location and dimensions of proposed setback lines; 2<sup>nd</sup> time requested.

**Response J)**

***This has been corrected. See revised site plan.***

- (K) The location and dimensions of proposed reservations for parks, playgrounds, open spaces and other common areas;
- (L) The location, dimensions, bearings, and curve data of proposed streets, alleys and driveways;
- (M) The location, dimensions and character of construction of proposed curb cuts, entrances and exits, parking and loading areas (including number of parking spaces and loading spaces), pedestrian use areas, and vehicular use areas;
- (N) Photometric plan;
- (O) Location and dimensions of all proposed buildings, excavations, and structures to lot lines and to each other;
- (P) Conceptual preliminary drainage and grading plans and statement of proposed drainage systems and methods;
- (Q) Typical trash and garbage disposal and recycling system, including typical enclosure details and the location of each;
- (R) Separate landscape plan prepared in accordance with article 275, "Landscaping Requirements";
- (S) Location, character, size, height and orientation of proposed

- signs, including building signage details shown on plan elevations and method of illumination;
- (T) All existing and proposed pedestrian walkways and bicycle paths;
- (U) Existing and proposed public transit routes, bus shelter locations and easements for such shelters, and proposed layout of rights-of-way, if necessary;
- (V) Proposed building floor plans and architectural elevations of all sides of all buildings and structures, including building height and finished floor elevations;
- (W) Type and location of mail receptacles;
- (X) Conceptual utilities plan, including all underground and above-ground improvements;
- (Y) The following computations: Show on site plan.

- Response 1)** (1) Total gross and net acreage; Only "Site Area" is identified, not gross as required. 2x requested  
***We now show gross site area (measured to Centerline of all ROWs as discussed in DRC), site area, ROW dedication area, and net site area after ROW dedication as requested at DRC Meeting.***
- Response 2)** (2) Proposed net and gross density, and number of dwelling units for site plans with residential components; Density is not identified on site plan. Sheet C-100. 2x requested.  
***Gross and net density is now show on the plan as requested at DRC Meeting. This is based on Gross and Net Density numbers mentioned above.***
- Response 3)** (3) Total existing and proposed square footage of buildings and breakdowns by floor, use type, bay or tenant space, and dwelling unit, including required and provided minimum floor areas; Building square footage not provided on Site Plan, Sheet C-100. 2x requested.  
***These items are provided on the right hand side of the site plan as shown during our meeting with Corinne and Eleanor on August 21<sup>st</sup>.***
- Response 4)** (4) Area devoted to vehicular use areas (roadways, aisles, parking); Only "ground" area identified. 2x requested.  
***This was previously provided, but not in logical location on the plan. We have added this value under the lot coverage data section for ease of finding. This was discussed in our August 21<sup>st</sup> meeting with Corinne and Eleanor.***
- Response 5)** (5) Gross project area allocated for common open space; Non provided. 2x requested.  
***Per DRC Meeting on 8-27, we were asked to include the Open space located on the amenity deck. Gross open space and net***



***site area open space is now shown. Gross open space includes the offsite streets where Net site area open space does not. The open space from the amenity deck is included in both numbers. Open space is specifically defined within the DDGs.***

- ~~(6) Lot coverage by roofed structures;~~
- ~~(7) Pervious and impervious surface area, also expressed as a percentage of the site area;~~
- ~~(8) Number of required and provided parking spaces including handicap-accessible, compact and any spaces devoted to attendant parking if permitted; Provide calculations to ensure compliance.~~

**Response 8)**

***The parking requirements are now clearly provided in the DDGs and the site plan has been updated accordingly to clear up the confusion. The relevant Code sections are now referenced within the DDGs. Warranted parking ratios are based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All parking required for this establishment is met by the required ratios within the DDGs and on the Site Plan.***

- ~~(9) Minimum lot area, width and depth required and provided;~~
- ~~(10) Minimum yard setbacks or specific build-to lines required and provided; Dania Beach Boulevard required setback = 14' per proposed DDG. Revise Sheet C-100 accordingly.~~

**Response 10)**

***This has been corrected and provided.***

- ~~(11) Maximum and minimum (if applicable) required and proposed building height;~~
- ~~(12) Minimum floor area required;~~
- ~~(13) Adjacent zoning and existing land uses;~~

**Response 13)**

***Per DRC Meeting with Corinne and Eleanor on 8-21, we were asked to show the land use designation as RAC. This is now corrected.***

- ~~(Z) Traffic circulation and pavement marking plan (may be shown on site plan sheets);~~
- ~~(AA) Phasing plan, if applicable, with beginning and ending dates of construction of the entire project and beginning and ending dates for all phases of the project;~~
- ~~(BB) For properties under consideration for rezoning to PRD-1, a document detailing development standards and criteria (i.e., building height, setbacks, density, lot area, landscaping, parking,~~

- open space, lot coverage, sign regulations, etc.);
- ~~(CC) Color site plan elevations and renderings for meeting presentation purposes;~~
- ~~(DD) If necessary, written authorization to reproduce any documents accompanying site plan submittals from the applicant, agent, architect, landscape architect, engineer, attorney, etc.~~

Comment 2) ~~APPLICATION: Confirm application was properly completed, signed, and proper application fee was paid.~~

Comment 3) ~~Must submit application, application fee, justification statement based on criteria identified in the LDC, and any other documentation necessary for all Variances, Special Exceptions, Waivers, Design Variations, etc needed for the project at time of Site Plan Submittal. Failure to do so will result in delay of the project.~~

Comment 4) TIER 1 - PLATTING: Provide letter from Broward County identifying whether this property needs to be platted or replatted.

**Response 4) Please see attached.**

Comment 5) SCHOOLS: Obtain a SCAD report from Broward County School Board regarding school impact fees. 2 x requested.

**Response 5) These letters have been provided to the City and are submitted with this resubmittal.**

Comment 6) RIGHT-OF-WAY: ~~Identify if R-O-W dedication is required. Identify dimension of ROW dedication on Site Plan and provide language of City Attorney's Office review before recordation at Broward County.~~

**Response 6) Dimensions are now provided in the site plan and language will be provided as necessary at the required time.**

Comment 7) ~~TRAFFIC STUDY: per Section 605-30(K), a traffic study is required for all development generating in excess of 50 peak hour trips. Provide estimated number of peak trips.~~

Comment 8) TIER 1 - UTILITIES: Identify projected water, sewer and solid waste demand for the project. Must provide documentation from Public Services, or Broward County as applicable, stating capacity is available to meet the projected demands prior to public hearing. 2x requested.

**Response 8) These letters have been provided to the City and are submitted with**



***this resubmittal. We have coordinated with Choice Waste of Florida, Inc. and they have provided their letter of acceptance and ability to service our site based on our plans provided them and you. See exhibits included with this resubmittal that show that this works. Their letter is also included with this resubmittal package.***

Comment 9) IMPACT FEES: Impact fees that will be required for the project are required at time of building permit issuance.

Comment 10) SIGNS: Provide copy of all signs for compliance review. Provide proposed square footage of building identifications sign to insure compliance.

- ~~Provide dimensions of maximum tenant signage.~~
- ~~Provide detail of any proposed monument and/or directional signage proposed.~~
- The proposed DDG does not identify any regulations regarding Building identification signage. Therefore, any building identification signage proposed will be reviewed against the City's LDC.
- No dimensions are provided for the proposed building identification signage on Sheet Sign. Provide proposed dimensions to ensure compliance.

***Response 10) Please see updated language in the DDGs. Please see signage plan in resubmittal. The language of the DDGs diverts us to code unless otherwise noted in the DDGs. Building Identification maximum percentage is already addressed in the DDGs.***

Comment 11) The proximity to the airport will be required FAA/BCAD review and approval. Contact William Castillo, Airport Planner with Broward County Aviation Department, located at 2200 SW 45 Street, Suite 101, Dania Beach, FL 33315, (954) 359-6100. 2x requested.

***Response 11) This is in process and will be provide to the City at time of building permit.***

Comment 12) TIER 1 - PARKING: Per the proposed DDG, Section (9) provides Off-Street Parking Ration but Sheet C-100 utilizes Shared Parking provisions per the City's LDC. Clarify which regulations the project will be using. ~~States parking ration per LDC, Section 265-50, which requires parking based on number of bedrooms. Provide parking calculations on site plan identifying the different requirements for each unit type to ensure compliance.~~

- When calculation Share Parking, unclear where Base Line

Provisions/Gross Demand numbers come from. Provide clarification.

**Response 12)** *The parking requirements are now clearly provided in the DDGs and the site plan has been updated accordingly to clear up the confusion. The relevant Code sections are now referenced within the DDGs. Warranted parking ratios are based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All parking required for this establishment is met by the required ratios within the DDGs and on the Site Plan.*

~~Comment 13) — LOADING: Provide dimensions to ensure compliance.~~

~~Comment 14) TIER 1 - USE: Density? Proposed density exceeds High Rise units available in the RAC. Conversion is required prior to public hearing.~~

**Response 14)** *The conversion request was made by the City and is in process, per email from Corinne Lajoie.*

~~Comment 15) Provide minimum bicycle parking requirements identified in Section 265- 51. Must confirm required parking is met before bike compliance can be determined. Break down parking requirement for residential and non-residential to calculate required bicycle parking. 2x requested.~~

**Response 15)** *This is now provided on the site plan. Requirement for such is in the DDGs.*

~~Comment 16) — ROOFTOP MECHANICAL EQUIPMENT: Must meet regulations in Section 220-60. Identify how equipment will be screened from view. Identify on plans.~~

~~Comment 17) — COST RECOVERY: per Article 685, cost recovery funds may be utilized for various costs of the city's administrative and outside fee consultants for the processing and review of applications. Per City Attorney's request, please provide \$5,000 cost recovery fee with next submittal. The cost recovery money can be returned if not utilized, or additional fees may be requested if addition fees are incurred.~~

~~Comment 18) PARK IMPACT FEES: Per Resolution No. 2015-071, \$1,825.00 per Single Family/Townhouse dwelling, \$1,364.00 per Multifamily~~

Dwelling,  
\$1,140.00 per Mobile Home must be paid for Recreation and Open Space Impact Fee at time of building permit issuance. Therefore, \$433,200 (380X1140) is due at issuance of a building permit

**Response 18)** *Impact fees will be paid at time of permitting.*

Comment 19) RAC TRAFFIC IMPACT MITIGATION: Provide an analysis, signed and sealed by a certified engineer, identifying the amount of CRA mitigation for traffic impact due based on resolution No. 2014-049 which established a rate of \$21.26 per p.m. peak hour trip. Kimley-Horn Traffic Impact Analysis dated 6/6/20 identifies 425 PM Peak Hour Trips. Kimley-Horn Transportation Mitigation Impact Fee Calculation dated 6/29/20 identifies 1,041 PM Peak Hour Trips. Clarify. It also identifies 747.56 "Adjusted # of Trips". Therefore, \$22,131.66 (1041 x \$21.26) is due for each prior to issuance of a building permit.

**Response 19)** *Acknowledged. The RAC letter has been provided. The RAC letter is still consistent with the comment above and the latest approved traffic study by the City consultant.*

Comment 20) TIER 1 - Must provide latest revised set of plans on disk prior to going to public hearing.

**Response 20)** *Acknowledged. This is now an electronic submittal. Hard copies of the site plan application documents have been provided to the City. A Disk has been provided to the City.*

Comment 21) ~~For the purpose of evaluating flood and roadway conditions and mitigation related to the future development project, all topographic information will include LIDAR spot elevations within 150' of the subject property boundaries.~~

Comment 22) TIER 1 - The applicant is encouraged to contact neighbors adjacent to, as well as condominiums and neighborhood associations to advise of this property. Please provide acknowledgement and/or documentation of any public outreach. 2 x requested.

**Response 22)** *Applicant met with NW Byrd Pointe Civic Association on August 20, 2020. Eleanor of City of Dania Beach Community Development were present. Applicant will be having ongoing conversations with the Association and Residents.*

Comment 23) ~~For any building 5 stories or greater, provide a shadow study identifying how adjacent properties will be affected overlaid on an~~

~~aerial photo. Revise to show the entire shadow cast, especially to the east.~~

Comment 24) TIER 1 - Applicant must obtain a statement from the City Engineer saying that the traffic study/statement submitted by the applicant is complete and accepted prior to public hearing. 2 x requested.

**Response 24)** *Email Approval was provided by Xavier Falconi, reviewer of the traffic, to Corinne Lajoie on 8/31/2020.*

Comment 25) TIER 1 - Applicant must obtain statement from City Engineer, stating that adequate water supply exists for this project. 2x requested.

**Response 25)** *These letter have been received and provided to Corinne and with this resubmittal.*

Comment 26) For all projects resulting in buildout of the site, such that construction staging cannot occur on site, must obtain Staging Plan approval by the Community Development Director prior to issuance of a building permit. The Staging Plan must include, but is not limited to, location of equipment and material during construction.

**Response 26)** *This will be provided at time of permitting.*

Comment 27) For all projects resulting in buildout of the site, such that construction staging cannot occur on site, the applicant must obtain Maintenance of Traffic Plan approval by the City Engineer for period of construction prior to issuance of a building permit.

**Response 27)** *This will be provided at time of permitting.*

Comment 28) TIER 1 - Please e-mail resolution and legal description, prepared by an attorney, for development approval in word format to [clajoie@daniabeachfl.gov](mailto:clajoie@daniabeachfl.gov) four (4) weeks prior to public hearing.

**Response 28)** *Resolution will be provide 4 weeks prior to commission hearing as requested at DRC Meeting.*

Comment 29) TIER 1 - Must provide mailing list and labels for property owners within 450' of the development site to Community Development, consistent with regulations identified in the City's Code of Ordinances, Chapter 28, Section 610-30. The labels are needed 30 days prior to public hearing, information must be no older than 60 days. The City



will prepare and mail the notices.

**Response 29)** *This was provided to the City on August 18<sup>th</sup> to Ibel Larios.*

~~Comment 30)~~ ~~Applicant must provide the results of a Municipal Lien Search Request from the Finance Department stating that there are not outstanding Code Violations or Liens on the property prior to the item being scheduled for a public hearing. The statement must be no older than 90 days prior to the public hearing date. Per Section 680-40, any property with outstanding Code Violations or Liens shall not be schedule for public hearing. The form is available on the City's Web site, cost \$100 and takes 5 days to process.~~

Comment 31) TIER 1 - Per O-2017-022, for properties over an acre in size, the applicant must obtain and post property signs in accordance with the NEW City requirements. Please see the end of this document for guidelines.

**Response 31)** *This has been provided as discussed during DRC on August 27<sup>th</sup>. Please provide the documentation for the signage and the applicant will post the signage by the appropriate posting date of September 29<sup>th</sup> for the October 13<sup>th</sup> Commission hearing.*

Comment 32) Per O-2017-027 & O-2018-019, commercial properties under construction are required to provide security to fencing with screening showing project rendering covering at least 75% of the length of the fence along an arterial or state right-of-way & 25% for local roads and must include name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal. 2 x requested.

**Response 32)** *This will be provided at the necessary time.*

Comment 33) PUBLIC ART PROGRAM: Per O-2019-025, New development and redevelopment in non-residential, mixed-use and multi-family zoning districts shall provide fee for the creation, acquisition and installation of public art in the city.

- a. Pay In-Lieu Public Art Fee: Pay one-half of one percent (0.5%) of the cost of the proposed development project, as an "in-lieu" public art fee, with a minimum payment of \$5,000 and a maximum payment of \$250,000; or
- b. Combination of In-Lieu Public Art Fee and Placement of Art on

Site: Placement of art on the site of the development project, which shall have a minimum value of one-quarter of one percent (0.25%) of the cost of the proposed development project combined along with a one-quarter of one percent (0.25%) payment of an "in-lieu" public art fee. The owner shall provide documentation to the City that the art fee has been deposited into an escrow account for said purpose prior to the issuance of a building permit. Prior to placement on the development site, the art must be approved by the Community Services Director or designed and conform to the adopted public art guidelines.

**Response 33)** *Applicant will comply with the ordinance at the appropriate time.*

~~Comment 34) — Two parcels must submit two separate applications for site plan review.~~

~~Comment 35) Per Section 280-40 reduce light levels on east property line not to exceed 0.5 foot candle on the east property line. Extend light measurement for entire length of east property line. Sheet L4.00 shows 52 points at and beyond the east property line where light levels exceed 0.5 and where adjacent to residential property. Revise accordingly.~~

**Response 35)** *Please see revised lighting plans.*

~~Comment 36) — Per Section 265-140(B) no column shall be located within 3' of the entrance of a parking space. Identify where in the proposed DDG this regulation is addressed.~~

~~Comment 37) — Reduce intensity of the project as follows:~~

- ~~• eliminating tandem parking in parking garage to provide single parking space instead of double~~
- ~~• Reduce drive isles in parking garage to 22'~~
- ~~• Remove 1 floor of retail~~
- ~~• Remove 3 floors of residential~~

2<sup>nd</sup> time requested

~~Comment 38) — Sheet List table on Cover Sheet is incomplete. Revise accordingly.~~

~~Comment 39) — Add landscaping to recreation deck.~~

~~Comment 40) — Provide building elevation with materials identified.~~

Comment 41) See below regarding edits to the proposed Development Design Guidelines.



- ~~Page 4, "This cross-access easement is not intended to be a designed amenity such as a continuous boardwalk or waterfront feature.~~
- ~~Page 10 — provide clearer graphics so that the dimensions can be read.~~
- ~~Page 16 — reduce the maximum density allowed.~~
- ~~Page 17 — change Minimum Dania Beach Boulevard setback to 15', same as NW 1 Street.~~
- ~~Page 17 — "The District 1 buildings will be separated by the public right of way in Dania Beach Boulevard or potential future pedestrian area and setbacks identified in Section (5) above."~~
- ~~Page 17 — reduce the maximum building height.~~
- ~~Page 19 — "The operator must possess a valid city Certificate of Use, and local business tax receipt for a valet service."~~
- ~~Page 19 — "No excessive stacking shall exist when vehicles stacked for valet drop-off or pick-up extend into any drive aisle and impede the flow of routine traffic."~~
- ~~Page 21 — SITE LIGHTING — identify maximum light spillage of 0.5 foot candle when adjacent to residentially zoned or used land.~~
- ~~Page 22 — "Charging stations may be provided for a **percentage** of parking spaces within the garage." Identify what this maximum percentage is.~~
- ~~Page 22 — "Pedestrian areas along Bryan Road shall include canopy trees which provide shade and aesthetic enhancements without conflicting with vehicles or pedestrian movement, awning, balconies, paving or signage."~~
- ~~Page 23 — Exhibit 9 — change minimum width from "None" to match street section shown on page 10.~~
- ~~Page 25 — CITY OF DANIA BEACH REVIEW PROCESS — delete the 4 conditions. Should follow the Major/Minor deviations as identified in Section 340-40(D).~~
- ~~Page 17 – (9) Change to read "... a minimum of 1 foot only. The application thereof is at the discretion of the Community Development Director."~~
- ~~Page 18 – Exhibit 6, Bicycle Parking; must breakdown parking required for residential and non-residential to calculate required bicycle parking for project.~~
- ~~Page 18 – "Service areas shall be located outside of a public roadway and where practical, off of private drives, and..."~~
- ~~Page 23 – Sign and Design Standards (2) of the DDG provides no detail regarding Building Identification Signs. Failure to identify on DDG will result in the City's LDC regulations being applied.~~
- ~~Add a section to DDG to discuss noise mitigation to protect residential neighborhood to the east.~~
- ~~Provide strike-thru/underline version of DDG for staff review.~~

- Response 41)** *These have all been addressed. Additionally, Building Identification maximum percentage is already addressed in the DDGs.*
- Comment 42) Per section (10) of the proposed DDG, Valet Operator must possess a valid City issued Certificate of Use and BRT for the valet service prior to operation.
- Response 42)** *The DDGs have been updated to reflect this.*
- Comment 43) In "Robust Parking and Mobility Demand Management Plan, the following statement is made, "Valet Parking will count with 42 staging spaces for drop-off, 9 spaces for pick-up and 7 spaces for shared-ride operations." Clarify that this is true for each building, Wave 70 and Wave 90.
- Response 43)** *This is true for both buildings. The Plans already show this distinction.*
- Comment 44) Sheet A-3.00, clearly identify location of property line.
- Response 44)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*
- Comment 45) TIER 1 – North building shows a 9'4" setback from west property line on Sheet A-100; Sheet C-100 shows 21.9' setback. Revise drawings and data table accordingly.
- Response 45)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*
- Comment 46) TIER 1 - South building shows a 12' setback from west property line on Sheet A-300; Sheet C-100 shows a 27'. Revise drawings and data table accordingly.

**Response 46)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 47)** TIER 1 - Sheet A-300 Shows 12'11" setback from north property line; Sheet C-100 shows a 39' setback. Revise drawings and data table accordingly.

**Response 47)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 48)** TIER 1 - Sheet A-300 shows 12' setback from south property line; sheet C-100 shows 26.7' – X. Revise drawings and data table accordingly.

**Response 48)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 49)** TIER 1 - Sheet A-300 shows 11'11" setback from east property line for north building; Sheet C-100 shows 58.3'-55' to seawall not property line. Revise drawings and data table accordingly.

**Response 49)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 50)** TIER 1 - Sheet A-300 shows 12' setback from east property line for

south building; Sheet C-100 shows 21.9'-27'. Revise drawings and data table accordingly.

**Response 50)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 51) TIER 1 - 13 doors are shown along east building elevation onto "Pedestrian Area". Identify noise mitigation methods proposed to reduce noise traveling to neighborhood to the east.

**Response 51)** *Noise mitigation information has been provided in the DDGs within the Architectural Standards section of the document.*

Comment 52) The Master Development Plan on page 9 of the DDG shows a pedestrian cross access easement. Prepare easement language for the City Attorney's Office to review before recording it in Broward County Public Record. Must be reviewed and recorded prior to issuance of a building permit.

**Response 52)** *This will be provided at time of permitting.*

Comment 53) On Sheet C-100 & A-5.00 identify location of east and west property lines.

**Response 53)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 54) Applicant indicates design to improve West Dania Beach Boulevard ROW as a park.

- Provide detail of proposed improvements.
- Identify how public will access the park.
- Additional parking for park may be required.
- Identify continuous pedestrian connection on east and west side of the project between the park and NW 2 Street bridge.
- Incorporate boat ramp for official public use only (not public).



**Response 54)**

- *Applicant provided a conceptual plan showing the proposed park layout. A portion of the park is on right-of-way owned by Broward County and we have asked the City to begin the dialogue with the County to have that portion of the right-of-way transferred to the City so the City has permitting control over the proposed park improvements.*
- *The proposed park may be accessed via the boardwalk between the 90 and 70 Wave projects or by the sidewalk located along Bryan Road. It is not expected to be a park that people will drive to and require parking.*
- *This is intended to be a passive park accessed by neighborhood or guests visiting the nearby developments.*
- *A continuous pedestrian connection is provided via the boardwalk along the canal and the sidewalk along Bryan Road.*
- *A boat ramp is not currently planned in the drawing as the canal is able to be accessed by officials at other locations in the vicinity. That said, the applicant will consider adding a boat ramp for official use after evaluating the financial and environmental impacts of an additional boat ramp.*

**Comment 55)**

Parking Calculations: Proposed by DDG/SP LDC Requirements  
 Residential – 450.5  
 696 Commercial – 66.66  
 Office – 53.33  
Restaurant – approx. 750  
 TOTAL REQUIRED = 1,321

**Response 55)**

*The parking requirements are now clearly provided in the DDGs and the site plan has been updated accordingly to clear up the confusion. The relevant Code sections are now referenced within the DDGs. Warranted parking ratios are based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All parking required for this establishment is met by the required ratios within the DDGs and on the Site Plan.*

**Notes:**

- *Application fee pays for only 2 reviews of the project. Additional review by staff will require additional payment.*

- *Per conversation with City. Our application fee has been calculated as consistent with email on date 6-15-2020 as well as the review process starting back at review 1 as the initial review as considered incomplete due to COVID-19. Per coordination with Corinne LaJoie on 6/15/2020, it was agreed that the site plan fees initially paid for the site plan applications was more than the amount required to separate the site plan. Any excess funds would be moved to cost recovery and returned to the developer if not needed.*
- Continuous and on-going site inspections will be conducted by staff throughout the entire building process.
  - **Acknowledged.**
- FLOOD PLAN: Finished floor elevations, per Article 220-10(C) All structures shall be constructed with a lowest FFE of at least 1 foot above the 100-year flood elevation. Identify on plans.
  - **Acknowledged. See previous response to comments.**
- Prior to submittal of a building permit, please contact the Building Official (954-924- 6085 X3650 to schedule a pre-application meeting.
  - **Acknowledged.**
- IMPACT FEES: Impact Fees that will be required for the project are required at time of building permit issuance.
  - **Acknowledged.**

Should you have any additional questions please do not hesitate to contact me at (772) 794- 4110.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jacob Lawson, P.E





## CITY OF DANIA BEACH PUBLIC SERVICES DEPARTMENT

August 10, 2020

Jacob B. Lawson, P.E. Associate/Project Manager  
Kimley Horn  
445 24<sup>th</sup> Street Suite 200  
Vero Beach, FL 32960

**RE:** Water, Sewer, and Reclaimed Water Capacity Inquiry 90 Wave project

Dear Mr. Lawson;

Per your request, we have evaluated water and sewer services for the 90 Wave project. Water and sewer demands are indicated to be 122,880 GPD (gallon per day) for each building.

Our review determined that the city currently has the capacity to provide water and sewer services for the development mentioned above. **The city will reserve 122,880 GPD for this development upon the payment of the impact fees.** This determination has been made based on the following:

- The city's water treatment plant capacity is 5.04 MGD, while demands average is 2.3 MGD
- Raw Water supplies are 2.58 MGD at present, with demands of 2.3 MGD
- High service pumping capacity is 12.5 MGD
- A 12-inch water main is adjacent to this development. The developer must perform a fire hydrant test and provide the results to the city to verify sufficient capacity in this main. The developer will be responsible for looping if needed.
- Wastewater service is available via force main adjacent to this development. The city has adequate capacity in the Hollywood treatment plant for processing the wastewater.
- You have proposed an onsite lift station instead of connecting a gravity main across Bryan Road. Since the lift station will only serve this development, the developer must retain the ownership and maintenance responsibilities for the lift station.
- Please evaluate the 4-inch sewer force main as this may be limiting. You will also need to model the force main system to ensure your system can pump into the force main without impacting other customers. If your project affects other customers, you will be responsible for pump upgrades for lift station 8.
- Reclaimed water is not available in the city.
- You will need an appropriately sized meter (upon which the impact fees are based on commercial units), as verified by plumbing calculations.



## CITY OF DANIA BEACH PUBLIC SERVICES DEPARTMENT

| WATER METER<br>SIZE | METER<br>TYPE | MAXIMUM<br>FIXTURE UNITS | PEAK<br>MAXIMUM<br>VOLUME-<br>AWWA |
|---------------------|---------------|--------------------------|------------------------------------|
| 5/8-3/4             | Displacement  | 25                       | 20 GPM                             |
| 1                   | Displacement  | 45                       | 50                                 |
| 1.5                 | Displacement  | 100                      | 100                                |
| 2                   | Compound      | 225                      | 160                                |
| 3                   | Compound      | 500                      | 320                                |
| 4                   | Compound      | 750                      | 500                                |
| 6                   | Compound      |                          | 1000                               |
| 8                   | Compound      |                          | 1600                               |
| 10                  | Turbine       |                          | 2900                               |
| 12                  | Turbine       |                          | 4300                               |

NOTE: No irrigation demands were submitted as a part of the request. The city is no longer issuing irrigation meters due to limitations on raw water supplies. Irrigation demands need to be met with customer-provided irrigation wells, or Florida friendly plants that require no irrigation.

If needed, cost-recovery for city procured engineering review services will be charged for review, inspection, and other required items to provide utilities and engineering related services.

Should you have any questions, please feel free to contact me.

Sincerely,

D. Ozaydin

Dincer Ozaydin, Deputy Public Services Director/City Engineer

CC: Fernando Rodriguez, Public Services Director  
Eleanor Norena, Community Development Director  
Corrine LaJoie, Assistant Community Development Director  
Darren Greene, Utility Manager



**AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport**  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

September 1, 2020

**Eleanor Norena, Community Development Director**  
**City of Dania Beach**  
**100 West Dania Beach Blvd**  
**Dania Beach, FL 33004**

RE: 90 Wave  
50 S Bryan Rd, 70 S Bryan Rd, and 90 N Bryan Rd, Dania Beach, FL  
Broward County Aviation Department (BCAD) Conditional Approval Letter

Dear Ms. Norena:

The Broward County Aviation Department (BCAD) has reviewed the proposed 90 Wave site plan located south of Fort Lauderdale-Hollywood International Airport (FLL) at 50 S Bryan Road, 70 S Bryan Road, and 90 N Bryan Road. Since the proposed project is within 20,000 feet of FLL, its development and operation is subject to Federal Aviation Regulation (FAR) Part 77, Florida Statutes Chapter 333 and/or the Broward County Airport Zoning Ordinance. These standards seek to ensure that any proposed construction, use of high lift equipment, such as cranes, or other potential hazards will not negatively impact the safe and efficient use of the airport and surrounding airspace. Taking into consideration the proximity of this project to FLL, BCAD is providing the following comments regarding the proposed development:

- Based on the location of the proposed project, FAR Part 77- Subpart B and Section 5-182(n)(2) of the Broward County Land Development Code, require the applicant to obtain a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration (FAA). ***The receipt of a favorable determination from the FAA is required for all critical building points and temporary construction cranes and must be received prior to any construction activity.*** The Federal Review (FAA 7460-1) process can be initiated at the following web address: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
- **BCAD has determined that the proposed development penetrates FAA controlled air space (Part 77, Horizontal Plane) and shall comply with FAA obstruction standards.**
- No building, structure or vegetation on the site may exceed the ***maximum height of 225 feet (AMSL)*** as shown on Elevation Sheets A-4.00, A-4.01, A-4.02, and A-4.03 (dated 8/15/2020) and the 90 Wave Coordinates Exh-1 (dated 8/15/2020) unless submitted to BCAD for additional review.
- The proposed development must not generate light, glare, smoke or other emissions that could be disorienting to pilots operating in the vicinity of the airfield.

Adherence to these conditions is required for BCAD approval of the 90 Wave site plan located at 50 S Bryan Road, 70 S Bryan Road, and 90 N Bryan Road and it is based on the following documents submitted by the applicant:

- Elevations Sheets A-4.00, A-4.01, A-4.02, and A-4.03 prepared by Nichols, Brosch, Wurst, Wolfe & Associates, Inc. (dated 8/15/2020)
- Site Plan sheet C-100 prepared by Kimley-Horn and Associates, Inc (dated 7/2/2020)
- 90 Wave Coordinates Exh-1 prepared by Nichols, Brosch, Wurst, Wolfe & Associates, Inc. (dated 8/15/2020)
- ALTA Survey 90 N. Bryan Road prepared by Gary B. Castel (dated 12/31/2019)

***If the proposed plans are revised substantially from those submitted for this review, BCAD requests that the revised development plans be submitted for an additional review.***

**This letter serves as notice** of potential aircraft overflight and noise impacts on this property due to its proximity to the Fort Lauderdale/Hollywood International Airport. This property is subject to the overflight and associated noise of arriving and departing aircraft during the course of normal airport operations. Individuals sensitive to such events should satisfy themselves before purchasing this property that such exposure to aircraft overflights and the noise associated therewith will not adversely affect their enjoyment of the property.

**This letter serves as notice** to prospective purchasers of parcels within the property that, pursuant to Broward County Ordinance 2006-37 and consistent with the Federal Aviation Administration's "Change in FAA's Noise Mitigation Policy," effective October 1, 1998, the County will only provide noise mitigation for existing "incompatible development" and not for new incompatible development. The determination of "compatible" and "incompatible development" will be based on the County's most current Federal Aviation Administration ("FAA") approved Noise Exposure Map and the Airport's most current noise compatibility program which has been reviewed and approved by the FAA for the Airport. The applicant should note that the project is not eligible for federal funding to mitigate aircraft noise.

Please do not hesitate to contact me if you have questions or require additional information at 954.595.0809

Sincerely,

Karen Friedman  
BCAD Aviation Senior Planner

cc: Michael P. Pacitto, P.G., Director Planning and Environmental  
William Castillo, BCAD Aviation Planning Manager  
Jacob.Lawson@kimley-horn.com, NChakas@lochrielaw.com, flylally@aol.com,  
pbusteed@nbww.com

The School Board of Broward County, Florida

**PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION**

**SITE PLAN**

**SBBC-2924-2020**

**County Number:      Municipality Number: SP-056-20**  
**90 WAVE**

**August 19, 2020**



Growth Management  
Facility Planning and Real Estate Department  
600 SE 3rd Avenue, 8th Floor  
Fort Lauderdale, Florida 33301  
Tel: (754) 321-2177 Fax: (754) 321-2179  
[www.browardschools.com](http://www.browardschools.com)

# PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION SITE PLAN

| PROJECT INFORMATION          |                          | NUMBER & TYPE OF PROPOSED UNITS | OTHER PROPOSED USES | STUDENT IMPACT |
|------------------------------|--------------------------|---------------------------------|---------------------|----------------|
| Date:                        | August 19, 2020          | Single-Family:                  |                     | Elementary: 4  |
| Name:                        | 90 WAVE                  | Townhouse:                      |                     |                |
| SBBC Project Number:         | SBBC-2924-2020           | Garden Apartments:              |                     | Middle: 2      |
| County Project Number:       |                          | Mid-Rise:                       |                     |                |
| Municipality Project Number: | SP-056-20                | High-Rise: 380                  |                     | High: 2        |
| Owner/Developer:             | Dania Beach Marina Corp. | Mobile Home:                    |                     |                |
| Jurisdiction:                | Dania Beach              | Total: 380                      |                     | Total: 8       |

## SHORT RANGE - 5-YEAR IMPACT

| Currently Assigned Schools | Gross Capacity | LOS * Capacity | Benchmark** Enrollment | Over/Under LOS | Classroom Equivalent Needed to Meet LOS | % of LOS*** Capacity | Cumulative Reserved Seats |
|----------------------------|----------------|----------------|------------------------|----------------|-----------------------------------------|----------------------|---------------------------|
| Collins                    | 371            | 408            | 346                    | -62            | -2                                      | 89.2%                | 18                        |
| Olsen                      | 1,125          | 1,238          | 657                    | -581           | -26                                     | 54.0%                | 11                        |
| Hollywood Hills            | 2,667          | 2,667          | 1,967                  | -471           | -30                                     | 73.9%                | 5                         |

| Currently Assigned Schools | Adjusted Benchmark | Over/Under LOS-Adj. Benchmark Enrollment | % LOS Cap. Adj. Benchmark | Projected Enrollment |       |       |       |       |
|----------------------------|--------------------|------------------------------------------|---------------------------|----------------------|-------|-------|-------|-------|
|                            |                    |                                          |                           | 20/21                | 21/22 | 22/23 | 23/24 | 24/25 |
| Collins                    | 364                | -44                                      | 89.2%                     | 321                  | 323   | 330   | 338   | 345   |
| Olsen                      | 668                | -570                                     | 54%                       | 667                  | 678   | 682   | 691   | 689   |
| Hollywood Hills            | 1,972              | -695                                     | 73.9%                     | 1,935                | 1,923 | 1,912 | 1,900 | 1,889 |

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark enrollment is taken on the Monday following Labor Day and is used to apply individual charter school enrollment impacts against school facility review processes.



\*This number represents the higher of: 100% gross capacity or 110% permanent capacity. \*\*The first Monday following Labor Day. \*\*\*Greater than 100% exceeds the adopted Level of Service (LOS).

## CHARTER SCHOOL INFORMATION

| Charter Schools within 2-mile radius | 2019-20 Contract<br>Permanent Capacity | 2019-20 Benchmark<br>Enrollment | Over/(Under) | Projected Enrollment |       |       |
|--------------------------------------|----------------------------------------|---------------------------------|--------------|----------------------|-------|-------|
|                                      |                                        |                                 |              | 20/21                | 21/22 | 22/23 |
| Avant Garde Academy                  | 750                                    | 884                             | 134          | 884                  | 884   | 884   |
| Avant Garde K-8 Broward              | 1,050                                  | 1,014                           | -36          | 1,014                | 1,014 | 1,014 |

## PLANNED AND FUNDED CAPACITY ADDITIONS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN

| School(s)       | Description of Improvements                                                                                                   |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------|
| Collins         | There are no scheduled classroom additions in the Adopted DEFP that would increase the reflected FISH capacity of the school. |
| Olsen           | There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.          |
| Hollywood Hills | There are no scheduled classroom additions in the Adopted DEFP that would increase the reflected FISH capacity of the school. |

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The benchmark enrollment count taken on the first Monday following Labor Day is used to apply individual charter school enrollment impacts against school facility review processes.

## Comments

This site plan application proposes 380 high-rise units, which are anticipated to generate 8 (4 elementary, 2 middle and 2 high school) students. This project falls within the boundary of Land Use Plan Amendment (LUPA) LUPA PCT 09-5 for a Regional Activity Center (RAC) land use designation, which is subject to a Tri-Party Agreement between the City of Dania Beach, the School Board and the County. The City processed the LUPA, which encompassed a previous LAC and established a Regional Activity Center (RAC) land use designation; however, per the recorded Tri-Party Agreement, all residential units located within the original LAC boundary are bound by the Recorded Educational Mitigation Agreement and the requirements contained therein, including the payment of the student station costs. This project is outside the original LAC boundary and is therefore subject to public school concurrency requirements and payment of school impact fees.

Please be advised that this application was reviewed utilizing 2019/20 school year data because the current school year (2020/21) data will not be available until updates are made utilizing the Benchmark Day Enrollment Count. The school Concurrency Service Areas (CSA) serving the project site in the 2019/20 school year include Collins Elementary, Olsen Middle, and Hollywood Hills High Schools. Based on the Public School Concurrency Planning Document (PSCPD), all three schools are currently operating below the Level of Service Standard (LOS), which is established as the higher of: 100% gross capacity or 110% permanent capacity. Incorporating the cumulative students anticipated from this project and approved and vested developments anticipated to be built within the next three years (2019/20- 2021/22), these schools are expected to maintain their current status through the 2021/22 school year. Additionally, the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment.

In the 2019/20 school year, the charter schools located within a two-mile radius of the site and their associated data are depicted above. Students returning, attending or anticipated to attend charter schools are factored into the five-year student enrollment projections for District schools. Enrollment projections are adjusted for all elementary, middle and high schools impacted by a charter school until the charter school reaches full enrollment status.

To ensure maximum utilization of the impacted CSAs, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County.

Capital Improvements scheduled in the currently Adopted District Educational Facilities Plan (DEFP), Fiscal Years 2019/20 to 2023/24 regarding pertinent impacted schools are depicted above.

Therefore, this application is determined to satisfy public school concurrency on the basis that adequate school capacity is anticipated to be available to support the residential development as currently proposed by the applicant. This preliminary determination shall be valid for 180 days for a maximum of 380 high-rise units and conditioned upon final approval by the applicable governmental body. As such, this preliminary determination will expire on February 14, 2021. This preliminary school concurrency determination shall be deemed to be void unless prior to the referenced expiration of the Preliminary School Capacity Availability Determination (SCAD), notification of final approval to the District has been provided and/or an extension of this Preliminary SCAD has been requested in writing and granted by the School District. Upon the District's receipt of sufficient evidence of final approval which shall specify at the minimum the number, type and bedroom mix for the approved residential units, the District will issue and provide a final SCAD letter for the approved units, which shall ratify and commence the vesting period for the approved residential project.

Please be advised that if a change is proposed to the development, which increases the number of students generated by the project, the additional students will not be considered vested for public school concurrency.

---

**SBBC-2924-2020 Meets Public School Concurrency Requirements**

☒ Yes ☐ No

Reviewed By:

8/19/2020

Date

*Lisa Wight*

Signature

Lisa Wight

Name

Planner

Title



August 26, 2020

Nectaria M. Chakas, Esquire  
Lochrie & Chakas, P.A.  
1401 East Broward Boulevard, Suite 303  
Fort Lauderdale, Florida 33301

Dear Ms. Chakas:

Re: Platting requirements for a parcel legally described as Parcel A, "Bryan Road Warehouses," according to the Plat thereof, as recorded in Plat Book 170, Page 112, of the Public Records of Broward County, Florida; together with an unplatted 40 foot strip of land lying adjacent to and contiguous with the easterly boundary of said Parcel A. This parcel is generally located on the southeast corner of Bryan Road and Northwest 1 Street, in the City of Dania Beach.

This letter is in response to your correspondence regarding the Broward County Land Use Plan's platting requirements for a proposed mixed-use development on the above referenced parcel.

Regarding the portion of the proposed development located within "Bryan Road Warehouses," Planning Council staff has determined that replatting **would not be required** by Policy 2.13.1 of the Broward County Land Use Plan. Policy 2.13.1 does not require replatting of parcels included in plats approved by the Broward County Commission and recorded after June 4, 1953. Information from the Broward County Records, Taxes and Treasury Division indicates that the above referenced plat was recorded on October 18, 2001.

Planning Council staff notes that when a parcel that has been platted subsequent to June 4, 1953 (i.e. Parcel A, "Bryan Road Warehouses") is combined with unplatted lands (i.e. an unplatted 40 foot strip of land lying adjacent to and contiguous with the easterly boundary of said Parcel A), Policy 2.13.1 of the Broward County Land Use Plan **would not require platting** of the unplatted portion if the post-1953 portion of the parcel constitutes the majority of the enlarged parcel and the development parcel is less than 10 acres; in this case, the post-1953 portion constitutes a majority of the enlarged parcel and the development parcel is less than 10 acres total (3.53 acres).

It is recommended that you contact Broward County's Planning and Development Management Division at 954-357-6666, to inquire about whether additional County review, such as a plat note modification, may be required. Further, some jurisdictions may be more restrictive and require platting in more situations than the Broward County Land Use Plan. The City of Dania Beach's platting requirements should be investigated.

**Nectaria M. Chakas**

**August 26, 2020**

**Page Two**

The contents of this letter are not a judgment as to whether this development proposal complies with the Broward County Trafficways Plan, permitted uses and densities, local zoning, the land development regulations of the municipality or the development review requirements of the Broward County Land Use Plan, including concurrency requirements.

If you have any additional questions regarding the Broward County Land Use Plan's platting requirements, please contact Christina Evans, Planner, at your convenience.

Respectfully,



Barbara Blake Boy  
Executive Director

BBB:CME

cc: Ana M. Garcia, ICMA-CM, City Manager  
City of Dania Beach

Eleanor Norena, Director, Community Development Department  
City of Dania Beach





**CHOICE WASTE OF FLORIDA, INC.**  
A PREMIER COMPANY

9/2/2020

Attn: Jacob B. Lawson  
c/o Kimley-Horn  
445 24<sup>th</sup> Street-Suite 200  
Vero Beach, FL 32960

Re: 70 Wave -70 N. Bryan Road-Dania Beach, FL and 90 Wave – 90 N. Bryan Road-Dania Beach, FL

Hello Jacob,

We have reviewed the documentation provided by the applicant for both 70 Wave located at 70 N. Bryan Road-Dania Beach, FL and 90 Wave located at 90 N. Bryan Road-Dania Beach, FL and will confirm that based on the information provided can provide the full necessary services for the waste and recycle containers and services located at the above referenced locations once the facilities are completed and operational. Please feel free to contact me on my cell if needed at 954-448-8109 or at the office of 954-674-6074.

Respectfully Yours,



Gary F. Brugman  
Executive Sales Manager

2805 EAST OAKLAND PARK BOULEVARD, SUITE #464  
FORT LAUDERDALE, FLORIDA 33306  
954.674.6074 | OFFICE@PWSFL.COM



### **Robust Parking & mobility demand management plan**

The project consists of two parking decks with a total capacity for 699 vehicles located on the third and fourth levels. Although, self-parking spaces are provided, parking valet use will be strongly encouraged. Only 100 spaces (7% of the garage capacity) has been designated as "self-parking". Valet Parking operations are adopted with the objective of doing a more efficient use of the space, as well as, more effective operations timewise.

ADA spaces are provided for Accessible Vans and vehicles that have been modified to special needs and can only be operated by their owners.

Valet Operations: Drop-off and Pick up takes place on the third floor (First Parking Level). Customers are encouraged to drive into the building, up to the third floor, away from public roads, in a controlled environment. Once inside the building, the customer will find parking staging spaces exclusively for Valet drop-off and retrieval operations. This strategy allows for an organized way of handling large quantity of simultaneous events. Once parked the customer will hand the key to the operator and leave the garage. Valet operators will move the vehicles from the staging area to the valet parking spaces.

For retrieval of a vehicle, customer will be able to call in advance, in order to have his/her car ready upon arrival to the valet station, otherwise, will have to wait until operators retrieve the vehicle after station arrival, which, should not take more than 5 minutes in average operational conditions.

Valet Parking will count with 42 staging spaces for drop-off ,9 spaces for pick-up, and 7 spaces for shared-ride operations.

The project supports and encourages Shared mobility and is designed in a way that different systems can happen simultaneously. Self-Parking will be limited and clearly signaled to the east side of the garage. An Internal loop will circulate counterclockwise to allow pedestrians to walk safely to and from their vehicles when using Valet Parking. The same loop will be used by shared riders and service providers, taking all parking/riding activities away from the public realm in a safe and controlled environment.

Parking ratios are based on the purpose and intent of alternate parking standards described in Sec. 265-60 and the intent of the parking reductions for mixed use developments methodology described in Sec. 265-90 of the Dania Beach Land Development Code. Warranted parking ratios are also based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All required parking for this establishment is met by the required ratios listed herein.

The development intends to implement and contribute to the Dania Beach Regional Activity Center purpose of "creating a compact work, live, shop and leisure environment that reduces transportation needs by combining uses and providing an attractive destination for tourists and local citizens", which is reflected in the parking ratios provided within the Development Design Guidelines (DDGs). The development is supportive of and promotes a "car-free" or "car-optional" lifestyle through a mixture of proximity to uses that fulfill daily needs (i.e. grocery, fitness, pharmacy, employment), increased supply of bicycle parking spaces, access to transit and ridesharing services, and a robust parking & mobility demand management plan. Through the management of parking, the development will provide the following off-street parking ratios:

### **Solid Waste Sanitation Management Plan**

Solid Waste will be handled through a centralized system consisting of a gravity Chute with sorting capabilities to promote recycling. All Waste will be collected, sorted and compacted in a centralized, climate controlled, room into containers to be picked up by the waste management company hired for collection.

Restaurants, Retail, and Work/Live units will collect waste in designated smaller rooms using 1 cubic yard tilt carts that will be manually pushed throughout the building. Staff will collect the general waste from the point of origin in the 1 cubic yard tilt cart and once full they will take it to the Main Trash Room and deposit the waste into the trash compactor using a stationary cart tipper, specifically designed for the 1 cubic yard tilt carts. It is important to note that the swing height of the tipper operation can reach up to 15 feet, depending on the manufacturer. The applicant is providing a tipping height of 26 feet.

## Lawson, Jacob

---

**From:** Xavier Falconi <xfalconi@cgasolutions.com>  
**Sent:** Monday, August 31, 2020 3:29 PM  
**To:** Heggen, Chris; Lajoie, Corinne  
**Cc:** Brooks, Nick; Lawson, Jacob; Lajoie, Corinne  
**Subject:** RE: 70 Wave & 90 Wave Traffic Analysis, Dania Beach

**Categories:** External

Good afternoon Corinne,

Following up to this request for review and after discussing the updated traffic study with Chris, I recommend this application to move forward based on the following conditions:

- Page 15 of the study includes mitigation of the signal timing at the intersection of Bryan Road and Stirling Road. The future total condition with signal optimization brings the intersection LOS from an F to a D in the pm peak hour. As a condition of approval, we'd recommend the applicant to coordinate with Broward County the optimization of this signal. It may have to wait for the appropriate time for the traffic conditions to develop in order for Broward County to proceed with the signal optimization as suggested.
- According to page 28 of the updated traffic study, the applicant will construct right turn deceleration lanes at the two proposed site driveways. The study also indicates that the exact parameters related to these lanes will be determined during the platting process. We recommend having a condition of approval indicating that right turn deceleration lanes will be provided at the two driveways for the 70 Wave and 90 Wave sites, subject to Broward County's conditions of approval process.
- Table 8 of page 21 of the study points to future deficiencies in the year 2024 for the intersection of Bryan Road and Old Griffin Road. Since this intersection is not currently signalized but will be at a future date, we'd recommend including a condition of approval indicating that the capacity of the storage lanes and geometry of this intersection will be reviewed and approved by Broward County as part of the traffic signal approval process.

Thank you.

**Xavier R. Falconi, PE**

Director | Traffic Engineering Department



**Calvin, Giordano & Associates, Inc.** | 1800 Eller Drive | Suite 600 | Fort Lauderdale, FL 33316

Office: 954.921.7781 | Direct: 954.766.2735 | Fax: 954.921.8807

Fort Lauderdale | Miami-Dade | West Palm Beach | Clearwater/Tampa | Estero | Port St. Lucie



**From:** Heggen, Chris <Chris.Heggen@kimley-horn.com>

**Sent:** Thursday, August 27, 2020 5:01 PM

**To:** Xavier Falconi <xfalconi@cgasolutions.com>

**Cc:** Brooks, Nick <Nick.Brooks@kimley-horn.com>; Lawson, Jacob <Jacob.Lawson@kimley-horn.com>; Lajoie, Corinne <clajoie@daniabeachfl.gov>

**Subject:** RE: 70 Wave & 90 Wave Traffic Analysis, Dania Beach

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Xavier-

Good afternoon. As discussed, attached please find our updated traffic analysis and response to comments for this project. Please let us know if you have any further comments. Thanks!

-Chris

**Christopher W. Heggen, P.E. (FL)**

**Kimley-Horn** | 1920 Wekiva Way, Suite 200, West Palm Beach, FL 33411

Direct: 561 840 0248 | Mobile: 561 707 6438

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# TRAFFIC IMPACT ANALYSIS

## **DANIA BEACH MARINA REDEVELOPMENT: 70 WAVE AND 90 WAVE DANIA BEACH, FL**

**PREPARED FOR:**

**DANIA BEACH MARINA CORPORATION**

**Kimley»Horn**

February 27, 2020  
Revised June 26, 2020  
Revised July 29, 2020  
Revised August 27, 2020  
Kimley-Horn Project #147706000  
CA 00000696  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, Florida 33411  
561/845-0665 TEL

# TRAFFIC IMPACT ANALYSIS

## DANIA BEACH MARINA REDEVELOPMENT: 70 WAVE AND 90 WAVE DANIA BEACH, FL

Prepared by:  
Kimley-Horn and Associates, Inc.  
West Palm Beach, Florida



February 27, 2020  
Revised June 26, 2020  
Revised July 29, 2020  
Revised August 27, 2020  
Kimley-Horn Project #147706000  
CA 00000696  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, Florida 33411  
561/845-0665 TEL



This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on electronic copies.

Christopher W  
Heggen  
2020.08.27  
16:58:02 -04'00'

Christopher W. Heggen, P.E.  
Florida Registration Number 58636



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## EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. has completed the following traffic evaluation for the proposed developmental changes to be made at the site located on the east side of Bryan Road, between Stirling Road and Old Griffin Road in Dania Beach, Florida. The site currently consists of a variety of maritime uses including a marina and recreational vehicle sales centers. Proposed redevelopment includes converting these existing maritime sites into 760 multifamily high-rise apartments, 16,000 square feet of general office, 50,000 square feet of restaurant space, and 20,000 square feet of general commercial use.

This document includes the analysis conducted to determine the impacts of redevelopment on the surrounding roadway network. Data collection was conducted on Thursday, September 12, 2019. Turning movement counts (TMCs) were collected at three major intersections directly impacted by the proposed project, listed as follows:

- Stirling Road & Bryan Road
- NW 1<sup>st</sup> Street & Bryan Road
- Old Griffin Road & Bryan Road

A capacity analysis of Bryan Road was also conducted to determine the roadways level of service based on future demand. A link capacity analysis has also been conducted to evaluate the roadway capacity based on demand of the surrounding network.

As identified in the analysis, the applicant will dedicate additional right-of-way along the site frontage that could accommodate any future widening of Bryan Road if that were to occur in the future. Additionally, the applicant will be constructing right turn deceleration lanes at the site driveways to add capacity for vehicles turning into and out of the proposed buildings on site.

## INTRODUCTION

The proposed plan of development will include two (2) high-rise buildings with the lower floors of each consisting of commercial, restaurant, office uses, and parking and the remaining floors being occupied by multifamily housing. The total proposed development on both sites will be 760 dwelling units, and 16,000 SF of general office, 50,000 SF of restaurant space, and 20,000 SF of general commercial use. The site is located between NW 1<sup>st</sup> Street and Stirling Road on the east side of Bryan Road in Dania Beach, Florida. Figure 1 illustrates the location of the project site and the surrounding Trafficways facilities. The folio numbers for the project site are listed below:

- 504233000600
- 504233320010

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impacts resulting from buildout of this site by 2024. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the City of Dania Beach, Florida. Figure 1 illustrates the location of the site.

A site plan is included in *Appendix A*.

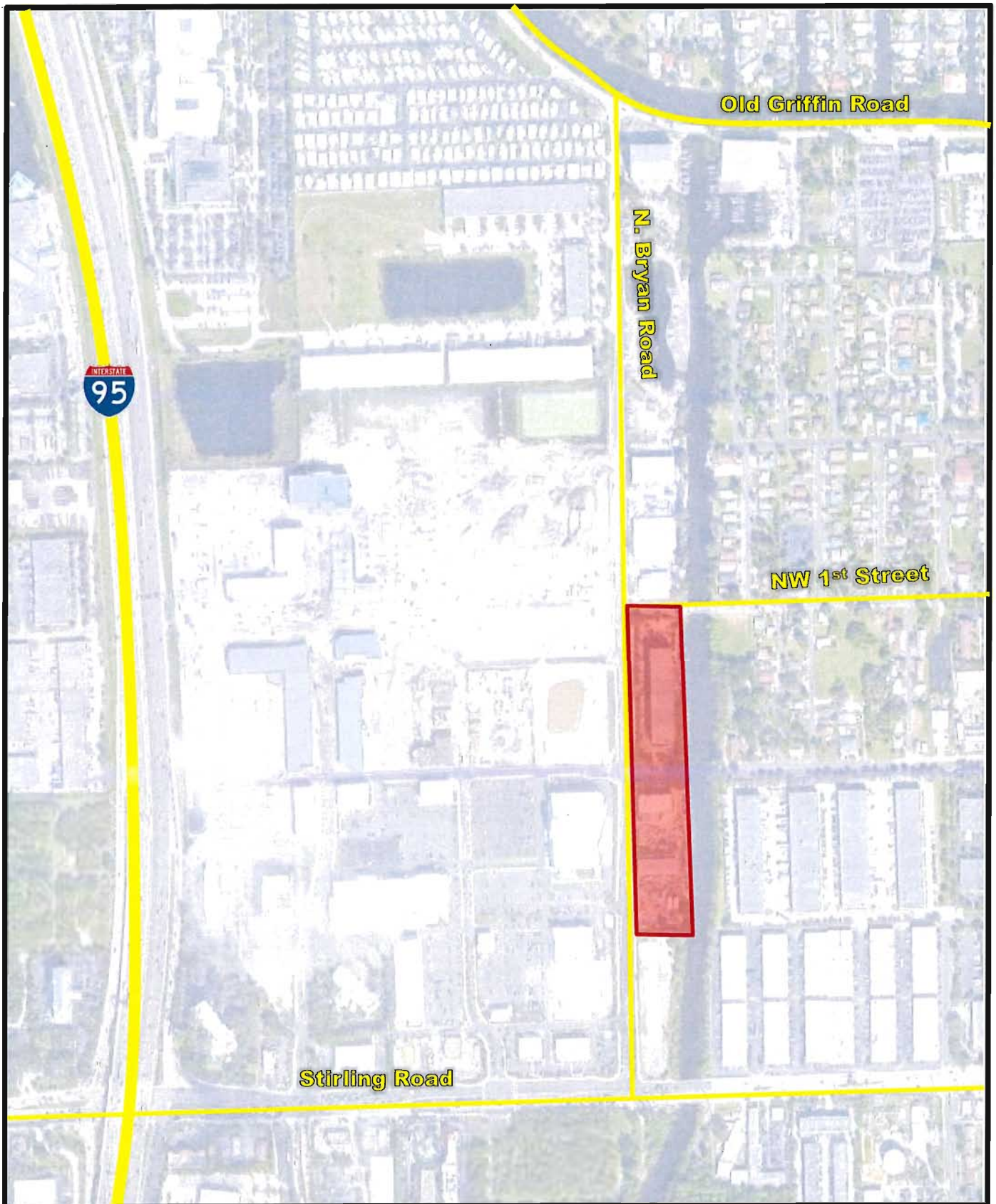
## DATA COLLECTION

Baseline traffic count data was collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) on Thursday, September 12, 2019 at intersections within the study area. Following is a list of the intersections at which data was collected:

1. Bryan Road & Stirling Road
2. Bryan Road & NW 1<sup>st</sup> Street
3. Bryan Road & Old Griffin Road

Turning movement volume data is included in *Appendix B*.





**LEGEND**



SITE

TRAFFICWAYS EVALUATED

**FIGURE 1**  
SITE LOCATION AND TRAFFICWAYS IDENTIFICATION  
DANIA MARINA  
144706000

## TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed development. Rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10<sup>th</sup> Edition*, were used to determine the trips generated by the proposed land use. The rates for Multifamily High-Rise [ITE 222], Marina [ITE 420], General Office [ITE 710], Shopping Center [ITE 820], Recreational Vehicle Sales [ITE 842], and Quality Restaurant [ITE 931], High Turnover Sit-Down Restaurant [ITE 932] were used for the daily, AM peak hour and PM peak hour trip generation calculations. It was determined appropriate to use the ITE rate for Multifamily High-Rise because the buildings are proposed to be 16 stories, and the rate for ITE 222 correlates with similar uses of buildings greater than 10 stories. Table 1 shows the trip generation calculations for the redevelopment, with credit taken for the existing uses currently in operation on the site.

Table 1: Trip Generation Calculations

| Land Use                                                  | Intensity                 |          | Daily Trips                           | AM Peak Hour |     |                                       | PM Peak Hour |       |         |
|-----------------------------------------------------------|---------------------------|----------|---------------------------------------|--------------|-----|---------------------------------------|--------------|-------|---------|
|                                                           |                           |          |                                       | Total        | In  | Out                                   | Total        | In    | Out     |
| Existing Scenario                                         |                           |          |                                       |              |     |                                       |              |       |         |
| Marina                                                    | 150                       | Berths   | 362                                   | 11           | 4   | 7                                     | 32           | 19    | 13      |
| Recreational Vehicle Sales                                | 24.8                      | KSF      | 124                                   | 11           | 9   | 2                                     | 19           | 6     | 13      |
|                                                           |                           | Subtotal | 486                                   | 22           | 13  | 9                                     | 51           | 25    | 26      |
| Driveway Volumes                                          |                           |          | 486                                   | 22           | 13  | 9                                     | 51           | 25    | 26      |
| Net New External Trips                                    |                           |          | 486                                   | 22           | 13  | 9                                     | 51           | 25    | 26      |
| Proposed Scenario                                         |                           |          |                                       |              |     |                                       |              |       |         |
| Multifamily High-Rise                                     | 760                       | DU       | 3,206                                 | 226          | 54  | 172                                   | 267          | 163   | 104     |
| General Commercial                                        | 20.0                      | KSF      | 755                                   | 19           | 12  | 7                                     | 76           | 36    | 40      |
| General Office (>5,000 SF)                                | 16                        | KSF      | 156                                   | 19           | 10  | 9                                     | 18           | 12    | 6       |
| Quality Restaurant                                        | 25                        | KSF      | 2,096                                 | 18           | 9   | 9                                     | 195          | 131   | 64      |
| High Turnover Sit-Down Restaurant                         | 25                        | KSF      | 2,805                                 | 249          | 137 | 112                                   | 244          | 151   | 93      |
|                                                           |                           | Subtotal | 9,018                                 | 531          | 222 | 309                                   | 800          | 493   | 307     |
| Internal Capture                                          |                           |          |                                       |              |     |                                       |              |       |         |
| Multifamily High-Rise                                     |                           |          | 454                                   | 5            | 1   | 4                                     | 48           | 22    | 26      |
| General Commercial                                        |                           |          | 405                                   | 8            | 6   | 2                                     | 46           | 23    | 23      |
| General Office (>5,000 SF)                                |                           |          | 272                                   | 6            | 1   | 5                                     | 8            | 7     | 1       |
| Quality Restaurant                                        |                           |          | 315                                   | 4            | 3   | 1                                     | 31           | 15    | 16      |
| High Turnover Sit-Down Restaurant                         |                           |          | 314                                   | 3            | 2   | 1                                     | 31           | 15    | 16      |
|                                                           |                           | Subtotal | 1,760                                 | 26           | 13  | 13                                    | 164          | 82    | 82      |
| Pass-By Capture                                           |                           |          |                                       |              |     |                                       |              |       |         |
| Multifamily High-Rise                                     | 0.0%                      |          | 0                                     | 0            | 0   | 0                                     | 0            | 0     | 0       |
| General Commercial                                        | 34.0%                     |          | 119                                   | 4            | 2   | 2                                     | 10           | 4     | 6       |
| General Office (>5,000 SF)                                | 0.0%                      |          | 0                                     | 0            | 0   | 0                                     | 0            | 0     | 0       |
| Quality Restaurant                                        | 44.0%                     |          | 784                                   | 6            | 3   | 3                                     | 72           | 51    | 21      |
| High Turnover Sit-Down Restaurant                         | 43.0%                     |          | 1,071                                 | 106          | 58  | 48                                    | 92           | 58    | 34      |
|                                                           |                           | Subtotal | 1,974                                 | 116          | 63  | 53                                    | 174          | 113   | 61      |
| Driveway Volumes                                          |                           |          | 7,258                                 | 505          | 209 | 296                                   | 636          | 411   | 225     |
| Net New External Trips                                    |                           |          | 5,284                                 | 389          | 146 | 243                                   | 462          | 298   | 164     |
| Proposed Net External Trips - Existing Net External Trips |                           |          | 4,798                                 | 367          | 133 | 234                                   | 411          | 273   | 138     |
| Land Use                                                  | Daily                     |          | AM Peak Hour                          |              |     | PM Peak Hour                          |              |       | Pass By |
| Marina [ITE 420]                                          | 2.41 trips/berth          |          | .07 trips/berth (33% in, 67% out)     |              |     | .21 trips/berth (60% in, 40% out)     |              | 0.0%  |         |
| Recreational Vehicle Sale [ITE 842]                       | 5.00 trips/1,000 sf       |          | .46 trips/1,000 sf (85% in, 15% out)  |              |     | .77 trips/1,000 sf (31% in, 69% out)  |              | 0.0%  |         |
| Multifamily High-Rise [ITE 222]                           | T=3.94(X)+211.81 trips/DU |          | T=0.28(X)+12.86 (24% in, 76% out)     |              |     | T=0.34(X)+8.56 (61% in, 39% out)      |              | 0.0%  |         |
| Shopping Center [ITE 820]                                 | 37.75 trips/1,000 sf      |          | .94 trips/1,000 sf (62% in, 38% out)  |              |     | 3.81 trips/1,000 sf (48% in, 52% out) |              | 34.0% |         |
| General Office [ITE 710]                                  | 9.74 trips/1,000 sf       |          | 1.16 trips/1,000 sf (86% in, 14% out) |              |     | 1.15 trips/1,000 sf (16% in, 84% out) |              | 0.0%  |         |
| Quality Restaurant [ITE 931]                              | 83.84 trips/1,000 sf      |          | 0.73 trips/1,000 sf (50% in, 50% out) |              |     | 7.8 trips/1,000 sf (67% in, 33% out)  |              | 44.0% |         |
| High Turnover Sit-Down Restaurant                         | 112.18 trips/1,000 sf     |          | 9.94 trips/1,000 sf (55% in, 45% out) |              |     | 9.77 trips/1,000 sf (62% in, 38% out) |              | 43.0% |         |



As shown in Table 1 the proposed redevelopment will generate 4,798 net new external daily trips, 367 net new external AM peak hour trips (+133 in, +234 out), and 411 net new external PM peak hour trips (+273 in, +138 out). Figure 1 shows the existing site geometry as well as identifying surrounding trafficways evaluated in this analysis.

Internal capture matrices used to calculate internal capture are included in *Appendix C*.

## ROADWAY NETWORK DISTRIBUTION

Trips generated by the proposed development were distributed along the existing road network to determine potential impacts of the project on the existing infrastructure. The addition of northbound right turn lanes at the driveways for the north and south buildings are proposed in conjunction with development of this site. Traffic distribution is the pairing of trip ends from the subject site with other complimentary land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network and its travel time characteristics as seen in Figure 2.

Distributed project traffic was then evaluated at each of the three (3) intersections based on the possible movements available, as seen in Figure 3. Three scenarios were analyzed for each of the intersections:

- Existing Year (2019)
- Background Year (2024)
- Future Total (2024)

A buildout year of 2024 was assumed for the proposed development. To develop background traffic volumes, existing traffic volumes were grown over a 5-year period using a compounding yearly growth rate to determine volumes expected in 2024. The yearly growth rate was determined based on population growth and includes potential other future development. Projects in the area currently in progress account for committed development and are included in the analysis for Background (2024) traffic. The two major projects in the area that were included in this background growth determination are:

- Dania Pointe (remaining unbuilt portion of development)
- 150 South Bryan Road

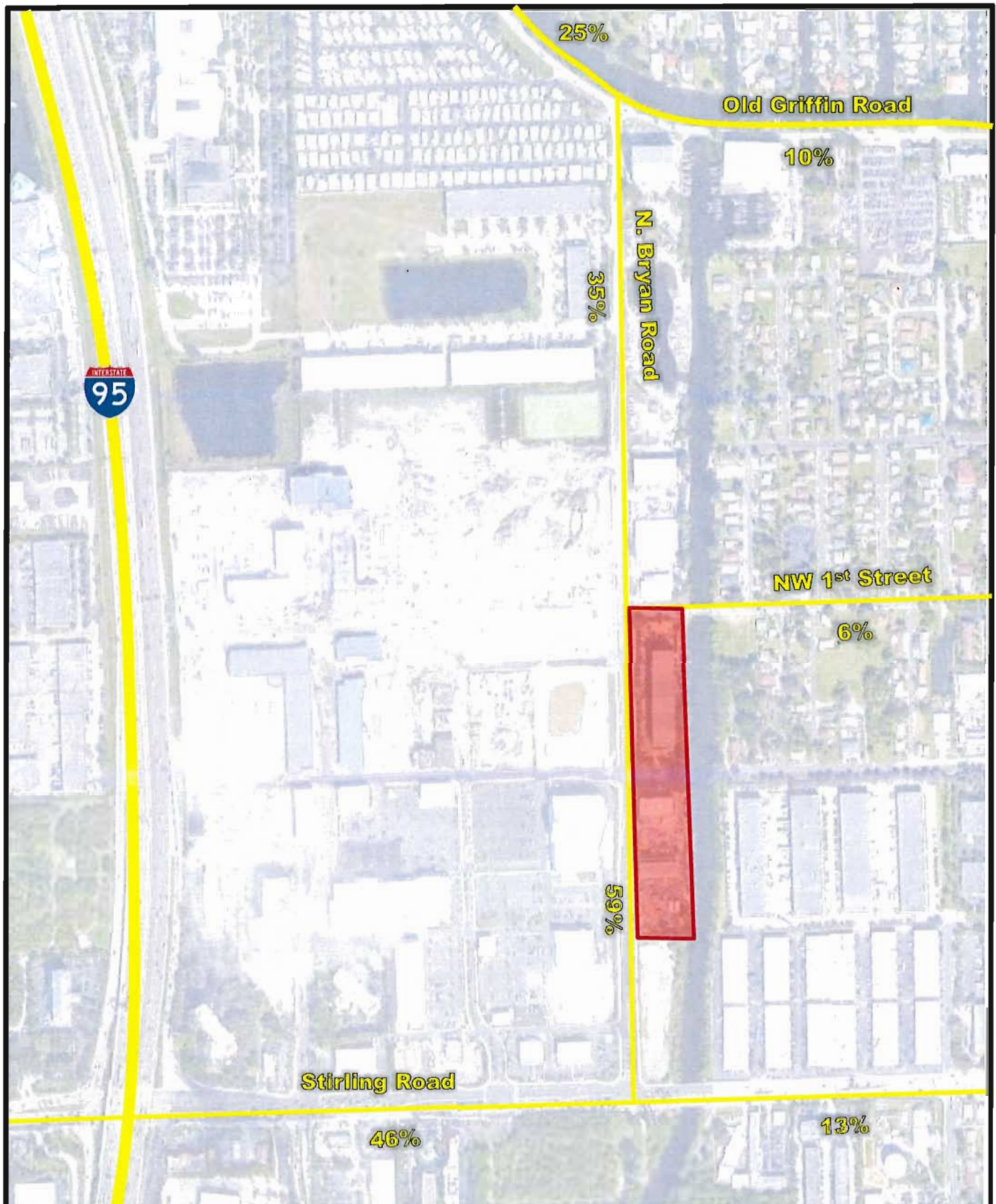
Information contained in the Traffic Impact Analyses for each project was utilized to determine future traffic being added to the surrounding roadway network, and credit was taken for the portion of Dania Pointe that is currently in operation. Relevant excerpts from these studies are included in Appendix B. Traffic generated by the remaining proposed/approved development (not yet in operation) was assumed to be on the roadway at the time of project buildout (2024). Future project totals were calculated by adding the net change in site traffic due to the redevelopment project to Background Total traffic to get Future Total (2024) volumes. The three roadway scenario volumes were then analyzed using Synchro 10 to determine intersection Level of Service (LOS) at the two signalized intersections:

- Old Griffin Road & Bryan Road
- Stirling Road & Bryan Road

as well as the unsignalized intersection:

- NW 1st Street & Bryan Road

For the intersection LOS analyses, the intersections are assigned a grade between “A” and “F”. A grade of “D” or better is considered acceptable by the City of Dania Beach. Volume development worksheets are included in Appendix D.



**LEGEND**



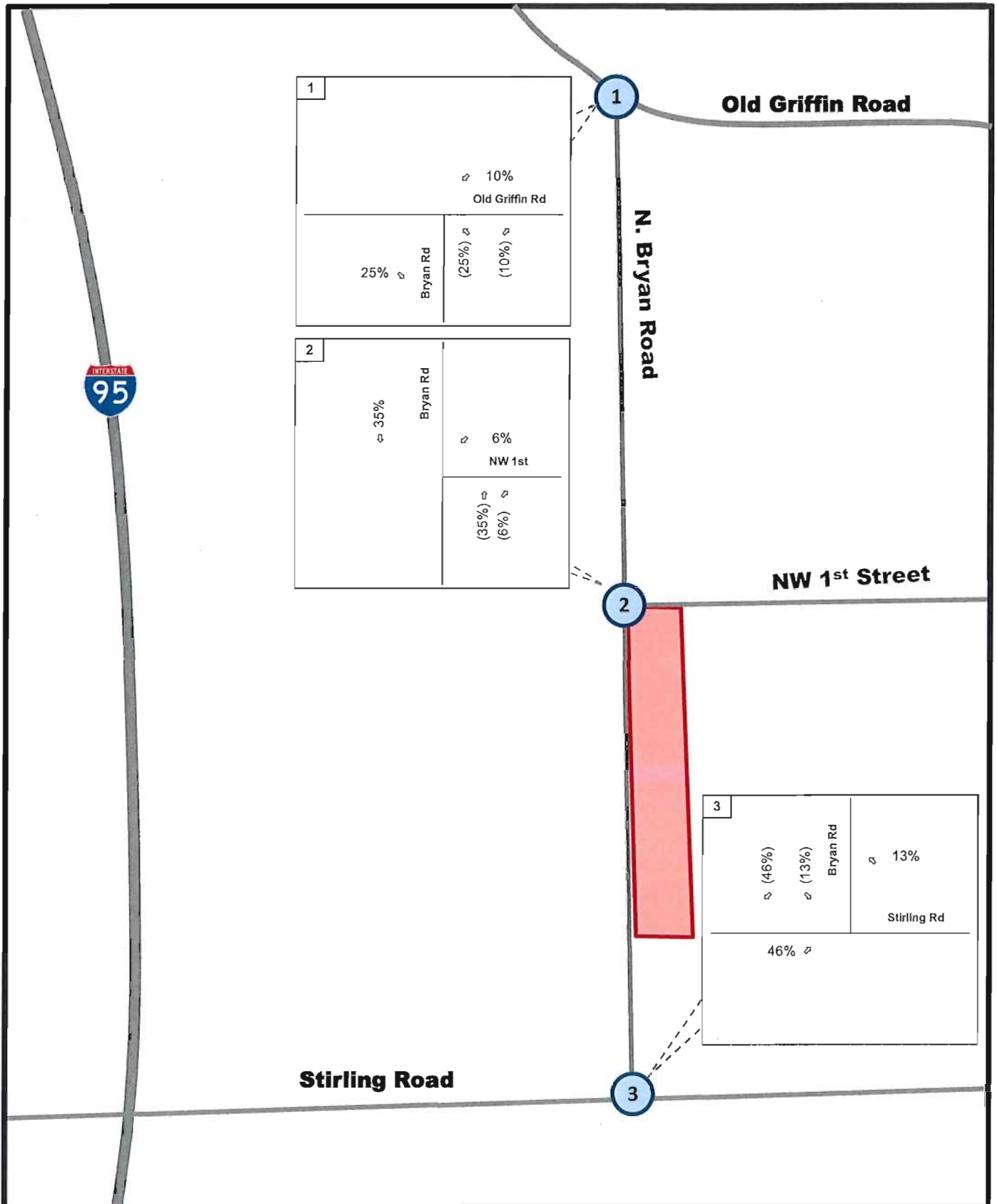
SITE



TRAFFICWAYS EVALUATED

**FIGURE 2**  
 PROJECT TRAFFIC ROADWAY DISTRIBUTION  
 DANIA MARINA  
 144706000

**Kimley»Horn**



**LEGEND**



SITE



TRAFFICWAYS EVALUATED



TRAFFIC ASSIGNMENT

**FIGURE 3**  
PROJECT TRAFFIC INTERSECTION DISTRIBUTION  
DANIA MARINA  
144706000



## INTERSECTION LOS ANALYSIS

Intersection LOS analyses were conducted for the three directly impacted intersections for existing, background, and future total conditions. The analyses were conducted using Synchro 10 software. Reports summarizing the calculations undertaken for each of the intersections and scenarios are included in *Appendix E*. The LOS and delay for existing, background, and future conditions are summarized below in Table 2, Table 3, and Table 4, respectively. The existing, background total, and future total volumes for each of the approaches analyzed are summarized in Figure 4, Figure 5, Figure 6, respectively. Each figure illustrates the approach volume for AM peak hour and PM peak hour times. It is important to note that Old Griffin Road & Bryan Road is proposed to be signalized in the future; therefore, the intersection was analyzed as a signalized intersection using standard signal timing optimized by Synchro 10 for future background and future total conditions. The signal timing for the currently signalized intersection of Bryan Road & Stirling Road is included in *Appendix D*.

Table 2: Existing Intersection LOS Summary

| Intersection                              | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-------------------------------------------|----------------------|----------|-----------|
| AM Peak Hour                              |                      |          |           |
| Bryan Road & Old Griffin Road<br>(unsig.) | -                    | NBL      | 15.2/C    |
|                                           |                      | NBR      | 9.8/A     |
|                                           |                      | WBL      | 8.6/A     |
| Bryan Road & NW 1st Street<br>(unsig.)    | -                    | WBL      | 13.4/B    |
|                                           |                      | SBL      | 7.8/A     |
| Bryan Road & Stirling Road (sig.)         | 10.7/B               | EB       | 3.6/A     |
|                                           |                      | WB       | 6.6/A     |
|                                           |                      | SB       | 69.9/E    |
| PM Peak Hour                              |                      |          |           |
| Bryan Road & Old Griffin Road<br>(unsig.) | -                    | NBL      | 25.7/D    |
|                                           |                      | NBR      | 10.6/B    |
|                                           |                      | WBL      | 9.5/A     |
| Bryan Road & NW 1st Street<br>(unsig.)    | -                    | WBL      | 16.5/C    |
|                                           |                      | SBL      | 7.9/A     |
| Bryan Road & Stirling Road (sig.)         | 18.8/B               | EB       | 6.5/A     |
|                                           |                      | WB       | 12.3/B    |
|                                           |                      | SB       | 77.4/E    |

\*Note for Tables 2, 3, and 4, "Overall LOS/Delay" at unsignalized, two-way stop-controlled intersections

The analysis includes optimized timing during future total conditions at signalized intersections. As shown, all three intersections are projected to meet LOS standards during the AM peak hour with project traffic. During the PM peak hour, the westbound movement at Bryan Road & NW 1st Street is anticipated to operate at LOS F. This is not uncommon during peak periods at two-way stop-controlled intersections. It should be noted that the v/c ratio for the westbound movements is still projected to be below 1.0, meaning that these movements are not over capacity.

Table 3: Background Intersection LOS Summary

| Intersection                            | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-----------------------------------------|----------------------|----------|-----------|
| AM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 12.6 / B             | EB       | 6.2/A     |
|                                         |                      | WB       | 13.8/B    |
|                                         |                      | NB       | 31.3/C    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 18.1/C    |
|                                         |                      | SBL      | 8.1/A     |
| Bryan Road & Stirling Road (sig.)       | 19.7 /B              | EB       | 7.3/A     |
|                                         |                      | WB       | 12.9/B    |
|                                         |                      | SB       | 80.8/F    |
| PM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 21.5/C               | EB       | 15.5/B    |
|                                         |                      | WB       | 20.5/C    |
|                                         |                      | NB       | 34.3/C    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 26.3/D    |
|                                         |                      | SBL      | 8.8/A     |
| Bryan Road & Stirling Road (sig.)       | 99.3 / F             | EB       | 12.2/B    |
|                                         |                      | WB       | 15.9/B    |
|                                         |                      | SB       | 407.6/F   |

Table 4: Future Total Intersection LOS Summary

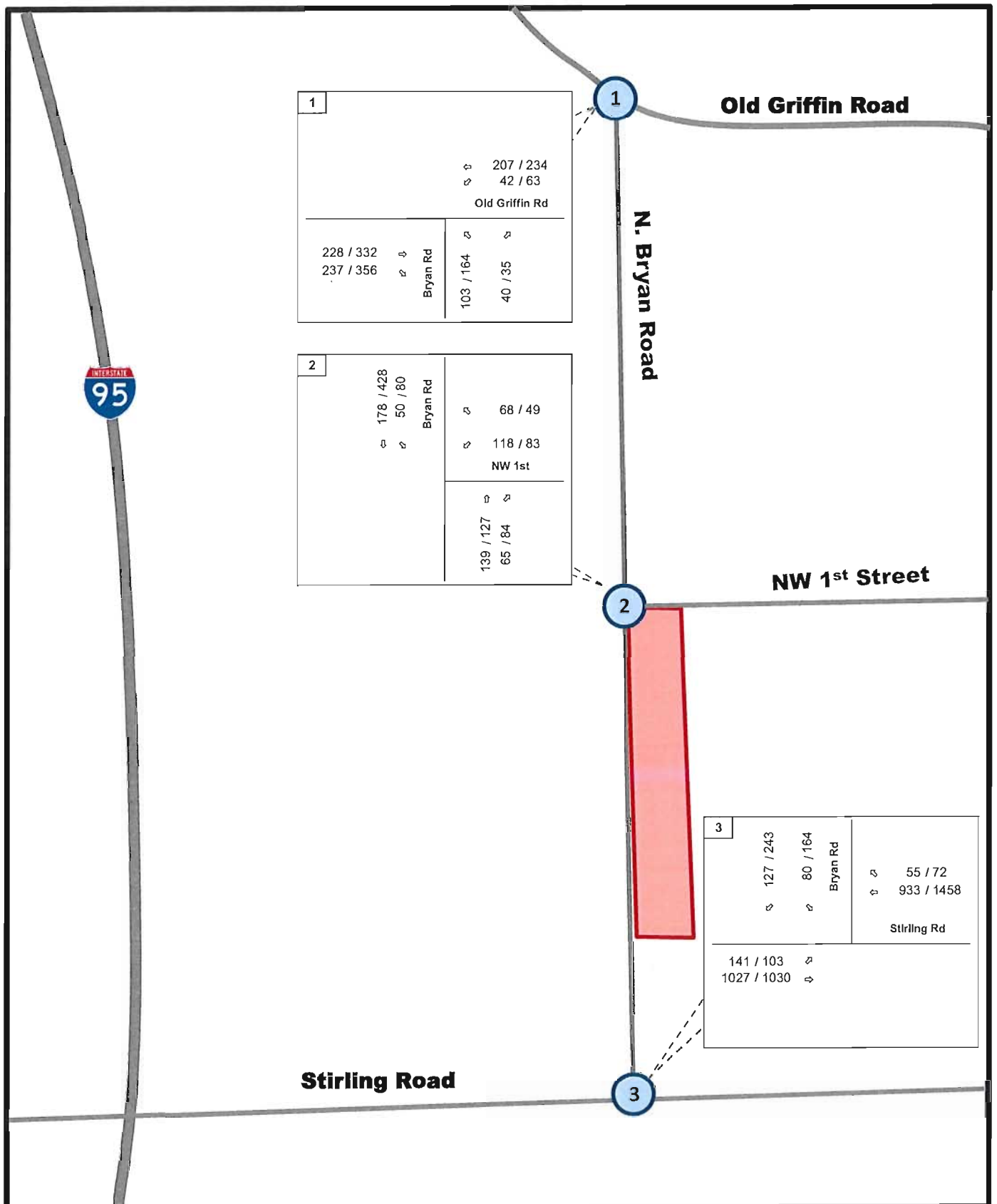
| Intersection                            | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-----------------------------------------|----------------------|----------|-----------|
| AM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 14.2 / B             | EB       | 10.3/B    |
|                                         |                      | WB       | 14.6/B    |
|                                         |                      | NB       | 24.3/C    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 22.1/C    |
|                                         |                      | SBL      | 8.4/A     |
| Bryan Road & Stirling Road (sig.)       | 34.2 / C             | EB       | 7.8/A     |
|                                         |                      | WB       | 13.5/B    |
|                                         |                      | SB       | 148.9/F   |
| North Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 18.0/C    |
|                                         |                      | SBL      | 8.4/A     |
| South Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 32.3/D    |
|                                         |                      | SBL      | 8.4/A     |
| PM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 25.3 / C             | EB       | 18.1/B    |
|                                         |                      | WB       | 25.9/C    |
|                                         |                      | NB       | 39.6/D    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 38.2/E    |
|                                         |                      | SBL      | 9.0/A     |
| Bryan Road & Stirling Road (sig.)       | 102.3 / F            | EB       | 23.7/C    |
|                                         |                      | WB       | 19.1/B    |
|                                         |                      | SB       | 385.2/F   |
| North Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 27.5/D    |
|                                         |                      | SBL      | 9.4/A     |
| South Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 67.2/F    |
|                                         |                      | SBL      | 9.8/A     |



The intersection of Bryan Road & Stirling Road operates at a LOS F in both the background and future conditions. Since the intersection is expected to fail during the background conditions, the operational failures of the intersection are not caused by project traffic specifically. However, to mitigate the operational failures of the intersection the signal timing has been optimized using Synchro 10. The Future Total condition with signal timing optimization brings the intersection LOS from an F to a D in the PM peak hour.

**Table 5: Future Total with improvements Intersection LOS Summary**

| Intersection                      | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-----------------------------------|----------------------|----------|-----------|
| AM Peak Hour                      |                      |          |           |
| Bryan Road & Stirling Road (sig.) | 24.6 / C             | EB       | 15.0/B    |
|                                   |                      | WB       | 25.3/C    |
|                                   |                      | SB       | 49.5/D    |
| PM Peak Hour                      |                      |          |           |
| Bryan Road & Stirling Road (sig.) | 53.3 / D             | EB       | 35.4/D    |
|                                   |                      | WB       | 59.9/E    |
|                                   |                      | SB       | 71.2/E    |



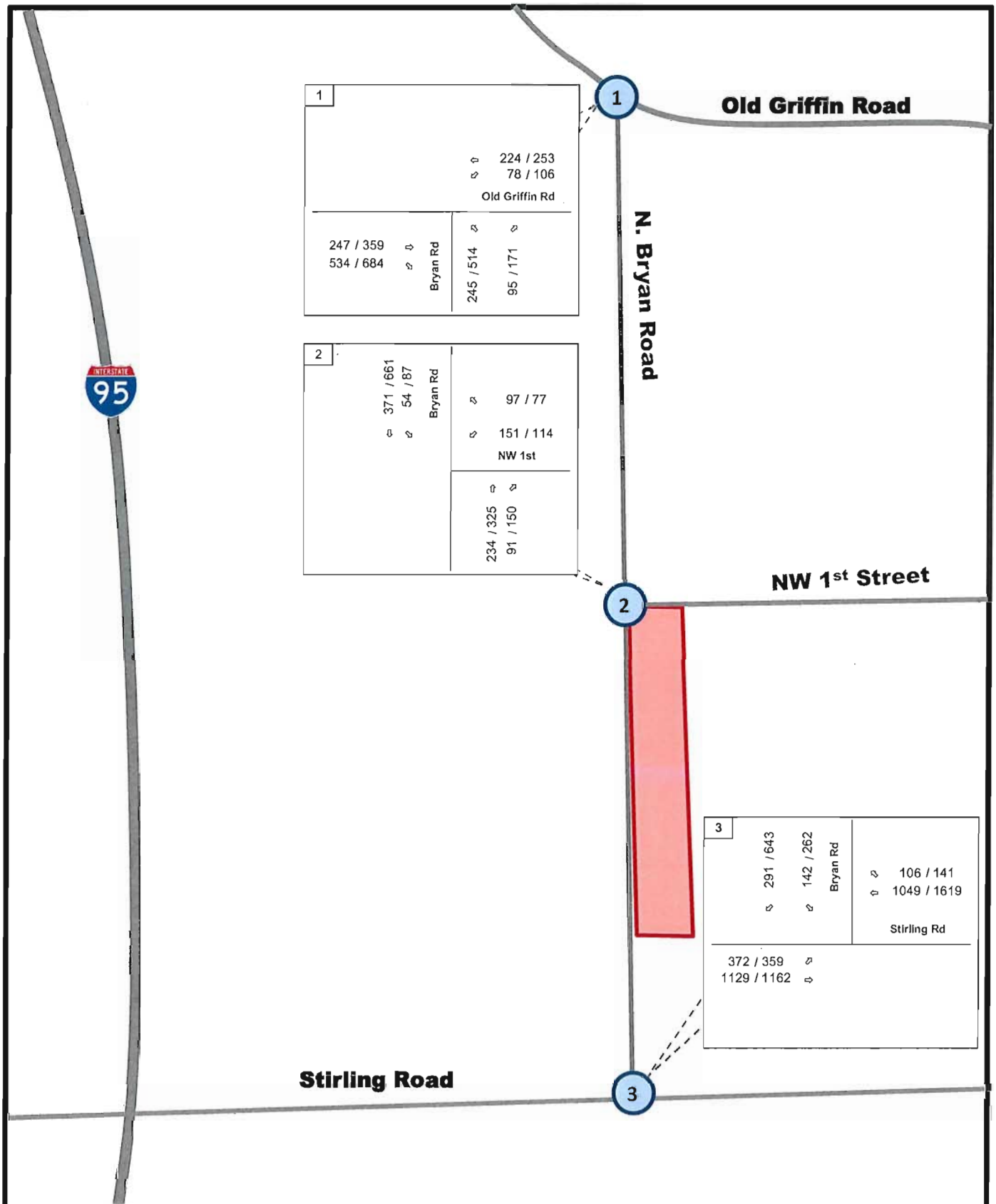
**LEGEND**



SITE  
TRAFFICWAYS EVALUATED  
AM TRAFFIC / PM TRAFFIC

**FIGURE 4**  
EXISTING YEAR INTERSECTION VOLUMES  
DANIA MARINA  
144706000

**Kimley»Horn**



**LEGEND**



SITE  
TRAFFICWAYS EVALUATED  
AM TRAFFIC / PM TRAFFIC

**FIGURE 5**  
BACKGROUND YEAR INTERSECTION VOLUMES  
DANIA MARINA  
144706000

**Kimley»Horn**



## 95<sup>th</sup> Percentile Queueing Analysis

The queue lengths for the three major intersections were analyzed using *Synchro 10* software to determine the 95<sup>th</sup> Percentile Queue that would be expected for each of the turning movements where vehicle storage is available.

### EXISTING YEAR (2019)

Existing year traffic volumes were used, and it was determined that none of the queue lengths at the intersections are expected to be longer than the available storage length. The results are summarized in Table 6 below.

Table 6: Existing Year (2019) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                           | Movement | Storage | AM queue | PM queue |
|----------------------------------------|----------|---------|----------|----------|
| Existing                               |          |         |          |          |
| Bryan Road & Old Griffin Road (unsig.) | NBR      | 150     | 25       | 25       |
|                                        | WBL      | 75      | 25       | 25       |
| Bryan Road & NW 1st Street (unsig.)    | WB       | DNE     | 35       | 33       |
|                                        | SBL      | TWLT    | 25       | 25       |
| Bryan Road & Stirling Road (sig.)      | EBL      | 240     | 17       | 26       |
|                                        | SBL      | 250     | 76       | 119      |
|                                        | SBR      | 480     | 71       | 297      |

As seen in the table above, none of the vehicle storage is exceeded during the existing 2019 scenario.

### BACKGROUND YEAR (2024)

Background year traffic volumes were used to determine the queue lengths that would be expected in the year 2024 scenario without project traffic. The results are summarized in Table 7 below.

Table 7: Background Year (2024) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                         | Movement | Storage | AM queue | PM queue |
|--------------------------------------|----------|---------|----------|----------|
| Background                           |          |         |          |          |
| Bryan Road & Old Griffin Road (sig.) | EBR      | 125     | 27       | 145      |
|                                      | WBL      | 75      | 79       | 121      |
|                                      | NBR      | 150     | 33       | 43       |
| Bryan Road & NW 1st Street (unsig.)  | WB       | DNE     | 70       | 83       |
|                                      | SBL      | TWLT    | 25       | 25       |
| Bryan Road & Stirling Road (sig.)    | EBL      | 240     | 86       | 250      |
|                                      | SBL      | 250     | 104      | 188      |
|                                      | SBR      | 480     | 281      | 1211     |

As seen in the above table the following turn lanes are expected to experience queuing which is longer than the available turn lane storage at the following movements:

- Bryan Road & Old Griffin Road EBR during the PM peak hour
- Bryan Road & Old Griffin Road WBL during the AM and PM peak hours
- Bryan Road & Stirling Road EBL during the PM peak hour
- Bryan Road & Stirling Road SBR during the PM peak hour



### FUTURE YEAR (2024)

Future year traffic volumes were used to determine the queue lengths that would be expected in the year 2024 scenario with project traffic. The results are summarized in Table 8 below.

Table 8: Future Year (2024) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                         | Movement | Storage | AM queue | PM queue |
|--------------------------------------|----------|---------|----------|----------|
| Future                               |          |         |          |          |
| Bryan Road & Old Griffin Road (sig.) | EBR      | 125     | 62       | 223      |
|                                      | WBL      | 75      | 87       | 164      |
|                                      | NBR      | 150     | 34       | 49       |
| Bryan Road & NW 1st Street (unsig.)  | WB       | DNE     | 90       | 123      |
|                                      | SBL      | TWLT    | 25       | 25       |
| Bryan Road & Stirling Road (sig.)    | EBL      | 240     | 129      | 418      |
|                                      | SBL      | 250     | 114      | 202      |
|                                      | SBR      | 480     | 384      | 1379     |
| North Driveway & Bryan Road (unsig.) | WB       | DNE     | 40       | 53       |
|                                      | SBL      | TWLT    | 25       | 25       |
| South Driveway & Bryan Road (unsig.) | WB       | DNE     | 123      | 163      |
|                                      | SBL      | TWLT    | 25       | 25       |

As seen in the above table the following turn lanes are expected to experience queuing which is longer than the available turn lane storage at the following movements:

- Bryan Road & Old Griffin Road EBR during the PM peak hour
- Bryan Road & Old Griffin Road WBL during the AM and PM peak hours
- Bryan Road & Stirling Road EBL during the PM peak hour
- Bryan Road & Stirling Road SBR during the PM peak hour

It should be noted that project traffic does not contribute to any additional storage deficiencies that are not already present during the background year scenario. However, project traffic from this site does exacerbate deficiencies at the intersections listed above.

### FUTURE YEAR OPTIMIZED (2024)

Future year traffic volumes were used along with optimized signal timing at the intersection of Bryan Road & Stirling road to alleviate some of the storage deficiencies at the intersection. The results are summarized in Table 9 below.

Table 9: Future Year Optimized (2024) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                      | Movement | Storage | AM  | PM   |
|-----------------------------------|----------|---------|-----|------|
| Future - Improvement              |          |         |     |      |
| Bryan Road & Stirling Road (sig.) | EBL      | 240     | 165 | 356  |
|                                   | SBL      | 250     | 106 | 160  |
|                                   | SBR      | 480     | 372 | 1038 |

## ROADWAY CAPACITY ANALYSIS

A roadway capacity analysis has been conducted on Bryan Road to review if the roadway cross-section will be adequate to accommodate total future traffic conditions. The baseline for a two-lane roadway LOS D is 1,250 total vehicles per hour. Bryan Road south of NW 2nd Street has a two-way left turn lane median and exclusive right turn lanes; a 10% adjustment factor was added to this baseline service volume. Therefore, the two-lane road service volume for Bryan Road south of NW 1st Street will be compared to is 1,375 vehicles per hour during peak hour traffic flow.

### BRYAN ROAD - NORTH OF NW 1ST STREET

The total traffic two-way traffic volume for this roadway segment was determined from the sum of the northbound left-turn, northbound right-turn, eastbound right-turn, and westbound left-turn movements at the intersection of Old Griffin Road & Bryan Road. For the AM peak hour, the future traffic total on Bryan Road to the north of the project site was determined to be 1,080 two-way AM peak hour vehicles. The PM peak hour future total two-way traffic volume to the north of the project site along Bryan Road was found to be 1,619 vehicles. Therefore, it was determined that Bryan Road north of the project site (which experiences one of the highest volume of traffic along Bryan Road) is expected to operate at 79% of the LOS D capacity for a two-lane road during the AM peak hour and 118% of the LOS D capacity during the PM peak hour.

### BRYAN ROAD - SOUTH OF NW 1ST STREET

The total two-way traffic volume for this roadway segment was determined from the sum of the northbound through, northbound right-turn, southbound through, and westbound left-turn movements at the intersection of NW 1st Street & Bryan Road. For the AM peak hour, the future traffic total on Bryan Road in front of the project site was determined to be 998 two-way AM peak hour vehicles. The PM peak hour future total two-way traffic volume in front of the project site along Bryan Road was found to be 1,418 vehicles. Therefore, it was determined that Bryan Road in front of the project site (which experiences the highest volume of traffic along Bryan Road) is expected to operate at 73% of the LOS D capacity for a two-lane road with a shared two-way left-turn lane and exclusive right turn lanes during the AM peak hour and 103% of the LOS D capacity during the PM peak hour. The same analysis was conducted on Bryan Road for the existing (2019) and background (2024) conditions. These volumes are illustrated in Figure 7, and Figure 8 respectively. Figure 9 illustrates the future (2024) traffic volumes expected on the roadway. It was determined that the portion of Bryan Road directly south of Old Griffin Road is above the adopted LOS "D" capacity in the PM peak hour during the background (2024) and future (2024) conditions.

Old Griffin Rd

422 (618)  
NW 2<sup>nd</sup> Street

①

Class II 2-lane undivided  
capacity:  
LOS "D" two-way capacity:  
1,250 vph

435 (684)

②

NW 1<sup>st</sup> Street

500 (722)

③

Class II 3-lane undivided  
capacity:  
1,250 vph  
Two-way left turn lane:  
10% adjustment  
LOS "D" two-way capacity:  
1,375 vph

Arrow Place

403 (582)

④

Class II 5-lane divided LOS "D"  
two-way capacity:  
3,250 vph

Stirling Rd

LEGEND

XX (XX) AM (PM) Peak Hour Traffic Volume

FIGURE 7  
EXISTING BRYAN ROAD 2-WAY VOLUMES  
DANIA MARINA  
144706000



3 Lane Undivided  
Cross-Section



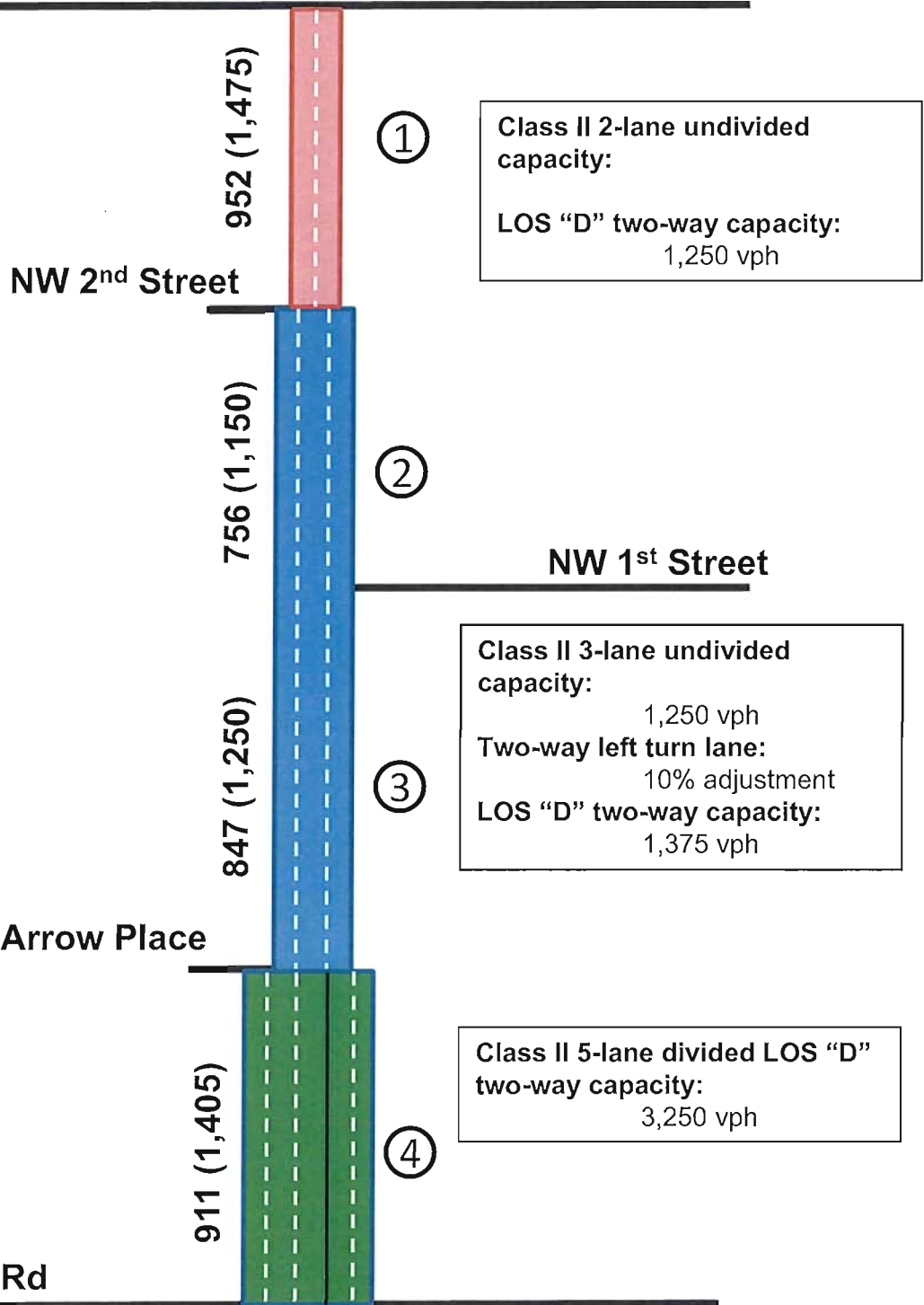
2 Lane Undivided  
Cross-Section



5 Lane Divided  
Cross-Section

Kimley»Horn

Old Griffin Rd



LEGEND  
 XX (XX) AM (PM) Peak Hour Traffic Volume



3 Lane Undivided  
 Cross-Section



2 Lane Undivided  
 Cross-Section

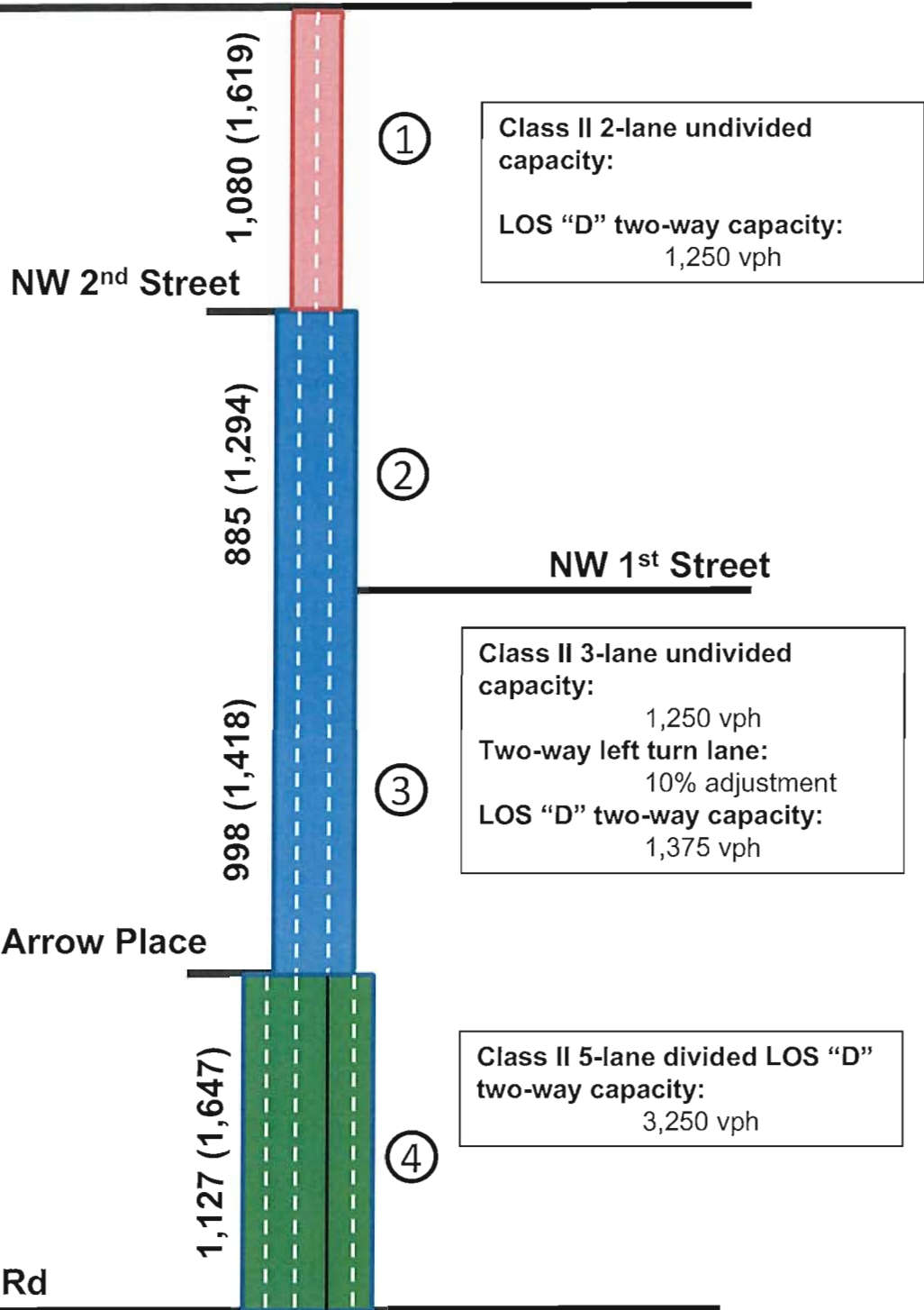


5 Lane Divided  
 Cross-Section

FIGURE 8  
 BACKGROUND BRYAN ROAD 2-WAY VOLUMES  
 DANIA MARINA  
 144706000

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# Old Griffin Rd



## LEGEND

XX (XX) AM (PM) Peak Hour Traffic Volume

FIGURE 9  
FUTURE TOTAL BRYAN ROAD 2-WAY VOLUMES  
DANIA MARINA  
144706000



3 Lane Undivided  
Cross-Section



2 Lane Undivided  
Cross-Section



5 Lane Divided  
Cross-Section

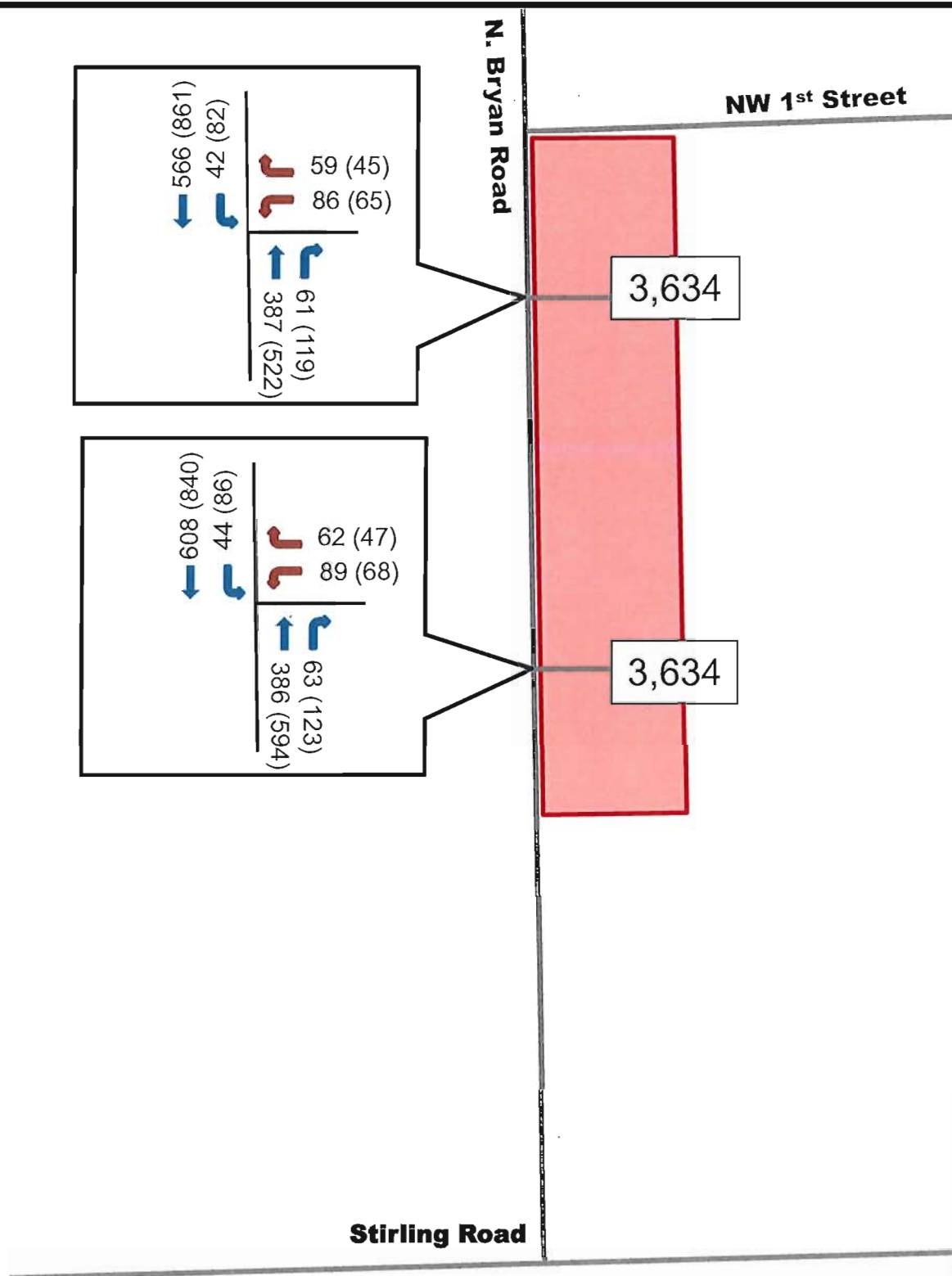
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**SITE ACCESS**

The site is proposed to have two full-access driveways on Bryan Road. Figure 10 illustrates the anticipated volumes at the two driveways. During the review process, the applicant will coordinate with the City of Dania Beach and Broward County regarding the laneage and configuration of these driveway connections. The site plan includes a northbound right-turn deceleration lane at each driveway.

Synchro 10 software was used to analyze each of the proposed driveways. Analysis of these driveways was conducted using volumes extrapolated from the turning movement counts conducted at the intersection of Bryan Road & NW 1<sup>st</sup> Street with expected project driveway volumes as illustrated in Table 1. Since both Dania Marina sites will consist of the same square footage breakdown, it was expected that each driveway would experience very similar traffic volumes. The north driveway is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. The south driveway is expected to operate at LOS D in the AM peak hour and LOS F in the PM peak hour. Synchro analyses for each driveway can be found in *Appendix E*.





**LEGEND**

XX (XX) AM Trips (PM Trips)

XX Daily Driveway Volume

**FIGURE 10**  
SITE DRIVEWAY VOLUMES  
DANIA MARINA  
144706000

**CONCLUSION**

The traffic impact analysis that was undertaken evaluated the impacts of traffic generated by the proposed redevelopment of the Dania Marina site on the surrounding roadway network. This evaluation considered total future roadway volume conditions with traffic generated by the subject site, plus traffic generated by the remaining unbuilt portion of Dania Pointe and by the proposed redevelopment of the 150 South Bryan Road site. The evaluation indicated that the two major signalized intersections along Bryan Road are anticipated to meet level of service standards with signalization of Old Griffin Road & Bryan Road and signal timing optimization of Stirling Road & Bryan Road. The roadway segment evaluation of Bryan Road analyzed the two-lane section of Bryan Road north of NW 1<sup>st</sup> Avenue and the enhanced three-lane section of Bryan Road with right turn lanes south of the site. The evaluation demonstrated that Bryan Road is anticipated to meet the level of service standards except for the north segment (south of Old Griffin Road) during the PM peak hour. Currently, the additional right-of-way that would need to be acquired in order to widen this segment is a part of privately-owned property along the corridor. Therefore, it is currently not possible to widen this segment. However, as part of the site plan application, the Applicant proposes to dedicate right of way along the site frontage on Bryan Road, which will accommodate any future widening of this segment of Bryan Road that may be needed.

Furthermore, it is anticipated that the Applicant will construct right-turn deceleration lanes at the two proposed site driveways. Exact parameters related to these lanes will be determined during the platting process.

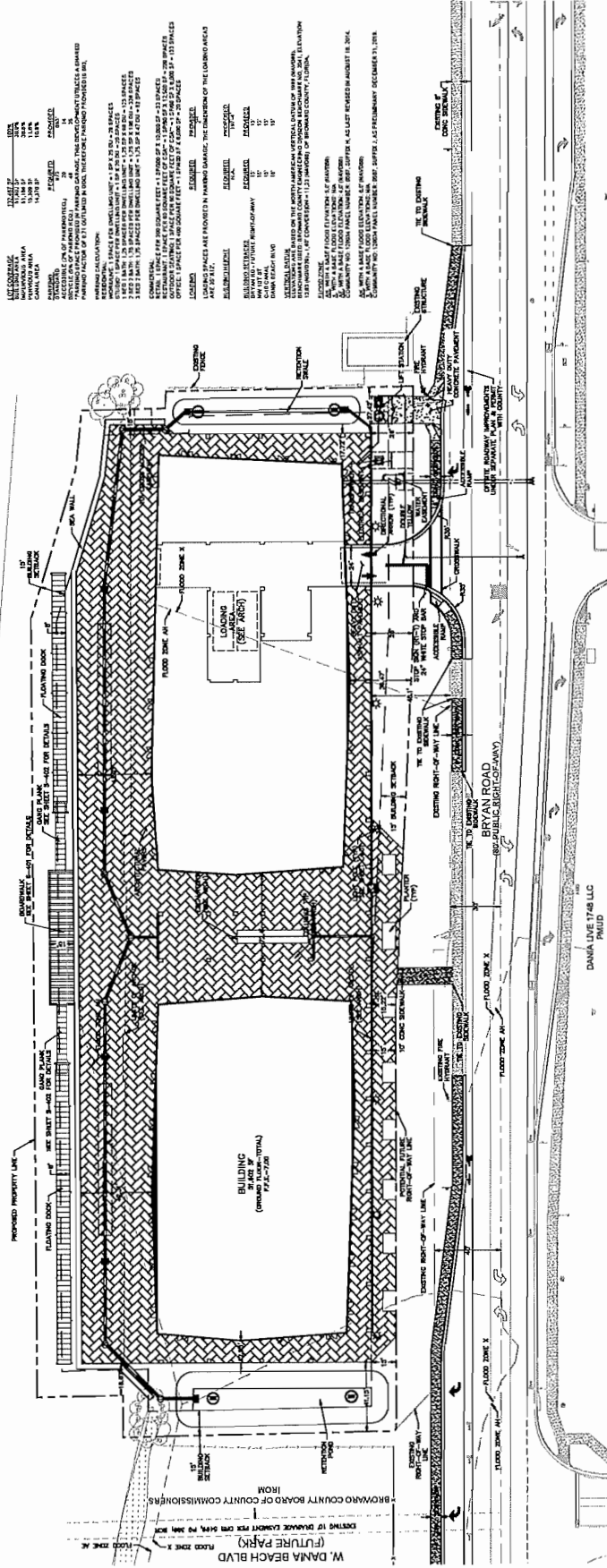
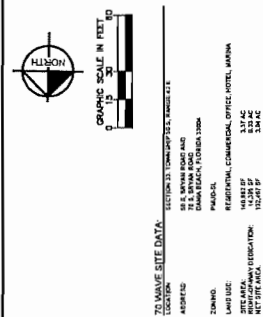
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APPENDIX A: SITE PLAN

SITE PLAN

**KIMLEY-HORN & ASSOCIATES, INC.**  
445 24TH STREET, SUITE 200, WEST BEACH, FL 33586  
PHONE: 772-784-1100  
WWW.KIMLEY-HORN.COM CA 00000615

| No. | REVISIONS | DATE | BY |
|-----|-----------|------|----|
|     |           |      |    |
|     |           |      |    |
|     |           |      |    |
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CALL 24 HOURS  
BEFORE YOU DIG

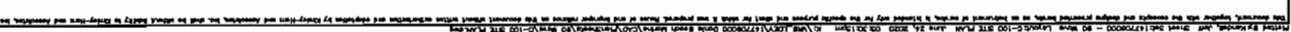
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IT'S THE LAW!  
Know what's below.  
Call before you  
dig. 811

800.488.6811 OR CALL US ONLINE AT 811.US

## SITE PLAN

**Kimley»Horn**  
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445 N 21ST STREET, SUITE 100, VERO BEACH, FL 33460  
PHONE: 772-774-1100  
WWW.KIMLEY-HORN.COM CA 00000888

[illegible]





### WEEKDAY AM PEAK HOUR TRIP GENERATION

|                                |    | ITE TRIP GENERATION CHARACTERISTICS |            |                          |         |           |                  | NET NEW EXTERNAL TRIPS |     |     |       |
|--------------------------------|----|-------------------------------------|------------|--------------------------|---------|-----------|------------------|------------------------|-----|-----|-------|
|                                |    | Land Use                            | ITE Edtion | ITE Code                 | Scale   | ITE Units | ITE Rate/Forumla | R2                     | In  | Out | Total |
| G<br>R<br>O<br>U<br>P<br><br>1 | 1  | General Commercial                  | 10         | 820                      | 638,287 | ksf       | 269              |                        | 191 | 78  | 269   |
|                                | 2  | General Office Building             | 10         | 710                      | 506     | ksf       | 442              |                        | 402 | 40  | 442   |
|                                | 3  | Mid-Rise Apartment                  | 10         | 221                      | 600     | DU        | 192              |                        | 48  | 144 | 192   |
|                                | 4  | High-Rise Apartment                 | 10         | 222                      | 400     | DU        | 121              |                        | 28  | 93  | 121   |
|                                | 5  | Hotel                               | 10         | 310                      | 350     | Room      | 138              |                        | 84  | 54  | 138   |
|                                | 6  | Drive-In Bank                       | 10         | 912                      | 7       | ksf       | 35               |                        | 23  | 12  | 35    |
|                                | 7  |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 8  |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 9  |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 10 |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 11 |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 12 |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 13 |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 14 |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                | 15 |                                     |            |                          |         |           |                  |                        |     |     |       |
|                                |    | ITE Land Use Code                   |            | Rate or Equation         |         |           |                  |                        | 776 | 421 | 1,197 |
|                                |    | 820                                 |            | Y=0.5*(X)+151.78         |         |           |                  |                        |     |     |       |
|                                |    | 710                                 |            | Y=0.94*(X)+26.49         |         |           |                  |                        |     |     |       |
|                                |    | 221                                 |            | LN(Y) = 0.98*LN(X)+-0.98 |         |           |                  |                        |     |     |       |
|                                |    | 222                                 |            | Y=0.28*(X)+12.86         |         |           |                  |                        |     |     |       |
|                                |    | 310                                 |            | Y=0.5*(X)+-5.34          |         |           |                  |                        |     |     |       |
|                                |    | 912                                 |            | Y=9.5(X)                 |         |           |                  |                        |     |     |       |

### WEEKDAY PM PEAK HOUR TRIP GENERATION

|                                |    | ITE TRIP GENERATION CHARACTERISTICS |                |                          |         |              |                     | NET NEW EXTERNAL TRIPS |     |       |       |
|--------------------------------|----|-------------------------------------|----------------|--------------------------|---------|--------------|---------------------|------------------------|-----|-------|-------|
|                                |    | Land Use                            | ITE<br>Edition | ITE<br>Code              | Scale   | ITE<br>Units | ITE<br>Rate/Formula | R2                     | In  | Out   | Total |
| G<br>R<br>O<br>U<br>P<br><br>2 | 1  | General Commercial                  | 10             | 820                      | 638,287 | ksf          | 1126                |                        | 520 | 606   | 1,126 |
|                                | 2  | General Office Building             | 10             | 710                      | 506     | ksf          | 407                 |                        | 23  | 384   | 407   |
|                                | 3  | Mid-Rise Apartment                  | 10             | 221                      | 600     | DU           | 123                 |                        | 89  | 34    | 123   |
|                                | 4  | High-Rise Apartment                 | 10             | 222                      | 400     | DU           | 73                  |                        | 52  | 21    | 73    |
|                                | 5  | Hotel                               | 10             | 310                      | 350     | Room         | 190                 |                        | 97  | 93    | 190   |
|                                | 6  | Drive-In Bank                       | 10             | 912                      | 7       | ksf          | 64                  |                        | 32  | 32    | 64    |
|                                | 7  |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 8  |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 9  |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 10 |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 11 |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 12 |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 13 |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 14 |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                | 15 |                                     |                |                          |         |              |                     |                        |     |       |       |
|                                |    | ITE Land Use Code                   |                | Rate or Equation         |         |              |                     |                        | 813 | 1,179 | 1,983 |
|                                |    | 820                                 |                | LN(Y) = 0.74*LN(X)+2.89  |         |              |                     |                        |     |       |       |
|                                |    | 710                                 |                | LN(Y) = 0.95*LN(X)+0.36  |         |              |                     |                        |     |       |       |
|                                |    | 221                                 |                | LN(Y) = 0.96*LN(X)+-0.63 |         |              |                     |                        |     |       |       |
|                                |    | 222                                 |                | Y=0.34*(X)+8.56          |         |              |                     |                        |     |       |       |
|                                |    | 310                                 |                | Y=0.75*(X)+-26.02        |         |              |                     |                        |     |       |       |
|                                |    | 912                                 |                | Y=20.45(X)               |         |              |                     |                        |     |       |       |











National Data & Surveying Services

# Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Danla Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

## Total

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |        |       | Stirling Rd |        |       |       | Stirling Rd |        |       |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-------------|--------|-------|-------|-------------|--------|-------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 0      | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 15         | 0     | 29     | 0     | 30          | 174    | 0     | 0     | 0           | 154    | 9     | 0     | 411   |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 10         | 0     | 25     | 0     | 23          | 206    | 0     | 3     | 0           | 181    | 8     | 0     | 456   |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 17         | 1     | 34     | 0     | 29          | 171    | 0     | 0     | 0           | 201    | 12    | 0     | 465   |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 25         | 0     | 34     | 1     | 29          | 234    | 0     | 0     | 0           | 209    | 16    | 0     | 548   |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 19         | 0     | 45     | 1     | 32          | 217    | 0     | 3     | 0           | 175    | 16    | 0     | 508   |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 10         | 0     | 23     | 0     | 36          | 251    | 0     | 0     | 0           | 201    | 10    | 0     | 531   |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 21         | 0     | 29     | 0     | 32          | 240    | 0     | 1     | 0           | 258    | 13    | 0     | 594   |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 24         | 0     | 21     | 0     | 31          | 243    | 0     | 1     | 0           | 230    | 12    | 0     | 562   |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 141        | 1     | 240    | 2     | 242         | 1736   | 0     | 8     | 0           | 1609   | 96    | 0     | 4075  |
| PEAK HR :        | 08:00 AM - 09:00 AM |       |       |       | 36.72%     | 0.26% | 62.50% | 0.52% | 12.19%      | 87.41% | 0.00% | 0.40% | 0.00%       | 94.37% | 5.63% | 0.00% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 74         | 0     | 118    | 1     | 131         | 951    | 0     | 5     | 0           | 864    | 51    | 0     | TOTAL |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.771      | 0.000 | 0.656  | 0.250 | 0.910       | 0.947  | 0.000 | 0.417 | 0.000       | 0.837  | 0.797 | 0.000 | 2195  |
|                  |                     |       |       |       |            |       | 0.742  |       |             | 0.947  |       |       |             | 0.844  |       |       | 0.924 |

| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND |        |       |       | WESTBOUND |        |       |       | TOTAL |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-----------|--------|-------|-------|-----------|--------|-------|-------|-------|
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0         | 0      | 0     | 0     | 0         | 0      | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL        | ET     | ER    | EU    | WL        | WT     | WR    | WU    |       |
| 4:00 PM          | 0                   | 0     | 0     | 0     | 40         | 0     | 26     | 0     | 24        | 225    | 0     | 0     | 0         | 159    | 15    | 0     | 489   |
| 4:15 PM          | 0                   | 0     | 0     | 0     | 39         | 0     | 67     | 0     | 23        | 235    | 0     | 0     | 0         | 391    | 19    | 0     | 774   |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 40         | 0     | 55     | 1     | 17        | 208    | 0     | 1     | 0         | 311    | 12    | 0     | 645   |
| 4:45 PM          | 0                   | 0     | 0     | 0     | 36         | 0     | 43     | 0     | 19        | 248    | 0     | 0     | 0         | 295    | 17    | 0     | 658   |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 37         | 0     | 60     | 0     | 36        | 263    | 0     | 0     | 0         | 353    | 19    | 0     | 768   |
| 5:15 PM          | 0                   | 0     | 0     | 0     | 42         | 0     | 48     | 2     | 21        | 216    | 0     | 1     | 0         | 301    | 21    | 0     | 652   |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 36         | 0     | 51     | 2     | 31        | 239    | 0     | 2     | 0         | 291    | 19    | 0     | 671   |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 59         | 0     | 61     | 1     | 17        | 236    | 0     | 3     | 0         | 231    | 13    | 1     | 622   |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL        | ET     | ER    | EU    | WL        | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 329        | 0     | 411    | 6     | 188       | 1870   | 0     | 7     | 0         | 2332   | 135   | 1     | 5279  |
| PEAK HR :        | 04:15 PM - 05:15 PM |       |       |       | 44.10%     | 0.00% | 55.09% | 0.80% | 9.10%     | 90.56% | 0.00% | 0.34% | 0.00%     | 94.49% | 5.47% | 0.04% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 152        | 0     | 225    | 1     | 95        | 954    | 0     | 1     | 0         | 1350   | 67    | 0     | TOTAL |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.950      | 0.000 | 0.840  | 0.250 | 0.660     | 0.907  | 0.000 | 0.250 | 0.000     | 0.863  | 0.682 | 0.000 | 2845  |
|                  |                     |       |       |       |            |       | 0.892  |       |           | 0.878  |       |       |           | 0.864  |       |       | 0.919 |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

### Cars

| NS/EW Streets:   | Bryan Rd            |         |         |         | Bryan Rd   |         |         |         | Stirling Rd |         |         |         | Stirling Rd |         |         |         |       |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 0                   | 0       | 0       | 0       | 14         | 0       | 27      | 0       | 29          | 170     | 0       | 0       | 0           | 148     | 7       | 0       | 395   |
| 7:15 AM          | 0                   | 0       | 0       | 0       | 10         | 0       | 23      | 0       | 23          | 201     | 0       | 3       | 0           | 171     | 8       | 0       | 439   |
| 7:30 AM          | 0                   | 0       | 0       | 0       | 17         | 1       | 34      | 0       | 29          | 164     | 0       | 0       | 0           | 195     | 11      | 0       | 451   |
| 7:45 AM          | 0                   | 0       | 0       | 0       | 24         | 0       | 33      | 1       | 27          | 228     | 0       | 0       | 0           | 199     | 16      | 0       | 528   |
| 8:00 AM          | 0                   | 0       | 0       | 0       | 19         | 0       | 44      | 1       | 31          | 208     | 0       | 3       | 0           | 165     | 16      | 0       | 487   |
| 8:15 AM          | 0                   | 0       | 0       | 0       | 8          | 0       | 21      | 0       | 35          | 238     | 0       | 0       | 0           | 194     | 10      | 0       | 506   |
| 8:30 AM          | 0                   | 0       | 0       | 0       | 18         | 0       | 25      | 0       | 30          | 226     | 0       | 1       | 0           | 244     | 12      | 0       | 556   |
| 8:45 AM          | 0                   | 0       | 0       | 0       | 22         | 0       | 20      | 0       | 31          | 229     | 0       | 1       | 0           | 222     | 11      | 0       | 536   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 132        | 1       | 227     | 2       | 235         | 1664    | 0       | 8       | 0           | 1538    | 91      | 0       | 3898  |
| PEAK HR :        | 08:00 AM - 09:00 AM |         |         |         | 36.46%     | 0.28%   | 62.71%  | 0.55%   | 12.32%      | 87.26%  | 0.00%   | 0.42%   | 0.00%       | 94.41%  | 5.59%   | 0.00%   |       |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 67         | 0       | 110     | 1       | 127         | 901     | 0       | 5       | 0           | 825     | 49      | 0       | 2085  |
| PEAK HR FACTOR : | 0.00                | 0.000   | 0.000   | 0.000   | 0.761      | 0.000   | 0.625   | 0.250   | 0.907       | 0.946   | 0.000   | 0.417   | 0.000       | 0.845   | 0.766   | 0.000   | 0.938 |
|                  |                     |         |         |         |            |         | 0.695   |         |             | 0.946   |         |         |             | 0.854   |         |         |       |
| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 0                   | 0       | 0       | 0       | 40         | 0       | 24      | 0       | 23          | 218     | 0       | 0       | 0           | 146     | 15      | 0       | 466   |
| 4:15 PM          | 0                   | 0       | 0       | 0       | 38         | 0       | 66      | 0       | 21          | 230     | 0       | 0       | 0           | 382     | 18      | 0       | 755   |
| 4:30 PM          | 0                   | 0       | 0       | 0       | 38         | 0       | 52      | 1       | 16          | 205     | 0       | 1       | 0           | 300     | 11      | 0       | 624   |
| 4:45 PM          | 0                   | 0       | 0       | 0       | 35         | 0       | 40      | 0       | 17          | 245     | 0       | 0       | 0           | 286     | 15      | 0       | 638   |
| 5:00 PM          | 0                   | 0       | 0       | 0       | 36         | 0       | 58      | 0       | 35          | 257     | 0       | 0       | 0           | 343     | 18      | 0       | 747   |
| 5:15 PM          | 0                   | 0       | 0       | 0       | 42         | 0       | 47      | 2       | 21          | 208     | 0       | 1       | 0           | 293     | 20      | 0       | 634   |
| 5:30 PM          | 0                   | 0       | 0       | 0       | 35         | 0       | 49      | 2       | 29          | 237     | 0       | 2       | 0           | 289     | 18      | 0       | 661   |
| 5:45 PM          | 0                   | 0       | 0       | 0       | 59         | 0       | 60      | 1       | 17          | 233     | 0       | 3       | 0           | 225     | 13      | 1       | 612   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 323        | 0       | 396     | 6       | 179         | 1833    | 0       | 7       | 0           | 2264    | 128     | 1       | 5137  |
| PEAK HR :        | 04:15 PM - 05:15 PM |         |         |         | 44.55%     | 0.00%   | 51.62%  | 0.83%   | 8.87%       | 90.79%  | 0.00%   | 0.35%   | 0.00%       | 94.61%  | 5.35%   | 0.04%   |       |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 147        | 0       | 216     | 1       | 89          | 937     | 0       | 1       | 0           | 1311    | 62      | 0       | 2764  |
| PEAK HR FACTOR : | 0.00                | 0.000   | 0.000   | 0.000   | 0.967      | 0.000   | 0.818   | 0.250   | 0.636       | 0.911   | 0.000   | 0.250   | 0.000       | 0.858   | 0.861   | 0.000   | 0.915 |
|                  |                     |         |         |         |            |         | 0.875   |         |             | 0.879   |         |         |             | 0.858   |         |         |       |



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

**HT**

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |        |       | Stirling Rd |        |       |       | Stirling Rd |        |       |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-------------|--------|-------|-------|-------------|--------|-------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0 NL                | 0 NT  | 0 NR  | 0 NU  | 0 SL       | 0 ST  | 0 SR   | 0 SU  | 0 EL        | 0 ET   | 0 ER  | 0 EU  | 0 WL        | 0 WT   | 0 WR  | 0 WU  |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 1           | 4      | 0     | 0     | 0           | 6      | 2     | 0     | 16    |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 2      | 0     | 0           | 5      | 0     | 0     | 0           | 10     | 0     | 0     | 17    |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 7      | 0     | 0     | 0           | 6      | 1     | 0     | 14    |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 1      | 0     | 2           | 6      | 0     | 0     | 0           | 10     | 0     | 0     | 20    |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 1           | 9      | 0     | 0     | 0           | 10     | 0     | 0     | 21    |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 2          | 0     | 2      | 0     | 1           | 13     | 0     | 0     | 0           | 7      | 0     | 0     | 25    |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 3          | 0     | 4      | 0     | 2           | 14     | 0     | 0     | 0           | 14     | 1     | 0     | 38    |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 2          | 0     | 1      | 0     | 0           | 14     | 0     | 0     | 0           | 8      | 1     | 0     | 26    |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 9          | 0     | 13     | 0     | 7           | 72     | 0     | 0     | 0           | 71     | 5     | 0     | 177   |
| PEAK HR :        | 08:00 AM - 09:00 AM |       |       |       | 40.91%     | 0.00% | 59.09% | 0.00% | 8.86%       | 91.14% | 0.00% | 0.00% | 0.00%       | 93.42% | 6.58% | 0.00% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 7          | 0     | 8      | 0     | 4           | 50     | 0     | 0     | 0           | 39     | 2     | 0     | TOTAL |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.583      | 0.000 | 0.500  | 0.000 | 0.500       | 0.893  | 0.000 | 0.000 | 0.000       | 0.696  | 0.500 | 0.000 | 110   |
|                  |                     |       |       |       |            |       | 0.536  |       |             |        | 0.844 |       |             |        | 0.683 |       | 0.721 |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0 NL                | 0 NT  | 0 NR  | 0 NU  | 0 SL       | 0 ST  | 0 SR   | 0 SU  | 0 EL        | 0 ET   | 0 ER  | 0 EU  | 0 WL        | 0 WT   | 0 WR  | 0 WU  |       |
| 4:00 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 2      | 0     | 1           | 7      | 0     | 0     | 0           | 13     | 0     | 0     | 23    |
| 4:15 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 1      | 0     | 2           | 5      | 0     | 0     | 0           | 9      | 1     | 0     | 19    |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 2          | 0     | 3      | 0     | 1           | 3      | 0     | 0     | 0           | 11     | 1     | 0     | 21    |
| 4:45 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 3      | 0     | 2           | 3      | 0     | 0     | 0           | 9      | 2     | 0     | 20    |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 1           | 6      | 0     | 0     | 0           | 10     | 1     | 0     | 21    |
| 5:15 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 0           | 8      | 0     | 0     | 0           | 8      | 1     | 0     | 18    |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 2           | 2      | 0     | 0     | 0           | 2      | 1     | 0     | 10    |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 0           | 3      | 0     | 0     | 0           | 6      | 0     | 0     | 10    |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 6          | 0     | 15     | 0     | 9           | 37     | 0     | 0     | 0           | 68     | 7     | 0     | 142   |
| PEAK HR :        | 04:15 PM - 05:15 PM |       |       |       | 28.57%     | 0.00% | 71.43% | 0.00% | 19.57%      | 80.43% | 0.00% | 0.00% | 0.00%       | 90.67% | 9.33% | 0.00% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 5          | 0     | 9      | 0     | 6           | 17     | 0     | 0     | 0           | 39     | 5     | 0     | TOTAL |
| PEAK HR FACTOR : | 0.00                | 0.000 | 0.000 | 0.000 | 0.625      | 0.000 | 0.750  | 0.000 | 0.750       | 0.708  | 0.000 | 0.000 | 0.000       | 0.886  | 0.625 | 0.000 | 81    |
|                  |                     |       |       |       |            |       | 0.700  |       |             |        | 0.821 |       |             |        | 0.917 |       | 0.964 |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

### Bikes

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |        |       | Stirling Rd |        |       |       | Stirling Rd |        |        |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-------------|--------|-------|-------|-------------|--------|--------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |        |       | TOTAL |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 1      | 0      | 0     | 1     |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 1      | 0      | 0     | 2     |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 3      | 0     | 0           | 0      | 0     | 0     | 0           | 3      | 2      | 0     | 8     |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 0      | 0     | 2           | 0      | 0     | 0     | 0           | 1      | 2      | 0     | 6     |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 0           | 1      | 0     | 0     | 0           | 2      | 1      | 0     | 7     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 2          | 0     | 5      | 0     | 2           | 5      | 0     | 0     | 0           | 7      | 6      | 0     | 27    |
|                  |                     |       |       |       | 28.57%     | 0.00% | 71.43% | 0.00% | 28.57%      | 71.43% | 0.00% | 0.00% | 0.00%       | 53.85% | 46.15% | 0.00% |       |
| PEAK HR :        | 08:00 AM - 09:00 AM |       |       |       | 2          | 0     | 5      | 0     | 2           | 2      | 0     | 0     | 0           | 6      | 5      | 0     | TOTAL |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 2          | 0     | 5      | 0     | 2           | 2      | 0     | 0     | 0           | 6      | 5      | 0     | 22    |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.500      | 0.000 | 0.417  | 0.000 | 0.250       | 0.500  | 0.000 | 0.000 | 0.000       | 0.500  | 0.625  | 0.000 | 0.688 |
|                  |                     |       |       |       |            |       | 0.583  |       |             | 0.500  |       |       |             |        | 0.550  |       |       |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |        |       | TOTAL |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    |       |
| 4:00 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 1           | 0      | 0     | 0     | 0           | 1      | 0      | 0     | 3     |
| 4:15 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 0      | 0     | 2           | 0      | 0     | 0     | 0           | 2      | 1      | 0     | 6     |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 1           | 0      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 4:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 1      | 2      | 0     | 3     |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 0      | 0     | 1           | 1      | 0     | 0     | 0           | 1      | 1      | 0     | 5     |
| 5:15 PM          | 0                   | 0     | 0     | 0     | 2          | 0     | 1      | 0     | 0           | 0      | 0     | 0     | 0           | 0      | 0      | 0     | 3     |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 1           | 0      | 0     | 0     | 0           | 2      | 0      | 0     | 3     |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 1      | 1      | 0     | 2     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 4          | 0     | 2      | 0     | 6           | 1      | 0     | 0     | 0           | 8      | 5      | 0     | 26    |
|                  |                     |       |       |       | 66.67%     | 0.00% | 33.33% | 0.00% | 85.71%      | 14.29% | 0.00% | 0.00% | 0.00%       | 61.54% | 38.46% | 0.00% |       |
| PEAK HR :        | 04:15 PM - 05:15 PM |       |       |       | 2          | 0     | 0      | 0     | 4           | 1      | 0     | 0     | 0           | 4      | 4      | 0     | TOTAL |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 2          | 0     | 0      | 0     | 4           | 1      | 0     | 0     | 0           | 4      | 4      | 0     | 15    |
| PEAK HR FACTOR : | 0.00                | 0.000 | 0.000 | 0.000 | 0.500      | 0.000 | 0.000  | 0.000 | 0.500       | 0.250  | 0.000 | 0.000 | 0.000       | 0.500  | 0.500  | 0.000 | 0.625 |
|                  |                     |       |       |       |            |       | 0.500  |       |             | 0.625  |       |       |             |        | 0.667  |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach

Project ID: 19-03588-001  
Date: 9/12/2019

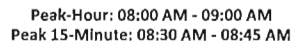
### Pedestrians (Crosswalks)

| NS/EW Streets:   | Bryan Rd            |        | Bryan Rd  |      | Stirling Rd |      | Stirling Rd |      |          |
|------------------|---------------------|--------|-----------|------|-------------|------|-------------|------|----------|
| AM               | NORTH LEG           |        | SOUTH LEG |      | EAST LEG    |      | WEST LEG    |      | TOTAL    |
|                  | EB                  | WB     | EB        | WB   | NB          | SB   | NB          | SB   |          |
| 7:00 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| 7:15 AM          | 1                   | 4      | 0         | 0    | 0           | 0    | 0           | 0    | 5        |
| 7:30 AM          | 2                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 2        |
| 7:45 AM          | 1                   | 1      | 0         | 0    | 0           | 0    | 0           | 0    | 2        |
| 8:00 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| 8:15 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| 8:30 AM          | 1                   | 1      | 0         | 0    | 0           | 0    | 0           | 0    | 2        |
| 8:45 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| TOTAL VOLUMES :  | EB 5                | WB 6   | EB 0      | WB 0 | NB 0        | SB 0 | NB 0        | SB 0 | TOTAL 11 |
| APPROACH %'s :   | 45.45%              | 54.55% |           |      |             |      |             |      |          |
| PEAK HR :        | 08:00 AM - 09:00 AM |        |           |      |             |      |             |      | TOTAL 2  |
| PEAK HR VOL :    | 1                   | 1      | 0         | 0    | 0           | 0    | 0           | 0    |          |
| PEAK HR FACTOR : | 0.250               | 0.250  |           |      |             |      |             |      | 0.250    |
|                  |                     | 0.250  |           |      |             |      |             |      |          |

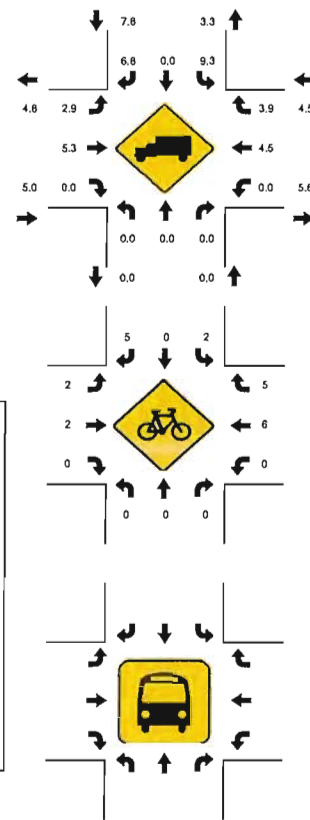
| PM               | NORTH LEG           |         | SOUTH LEG |      | EAST LEG |      | WEST LEG |      | TOTAL   |
|------------------|---------------------|---------|-----------|------|----------|------|----------|------|---------|
|                  | EB                  | WB      | EB        | WB   | NB       | SB   | NB       | SB   |         |
| 4:00 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 4:15 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 4:30 PM          | 0                   | 1       | 0         | 0    | 0        | 0    | 0        | 0    | 1       |
| 4:45 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:00 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:15 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:30 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:45 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| TOTAL VOLUMES :  | EB 0                | WB 1    | EB 0      | WB 0 | NB 0     | SB 0 | NB 0     | SB 0 | TOTAL 1 |
| APPROACH %'s :   | 0.00%               | 100.00% |           |      |          |      |          |      |         |
| PEAK HR :        | 04:15 PM - 05:15 PM |         |           |      |          |      |          |      | TOTAL 1 |
| PEAK HR VOL :    | 0                   | 1       | 0         | 0    | 0        | 0    | 0        | 0    |         |
| PEAK HR FACTOR : |                     | 0.250   |           |      |          |      |          |      | 0.250   |
|                  |                     | 0.250   |           |      |          |      |          |      |         |



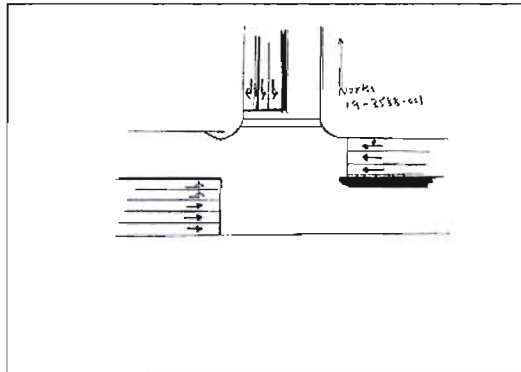
PROJECT ID: 19-03588-001  
DATE: 09/12/2019



National Data &amp; Surveying Services

[illegible]

PROJECT ID: 19-03588-001  
DATE: 09/12/2019

[illegible]





# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & NW 1st St  
City: Dania Beach  
Control: 1-Way Stop (EB)

Project ID: 19-03588-002  
Date: 9/12/2019

Cars

| NS/EW Streets:  | Bryan Rd            |        |        |       | Bryan Rd   |        |       |       | NW 1st St |       |       |       | NW 1st St |       |        |       |       |
|-----------------|---------------------|--------|--------|-------|------------|--------|-------|-------|-----------|-------|-------|-------|-----------|-------|--------|-------|-------|
| AM              | NORTHBOUND          |        |        |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                 | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 7:00 AM         | 0                   | 28     | 5      | 0     | 11         | 22     | 0     | 0     | 0         | 0     | 0     | 0     | 25        | 0     | 12     | 0     | 103   |
| 7:15 AM         | 0                   | 20     | 14     | 0     | 21         | 27     | 0     | 0     | 0         | 0     | 0     | 0     | 22        | 0     | 21     | 0     | 125   |
| 7:30 AM         | 0                   | 21     | 14     | 0     | 15         | 29     | 0     | 0     | 0         | 0     | 0     | 0     | 35        | 0     | 18     | 0     | 132   |
| 7:45 AM         | 0                   | 39     | 15     | 0     | 15         | 53     | 0     | 0     | 0         | 0     | 0     | 0     | 33        | 0     | 12     | 0     | 167   |
| 8:00 AM         | 0                   | 33     | 11     | 0     | 4          | 42     | 0     | 0     | 0         | 0     | 0     | 0     | 18        | 0     | 16     | 0     | 124   |
| 8:15 AM         | 0                   | 29     | 20     | 0     | 7          | 33     | 0     | 0     | 0         | 0     | 0     | 0     | 22        | 0     | 15     | 0     | 126   |
| 8:30 AM         | 0                   | 28     | 6      | 0     | 14         | 44     | 0     | 0     | 0         | 0     | 0     | 0     | 11        | 0     | 12     | 0     | 115   |
| 8:45 AM         | 0                   | 24     | 9      | 0     | 8          | 49     | 0     | 0     | 0         | 0     | 0     | 0     | 21        | 0     | 15     | 0     | 126   |
| TOTAL VOLUMES:  | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s:   | 0                   | 222    | 94     | 0     | 95         | 299    | 0     | 0     | 0         | 0     | 0     | 0     | 187       | 0     | 121    | 0     | 1018  |
|                 | 0.00%               | 70.25% | 29.75% | 0.00% | 24.11%     | 75.89% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 60.71%    | 0.00% | 39.29% | 0.00% |       |
| PEAK HR:        | 07:30 AM - 08:30 AM |        |        |       |            |        |       |       |           |       |       |       |           |       |        |       | TOTAL |
| PEAK HR VOL:    | 0                   | 122    | 60     | 0     | 41         | 157    | 0     | 0     | 0         | 0     | 0     | 0     | 108       | 0     | 61     | 0     | 549   |
| PEAK HR FACTOR: | 0.00                | 0.782  | 0.750  | 0.000 | 0.683      | 0.741  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.771     | 0.000 | 0.847  | 0.000 | 0.822 |
|                 | 0.843               |        |        |       | 0.728      |        |       |       |           |       |       |       | 0.797     |       |        |       |       |
| PM              | NORTHBOUND          |        |        |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                 | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 4:00 PM         | 0                   | 21     | 14     | 0     | 17         | 58     | 0     | 0     | 0         | 0     | 0     | 0     | 21        | 0     | 13     | 0     | 144   |
| 4:15 PM         | 0                   | 16     | 16     | 0     | 19         | 67     | 0     | 0     | 0         | 0     | 0     | 0     | 28        | 0     | 18     | 0     | 164   |
| 4:30 PM         | 0                   | 27     | 12     | 0     | 17         | 67     | 0     | 0     | 0         | 0     | 0     | 0     | 24        | 0     | 14     | 0     | 161   |
| 4:45 PM         | 0                   | 21     | 13     | 0     | 12         | 82     | 0     | 0     | 0         | 0     | 0     | 0     | 18        | 0     | 8      | 0     | 154   |
| 5:00 PM         | 0                   | 31     | 24     | 0     | 16         | 101    | 0     | 0     | 0         | 0     | 0     | 0     | 19        | 0     | 13     | 0     | 204   |
| 5:15 PM         | 0                   | 32     | 18     | 0     | 15         | 111    | 0     | 0     | 0         | 0     | 0     | 0     | 22        | 0     | 12     | 0     | 210   |
| 5:30 PM         | 0                   | 25     | 19     | 0     | 22         | 95     | 0     | 0     | 0         | 0     | 0     | 0     | 12        | 0     | 11     | 0     | 184   |
| 5:45 PM         | 0                   | 26     | 16     | 0     | 19         | 87     | 0     | 0     | 0         | 0     | 0     | 0     | 23        | 0     | 7      | 0     | 178   |
| TOTAL VOLUMES:  | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s:   | 0                   | 199    | 132    | 0     | 137        | 668    | 0     | 0     | 0         | 0     | 0     | 0     | 167       | 0     | 96     | 0     | 1399  |
|                 | 0.00%               | 60.12% | 39.88% | 0.00% | 17.02%     | 82.98% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 63.50%    | 0.00% | 36.50% | 0.00% |       |
| PEAK HR:        | 05:00 PM - 06:00 PM |        |        |       |            |        |       |       |           |       |       |       |           |       |        |       | TOTAL |
| PEAK HR VOL:    | 0                   | 114    | 77     | 0     | 72         | 394    | 0     | 0     | 0         | 0     | 0     | 0     | 76        | 0     | 43     | 0     | 776   |
| PEAK HR FACTOR: | 0.00                | 0.891  | 0.802  | 0.000 | 0.818      | 0.887  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.826     | 0.000 | 0.827  | 0.000 | 0.924 |
|                 | 0.868               |        |        |       | 0.925      |        |       |       |           |       |       |       | 0.875     |       |        |       |       |

## National Data &amp; Surveying Services

**Location:** Bryan Rd & NW 1st St

City: Dania Beach

**Control: 1-Way Stop (EB)**

Project ID: 19-03588-002

**Date:** 9/12/2019

HT

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| PM               | NORTHBOUND          |        |        |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL    |
|------------------|---------------------|--------|--------|-------|------------|--------|-------|-------|-----------|-------|-------|-------|-----------|-------|--------|-------|----------|
|                  | 0 NL                | 0 NT   | 0 NR   | 0 NU  | 0 SL       | 0 ST   | 0 SR  | 0 SU  | 0 EL      | 0 ET  | 0 ER  | 0 EU  | 0 WL      | 0 WT  | 0 WR   | 0 WU  |          |
| 4:00 PM          | 0                   | 1      | 0      | 0     | 1          | 6      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 8        |
| 4:15 PM          | 0                   | 3      | 2      | 0     | 1          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 1      | 0     | 9        |
| 4:30 PM          | 0                   | 1      | 1      | 0     | 2          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 3         | 0     | 2      | 0     | 10       |
| 4:45 PM          | 0                   | 1      | 0      | 0     | 0          | 6      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 0      | 0     | 8        |
| 5:00 PM          | 0                   | 0      | 0      | 0     | 1          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 1      | 0     | 3        |
| 5:15 PM          | 0                   | 1      | 1      | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2        |
| 5:30 PM          | 0                   | 3      | 0      | 0     | 1          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 1      | 0     | 7        |
| 5:45 PM          | 0                   | 0      | 0      | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0        |
| TOTAL VOLUMES :  | NL 0                | NT 10  | NR 4   | NU 0  | SL 6       | ST 17  | SR 0  | SU 0  | EL 0      | ET 0  | ER 0  | EU 0  | WL 5      | WT 0  | WR 5   | WU 0  | TOTAL 47 |
| APPROACH %'s :   | 0.00%               | 71.43% | 28.57% | 0.00% | 26.09%     | 73.91% | 0.00% | 0.00% |           |       |       |       | 50.00%    | 0.00% | 50.00% | 0.00% |          |
| PEAK HR :        | 05:00 PM - 06:00 PM |        |        |       |            |        |       |       |           |       |       |       |           |       |        |       | TOTAL 12 |
| PEAK HR VOL :    | 0                   | 4      | 1      | 0     | 2          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 2      | 0     |          |
| PEAK HR FACTOR : | 0.00                | 0.333  | 0.250  | 0.000 | 0.500      | 0.500  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.250     | 0.000 | 0.500  | 0.000 | 0.429    |
|                  | 0.417               |        |        |       | 0.500      |        |       |       |           |       |       |       | 0.375     |       |        |       |          |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & NW 1st St  
City: Dania Beach  
Control: 1-Way Stop (EB)

Project ID: 19-03588-002  
Date: 9/12/2019

### Bikes

| NS/EW Streets:   | Bryan Rd            |         |       |       | Bryan Rd   |        |       |       | NW 1st St |       |       |       | NW 1st St |       |        |       |       |
|------------------|---------------------|---------|-------|-------|------------|--------|-------|-------|-----------|-------|-------|-------|-----------|-------|--------|-------|-------|
| AM               | NORTHBOUND          |         |       |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 7:00 AM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 7:15 AM          | 0                   | 0       | 0     | 0     | 0          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 7:30 AM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 7:45 AM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 8:00 AM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 2      | 0     | 2     |
| 8:15 AM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 0      | 0     | 2     |
| 8:30 AM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 8:45 AM          | 0                   | 0       | 0     | 0     | 1          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2     |
| TOTAL VOLUMES :  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 3       | 0     | 0     | 1          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 2      | 0     | 9     |
|                  | 0.00%               | 100.00% | 0.00% | 0.00% | 33.33%     | 66.67% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 33.33%    | 0.00% | 66.67% | 0.00% |       |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |       |       | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 2      | 0     | 5     |
| PEAK HR VOL :    | 0                   | 2       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0.250     | 0.000 | 0.250  | 0.000 | 0.625 |
| PEAK HR FACTOR : | 0.000               | 0.500   | 0.000 | 0.000 | 0.000      | 0.000  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.250     | 0.000 | 0.250  | 0.000 | 0.625 |
|                  | 0.500               |         |       |       |            |        |       |       |           |       |       |       | 0.375     |       |        |       |       |
| PM               | NORTHBOUND          |         |       |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 4:00 PM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 4:15 PM          | 0                   | 1       | 0     | 0     | 1          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2     |
| 4:30 PM          | 0                   | 0       | 0     | 0     | 0          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 4:45 PM          | 0                   | 1       | 0     | 0     | 1          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2     |
| 5:00 PM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 5:15 PM          | 0                   | 0       | 0     | 0     | 2          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 3     |
| 5:30 PM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 5:45 PM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| TOTAL VOLUMES :  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 3       | 0     | 0     | 4          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 9     |
|                  | 0.00%               | 100.00% | 0.00% | 0.00% | 66.67%     | 33.33% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 0.000     | 0.000 | 0.000  | 0.000 |       |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |       |       | 2          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 3     |
| PEAK HR VOL :    | 0                   | 0       | 0     | 0     | 0.250      | 0.250  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.000     | 0.000 | 0.000  | 0.000 | 0.250 |
| PEAK HR FACTOR : | 0.00                | 0.000   | 0.000 | 0.000 | 0.250      | 0.250  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.000     | 0.000 | 0.000  | 0.000 | 0.250 |
|                  |                     |         |       |       | 0.250      |        |       |       |           |       |       |       |           |       |        |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & NW 1st St  
City: Dania Beach

Project ID: 19-03588-002  
Date: 9/12/2019

### Pedestrians (Crosswalks)

| NS/EW Streets:   | Bryan Rd            |         | Bryan Rd  |         | NW 1st St |        | NW 1st St |    |       |
|------------------|---------------------|---------|-----------|---------|-----------|--------|-----------|----|-------|
| AM               | NORTH LEG           |         | SOUTH LEG |         | EAST LEG  |        | WEST LEG  |    | TOTAL |
|                  | EB                  | WB      | EB        | WB      | NB        | SB     | NB        | SB |       |
| 7:00 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 7:15 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 7:30 AM          | 0                   | 0       | 0         | 0       | 1         | 0      | 0         | 0  | 1     |
| 7:45 AM          | 0                   | 0       | 0         | 1       | 0         | 2      | 0         | 0  | 3     |
| 8:00 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 8:15 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 8:30 AM          | 0                   | 1       | 0         | 0       | 0         | 0      | 0         | 0  | 1     |
| 8:45 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| TOTAL VOLUMES :  | EB                  | WB      | EB        | WB      | NB        | SB     | NB        | SB | TOTAL |
| APPROACH %'s :   | 0                   | 1       | 0         | 1       | 1         | 2      | 0         | 0  | 5     |
|                  | 0.00%               | 100.00% | 0.00%     | 100.00% | 33.33%    | 66.67% |           |    |       |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |           |         |           |        |           |    | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0         | 1       | 1         | 2      | 0         | 0  | 4     |
| PEAK HR FACTOR : |                     |         |           | 0.250   | 0.250     | 0.250  |           |    | 0.333 |
|                  |                     |         |           | 0.250   |           | 0.375  |           |    |       |

| PM               | NORTH LEG           |       | SOUTH LEG |    | EAST LEG |        | WEST LEG |    | TOTAL |
|------------------|---------------------|-------|-----------|----|----------|--------|----------|----|-------|
|                  | EB                  | WB    | EB        | WB | NB       | SB     | NB       | SB |       |
| 4:00 PM          | 0                   | 0     | 0         | 0  | 0        | 2      | 0        | 0  | 2     |
| 4:15 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 4:30 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 4:45 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 5:00 PM          | 1                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 1     |
| 5:15 PM          | 0                   | 0     | 0         | 0  | 2        | 0      | 0        | 0  | 2     |
| 5:30 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 5:45 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| TOTAL VOLUMES :  | EB                  | WB    | EB        | WB | NB       | SB     | NB       | SB | TOTAL |
| APPROACH %'s :   | 1                   | 0     | 0         | 0  | 2        | 2      | 0        | 0  | 5     |
|                  | 100.00%             | 0.00% |           |    | 50.00%   | 50.00% |          |    |       |
| PEAK HR :        | 05:00 PM - 06:00 PM |       |           |    |          |        |          |    | TOTAL |
| PEAK HR VOL :    | 1                   | 0     | 0         | 0  | 2        | 0      | 0        | 0  | 3     |
| PEAK HR FACTOR : | 0.250               |       |           |    | 0.250    |        |          |    | 0.375 |
|                  |                     | 0.250 |           |    |          | 0.250  |          |    |       |

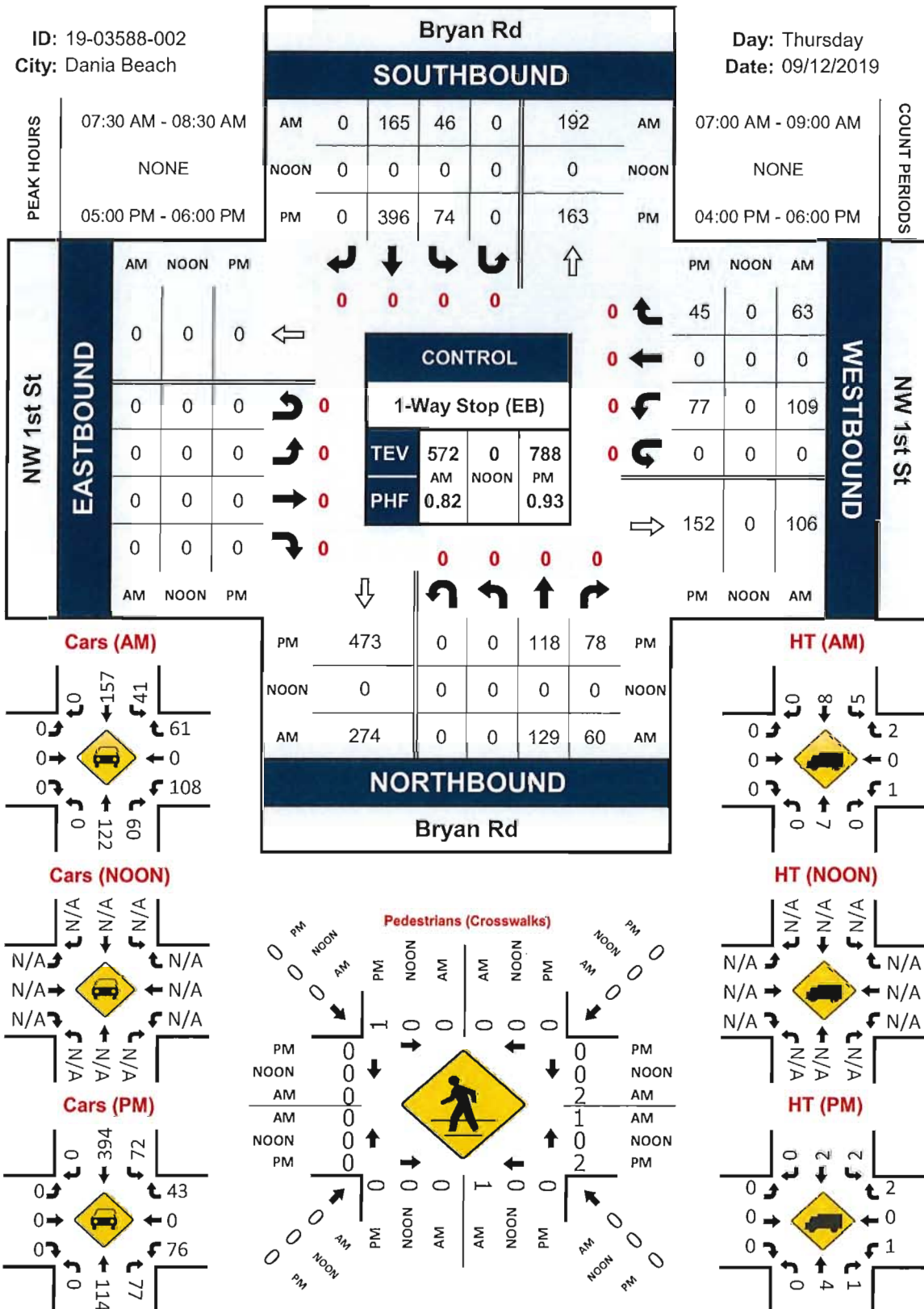


# Bryan Rd & NW 1st St

## Peak Hour Turning Movement Count

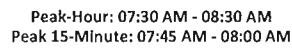
ID: 19-03588-002  
City: Dania Beach

Day: Thursday  
Date: 09/12/2019

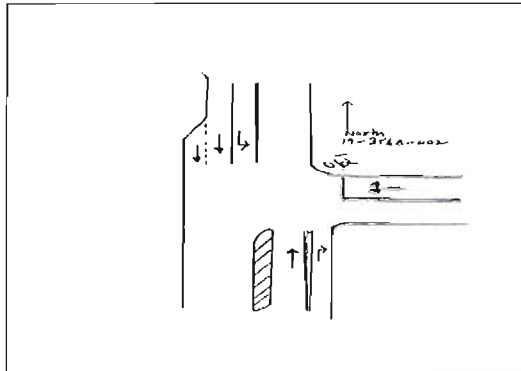




PROJECT ID: 19-03588-002  
DATE: 09/12/2019



National Data &amp; Surveying Services

[illegible]

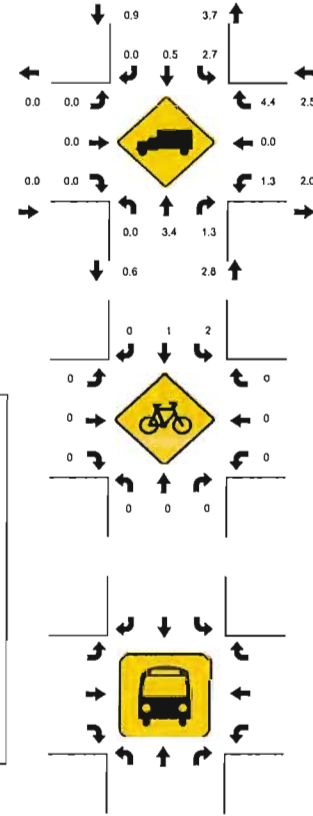
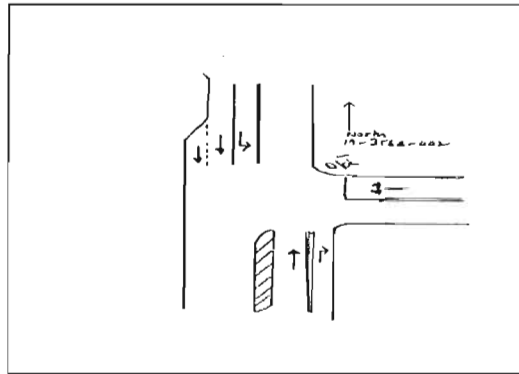
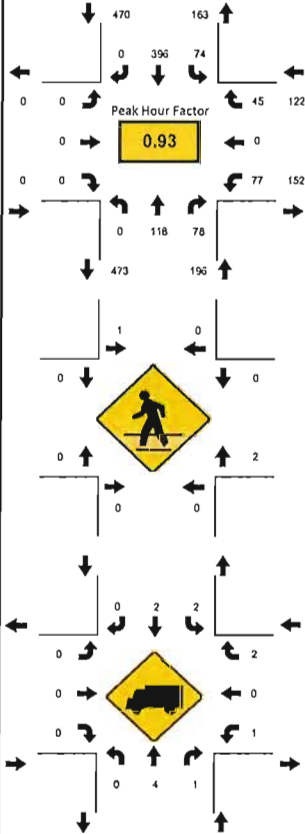
LOCATION: Bryan Rd & NW 1st St  
CITY/STATE: Dania Beach, FL

PROJECT ID: 19-03588-002  
DATE: 09/12/2019

Peak-Hour: 05:00 PM - 06:00 PM  
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



| 15-Min Count<br>Period<br>Beginning At | Bryan Rd<br>Northbound |      |     |   |    | Bryan Rd<br>Southbound |      |     |   |    | NW 1st St<br>Eastbound |      |     |   |    | NW 1st St<br>Westbound |      |     |   |    | Total | Hourly<br>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                      | 22   | 14  | 0 |    | 18                     | 64   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 21                     | 0    | 13  | 0 |    | 152   | 658             |
| 04:15 PM                               | 0                      | 19   | 18  | 0 |    | 20                     | 69   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 28                     | 0    | 19  | 0 |    | 173   | 713             |
| 04:30 PM                               | 0                      | 28   | 13  | 0 |    | 19                     | 68   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 27                     | 0    | 16  | 0 |    | 171   | 752             |
| 04:45 PM                               | 0                      | 22   | 13  | 0 |    | 12                     | 88   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 19                     | 0    | 8   | 0 |    | 162   | 772             |
| 05:00 PM                               | 0                      | 31   | 24  | 0 |    | 17                     | 102  | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 19                     | 0    | 14  | 0 |    | 207   | 788             |
| 05:15 PM                               | 0                      | 33   | 19  | 0 |    | 15                     | 111  | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 22                     | 0    | 12  | 0 |    | 212   | 581             |
| 05:30 PM                               | 0                      | 28   | 19  | 0 |    | 23                     | 96   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 13                     | 0    | 12  | 0 |    | 191   | 369             |
| 05:45 PM                               | 0                      | 26   | 16  | 0 |    | 19                     | 87   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 23                     | 0    | 7   | 0 |    | 178   | 178             |
| Peak 15-Min<br>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                      | 132  | 96  | 0 |    | 92                     | 444  | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 92                     | 0    | 56  | 0 |    | 912   |                 |
| Heavy Trucks                           | 0                      | 12   | 4   |   |    | 4                      | 4    | 0   |   |    | 0                      | 0    | 0   |   |    | 4                      | 0    | 4   |   |    | 32    |                 |
| Pedestrians                            |                        |      |     |   |    |                        |      | 4   |   |    |                        |      |     |   |    |                        |      | 8   |   |    | 12    |                 |
| Bicycles                               | 0                      | 0    | 0   |   |    | 8                      | 4    | 0   |   |    | 0                      | 0    | 0   |   |    | 0                      | 0    | 0   |   |    | 12    |                 |
| Railroad                               |                        |      |     |   |    |                        |      |     |   |    |                        |      |     |   |    |                        |      |     |   |    |       |                 |
| Stopped Buses                          |                        |      |     |   |    |                        |      |     |   |    |                        |      |     |   |    |                        |      |     |   |    |       |                 |

## National Data &amp; Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
 City: Danla Beach  
 Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
 Date: 9/12/2019

## Total

| NS/EW Streets:   | Bryan Rd            |         |         |         | Bryan Rd   |         |         |         | Old Griffin Rd |         |         |         | Old Griffin Rd |         |         |         |       |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 28                  | 0       | 3       | 0       | 0          | 0       | 0       | 0       | 0              | 52      | 57      | 0       | 6              | 27      | 0       | 0       | 173   |
| 7:15 AM          | 27                  | 0       | 2       | 0       | 0          | 0       | 0       | 0       | 0              | 37      | 47      | 0       | 2              | 34      | 0       | 0       | 149   |
| 7:30 AM          | 29                  | 0       | 2       | 0       | 0          | 0       | 0       | 0       | 0              | 50      | 48      | 0       | 7              | 42      | 0       | 0       | 178   |
| 7:45 AM          | 24                  | 0       | 12      | 0       | 0          | 0       | 0       | 0       | 0              | 66      | 78      | 0       | 8              | 59      | 0       | 0       | 247   |
| 8:00 AM          | 29                  | 0       | 6       | 0       | 0          | 0       | 0       | 0       | 0              | 53      | 38      | 0       | 12             | 53      | 0       | 0       | 191   |
| 8:15 AM          | 22                  | 0       | 11      | 0       | 0          | 0       | 0       | 0       | 0              | 36      | 39      | 0       | 12             | 44      | 0       | 0       | 164   |
| 8:30 AM          | 20                  | 0       | 8       | 0       | 0          | 0       | 0       | 0       | 0              | 56      | 64      | 0       | 7              | 36      | 0       | 0       | 191   |
| 8:45 AM          | 30                  | 0       | 14      | 0       | 0          | 0       | 0       | 0       | 0              | 44      | 51      | 0       | 9              | 46      | 0       | 0       | 194   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET      | ER      | EU      | WL             | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 209                 | 0       | 58      | 0       | 0          | 0       | 0       | 0       | 0              | 394     | 422     | 0       | 63             | 341     | 0       | 0       | 1487  |
|                  | 78.28%              | 0.00%   | 21.72%  | 0.00%   |            |         |         |         | 0.00%          | 48.28%  | 51.72%  | 0.00%   | 15.59%         | 84.41%  | 0.00%   | 0.00%   |       |
| PEAK HR :        | 07:45 AM - 08:45 AM |         |         |         |            |         |         |         |                |         |         |         |                |         |         |         | TOTAL |
| PEAK HR VOL :    | 95                  | 0       | 37      | 0       | 0          | 0       | 0       | 0       | 0              | 211     | 219     | 0       | 39             | 192     | 0       | 0       | 793   |
| PEAK HR FACTOR : | 0.819               | 0.000   | 0.771   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.799   | 0.702   | 0.000   | 0.813          | 0.814   | 0.000   | 0.000   | 0.803 |
|                  | 0.917               |         |         |         |            |         |         |         | 0.747          |         |         |         | 0.862          |         |         |         |       |
| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 34                  | 0       | 7       | 0       | 0          | 0       | 0       | 0       | 0              | 70      | 61      | 0       | 6              | 25      | 0       | 0       | 203   |
| 4:15 PM          | 39                  | 0       | 11      | 0       | 0          | 0       | 0       | 0       | 0              | 95      | 66      | 0       | 6              | 32      | 0       | 0       | 249   |
| 4:30 PM          | 51                  | 0       | 7       | 0       | 0          | 0       | 0       | 0       | 0              | 56      | 58      | 0       | 15             | 63      | 0       | 0       | 250   |
| 4:45 PM          | 34                  | 0       | 5       | 0       | 0          | 0       | 0       | 0       | 0              | 69      | 61      | 0       | 13             | 54      | 0       | 0       | 236   |
| 5:00 PM          | 41                  | 0       | 10      | 0       | 0          | 0       | 0       | 0       | 0              | 82      | 75      | 0       | 14             | 61      | 0       | 0       | 283   |
| 5:15 PM          | 40                  | 0       | 7       | 0       | 0          | 0       | 0       | 0       | 0              | 70      | 97      | 0       | 17             | 50      | 0       | 0       | 281   |
| 5:30 PM          | 37                  | 0       | 10      | 0       | 0          | 0       | 0       | 0       | 0              | 86      | 97      | 1       | 14             | 52      | 0       | 0       | 297   |
| 5:45 PM          | 24                  | 0       | 11      | 0       | 0          | 0       | 0       | 0       | 0              | 63      | 88      | 0       | 6              | 43      | 0       | 0       | 235   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET      | ER      | EU      | WL             | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 300                 | 0       | 68      | 0       | 0          | 0       | 0       | 0       | 0              | 591     | 603     | 1       | 91             | 380     | 0       | 0       | 2034  |
|                  | 81.52%              | 0.00%   | 18.48%  | 0.00%   |            |         |         |         | 0.00%          | 49.46%  | 50.46%  | 0.08%   | 19.32%         | 80.68%  | 0.00%   | 0.00%   |       |
| PEAK HR :        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |                |         |         |         |                |         |         |         | TOTAL |
| PEAK HR VOL :    | 152                 | 0       | 32      | 0       | 0          | 0       | 0       | 0       | 0              | 307     | 330     | 1       | 58             | 217     | 0       | 0       | 1097  |
| PEAK HR FACTOR : | 0.927               | 0.000   | 0.800   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.892   | 0.851   | 0.250   | 0.853          | 0.889   | 0.000   | 0.000   | 0.923 |
|                  | 0.902               |         |         |         |            |         |         |         | 0.867          |         |         |         | 0.917          |         |         |         |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
City: Dania Beach  
Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
Date: 9/12/2019

### Cars

| NS/EW Streets:   | Bryan Rd            |       |        |       | Bryan Rd   |       |       |       | Old Griffin Rd |        |        |       | Old Griffin Rd |        |       |       |       |
|------------------|---------------------|-------|--------|-------|------------|-------|-------|-------|----------------|--------|--------|-------|----------------|--------|-------|-------|-------|
| AM               | NORTHBOUND          |       |        |       | SOUTHBOUND |       |       |       | EASTBOUND      |        |        |       | WESTBOUND      |        |       |       | TOTAL |
|                  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    |       |
| 7:00 AM          | 0                   | 0     | 0      | 0     | 0          | 0     | 0     | 0     | 0              | 0      | 0      | 0     | 0              | 0      | 0     | 0     | 162   |
| 7:15 AM          | 26                  | 0     | 1      | 0     | 0          | 0     | 0     | 0     | 0              | 35     | 44     | 0     | 2              | 33     | 0     | 0     | 138   |
| 7:30 AM          | 27                  | 0     | 2      | 0     | 0          | 0     | 0     | 0     | 0              | 50     | 45     | 0     | 7              | 41     | 0     | 0     | 172   |
| 7:45 AM          | 23                  | 0     | 12     | 0     | 0          | 0     | 0     | 0     | 0              | 63     | 73     | 0     | 8              | 57     | 0     | 0     | 236   |
| 8:00 AM          | 28                  | 0     | 6      | 0     | 0          | 0     | 0     | 0     | 0              | 53     | 36     | 0     | 11             | 53     | 0     | 0     | 187   |
| 8:15 AM          | 21                  | 0     | 8      | 0     | 0          | 0     | 0     | 0     | 0              | 36     | 33     | 0     | 12             | 43     | 0     | 0     | 153   |
| 8:30 AM          | 18                  | 0     | 7      | 0     | 0          | 0     | 0     | 0     | 0              | 55     | 58     | 0     | 7              | 36     | 0     | 0     | 181   |
| 8:45 AM          | 28                  | 0     | 14     | 0     | 0          | 0     | 0     | 0     | 0              | 42     | 50     | 0     | 9              | 46     | 0     | 0     | 189   |
| TOTAL VOLUMES :  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 193                 | 0     | 52     | 0     | 0          | 0     | 0     | 0     | 0              | 384    | 392    | 0     | 62             | 335    | 0     | 0     | 1418  |
|                  | 78.78%              | 0.00% | 21.22% | 0.00% |            |       |       |       | 0.00%          | 49.48% | 50.52% | 0.00% | 15.62%         | 84.38% | 0.00% | 0.00% |       |
| PEAK HR :        | 07:45 AM - 08:45 AM |       |        |       |            |       |       |       |                |        |        |       |                |        |       |       | TOTAL |
| PEAK HR VOL :    | 90                  | 0     | 33     | 0     | 0          | 0     | 0     | 0     | 0              | 207    | 200    | 0     | 38             | 189    | 0     | 0     | 757   |
| PEAK HR FACTOR : | 0.80                | 0.000 | 0.688  | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000          | 0.821  | 0.685  | 0.000 | 0.792          | 0.829  | 0.000 | 0.000 | 0.802 |
|                  |                     |       |        |       |            |       |       |       |                | 0.748  |        |       |                | 0.873  |       |       |       |
| PM               | NORTHBOUND          |       |        |       | SOUTHBOUND |       |       |       | EASTBOUND      |        |        |       | WESTBOUND      |        |       |       | TOTAL |
|                  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    |       |
| 4:00 PM          | 0                   | 0     | 0      | 0     | 0          | 0     | 0     | 0     | 0              | 0      | 0      | 0     | 0              | 0      | 0     | 0     | 194   |
| 4:15 PM          | 32                  | 0     | 7      | 0     | 0          | 0     | 0     | 0     | 0              | 69     | 56     | 0     | 6              | 24     | 0     | 0     | 243   |
| 4:30 PM          | 37                  | 0     | 10     | 0     | 0          | 0     | 0     | 0     | 0              | 95     | 65     | 0     | 6              | 30     | 0     | 0     | 237   |
| 4:45 PM          | 44                  | 0     | 7      | 0     | 0          | 0     | 0     | 0     | 0              | 56     | 54     | 0     | 14             | 62     | 0     | 0     | 232   |
| 5:00 PM          | 33                  | 0     | 5      | 0     | 0          | 0     | 0     | 0     | 0              | 69     | 60     | 0     | 13             | 52     | 0     | 0     |       |
| 5:15 PM          | 40                  | 0     | 10     | 0     | 0          | 0     | 0     | 0     | 0              | 81     | 74     | 0     | 14             | 60     | 0     | 0     | 279   |
| 5:30 PM          | 39                  | 0     | 6      | 0     | 0          | 0     | 0     | 0     | 0              | 70     | 96     | 0     | 17             | 48     | 0     | 0     | 276   |
| 5:45 PM          | 35                  | 0     | 10     | 0     | 0          | 0     | 0     | 0     | 0              | 85     | 95     | 1     | 14             | 51     | 0     | 0     | 291   |
|                  | 24                  | 0     | 11     | 0     | 0          | 0     | 0     | 0     | 0              | 62     | 88     | 0     | 4              | 43     | 0     | 0     | 232   |
| TOTAL VOLUMES :  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 284                 | 0     | 66     | 0     | 0          | 0     | 0     | 0     | 0              | 587    | 588    | 1     | 88             | 370    | 0     | 0     | 1984  |
|                  | 81.14%              | 0.00% | 18.86% | 0.00% |            |       |       |       | 0.00%          | 49.91% | 50.00% | 0.09% | 19.21%         | 80.79% | 0.00% | 0.00% |       |
| PEAK HR :        | 04:45 PM - 05:45 PM |       |        |       |            |       |       |       |                |        |        |       |                |        |       |       | TOTAL |
| PEAK HR VOL :    | 147                 | 0     | 31     | 0     | 0          | 0     | 0     | 0     | 0              | 305    | 325    | 1     | 58             | 211    | 0     | 0     | 1078  |
| PEAK HR FACTOR : | 0.92                | 0.000 | 0.775  | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000          | 0.897  | 0.846  | 0.250 | 0.853          | 0.879  | 0.000 | 0.000 | 0.926 |
|                  |                     |       |        |       |            |       |       |       |                | 0.872  |        |       |                | 0.909  |       |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
City: Dania Beach  
Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
Date: 9/12/2019

**HT**

| NS/EW Streets:  | Bryan Rd            |         |         |         | Bryan Rd   |         |         |         | Old Griffin Rd |          |          |         | Old Griffin Rd |          |         |         |             |
|-----------------|---------------------|---------|---------|---------|------------|---------|---------|---------|----------------|----------|----------|---------|----------------|----------|---------|---------|-------------|
| AM              | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |          |          |         | WESTBOUND      |          |         |         | TOTAL       |
|                 | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET       | ER       | EU      | WL             | WT       | WR      | WU      |             |
| 7:00 AM         | 2                   | 0       | 2       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 4        | 0       | 0              | 1        | 0       | 0       | 11          |
| 7:15 AM         | 5                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 3        | 0       | 0              | 1        | 0       | 0       | 11          |
| 7:30 AM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 3        | 0       | 0              | 1        | 0       | 0       | 6           |
| 7:45 AM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 3        | 5        | 0       | 0              | 2        | 0       | 0       | 11          |
| 8:00 AM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 2        | 0       | 1              | 0        | 0       | 0       | 4           |
| 8:15 AM         | 1                   | 0       | 3       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 6        | 0       | 0              | 1        | 0       | 0       | 11          |
| 8:30 AM         | 2                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0              | 1        | 6        | 0       | 0              | 0        | 0       | 0       | 10          |
| 8:45 AM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 1        | 0       | 0              | 0        | 0       | 0       | 5           |
| TOTAL VOLUMES:  | NL<br>16            | NT<br>0 | NR<br>6 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>10 | ER<br>30 | EU<br>0 | WL<br>1        | WT<br>6  | WR<br>0 | WU<br>0 | TOTAL<br>69 |
| APPROACH %'s:   | 72.73%              | 0.00%   | 27.27%  | 0.00%   |            |         |         |         | 0.00%          | 25.00%   | 75.00%   | 0.00%   | 14.29%         | 85.71%   | 0.00%   | 0.00%   |             |
| PEAK HR:        | 07:45 AM - 08:45 AM |         |         |         |            |         |         |         |                |          |          |         |                |          |         |         | TOTAL<br>36 |
| PEAK HR VOL:    | 5                   | 0       | 4       | 0       | 0          | 0       | 0       | 0       | 0              | 4        | 19       | 0       | 1              | 3        | 0       | 0       | 36          |
| PEAK HR FACTOR: | 0.625               | 0.000   | 0.333   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.333    | 0.792    | 0.000   | 0.250          | 0.375    | 0.000   | 0.000   | 0.818       |
|                 | 0.563               |         |         |         |            |         |         |         |                | 0.719    |          |         |                | 0.500    |         |         |             |
| PM              | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |          |          |         | WESTBOUND      |          |         |         | TOTAL       |
|                 | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET       | ER       | EU      | WL             | WT       | WR      | WU      |             |
| 4:00 PM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 1        | 5        | 0       | 0              | 1        | 0       | 0       | 9           |
| 4:15 PM         | 2                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 1        | 0       | 0              | 2        | 0       | 0       | 6           |
| 4:30 PM         | 7                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 4        | 0       | 1              | 1        | 0       | 0       | 13          |
| 4:45 PM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 1        | 0       | 0              | 2        | 0       | 0       | 4           |
| 5:00 PM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 1        | 1        | 0       | 0              | 1        | 0       | 0       | 4           |
| 5:15 PM         | 1                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 1        | 0       | 0              | 2        | 0       | 0       | 5           |
| 5:30 PM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 1        | 2        | 0       | 0              | 1        | 0       | 0       | 6           |
| 5:45 PM         | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 1        | 0        | 0       | 2              | 0        | 0       | 0       | 3           |
| TOTAL VOLUMES:  | NL<br>16            | NT<br>0 | NR<br>2 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>4  | ER<br>15 | EU<br>0 | WL<br>3        | WT<br>10 | WR<br>0 | WU<br>0 | TOTAL<br>50 |
| APPROACH %'s:   | 88.89%              | 0.00%   | 11.11%  | 0.00%   |            |         |         |         | 0.00%          | 21.05%   | 78.95%   | 0.00%   | 23.08%         | 76.92%   | 0.00%   | 0.00%   |             |
| PEAK HR:        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |                |          |          |         |                |          |         |         | TOTAL<br>19 |
| PEAK HR VOL:    | 5                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 5        | 0       | 0              | 6        | 0       | 0       | 19          |
| PEAK HR FACTOR: | 0.63                | 0.000   | 0.250   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.500    | 0.625    | 0.000   | 0.000          | 0.750    | 0.000   | 0.000   | 0.792       |
|                 | 0.750               |         |         |         |            |         |         |         |                | 0.583    |          |         |                | 0.750    |         |         |             |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
City: Dania Beach  
Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
Date: 9/12/2019

### Bikes

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |       |       | Old Griffin Rd            |       |       |       | Old Griffin Rd            |       |       |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|-------|-------|---------------------------|-------|-------|-------|---------------------------|-------|-------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |       |       | EASTBOUND                 |       |       |       | WESTBOUND                 |       |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 1     | 0     | 1                         | 0     | 0     | 0     | 2     |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 1     |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 0     | 0     | 0     | 1     |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 2     | 0     | 0                         | 0     | 0     | 0     | 2     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 3     | 0     | 1                         | 1     | 0     | 0     | 6     |
| PEAK HR :        | 07:45 AM - 08:45 AM |       |       |       |            |       |       |       | 0.00% 25.00% 75.00% 0.00% |       |       |       | 50.00% 50.00% 0.00% 0.00% |       |       |       | TOTAL |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 1     | 0     | 0     | 2     |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000                     | 0.250 | 0.000 | 0.000 | 0.000                     | 0.250 | 0.000 | 0.000 | 0.500 |
|                  |                     |       |       |       |            |       |       |       | 0.250                     |       |       |       | 0.250                     |       |       |       |       |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |       |       | EASTBOUND                 |       |       |       | WESTBOUND                 |       |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    |       |
| 4:00 PM          | 1                   | 0     | 1     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 0     | 0     | 0     | 3     |
| 4:15 PM          | 1                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 1     |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 4:45 PM          | 1                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 2     |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 5:15 PM          | 0                   | 0     | 1     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 1     |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 1     |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    | TOTAL |
| APPROACH %'s :   | 3                   | 0     | 2     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 2     | 0     | 0     | 8     |
| PEAK HR :        | 04:45 PM - 05:45 PM |       |       |       |            |       |       |       | 0.00% 100.00% 0.00% 0.00% |       |       |       | 0.00% 100.00% 0.00% 0.00% |       |       |       | TOTAL |
| PEAK HR VOL :    | 1                   | 0     | 1     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 2     | 0     | 0     | 4     |
| PEAK HR FACTOR : | 0.25                | 0.000 | 0.250 | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000                     | 0.000 | 0.000 | 0.000 | 0.000                     | 0.500 | 0.000 | 0.000 | 0.500 |
|                  |                     |       |       |       |            |       |       |       |                           |       |       |       | 0.500                     |       |       |       |       |



# Intersection Turning Movement Count

Project ID: 19-03588-003  
Date: 9/12/2019

| PM               | NORTH LEG           |    | SOUTH LEG |    | EAST LEG |    | WEST LEG |    | TOTAL |
|------------------|---------------------|----|-----------|----|----------|----|----------|----|-------|
|                  | EB                  | WB | EB        | WB | NB       | SB | NB       | SB |       |
| 4:00 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 4:15 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 4:30 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 4:45 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:00 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:15 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:30 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:45 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| TOTAL VOLUMES :  | EB                  | WB | EB        | WB | NB       | SB | NB       | SB | TOTAL |
| APPROACH %'s :   | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| PEAK HR :        | 04:45 PM - 05:45 PM |    |           |    |          |    |          |    | TOTAL |
| PEAK HR VOL :    | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| PEAK HR FACTOR : |                     |    |           |    |          |    |          |    |       |

# Bryan Rd & Old Griffin Rd

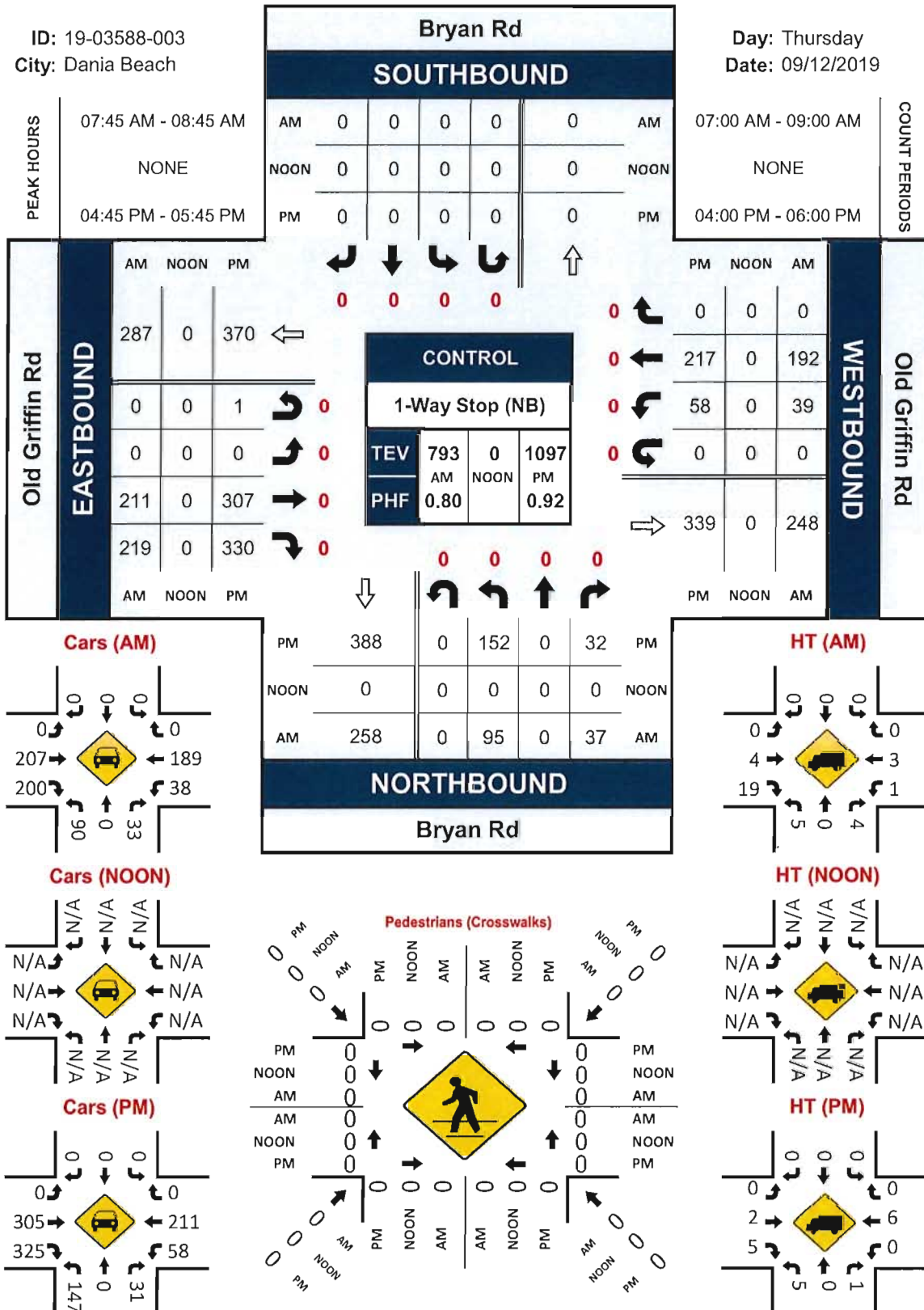
## Peak Hour Turning Movement Count

ID: 19-03588-003

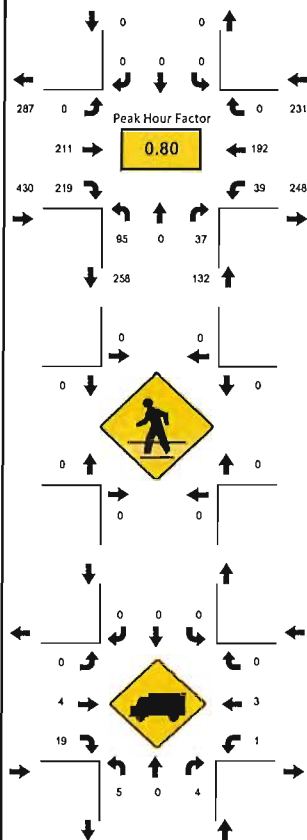
City: Dania Beach

Day: Thursday

Date: 09/12/2019



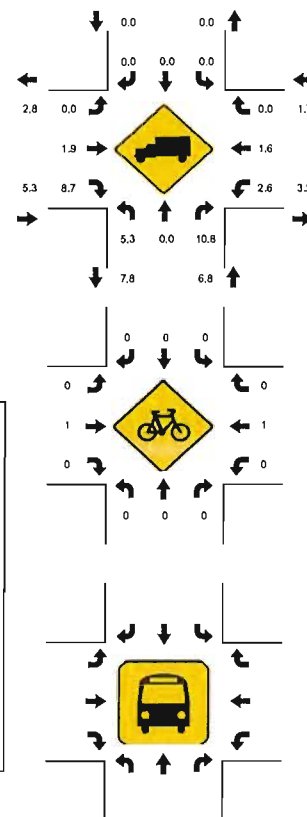
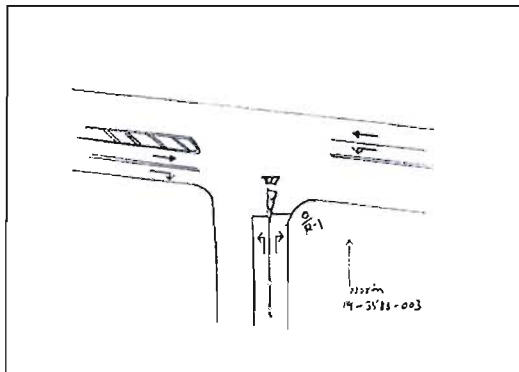
PROJECT ID: 19-03588-003  
DATE: 09/12/2019



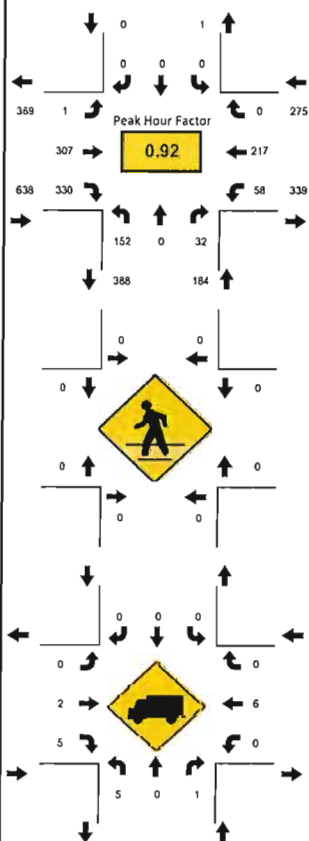
Peak-Hour: 07:45 AM - 08:45 AM  
Peak 15-Minute: 07:45 AM - 08:00 AM



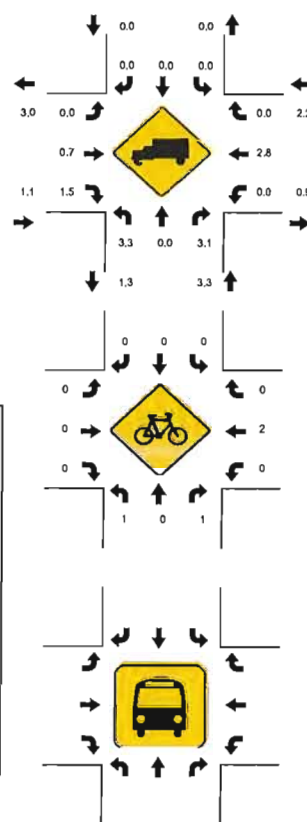
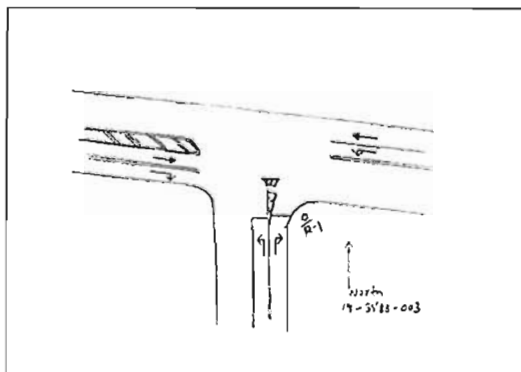
## National Data & Surveying Services

[illegible]

PROJECT ID: 19-03588-003  
DATE: 09/12/2019



National Data &amp; Surveying Services

[illegible]



## APPENDIX C: INTERNAL CAPTURE MATRICES AND PASS-BY CAPTURE DATA

# 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

| INPUT |  | GROSS TRIP GENERATION |       |       |                |      |                |      |
|-------|--|-----------------------|-------|-------|----------------|------|----------------|------|
|       |  | Land Use              | Daily |       | A.M. Peak Hour |      | P.M. Peak Hour |      |
|       |  |                       | Enter | Exit  | Enter          | Exit | Enter          | Exit |
|       |  | Office                | 78    | 750   | 10             | 9    | 12             | 6    |
|       |  | Retail                | 378   | 378   | 12             | 7    | 36             | 40   |
|       |  | Restaurant            | 1,048 | 1,048 | 9              | 9    | 131            | 64   |
|       |  | Cinema/Entertainment  |       |       |                |      |                |      |
|       |  | Residential           | 1,603 | 1,603 | 54             | 172  | 163            | 104  |
| Hotel |  |                       |       |       |                |      |                |      |
|       |  | 3,107                 | 3,779 | 85    | 197            | 342  | 214            |      |

| INTERNAL TRIPS |  |                      |       |      |                |       |                |      |
|----------------|--|----------------------|-------|------|----------------|-------|----------------|------|
| OUTPUT         |  | Land Use             | Daily |      | A.M. Peak Hour |       | P.M. Peak Hour |      |
|                |  |                      | Enter | Exit | Enter          | Exit  | Enter          | Exit |
|                |  | Office               | 54    | 218  | 1              | 5     | 7              | 1    |
|                |  | Retail               | 236   | 169  | 6              | 2     | 23             | 23   |
|                |  | Restaurant           | 388   | 241  | 5              | 2     | 30             | 32   |
|                |  | Cinema/Entertainment | 0     | 0    | 0              | 0     | 0              | 0    |
|                |  | Residential          | 202   | 252  | 1              | 4     | 22             | 26   |
|                |  | Hotel                | 0     | 0    | 0              | 0     | 0              | 0    |
|                |  | 880                  | 880   | 13   | 13             | 82    | 82             |      |
| % Reduction    |  | 25.6%                |       | 9.2% |                | 29.5% |                |      |

| EXTERNAL TRIPS |  |                      |       |       |                |      |                |      |
|----------------|--|----------------------|-------|-------|----------------|------|----------------|------|
| OUTPUT         |  | Land Use             | Daily |       | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                |  |                      | Enter | Exit  | Enter          | Exit | Enter          | Exit |
|                |  | Office               | 24    | 532   | 9              | 4    | 5              | 5    |
|                |  | Retail               | 142   | 209   | 6              | 5    | 13             | 17   |
|                |  | Restaurant           | 660   | 807   | 4              | 7    | 101            | 32   |
|                |  | Cinema/Entertainment | 0     | 0     | 0              | 0    | 0              | 0    |
|                |  | Residential          | 1,401 | 1,351 | 53             | 168  | 141            | 78   |
|                |  | Hotel                | 0     | 0     | 0              | 0    | 0              | 0    |
|                |  | 2,227                | 2,899 | 72    | 184            | 260  | 132            |      |



**Table E.28 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period  
Land Use Code 912—Drive-in Bank**

| SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION              | SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD           | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                      |
|--------------------------------|-----------------------|----------------|----------------------|-----------------------|---------------------|-----------------------|----------|-------|------------------------------------|-----------------------------|
|                                |                       |                |                      |                       |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                             |
| 3.8                            | Colonial<br>Park, PA  | March 2005     | 63                   | 11:15 a.m.–12:15 p.m. | 33                  | —                     | —        | 67    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | Camp Hill<br>Mall, PA | March 2005     | 103                  | 11:00 a.m.–12:00 p.m. | 77                  | —                     | —        | 23    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | Exeter<br>Twp, PA     | March 2005     | 34                   | 10:30–11:30 a.m.      | 37                  | —                     | —        | 63    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | York, PA              | March 2005     | 53                   | 10:15–11:15 a.m.      | 33                  | —                     | —        | 67    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | York, PA              | March 2005     | 25                   | 10:45–11:45 a.m.      | 12                  | —                     | —        | 88    | —                                  | McMahon<br>Associates, Inc. |

Average Pass-By Trip Percentage: 38

“—” means no data were provided

**Table E.29 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 931—Quality Restaurant**

| SEATS | SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY<br>TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                       |
|-------|--------------------------------|------------------------|---------------------------|----------------------|----------------|----------------------------|-----------------------|----------|-------|---------------------------------------|------------------------------|
|       |                                |                        |                           |                      |                |                            | PRIMARY               | DIVERTED | TOTAL |                                       |                              |
| 240   | 12                             | Louisville<br>area, KY | July 1993                 | 38                   | 4:00–6:00 p.m. | 26                         | 36                    | 38       | 74    | 4,145                                 | Barton-<br>Aschman<br>Assoc. |
| —     | 8                              | Orlando,<br>FL         | 1992                      | 168                  | 4:00–6:00 p.m. | 45                         | —                     | —        | 55    | —                                     | TPD Inc.                     |
| —     | 8.8                            | Orlando,<br>FL         | 1992                      | 84                   | 2:00–6:00 p.m. | 44                         | 40                    | 18       | 56    | —                                     | TPD Inc.                     |
| —     | 6.5                            | Orlando,<br>FL         | 1995                      | 173                  | 2:00–6:00 p.m. | 62                         | —                     | —        | 38    | —                                     | TPD Inc.                     |

Average Pass-By Trip Percentage: 44

“—” means no data were provided

**Table E.30 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 932—High-Turnover (Sit-Down) Restaurant**

| SEATS | SIZE<br>(1,000<br>SQ. FT.<br>GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ.<br>STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                       |
|-------|-----------------------------------|------------------------|---------------------------|----------------------|----------------|-------------------------|-----------------------|----------|-------|------------------------------------------|------------------------------|
|       |                                   |                        |                           |                      |                |                         | PRIMARY               | DIVERTED | TOTAL |                                          |                              |
| —     | 5.8                               | Orlando, FL            | 1992                      | 150                  | 2:00–6:00 p.m. | 32                      | —                     | —        | 68    | —                                        | TPD Inc.                     |
| —     | 5                                 | Casselberry,<br>FL     | 1992                      | 65                   | 2:00–6:00 p.m. | 58                      | —                     | —        | 42    | —                                        | TPD Inc.                     |
| 168   | 5.3                               | Louisville<br>area, KY | 1993                      | 24                   | 4:00–6:00 p.m. | 50                      | 37                    | 13       | 50    | 1,615                                    | Barton-<br>Aschman<br>Assoc. |
| 169   | 2.9                               | Louisville<br>area, KY | 1993                      | 41                   | 4:00–6:00 p.m. | 37                      | 27                    | 36       | 63    | 3,935                                    | Barton-<br>Aschman<br>Assoc. |
| 150   | 3.1                               | Louisville<br>area, KY | 1993                      | 21                   | 4:00–6:00 p.m. | 38                      | 29                    | 33       | 62    | 2,580                                    | Barton-<br>Aschman<br>Assoc. |
| 250   | 7.1                               | New Albany,<br>IN      | 1993                      | —                    | 4:00–6:00 p.m. | 23                      | 23                    | 54       | 77    | 1,565                                    | Barton-<br>Aschman<br>Assoc. |
| —     | 8                                 | Kissimmee,<br>FL       | 1995                      | 664                  | 2:00–6:00 p.m. | 40                      | 39                    | 21       | 60    | —                                        | TPD Inc.                     |
| —     | 11                                | Orlando, FL            | 1996                      | 267                  | 2:00–6:00 p.m. | 38                      | 43                    | 19       | 62    | —                                        | TPD Inc.                     |
| —     | 12                                | Orlando, FL            | 1996                      | 317                  | 2:00–6:00 p.m. | 29                      | 51                    | 20       | 71    | —                                        | TPD Inc.                     |
| —     | 4.6                               | Orlando, FL            | 1992                      | 276                  | 2:00–6:00 p.m. | 63                      | —                     | —        | 37    | —                                        | TPD Inc.                     |
| —     | 5.7                               | Orlando, FL            | 1994                      | 308                  | 2:00–6:00 p.m. | 57                      | —                     | —        | 43    | —                                        | TPD Inc.                     |
| —     | 6.2                               | Orlando, FL            | 1995                      | 521                  | 2:00–6:00 p.m. | 46                      | 43                    | 11       | 54    | —                                        | TPD Inc.                     |

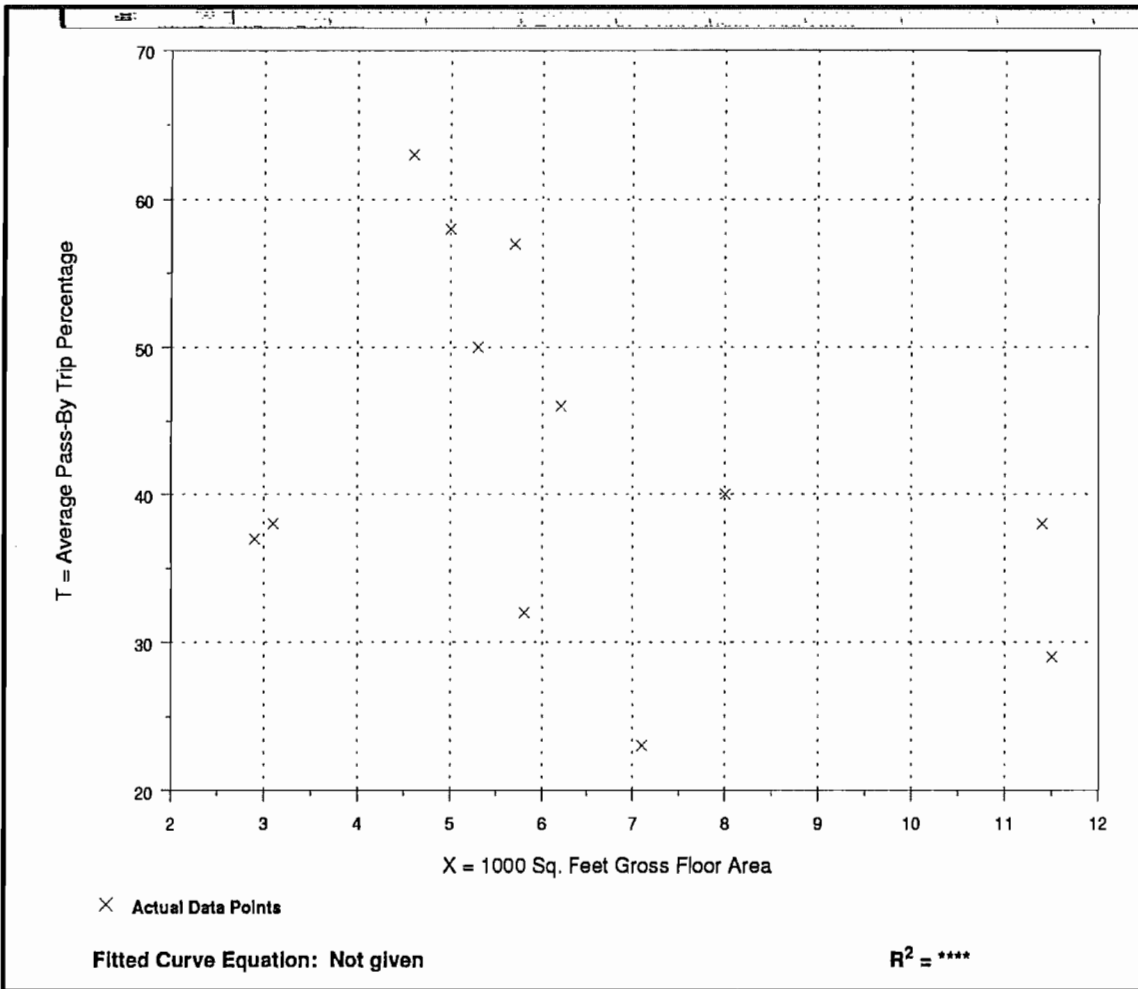
Average Pass-By Trip Percentage: 43

“—” means no data were provided

**Figure E.16 High-Turnover (Sit-Down) Restaurant (932)**

Average Pass-By-Trip Percentage vs: 1,000 Sq. Ft. Gross Floor Area  
 On a: Weekday, PM Peak Period  
 Number of Studies: 12  
 Average 1,000 Sq. Ft. GFA: 6.4

**Data Plot**



**Table E.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period  
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

| SEATS | SIZE (1,000<br>SQ. FT.<br>GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                         |
|-------|--------------------------------|------------------------|---------------------------|----------------------|----------------|---------------------|-----------------------|----------|-------|------------------------------------|--------------------------------|
|       |                                |                        |                           |                      |                |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                                |
| —     | <5                             | Chicago suburbs,<br>IL | 1987                      | 84                   | 7:00–9:00 a.m. | 44                  | —                     | —        | 56    | —                                  | Kenig, O'Hara,<br>Humes, Flock |
| 88    | 1.4                            | Louisville area, KY    | 1993                      | —                    | 7:00–9:00 a.m. | 62                  | 22                    | 16       | 38    | 1,407                              | Barton-Aschman<br>Assoc.       |
| 100   | 3.6                            | Louisville, KY         | 1993                      | —                    | 7:00–9:00 a.m. | 32                  | 47                    | 21       | 68    | 437                                | Barton-Aschman<br>Assoc.       |
| 87    | 4.2                            | New Albany, IN         | 1993                      | —                    | 7:00–9:00 a.m. | 46                  | 23                    | 31       | 54    | 1,049                              | Barton-Aschman<br>Assoc.       |
| 150   | 3.0                            | Louisville area, KY    | 1993                      | —                    | 7:00–9:00 a.m. | 43                  | 14                    | 43       | 57    | 2,903                              | Barton-Aschman<br>Assoc.       |
| —     | 3.3                            | varies                 | 1996                      | —                    | 6:00–9:00 a.m. | 68                  | —                     | —        | 32    | —                                  | Orade Engineering              |

Average Pass-By Trip Percentage: 49

“—” means no data were provided

**Table E.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

| SEATS | SIZE<br>(1,000<br>SQ.<br>FT.<br>GFA) | LOCATION                 | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY<br>TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ.<br>STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                         |
|-------|--------------------------------------|--------------------------|---------------------------|----------------------|----------------|----------------------------|-----------------------|----------|-------|------------------------------------------|--------------------------------|
|       |                                      |                          |                           |                      |                |                            | PRIMARY               | DIVERTED | TOTAL |                                          |                                |
| —     | ~2.6                                 | Minn-St.<br>Paul, MN     | 1987                      | 50                   | 3:00–7:00 p.m. | 25                         | 27                    | 48       | 75    | —                                        | —                              |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 80                   | 3:00–6:00 p.m. | 38                         | —                     | —        | 62    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 100                  | 3:00–6:00 p.m. | 55                         | —                     | —        | 45    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 159                  | 3:00–6:00 p.m. | 56                         | —                     | —        | 44    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 225                  | 3:00–6:00 p.m. | 48                         | —                     | —        | 52    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 88                   | 3:00–6:00 p.m. | 35                         | —                     | —        | 65    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 84                   | 3:00–6:00 p.m. | 44                         | —                     | —        | 56    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| 88    | 1.3                                  | Louisville<br>area, KY   | 1993                      | —                    | 4:00–6:00 p.m. | 68                         | 22                    | 10       | 32    | 2,055                                    | Barton-<br>Aschman<br>Assoc.   |
| 120   | 1.9                                  | Louisville<br>area, KY   | 1993                      | 33                   | 4:00–6:00 p.m. | 67                         | 24                    | 9        | 33    | 2,447                                    | Barton-<br>Aschman<br>Assoc.   |
| 87    | 4.2                                  | New Albany,<br>IN        | 1993                      | —                    | 4:00–6:00 p.m. | 56                         | 25                    | 19       | 44    | 1,632                                    | Barton-<br>Aschman<br>Assoc.   |
| 150   | 3.0                                  | Louisville<br>area, KY   | 1993                      | —                    | 4:00–6:00 p.m. | 31                         | 31                    | 38       | 69    | 4,250                                    | Barton-<br>Aschman<br>Assoc.   |
| —     | 3.1                                  | Kissimmee,<br>FL         | 1995                      | 28                   | 2:00–6:00 p.m. | 71                         | —                     | —        | 29    | —                                        | TPD Inc.                       |
| —     | 3.1                                  | Apopka, FL               | 1996                      | 29                   | 2:00–6:00 p.m. | 38                         | —                     | —        | 62    | —                                        | TPD Inc.                       |
| —     | 2.8                                  | Winter<br>Springs, FL    | 1995                      | 47                   | 2:00–6:00 p.m. | 66                         | —                     | —        | 34    | —                                        | TPD Inc.                       |
| —     | 4.3                                  | Longwood,<br>FL          | 1994                      | 304                  | 2:00–6:00 p.m. | 62                         | —                     | —        | 38    | —                                        | TPD Inc.                       |
| —     | 3.2                                  | Altamonte<br>Springs, FL | 1996                      | 202                  | 2:00–6:00 p.m. | 40                         | 39                    | 21       | 60    | —                                        | TPD Inc.                       |
| —     | 2.9                                  | Winter Park,<br>FL       | 1996                      | 271                  | 2:00–6:00 p.m. | 41                         | 41                    | 18       | 59    | —                                        | TPD Inc.                       |
| —     | 3.3*                                 | several                  | 1996                      | varies               | 4:00–6:00 p.m. | 62                         | —                     | —        | 38    | —                                        | Oracle<br>Engineering          |

\*Average of several combined studies.

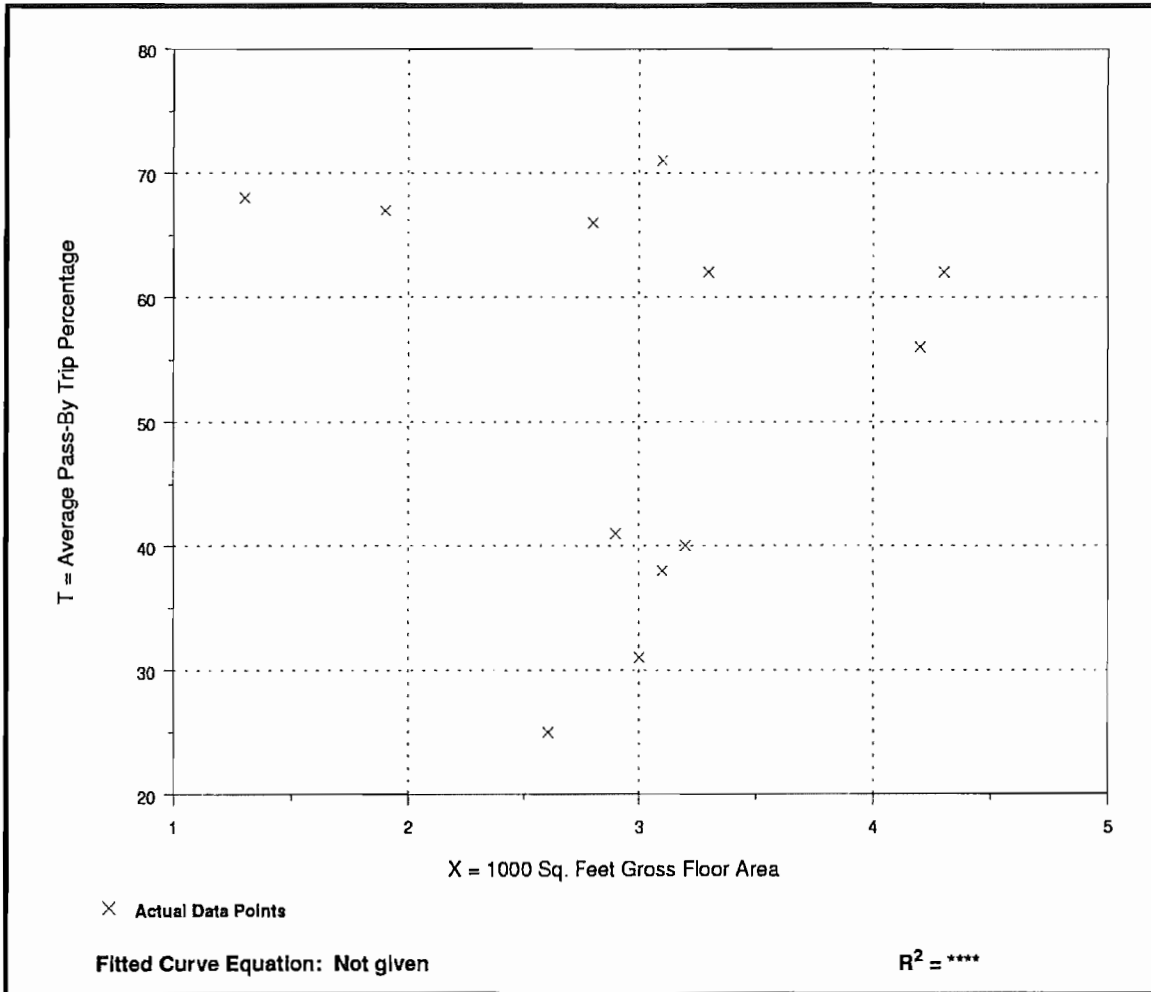
Average Pass-By Trip Percentage: 50

“—” means no data were provided

**Figure E.17 Fast-Food Restaurant with Drive-Through Window (934)**

Average Pass-By/Trip Percentage vs: 1,000 Sq. Ft. Gross Floor Area  
On a: Weekday, PM Peak Period  
Number of Studies: 12  
Average 1,000 Sq. Ft. GFA: 3.0

**Data Plot**







## **APPENDIX D: VOLUME DEVELOPMENT WORKSHEETS AND SIGNAL TIMING**

**VOLUME DEVELOPMENT SHEET**  
**DANIA MARINA 70 WAVE & 90 WAVE**  
**BRYAN ROAD & STIRLING ROAD**  
**EXISTING GEOMETRY**

Growth Rate = 1.60%  
Peak Season = 1.08      1.08  
Buildout Year = 2024      2024  
Years = 5      5

**AM Peak Hour**

|                                      | Northbound |      |    | Southbound |      |       | Eastbound |       |    | Westbound |       |       |
|--------------------------------------|------------|------|----|------------|------|-------|-----------|-------|----|-----------|-------|-------|
|                                      | LT         | Thru | RT | LT         | Thru | RT    | LT        | Thru  | RT | LT        | Thru  | RT    |
| Existing Volume on 9/12/2019         | 0          | 0    | 0  | 74         | 0    | 118   | 131       | 951   | 0  | 0         | 864   | 51    |
| Peak Season Volume                   | 0          | 0    | 0  | 80         | 0    | 127   | 141       | 1,027 | 0  | 0         | 933   | 55    |
| Traffic Volume Growth                | 0          | 0    | 0  | 7          | 0    | 10    | 12        | 85    | 0  | 0         | 77    | 5     |
| Committed Development (150 S Bryan)  | 0          | 0    | 0  | 30         | 0    | 23    | 9         | 0     | 0  | 0         | 0     | 7     |
| Committed Development (Dania Pointe) | 0          | 0    | 0  | 25         | 0    | 131   | 210       | 17    | 0  | 0         | 39    | 39    |
| Background Traffic Volumes           | 0          | 0    | 0  | 142        | 0    | 291   | 372       | 1,129 | 0  | 0         | 1,049 | 106   |
| Project Traffic                      |            |      |    |            |      |       |           |       |    |           |       |       |
| Inbound Traffic Assignment           |            |      |    |            |      |       | 46.0%     |       |    |           |       | 13.0% |
| Inbound Traffic Volumes              |            |      |    |            |      |       | 61        |       |    |           |       | 17    |
| Outbound Traffic Assignment          |            |      |    | 13.0%      |      | 46.0% |           |       |    |           |       |       |
| Outbound Traffic Volumes             |            |      |    | 30         |      | 108   |           |       |    |           |       |       |
| Project Traffic                      | 0          | 0    | 0  | 30         | 0    | 108   | 61        | 0     | 0  | 0         | 0     | 17    |
| Total Traffic w/o RTOR               | 0          | 0    | 0  | 172        | 0    | 399   | 433       | 1,129 | 0  | 0         | 1,049 | 123   |
| RTOR Reduction                       |            |      |    |            |      | (60)  |           |       |    |           |       | (60)  |
| TOTAL TRAFFIC                        | 0          | 0    | 0  | 172        | 0    | 339   | 433       | 1,129 | 0  | 0         | 1,049 | 63    |

**PM Peak Hour**

|                                      | Northbound |      |    | Southbound |      |       | Eastbound |       |    | Westbound |       |       |
|--------------------------------------|------------|------|----|------------|------|-------|-----------|-------|----|-----------|-------|-------|
|                                      | LT         | Thru | RT | LT         | Thru | RT    | LT        | Thru  | RT | LT        | Thru  | RT    |
| Existing Volume on 9/12/2019         | 0          | 0    | 0  | 152        | 0    | 225   | 95        | 954   | 0  | 0         | 1,350 | 67    |
| Peak Season Volume                   | 0          | 0    | 0  | 164        | 0    | 243   | 103       | 1,030 | 0  | 0         | 1,458 | 72    |
| Traffic Volume Growth                | 0          | 0    | 0  | 14         | 0    | 20    | 9         | 85    | 0  | 0         | 120   | 6     |
| Committed Development (150 S Bryan)  | 0          | 0    | 0  | 14         | 0    | 17    | 27        | 0     | 0  | 0         | 0     | 22    |
| Committed Development (Dania Pointe) | 0          | 0    | 0  | 70         | 0    | 363   | 220       | 47    | 0  | 0         | 41    | 41    |
| Background Traffic Volumes           | 0          | 0    | 0  | 262        | 0    | 643   | 359       | 1,162 | 0  | 0         | 1,619 | 141   |
| Project Traffic                      |            |      |    |            |      |       |           |       |    |           |       |       |
| Inbound Traffic Assignment           |            |      |    |            |      |       | 46.0%     |       |    |           |       | 13.0% |
| Inbound Traffic Volumes              |            |      |    |            |      |       | 126       |       |    |           |       | 35    |
| Outbound Traffic Assignment          |            |      |    | 13.0%      |      | 46.0% |           |       |    |           |       |       |
| Outbound Traffic Volumes             |            |      |    | 18         |      | 63    |           |       |    |           |       |       |
| Project Traffic                      | 0          | 0    | 0  | 18         | 0    | 63    | 126       | 0     | 0  | 0         | 0     | 35    |
| Total Traffic w/o RTOR               | 0          | 0    | 0  | 280        | 0    | 706   | 485       | 1,162 | 0  | 0         | 1,619 | 176   |
| RTOR Reduction                       |            |      |    |            |      | (60)  |           |       |    |           |       | (60)  |
| TOTAL TRAFFIC                        | 0          | 0    | 0  | 280        | 0    | 646   | 485       | 1,162 | 0  | 0         | 1,619 | 116   |

**VOLUME DEVELOPMENT SHEET**  
**DANIA MARINA 70 WAVE & 90 WAVE**  
**BRYAN ROAD & NW 1ST STREET**  
**EXISTING GEOMETRY**

Growth Rate = 1.60%  
Peak Season = 1.08 1.08  
Bulldout Year = 2024 2024  
Years = 5 5

**AM Peak Hour**

|                                      | Northbound |       |      | Southbound |       |    | Eastbound |      |    | Westbound |       |    |
|--------------------------------------|------------|-------|------|------------|-------|----|-----------|------|----|-----------|-------|----|
|                                      | LT         | Thru  | RT   | LT         | Thru  | RT | LT        | Thru | RT | LT        | Thru  | RT |
| Existing Volume on 9/12/2019         | 0          | 129   | 60   | 46         | 165   | 0  | 0         | 0    | 0  | 109       | 0     | 63 |
| Peak Season Volume                   | 0          | 139   | 65   | 50         | 178   | 0  | 0         | 0    | 0  | 118       | 0     | 68 |
| Traffic Volume Growth                | 0          | 11    | 5    | 4          | 15    | 0  | 0         | 0    | 0  | 10        | 0     | 6  |
| Committed Development (150 S Bryan)  | 0          | 21    | 0    | 0          | 7     | 0  | 0         | 0    | 0  | 0         | 0     | 0  |
| Committed Development (Dania Pointe) | 0          | 63    | 21   | 0          | 171   | 0  | 0         | 0    | 0  | 23        | 0     | 23 |
| Background Traffic Volumes           | 0          | 234   | 91   | 54         | 371   | 0  | 0         | 0    | 0  | 151       | #REF! | 97 |
| Project Traffic                      |            |       |      |            |       |    |           |      |    |           |       |    |
| Inbound Traffic Assignment           |            |       |      |            | 35.0% |    |           |      |    | 6.0%      |       |    |
| Inbound Traffic Volumes              |            |       |      |            | 47    |    |           |      |    | 8         |       |    |
| Outbound Traffic Assignment          |            | 35.0% | 6.0% |            |       |    |           |      |    |           |       |    |
| Outbound Traffic Volumes             |            | 82    | 14   |            |       |    |           |      |    |           |       |    |
| Project Traffic                      | 0          | 82    | 14   | 0          | 47    | 0  | 0         | 0    | 0  | 8         | 0     | 0  |
| Total Traffic w/o RTOR               | 0          | 316   | 105  | 54         | 418   | 0  | 0         | 0    | 0  | 159       | #REF! | 97 |
| RTOR Reduction                       |            |       |      |            |       |    |           |      |    |           |       |    |
| TOTAL TRAFFIC                        | 0          | 316   | 105  | 54         | 418   | 0  | 0         | 0    | 0  | 159       | #REF! | 97 |

**PM Peak Hour**

|                                      | Northbound |       |      | Southbound |       |    | Eastbound |      |    | Westbound |      |    |
|--------------------------------------|------------|-------|------|------------|-------|----|-----------|------|----|-----------|------|----|
|                                      | LT         | Thru  | RT   | LT         | Thru  | RT | LT        | Thru | RT | LT        | Thru | RT |
| Existing Volume on 9/12/2019         | 0          | 118   | 78   | 74         | 396   | 0  | 0         | 0    | 0  | 77        | 0    | 45 |
| Peak Season Volume                   | 0          | 127   | 84   | 80         | 428   | 0  | 0         | 0    | 0  | 83        | 0    | 49 |
| Traffic Volume Growth                | 0          | 10    | 7    | 7          | 35    | 0  | 0         | 0    | 0  | 7         | 0    | 4  |
| Committed Development (150 S Bryan)  | 0          | 12    | 0    | 0          | 19    | 0  | 0         | 0    | 0  | 0         | 0    | 0  |
| Committed Development (Dania Pointe) | 0          | 176   | 59   | 0          | 179   | 0  | 0         | 0    | 0  | 24        | 0    | 24 |
| Background Traffic Volumes           | 0          | 325   | 150  | 87         | 661   | 0  | 0         | 0    | 0  | 114       | 0    | 77 |
| Project Traffic                      |            |       |      |            |       |    |           |      |    |           |      |    |
| Inbound Traffic Assignment           |            |       |      |            | 35.0% |    |           |      |    | 6.0%      |      |    |
| Inbound Traffic Volumes              |            |       |      |            | 96    |    |           |      |    | 16        |      |    |
| Outbound Traffic Assignment          |            | 35.0% | 6.0% |            |       |    |           |      |    |           |      |    |
| Outbound Traffic Volumes             |            | 48    | 8    |            |       |    |           |      |    |           |      |    |
| Project Traffic                      | 0          | 48    | 8    | 0          | 96    | 0  | 0         | 0    | 0  | 16        | 0    | 0  |
| Total Traffic w/o RTOR               | 0          | 373   | 158  | 87         | 757   | 0  | 0         | 0    | 0  | 130       | 0    | 77 |
| RTOR Reduction                       |            |       |      |            |       |    |           |      |    |           |      |    |
| TOTAL TRAFFIC                        | 0          | 373   | 158  | 87         | 757   | 0  | 0         | 0    | 0  | 130       | 0    | 77 |

**VOLUME DEVELOPMENT SHEET  
DANIA MARINA 70 WAVE & 90 WAVE  
BRYAN ROAD & OLD GRIFFIN ROAD  
EXISTING GEOMETRY**

Growth Rate = 1.60%  
Peak Season = 1.08 1.08  
Buildout Year = 2024 2024  
Years = 5 5

**AM Peak Hour**

|                                      | Northbound |      |       | Southbound |      |    | Eastbound |      |       | Westbound |      |      |
|--------------------------------------|------------|------|-------|------------|------|----|-----------|------|-------|-----------|------|------|
|                                      | LT         | Thru | RT    | LT         | Thru | RT | LT        | Thru | RT    | LT        | Thru | RT   |
| Existing Volume on 9/12/2019         | 95         | 0    | 37    | 0          | 0    | 0  | 0         | 211  | 219   | 39        | 192  | 0    |
| Peak Season Volume                   | 103        | 0    | 40    | 0          | 0    | 0  | 0         | 228  | 237   | 42        | 207  | 0    |
| Traffic Volume Growth                | 9          | 0    | 3     | 0          | 0    | 0  | 0         | 19   | 20    | 3         | 17   | 0    |
| Committed Development (150 S Bryan)  | 15         | 0    | 6     | 0          | 0    | 0  | 0         | 0    | 5     | 2         | 0    | 0    |
| Committed Development (Dania Pointe) | 118        | 0    | 46    | 0          | 0    | 0  | 0         | 0    | 272   | 31        | 0    | 0    |
| Background Traffic Volumes           | 245        | 0    | 95    | 0          | 0    | 0  | 0         | 247  | 534   | 78        | 224  | 0    |
| Project Traffic                      |            |      |       |            |      |    |           |      |       |           |      |      |
| Inbound Traffic Assignment           |            |      |       |            |      |    |           |      | 25.0% | 10.0%     |      |      |
| Inbound Traffic Volumes              |            |      |       |            |      |    |           |      | 33    | 13        |      |      |
| Outbound Traffic Assignment          | 25.0%      |      | 10.0% |            |      |    |           |      |       |           |      |      |
| Outbound Traffic Volumes             | 59         |      | 23    |            |      |    |           |      |       |           |      |      |
| Project Traffic                      | 59         | 0    | 23    | 0          | 0    | 0  | 0         | 0    | 33    | 13        | 0    | 0    |
| Total Traffic w/o RTOR               | 304        | 0    | 118   | 0          | 0    | 0  | 0         | 247  | 567   | 91        | 224  | 0    |
| RTOR Reduction                       |            |      | (60)  |            |      |    |           |      | (60)  |           |      | (60) |
| TOTAL TRAFFIC                        | 304        | 0    | 58    | 0          | 0    | 0  | 0         | 247  | 507   | 91        | 224  | 0    |

**PM Peak Hour**

|                                      | Northbound |      |       | Southbound |      |    | Eastbound |      |       | Westbound |      |      |
|--------------------------------------|------------|------|-------|------------|------|----|-----------|------|-------|-----------|------|------|
|                                      | LT         | Thru | RT    | LT         | Thru | RT | LT        | Thru | RT    | LT        | Thru | RT   |
| Existing Volume on 9/12/2019         | 152        | 0    | 32    | 0          | 0    | 0  | 0         | 307  | 330   | 58        | 217  | 0    |
| Peak Season Volume                   | 164        | 0    | 35    | 0          | 0    | 0  | 0         | 332  | 356   | 63        | 234  | 0    |
| Traffic Volume Growth                | 14         | 0    | 3     | 0          | 0    | 0  | 0         | 27   | 29    | 5         | 19   | 0    |
| Committed Development (150 S Bryan)  | 8          | 0    | 4     | 0          | 0    | 0  | 0         | 0    | 14    | 5         | 0    | 0    |
| Committed Development (Dania Pointe) | 328        | 0    | 129   | 0          | 0    | 0  | 0         | 0    | 285   | 33        | 0    | 0    |
| Background Traffic Volumes           | 514        | 0    | 171   | 0          | 0    | 0  | 0         | 359  | 684   | 106       | 253  | 0    |
| Project Traffic                      |            |      |       |            |      |    |           |      |       |           |      |      |
| Inbound Traffic Assignment           |            |      |       |            |      |    |           |      | 25.0% | 10.0%     |      |      |
| Inbound Traffic Volumes              |            |      |       |            |      |    |           |      | 68    | 27        |      |      |
| Outbound Traffic Assignment          | 25.0%      |      | 10.0% |            |      |    |           |      |       |           |      |      |
| Outbound Traffic Volumes             | 35         |      | 14    |            |      |    |           |      |       |           |      |      |
| Project Traffic                      | 35         | 0    | 14    | 0          | 0    | 0  | 0         | 0    | 68    | 27        | 0    | 0    |
| Total Traffic w/o RTOR               | 549        | 0    | 185   | 0          | 0    | 0  | 0         | 359  | 752   | 133       | 253  | 0    |
| RTOR Reduction                       |            |      | (60)  |            |      |    |           |      | (60)  |           |      | (60) |
| TOTAL TRAFFIC                        | 549        | 0    | 125   | 0          | 0    | 0  | 0         | 359  | 692   | 133       | 253  | 0    |

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

MOCF: 0.97  
 PSCF

| WEEK | DATES                   | SF   | PSCF |
|------|-------------------------|------|------|
| 1    | 01/01/2019 - 01/05/2019 | 1.00 | 1.03 |
| 2    | 01/06/2019 - 01/12/2019 | 1.00 | 1.03 |
| 3    | 01/13/2019 - 01/19/2019 | 1.00 | 1.03 |
| 4    | 01/20/2019 - 01/26/2019 | 0.99 | 1.02 |
| * 5  | 01/27/2019 - 02/02/2019 | 0.98 | 1.01 |
| * 6  | 02/03/2019 - 02/09/2019 | 0.97 | 1.00 |
| * 7  | 02/10/2019 - 02/16/2019 | 0.96 | 0.99 |
| * 8  | 02/17/2019 - 02/23/2019 | 0.96 | 0.99 |
| * 9  | 02/24/2019 - 03/02/2019 | 0.96 | 0.99 |
| *10  | 03/03/2019 - 03/09/2019 | 0.96 | 0.99 |
| *11  | 03/10/2019 - 03/16/2019 | 0.96 | 0.99 |
| *12  | 03/17/2019 - 03/23/2019 | 0.96 | 0.99 |
| *13  | 03/24/2019 - 03/30/2019 | 0.96 | 0.99 |
| *14  | 03/31/2019 - 04/06/2019 | 0.97 | 1.00 |
| *15  | 04/07/2019 - 04/13/2019 | 0.97 | 1.00 |
| *16  | 04/14/2019 - 04/20/2019 | 0.97 | 1.00 |
| *17  | 04/21/2019 - 04/27/2019 | 0.98 | 1.01 |
| 18   | 04/28/2019 - 05/04/2019 | 0.99 | 1.02 |
| 19   | 05/05/2019 - 05/11/2019 | 0.99 | 1.02 |
| 20   | 05/12/2019 - 05/18/2019 | 1.00 | 1.03 |
| 21   | 05/19/2019 - 05/25/2019 | 1.01 | 1.04 |
| 22   | 05/26/2019 - 06/01/2019 | 1.02 | 1.05 |
| 23   | 06/02/2019 - 06/08/2019 | 1.02 | 1.05 |
| 24   | 06/09/2019 - 06/15/2019 | 1.03 | 1.06 |
| 25   | 06/16/2019 - 06/22/2019 | 1.04 | 1.07 |
| 26   | 06/23/2019 - 06/29/2019 | 1.04 | 1.07 |
| 27   | 06/30/2019 - 07/06/2019 | 1.05 | 1.08 |
| 28   | 07/07/2019 - 07/13/2019 | 1.05 | 1.08 |
| 29   | 07/14/2019 - 07/20/2019 | 1.06 | 1.09 |
| 30   | 07/21/2019 - 07/27/2019 | 1.05 | 1.08 |
| 31   | 07/28/2019 - 08/03/2019 | 1.04 | 1.07 |
| 32   | 08/04/2019 - 08/10/2019 | 1.03 | 1.06 |
| 33   | 08/11/2019 - 08/17/2019 | 1.03 | 1.06 |
| 34   | 08/18/2019 - 08/24/2019 | 1.03 | 1.06 |
| 35   | 08/25/2019 - 08/31/2019 | 1.04 | 1.07 |
| 36   | 09/01/2019 - 09/07/2019 | 1.05 | 1.08 |
| 37   | 09/08/2019 - 09/14/2019 | 1.05 | 1.08 |
| 38   | 09/15/2019 - 09/21/2019 | 1.06 | 1.09 |
| 39   | 09/22/2019 - 09/28/2019 | 1.05 | 1.08 |
| 40   | 09/29/2019 - 10/05/2019 | 1.03 | 1.06 |
| 41   | 10/06/2019 - 10/12/2019 | 1.02 | 1.05 |
| 42   | 10/13/2019 - 10/19/2019 | 1.00 | 1.03 |
| 43   | 10/20/2019 - 10/26/2019 | 1.00 | 1.03 |
| 44   | 10/27/2019 - 11/02/2019 | 1.00 | 1.03 |
| 45   | 11/03/2019 - 11/09/2019 | 1.00 | 1.03 |
| 46   | 11/10/2019 - 11/16/2019 | 1.00 | 1.03 |
| 47   | 11/17/2019 - 11/23/2019 | 1.00 | 1.03 |
| 48   | 11/24/2019 - 11/30/2019 | 1.00 | 1.03 |
| 49   | 12/01/2019 - 12/07/2019 | 1.00 | 1.03 |
| 50   | 12/08/2019 - 12/14/2019 | 1.00 | 1.03 |
| 51   | 12/15/2019 - 12/21/2019 | 1.00 | 1.03 |
| 52   | 12/22/2019 - 12/28/2019 | 1.00 | 1.03 |
| 53   | 12/29/2019 - 12/31/2019 | 1.00 | 1.03 |

\* PEAK SEASON

14-FEB-2020 15:39:27

830UPD

4\_9301\_PKSEASON.TXT



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

|                      |                                       |     |                        |   |             |     |   |       |     |
|----------------------|---------------------------------------|-----|------------------------|---|-------------|-----|---|-------|-----|
| Intersection Number  | 3307                                  |     | Initial Operation Date |   | 12/14/82    |     |   |       |     |
| Controller Type      | 2070 LN                               |     | System Number          |   | 3307        |     |   |       |     |
| Modification Number  | 10                                    |     | Modification Date      |   | 11/20/2014  |     |   |       |     |
| Drawing/Project No   | 411438-1-52-01                        |     | FPL Grid Number        |   | 87574427507 |     |   |       |     |
| Intersection         | STIRLING ROAD (SR 848) and BRYAN ROAD |     |                        |   |             |     |   |       |     |
| Municipality         | DANIA BEACH                           |     |                        |   |             |     |   |       |     |
| Controller Phase     | 1                                     | 2   | 3                      | 4 | 5           | 6   | 7 | 8     |     |
| Face Number          | 1                                     | 2   | 3                      |   |             | 6   |   | 8     |     |
| Direction            | EBL                                   | WB  |                        |   |             | EB  |   | SB    |     |
| Initial Green(MIN)   | 4                                     | 12  |                        |   |             | 12  |   | 6     |     |
| Vehicle Ext.(GAP)    | 1.5                                   | 3.0 |                        |   |             | 3.0 |   | 2.0   |     |
| Maximum Green I      | 15                                    | 50  |                        |   |             | 50  |   | 25    |     |
| Maximum Green II     |                                       |     |                        |   |             |     |   |       |     |
| Yellow Clearance     | 5.0                                   | 5.0 |                        |   |             | 5.0 |   | 4.0   |     |
| All Red Clearance    | 2.0                                   | 2.0 |                        |   |             | 2.0 |   | 2.0   |     |
| Phase Recall         | OFF                                   | MIN |                        |   |             | MIN |   | OFF   |     |
| Detector Delay       |                                       |     |                        |   |             |     |   | 20-RT |     |
| Walk                 |                                       | 7   |                        |   |             |     |   | 5     |     |
| Pedestrian Clearance |                                       | 12  |                        |   |             |     |   | 16    |     |
| Permissive           | 5-SECT                                |     |                        |   |             |     |   |       |     |
| Flash Operation      | YELLOW                                |     |                        |   | YELLOW      |     |   |       | RED |

Attachment

**NOTES:**

1. ANTI-BACKDOWN EASTBOUND: PHASES 2+6 ON--->OMIT PHASE 1.
2. MOD 10 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_



Station : 3307 - Stirling Rd &amp; Bryan Rd ( Standard File )

| Phase              | 1<br>(EL) | 2<br>(WT) | 3 | 4 | 5<br>(WL) | 6<br>(ET) | 7 | 8<br>(ST) | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|--------------------|-----------|-----------|---|---|-----------|-----------|---|-----------|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk               |           | 7         |   |   |           | 7         |   | 5         |     |     |     |     |     |     |     |     |
| Ped Clearance      |           | 12        |   |   |           |           |   | 16        |     |     |     |     |     |     |     |     |
| Min Green          | 4         | 12        |   |   |           | 12        |   | 6         |     |     |     |     |     |     |     |     |
| Gap Ext            | 1.5       | 3         |   |   |           | 3         |   | 2         |     |     |     |     |     |     |     |     |
| Max1               | 15        | 50        |   |   |           | 50        |   | 25        |     |     |     |     |     |     |     |     |
| Max2               |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Yellow Clr         | 5         | 5         |   |   |           | 5         |   | 4         | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr            | 2         | 2         |   |   |           | 2         |   | 2         | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Added Initial      |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Max Initial        |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Time Before Reduce |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Cars Before Reduce |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Time To Reduce     |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Reduce By          |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Min Gap            |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Dynamic Max Limit  |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Dynamic Max Step   |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Enable             | ON        | ON        |   |   |           | ON        |   | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Entry   |           |           |   |   |           |           |   | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Exit    |           | ON        |   |   |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Non-Actuated 1     |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Non-Actuated 2     |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Lock Call          |           |           |   |   |           |           |   |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Min Recall         |           | ON        |   |   |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Max Recall         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Ped Recall         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Soft Recall        |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Dual Entry         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Sim Gap Enable     |           | ON        |   |   |           | ON        |   |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Guar Passage       |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Rest In Walk       |           | ON        |   |   |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Cond Service       |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Add Init Calc      |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |

## Preemption

| Channel                 | 1  | 2  | 3  | 4  | 5  | 6  |
|-------------------------|----|----|----|----|----|----|
| Lock Input              | ON | ON | ON | ON | ON | ON |
| Override Auto Flash     | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell          |    |    |    |    |    |    |
| Link to Preempt         |    |    |    |    |    |    |
| Delay                   |    |    |    |    |    |    |
| Min Duration            |    |    |    |    |    |    |
| Min Green               |    |    |    |    |    |    |
| Min Walk                |    |    |    |    |    |    |
| Ped Clear               |    |    |    |    |    |    |
| Track Green             |    |    |    |    |    |    |
| Min Dwell               |    |    |    |    |    |    |
| Max Presence            |    |    |    |    |    |    |
| Track Veh 1             |    |    |    |    |    |    |
| Track Veh 2             |    |    |    |    |    |    |
| Track Veh 3             |    |    |    |    |    |    |
| Track Veh 4             |    |    |    |    |    |    |
| Dwell Cyc Veh 1         |    |    |    |    |    |    |
| Dwell Cyc Veh 2         |    |    |    |    |    |    |
| Dwell Cyc Veh 3         |    |    |    |    |    |    |
| Dwell Cyc Veh 4         |    |    |    |    |    |    |
| Dwell Cyc Veh 5         |    |    |    |    |    |    |
| Dwell Cyc Veh 6         |    |    |    |    |    |    |
| Dwell Cyc Veh 7         |    |    |    |    |    |    |
| Dwell Cyc Veh 8         |    |    |    |    |    |    |
| Dwell Cyc Veh 9         |    |    |    |    |    |    |
| Dwell Cyc Veh 10        |    |    |    |    |    |    |
| Dwell Cyc Veh 11        |    |    |    |    |    |    |
| Dwell Cyc Veh 12        |    |    |    |    |    |    |
| Dwell Cyc Ped1          |    |    |    |    |    |    |
| Dwell Cyc Ped2          |    |    |    |    |    |    |
| Dwell Cyc Ped3          |    |    |    |    |    |    |
| Dwell Cyc Ped4          |    |    |    |    |    |    |
| Dwell Cyc Ped5          |    |    |    |    |    |    |
| Dwell Cyc Ped6          |    |    |    |    |    |    |
| Dwell vPed7             |    |    |    |    |    |    |

## Preempt LP

| Channel          | 1   | 2   | 3   | 4   |
|------------------|-----|-----|-----|-----|
| Min              |     |     |     |     |
| Max              |     |     |     |     |
| Enable           |     |     |     |     |
| Lock Mode        | MAX | MAX | MAX | MAX |
| Coord in Preempt |     |     |     |     |
| No Skip          |     |     |     |     |
| Priority P1      |     |     |     |     |
| Priority P2      |     |     |     |     |
| Priority P3      |     |     |     |     |
| Priority P4      |     |     |     |     |
| Lock             |     |     |     |     |
| Headway          |     |     |     |     |
| Group Lock       |     |     |     |     |
| Queue Jump       |     |     |     |     |
| Free Mode        |     |     |     |     |
| Alt Table        |     |     |     |     |

## Coordination

[illegible]

[illegible][illegible]

**User Comments:**

# TRAFFIC ENGINEERING DIVISION

## SIGNALIZED INTERSECTION

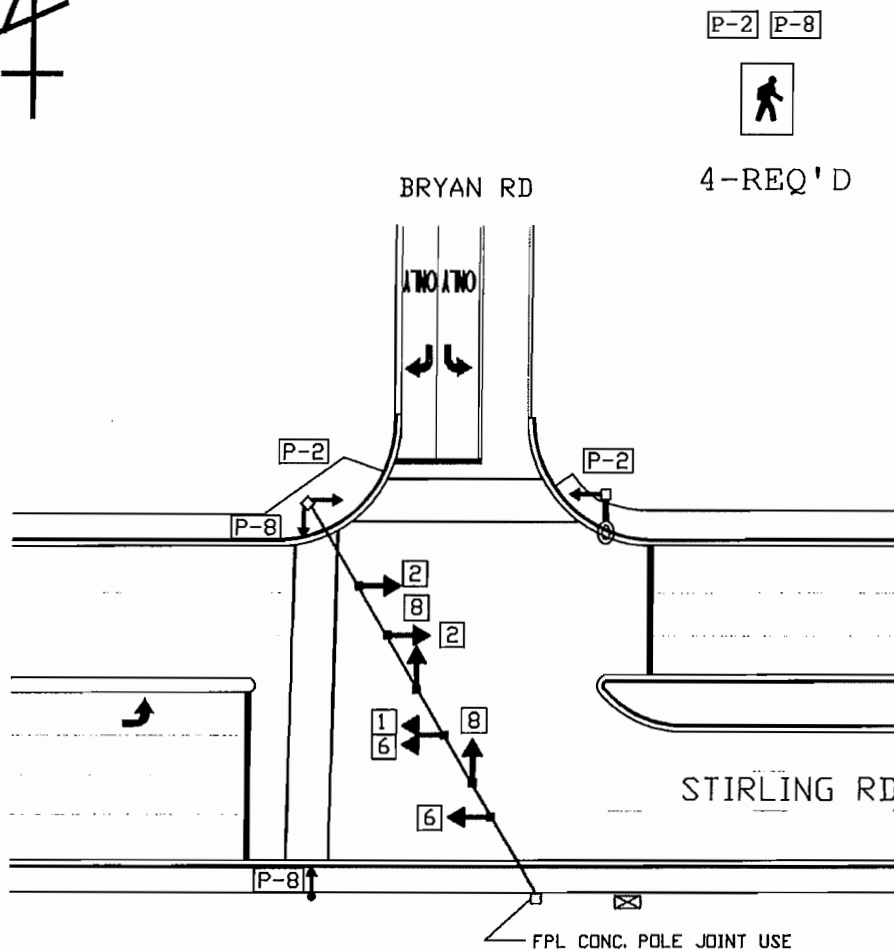
LOCATION **STIRLING ROAD & BRYAN ROAD**

ORDER NO FDOT ISSUE DATE ---- REV NO. 3 COMPL DATE 12/13/07

DWG. NO. 10-01-12-01 FILE NO. 3307 CITY DANIA SCALE: 1" = 50'

DWN BY: LARRY

NORTH

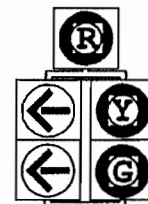


P-2 P-8



4-REQ'D

1 6



5-SECT  
1-WAY  
1-REQ'D

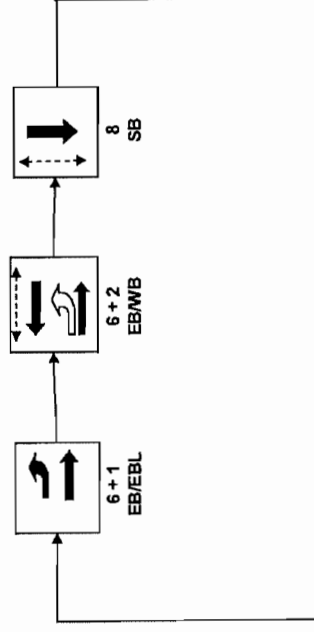
2 6 8



3-SECT  
1-WAY  
5-REQ'D

# Sequence of Operation for (3307) Stirling Road and Bryan Road

Dania







### Intersection

Int Delay, s/veh 2.7

### Movement

|                          | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑    | ↑    | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h       | 228  | 237  | 42   | 207  | 103  | 40   |
| Future Vol, veh/h        | 228  | 237  | 42   | 207  | 103  | 40   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | Stop |
| Storage Length           | -    | 125  | 75   | -    | 0    | 150  |
| 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                | 248  | 258  | 46   | 225  | 112  | 43   |

### Major/Minor

|                      | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 506    |
| Stage 1              | -      | -      | 248    |
| Stage 2              | -      | -      | 317    |
| Critical Hdwy        | -      | 4.12   | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | 2.218  | 3.518  |
| Pot Cap-1 Maneuver   | -      | 1059   | 486    |
| Stage 1              | -      | -      | 793    |
| Stage 2              | -      | -      | 738    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 1059   | 465    |
| Mov Cap-2 Maneuver   | -      | -      | 465    |
| Stage 1              | -      | -      | 793    |
| Stage 2              | -      | -      | 706    |

### Approach

|                      | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 1.4 | 13.7 |
| HCM LOS              |    |     | B    |

### Minor Lane/Major Mvmt

|                       | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 465   | 791   | -   | -   | 1059  | -   |
| HCM Lane V/C Ratio    | 0.241 | 0.055 | -   | -   | 0.043 | -   |
| HCM Control Delay (s) | 15.2  | 9.8   | -   | -   | 8.6   | -   |
| HCM Lane LOS          | C     | A     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.9   | 0.2   | -   | -   | 0.1   | -   |

| Intersection             |        |          |        |      |       |      |
|--------------------------|--------|----------|--------|------|-------|------|
| Int Delay, s/veh         | 4.4    |          |        |      |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL   | SBT  |
| Lane Configurations      | W      |          | ↑      | ↑    | W     | ↑    |
| Traffic Vol, veh/h       | 118    | 68       | 139    | 65   | 50    | 178  |
| Future Vol, veh/h        | 118    | 68       | 139    | 65   | 50    | 178  |
| 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      | -        | -      | 150  | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 128    | 74       | 151    | 71   | 54    | 193  |
| Major/Minor              | Minor1 | Major1   | Major2 |      |       |      |
| Conflicting Flow All     | 452    | 151      | 0      | 0    | 222   | 0    |
| Stage 1                  | 151    | -        | -      | -    | -     | -    |
| Stage 2                  | 301    | -        | -      | -    | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -    | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -    | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -    | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -    | 2.218 | -    |
| Pot Cap-1 Maneuver       | 565    | 895      | -      | -    | 1347  | -    |
| Stage 1                  | 877    | -        | -      | -    | -     | -    |
| Stage 2                  | 751    | -        | -      | -    | -     | -    |
| Platoon blocked, %       |        |          | -      | -    | -     | -    |
| Mov Cap-1 Maneuver       | 542    | 895      | -      | -    | 1347  | -    |
| Mov Cap-2 Maneuver       | 601    | -        | -      | -    | -     | -    |
| Stage 1                  | 877    | -        | -      | -    | -     | -    |
| Stage 2                  | 721    | -        | -      | -    | -     | -    |
| Approach                 | WB     | NB       | SB     |      |       |      |
| HCM Control Delay, s     | 12.5   | 0        | 1.7    |      |       |      |
| HCM LOS                  | B      |          |        |      |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT  |       |      |
| Capacity (veh/h)         | -      | -        | 683    | 1347 | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.296  | 0.04 | -     |      |
| HCM Control Delay (s)    | -      | -        | 12.5   | 7.8  | -     |      |
| HCM Lane LOS             | -      | -        | B      | A    | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 1.2    | 0.1  | -     |      |

Timings  
3: Stirling Road & Bryan Road

Existing (2019) AM Peak Hour.syn  
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| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↑↑↑   | ↑↑↑   | ↖↗    | ↖↗    |
| Traffic Volume (vph) | 141   | 1027  | 933   | 80    | 127   |
| Future Volume (vph)  | 141   | 1027  | 933   | 80    | 127   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 137.5 | 137.5 | 123.9 | 9.5   | 23.1  |
| Actuated g/C Ratio   | 0.86  | 0.86  | 0.77  | 0.06  | 0.14  |
| v/c Ratio            | 0.18  | 0.26  | 0.27  | 0.43  | 0.41  |
| Control Delay        | 2.3   | 2.3   | 5.4   | 78.5  | 13.9  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 2.3   | 2.3   | 5.4   | 78.5  | 13.9  |
| LOS                  | A     | A     | A     | E     | B     |
| Approach Delay       |       | 2.3   | 5.4   | 38.8  |       |
| Approach LOS         |       | A     | A     | D     |       |

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 6.8

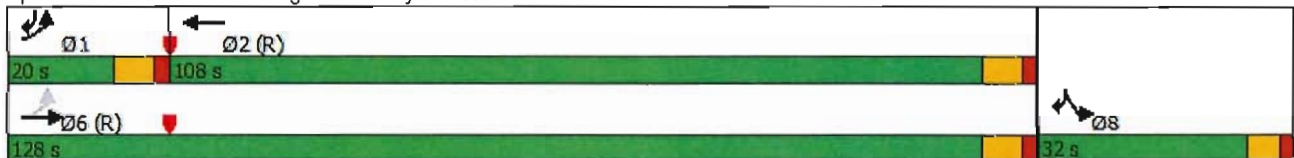
Intersection LOS: A

Intersection Capacity Utilization 44.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road





Queues  
3: Stirling Road & Bryan Road

Existing (2019) AM Peak Hour.syn  
08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 153  | 1116 | 1074 | 87   | 138  |
| v/c Ratio               | 0.18 | 0.26 | 0.27 | 0.43 | 0.41 |
| Control Delay           | 2.3  | 2.3  | 5.4  | 78.5 | 13.9 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 2.3  | 2.3  | 5.4  | 78.5 | 13.9 |
| Queue Length 50th (ft)  | 9    | 59   | 102  | 46   | 6    |
| Queue Length 95th (ft)  | 17   | 81   | 134  | 76   | 71   |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 936  | 4368 | 3909 | 557  | 398  |
| 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       | 0.16 | 0.26 | 0.27 | 0.16 | 0.35 |
| Intersection Summary    |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Existing (2019) AM Peak Hour.syn  
08/04/2020

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations          |  |  |  |                                                                                   |  |  |
| Traffic Volume (veh/h)       | 141                                                                               | 1027                                                                              | 933                                                                               | 55                                                                                | 80                                                                                | 127                                                                               |
| Future Volume (veh/h)        | 141                                                                               | 1027                                                                              | 933                                                                               | 55                                                                                | 80                                                                                | 127                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        |                                                                                   | No                                                                                | No                                                                                |                                                                                   | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 153                                                                               | 1116                                                                              | 1014                                                                              | 60                                                                                | 87                                                                                | 138                                                                               |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 876                                                                               | 4184                                                                              | 3702                                                                              | 219                                                                               | 343                                                                               | 197                                                                               |
| Arrive On Green              | 0.03                                                                              | 0.82                                                                              | 0.75                                                                              | 0.75                                                                              | 0.10                                                                              | 0.10                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5274                                                                              | 5099                                                                              | 291                                                                               | 3456                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 153                                                                               | 1116                                                                              | 700                                                                               | 374                                                                               | 87                                                                                | 138                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1702                                                                              | 1818                                                                              | 1728                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 1.6                                                                               | 8.1                                                                               | 10.3                                                                              | 10.3                                                                              | 3.7                                                                               | 13.4                                                                              |
| Cycle Q Clear(g_c), s        | 1.6                                                                               | 8.1                                                                               | 10.3                                                                              | 10.3                                                                              | 3.7                                                                               | 13.4                                                                              |
| Prop In Lane                 | 1.00                                                                              |                                                                                   |                                                                                   | 0.16                                                                              | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 876                                                                               | 4184                                                                              | 2556                                                                              | 1365                                                                              | 343                                                                               | 197                                                                               |
| V/C Ratio(X)                 | 0.17                                                                              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              | 0.25                                                                              | 0.70                                                                              |
| Avail Cap(c_a), veh/h        | 1070                                                                              | 4184                                                                              | 2556                                                                              | 1365                                                                              | 562                                                                               | 297                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 4.3                                                                               | 3.3                                                                               | 6.3                                                                               | 6.3                                                                               | 66.6                                                                              | 67.2                                                                              |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.2                                                                               | 0.3                                                                               | 0.5                                                                               | 0.4                                                                               | 4.5                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.5                                                                               | 3.7                                                                               | 4.0                                                                               | 1.7                                                                               | 5.7                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 4.4                                                                               | 3.5                                                                               | 6.5                                                                               | 6.8                                                                               | 67.0                                                                              | 71.7                                                                              |
| LnGrp LOS                    | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | E                                                                                 |
| Approach Vol, veh/h          |                                                                                   | 1269                                                                              | 1074                                                                              |                                                                                   | 225                                                                               |                                                                                   |
| Approach Delay, s/veh        |                                                                                   | 3.6                                                                               | 6.6                                                                               |                                                                                   | 69.9                                                                              |                                                                                   |
| Approach LOS                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | E                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s     | 11.0                                                                              | 127.1                                                                             |                                                                                   |                                                                                   | 138.1                                                                             | 21.9                                                                              |
| Change Period (Y+Rc), s      | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 7.0                                                                               | 6.0                                                                               |
| Max Green Setting (Gmax), s  | 13.0                                                                              | 101.0                                                                             |                                                                                   |                                                                                   | 121.0                                                                             | 26.0                                                                              |
| Max Q Clear Time (g_c+l1), s | 3.6                                                                               | 12.3                                                                              |                                                                                   |                                                                                   | 10.1                                                                              | 15.4                                                                              |
| Green Ext Time (p_c), s      | 0.3                                                                               | 9.6                                                                               |                                                                                   |                                                                                   | 11.9                                                                              | 0.5                                                                               |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 4.4    |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      | ↗      | ↘      | ↑    | ↘     | ↗     |
| Traffic Vol, veh/h       | 332    | 356    | 63     | 234  | 164   | 35    |
| Future Vol, veh/h        | 332    | 356    | 63     | 234  | 164   | 35    |
| Conflicting Peds, #/hr   | 0      | 0      | 0      | 0    | 0     | 0     |
| Sign Control             | Free   | Free   | Free   | Free | Stop  | Stop  |
| RT Channelized           | -      | None   | -      | None | -     | Stop  |
| Storage Length           | -      | 125    | 75     | -    | 0     | 150   |
| 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                | 361    | 387    | 68     | 254  | 178   | 38    |
|                          |        |        |        |      |       |       |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | 0      | 748    | 0    | 751   | 361   |
| Stage 1                  | -      | -      | -      | -    | 361   | -     |
| Stage 2                  | -      | -      | -      | -    | 390   | -     |
| Critical Hdwy            | -      | -      | 4.12   | -    | 6.42  | 6.22  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.42  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.42  | -     |
| Follow-up Hdwy           | -      | -      | 2.218  | -    | 3.518 | 3.318 |
| Pot Cap-1 Maneuver       | -      | -      | 861    | -    | 378   | 684   |
| Stage 1                  | -      | -      | -      | -    | 705   | -     |
| Stage 2                  | -      | -      | -      | -    | 684   | -     |
| Platoon blocked, %       | -      | -      | -      | -    | -     | -     |
| Mov Cap-1 Maneuver       | -      | -      | 861    | -    | 348   | 684   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 348   | -     |
| Stage 1                  | -      | -      | -      | -    | 705   | -     |
| Stage 2                  | -      | -      | -      | -    | 630   | -     |
|                          |        |        |        |      |       |       |
| Approach                 | EB     | WB     | NB     |      |       |       |
| HCM Control Delay, s     | 0      | 2      | 23     |      |       |       |
| HCM LOS                  | C      |        |        |      |       |       |
|                          |        |        |        |      |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | NBLn2  | EBT    | EBR  | WBL   | WBT   |
| Capacity (veh/h)         | 348    | 684    | -      | -    | 861   | -     |
| HCM Lane V/C Ratio       | 0.512  | 0.056  | -      | -    | 0.08  | -     |
| HCM Control Delay (s)    | 25.7   | 10.6   | -      | -    | 9.5   | -     |
| HCM Lane LOS             | D      | B      | -      | -    | A     | -     |
| HCM 95th %tile Q(veh)    | 2.8    | 0.2    | -      | -    | 0.3   | -     |



| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 2.9    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↖      |          | ↗      | ↖     | ↖     | ↗    |
| Traffic Vol, veh/h       | 83     | 49       | 127    | 84    | 80    | 428  |
| Future Vol, veh/h        | 83     | 49       | 127    | 84    | 80    | 428  |
| 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      | -        | -      | 150   | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 90     | 53       | 138    | 91    | 87    | 465  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 777    | 138      | 0      | 0     | 229   | 0    |
| Stage 1                  | 138    | -        | -      | -     | -     | -    |
| Stage 2                  | 639    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 365    | 910      | -      | -     | 1339  | -    |
| Stage 1                  | 889    | -        | -      | -     | -     | -    |
| Stage 2                  | 526    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        |          | -      | -     |       | -    |
| Mov Cap-1 Maneuver       | 341    | 910      | -      | -     | 1339  | -    |
| Mov Cap-2 Maneuver       | 419    | -        | -      | -     | -     | -    |
| Stage 1                  | 889    | -        | -      | -     | -     | -    |
| Stage 2                  | 492    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       |        | SB    |       |      |
| HCM Control Delay, s     | 14.4   | 0        |        | 1.2   |       |      |
| HCM LOS                  | B      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 524    | 1339  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.274  | 0.065 | -     |      |
| HCM Control Delay (s)    | -      | -        | 14.4   | 7.9   | -     |      |
| HCM Lane LOS             | -      | -        | B      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 1.1    | 0.2   | -     |      |

Timings  
3: Stirling Road & Bryan Road

Existing (2019) PM Peak Hour.syn  
08/21/2020



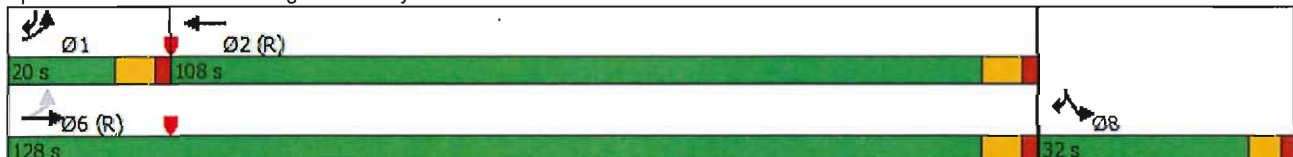
| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ←←    | ↑↑↑   | ↑↑↑   | ←←    | ↑     |
| Traffic Volume (vph) | 103   | 1030  | 1458  | 164   | 243   |
| Future Volume (vph)  | 103   | 1030  | 1458  | 164   | 243   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 122.2 | 122.2 | 108.3 | 24.8  | 38.7  |
| Actuated g/C Ratio   | 0.76  | 0.76  | 0.68  | 0.16  | 0.24  |
| v/c Ratio            | 0.27  | 0.29  | 0.49  | 0.33  | 0.64  |
| Control Delay        | 6.8   | 6.3   | 13.6  | 60.7  | 53.2  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 6.8   | 6.3   | 13.6  | 60.7  | 53.2  |
| LOS                  | A     | A     | B     | E     | D     |
| Approach Delay       |       | 6.4   | 13.6  | 56.2  |       |
| Approach LOS         |       | A     | B     | E     |       |

Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 16.6  
 Intersection Capacity Utilization 55.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 3: Stirling Road & Bryan Road



Queues  
3: Stirling Road & Bryan Road

Existing (2019) PM Peak Hour.syn  
08/21/2020

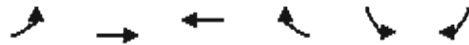


| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 112  | 1120 | 1663 | 178  | 264  |
| v/c Ratio               | 0.27 | 0.29 | 0.49 | 0.33 | 0.64 |
| Control Delay           | 6.8  | 6.3  | 13.6 | 60.7 | 53.2 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 6.8  | 6.3  | 13.6 | 60.7 | 53.2 |
| Queue Length 50th (ft)  | 13   | 116  | 285  | 86   | 216  |
| Queue Length 95th (ft)  | 26   | 167  | 382  | 119  | 297  |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 537  | 3940 | 3433 | 596  | 457  |
| 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       | 0.21 | 0.28 | 0.48 | 0.30 | 0.58 |
| Intersection Summary    |      |      |      |      |      |



HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Existing (2019) PM Peak Hour.syn  
08/21/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|-------|------|------|-------|------|
| Lane Configurations          | ←    | →     | ←    | →    | ←     | →    |
| Traffic Volume (veh/h)       | 103  | 1030  | 1458 | 72   | 164   | 243  |
| Future Volume (veh/h)        | 103  | 1030  | 1458 | 72   | 164   | 243  |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No    | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 112  | 1120  | 1585 | 78   | 178   | 264  |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 491  | 3861  | 3427 | 169  | 562   | 297  |
| Arrive On Green              | 0.03 | 0.76  | 0.69 | 0.69 | 0.16  | 0.16 |
| Sat Flow, veh/h              | 3456 | 5274  | 5153 | 245  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 112  | 1120  | 1082 | 581  | 178   | 264  |
| Grp Sat Flow(s), veh/h/ln    | 1728 | 1702  | 1702 | 1826 | 1728  | 1585 |
| Q Serve(g_s), s              | 1.5  | 11.0  | 23.3 | 23.3 | 7.3   | 26.0 |
| Cycle Q Clear(g_c), s        | 1.5  | 11.0  | 23.3 | 23.3 | 7.3   | 26.0 |
| Prop In Lane                 | 1.00 |       |      | 0.13 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 491  | 3861  | 2340 | 1256 | 562   | 297  |
| V/C Ratio(X)                 | 0.23 | 0.29  | 0.46 | 0.46 | 0.32  | 0.89 |
| Avail Cap(c_a), veh/h        | 685  | 3861  | 2340 | 1256 | 562   | 297  |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 8.7  | 6.1   | 11.5 | 11.5 | 59.2  | 63.4 |
| Incr Delay (d2), s/veh       | 0.2  | 0.2   | 0.7  | 1.2  | 0.3   | 26.1 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.6  | 3.9   | 8.9  | 9.8  | 3.2   | 12.7 |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |      |
| LnGrp Delay(d),s/veh         | 9.0  | 6.3   | 12.1 | 12.7 | 59.5  | 89.5 |
| LnGrp LOS                    | A    | A     | B    | B    | E     | F    |
| Approach Vol, veh/h          |      | 1232  | 1663 |      | 442   |      |
| Approach Delay, s/veh        |      | 6.5   | 12.3 |      | 77.4  |      |
| Approach LOS                 |      | A     | B    |      | E     |      |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 11.0 | 117.0 |      |      | 128.0 | 32.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0 |
| Max Q Clear Time (g_c+1), s  | 3.5  | 25.3  |      |      | 13.0  | 28.0 |
| Green Ext Time (p_c), s      | 0.2  | 20.5  |      |      | 12.0  | 0.0  |
| Intersection Summary         |      |       |      |      |       |      |
| HCM 6th Ctrl Delay           |      |       | 18.8 |      |       |      |
| HCM 6th LOS                  |      |       | B    |      |       |      |

Timings  
1: Bryan Road & Old Griffin

Background (2024) AM Peak Hour.syn  
08/04/2020

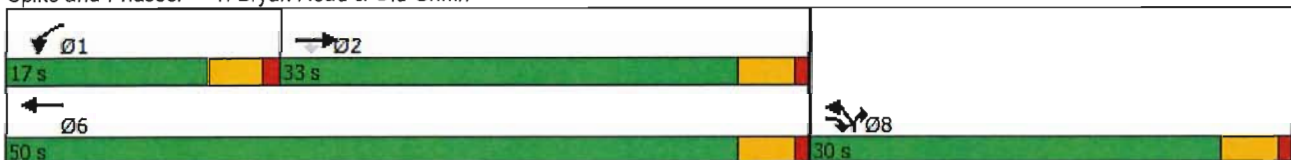
|                      | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Group           | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations  | ↑     | ↗     | ↙     | ↑     | ↙     | ↗     |
| Traffic Volume (vph) | 247   | 534   | 78    | 224   | 245   | 95    |
| Future Volume (vph)  | 247   | 534   | 78    | 224   | 245   | 95    |
| Turn Type            | NA    | pm+ov | Prot  | NA    | Prot  | Prot  |
| Protected Phases     | 2     | 8     | 1     | 6     | 8     | 8     |
| Permitted Phases     |       | 2     |       |       |       |       |
| Detector Phase       | 2     | 8     | 1     | 6     | 8     | 8     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 22.5  | 22.5  | 9.5   | 22.5  | 22.5  | 22.5  |
| Total Split (s)      | 33.0  | 30.0  | 17.0  | 50.0  | 30.0  | 30.0  |
| Total Split (%)      | 41.3% | 37.5% | 21.3% | 62.5% | 37.5% | 37.5% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.5   | 4.5   | 4.5   | 4.5   | 4.5   | 4.5   |
| Lead/Lag             | Lag   |       | Lead  |       |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |       |
| Recall Mode          | Max   | None  | None  | Max   | None  | None  |
| Act Effct Green (s)  | 34.7  | 57.2  | 8.8   | 45.7  | 16.9  | 16.9  |
| Actuated g/C Ratio   | 0.48  | 0.80  | 0.12  | 0.64  | 0.24  | 0.24  |
| v/c Ratio            | 0.30  | 0.42  | 0.39  | 0.20  | 0.64  | 0.23  |
| Control Delay        | 15.6  | 1.4   | 35.3  | 7.0   | 31.7  | 6.1   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 15.6  | 1.4   | 35.3  | 7.0   | 31.7  | 6.1   |
| LOS                  | B     | A     | D     | A     | C     | A     |
| Approach Delay       | 5.9   |       |       | 14.3  | 24.5  |       |
| Approach LOS         | A     |       |       | B     | C     |       |

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 71.7  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 44.9%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 1: Bryan Road & Old Griffin



Queues  
1: Bryan Road & Old Griffin

Background (2024) AM Peak Hour.syn  
08/04/2020

|                         | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|-------------------------|------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Group Flow (vph)   | 268  | 580  | 85   | 243  | 266  | 103  |
| v/c Ratio               | 0.30 | 0.42 | 0.39 | 0.20 | 0.64 | 0.23 |
| Control Delay           | 15.6 | 1.4  | 35.3 | 7.0  | 31.7 | 6.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 15.6 | 1.4  | 35.3 | 7.0  | 31.7 | 6.1  |
| Queue Length 50th (ft)  | 71   | 3    | 35   | 38   | 106  | 0    |
| Queue Length 95th (ft)  | 163  | 27   | 79   | 92   | 175  | 33   |
| Internal Link Dist (ft) | 969  |      |      | 851  | 206  |      |
| Turn Bay Length (ft)    |      | 125  | 75   |      |      | 150  |
| Base Capacity (vph)     | 902  | 1448 | 310  | 1188 | 632  | 632  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.30 | 0.40 | 0.27 | 0.20 | 0.42 | 0.16 |
| Intersection Summary    |      |      |      |      |      |      |



HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin

Background (2024) AM Peak Hour.syn  
08/04/2020

|                                                                                                          |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                                                                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations                                                                                      | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 |
| Traffic Volume (veh/h)                                                                                   | 247                                                                               | 534                                                                               | 78                                                                                | 224                                                                               | 245                                                                               | 95                                                                                |
| Future Volume (veh/h)                                                                                    | 247                                                                               | 534                                                                               | 78                                                                                | 224                                                                               | 245                                                                               | 95                                                                                |
| Initial Q (Qb), veh                                                                                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)                                                                                      |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj                                                                                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach                                                                                    | No                                                                                |                                                                                   |                                                                                   | No                                                                                | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h                                                                                     | 268                                                                               | 580                                                                               | 85                                                                                | 243                                                                               | 266                                                                               | 0                                                                                 |
| Peak Hour Factor                                                                                         | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %                                                                                     | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                                                                                               | 1035                                                                              | 1165                                                                              | 111                                                                               | 1277                                                                              | 324                                                                               |                                                                                   |
| Arrive On Green                                                                                          | 0.55                                                                              | 0.55                                                                              | 0.06                                                                              | 0.68                                                                              | 0.18                                                                              | 0.00                                                                              |
| Sat Flow, veh/h                                                                                          | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h                                                                                     | 268                                                                               | 580                                                                               | 85                                                                                | 243                                                                               | 266                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                 | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Q Serve(g_s), s                                                                                          | 5.0                                                                               | 10.2                                                                              | 3.1                                                                               | 3.2                                                                               | 9.6                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                                                    | 5.0                                                                               | 10.2                                                                              | 3.1                                                                               | 3.2                                                                               | 9.6                                                                               | 0.0                                                                               |
| Prop In Lane                                                                                             |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h                                                                                   | 1035                                                                              | 1165                                                                              | 111                                                                               | 1277                                                                              | 324                                                                               |                                                                                   |
| V/C Ratio(X)                                                                                             | 0.26                                                                              | 0.50                                                                              | 0.77                                                                              | 0.19                                                                              | 0.82                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h                                                                                    | 1035                                                                              | 1165                                                                              | 334                                                                               | 1277                                                                              | 682                                                                               |                                                                                   |
| HCM Platoon Ratio                                                                                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                                                       | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                                                                 | 7.8                                                                               | 3.7                                                                               | 30.8                                                                              | 3.9                                                                               | 26.2                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh                                                                                   | 0.6                                                                               | 1.5                                                                               | 10.6                                                                              | 0.3                                                                               | 5.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh                                                                                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln                                                                                 | 1.9                                                                               | 5.4                                                                               | 1.6                                                                               | 1.0                                                                               | 4.3                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh                                                                                     | 8.4                                                                               | 5.2                                                                               | 41.3                                                                              | 4.2                                                                               | 31.3                                                                              | 0.0                                                                               |
| LnGrp LOS                                                                                                | A                                                                                 | A                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                                                      | 848                                                                               |                                                                                   |                                                                                   | 328                                                                               | 266                                                                               | A                                                                                 |
| Approach Delay, s/veh                                                                                    | 6.2                                                                               |                                                                                   |                                                                                   | 13.8                                                                              | 31.3                                                                              |                                                                                   |
| Approach LOS                                                                                             | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |
| Timer - Assigned Phs                                                                                     | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s                                                                                 | 8.6                                                                               | 41.4                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 16.6                                                                              |
| Change Period (Y+Rc), s                                                                                  | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |
| Max Green Setting (Gmax), s                                                                              | 12.5                                                                              | 28.5                                                                              |                                                                                   |                                                                                   | 45.5                                                                              | 25.5                                                                              |
| Max Q Clear Time (g_c+l1), s                                                                             | 5.1                                                                               | 12.2                                                                              |                                                                                   |                                                                                   | 5.2                                                                               | 11.6                                                                              |
| Green Ext Time (p_c), s                                                                                  | 0.1                                                                               | 3.7                                                                               |                                                                                   |                                                                                   | 1.5                                                                               | 0.7                                                                               |
| <b>Intersection Summary</b>                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay                                                                                       |                                                                                   |                                                                                   | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                                                                                              |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| <b>Notes</b>                                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 4.9    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↰      |          | ↑      | ↱     | ↰     | ↑    |
| Traffic Vol, veh/h       | 151    | 97       | 234    | 91    | 54    | 371  |
| Future Vol, veh/h        | 151    | 97       | 234    | 91    | 54    | 371  |
| 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      | -        | -      | 150   | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 164    | 105      | 254    | 99    | 59    | 403  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 775    | 254      | 0      | 0     | 353   | 0    |
| Stage 1                  | 254    | -        | -      | -     | -     | -    |
| Stage 2                  | 521    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 366    | 785      | -      | -     | 1206  | -    |
| Stage 1                  | 788    | -        | -      | -     | -     | -    |
| Stage 2                  | 596    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        |          | -      | -     |       | -    |
| Mov Cap-1 Maneuver       | 348    | 785      | -      | -     | 1206  | -    |
| Mov Cap-2 Maneuver       | 451    | -        | -      | -     | -     | -    |
| Stage 1                  | 788    | -        | -      | -     | -     | -    |
| Stage 2                  | 567    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       | SB     |       |       |      |
| HCM Control Delay, s     | 18.1   | 0        | 1      |       |       |      |
| HCM LOS                  | C      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 541    | 1206  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.498  | 0.049 | -     |      |
| HCM Control Delay (s)    | -      | -        | 18.1   | 8.1   | -     |      |
| HCM Lane LOS             | -      | -        | C      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 2.8    | 0.2   | -     |      |

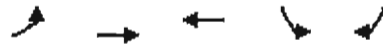


# Timings

## 3: Stirling Road & Bryan Road

Background (2024) AM Peak Hour.syn

08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↑↑↑   | ↑↑↑   | ↖↗    | ↗     |
| Traffic Volume (vph) | 372   | 1129  | 1049  | 142   | 291   |
| Future Volume (vph)  | 372   | 1129  | 1049  | 142   | 291   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 122.0 | 122.0 | 103.2 | 25.0  | 43.8  |
| Actuated g/C Ratio   | 0.76  | 0.76  | 0.64  | 0.16  | 0.27  |
| v/c Ratio            | 0.59  | 0.32  | 0.39  | 0.29  | 0.62  |
| Control Delay        | 9.4   | 6.6   | 14.5  | 59.5  | 38.5  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 9.4   | 6.6   | 14.5  | 59.5  | 38.5  |
| LOS                  | A     | A     | B     | E     | D     |
| Approach Delay       |       | 7.3   | 14.5  | 45.4  |       |
| Approach LOS         |       | A     | B     | D     |       |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 15.3

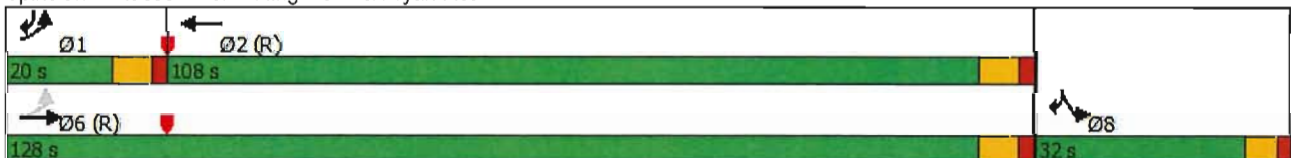
Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 3: Stirling Road & Bryan Road



Queues  
3: Stirling Road & Bryan Road

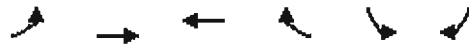
Background (2024) AM Peak Hour.syn  
08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 404  | 1227 | 1255 | 154  | 316  |
| v/c Ratio               | 0.59 | 0.32 | 0.39 | 0.29 | 0.62 |
| Control Delay           | 9.4  | 6.6  | 14.5 | 59.5 | 38.5 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 9.4  | 6.6  | 14.5 | 59.5 | 38.5 |
| Queue Length 50th (ft)  | 53   | 133  | 214  | 74   | 200  |
| Queue Length 95th (ft)  | 86   | 189  | 297  | 104  | 281  |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 711  | 3944 | 3317 | 602  | 507  |
| 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       | 0.57 | 0.31 | 0.38 | 0.26 | 0.62 |
| Intersection Summary    |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Background (2024) AM Peak Hour.syn  
08/04/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|-------|------|------|-------|------|
| Lane Configurations          | ↰↱   | ↑↑↑   | ↑↑↑  |      | ↰↱    | ↱    |
| Traffic Volume (veh/h)       | 372  | 1129  | 1049 | 106  | 142   | 291  |
| Future Volume (veh/h)        | 372  | 1129  | 1049 | 106  | 142   | 291  |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No    | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 404  | 1227  | 1140 | 115  | 154   | 316  |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 747  | 3861  | 3107 | 313  | 562   | 342  |
| Arrive On Green              | 0.05 | 0.76  | 0.66 | 0.66 | 0.16  | 0.16 |
| Sat Flow, veh/h              | 3456 | 5274  | 4882 | 475  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 404  | 1227  | 823  | 432  | 154   | 316  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702  | 1702 | 1785 | 1728  | 1585 |
| Q Serve(g_s), s              | 5.8  | 12.3  | 17.4 | 17.4 | 6.3   | 26.0 |
| Cycle Q Clear(g_c), s        | 5.8  | 12.3  | 17.4 | 17.4 | 6.3   | 26.0 |
| Prop In Lane                 | 1.00 |       |      | 0.27 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 747  | 3861  | 2244 | 1176 | 562   | 342  |
| V/C Ratio(X)                 | 0.54 | 0.32  | 0.37 | 0.37 | 0.27  | 0.92 |
| Avail Cap(c_a), veh/h        | 843  | 3861  | 2244 | 1176 | 562   | 342  |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 9.1  | 6.3   | 12.3 | 12.3 | 58.7  | 61.4 |
| Incr Delay (d2), s/veh       | 0.6  | 0.2   | 0.5  | 0.9  | 0.3   | 29.9 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.2  | 4.3   | 6.8  | 7.3  | 2.8   | 15.5 |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |      |
| LnGrp Delay(d),s/veh         | 9.7  | 6.5   | 12.7 | 13.1 | 59.0  | 91.4 |
| LnGrp LOS                    | A    | A     | B    | B    | E     | F    |
| Approach Vol, veh/h          |      | 1631  | 1255 |      | 470   |      |
| Approach Delay, s/veh        |      | 7.3   | 12.9 |      | 80.8  |      |
| Approach LOS                 |      | A     | B    |      | F     |      |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 15.5 | 112.5 |      |      | 128.0 | 32.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0 |
| Max Q Clear Time (g_c+I1), s | 7.8  | 19.4  |      |      | 14.3  | 28.0 |
| Green Ext Time (p_c), s      | 0.7  | 12.4  |      |      | 14.0  | 0.0  |
| <b>Intersection Summary</b>  |      |       |      |      |       |      |
| HCM 6th Ctrl Delay           |      |       | 19.7 |      |       |      |
| HCM 6th LOS                  |      |       | B    |      |       |      |



# Timings

## 1: Bryan Road & Old Griffin Road

Background (2024) PM Peak Hour.syn

08/04/2020

|                      | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Group           | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations  | ↑     | ↗     | ↙     | ↑     | ↘     | ↗     |
| Traffic Volume (vph) | 359   | 684   | 106   | 253   | 514   | 171   |
| Future Volume (vph)  | 359   | 684   | 106   | 253   | 514   | 171   |
| Turn Type            | NA    | pm+ov | Prot  | NA    | Prot  | Prot  |
| Protected Phases     | 2     | 8     | 1     | 6     | 8     | 8     |
| Permitted Phases     |       | 2     |       |       |       |       |
| Detector Phase       | 2     | 8     | 1     | 6     | 8     | 8     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 24.4  | 24.0  | 11.4  | 24.4  | 24.0  | 24.0  |
| Total Split (s)      | 28.0  | 37.0  | 15.0  | 43.0  | 37.0  | 37.0  |
| Total Split (%)      | 35.0% | 46.3% | 18.8% | 53.8% | 46.3% | 46.3% |
| Yellow Time (s)      | 4.4   | 3.7   | 4.4   | 4.4   | 3.7   | 3.7   |
| All-Red Time (s)     | 2.0   | 2.3   | 2.0   | 2.0   | 2.3   | 2.3   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.4   | 6.0   | 6.4   | 6.4   | 6.0   | 6.0   |
| Lead/Lag             | Lag   |       | Lead  |       |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |       |
| Recall Mode          | Min   | None  | None  | Min   | None  | None  |
| Act Effct Green (s)  | 18.9  | 55.2  | 8.5   | 29.7  | 27.1  | 27.1  |
| Actuated g/C Ratio   | 0.27  | 0.79  | 0.12  | 0.42  | 0.39  | 0.39  |
| v/c Ratio            | 0.78  | 0.57  | 0.54  | 0.35  | 0.82  | 0.26  |
| Control Delay        | 38.5  | 4.7   | 44.6  | 15.1  | 32.8  | 4.7   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 38.5  | 4.7   | 44.6  | 15.1  | 32.8  | 4.7   |
| LOS                  | D     | A     | D     | B     | C     | A     |
| Approach Delay       | 16.4  |       |       | 23.8  | 25.8  |       |
| Approach LOS         | B     |       |       | C     | C     |       |

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 20.8

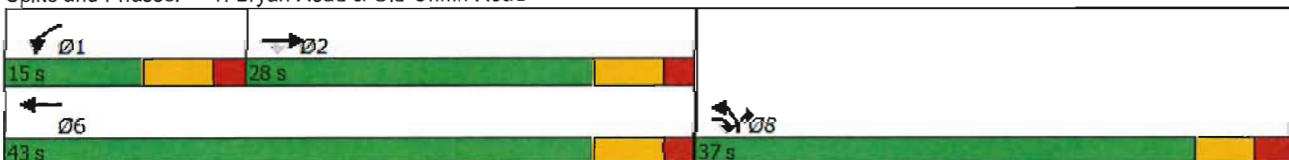
Intersection LOS: C

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 1: Bryan Road & Old Griffin Road



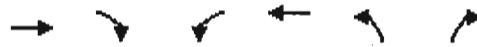


## Queues

Background (2024) PM Peak Hour.syn

## 1: Bryan Road &amp; Old Griffin Road

08/04/2020



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 390  | 743  | 115  | 275  | 559  | 186  |
| v/c Ratio               | 0.78 | 0.57 | 0.54 | 0.35 | 0.82 | 0.26 |
| Control Delay           | 38.5 | 4.7  | 44.6 | 15.1 | 32.8 | 4.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 38.5 | 4.7  | 44.6 | 15.1 | 32.8 | 4.7  |
| Queue Length 50th (ft)  | 179  | 72   | 56   | 84   | 244  | 5    |
| Queue Length 95th (ft)  | #312 | 145  | #121 | 137  | #417 | 43   |
| Internal Link Dist (ft) | 969  |      |      | 851  | 206  |      |
| Turn Bay Length (ft)    |      | 125  | 75   |      |      | 150  |
| Base Capacity (vph)     | 622  | 1313 | 235  | 1054 | 848  | 848  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.63 | 0.57 | 0.49 | 0.26 | 0.66 | 0.22 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin Road

Background (2024) PM Peak Hour.syn  
08/04/2020

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations          | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 |
| Traffic Volume (veh/h)       | 359                                                                               | 684                                                                               | 106                                                                               | 253                                                                               | 514                                                                               | 171                                                                               |
| Future Volume (veh/h)        | 359                                                                               | 684                                                                               | 106                                                                               | 253                                                                               | 514                                                                               | 171                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 390                                                                               | 743                                                                               | 115                                                                               | 275                                                                               | 559                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 572                                                                               | 1032                                                                              | 147                                                                               | 896                                                                               | 616                                                                               |                                                                                   |
| Arrive On Green              | 0.31                                                                              | 0.31                                                                              | 0.08                                                                              | 0.48                                                                              | 0.35                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 390                                                                               | 743                                                                               | 115                                                                               | 275                                                                               | 559                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 12.9                                                                              | 21.6                                                                              | 4.5                                                                               | 6.3                                                                               | 21.1                                                                              | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 12.9                                                                              | 21.6                                                                              | 4.5                                                                               | 6.3                                                                               | 21.1                                                                              | 0.0                                                                               |
| Prop In Lane                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 572                                                                               | 1032                                                                              | 147                                                                               | 896                                                                               | 616                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.68                                                                              | 0.72                                                                              | 0.78                                                                              | 0.31                                                                              | 0.91                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 572                                                                               | 1032                                                                              | 217                                                                               | 969                                                                               | 781                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 21.5                                                                              | 8.1                                                                               | 31.8                                                                              | 11.3                                                                              | 22.0                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 3.3                                                                               | 2.5                                                                               | 10.4                                                                              | 0.2                                                                               | 12.3                                                                              | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 5.8                                                                               | 13.1                                                                              | 2.3                                                                               | 2.4                                                                               | 10.2                                                                              | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 24.8                                                                              | 10.5                                                                              | 42.2                                                                              | 11.4                                                                              | 34.3                                                                              | 0.0                                                                               |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 | C                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 1133                                                                              |                                                                                   |                                                                                   | 390                                                                               | 559                                                                               | A                                                                                 |
| Approach Delay, s/veh        | 15.5                                                                              |                                                                                   |                                                                                   | 20.5                                                                              | 34.3                                                                              |                                                                                   |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s     | 12.2                                                                              | 28.0                                                                              |                                                                                   |                                                                                   | 40.2                                                                              | 30.4                                                                              |
| Change Period (Y+Rc), s      | 6.4                                                                               | 6.4                                                                               |                                                                                   |                                                                                   | 6.4                                                                               | 6.0                                                                               |
| Max Green Setting (Gmax), s  | 8.6                                                                               | 21.6                                                                              |                                                                                   |                                                                                   | 36.6                                                                              | 31.0                                                                              |
| Max Q Clear Time (g_c+I1), s | 6.5                                                                               | 23.6                                                                              |                                                                                   |                                                                                   | 8.3                                                                               | 23.1                                                                              |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 1.7                                                                               | 1.3                                                                               |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| <b>Notes</b>                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection             |        |          |        |      |       |      |
|--------------------------|--------|----------|--------|------|-------|------|
| Int Delay, s/veh         | 4.1    |          |        |      |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL   | SBT  |
| Lane Configurations      | ↰      |          | ↱      | ↰    | ↰     | ↱    |
| Traffic Vol, veh/h       | 114    | 77       | 325    | 150  | 87    | 661  |
| Future Vol, veh/h        | 114    | 77       | 325    | 150  | 87    | 661  |
| 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      | -        | -      | 150  | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 124    | 84       | 353    | 163  | 95    | 718  |
| Major/Minor              | Minor1 | Major1   | Major2 |      |       |      |
| Conflicting Flow All     | 1261   | 353      | 0      | 0    | 516   | 0    |
| Stage 1                  | 353    | -        | -      | -    | -     | -    |
| Stage 2                  | 908    | -        | -      | -    | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -    | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -    | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -    | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -    | 2.218 | -    |
| Pot Cap-1 Maneuver       | 188    | 691      | -      | -    | 1050  | -    |
| Stage 1                  | 711    | -        | -      | -    | -     | -    |
| Stage 2                  | 393    | -        | -      | -    | -     | -    |
| Platoon blocked, %       |        |          | -      | -    |       | -    |
| Mov Cap-1 Maneuver       | 171    | 691      | -      | -    | 1050  | -    |
| Mov Cap-2 Maneuver       | 283    | -        | -      | -    | -     | -    |
| Stage 1                  | 711    | -        | -      | -    | -     | -    |
| Stage 2                  | 358    | -        | -      | -    | -     | -    |
| Approach                 | WB     | NB       | SB     |      |       |      |
| HCM Control Delay, s     | 26.3   | 0        | 1      |      |       |      |
| HCM LOS                  | D      |          |        |      |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT  |       |      |
| Capacity (veh/h)         | -      | -        | 371    | 1050 | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.56   | 0.09 | -     |      |
| HCM Control Delay (s)    | -      | -        | 26.3   | 8.8  | -     |      |
| HCM Lane LOS             | -      | -        | D      | A    | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 3.3    | 0.3  | -     |      |



Timings  
3: Stirling Road & Bryan Road

Background (2024) PM Peak Hour.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ←←    | ↑↑↑   | ↑↑↑   | ←←    | ↑     |
| Traffic Volume (vph) | 359   | 1162  | 1619  | 262   | 643   |
| Future Volume (vph)  | 359   | 1162  | 1619  | 262   | 643   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 107.1 | 107.1 | 87.1  | 39.9  | 59.9  |
| Actuated g/C Ratio   | 0.67  | 0.67  | 0.54  | 0.25  | 0.37  |
| v/c Ratio            | 1.00  | 0.37  | 0.70  | 0.33  | 1.15  |
| Control Delay        | 86.1  | 11.7  | 27.6  | 52.5  | 127.7 |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 86.1  | 11.7  | 27.6  | 52.5  | 127.7 |
| LOS                  | F     | B     | C     | D     | F     |
| Approach Delay       |       | 29.3  | 27.6  | 105.9 |       |
| Approach LOS         |       | C     | C     | F     |       |

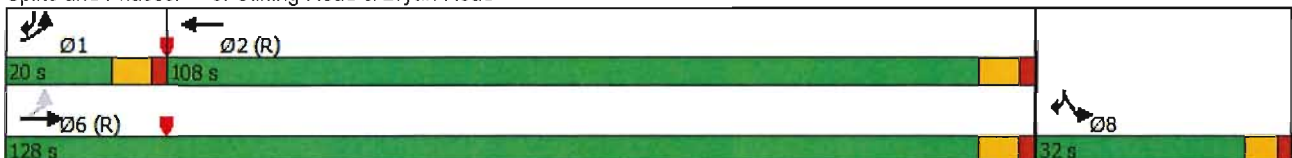
Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.15  
 Intersection Signal Delay: 45.2  
 Intersection Capacity Utilization 85.1%  
 Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 3: Stirling Road & Bryan Road



Queues  
3: Stirling Road & Bryan Road

Background (2024) PM Peak Hour.syn  
08/04/2020



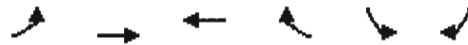
| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR   |
|-------------------------|------|------|------|------|-------|
| Lane Group Flow (vph)   | 390  | 1263 | 1913 | 285  | 699   |
| v/c Ratio               | 1.00 | 0.37 | 0.70 | 0.33 | 1.15  |
| Control Delay           | 86.1 | 11.7 | 27.6 | 52.5 | 127.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 86.1 | 11.7 | 27.6 | 52.5 | 127.7 |
| Queue Length 50th (ft)  | 148  | 197  | 515  | 127  | ~847  |
| Queue Length 95th (ft)  | #250 | 175  | 481  | 188  | #1211 |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |       |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480   |
| Base Capacity (vph)     | 391  | 3845 | 3177 | 856  | 608   |
| 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       | 1.00 | 0.33 | 0.60 | 0.33 | 1.15  |

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.

HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Background (2024) PM Peak Hour.syn  
08/04/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR   |
|------------------------------|------|-------|------|------|-------|-------|
| Lane Configurations          | ←←   | →→→   | ←←←  |      | ←←    | →     |
| Traffic Volume (veh/h)       | 359  | 1162  | 1619 | 141  | 262   | 643   |
| Future Volume (veh/h)        | 359  | 1162  | 1619 | 141  | 262   | 643   |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0     |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Work Zone On Approach        |      | No    | No   |      | No    |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870  |
| Adj Flow Rate, veh/h         | 390  | 1263  | 1760 | 153  | 285   | 699   |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2     |
| Cap, veh/h                   | 480  | 3861  | 3161 | 274  | 562   | 340   |
| Arrive On Green              | 0.05 | 0.76  | 0.66 | 0.66 | 0.16  | 0.16  |
| Sat Flow, veh/h              | 3456 | 5274  | 4953 | 415  | 3456  | 1585  |
| Grp Volume(v), veh/h         | 390  | 1263  | 1251 | 662  | 285   | 699   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702  | 1702 | 1796 | 1728  | 1585  |
| Q Serve(g_s), s              | 5.6  | 12.8  | 31.5 | 31.7 | 12.0  | 26.0  |
| Cycle Q Clear(g_c), s        | 5.6  | 12.8  | 31.5 | 31.7 | 12.0  | 26.0  |
| Prop In Lane                 | 1.00 |       |      | 0.23 | 1.00  | 1.00  |
| Lane Grp Cap(c), veh/h       | 480  | 3861  | 2249 | 1186 | 562   | 340   |
| V/C Ratio(X)                 | 0.81 | 0.33  | 0.56 | 0.56 | 0.51  | 2.06  |
| Avail Cap(c_a), veh/h        | 581  | 3861  | 2249 | 1186 | 562   | 340   |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 23.1 | 6.3   | 14.6 | 14.6 | 61.2  | 62.8  |
| Incr Delay (d2), s/veh       | 7.3  | 0.2   | 1.0  | 1.9  | 0.8   | 485.8 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 5.8  | 4.5   | 12.4 | 13.4 | 5.4   | 59.7  |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |       |
| LnGrp Delay(d),s/veh         | 30.4 | 6.5   | 15.6 | 16.5 | 61.9  | 548.6 |
| LnGrp LOS                    | C    | A     | B    | B    | E     | F     |
| Approach Vol, veh/h          |      | 1653  | 1913 |      | 984   |       |
| Approach Delay, s/veh        |      | 12.2  | 15.9 |      | 407.6 |       |
| Approach LOS                 |      | B     | B    |      | F     |       |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8     |
| Phs Duration (G+Y+Rc), s     | 15.3 | 112.7 |      |      | 128.0 | 32.0  |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0   |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0  |
| Max Q Clear Time (g_c+I1), s | 7.6  | 33.7  |      |      | 14.8  | 28.0  |
| Green Ext Time (p_c), s      | 0.7  | 26.5  |      |      | 14.7  | 0.0   |
| <b>Intersection Summary</b>  |      |       |      |      |       |       |
| HCM 6th Ctrl Delay           |      |       | 99.3 |      |       |       |
| HCM 6th LOS                  |      |       | F    |      |       |       |



Timings  
1: Bryan Road & Old Griffin

Future Total (2024) AM Peak Hour.syn  
08/21/2020

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations  |  |  |  |  |  |  |
| Traffic Volume (vph) | 247                                                                               | 567                                                                               | 91                                                                                | 224                                                                               | 304                                                                               | 118                                                                               |
| Future Volume (vph)  | 247                                                                               | 567                                                                               | 91                                                                                | 224                                                                               | 304                                                                               | 118                                                                               |
| Turn Type            | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Prot                                                                              | Prot                                                                              |
| Protected Phases     | 2                                                                                 | 8                                                                                 | 1                                                                                 | 6                                                                                 | 8                                                                                 | 8                                                                                 |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector Phase       | 2                                                                                 | 8                                                                                 | 1                                                                                 | 6                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)    | 24.4                                                                              | 24.0                                                                              | 11.4                                                                              | 24.4                                                                              | 24.0                                                                              | 24.0                                                                              |
| Total Split (s)      | 33.0                                                                              | 30.0                                                                              | 17.0                                                                              | 50.0                                                                              | 30.0                                                                              | 30.0                                                                              |
| Total Split (%)      | 41.3%                                                                             | 37.5%                                                                             | 21.3%                                                                             | 62.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             |
| Yellow Time (s)      | 4.4                                                                               | 3.7                                                                               | 4.4                                                                               | 4.4                                                                               | 3.7                                                                               | 3.7                                                                               |
| All-Red Time (s)     | 2.0                                                                               | 2.3                                                                               | 2.0                                                                               | 2.0                                                                               | 2.3                                                                               | 2.3                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 6.4                                                                               | 6.0                                                                               | 6.4                                                                               | 6.4                                                                               | 6.0                                                                               | 6.0                                                                               |
| Lead/Lag             | Lag                                                                               |                                                                                   | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Min                                                                               | None                                                                              | None                                                                              | Min                                                                               | None                                                                              | None                                                                              |
| Act Effct Green (s)  | 14.2                                                                              | 41.0                                                                              | 9.0                                                                               | 25.5                                                                              | 17.1                                                                              | 17.1                                                                              |
| Actuated g/C Ratio   | 0.25                                                                              | 0.72                                                                              | 0.16                                                                              | 0.45                                                                              | 0.30                                                                              | 0.30                                                                              |
| v/c Ratio            | 0.57                                                                              | 0.49                                                                              | 0.35                                                                              | 0.29                                                                              | 0.62                                                                              | 0.23                                                                              |
| Control Delay        | 26.4                                                                              | 3.1                                                                               | 30.2                                                                              | 10.6                                                                              | 24.6                                                                              | 5.1                                                                               |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay          | 26.4                                                                              | 3.1                                                                               | 30.2                                                                              | 10.6                                                                              | 24.6                                                                              | 5.1                                                                               |
| LOS                  | C                                                                                 | A                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | A                                                                                 |
| Approach Delay       | 10.2                                                                              |                                                                                   |                                                                                   | 16.3                                                                              | 19.2                                                                              |                                                                                   |
| Approach LOS         | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 56.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 13.9

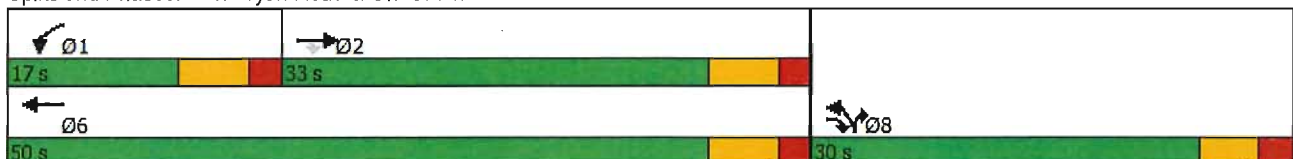
Intersection LOS: B

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Bryan Road & Old Griffin



HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin

Future Total (2024) AM Peak Hour.syn  
08/21/2020

|                              | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑    | ↗    | ↘    | ↑    | ↘    | ↗    |
| Traffic Volume (veh/h)       | 247  | 567  | 91   | 224  | 304  | 118  |
| Future Volume (veh/h)        | 247  | 567  | 91   | 224  | 304  | 118  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 268  | 616  | 99   | 243  | 330  | 0    |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 669  | 925  | 129  | 1023 | 403  |      |
| Arrive On Green              | 0.36 | 0.36 | 0.07 | 0.55 | 0.23 | 0.00 |
| Sat Flow, veh/h              | 1870 | 1585 | 1781 | 1870 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 268  | 616  | 99   | 243  | 330  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1870 | 1585 | 1781 | 1870 | 1781 | 1585 |
| Q Serve(g_s), s              | 5.9  | 14.5 | 3.0  | 3.7  | 9.6  | 0.0  |
| Cycle Q Clear(g_c), s        | 5.9  | 14.5 | 3.0  | 3.7  | 9.6  | 0.0  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 669  | 925  | 129  | 1023 | 403  |      |
| V/C Ratio(X)                 | 0.40 | 0.67 | 0.77 | 0.24 | 0.82 |      |
| Avail Cap(c_a), veh/h        | 910  | 1130 | 346  | 1492 | 782  |      |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh     | 13.2 | 7.7  | 24.9 | 6.4  | 20.1 | 0.0  |
| Incr Delay (d2), s/veh       | 0.4  | 1.1  | 9.3  | 0.1  | 4.2  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.2  | 7.2  | 1.5  | 1.1  | 4.1  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 13.5 | 8.8  | 34.2 | 6.6  | 24.3 | 0.0  |
| LnGrp LOS                    | B    | A    | C    | A    | C    |      |
| Approach Vol, veh/h          | 884  |      |      | 342  | 330  | A    |
| Approach Delay, s/veh        | 10.3 |      |      | 14.6 | 24.3 |      |
| Approach LOS                 | B    |      |      | B    | C    |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6    | 8    |
| Phs Duration (G+Y+Rc), s     | 10.3 | 26.0 |      |      | 36.3 | 18.3 |
| Change Period (Y+Rc), s      | 6.4  | 6.4  |      |      | 6.4  | 6.0  |
| Max Green Setting (Gmax), s  | 10.6 | 26.6 |      |      | 43.6 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 5.0  | 16.5 |      |      | 5.7  | 11.6 |
| Green Ext Time (p_c), s      | 0.1  | 3.1  |      |      | 1.5  | 0.8  |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 14.2 |      |      |      |
| HCM 6th LOS                  |      |      | B    |      |      |      |
| <b>Notes</b>                 |      |      |      |      |      |      |

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 5.3    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | W      |          | U      | W     | W     | U    |
| Traffic Vol, veh/h       | 159    | 97       | 316    | 105   | 54    | 418  |
| Future Vol, veh/h        | 159    | 97       | 316    | 105   | 54    | 418  |
| 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      | -        | -      | 145   | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 173    | 105      | 343    | 114   | 59    | 454  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 915    | 343      | 0      | 0     | 457   | 0    |
| Stage 1                  | 343    | -        | -      | -     | -     | -    |
| Stage 2                  | 572    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 303    | 700      | -      | -     | 1104  | -    |
| Stage 1                  | 719    | -        | -      | -     | -     | -    |
| Stage 2                  | 565    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        |          | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 287    | 700      | -      | -     | 1104  | -    |
| Mov Cap-2 Maneuver       | 406    | -        | -      | -     | -     | -    |
| Stage 1                  | 719    | -        | -      | -     | -     | -    |
| Stage 2                  | 535    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       | SB     |       |       |      |
| HCM Control Delay, s     | 22.1   | 0        | 1      |       |       |      |
| HCM LOS                  | C      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 483    | 1104  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.576  | 0.053 | -     |      |
| HCM Control Delay (s)    | -      | -        | 22.1   | 8.4   | -     |      |
| HCM Lane LOS             | -      | -        | C      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 3.6    | 0.2   | -     |      |



# Timings

## 3: Stirling Road & Bryan Road

Future Total (2024) AM Peak Hour.syn

08/21/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↑↑↑   | ↑↑↑   | ↔↔    | ↗     |
| Traffic Volume (vph) | 433   | 1129  | 1049  | 172   | 399   |
| Future Volume (vph)  | 433   | 1129  | 1049  | 172   | 399   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 112.7 | 112.7 | 90.5  | 34.3  | 56.5  |
| Actuated g/C Ratio   | 0.70  | 0.70  | 0.57  | 0.21  | 0.35  |
| v/c Ratio            | 0.71  | 0.34  | 0.45  | 0.25  | 0.70  |
| Control Delay        | 16.0  | 10.0  | 21.4  | 51.9  | 38.9  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 16.0  | 10.0  | 21.4  | 51.9  | 38.9  |
| LOS                  | B     | A     | C     | D     | D     |
| Approach Delay       |       | 11.7  | 21.4  | 42.8  |       |
| Approach LOS         |       | B     | C     | D     |       |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 20.5

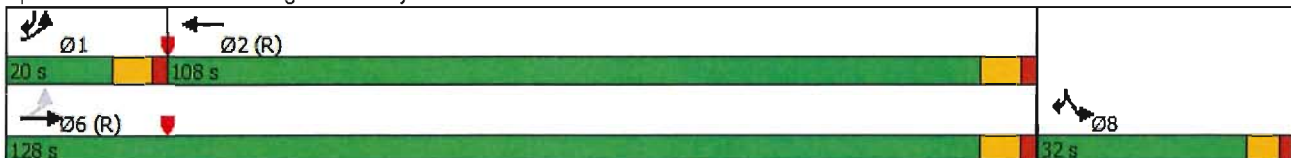
Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

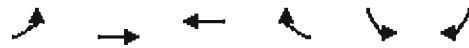
Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road



# HCM 6th Signalized Intersection Summary 3: Stirling Road & Bryan Road

Future Total (2024) AM Peak Hour.syn  
08/21/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR   |
|------------------------------|------|-------|------|------|-------|-------|
| Lane Configurations          | ↖↗   | ↑↑↑   | ↑↑↑  |      | ↖↗    | ↗     |
| Traffic Volume (veh/h)       | 433  | 1129  | 1049 | 123  | 172   | 399   |
| Future Volume (veh/h)        | 433  | 1129  | 1049 | 123  | 172   | 399   |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0     |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Work Zone On Approach        |      | No    | No   |      | No    |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870  |
| Adj Flow Rate, veh/h         | 471  | 1227  | 1140 | 134  | 187   | 434   |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2     |
| Cap, veh/h                   | 753  | 3861  | 3021 | 355  | 562   | 353   |
| Arrive On Green              | 0.06 | 0.76  | 0.65 | 0.65 | 0.16  | 0.16  |
| Sat Flow, veh/h              | 3456 | 5274  | 4801 | 544  | 3456  | 1585  |
| Grp Volume(v), veh/h         | 471  | 1227  | 838  | 436  | 187   | 434   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702  | 1702 | 1772 | 1728  | 1585  |
| Q Serve(g_s), s              | 6.9  | 12.3  | 18.2 | 18.2 | 7.7   | 26.0  |
| Cycle Q Clear(g_c), s        | 6.9  | 12.3  | 18.2 | 18.2 | 7.7   | 26.0  |
| Prop In Lane                 | 1.00 |       |      | 0.31 | 1.00  | 1.00  |
| Lane Grp Cap(c), veh/h       | 753  | 3861  | 2220 | 1156 | 562   | 353   |
| V/C Ratio(X)                 | 0.63 | 0.32  | 0.38 | 0.38 | 0.33  | 1.23  |
| Avail Cap(c_a), veh/h        | 825  | 3861  | 2220 | 1156 | 562   | 353   |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 9.9  | 6.3   | 12.8 | 12.8 | 59.3  | 62.2  |
| Incr Delay (d2), s/veh       | 1.3  | 0.2   | 0.5  | 0.9  | 0.3   | 125.3 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 2.7  | 4.3   | 7.1  | 7.6  | 3.4   | 26.7  |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |       |
| LnGrp Delay(d),s/veh         | 11.2 | 6.5   | 13.3 | 13.8 | 59.7  | 187.4 |
| LnGrp LOS                    | B    | A     | B    | B    | E     | F     |
| Approach Vol, veh/h          |      | 1698  | 1274 |      | 621   |       |
| Approach Delay, s/veh        |      | 7.8   | 13.5 |      | 148.9 |       |
| Approach LOS                 |      | A     | B    |      | F     |       |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8     |
| Phs Duration (G+Y+Rc), s     | 16.7 | 111.3 |      |      | 128.0 | 32.0  |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0   |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0  |
| Max Q Clear Time (g_c+I1), s | 8.9  | 20.2  |      |      | 14.3  | 28.0  |
| Green Ext Time (p_c), s      | 0.7  | 12.8  |      |      | 14.0  | 0.0   |
| <b>Intersection Summary</b>  |      |       |      |      |       |       |
| HCM 6th Ctrl Delay           |      |       | 34.2 |      |       |       |
| HCM 6th LOS                  |      |       | C    |      |       |       |

HCM 6th TWSC  
4: Bryan Road & \*North Driveway

Future Total (2024) AM Peak Hour.syn  
08/21/2020

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h       | 86   | 59   | 387  | 61   | 42   | 566  |
| Future Vol, veh/h        | 86   | 59   | 387  | 61   | 42   | 566  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 93   | 64   | 421  | 66   | 46   | 615  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1128   | 421    | 0      | 0 | 487   |
| Stage 1              | 421    | -      | -      | - | -     |
| Stage 2              | 707    | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | 226    | 632    | -      | - | 1076  |
| Stage 1              | 662    | -      | -      | - | -     |
| Stage 2              | 489    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 216    | 632    | -      | - | 1076  |
| Mov Cap-2 Maneuver   | 344    | -      | -      | - | -     |
| Stage 1              | 662    | -      | -      | - | -     |
| Stage 2              | 468    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 18.5 | 0  | 0.6 |
| HCM LOS              | C    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 422   | 1076  |
| HCM Lane V/C Ratio    | -   | -        | 0.373 | 0.042 |
| HCM Control Delay (s) | -   | -        | 18.5  | 8.5   |
| HCM Lane LOS          | -   | -        | C     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 1.7   | 0.1   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.7  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | ↑    | ↑    | W    | ↑    |
| Traffic Vol, veh/h       | 89   | 62   | 386  | 63   | 44   | 608  |
| Future Vol, veh/h        | 89   | 62   | 386  | 63   | 44   | 608  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 97   | 67   | 420  | 68   | 48   | 661  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1177   | 420    | 0      | 0 | 488   |
| Stage 1              | 420    | -      | -      | - | -     |
| Stage 2              | 757    | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | 211    | 633    | -      | - | 1075  |
| Stage 1              | 663    | -      | -      | - | -     |
| Stage 2              | 463    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 202    | 633    | -      | - | 1075  |
| Mov Cap-2 Maneuver   | 328    | -      | -      | - | -     |
| Stage 1              | 663    | -      | -      | - | -     |
| Stage 2              | 442    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 19.6 | 0  | 0.6 |
| HCM LOS              | C    |    |     |

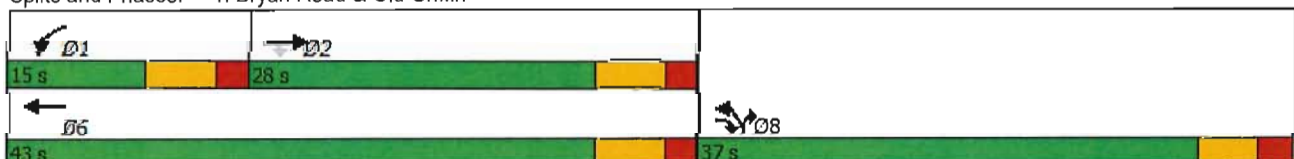
| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 409   | 1075  |
| HCM Lane V/C Ratio    | -   | -        | 0.401 | 0.044 |
| HCM Control Delay (s) | -   | -        | 19.6  | 8.5   |
| HCM Lane LOS          | -   | -        | C     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 1.9   | 0.1   |

Timings  
1: Bryan Road & Old Griffin

Future Total (2024) PM Peak Hour.syn  
08/21/2020

|                                         |       |       |       |                        |       |       |
|-----------------------------------------|-------|-------|-------|------------------------|-------|-------|
|                                         | →     | ↘     | ↙     | ←                      | ↖     | ↗     |
| Lane Group                              | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
| Lane Configurations                     | ↑     | ↗     | ↖     | ↑                      | ↖     | ↗     |
| Traffic Volume (vph)                    | 359   | 752   | 133   | 253                    | 549   | 185   |
| Future Volume (vph)                     | 359   | 752   | 133   | 253                    | 549   | 185   |
| Turn Type                               | NA    | pm+ov | Prot  | NA                     | Prot  | Prot  |
| Protected Phases                        | 2     | 8     | 1     | 6                      | 8     | 8     |
| Permitted Phases                        |       | 2     |       |                        |       |       |
| Detector Phase                          | 2     | 8     | 1     | 6                      | 8     | 8     |
| Switch Phase                            |       |       |       |                        |       |       |
| Minimum Initial (s)                     | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Minimum Split (s)                       | 24.4  | 24.0  | 11.4  | 24.4                   | 24.0  | 24.0  |
| Total Split (s)                         | 28.0  | 37.0  | 15.0  | 43.0                   | 37.0  | 37.0  |
| Total Split (%)                         | 35.0% | 46.3% | 18.8% | 53.8%                  | 46.3% | 46.3% |
| Yellow Time (s)                         | 4.4   | 3.7   | 4.4   | 4.4                    | 3.7   | 3.7   |
| All-Red Time (s)                        | 2.0   | 2.3   | 2.0   | 2.0                    | 2.3   | 2.3   |
| Lost Time Adjust (s)                    | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                     | 6.4   | 6.0   | 6.4   | 6.4                    | 6.0   | 6.0   |
| Lead/Lag                                | Lag   |       | Lead  |                        |       |       |
| Lead-Lag Optimize?                      | Yes   |       | Yes   |                        |       |       |
| Recall Mode                             | Min   | None  | None  | Min                    | None  | None  |
| Act Effct Green (s)                     | 19.2  | 54.8  | 8.5   | 34.2                   | 29.1  | 29.1  |
| Actuated g/C Ratio                      | 0.25  | 0.72  | 0.11  | 0.45                   | 0.38  | 0.38  |
| v/c Ratio                               | 0.82  | 0.68  | 0.74  | 0.33                   | 0.88  | 0.28  |
| Control Delay                           | 43.3  | 7.6   | 57.9  | 15.1                   | 38.8  | 5.2   |
| Queue Delay                             | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                             | 43.3  | 7.6   | 57.9  | 15.1                   | 38.8  | 5.2   |
| LOS                                     | D     | A     | E     | B                      | D     | A     |
| Approach Delay                          | 19.1  |       |       | 29.9                   | 30.4  |       |
| Approach LOS                            | B     |       |       | C                      | C     |       |
| Intersection Summary                    |       |       |       |                        |       |       |
| Cycle Length: 80                        |       |       |       |                        |       |       |
| Actuated Cycle Length: 75.8             |       |       |       |                        |       |       |
| Natural Cycle: 80                       |       |       |       |                        |       |       |
| Control Type: Actuated-Uncoordinated    |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.88                 |       |       |       |                        |       |       |
| Intersection Signal Delay: 24.7         |       |       |       | Intersection LOS: C    |       |       |
| Intersection Capacity Utilization 72.3% |       |       |       | ICU Level of Service C |       |       |
| Analysis Period (min) 15                |       |       |       |                        |       |       |

Splits and Phases: 1: Bryan Road & Old Griffin



## Queues

Future Total (2024) PM Peak Hour.syn

1: Bryan Road &amp; Old Griffin

08/21/2020



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 390  | 817  | 145  | 275  | 597  | 201  |
| v/c Ratio               | 0.82 | 0.68 | 0.74 | 0.33 | 0.88 | 0.28 |
| Control Delay           | 43.3 | 7.6  | 57.9 | 15.1 | 38.8 | 5.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 43.3 | 7.6  | 57.9 | 15.1 | 38.8 | 5.2  |
| Queue Length 50th (ft)  | 179  | 120  | 72   | 84   | 269  | 9    |
| Queue Length 95th (ft)  | #312 | 223  | #164 | 137  | #462 | 49   |
| Internal Link Dist (ft) | 969  |      |      | 851  | 206  |      |
| Turn Bay Length (ft)    |      | 125  | 75   |      |      | 150  |
| Base Capacity (vph)     | 536  | 1237 | 203  | 909  | 731  | 755  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.73 | 0.66 | 0.71 | 0.30 | 0.82 | 0.27 |

## Intersection Summary

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



HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin

Future Total (2024) PM Peak Hour.syn  
08/21/2020

|                              | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑    | ↑    | ↑    | ↑    | ↑    | ↑    |
| Traffic Volume (veh/h)       | 359  | 752  | 133  | 253  | 549  | 185  |
| Future Volume (veh/h)        | 359  | 752  | 133  | 253  | 549  | 185  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 390  | 817  | 145  | 275  | 597  | 0    |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 537  | 1028 | 181  | 885  | 645  |      |
| Arrive On Green              | 0.29 | 0.29 | 0.10 | 0.47 | 0.36 | 0.00 |
| Sat Flow, veh/h              | 1870 | 1585 | 1781 | 1870 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 390  | 817  | 145  | 275  | 597  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1870 | 1585 | 1781 | 1870 | 1781 | 1585 |
| Q Serve(g_s), s              | 14.1 | 21.6 | 6.0  | 6.8  | 24.2 | 0.0  |
| Cycle Q Clear(g_c), s        | 14.1 | 21.6 | 6.0  | 6.8  | 24.2 | 0.0  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 537  | 1028 | 181  | 885  | 645  |      |
| V/C Ratio(X)                 | 0.73 | 0.79 | 0.80 | 0.31 | 0.93 |      |
| Avail Cap(c_a), veh/h        | 537  | 1028 | 204  | 910  | 734  |      |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh     | 24.2 | 8.4  | 33.1 | 12.2 | 23.1 | 0.0  |
| Incr Delay (d2), s/veh       | 4.9  | 4.4  | 18.5 | 0.2  | 16.6 | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 6.7  | 16.0 | 3.4  | 2.7  | 12.4 | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 29.1 | 12.8 | 51.6 | 12.4 | 39.6 | 0.0  |
| LnGrp LOS                    | C    | B    | D    | B    | D    |      |
| Approach Vol, veh/h          | 1207 |      |      | 420  | 597  | A    |
| Approach Delay, s/veh        | 18.1 |      |      | 25.9 | 39.6 |      |
| Approach LOS                 | B    |      |      | C    | D    |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6    | 8    |
| Phs Duration (G+Y+Rc), s     | 14.0 | 28.0 |      |      | 42.0 | 33.2 |
| Change Period (Y+Rc), s      | 6.4  | 6.4  |      |      | 6.4  | 6.0  |
| Max Green Setting (Gmax), s  | 8.6  | 21.6 |      |      | 36.6 | 31.0 |
| Max Q Clear Time (g_c+I1), s | 8.0  | 23.6 |      |      | 8.8  | 26.2 |
| Green Ext Time (p_c), s      | 0.0  | 0.0  |      |      | 1.7  | 1.0  |

Intersection Summary

HCM 6th Ctrl Delay 25.3  
HCM 6th LOS C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

| Intersection                                                                                                         |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh                                                                                                     | 5.5                                                                               |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                                                                                                             | WBL                                                                               | WBR      | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations                                                                                                  |  |          |  |  |  |  |
| Traffic Vol, veh/h                                                                                                   | 130                                                                               | 77       | 373                                                                               | 158                                                                               | 87                                                                                | 757                                                                               |
| Future Vol, veh/h                                                                                                    | 130                                                                               | 77       | 373                                                                               | 158                                                                               | 87                                                                                | 757                                                                               |
| 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                                                                                 | -        | -                                                                                 | 145                                                                               | 215                                                                               | -                                                                                 |
| Veh in Median Storage, #                                                                                             | 1                                                                                 | -        | 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                                                                                                            | 141                                                                               | 84       | 405                                                                               | 172                                                                               | 95                                                                                | 823                                                                               |
| Major/Minor                                                                                                          | Minor1                                                                            | Major1   |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All                                                                                                 | 1418                                                                              | 405      | 0                                                                                 | 0                                                                                 | 577                                                                               | 0                                                                                 |
| Stage 1                                                                                                              | 405                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 1013                                                                              | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy                                                                                                        | 6.42                                                                              | 6.22     | -                                                                                 | -                                                                                 | 4.12                                                                              | -                                                                                 |
| Critical Hdwy Stg 1                                                                                                  | 5.42                                                                              | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2                                                                                                  | 5.42                                                                              | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy                                                                                                       | 3.518                                                                             | 3.318    | -                                                                                 | -                                                                                 | 2.218                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver                                                                                                   | 151                                                                               | 646      | -                                                                                 | -                                                                                 | 996                                                                               | -                                                                                 |
| Stage 1                                                                                                              | 673                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 351                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %                                                                                                   |                                                                                   |          | -                                                                                 | -                                                                                 |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver                                                                                                   | ~ 137                                                                             | 646      | -                                                                                 | -                                                                                 | 996                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver                                                                                                   | 249                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 673                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 318                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                                                                                                             | WB                                                                                | NB       |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s                                                                                                 | 38.2                                                                              | 0        |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   |
| HCM LOS                                                                                                              | E                                                                                 |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt                                                                                                | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT                                                                               |                                                                                   |                                                                                   |
| Capacity (veh/h)                                                                                                     | -                                                                                 | -        | 323                                                                               | 996                                                                               | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio                                                                                                   | -                                                                                 | -        | 0.697                                                                             | 0.095                                                                             | -                                                                                 |                                                                                   |
| HCM Control Delay (s)                                                                                                | -                                                                                 | -        | 38.2                                                                              | 9                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS                                                                                                         | -                                                                                 | -        | E                                                                                 | A                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)                                                                                                | -                                                                                 | -        | 4.9                                                                               | 0.3                                                                               | -                                                                                 |                                                                                   |
| Notes                                                                                                                |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

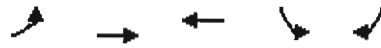


# Timings

## 3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour.syn

08/21/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↑↑↑   | ↑↑↑   | ↖↗    | ↗     |
| Traffic Volume (vph) | 485   | 1162  | 1619  | 280   | 706   |
| Future Volume (vph)  | 485   | 1162  | 1619  | 280   | 706   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 108.7 | 108.7 | 88.7  | 38.3  | 58.3  |
| Actuated g/C Ratio   | 0.68  | 0.68  | 0.55  | 0.24  | 0.36  |
| v/c Ratio            | 1.36  | 0.37  | 0.70  | 0.37  | 1.29  |
| Control Delay        | 212.2 | 11.0  | 26.8  | 54.2  | 183.7 |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 212.2 | 11.0  | 26.8  | 54.2  | 183.7 |
| LOS                  | F     | B     | C     | D     | F     |
| Approach Delay       |       | 70.3  | 26.8  | 146.9 |       |
| Approach LOS         |       | E     | C     | F     |       |

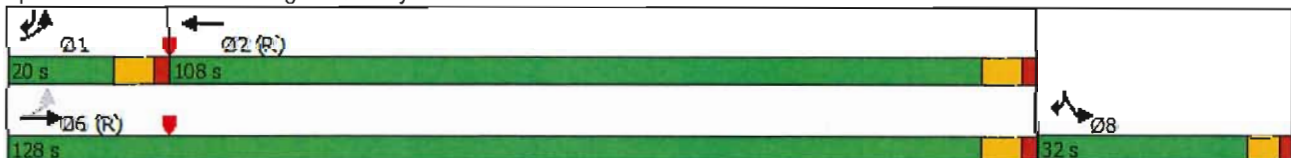
### Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.36  
 Intersection Signal Delay: 69.7  
 Intersection Capacity Utilization 89.7%  
 Analysis Period (min) 15

Intersection LOS: E

ICU Level of Service E

### Splits and Phases: 3: Stirling Road & Bryan Road





Queues  
3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour.syn  
08/21/2020



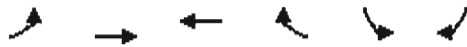
| Lane Group              | EBL   | EBT  | WBT  | SBL  | SBR   |
|-------------------------|-------|------|------|------|-------|
| Lane Group Flow (vph)   | 527   | 1263 | 1951 | 304  | 767   |
| v/c Ratio               | 1.36  | 0.37 | 0.70 | 0.37 | 1.29  |
| Control Delay           | 212.2 | 11.0 | 26.8 | 54.2 | 183.7 |
| Queue Delay             | 0.0   | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 212.2 | 11.0 | 26.8 | 54.2 | 183.7 |
| Queue Length 50th (ft)  | ~309  | 190  | 519  | 138  | ~1014 |
| Queue Length 95th (ft)  | #418  | 168  | 483  | 202  | #1379 |
| Internal Link Dist (ft) |       | 568  | 596  | 552  |       |
| Turn Bay Length (ft)    | 240   |      |      | 250  | 480   |
| Base Capacity (vph)     | 388   | 3845 | 3170 | 822  | 593   |
| 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       | 1.36  | 0.33 | 0.62 | 0.37 | 1.29  |

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.

HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour.syn  
08/21/2020



| Movement                     | EBL  | EBT   | WBT   | WBR  | SBL   | SBR   |
|------------------------------|------|-------|-------|------|-------|-------|
| Lane Configurations          | ←←   | →→→   | ←←←   |      | ←←    | →     |
| Traffic Volume (veh/h)       | 485  | 1162  | 1619  | 176  | 280   | 706   |
| Future Volume (veh/h)        | 485  | 1162  | 1619  | 176  | 280   | 706   |
| Initial Q (Qb), veh          | 0    | 0     | 0     | 0    | 0     | 0     |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |       | 1.00 | 1.00  | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Work Zone On Approach        |      | No    | No    |      | No    |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870  | 1870 | 1870  | 1870  |
| Adj Flow Rate, veh/h         | 527  | 1263  | 1760  | 191  | 304   | 767   |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Percent Heavy Veh, %         | 2    | 2     | 2     | 2    | 2     | 2     |
| Cap, veh/h                   | 549  | 3861  | 2953  | 319  | 562   | 386   |
| Arrive On Green              | 0.08 | 0.76  | 0.63  | 0.63 | 0.16  | 0.16  |
| Sat Flow, veh/h              | 3456 | 5274  | 4846  | 506  | 3456  | 1585  |
| Grp Volume(v), veh/h         | 527  | 1263  | 1279  | 672  | 304   | 767   |
| Grp Sat Flow(s), veh/h/ln    | 1728 | 1702  | 1702  | 1779 | 1728  | 1585  |
| Q Serve(g_s), s              | 11.8 | 12.8  | 35.5  | 35.8 | 12.9  | 26.0  |
| Cycle Q Clear(g_c), s        | 11.8 | 12.8  | 35.5  | 35.8 | 12.9  | 26.0  |
| Prop In Lane                 | 1.00 |       |       | 0.28 | 1.00  | 1.00  |
| Lane Grp Cap(c), veh/h       | 549  | 3861  | 2149  | 1123 | 562   | 386   |
| V/C Ratio(X)                 | 0.96 | 0.33  | 0.60  | 0.60 | 0.54  | 1.99  |
| Avail Cap(c_a), veh/h        | 549  | 3861  | 2149  | 1123 | 562   | 386   |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 36.5 | 6.3   | 17.4  | 17.5 | 61.5  | 60.5  |
| Incr Delay (d2), s/veh       | 28.4 | 0.2   | 1.2   | 2.4  | 1.1   | 452.5 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 9.0  | 4.5   | 14.2  | 15.3 | 5.8   | 64.3  |
| Unsig. Movement Delay, s/veh |      |       |       |      |       |       |
| LnGrp Delay(d),s/veh         | 64.9 | 6.5   | 18.6  | 19.8 | 62.6  | 513.0 |
| LnGrp LOS                    | E    | A     | B     | B    | E     | F     |
| Approach Vol, veh/h          |      | 1790  | 1951  |      | 1071  |       |
| Approach Delay, s/veh        |      | 23.7  | 19.1  |      | 385.2 |       |
| Approach LOS                 |      | C     | B     |      | F     |       |
| Timer - Assigned Phs         | 1    | 2     |       |      | 6     | 8     |
| Phs Duration (G+Y+Rc), s     | 20.0 | 108.0 |       |      | 128.0 | 32.0  |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |       |      | 7.0   | 6.0   |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |       |      | 121.0 | 26.0  |
| Max Q Clear Time (g_c+l1), s | 13.8 | 37.8  |       |      | 14.8  | 28.0  |
| Green Ext Time (p_c), s      | 0.0  | 27.1  |       |      | 14.7  | 0.0   |
| <b>Intersection Summary</b>  |      |       |       |      |       |       |
| HCM 6th Ctrl Delay           |      |       | 102.3 |      |       |       |
| HCM 6th LOS                  |      |       | F     |      |       |       |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.2  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | U    | U    | W    | U    |
| Traffic Vol, veh/h       | 65   | 45   | 522  | 119  | 82   | 861  |
| Future Vol, veh/h        | 65   | 45   | 522  | 119  | 82   | 861  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 71   | 49   | 567  | 129  | 89   | 936  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1681   | 567    | 0      | 0 | 696   |
| Stage 1              | 567    | -      | -      | - | -     |
| Stage 2              | 1114   | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | 104    | 523    | -      | - | 900   |
| Stage 1              | 568    | -      | -      | - | -     |
| Stage 2              | 314    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 94     | 523    | -      | - | 900   |
| Mov Cap-2 Maneuver   | 209    | -      | -      | - | -     |
| Stage 1              | 568    | -      | -      | - | -     |
| Stage 2              | 283    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 27.5 | 0  | 0.8 |
| HCM LOS              | D    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT |
|-----------------------|-----|----------|-------|-----|
| Capacity (veh/h)      | -   | - 277    | 900   | -   |
| HCM Lane V/C Ratio    | -   | - 0.432  | 0.099 | -   |
| HCM Control Delay (s) | -   | - 27.5   | 9.4   | -   |
| HCM Lane LOS          | -   | - D      | A     | -   |
| HCM 95th %tile Q(veh) | -   | - 2.1    | 0.3   | -   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | U    | U    | W    | U    |
| Traffic Vol, veh/h       | 89   | 47   | 594  | 123  | 86   | 840  |
| Future Vol, veh/h        | 89   | 47   | 594  | 123  | 86   | 840  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 97   | 51   | 646  | 134  | 93   | 913  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1745   | 646    | 0      | 0 | 780   |
| Stage 1              | 646    | -      | -      | - | -     |
| Stage 2              | 1099   | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | ~ 95   | 472    | -      | - | 837   |
| Stage 1              | 522    | -      | -      | - | -     |
| Stage 2              | 319    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | ~ 84   | 472    | -      | - | 837   |
| Mov Cap-2 Maneuver   | 202    | -      | -      | - | -     |
| Stage 1              | 522    | -      | -      | - | -     |
| Stage 2              | 284    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 37.7 | 0  | 0.9 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 252   | 837   |
| HCM Lane V/C Ratio    | -   | -        | 0.587 | 0.112 |
| HCM Control Delay (s) | -   | -        | 37.7  | 9.8   |
| HCM Lane LOS          | -   | -        | E     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 3.4   | 0.4   |

| Notes                                                                                                                |  |  |  |
|----------------------------------------------------------------------------------------------------------------------|--|--|--|
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |  |  |  |

Timings  
3: Stirling Road & Bryan Road

Future Total (2024) AM Peak Hour-Improvement.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↑↑↑   | ↑↑↑   | ↔↔    | ↗     |
| Traffic Volume (vph) | 433   | 1129  | 1049  | 172   | 399   |
| Future Volume (vph)  | 433   | 1129  | 1049  | 172   | 399   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 39.0  | 101.0 | 62.0  | 59.0  |       |
| Total Split (%)      | 24.4% | 63.1% | 38.8% | 36.9% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 107.5 | 107.5 | 79.0  | 39.5  | 68.0  |
| Actuated g/C Ratio   | 0.67  | 0.67  | 0.49  | 0.25  | 0.42  |
| v/c Ratio            | 0.65  | 0.36  | 0.51  | 0.22  | 0.64  |
| Control Delay        | 17.9  | 12.4  | 30.0  | 47.2  | 38.4  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 17.9  | 12.4  | 30.0  | 47.2  | 38.4  |
| LOS                  | B     | B     | C     | D     | D     |
| Approach Delay       |       | 14.0  | 30.0  | 41.1  |       |
| Approach LOS         |       | B     | C     | D     |       |

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 24.3

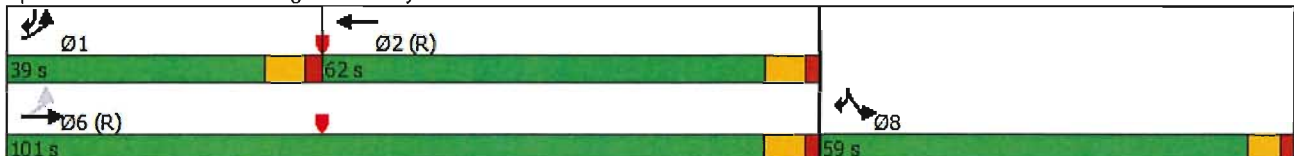
Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road



## Queues

Future Total (2024) AM Peak Hour-Improvement.syn

## 3: Stirling Road &amp; Bryan Road

08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 471  | 1227 | 1274 | 187  | 434  |
| v/c Ratio               | 0.65 | 0.36 | 0.51 | 0.22 | 0.64 |
| Control Delay           | 17.9 | 12.4 | 30.0 | 47.2 | 38.4 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 17.9 | 12.4 | 30.0 | 47.2 | 38.4 |
| Queue Length 50th (ft)  | 91   | 193  | 324  | 80   | 344  |
| Queue Length 95th (ft)  | 165  | 270  | 456  | 106  | 372  |
| Internal Link Dist (ft) |      | 568  | 596  | 552  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 921  | 3416 | 2476 | 1137 | 775  |
| 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 | 0.36 | 0.51 | 0.16 | 0.56 |
| Intersection Summary    |      |      |      |      |      |



HCM 6th Signalized Intersection SummaryFuture Total (2024) AM Peak Hour-Improvement.syn  
3: Stirling Road & Bryan Road

08/04/2020



| Movement                     | EBL  | EBT  | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|------|------|------|-------|------|
| Lane Configurations          | ↰↱   | ↰↱↱  | ↰↱↱  |      | ↰↱    | ↰↱   |
| Traffic Volume (veh/h)       | 433  | 1129 | 1049 | 123  | 172   | 399  |
| Future Volume (veh/h)        | 433  | 1129 | 1049 | 123  | 172   | 399  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No   | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 471  | 1227 | 1140 | 134  | 187   | 434  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 687  | 3319 | 2424 | 285  | 929   | 558  |
| Arrive On Green              | 0.08 | 0.65 | 0.52 | 0.52 | 0.27  | 0.27 |
| Sat Flow, veh/h              | 3456 | 5274 | 4801 | 544  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 471  | 1227 | 838  | 436  | 187   | 434  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702 | 1702 | 1772 | 1728  | 1585 |
| Q Serve(g_s), s              | 9.6  | 17.7 | 24.9 | 24.9 | 6.7   | 39.1 |
| Cycle Q Clear(g_c), s        | 9.6  | 17.7 | 24.9 | 24.9 | 6.7   | 39.1 |
| Prop In Lane                 | 1.00 |      |      | 0.31 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 687  | 3319 | 1781 | 927  | 929   | 558  |
| V/C Ratio(X)                 | 0.69 | 0.37 | 0.47 | 0.47 | 0.20  | 0.78 |
| Avail Cap(c_a), veh/h        | 1091 | 3319 | 1781 | 927  | 1145  | 657  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 18.6 | 12.9 | 24.1 | 24.1 | 45.2  | 46.3 |
| Incr Delay (d2), s/veh       | 1.2  | 0.3  | 0.9  | 1.7  | 0.1   | 5.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.9  | 6.9  | 10.4 | 11.0 | 2.9   | 16.3 |
| Unsig. Movement Delay, s/veh |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh         | 19.8 | 13.2 | 25.0 | 25.8 | 45.3  | 51.3 |
| LnGrp LOS                    | B    | B    | C    | C    | D     | D    |
| Approach Vol, veh/h          |      | 1698 | 1274 |      | 621   |      |
| Approach Delay, s/veh        |      | 15.0 | 25.3 |      | 49.5  |      |
| Approach LOS                 |      | B    | C    |      | D     |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 20.3 | 90.7 |      |      | 111.0 | 49.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 32.0 | 55.0 |      |      | 94.0  | 53.0 |
| Max Q Clear Time (g_c+l1), s | 11.6 | 26.9 |      |      | 19.7  | 41.1 |
| Green Ext Time (p_c), s      | 1.7  | 10.5 |      |      | 13.8  | 1.9  |
| <b>Intersection Summary</b>  |      |      |      |      |       |      |
| HCM 6th Ctrl Delay           |      |      | 24.6 |      |       |      |
| HCM 6th LOS                  |      |      | C    |      |       |      |

Timings  
3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour-Improvement.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↑↑↑   | ↑↑↑   | ↔↔    | ↗     |
| Traffic Volume (vph) | 485   | 1162  | 1619  | 280   | 706   |
| Future Volume (vph)  | 485   | 1162  | 1619  | 280   | 706   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 28.0  | 100.0 | 72.0  | 60.0  |       |
| Total Split (%)      | 17.5% | 62.5% | 45.0% | 37.5% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 93.0  | 93.0  | 65.0  | 54.0  | 82.0  |
| Actuated g/C Ratio   | 0.58  | 0.58  | 0.41  | 0.34  | 0.51  |
| v/c Ratio            | 0.97  | 0.43  | 0.95  | 0.26  | 0.94  |
| Control Delay        | 81.4  | 19.2  | 57.5  | 39.3  | 57.6  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 81.4  | 19.2  | 57.5  | 39.3  | 57.6  |
| LOS                  | F     | B     | E     | D     | E     |
| Approach Delay       |       | 37.5  | 57.5  | 52.4  |       |
| Approach LOS         |       | D     | E     | D     |       |

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 48.9

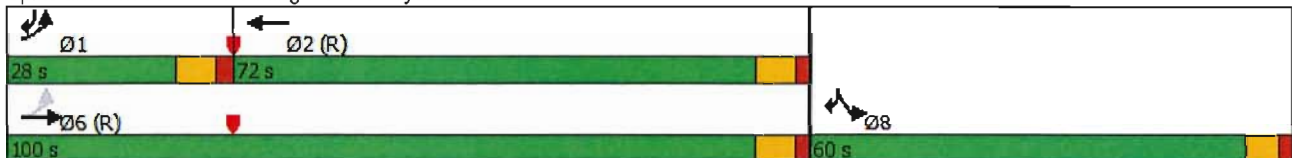
Intersection LOS: D

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road



## Queues

Future Total (2024) PM Peak Hour-Improvement.syn

## 3: Stirling Road &amp; Bryan Road

08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR   |
|-------------------------|------|------|------|------|-------|
| Lane Group Flow (vph)   | 527  | 1263 | 1951 | 304  | 767   |
| v/c Ratio               | 0.97 | 0.43 | 0.95 | 0.26 | 0.94  |
| Control Delay           | 81.4 | 19.2 | 57.5 | 39.3 | 57.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 81.4 | 19.2 | 57.5 | 39.3 | 57.6  |
| Queue Length 50th (ft)  | 235  | 260  | 717  | 119  | 741   |
| Queue Length 95th (ft)  | #356 | 295  | #806 | 160  | #1038 |
| Internal Link Dist (ft) |      | 568  | 596  | 552  |       |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480   |
| Base Capacity (vph)     | 541  | 2955 | 2043 | 1158 | 812   |
| 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       | 0.97 | 0.43 | 0.95 | 0.26 | 0.94  |

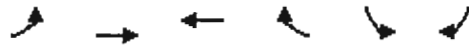
## Intersection Summary

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



HCM 6th Signalized Intersection SummaryFuture Total (2024) PM Peak Hour-Improvement.syn  
3: Stirling Road & Bryan Road

08/04/2020



| Movement                     | EBL  | EBT  | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|------|------|------|-------|------|
| Lane Configurations          | ←←   | ↑↑↑  | ↑↑←  |      | ←←    | ↑    |
| Traffic Volume (veh/h)       | 485  | 1162 | 1619 | 176  | 280   | 706  |
| Future Volume (veh/h)        | 485  | 1162 | 1619 | 176  | 280   | 706  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No   | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 527  | 1263 | 1760 | 191  | 304   | 767  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 564  | 2968 | 1900 | 205  | 1166  | 743  |
| Arrive On Green              | 0.13 | 0.58 | 0.41 | 0.41 | 0.34  | 0.34 |
| Sat Flow, veh/h              | 3456 | 5274 | 4846 | 506  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 527  | 1263 | 1279 | 672  | 304   | 767  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702 | 1702 | 1779 | 1728  | 1585 |
| Q Serve(g_s), s              | 19.0 | 22.0 | 57.2 | 57.7 | 10.2  | 54.0 |
| Cycle Q Clear(g_c), s        | 19.0 | 22.0 | 57.2 | 57.7 | 10.2  | 54.0 |
| Prop In Lane                 | 1.00 |      |      | 0.28 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 564  | 2968 | 1383 | 723  | 1166  | 743  |
| V/C Ratio(X)                 | 0.94 | 0.43 | 0.92 | 0.93 | 0.26  | 1.03 |
| Avail Cap(c_a), veh/h        | 564  | 2968 | 1383 | 723  | 1166  | 743  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(l)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 51.5 | 18.6 | 45.2 | 45.3 | 38.5  | 42.5 |
| Incr Delay (d2), s/veh       | 23.1 | 0.4  | 11.8 | 20.2 | 0.1   | 41.6 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 12.5 | 8.9  | 26.3 | 29.4 | 4.4   | 37.6 |
| Unsig. Movement Delay, s/veh |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh         | 74.5 | 19.1 | 57.0 | 65.5 | 38.6  | 84.1 |
| LnGrp LOS                    | E    | B    | E    | E    | D     | F    |
| Approach Vol, veh/h          |      | 1790 | 1951 |      | 1071  |      |
| Approach Delay, s/veh        |      | 35.4 | 59.9 |      | 71.2  |      |
| Approach LOS                 |      | D    | E    |      | E     |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 28.0 | 72.0 |      |      | 100.0 | 60.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 21.0 | 65.0 |      |      | 93.0  | 54.0 |
| Max Q Clear Time (g_c+l1), s | 21.0 | 59.7 |      |      | 24.0  | 56.0 |
| Green Ext Time (p_c), s      | 0.0  | 4.6  |      |      | 14.4  | 0.0  |
| <b>Intersection Summary</b>  |      |      |      |      |       |      |
| HCM 6th Ctrl Delay           |      |      | 53.3 |      |       |      |
| HCM 6th LOS                  |      |      | D    |      |       |      |



# ***Arborist Report***

## **Dania Beach Marina Redevelopment** ***Dania Beach, Florida***

### ***Prepared for:***

Dania Beach Marina Corporation  
90 North Bryan Road  
Dania Beach, FL 33004

148823009  
June 2020  
© Kimley-Horn & Associates, Inc. 2020  
1777 Main Street  
Suite 200  
Sarasota, FL 34236  
941-379-7600



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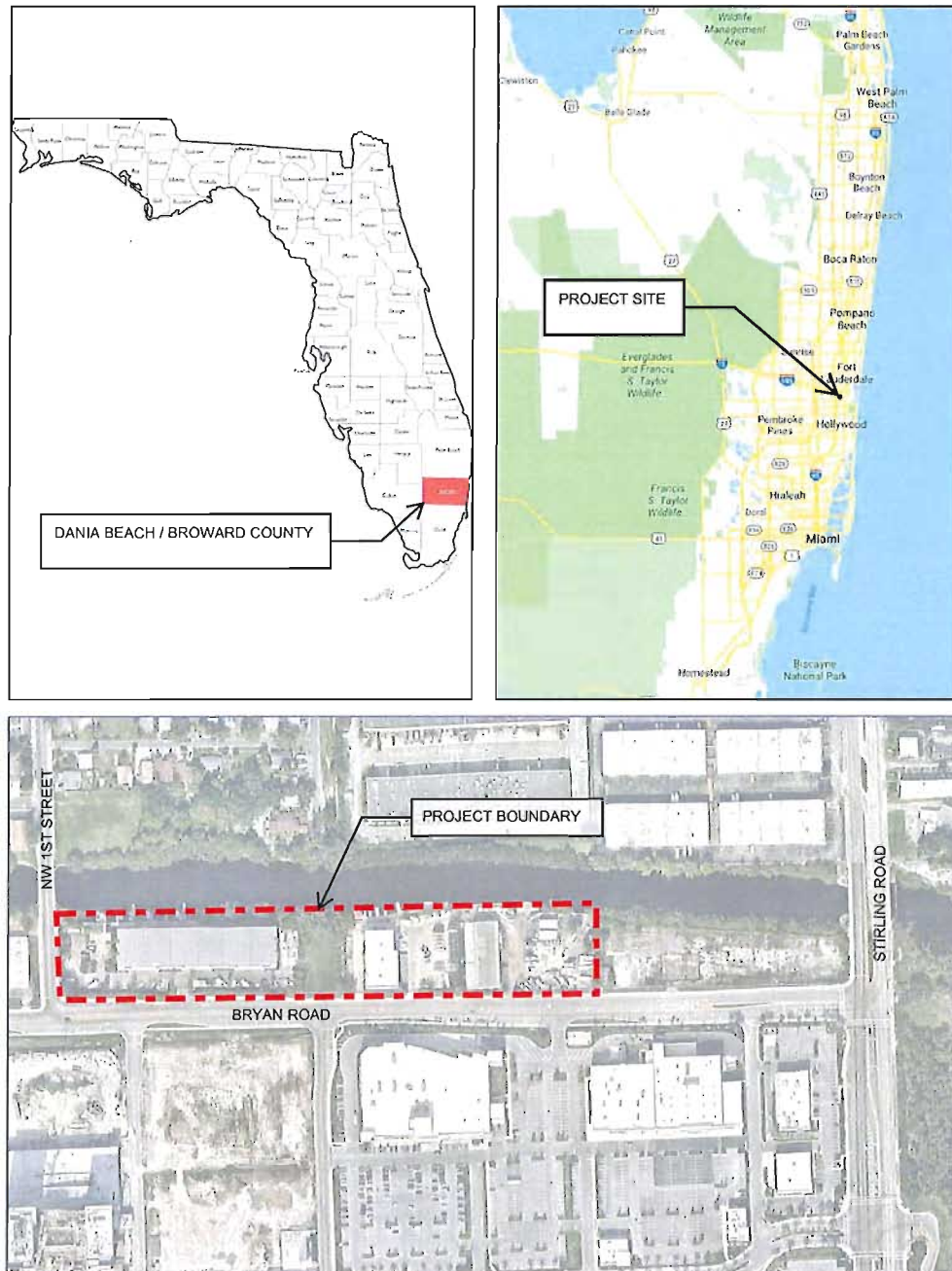


**Arborist Report**  
**Dania Beach Marina Redevelopment**  
**Dania Beach, Florida**

**1.0 INTRODUCTION**

Kimley-Horn and Associates, Inc. has performed an observation of existing trees on the approximate 6± acre property located at 90 North Bryan Road, 70 and 50 South Bryan Road in the city of Dania Beach, Florida. A location map is attached as **Figure 1**. A certified arborist performed a field visit on June 16<sup>th</sup> and June 17<sup>th</sup> 2020 to observe and document the condition of existing trees and palms on the subject property. The observation data was performed and recorded per the Guide for Plant Appraisal, 10<sup>th</sup> Edition, as established by the Council of Tree and Landscape Appraisers (CTLA). Kimley-Horn used a "Tree Condition Evaluation Form" to determine the specific condition points for each physical attribute described below. Evaluations were based upon visual observations from the ground surface only. Based on these attributes a "Tree Condition Ranking" (Excellent, Good, Fair, Poor) was determined from the sum of the condition points, which consists of:

- Root structure and health (above ground visual observation)
- Trunk structure and health
- Scaffold branches structure and health
- Small branch and twig health
- Foliage and bud health

**FIGURE 1: LOCATION MAP**

## 2.0 GENERAL OBSERVATIONS

The subject property consists of mostly Sabal palm (*Sabal palmetto*), Live oak (*Quercus virginiana*), and Mahogany (*Swietenia mahagoni*), with Green buttonwood (*Conocarpus erectus*), Gumbo-limbo (*Bursera simaruba*), Royal palm (*Roystonea regia*), Coconut palm (*Cocos nucifera*), Beautyleaf (*Calophyllum inophyllum*), Silver buttonwood (*Conocarpus erectus* 'Sericeus'), Bald cypress (*Taxodium distichum*), Mexican fan palm (*Washingtonia robusta*) and Royal poinciana (*Delonix regia*) dispersed throughout the remainder of the site. In addition to the protected trees listed above, Red mangrove (*Rhizophora mangle*) buffers a large portion of the canal. Invasive species such as Brazilian pepper (*Schinus terebinthifolia*), Earleaf acacia (*Acacia auriculiformis*) and Tropical almond tree (*Terminalia catappa*) were observed along the North property line (adjacent to NW 1<sup>st</sup> Street) and the East property line (adjacent to the existing canal). Site photos are attached as **Figure 3**.

The subject property is currently used for boat storage and maintenance, as well as a restaurant and bar along the canal. Most of the trees located within the parking and storage areas are distressed from compacted soils and observed nutrient deficiencies due to almost all the parking areas being compacted gravel. The property shows no signs of recent maintenance, with several trees exhibiting poor branching structure, broken limbs, and a few younger trees being uprooted or leaning. Several trees located along the canal or directly adjacent to impervious areas have exposed root systems or girdling roots. A few palms and trees growing adjacent to storage/parking areas were observed to have mechanical or vehicular damage to the trunks. Overall, the majority of existing palms on-site are in EXCELLENT or GOOD condition, whereas most of the existing trees on-site are in GOOD or FAIR condition. A Tree Condition Assessment is attached as **Figure 2**.

**FIGURE 2: TREE CONDITION ASSESSMENT**

| Tree # | Species              | Size (DBH) | Points | CTLA Condition Assessment | Notes      |
|--------|----------------------|------------|--------|---------------------------|------------|
| 1066   | Sabal palm           | 18' CT     | 91%    | Excellent                 |            |
| 1067   | Sabal palm           | 7' CT      | 94%    | Excellent                 |            |
| 1068   | Tropical almond tree | 4          | 91%    | Excellent                 | Invasive 2 |
| 1076   | Pigeon plum          | 12         | 69%    | Fair                      |            |
| 1077   | Silver buttonwood    | 8,4,4,3    | 66%    | Fair                      |            |
| 1078   | Silver buttonwood    | 4,4,4      | 66%    | Fair                      |            |
| 1079   | Pigeon plum          | 12         | 88%    | Excellent                 |            |
| 1080   | Silver buttonwood    | 4,4,4,3    | 63%    | Fair                      |            |
| 1081   | Sabal palm           | 20' CT     | 94%    | Excellent                 |            |
| 1082   | Sabal palm           | 20' CT     | 94%    | Excellent                 |            |
| 1083   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1084   | Sabal palm           | 26' CT     | 94%    | Excellent                 |            |
| 1085   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1086   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1087   | Live oak             | 10         | 75%    | Good                      |            |
| 1088   | Live oak             | 10         | 69%    | Fair                      |            |
| 1089   | Live oak             | 11         | 72%    | Good                      |            |
| 1090   | Silver buttonwood    | 3,3,3,3,3  | 66%    | Fair                      |            |
| 1091   | Sabal palm           | 30' CT     | 88%    | Excellent                 |            |
| 1092   | Sabal palm           | 22' CT     | 88%    | Excellent                 |            |
| 1093   | Sabal palm           | 14' CT     | 91%    | Excellent                 |            |
| 1094   | Live oak             | 10         | 75%    | Good                      |            |
| 1095   | Live oak             | 23         | 75%    | Good                      |            |
| 1096   | Live oak             | 20         | 66%    | Fair                      |            |
| 1097   | Sabal palm           | 20' CT     | 88%    | Excellent                 |            |
| 1098   | Sabal palm           | 18' CT     | 91%    | Excellent                 |            |
| 1099   | Sabal palm           | 16' CT     | 88%    | Excellent                 |            |
| 1100   | Live oak             | 8          | 66%    | Fair                      |            |
| 1201   | Live oak             | 10         | 63%    | Fair                      |            |
| 1202   | Live oak             | 8          | 78%    | Good                      |            |
| 1203   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1204   | Sabal palm           | 18' CT     | 91%    | Excellent                 |            |

| Tree # | Species           | Size (DBH) | Points | CTLA Condition Assessment | Notes      |
|--------|-------------------|------------|--------|---------------------------|------------|
| 1205   | Sabal palm        | 16' CT     | 91%    | Excellent                 |            |
| 1206   | Live oak          | 10         | 81%    | Good                      |            |
| 1207   | Live oak          | 13         | 84%    | Good                      |            |
| 1208   | Washingtonia palm | 55' CT     | 97%    | Excellent                 | Invasive 2 |
| 1209   | Washingtonia palm | 55' CT     | 97%    | Excellent                 | Invasive 2 |
| 1210   | Sabal palm        | 30' CT     | 81%    | Good                      |            |
| 1211   | Sabal palm        | 22' CT     | 88%    | Excellent                 |            |
| 1212   | Sabal palm        | 18' CT     | 84%    | Good                      |            |
| 1213   | Sabal palm        | 25' CT     | 91%    | Excellent                 |            |
| 1214   | Sabal palm        | 22' CT     | 91%    | Excellent                 |            |
| 1215   | Sabal palm        | 38' CT     | 91%    | Excellent                 |            |
| 1216   | Sabal palm        | 30' CT     | 91%    | Excellent                 |            |
| 1217   | Sabal palm        | 22' CT     | 91%    | Excellent                 |            |
| 1218   | Sabal palm        | 20' CT     | 91%    | Excellent                 |            |
| 1219   | Washingtonia palm | 55' CT     | 100%   | Excellent                 | Invasive 2 |
| 1220   | Washingtonia palm | 55' CT     | 100%   | Excellent                 | Invasive 2 |
| 1221   | Washingtonia palm | 55' CT     | 75%    | Good                      | Invasive 2 |
| 1222   | Live oak          | 8          | 72%    | Good                      |            |
| 1223   | Live oak          | 8          | 69%    | Fair                      |            |
| 1224   | Sabal palm        | 12' CT     | 88%    | Excellent                 |            |
| 1225   | Sabal palm        | 14' CT     | 88%    | Excellent                 |            |
| 1226   | Sabal palm        | 16' CT     | 84%    | Good                      |            |
| 1227   | Sabal palm        | 18' CT     | 91%    | Excellent                 |            |
| 1228   | Sabal palm        | 20' CT     | 91%    | Excellent                 |            |
| 1229   | Sabal palm        | 24' CT     | 91%    | Excellent                 |            |
| 1230   | Sabal palm        | 30' CT     | 91%    | Excellent                 |            |
| 1231   | Sabal palm        | 20' CT     | 91%    | Excellent                 |            |
| 1232   | Sabal palm        | 18' CT     | 91%    | Excellent                 |            |
| 1233   | Live oak          | 10         | 72%    | Good                      |            |
| 1234   | Live oak          | 8          | 66%    | Fair                      |            |
| 1235   | Live oak          | 10         | 72%    | Good                      |            |
| 1236   | Sabal palm        | 16' CT     | 88%    | Excellent                 |            |
| 1237   | Sabal palm        | 16' CT     | 88%    | Excellent                 |            |
| 1238   | Sabal palm        | 22' CT     | 81%    | Good                      |            |

| Tree # | Species          | Size (DBH) | Points | CTLA Condition Assessment | Notes                                     |
|--------|------------------|------------|--------|---------------------------|-------------------------------------------|
| 1239   | Sabal palm       | 16' CT     | 94%    | Excellent                 |                                           |
| 1240   | Sabal palm       | 20' CT     | 94%    | Excellent                 |                                           |
| 1241   | Sabal palm       | 28' CT     | 94%    | Excellent                 |                                           |
| 1242   | Gumbo-limbo      | 11         | 75%    | Good                      |                                           |
| 1243   | Gumbo-limbo      | 13         | 91%    | Excellent                 |                                           |
| 1244   | Gumbo-limbo      | 8          | 88%    | Excellent                 |                                           |
| 1245   | Gumbo-limbo      | 12         | 88%    | Excellent                 |                                           |
| 1246   | Gumbo-limbo      | 12         | 94%    | Excellent                 |                                           |
| 1247   | Gumbo-limbo      | 10         | 63%    | Fair                      |                                           |
| 1248   | Gumbo-limbo      | 13         | 81%    | Good                      |                                           |
| 1249   | Gumbo-limbo      | 8          | 75%    | Good                      |                                           |
| 1250   | Green buttonwood | 7          | 66%    | Fair                      |                                           |
| 1251   | Royal poinciana  | 13         | 56%    | Fair                      | Ganoderma fungus on trunk and lower limbs |
| 1252   | Green buttonwood | 20         | 59%    | Fair                      |                                           |
| 1253   | Seagrape         | 6,6,4      | 63%    | Fair                      |                                           |
| 1254   | Live oak         | 6          | 81%    | Good                      |                                           |
| 1255   | Live oak         | 4          | 81%    | Good                      |                                           |
| 1256   | Live oak         | 3          | 81%    | Good                      |                                           |
| 1257   | Live oak         | 12         | 69%    | Fair                      |                                           |
| 1258   | Live oak         | 16         | 69%    | Fair                      |                                           |
| 1259   | Green buttonwood | 8          | 66%    | Fair                      |                                           |
| 1260   | Green buttonwood | 8          | 66%    | Fair                      |                                           |
| 1261   | Coconut palm     | 25' CT     | 97%    | Excellent                 | Invasive 2                                |
| 1262   | Coconut palm     | 30' CT     | 97%    | Excellent                 | Invasive 2                                |
| 1263   | Coconut palm     | 30' CT     | 97%    | Excellent                 | Invasive 2                                |
| 1264   | Live oak         | 12         | 75%    | Good                      |                                           |
| 1265   | Live oak         | 5          | 75%    | Good                      |                                           |
| 1266   | Live oak         | 11         | 75%    | Good                      |                                           |
| 1267   | Sabal palm       | 6' CT      | 100%   | Excellent                 |                                           |
| 1268   | Gumbo-limbo      | 3          | 88%    | Excellent                 |                                           |
| 1269   | Gumbo-limbo      | 11         | 66%    | Fair                      |                                           |
| 1270   | Sabal palm       | 12' CT     | 91%    | Excellent                 |                                           |
| 1271   | Sabal palm       | 12' CT     | 91%    | Excellent                 |                                           |



| Tree # | Species           | Size (DBH) | Points | CTLA Condition Assessment | Notes      |
|--------|-------------------|------------|--------|---------------------------|------------|
| 1272   | Sabal palm        | 12' CT     | 91%    | Excellent                 |            |
| 1273   | Gumbo-limbo       | 10         | 56%    | Fair                      |            |
| 1274   | Beautyleaf        | 10         | 75%    | Good                      |            |
| 1275   | Green buttonwood  | 9          | 78%    | Good                      |            |
| 1276   | Green buttonwood  | 13         | 59%    | Fair                      |            |
| 1277   | Green buttonwood  | 18         | 72%    | Good                      |            |
| 1278   | Coconut palm      | 16' CT     | 91%    | Excellent                 | Invasive 2 |
| 1279   | Coconut palm      | 30' CT     | 94%    | Excellent                 | Invasive 2 |
| 1280   | Coconut palm      | 26' CT     | 94%    | Excellent                 | Invasive 2 |
| 1281   | Coconut palm      | 26' CT     | 94%    | Excellent                 | Invasive 2 |
| 1282   | Coconut palm      | 26' CT     | 97%    | Excellent                 | Invasive 2 |
| 1283   | Live oak          | 6          | 78%    | Good                      |            |
| 1284   | Live oak          | 5          | 69%    | Fair                      |            |
| 1285   | Live oak          | 4          | 75%    | Good                      |            |
| 1286   | Live oak          | 4          | 72%    | Good                      |            |
| 1287   | Sabal palm        | 6' CT      | 94%    | Excellent                 |            |
| 1288   | Live oak          | 4          | 72%    | Good                      |            |
| 1289   | Live oak          | 4          | 81%    | Good                      |            |
| 1290   | Live oak          | 4          | 81%    | Good                      |            |
| 1291   | Live oak          | 4          | 81%    | Good                      |            |
| 1292   | Live oak          | 4          | 81%    | Good                      |            |
| 1293   | Live oak          | 4          | 81%    | Good                      |            |
| 1294   | Silver buttonwood | 5          | 66%    | Fair                      |            |
| 1295   | Silver buttonwood | 3          | 66%    | Fair                      |            |
| 1296   | Sabal palm        | 18' CT     | 94%    | Excellent                 |            |
| 1297   | Sabal palm        | 18' CT     | 94%    | Excellent                 |            |
| 1298   | Sabal palm        | 18' CT     | 94%    | Excellent                 |            |
| 1299   | Earleaf acacia    | 9,3,7      | 72%    | Good                      | Invasive 1 |
| 1300   | Live oak          | 5          | 94%    | Excellent                 |            |
| 1301   | Sabal palm        | 16' CT     | 100%   | Excellent                 |            |
| 1302   | Piccabean palm    | 20' CT     | 100%   | Excellent                 |            |
| 1303   | Piccabean palm    | 20' CT     | 100%   | Excellent                 |            |
| 1304   | Sabal palm        | 10' CT     | 100%   | Excellent                 |            |
| 1305   | Sabal palm        | 10' CT     | 100%   | Excellent                 |            |
| 1306   | Sabal palm        | 10' CT     | 100%   | Excellent                 |            |

| Tree # | Species          | Size (DBH) | Points | CTLA Condition Assessment | Notes |
|--------|------------------|------------|--------|---------------------------|-------|
| 1307   | Sabal palm       | 10' CT     | 100%   | Excellent                 |       |
| 1308   | Mahogany         | 6          | 88%    | Excellent                 |       |
| 1309   | Mahogany         | 5          | 91%    | Excellent                 |       |
| 1310   | Mahogany         | 5          | 84%    | Good                      |       |
| 1311   | Mahogany         | 6          | 72%    | Good                      |       |
| 1312   | Mahogany         | 6          | 81%    | Good                      |       |
| 1313   | Mahogany         | 8          | 78%    | Good                      |       |
| 1314   | Sabal palm       | 14' CT     | 100%   | Excellent                 |       |
| 1315   | Sabal palm       | 14' CT     | 100%   | Excellent                 |       |
| 1316   | Sabal palm       | 14' CT     | 100%   | Excellent                 |       |
| 1317   | Mahogany         | 11         | 66%    | Fair                      |       |
| 1318   | Green buttonwood | 13         | 72%    | Good                      |       |
| 1319   | Green buttonwood | 9          | 72%    | Good                      |       |
| 1320   | Green buttonwood | 9          | 72%    | Good                      |       |
| 1321   | Green buttonwood | 11         | 69%    | Fair                      |       |
| 1322   | Green buttonwood | 10         | 69%    | Fair                      |       |
| 1323   | Green buttonwood | 8          | 66%    | Fair                      |       |
| 1324   | Green buttonwood | 7          | 59%    | Fair                      |       |
| 1325   | Live oak         | 9          | 72%    | Good                      |       |
| 1326   | Sabal palm       | 16' CT     | 94%    | Excellent                 |       |
| 1327   | Bald cypress     | 3          | 72%    | Good                      |       |
| 1328   | Bald cypress     | 5          | 88%    | Excellent                 |       |
| 1329   | Bald cypress     | 3          | 88%    | Excellent                 |       |
| 1330   | Mahogany         | 8          | 84%    | Good                      |       |
| 1331   | Mahogany         | 8          | 72%    | Good                      |       |
| 1332   | Mahogany         | 8          | 75%    | Good                      |       |
| 1333   | Sabal palm       | 18' CT     | 100%   | Excellent                 |       |
| 1334   | Sabal palm       | 18' CT     | 100%   | Excellent                 |       |
| 1335   | Sabal palm       | 18' CT     | 100%   | Excellent                 |       |
| 1336   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |
| 1337   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |
| 1338   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |
| 1339   | Royal palm       | 20' GW     | 94%    | Excellent                 |       |
| 1340   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |

| Tree # | Species    | Size (DBH) | Points | CTLA Condition Assessment | Notes |
|--------|------------|------------|--------|---------------------------|-------|
| 1341   | Royal palm | 14' GW     | 94%    | Excellent                 |       |
| 1342   | Royal palm | 14' GW     | 72%    | Good                      |       |
| 1343   | Mahogany   | 4          | 84%    | Good                      |       |
| 1344   | Mahogany   | 4          | 91%    | Excellent                 |       |
| 1345   | Mahogany   | 4          | 88%    | Excellent                 |       |
| 1346   | Mahogany   | 4          | 59%    | Fair                      |       |
| 1347   | Mahogany   | 4          | 97%    | Excellent                 |       |
| 1348   | Mahogany   | 4          | 88%    | Excellent                 |       |
| 1349   | Mahogany   | 4          | 75%    | Good                      |       |
| 1350   | Sabal palm | 26' CT     | 91%    | Excellent                 |       |
| 1351   | Sabal palm | 20' CT     | 94%    | Excellent                 |       |
| 1352   | Mahogany   | 4          | 81%    | Good                      |       |
| 1353   | Mahogany   | 3          | 59%    | Fair                      |       |
| 1354   | Mahogany   | 4          | 100%   | Excellent                 |       |
| 1355   | Sabal palm | 12' CT     | 84%    | Good                      |       |
| 1356   | Mahogany   | 4          | 100%   | Excellent                 |       |
| 1357   | Sabal palm | 14' CT     | 94%    | Excellent                 |       |
| 1358   | Mahogany   | 4          | 84%    | Good                      |       |
| 1359   | Sabal palm | 14' CT     | 94%    | Excellent                 |       |
| 1360   | Mahogany   | 3          | 72%    | Good                      |       |
| 1361   | Live oak   | 12         | 66%    | Fair                      |       |
| 1362   | Sabal palm | 14' CT     | 94%    | Excellent                 |       |
| 1363   | Live oak   | 13         | 69%    | Fair                      |       |
| 1364   | Mahogany   | 3          | 97%    | Excellent                 |       |
| 1365   | Sabal palm | 10' CT     | 94%    | Excellent                 |       |
| 1366   | Live oak   | 11         | 59%    | Fair                      |       |
| 1367   | Live oak   | 12         | 59%    | Fair                      |       |

TREE #1066, #1067



TREE #1068



TREE #1076



TREE #1077, #1078



TREE #1079





TREE #1080



TREE #1081, #1082, #1083



TREE #1084, #1085, #1086



TREE #1087





TREE #1088, #1089



TREE #1090



TREE #1091, #1092, #1093, #1094



TREE #1095, #1096





TREE #1097, #1098, #1099, #1100



TREE #1201



TREE #1202



TREE #1203, #1204, #1205



TREE #1206





TREE #1207



TREE #1208, #1209



TREE #1210, #1211, #1212



TREE #1213, #1214, #1215, #1216, #1217, #1218



TREE #1219, #1220, #1221





TREE #1222



TREE #1223



TREE #1224, #1225, #1226



TREE #1227, #1228, #1229, #1230, #1231, #1232



TREE #1233





TREE #1234, #1235



TREE #1236, #1237, #1238



TREE #1239, #1240, #1241



TREE #1242





TREE #1243, #1244, #1245, #1246, #1247



TREE #1248



TREE #1249



TREE #1250



TREE #1251





TREE #1252



TREE #1253



TREE #1254, #1255, #1256, #1257



TREE #1258, #1259





TREE #1260



TREE #1261, #1262, #1263



TREE #1264, #1265, #1266, #1267



TREE #1268, #1269





TREE #1270, #1271, #1272



TREE #1273, #1274



TREE #1275, #1276, #1277





TREE #1278, #1279, #1280, #1281, #1282



TREE #1283



TREE #1284, #1285



TREE #1286, #1287





TREE #1288, #1289



TREE #1290, #1291, #1292, #1293



TREE #1294, #1295, #1296, #1299



TREE #1297, #1298





TREE #1300



TREE #1301



TREE #1302



TREE #1303



TREE #1304



TREE #1305, #1306, #1307





TREE #1308



TREE #1309



TREE #1310, #1311, #1312, #1313



TREE #1314, #1315, #1316





TREE #1317



TREE #1318, #1319



TREE #1320, #1321



TREE #1322



TREE #1323



TREE #1324





TREE #1325



TREE #1326



TREE #1327, #1328, #1329



TREE #1330





TREE #1331



TREE #1332, #1333, #1334, #1335



TREE #1336, #1337, #1338,  
#1339, #1340, #1341, #1342



TREE #1343



TREE #1344





TREE #1345



TREE #1346



TREE #1347



TREE #1348



TREE #1349, #1350, #1351



TREE #1352





TREE #1353



TREE #1354, #1355, #1356, #1357



TREE #1358, #1359



TREE #1360



TREE #1362





TREE #1361, #1362, #1363



TREE #1365



TREE #1366, #1367



#### 4.0 TREE OBSERVATION DISCLAIMER

The only trees which were analyzed, observed, or considered are those trees specifically listed in this report. Unless specifically contracted to do so, this observation does not include a tree risk assessment. The field observations performed from the ground by Kimley-Horn for trees included within this report were considered only for signs and symptoms which were or are highly visible, as indicators of a stressed, declining, or risk trees. Defects which may exist underground, internally in the tree(s), or only visible from an aerial assessment could not and were not considered in this analysis. Trees subject to this report were analyzed from the ground and no aerial inspections were made. This report and analysis have been made using generally accepted arboriculture techniques which include a visual examination only. Reasonable efforts have been made to ensure that the trees recommended for retention are healthy; however, no guarantees are offered, or implied, that these trees, including branches, etc. will remain standing. It is professionally impossible to predict with absolute certainty the behavior of any tree or groups of trees in all given circumstances. The conclusions and analysis included within this report are valid as to the date of inspection only. Degradation and other risk factors affecting trees can and do occur at any time. Kimley-Horn affirms that the opinions have been made in total good faith, based on the facts presented during the field inspection. Problems not apparent upon visual inspection cannot be and were not noted. All trees of concern should be monitored on an annual basis or after a significant or adverse weather event for new or deteriorating conditions. All tree work shall be performed by a Certified Arborist with the International Society of Arboriculture.

Please do not hesitate to contact us with any questions or comments on this evaluation.

Sincerely,

Matthew Dunn, ISA CA

Florida Registration Numbers: FL-9326A

CA 00000696

K:\SAR\_URG\147706000 - Dania Beach Marina\ARBORICULTURE\Arborist Report

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Resolution

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPROVING THE PLAT NOTE AMENDMENT DELEGATION REQUEST APPLICATION (DR-072-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, INC. ON BEHALF OF DANIA BEACH MARINA CORP. FOR PROPERTY PLATTED UNDER THE BRYAN ROAD WAREHOUSES PLAT LOCATED AT 90 N. BRYAN ROAD IN THE CITY OF DANIA BEACH, FLORIDA, AS SUCH PROPERTY IS LEGALLY DESCRIBED IN EXHIBIT “A”, A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION

### Purchasing Requests ONLY

Dept:

Acct #:

Amt:

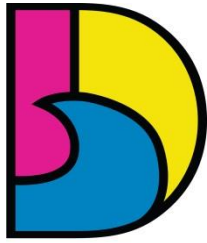
Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

CM DR-072-20 Wave 90 Plat, SR DR-072-20 Wave 90, R-2020- Dania Beach Marina Corp. Plat Note Amendment Delegation Request (DR-072-20), Wave 90 (Location Map), DR-072-20 Application and Backup OPT





DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, Director  
Corinne Lajoie, AICP, Assistant Director

Digitally signed by Eleanor Norena  
DN: cn=Eleanor Norena, o=City of  
Dania Beach, ou=Community  
Development,  
email=enorena@daniabeachfl.gov,  
c=US  
Date: 2020.09.23 10:40:11 -0400

**SUBJECT:** **DR-072-20:** The applicant, Kimley-Horn and Associates, Inc., on behalf of the property owner Dania Beach Marina Corp., is requesting a plat note delegation approval for the property located at 90 North Bryan Road.

---

### Request

To amend the note on the plat to allow 380 high-rise dwelling units and 48,000 square feet of commercial use.

### Background

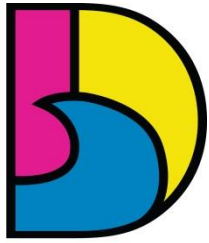
This application has been reviewed by the Development Review Committee on September 24, 2020. Additionally, a Site Plan application has also been submitted for this property which is being processed separately.

### Budgetary Impact

Approval of the plat will allow the opportunity for the redevelopment of the site.

### Recommendation

Approve the plat application.



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

**DATE:** October 13, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistance Director

**SUBJECT:** **DR-072-20:** The applicant, Kimley-Horn and Associates, Inc., on behalf of the property owner Dania Beach Marina Corp., is requesting a plat note delegation approval for the property located at 90 North Bryan Road.

Eleanor  
Norena

Digitally signed by Eleanor Norena  
DN: cn=Eleanor Norena, o=City of  
Dania Beach, ou=Community  
Development Department, email=  
enorena@danibeachfl.gov

*CL*

---

### Request

To amend the note on the plat to allow 380 high-rise dwelling units and 48,000 square feet of commercial use.

### **PROPERTY INFORMATION**

|                         |                                                            |
|-------------------------|------------------------------------------------------------|
| EXISTING ZONING:        | Planned Small Lot Mixed Use Development District (PMUD-SL) |
| LAND USE DESIGNATION:   | Regional Activity Center (RAC)                             |
| SITE ACREAGE:           | 4.69 gross acres/3.04 net acres                            |
| EXISTING USE:           | Marine sales                                               |
| VIOLATIONS ON PROPERTY: | None                                                       |

### **PUBLIC HEARING NOTICE**

This item was duly advertised, posted, and noticed pursuant to Article 610 of the Land Development Code.

### **Background**

#### **PLAT NOTE AMENDMENT**

The applicant is requesting to plat the subject properties in preparation for a site plan development. The applicant is requesting to allow 380 high-rise dwelling units and 48,000 square feet of commercial space.

FROM: This plat is restricted to 40,000 square feet of industrial use and 1,298 square feet of commercial use.

TO: This plat is restricted to 380 high rise units and 48,000 square feet of commercial use.

DEVELOPMENT REVIEW COMMITTEE (DRC)

This application has been reviewed by the Development Review Committee on September 24, 2020. Additionally, a Site Plan application has also been submitted for this property, which is being processed separately.

CITY COMMISSION PREVIOUS ACTION

On October 28, 2019 the City Commission changed the zoning on the property from Industrial, Research, Office, Marine (IROM) to Planned Small Lot Mixed-Use Development District (PMUD-SL).

**Recommendation**

Approve the resolution.

## **RESOLUTION NO. 2020-126**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE PLAT NOTE AMENDMENT DELEGATION REQUEST APPLICATION (DR-072-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, INC. ON BEHALF OF DANIA BEACH MARINA CORP. FOR PROPERTY PLATTED UNDER THE BRYAN ROAD WAREHOUSES PLAT LOCATED AT 90 N. BRYAN ROAD IN THE CITY OF DANIA BEACH, FLORIDA, AS SUCH PROPERTY IS LEGALLY DESCRIBED IN EXHIBIT "A", A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, Kimley-Horn and Associates, Inc. on behalf of DANIA BEACH MARINA CORP. ("Applicant"), is requesting approval of a plat note delegation request for the property located at 90 N. Bryan Road in the City of Dania Beach, Florida, as such property is legally described in Exhibit "A"; and

**WHEREAS**, the City Code of Ordinances, Chapter 28 "Land Development Code" (the "LDC"), Part 6 "Development Review Procedures and Requirements", Article 640 "Plats", Section 640-70 "Amendment of plat" states that subsequent to City Commission approval of a plat, the plat may be amended by the City Commission; and

**WHEREAS**, the Applicant is requesting approval of a plat note amendment delegation request to amend the Bryan Road Warehouses Plat ("Plat"), recorded in Plat Book 170, Page 112 of the Public Records of Broward County, Florida to allow the construction of up to 380 high rise units and 48,000 square feet of commercial use on Parcel "A" of the Plat ("Plat Note Amendment"); and

**WHEREAS**, staff recommended approval of the requested application in the staff report dated October 13, 2020; and

**WHEREAS**, the City Commission conducted a duly noticed public hearing in accordance with Article 610 of the LDC; and

**WHEREAS**, the City Commission finds that the approval of the Plat Note Amendment Delegation Request (DR-072-20) will protect the health, safety, and welfare of the residents of the City, and furthers the purpose, goals, objectives and policies of the Comprehensive Plan;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing “WHEREAS” clauses are ratified and confirmed as being true and correct and they are made a specific part of this Resolution.

**Section 2.** That pursuant to Chapter 28, “Land Development Code,” Part 6 “Development Review Procedures and Requirements,” Section 640-70 “Amendment of plat”, the City approves Plat Note Amendment Delegation Request (DR-072-20) to modify the plat note restriction as follows:

FROM: This plat is restricted to 40,000 square feet of industrial use and 1,298 square feet of commercial use.

TO: This plat is restricted to 380 high rise units and 48,000 square feet of commercial use.

**Section 3.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 4.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

---

THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY



**EXHIBIT “A”**

**LEGAL DESCRIPTION**

ALL OF PARCEL A, BRYAN ROAD WAREHOUSES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 170, PAGE 112, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



56-20  
72-20

PLAN  
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PROPERTY



BEACH  
T. LOVE IT.

Feet  
510 680





City of Dania Beach, Florida  
Department of Community Development  
Planning and Zoning Division  
(954) 924-6805 X3643  
(954) 922-2687 Fax

### Standard Development Application

- ☐ Administrative Variance
- ☐ Land Use Amendment
- ☐ Plat
- ☐ Rezoning
- ☐ Site Plan
- ☐ Special Exception
- ☐ Variance

Date Rec'd: \_\_\_\_\_

Petition No.: DR - 072 - 20

☒ Other: Plat Note Amendment and NVAL (SEE APPLICATION TYPE SCHEDULE ON PAGES 3 & 4)

**THIS APPLICATION WILL NOT BE ACCEPTED UNTIL IT IS COMPLETE AND SUBMITTED WITH ALL NECESSARY DOCUMENTS.** Refer to the application type at the top of this form and "Required Documentation" checklist to determine the supplemental documents required with each application.

For after the fact applications, the responsible contractor of record shall be present at the board hearing. Their failure to attend may impact upon the disposition of your application. As always, the applicant or their authorized legal agent must be present at all meetings. All projects must also obtain a building permit from the City Building Division. For more information please reference the **Dania Beach Land Development Code Part 6, Development Review Procedures and Requirements.**

Location Address: 90 N Bryan Road, Dania Beach, FL 33004

Lot(s): \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: \_\_\_\_\_

Recorded Plat Name: Bryan Road Warehouses

Folio Number(s): 504233510010

Legal Description: BRYAN ROAD WAREHOUSES 170-112 B PARCEL A TOG WITH 40 FT STRIP OF LAND LYING ADJ TO & CONTIGUOUS WITH ELY BDY OF PAR A

Applicant/Consultant Legal Representative (**circle one**) Kimley-Horn and Associates, Inc. - Jacob B. Lawson

Address of Applicant: 445 24th Street, Suite 200, Vero Beach, FL 32960

Business Telephone: 772-794-4100 Home: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail address: jacob.lawson@kimley-horn.com

Name of Property Owner: Please see attached

Address of Property Owner: Please see attached

Business Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Fax: \_\_\_\_\_

**Explanation of Request:** \_\_\_\_\_

For **Plats** please provide proposed **Plat Name** for **Variances** please attach **Criteria Statement** as per **Section 625.40 of the Land Development Code.**

Prop. Net Acreage: 2.75 Gross Acreage: 2.91 Prop. Square Footage: \_\_\_\_\_

Existing Use: Industrial Proposed Use: Residential and Commercial



Is property owned individually, by a corporation, association, or a joint venture?  
Corporation \_\_\_\_\_

**AUTHORIZED REPRESENTATIVE**

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Kimley-Horn and Associates, Inc (individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA  
COUNTY OF BROWARD  
The foregoing instrument  
was acknowledged

By: [Signature]  
(Owner / Agent signature\*)

BEFORE ME THIS 19 DAY OF June, 20 20

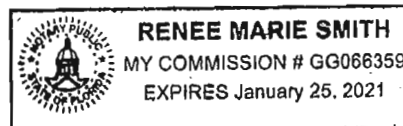
By:

Michael Kelly  
(Print name of person acknowledging)

\_\_\_\_\_  
(Joint owner signature if applicable)

Notary \_\_\_\_\_

(Signature of Notary Public – State of Florida)



Personally known X or Produced Identification \_\_\_\_\_

Type of identification produced: \_\_\_\_\_ or Drivers License \_\_\_\_\_

**\*If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

***NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.***

***ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF  
BEFORE PROCESSING OCCURS.***

**Attachment to Development Application – Dania Beach Marina Redevelopment Site Plan**

| <b>Dania Beach Marina Corp.</b> |                                            |
|---------------------------------|--------------------------------------------|
| Location Address                | 90 N. Bryan Road, Dania Beach, FL 33004    |
| Recorded Plat Name              | Bryan Road Warehouses Plat (PB 170/112)    |
| Folio Number                    | 5042-33-00-0610                            |
| Legal Description               | Please see the attached legal description. |
| Name of Property Owner          | Dania Beach Marina Corp.                   |
| Address of Property Owner       | 90 N. Bryan Road, Dania Beach, FL 33004    |
| Business Telephone              | 786-344-6032                               |





September 2, 2020

**Plat Note Amendment Narrative**

**Bryan Road Warehouses  
(PB 170, PG 112)**

The most recent plat note amendment was approved on August 27, 2019 by the Broward County Commission. The current note reads as follow:

This plat is restricted to 40,000 square feet of industrial use and 1,298 square feet of commercial use.

The proposed note will read as follow:

This plat is restricted to 380 high rise units and 48,000 square feet of commercial use.



September 2, 2020

**Non-Vehicular Access Line (NVAL) Amendment**

**Bryan Road Warehouses  
(PB 170, PG 112)**

Dania Beach Marina Corp ("Developer") is the developer of the property included on the BRYAN ROAD WAREHOUSES Plat, recorded in Plat Book 170, Page 112 of the Public Records of Broward County, Florida ("Plat"). The Plat is located on the southeast corner of NW 1<sup>st</sup> Street and Bryan Road, in the City of Dania Beach.

The Developer is proposing to amend the existing Non-Vehicular Access Line to correspond with the driveway connection on the site plan, which is currently under review by the City.

Specifically, the Developer is proposing to close the existing 50-foot access opening approximately 293-feet north of the southern plat limit, revise the existing non-vehicular access line along the western plat limit to be generally parallel to Bryan Road at an average distance of 63-feet, and create a new 50-foot access opening centered approximately 95-feet north of the southern plat limit.

Exhibit "A" provides the legal description and a sketch and legal description of the existing NVAL is attached as Exhibit "B". A sketch and legal description of the proposed NVAL is attached as Exhibit "C".

**EXHIBIT "A"**

**LEGAL DESCRIPTION**

ALL OF PARCEL A, BRYAN ROAD WAREHOUSES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 170, PAGE 112, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



SKETCH AND LEGAL DESCRIPTION

BY

**PULICE LAND SURVEYORS, INC.**

5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351

TELEPHONE: (954) 572-1777 • E-MAIL: [surveys@pulicelandsurveyors.com](mailto:surveys@pulicelandsurveyors.com)

CERTIFICATE OF AUTHORIZATION LB#3870



**EXHIBIT "B"**

**DESCRIPTION OF  
EXISTING NON-VEHICULAR ACCESS LINE  
AT "BRYAN ROAD WAREHOUSES"**

**LEGAL DESCRIPTION:**

A NON-VEHICULAR ACCESS LINE ALONG THE BOUNDARY OF PARCEL "A", "BRYAN ROAD WAREHOUSES", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 170, PAGE 112, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL "A"; THENCE ALONG THE BOUNDARY OF SAID PARCEL "A" THE FOLLOWING FOUR COURSES AND DISTANCES: 1) SOUTH 87°30'33" WEST 150.20 FEET; 2) NORTH 46°59'41" WEST 41.91 FEET; 3) NORTH 07°35'30" EAST 71.99 FEET; 4) NORTH 01°29'55" WEST 167.00 FEET TO A POINT OF TERMINATION; THENCE CONTINUE NORTH 01°29'55" WEST ALONG SAID BOUNDARY 50.00 FEET; THENCE SOUTH 88°30'05" WEST ALONG SAID BOUNDARY 12.00 FEET TO A POINT OF BEGINNING; THENCE ALONG SAID BOUNDARY OF PARCEL "A" THE FOLLOWING FIVE COURSES AND DISTANCES: 1) NORTH 01°29'55" WEST 20.35 FEET; 2) NORTH 07°35'30" EAST 75.95 FEET; 3) NORTH 01°29'55" WEST 150.00 FEET; 4) NORTH 42°59'20" EAST 42.05 FEET; 5) NORTH 87°28'35" EAST 147.43 FEET TO THE POINT OF TERMINATION.

SAID LANDS LYING AND BEING IN THE CITY OF DANIA BEACH, BROWARD COUNTY, FLORIDA,.

**NOTES:**

1. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN WITH THE SOUTH LINE OF PARCEL "A" BEING S87°30'33"W.
2. THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
3. THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

**FILE: DANIA BEACH MARINA CORP.**

**SCALE: N/A**

**DRAWN: DCW**

**ORDER NO.: 67591**

**DATE: 9/1/20**

**EXISTING NON-VEHICULAR ACCESS LINE**

**DANIA BEACH, BROWARD COUNTY, FL**

**FOR: DANIA BEACH MARINA**

**SHEET 1 OF 2**

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

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



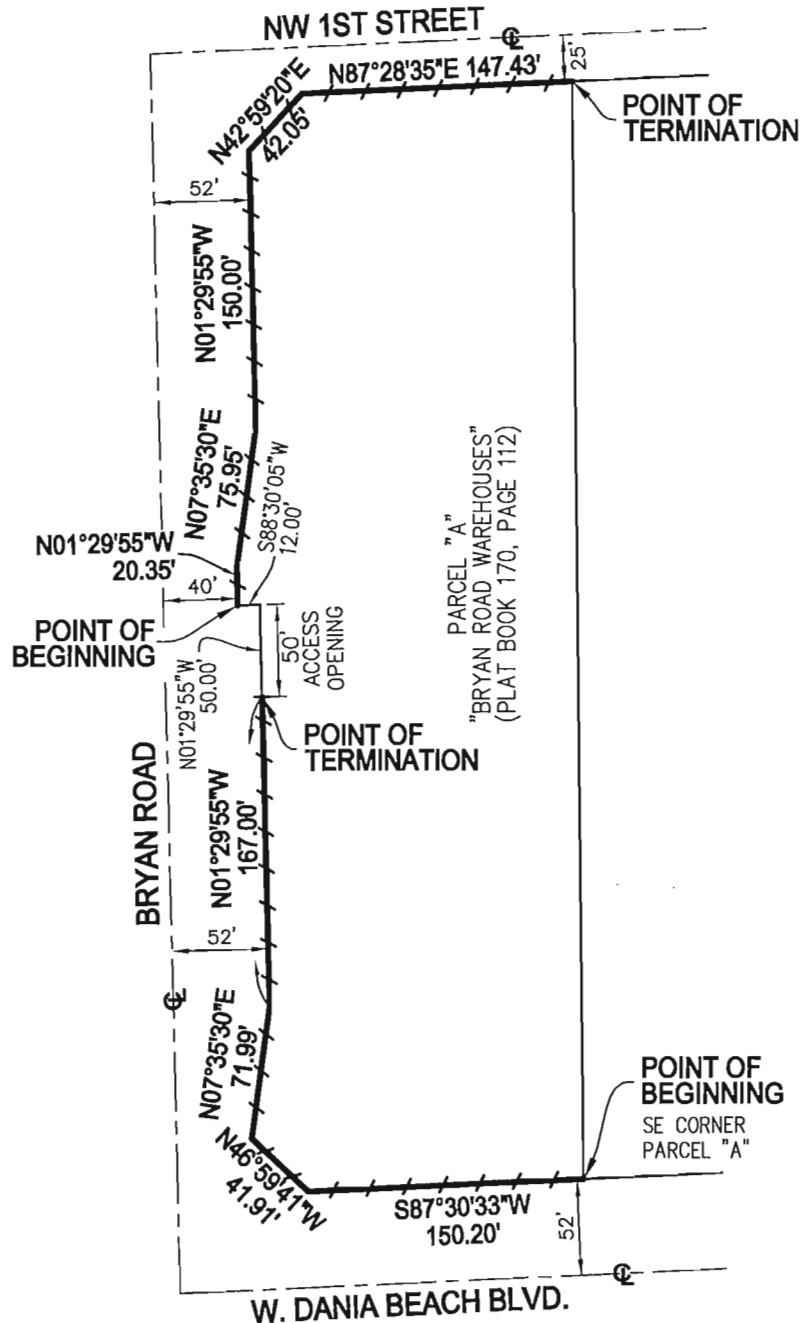
## SKETCH AND LEGAL DESCRIPTION

BY

**PULICE LAND SURVEYORS, INC.**5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351

TELEPHONE: (954) 572-1777 • E-MAIL: surveys@pulicelandsurveyors.com

CERTIFICATE OF AUTHORIZATION LB#3870



FILE: DANIA BEACH MARINA CORP.

SCALE: 1"=100'

DRAWN: DCW

ORDER NO.: 67591

DATE: 9/1/20

EXISTING NON-VEHICULAR ACCESS LINE

DANIA BEACH, BROWARD COUNTY, FL

FOR: DANIA BEACH MARINA

SHEET 2 OF 2

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

CL = CENTERLINE

-/-/- = NON-VEHICULAR ACCESS LINE





SKETCH AND LEGAL DESCRIPTION

BY

**PULICE LAND SURVEYORS, INC.**

5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351

TELEPHONE: (954) 572-1777 • E-MAIL: [surveys@pulicelandsurveyors.com](mailto:surveys@pulicelandsurveyors.com)

CERTIFICATE OF AUTHORIZATION LB#3870



EXHIBIT "C"

**DESCRIPTION OF  
PROPOSED NON-VEHICULAR ACCESS LINE  
AT "BRYAN ROAD WAREHOUSES"**

**LEGAL DESCRIPTION:**

A NON-VEHICULAR ACCESS LINE ALONG AND WITHIN THE BOUNDARY OF PARCEL "A", "BRYAN ROAD WAREHOUSES", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 170, PAGE 112, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID PARCEL "A"; THENCE SOUTH 87°30'33" WEST ALONG THE SOUTH LINE OF SAID PARCEL "A" 150.20 FEET; THENCE NORTH 46°59'41" WEST ALONG THE BOUNDARY OF SAID PARCEL "A" 10.29 FEET; THENCE NORTH 01°29'29" WEST 63.00 FEET TO A POINT OF TERMINATION; THENCE CONTINUE NORTH 01°29'29" WEST 50.00 FEET TO A POINT OF BEGINNING; THENCE CONTINUE NORTH 01°29'29" WEST 292.23 FEET; THENCE NORTH 03°24'41" WEST 156.57 FEET; THENCE NORTH 42°59'20" EAST ALONG SAID BOUNDARY OF PARCEL "A" 33.48 FEET; THENCE NORTH 87°28'35" EAST ALONG THE NORTH LINE OF SAID PARCEL "A" 147.43 FEET TO THE POINT OF TERMINATION.

SAID LANDS LYING AND BEING IN THE CITY OF DANIA BEACH, BROWARD COUNTY, FLORIDA,.

**NOTES:**

1. BEARINGS ARE BASED ON AN ASSUMED MERIDIAN WITH THE SOUTH LINE OF PARCEL "A" BEING S87°30'33"W.
2. THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
3. THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

**FILE: DANIA BEACH MARINA CORP.**

**SCALE: N/A**

**DRAWN: DCW**

**ORDER NO.: 67591**

**DATE: 9/1/20**

**PROPOSED NON-VEHICULAR ACCESS LINE**

**DANIA BEACH, BROWARD COUNTY, FL**

**FOR: DANIA BEACH MARINA**

**SHEET 1 OF 2**

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STATE OF FLORIDA



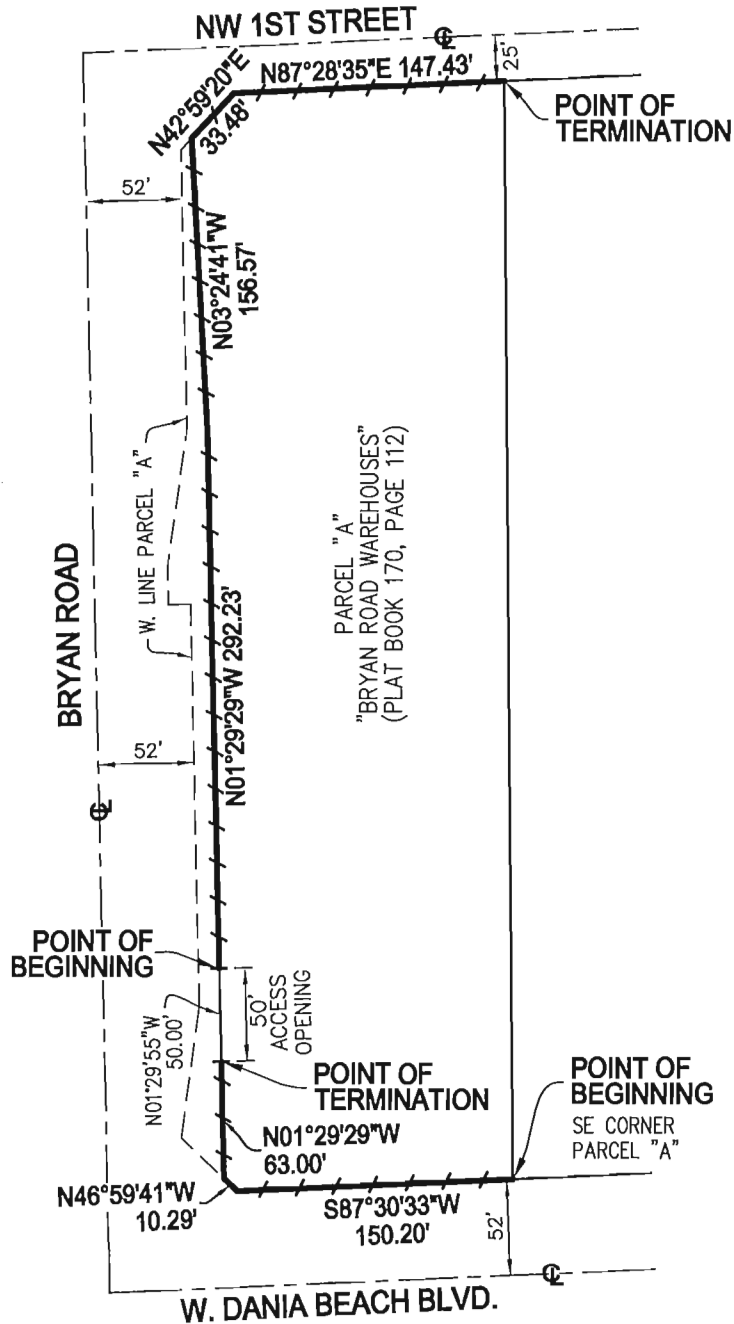
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CERTIFICATE OF AUTHORIZATION LB#3870



FILE: DANIA BEACH MARINA CORP.

SCALE: 1"=100'

DRAWN: DCW

ORDER NO.: 67591

DATE: 9/1/20

PROPOSED NON-VEHICULAR ACCESS LINE

DANIA BEACH, BROWARD COUNTY, FL

FOR: DANIA BEACH MARINA

SHEET 2 OF 2

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

## LEGEND:

☉ = CENTERLINE

-/-/- = NON-VEHICULAR ACCESS LINE

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Resolution

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPROVING THE DEVELOPMENT DESIGN GUIDELINES (DDG) AND SITE PLAN (SP-024-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, ON BEHALF OF NV MARINA HOLDINGS LLC AND RJ MARINA HOLDINGS LLC, FOR PROPERTY GENERALLY LOCATED AT 50 AND 70 S. BRYAN ROAD WITHIN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION

### Purchasing Requests ONLY

Dept:

Acct #:

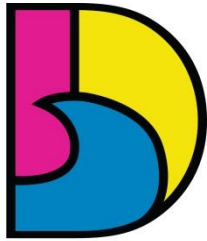
Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

SR SP-024-20 Wave 70, CM SP-024-20 Wave 70 Plat, R-2020- 70 Wave NV Marina Holdings and RJ Marina Holdings Development Design Guidelines (DDG) and Site Plan (SP-024-20), WAVE DDG - AKA Dania Beach Marina, Wave 70 Site Plan, Wave 70 (Location Map), Wave 90 & 70 Traffic Impact Analysis, Wave 70 App & Backup, Wave 90 & 70 Arborist Report



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH COMMUNITY DEVELOPMENT DEPARTMENT STAFF REPORT

**DATE:** October 13, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistance Director

**SUBJECT:** **SP-024-20:** The applicant, Kimley-Horn and Associates, Inc. – Jacob B. Lawson, on behalf of the property owner RJ Holdings LLC and NV Marina Holdings LLC, is requesting a site plan approval for a sixteen (16) story, mixed-use building located at 50 and 70 Bryan Road.

---

### **Request**

#### **SITE PLAN**

To allow the construction of a mixed use, high-rise building containing 380 dwelling units and 48,000 square feet of commercial use.

#### **PROPERTY INFORMATION**

|                         |                                                            |
|-------------------------|------------------------------------------------------------|
| EXISTING ZONING:        | Planned Small Lot Mixed Use Development District (PMUD-SL) |
| LAND USE DESIGNATION:   | Regional Activity Center (RAC)                             |
| SITE ACREAGE:           | 4.69 gross acres/3.04 net acres                            |
| EXISTING USE:           | Marine sales                                               |
| VIOLATIONS ON PROPERTY: | None                                                       |

#### **PUBLIC HEARING NOTICE**

This item was duly advertised, posted, and noticed pursuant to Article 610 of the Land Development Code.

#### **Background**

This property is one of two sites proposed for identical redevelopment project, both located on the east side of Bryan Road. The applicant is proposing the construction of a sixteen (16) story, mixed-use building with commercial on the bottom two levels, two (2) levels of parking decks, and twelve (12) levels of multi-family units above. The project shows a pedestrian connection on the east side of the

property, along the canal, which will continue south to the previously approved mixed use project located at the corner of Bryan Road and Stirling Road.

#### DEVELOPMENT DESIGN GUIDELINES (DDG)

The Planned Small Lot Unit Development (PMUD-SL) regulations require the applicant to submit a Development Design Guidelines (DDG) at the time of Site Plan submittal, establishing the development regulations for the project. This is a similar process as the Planned Mixed Use Development (PMUD) zoning regulations, which Dania Pointe is zoned.

In the proposed DDG, the applicant identifies development regulations for the project, which includes permitted uses, lot coverage, building placement/setbacks, height, parking, lighting, minimum unit size, landscaping, signage, and architectural standards. Where the DDG are silent, the City's Land Development Code (LDC) shall apply.

Staff has asked the applicant to address how noise emitted from the site will be mitigated to reduce disturbing the residents of the NW Byrd Point neighborhood. The DDG now prohibits outdoor music, signing and entertainment between the hours of 10:00PM - 10:00AM on weekdays and between the hours of 11:00PM and 10:00AM on weekends.

#### SITE PLAN

At staff's request, the applicant has met with the North West Byrd Point Civic Association on August 20, 2020. The applicant indicated that conversations with the Association and residents are ongoing.

The City's Transportation Engineer has accepted the traffic study provided.

As part of this development and in accordance with the City's Code of Ordinances, the applicant is required to pay several fees, including the following:

- Payment in Lieu of Public Art, which will be paid at time of building permit issuance.
- Recreation and Open Space Impact Fee of \$1,364.00 per Multifamily Dwelling must be paid. Therefore, the applicant will have to pay \$433,200 (380 units X \$1,364.00) prior to issuance of a building permit.
- CRA Traffic Mitigation Fee of \$21.26 per p.m. peak hour trip. The Kimley-Horn Traffic Impact Analysis signed and dated 9/11/20 identifies 396.66 adjusted PM Peak Hour Trips for the Wave 70 site plan. Therefore, \$8,432.99 (396.66 trips X \$21.26) is due prior to issuance of a building permit.

As identified on the Master Development Plan, which is provided as Exhibit 3 in the proposed Development Design Guidelines, there is a pedestrian cross access easement that runs along the east side of the property. The pedestrian cross access easement runs continuously south across the next two (2) properties as well, providing for a continuous public pedestrian path that can be used by the public allowing people to walk along the waterway to access the retail and restaurant. The pedestrian cross access easement will be located on each of the three (3) properties, including this site, the Wave 70 to the south and the Bryan Mixed-Use Multifamily project south of that.

The applicant has proposed to enter into a Developer's Agreement with the City to develop an unused Right-of-Way into a public park. A portion of the area is owned by Broward County, the other portion is owned by the City of Dania Beach. The applicant has indicated that the proposed park will be accessible via the boardwalk, which is identified in the Master Development Plan for the zoning district, which runs



along the canal, or by the sidewalk located along Bryan Road. The amenities of the park have not yet been finalized, but will be identified in the Developers Agreement, which will be recorded prior to issuance of the building permit.

#### DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee has reviewed this application on July 30, 2020 and again in August 27, 2020. There are several outstanding comments that remain, which are identified below.

1. Page 15 of the study includes mitigation of the signal timing at the intersection of Bryan Road and Stirling Road. The future total condition with signal optimization brings the intersection LOS from an F to a D in the pm peak hour. As a condition of approval, we would recommend the applicant to coordinate with Broward County the optimization of this signal. It may have to wait for the appropriate time for the traffic conditions to develop in order for Broward County to proceed with the signal optimization as suggested (Traffic Engineering).
2. According to page 28 of the updated traffic study, the applicant will construct right turn deceleration lanes at the two proposed site driveways. The study also indicates that the exact parameters related to these lanes will be determined during the platting process. We recommend having a condition of approval indicating that right turn deceleration lanes will be provided at the two driveways for the 70 Wave and 90 Wave sites, subject to Broward County's conditions of approval process (Traffic Engineering).
3. Table 8 of page 21 of the study points to future deficiencies in the year 2024 for the intersection of Bryan Road and Old Griffin Road. Since this intersection is not currently signalized but will be at a future date, we would recommend including a condition of approval indicating that the capacity of the storage lanes and geometry of this intersection will be reviewed and approved by Broward County as part of the traffic signal approval process (Traffic Engineering).
4. Provide R/W (width/dimensions), NVAL, R/W dedication, and all Easements information on all engineering plans and Site Plan (Engineering).
5. Provide offsite roadway improvements plans with sufficient details. City R/W permit shall be required for offsite improvements. Proposed removal of muck within R/W may impact the existing underground utilities. Existing utilities shall be protected or reconstructed including WM, gas main and drainage pipes (Engineering).
6. Provide site cross sections with sufficient details in engineering plans. Indicate muck removal, new cut & fill etc. as applicable. The offsite plans cross sections refer to onsite cross sections. The sections shall be provided along all sides of the site (Engineering).
7. Perimeter berm or Type D curb (6" high min.) shall be required to prevent offsite sheet flow.
8. Provide a letter from solid waste management service company accepting the location of dumpster or loading zone (Engineering).
9. The applicant will be responsible for Force Main modeling and upgrading of Lift Station #8 if required. The applicant shall coordinate with Public Services Department (Engineering).

10. Please provide drainage report and calculations indicating storm water retention in project site. Min. Perimeter grade shall be at or above 25-year 72-hour design storm stage. The submitted conceptual calculations are not satisfactory. Hydraulic Conductivity for exfiltration trench shall be based on existing site test results. Provide documentation or tests for drainage well capacity. Well discharge shall only start at elevation 3.50 feet NAVD or 2 feet above water table elevation. Exfiltration trench length shall be twice than required when used for quantity purpose. Provide revised drainage calculations and drainage plans satisfying 25-year storm stage and perimeter berm requirement. The drainage well casing pipe top elevation shall be set at 3.50 feet NAVD to prevent backflow. Revise the drainage well structure detail accordingly. Provide detail for retention area drainage wells (Engineering).
11. All parking spaces shall be clearly delineated by a single four-inch wide, white, painted striping wherever a hard-paved parking surface is required. If double line to be utilized then DDG shall specify the requirement (Engineering).
12. Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable) (Engineering).
13. In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved (Engineering).
14. Detail and complete engineering plans will be required prior to Building and R/W permit approval (Engineering).
15. Provide utility piping conflict details plan, along with documentation to demonstrate acceptability of the separation between water, sanitary, storm-water service lines, etc. (Engineering).
16. Show also all existing and proposed utilities on the landscaping plans for potential conflicts (Engineering).
17. Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV (Engineering).
18. All pavement markings shall be alkyl based thermoplastic and fully retroreflectorized, per BCTED specifications with the exception of parking stall striping (Engineering)
19. Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA) (Engineering).

20. Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal (Engineering).
21. Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED, SFWMD, etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable (Engineering).
22. The proximity to the airport will require FAA review and approval. 2X requested (Planning).
23. PARK IMPACT FEES: Per Resolution No. 2015-071, \$1,825.00 per Single Family/Townhouse dwelling, \$1,364.00 per Multifamily Dwelling, \$1,140.00 per Mobile Home must be paid for Recreation and Open Space Impact Fee at time of building permit issuance. Therefore, \$433,200 (380X 1140) is due for each building at issuance of a building permit (Planning).
24. RAC TRAFFIC IMPACT MITIGATION: Provide an analysis, signed and sealed by a certified engineer, identifying the amount of CRA mitigation for traffic impact due based on resolution No. 2014-049, which established a rate of \$21.26 per p.m. peak hour trip. Kimley-Horn Traffic Impact Analysis signed and dated 9/11/20 identifies 396.66 adjusted PM Peak Hour Trips for the Wave 70 site plan. Therefore, \$8,432.99 (396.66 trips X \$21.26) is due prior to issuance of a building permit (Planning).
25. For all projects resulting in buildout of the site, such that construction staging cannot occur on site, must obtain Staging Plan approval by the Community Development Director prior to issuance of a building permit. The Staging Plan must include, but is not limited to, location of equipment and material during construction (Planning).
26. For all projects resulting in buildout of the site, such that construction staging cannot occur on site, the applicant must obtain Maintenance of Traffic Plan approval by the City Engineer for period of construction prior to issuance of a building permit (Planning).
27. Per O-2017-027 & O-2018-019, commercial properties under construction are required to provide security to fencing with screening showing project rendering covering at least 75% of the length of the fence along an arterial or state right-of-way & 25% for local roads and must include name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal (Planning).
28. **PUBLIC ART PROGRAM:** Per O-2019-025, new development and redevelopment in non-residential, mixed-use and multi-family zoning districts shall provide fee for the creation, acquisition and installation of public art in the city (Planning).
29. The Master Development Plan on page 9 of the DDG shows a pedestrian cross access easement. Prepare easement language for the City Attorney's Office to review before recording it in Broward County Public Record. Must be reviewed and recorded prior to issuance of a building permit (Planning).

30. Show location of pedestrian cross access easement running across the entire length of the property on the site plan (Planning).
31. Enter into a Developers Agreement for park improvements, for separate review and approval by the City Commission (Planning).
32. Identify location of pedestrian cross access easement along east side of the property. 2<sup>nd</sup> time requested (from Plat comments) (Planning).

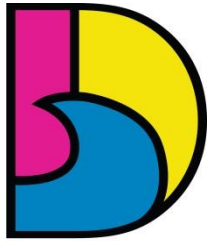
Additionally, a Plat Note Amendment application has been submitted for the property that is being processed separately.

#### CITY COMMISSION PREVIOUS ACTION

On October 28, 2019, the City Commission changed the zoning on the property from Industrial, Research, Office, Marine (IROM) to Planned Small Lot Mixed-Use Development District (PMUD-SL).

#### **Recommendation**

Approve the Site Plan and DDG with remaining DRC comments as conditions of approval.



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistant Director

**SUBJECT:** **SP-024-20:** The applicant, Kimley-Horn and Associates, Inc. – Jacob B. Lawson, on behalf of the property owner RJ Holdings LLC & NV Marina Holdings LLC, is requesting a site plan approval for a sixteen (16) story mixed-use building located at 50 and 70 Bryan Road.

Digitally signed by Eleanor Norena  
DN: cn=Eleanor Norena, o=City of  
Dania Beach, ou=Community  
Development,  
email=eleanor@daniasbchfl.gov,  
c=US  
Date: 2020.09.25 12:40:56 -0400

Corinne Lajoie

Digitally signed by Corinne Lajoie  
DN: cn=Corinne Lajoie, o=City of Dania Beach,  
ou=Community Development, Department of Planning  
and Economic Development, email=clajoie@daniasbchfl.gov, c=US  
Date: 2020.09.25 12:40:56 -0400

---

### **Request**

#### **SITE PLAN**

To allow the construction of a mixed use, high-rise building containing 380 dwelling units and 48,000 square feet of commercial use.

### **Background**

The Development Review Committee has reviewed this application on July 30, 2020 and August 27, 2020. Additionally, a Plat application has also been submitted for this property, which is being processed separately.

### **Budgetary Impact**

Approval of the site plan will allow the opportunity for the redevelopment of the site, which will increase the taxable value of the property.

### **Recommendation**

Approve the site plan with conditions identified in the resolution.



## **RESOLUTION NO. 2020-127**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE DEVELOPMENT DESIGN GUIDELINES (DDG) AND SITE PLAN (SP-024-20) SUBMITTED BY KIMLEY-HORN AND ASSOCIATES, ON BEHALF OF NV MARINA HOLDINGS LLC AND RJ MARINA HOLDINGS LLC, FOR PROPERTY GENERALLY LOCATED AT 50 AND 70 S. BRYAN ROAD WITHIN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT “A,” A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Chapter 28 of the “Land Development Code” (the “LDC”), Part 6 “Development Review Procedures and Requirements,” Article 635 “Site Plans,” and Part 3 “Special Zoning Districts,” Subpart 5 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Section 350-30(R) “Site Plan Approval,” site development shall comply with the established PMUD-SL regulations and the approved Development Design Guidelines; and

**WHEREAS**, LDC Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Section 350-40 “Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Requirements,” provides that no building permit for a structure or building shall be issued by the City and no development shall commence unless in conformity with the approved Development Design Guidelines (DDG) and an approved final site plan; and

**WHEREAS**, pursuant to LDC Section 350-40, Kimley-Horn and Associates, on behalf of NV MARINA HOLDINGS LLC and RJ MARINA HOLDINGS LLC (collectively, the “Applicant”) has submitted the Bryan Road PMUD-SL District 1 (70 Wave) Development Design Guidelines (DDG), attached as Exhibit “C,” which provide for the standards and regulations of the future development of that certain portion of the PMUD-SL (District 1), as legally described in Exhibit “A,” and

**WHEREAS**, the Applicant has requested Site Plan (SP-024-20) approval to permit the development of a mixed use project with 380 dwelling units and 48,000 sf of commercial uses (integrated with a parking garage) with ground level retail, attached as Exhibit “D,” consistent with the DDG, to be located on the property as legally described in Exhibit “A,” and

**WHEREAS**, the Site Plan (SP-024-20) has been reviewed for compliance with the Bryan Road PMUD-SL District 1 Development Design Guidelines (DDG) in accordance with Article 635 and Article 350 of the LDC; and

**WHEREAS**, the City Commission conducted a duly noticed public hearing in accordance with Article 610 of the Land Development Code; and

**WHEREAS**, the City Commission finds that the approval of the proposed DDG and Site Plan (SP-024-20) will protect the public health, safety, and welfare of the residents of the City, and furthers the purpose, goals, objectives and policies of the Comprehensive Plan; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing “WHEREAS” clauses are ratified and confirmed as being true and correct, and they are made a part of and incorporated into this Resolution by reference.

**Section 2.** That pursuant to Chapter 28, “Land Development Code,” Part 6 “Development Review Procedures and Requirements,” Article 635 “Site Plan,” and Part 3 “Special Zoning Districts,” Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL),” Section 350-40 “Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Requirements,” the following Site Plan (SP-024-20) attached as Exhibit “D,” which is made a part of and incorporated into this Resolution by reference, is approved subject to the conditions contained in Exhibit “B”.

**Section 3.** That pursuant to LDC Section 635-100 “Expiration of Site Plans,” the Site Plan (SP-024-20) approval shall automatically expire and become null and void eighteen (18) months from the effective date of this Resolution unless the Applicant files a complete building permit application and secures approval of building permits for the improvements shown on the Site Plan within the eighteen (18) month time frame, unless an extension is granted by the City Commission.

**Section 4.** That the issuance of a development permit by a municipality does not in any way create any right on the part of an Applicant to obtain a permit from a state or federal agency, and does not create any liability on the part of the municipality for issuance of the permit if the Applicant fails to obtain requisite approvals or does not fulfill the obligations imposed by a state or federal agency, or undertakes actions that result in a violation of state or federal law.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

---

THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY

**Exhibit "A"**  
**Legal Description**

The South one-half of the Southwest one-quarter (SW  $\frac{1}{4}$ ) of the Northwest one-quarter (NW  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, LESS all that portion lying Easterly lying Easterly of the following specifically described line:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East, bear South 87 degrees 26 minutes 41 seconds West, along the North line of said SE  $\frac{1}{4}$  (centerline of NW 2<sup>nd</sup> Street) a distance of 1111.05 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 1674.9 feet, more or less, to the intersection thereof with the North line of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section; thence North 87 degrees 31 minutes 28 seconds East, along said North line, a distance of 35.02 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 150.0 feet; thence South 89 degrees 17 minutes 30 seconds West, a distance of 14.50 feet; thence South 2 degrees 54 minutes 17 seconds West to an intersection thereof with the North line of the S  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  and the POINT OF BEGINNING; thence continue South 2 degrees 54 minutes 17 seconds West, a distance of 118 feet from the last point of deflection; thence North 87 degrees 05 minutes 43 seconds West, a distance of 20.0 feet; thence South 2 degrees 54 minutes 17 seconds West, a distance of 70 feet, more or less, to the intersection thereof with the South line of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section and the end of the specifically described line.

Also less the West 30.0 feet of the South Half (S  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East.

Also LESS all that portion of the South 10.0 feet of the South Half (S  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, lying West of Central and Southern Florida Flood Control District Canal C-10 right of way.

AND

The North one-half (N  $\frac{1}{2}$ ) of the Southwest one-quarter (SW  $\frac{1}{4}$ ) of the Northwest one-quarter (NW  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, LESS all that portion lying Easterly of the following specifically described line:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East, bear South 87 degrees 26 minutes 41 seconds West, along the North line of said SE  $\frac{1}{4}$  (centerline of NW 2<sup>nd</sup> Street) a distance of 1111.05 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 1674.9 feet, more or less, to the intersection thereof with the North line of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section; thence North 87 degrees 31 minutes 28 seconds East, along said North line, a distance of 35.02 feet; thence South 0 degrees 42 minutes

30 seconds East, a distance of 150.0 feet; thence South 89 degrees 17 minutes 30 seconds West, a distance of 14.50 feet; thence South 2 degrees 54 minutes 17 seconds West to the intersection thereof with the South line of the North  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section and the end the specifically described line.

Also less the West 30.0 feet of the North Half (N  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East.

AND

All that portion of the South 10.0 feet of the South Half (S  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, lying West of Central and Southern Florida Flood Control District Canal C-10 right of way.

TOGETHER WITH

A portion of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, being more particularly described as follows:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East; thence South  $87^{\circ}26'41''$  West (basis of bearings) along the North line of said SE  $\frac{1}{4}$  (centerline of NW 2<sup>nd</sup> Street) a distance of 1111.05 feet; thence South  $00^{\circ}50'21''$  East, a distance of 1677.24 feet to the intersection thereof, with the North line of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of said Section; thence North  $87^{\circ}23'42''$  East, along said North line, a distance of 35.02 feet to the

POINT OF BEGINNING; thence continue North  $87^{\circ}23'42''$  East, a distance of 28.82 feet; thence South  $01^{\circ}58'30''$  East, a distance of 201.92 feet; thence South  $15^{\circ}11'27''$  West, a distance of 92.10 feet; thence South  $04^{\circ}24'06''$  West, a distance of 35.50 feet; thence South  $87^{\circ}25'33''$  West, a distance of 49.86 feet to a point on the existing Westerly right of way line of the Central and Southern Florida Flood Canal C-10 Canal right of way; thence North  $02^{\circ}46'39''$  East along the aforementioned Westerly right of way line, a distance of 59.99 feet; thence South  $87^{\circ}13'21''$  East along the aforementioned right of way line, a distance of 20.00 feet; thence North  $02^{\circ}46'39''$  East along the aforementioned right of way line, a distance of 118.00 feet; thence North  $89^{\circ}09'52''$  East along the aforementioned right of way line, a distance of 14.50 feet; thence North  $00^{\circ}50'08''$  West along the aforementioned right of way line, a distance of 150.00 feet to the POINT OF BEGINNING.



## **Exhibit “B”**

### **Conditions of Approval**

1. Page 15 of the study includes mitigation of the signal timing at the intersection of Bryan Road and Stirling Road. The future total condition with signal optimization brings the intersection LOS from an F to a D in the pm peak hour. As a condition of approval, we would recommend the applicant to coordinate with Broward County the optimization of this signal. It may have to wait for the appropriate time for the traffic conditions to develop in order for Broward County to proceed with the signal optimization as suggested (Traffic Engineering).
2. According to page 28 of the updated traffic study, the applicant will construct right turn deceleration lanes at the two proposed site driveways. The study also indicates that the exact parameters related to these lanes will be determined during the platting process. We recommend having a condition of approval indicating that right turn deceleration lanes will be provided at the two driveways for the 70 Wave and 90 Wave sites, subject to Broward County’s conditions of approval process (Traffic Engineering).
3. Table 8 of page 21 of the study points to future deficiencies in the year 2024 for the intersection of Bryan Road and Old Griffin Road. Since this intersection is not currently signalized but will be at a future date, we would recommend including a condition of approval indicating that the capacity of the storage lanes and geometry of this intersection will be reviewed and approved by Broward County as part of the traffic signal approval process (Traffic Engineering).
4. Provide R/W (width/dimensions), NVAL, R/W dedication, and all Easements information on all engineering plans and Site Plan (Engineering).
5. Provide offsite roadway improvements plans with sufficient details. City R/W permit shall be required for offsite improvements. Proposed removal of muck within R/W may impact the existing underground utilities. Existing utilities shall be protected or reconstructed including WM, gas main and drainage pipes (Engineering).
6. Provide site cross sections with sufficient details in engineering plans. Indicate muck removal, new cut & fill etc. as applicable. The offsite plans cross sections refer to onsite cross sections. The sections shall be provided along all sides of the site (Engineering).
7. Perimeter berm or Type D curb (6” high min.) shall be required to prevent offsite sheet flow.
8. Provide a letter from solid waste management service company accepting the location of dumpster or loading zone (Engineering).
9. The applicant will be responsible for Force Main modeling and upgrading of Lift Station #8 if required. The applicant shall coordinate with Public Services Department (Engineering).

10. Please provide drainage report and calculations indicating storm water retention in project site. Min. Perimeter grade shall be at or above 25-year 72-hour design storm stage. The submitted conceptual calculations are not satisfactory. Hydraulic Conductivity for exfiltration trench shall be based on existing site test results. Provide documentation or tests for drainage well capacity. Well discharge shall only start at elevation 3.50 feet NAVD or 2 feet above water table elevation. Exfiltration trench length shall be twice than required when used for quantity purpose. Provide revised drainage calculations and drainage plans satisfying 25-year storm stage and perimeter berm requirement. The drainage well casing pipe top elevation shall be set at 3.50 feet NAVD to prevent backflow. Revise the drainage well structure detail accordingly. Provide detail for retention area drainage wells (Engineering).
11. All parking spaces shall be clearly delineated by a single four-inch wide, white, painted striping wherever a hard-paved parking surface is required. If double line to be utilized then DDG shall specify the requirement (Engineering).
12. Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable) (Engineering).
13. In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved (Engineering).
14. Detail and complete engineering plans will be required prior to Building and R/W permit approval (Engineering).
15. Provide utility piping conflict details plan, along with documentation to demonstrate acceptability of the separation between water, sanitary, storm-water service lines, etc. (Engineering).
16. Show also all existing and proposed utilities on the landscaping plans for potential conflicts (Engineering).
17. Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV (Engineering).
18. All pavement markings shall be alkyd based thermoplastic and fully retroreflectorized, per BCTED specifications with the exception of parking stall striping (Engineering)
19. Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA) (Engineering).

20. Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal (Engineering).
21. Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED, SFWMD, etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable (Engineering).
22. The proximity to the airport will require FAA review and approval. 2X requested (Planning).
23. **PARK IMPACT FEES:** Per Resolution No. 2015-071, \$1,825.00 per Single Family/Townhouse dwelling, \$1,364.00 per Multifamily Dwelling, \$1,140.00 per Mobile Home must be paid for Recreation and Open Space Impact Fee at time of building permit issuance. Therefore, \$433,200 (380X 1140) is due for each building at issuance of a building permit (Planning).
24. **RAC TRAFFIC IMPACT MITIGATION:** Provide an analysis, signed and sealed by a certified engineer, identifying the amount of CRA mitigation for traffic impact due based on resolution No. 2014-049 which established a rate of \$21.26 per p.m. peak hour trip. Kimley-Horn Traffic Impact Analysis signed and dated 9/11/20 identifies 396.66 adjusted PM Peak Hour Trips for the Wave 70 site plan. Therefore, \$8,432.99 (396.66 trips X \$21.26) is due prior to issuance of a building permit (Planning).
25. For all projects resulting in buildout of the site, such that construction staging cannot occur on site, must obtain Staging Plan approval by the Community Development Director prior to issuance of a building permit. The Staging Plan must include, but is not limited to, location of equipment and material during construction (Planning).
26. For all projects resulting in buildout of the site, such that construction staging cannot occur on site, the applicant must obtain Maintenance of Traffic Plan approval by the City Engineer for period of construction prior to issuance of a building permit (Planning).
27. Per O-2017-027 & O-2018-019, commercial properties under construction are required to provide security to fencing with screening showing project rendering covering at least 75% of the length of the fence along an arterial or state right-of-way & 25% for local roads and must include name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal (Planning).
28. **PUBLIC ART PROGRAM:** Per O-2019-025, New development and redevelopment in non-residential, mixed-use and multi-family zoning districts shall provide fee for the creation, acquisition and installation of public art in the city (Planning).

29. The Master Development Plan on page 9 of the DDG shows a pedestrian cross access easement. Prepare easement language for the City Attorney's Office to review before recording it in Broward County Public Record. Must be reviewed and recorded prior to issuance of a building permit (Planning).
30. Show location of pedestrian cross access easement running across the entire length of the property on the site plan (Planning).
31. Enter into a Developers Agreement for park improvements, for separate review and approval by the City Commission (Planning).
32. Identify location of pedestrian cross access easement along east side of the property. 2<sup>nd</sup> time requested (from Plat comments) (Planning).

**Exhibit “C”**

**Bryan Road PMUD-SL District 1 Development Design Guidelines (DDG)**



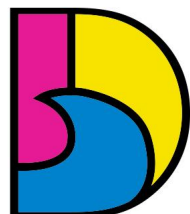
**Exhibit “D”**  
**Site Plan**

# DESIGN GUIDELINES: 90 WAVE AND 70 WAVE



Prepared for:

DANIA BEACH MARINA CORPORATION



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

Prepared by:

Kimley»Horn

September 2020

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## SECTION 1 INTRODUCTION AND INTENT

### (1) INTRODUCTION

Dania Beach Marina Corp, the Applicant for 90 North Bryan Road, 70 and 50 South Bryan Road in the City of Dania Beach is proposing to redevelop the 5.79-acre total site area with a mixed-use development known as “90 and 70 Wave” (“Project”). The project consists of predominately residential and commercial along with office use, the density of which is included later in this document.

The proposed development is designed as an integral part of an emerging mixed-use lifestyle corridor along Bryan Road spurred by the development of Dania Pointe, a large-scale Planned Mixed-Use Development (PMUD) on the west side of Bryan Road.

The development activity within this corridor has resulted in the opportunity for property owners along Bryan Road to redevelop their properties into an innovative and compatible mixed-use development. As such, these properties have been rezoned to a newly created Planned Mixed-Use Development-Small Lot (PMUD-SL) zoning district, known as the Bryan Road Corridor PMUD-SL (see Figure 2).

The Dania Beach Marina PMUD-SL (District 1) zoning application included a Master Development Plan (“MDP”) (Figure 3) illustrating two (2) districts. This MDP conceptually illustrates the Bryan Road street section, building envelopes and setbacks in order to provide consistency and continuity within the Bryan Road Corridor PMUD-SL. The design guidelines in this document shall apply only to District 1, located at 90 North Bryan Road, 70 South Bryan Rd and 50 South Bryan Road (see Figure 4).

The District 1 PMUD area is 5.92 acres which contributes to the minimum 10-acre requirement set forth in the PMUD-SL for both District 1 and District 2. PMUD area is measured from the centerline of the immediately adjacent roadways and the eastern property boundaries as applicable, thus the reason it is larger than the total site area for District 1 previously mentioned. The property is currently zoned PMUD-SL with an underlying land use of Regional Activity Center (RAC) within the City’s Community Redevelopment Area (“CRA”) (see Figure 2).

The nearby properties are zoned:

| Direction of Nearby Properties | Zoning                |
|--------------------------------|-----------------------|
| South (District 2)             | PMUD-SL               |
| East (adjacent canal)          | NBHD-RES, IROM and IG |
| West                           | PMUD/IROM             |
| North                          | IROM                  |

The properties to the east of the canal are zoned Neighborhood Residential (NBHD-RES) and General Industrial (IG). Two parcels without an assigned zoning district, are owned by the South Florida Water Management District and separate the District 1 property from the NBHD-RES property. The property to the west, commonly known as Dania Pointe, is zoned Planned Mixed-Use Development (PMUD).



Figure 1: Location Map



The conceptual master plans and design guidelines of this report collectively called “development design guidelines” are designed to best achieve the common goals of the Bryan Road Corridor PMUD-SL and the City of Dania Beach to continue to provide world class destinations and services to the residents of Dania Beach and east Broward County. As proposed, the Master Development Plan (MDP) is broken down into two (2) districts; District 1 (Commercial-Office-Residential-Hotel-Marina) and District 2. District 1 represents approximately 2/3 of the MDP spanning from NW 1st Street on the north to just south of Arrow Place on the south. The properties seek to take advantage of the waterfront at the rear of their properties to provide private amenities, including docking facilities and walkways along the waterfront. Where feasible, that no public ROW impedes, and that both property owners agree, pedestrian cross access is allowed between the districts. This cross-access easement is intended to be a designed amenity such as a continuous boardwalk, sidewalk or

waterfront feature as allowed by the City of Dania Beach, SFWMD and USACE. Each District would be responsible for their respective portion of the cross-access with each respective site plan submittal.

## (2) INTENT

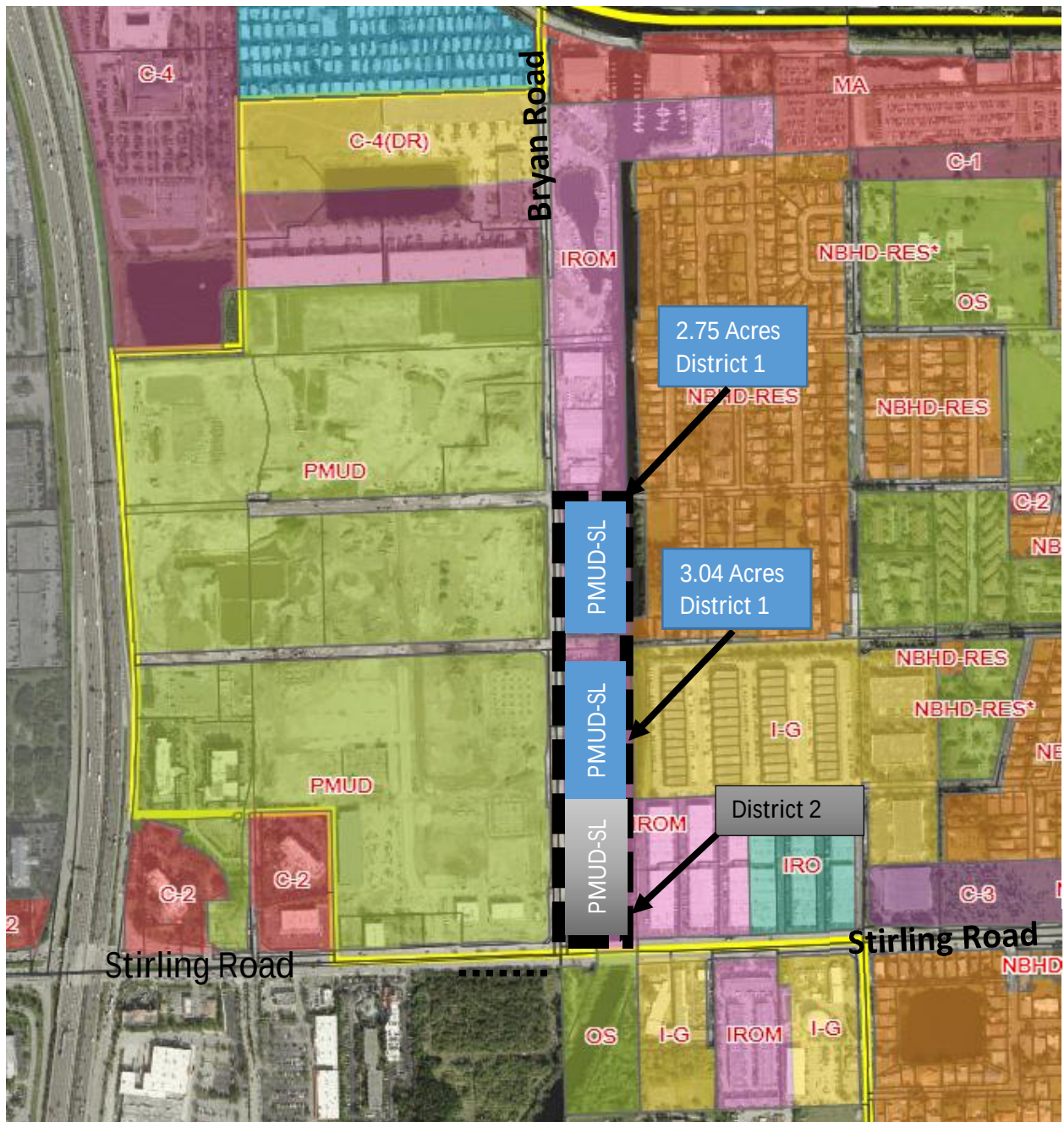
The Dania Beach RAC land use designation is intended to provide the needed flexibility to permit increased development intensity on certain sites without the need to process site specific land use plan amendments. The PMUD zoning district adjacent to the property furthers the intent of the City's redevelopment plans by supporting large-scale mixed-use development with direct access to an arterial roadway within the RAC. The City's Land Development Code reserves the PMUD zoning designation for properties that have a minimum size of fifty (50) acres of contiguous land. Thus, a new PMUD-SL district was created for properties that do not meet the minimum 50-acre requirement.

The intent of these design guidelines is to create parameters for District 1 based on the documentation of existing conditions as well as planning for future expansion. The Master Development Plan was required for District 1 to rezone from C-3 and IROM to PMUD-SL which occurred in 2019, (ORD #2019-018, see appendix). The District 1 design guidelines control specific development standards or bulk regulations for District 1. The design guidelines further require architectural, landscaping and design features that would be consistent within District 1 and compatible with elements of the Bryan Road PMUD-SL Master Development Plan, particularly landscaping, pedestrian lighting and hardscape within the Bryan Road Corridor as illustrated in the Bryan Road PMUD-SL Plan and Street Sections.



## ZONING MAP

Figure 2: Zoning Map



## SECTION 2 DEFINITIONS

Refer to the City of Dania Beach Code of Ordinance Section 725-30 for applicable definitions unless otherwise noted and defined herein.

## SECTION 3 PERMITTED USES

The PMUD-SL may only be utilized within the Dania Beach Regional Activity Center (RAC). Generalized permitted uses are those set forth in the Dania Beach RAC which include residential, hotel, commercial, recreation, office and employment center. A functional mix of uses should be provided and may be horizontally and vertically mixed within a building(s) as well as within the PMUD-SL as regulated in these design guidelines. All permitted, conditional, special exception, restricted or prohibited uses within the PMUD-SL shall be identified and established below (see Exhibit 1: Permitted Uses; Exhibit 2: Conditional Uses; Exhibit 3: Prohibited Uses).

### *Exhibit 1: Permitted Uses*

| Permitted Uses              |
|-----------------------------|
| (1) Residential (Live/Work) |
| (2) Commercial              |
| (3) Office                  |
| (4) Hotel                   |
| (5) Marina                  |

Specific uses include the following:

- (1) Community meeting rooms, recreational facilities, private clubs and other places of public assembly accessory to the residential or hotel use.
- (2) Retail and service establishments including grocery stores, restaurants, bars or taverns for on-premises consumption of alcoholic beverages, spas, salons, beauty shops, barbershops, athletic clubs or gymnasiums, group instruction, art gallery, daycare center, pet shop, deli, baked goods/bakery including those within a retail/grocery store and other similar uses, watercraft rentals and marine uses.
- (3) Art studios and retail shops.
- (4) Open-air cafes and restaurants.
- (5) Residential including multifamily.
- (6) Hotels.
- (7) Business, medical, dental and other professional offices.

*Exhibit 2: Conditional Uses, Special Exceptions or Restricted Uses*

| Conditional Uses, Special Exceptions or Restricted Uses |
|---------------------------------------------------------|
| None                                                    |

*Exhibit 3: Prohibited Uses – Any use not specifically identified as permitted, will be considered prohibited.*

| Prohibited Uses                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------|
| (1) Any use not specifically identified as a permitted use will be considered a prohibited use unless otherwise approved by the City of Dania Beach. |

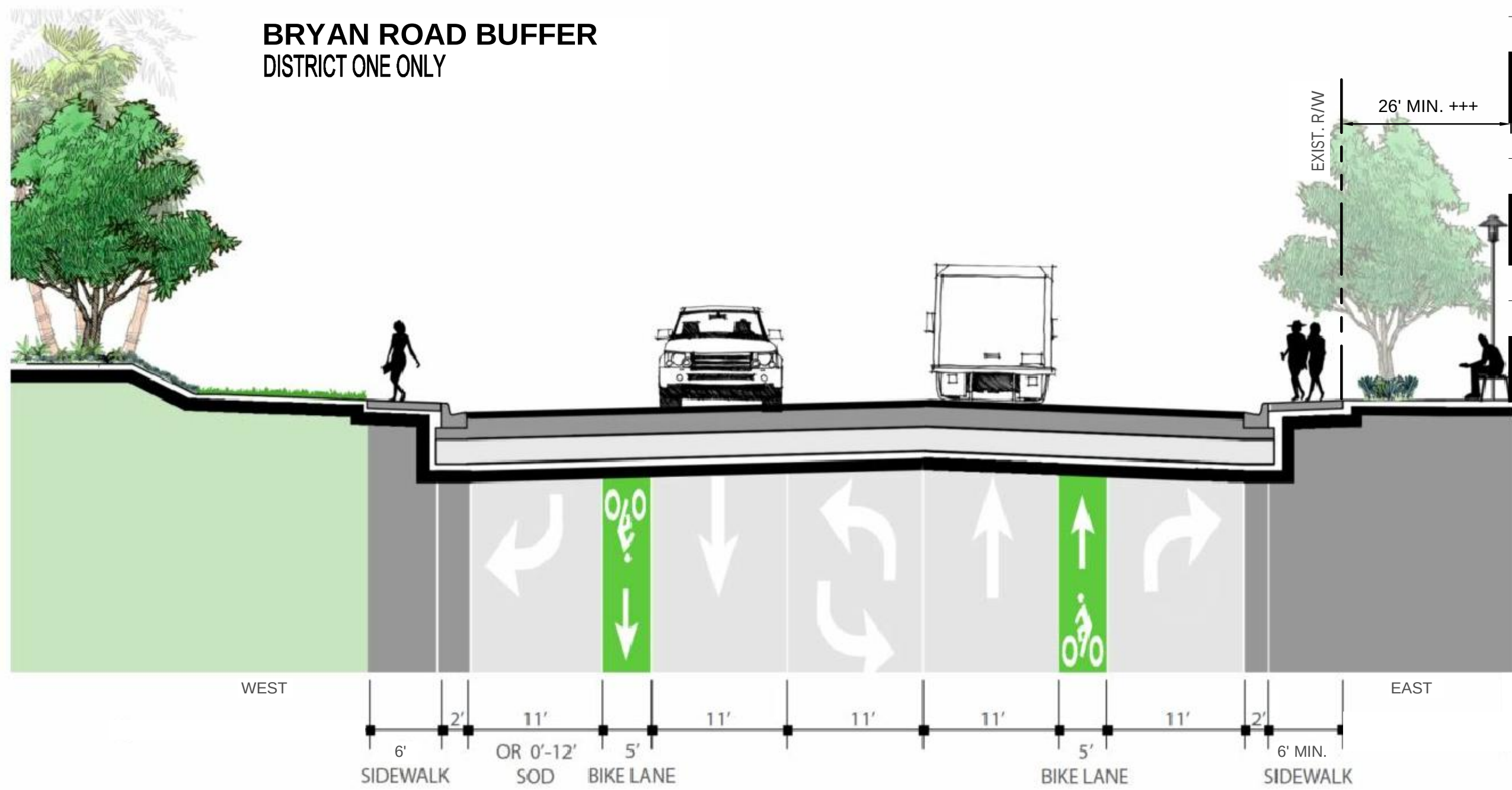
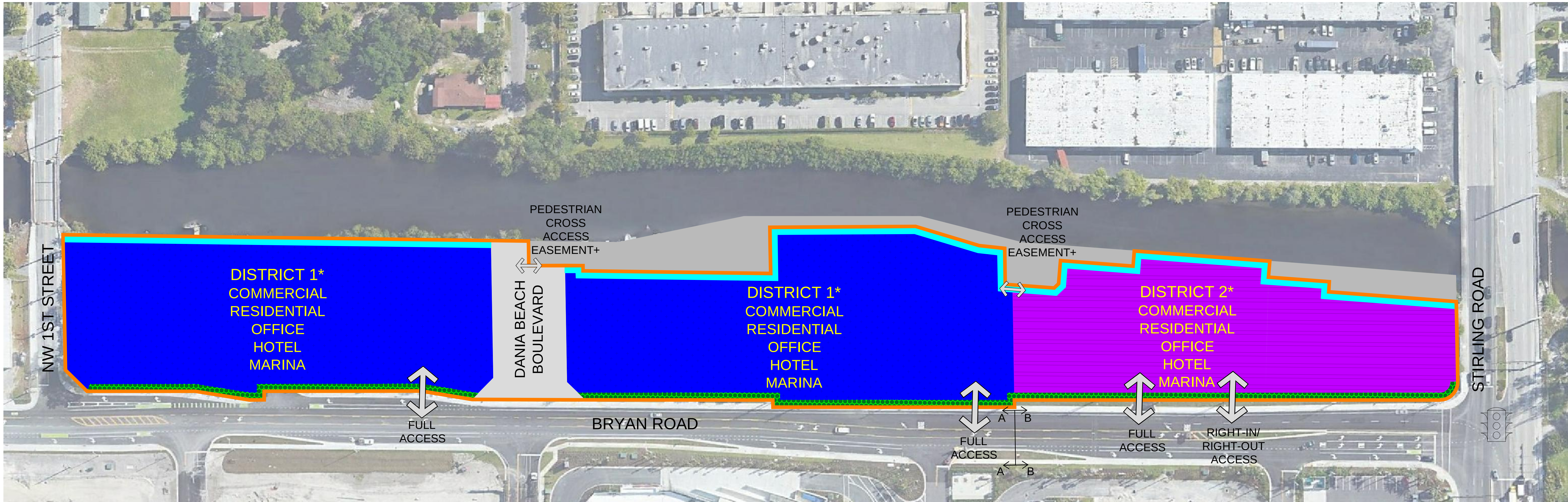
## SECTION 4 DISTRICT 1 MASTER DEVELOPMENT PLAN

### MASTER DEVELOPMENT PLAN

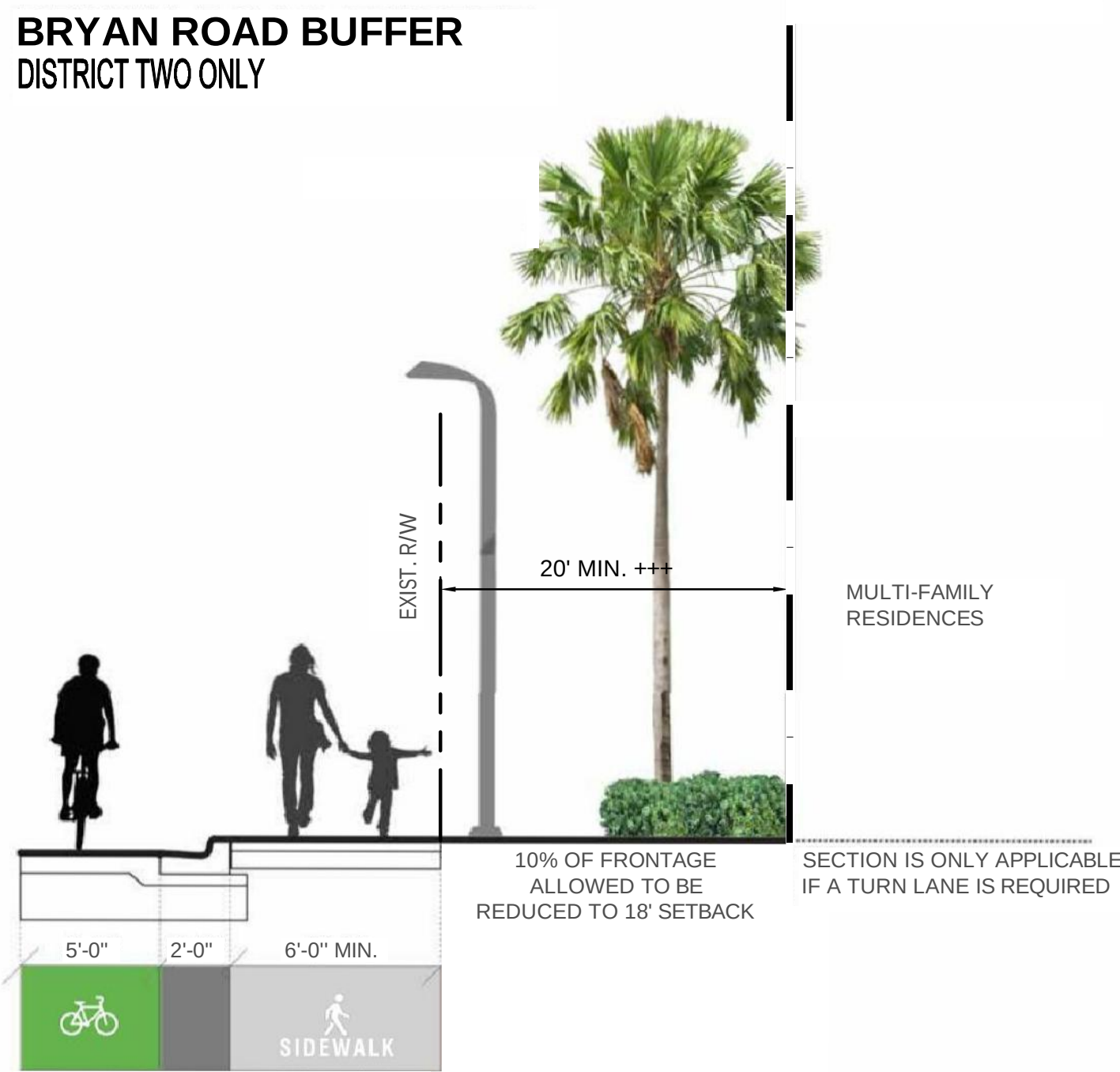
The Master Development Plan (“MDP”) is the guide for establishing certain development regulations and criteria for the ultimate build-out of the Bryan Road Corridor PMUD-SL along the frontage of District 1. The MDP provides conceptual graphics to designate elements of the proposed development including building setbacks, site access, and streetscape design. As proposed, Section 5 includes Development Standards, Architectural Standards, Landscape and Irrigation Standards, and Sign Standards. Section 6 includes Utility Provider and Service Standards.



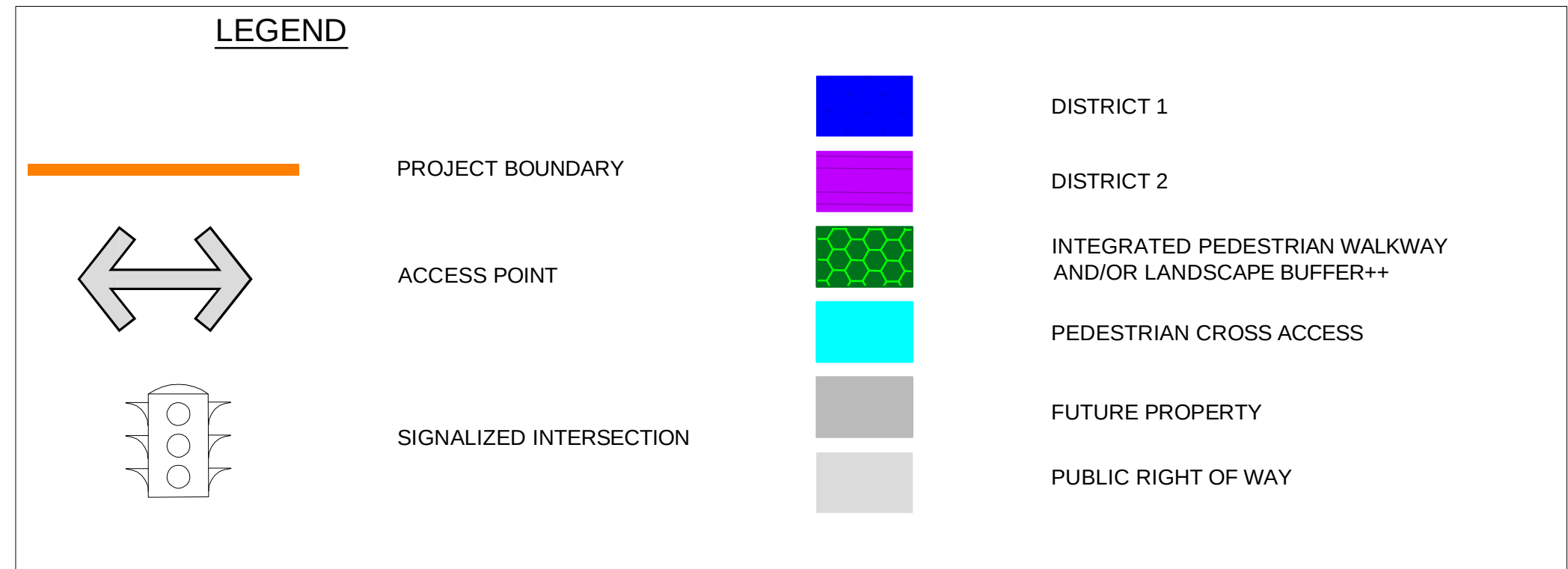
Plotted By: Lawson, Jacob  
Sheet Set: Kimley-Horn Master Development Plan - October 28, 2019 07:36:08am  
K:\V\B\DEV\147706000 Dania Beach Marina\CAD Exhibits\MASTER DEVELOPMENT PLAN\Master Development Plan.dwg  
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



EXISTING BRYAN ROAD - SECTION A



EXISTING BRYAN ROAD - SECTION B



\* NUMERICAL DESIGNATION OF DISTRICTS IS TO SIGNIFY SEPARATION OF SITE PLANS AND DEVELOPMENT DESIGN GUIDELINES

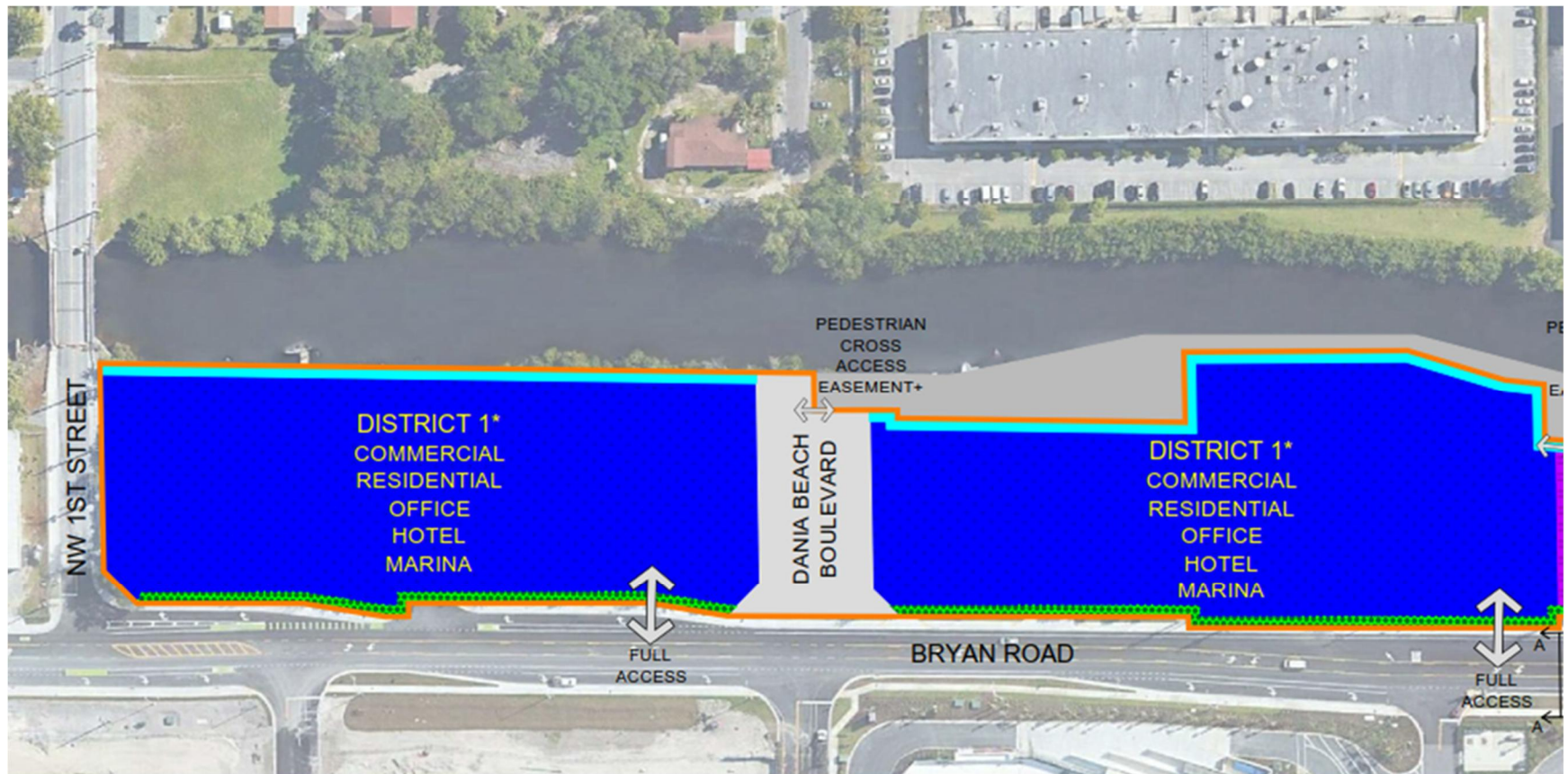
+ PEDESTRIAN CROSS ACCESS EASEMENT TO BE ESTABLISHED AT NOTED LOCATIONS

++ INTEGRATED PEDESTRIAN WALKWAY AND LANDSCAPE TO INCLUDE STREET CANOPY AND ORNAMENTAL TREES CONSISTENT WITH BEST LANDSCAPING PRACTICES AND AS CONSISTENT WITH THE BRYAN ROAD CROSS SECTIONS. AREA TO ALSO INCLUDE A MINIMUM 6 FOOT WIDE SIDEWALK WITH ORNATE TRASH RECEPTACLES, BENCHES, PEDESTRIAN LIGHTING AND BUS SHELTER WHERE DEEMED NECESSARY. 35 FT TREE SPACING ALONG BRYAN ROAD

+++ REQUIRED MINIMUM BUILDING SETBACK INCLUDES AREA FOR FUTURE EXPANSION OF BRYAN ROAD.

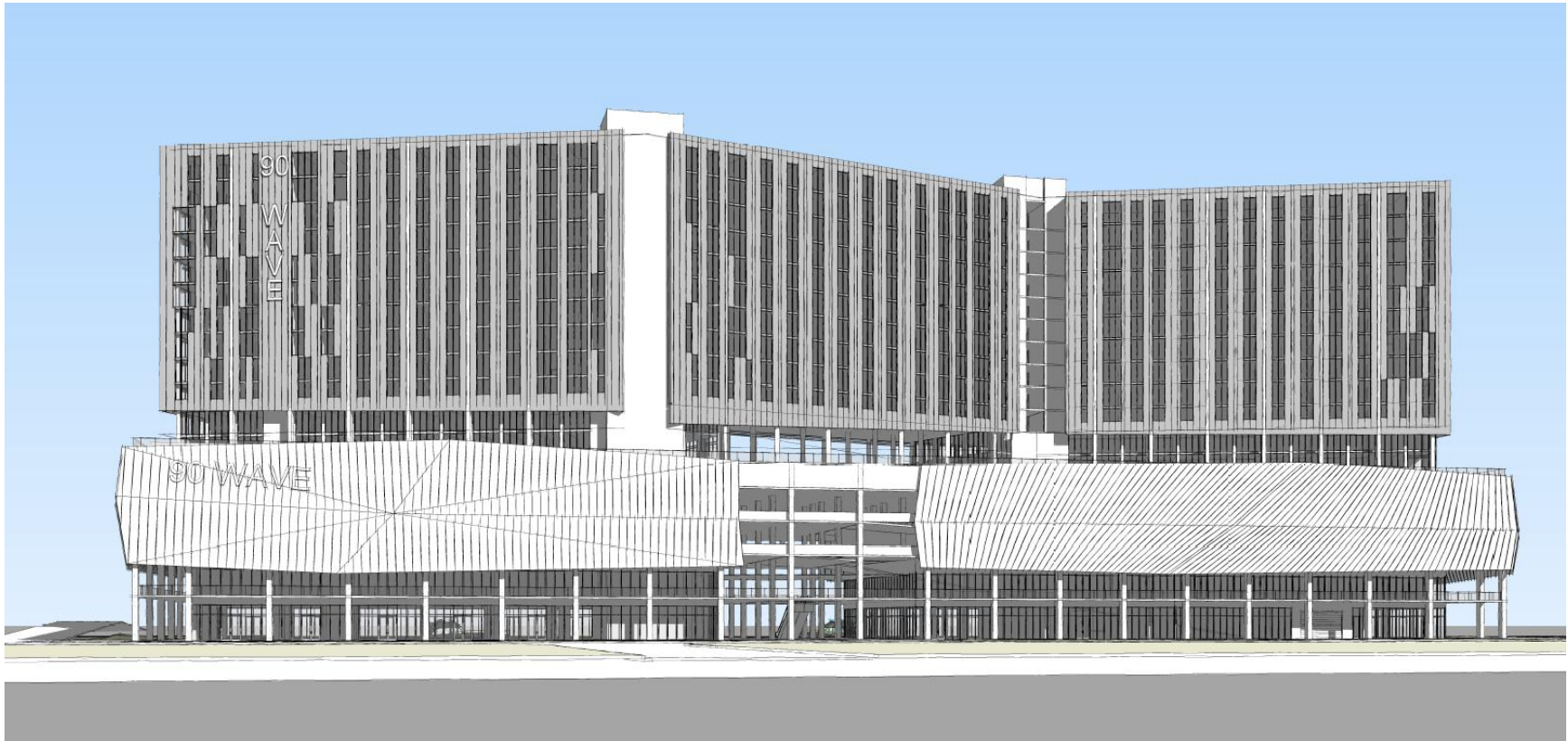


Figure 4: District 1 Master Development Plan



## ILLUSTRATIVE GRAPHICS OF BUILDING TYPOLOGIES

Figure 5: *West View*



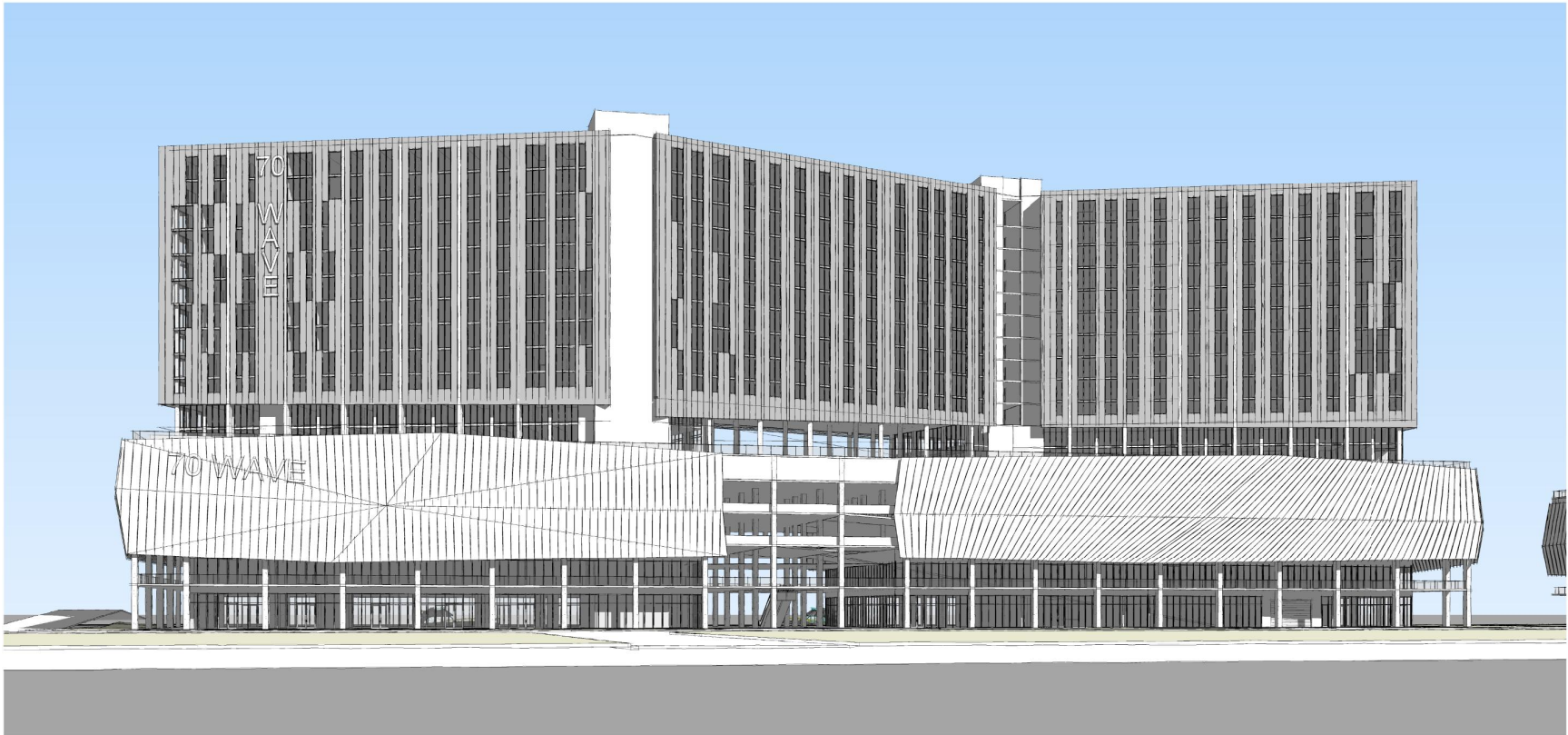




Figure 6: *Perspective View*

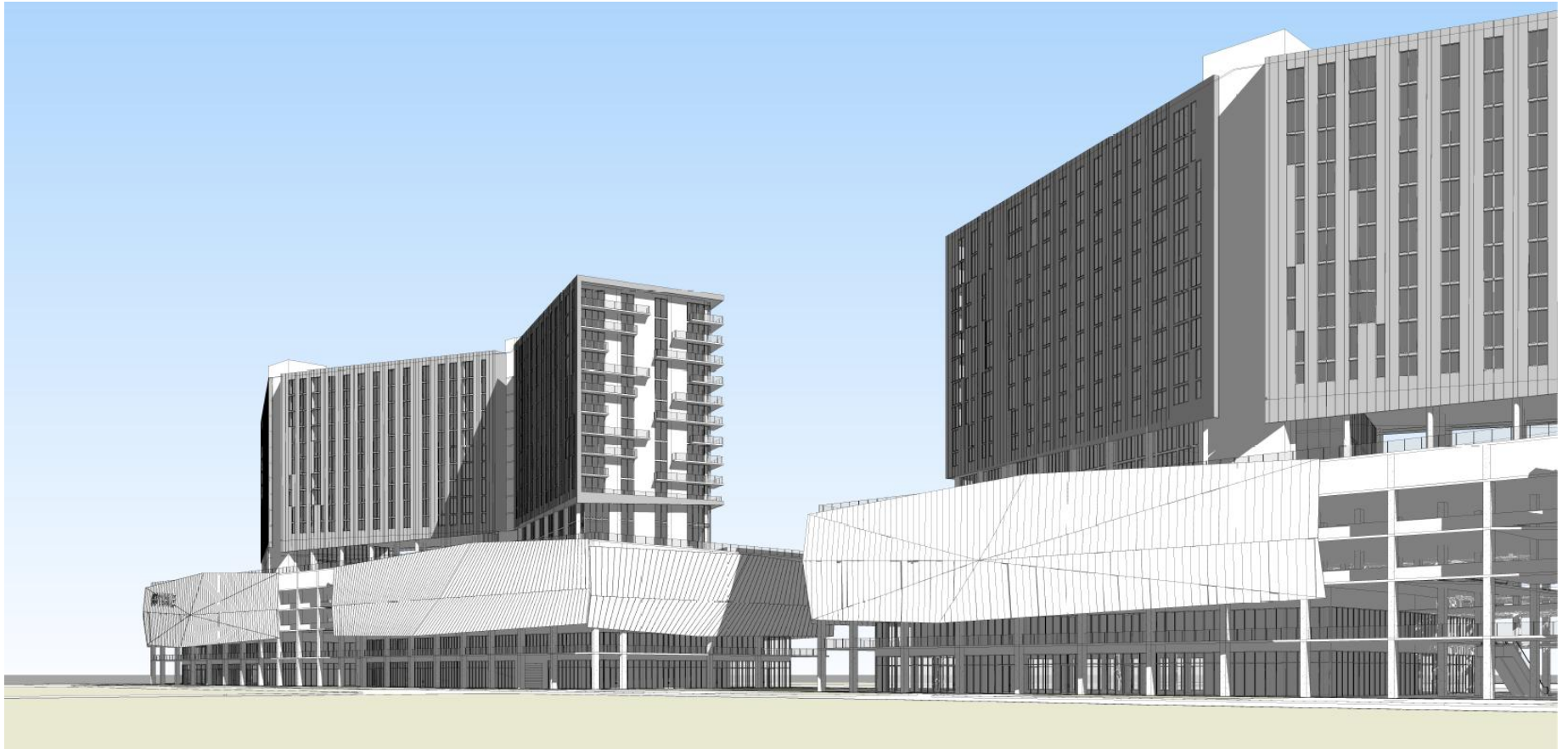




Figure 7: *Perspective Rendering*



## SECTION 5 DEVELOPMENT STANDARDS

### (1) INTENT

Development standards includes those items generally pertaining to the height, perimeter setbacks, orientation, design standards, landscaping, parking, development themes, visual appearance and others as included herein.

### (2) COMPATIBILITY

The District 1 design guidelines have been developed based on existing site features, available infrastructure, and the adjacent properties. The Project provides a sustainable mix of compatible land uses both internally and externally with adjacent properties (such as Dania Pointe and those found within the MDP) and, more importantly, provides flexibility to best respond to current and future land uses, changes in building and development patterns and changes to community demographics. Additionally, it provides external compatibility with surrounding properties similarly located within the City's RAC and encouraging compatible land uses to those permitted under the PMUD-SL zoning. In encouraging residential compatibility, PMUD-SL zoning is an effective land use control promoting high quality, compact mixed-use development complemented by commercial and recreation uses with a high level of access to surrounding developments and amenities. These elements form the basis for an attractive community and contribute to improved health, safety, and welfare for residents.

### (3) DENSITY AND INTENSITY

The density and intensity of land uses within a PMUD-SL shall be consistent with the Dania Beach RAC provisions set forth in the Future Land Use Element of the City's Comprehensive Plan. As proposed, Bryan Road PMUD-SL District 1 is proposing the following maximum entitlement:

| Residential Units       |     | Non-Residential |        |
|-------------------------|-----|-----------------|--------|
| Maximum number of units | 760 | Maximum SF      | 86,000 |

### (4) LOT COVERAGE, PERVIOUS AREA, AND OPEN SPACE

Lot coverage and pervious area minimums for any lot within, or combination of lots as may be separated by a public ROW, or as the whole of District 1 may be described in accordance with those enumerations in Exhibit 4. Pervious area is defined as land surface that presents an opportunity for precipitation to infiltrate directly into the ground. Open space is defined as an area that is unencumbered by principal buildings, structures, private streets, driveways, and vehicular use areas. Any space that consists of sidewalk, water, docks, hardscape, pedestrian area, and utility areas may be considered open space. FAR is defined in Sec. 725 of the Code and Open-air amenities or floor space not enclosed is not to be counted therein. There is not proposed to be any minimum lot area within the development and if special tax parcels or other parcels are created, it is not the intent to impose these standards or any section of the City code on the individual parcels. The standards shall apply to the entire District 1.

#### *Exhibit 4: Lot Coverage, Pervious Area, & Open Space*

|                             |              |
|-----------------------------|--------------|
| Principle Building Coverage | 60% Maximum  |
| Pervious Area               | 5% Minimum   |
| Open Space                  | 35% Minimum  |
| FAR                         | 4.75 Maximum |

#### (5) MINIMUM SETBACKS AND ROADWAY EASEMENT

The following District 1 criteria is established for principal building setback purposes based on the abutting existing right of way lines.

#### *Exhibit 5: Setbacks and Roadway Easement*

|                              | Minimum | Location Description |
|------------------------------|---------|----------------------|
| NW 1 <sup>st</sup> Street    | 15'     | Side                 |
| Interior                     | 10'     | Side                 |
| Bryan Rd Existing ROW        | 26'     | Front                |
| Bryan Rd Future Proposed ROW | 15'     | Front                |
| Dania Beach Blvd             | 14'     | Side                 |
| C-10 Canal*                  | 0'      | Rear                 |

\*measured from property line

Docks, floating docks, seawalls or pavilion structures are allowed to encroach into the area beyond the seawall as long as they are located within property lines. A minimum ten (10') foot wide pedestrian cross-access easement shall be dedicated within the rear property as permitted and allowed by the City of Dania Beach, South Florida Water Management District, USACE and adjacent property owners.

The appurtenances such as balconies, screening or signage are allowed to overhang into any setback up to a maximum of 7.5'. The building setback is allowed to be reduced in the event a right-of-way dedication is required by an agency in the future and authorized by the City of Dania Beach.

#### (6) BUILDING SEPARATION

Dania Beach Marina represents a mixed-use integrated site design where principal and accessory buildings/structures are interconnected into one (1) unified building structure per lot or combinations thereof. Due to the nature of the development, no building separation standard is proposed. The District 1 buildings will be separated by the public right of way in Dania Beach Boulevard or potential future pedestrian area and setbacks identified in Section 5 above. In the event that this right of way is added into the development and a building is added, the minimum building separation may still be zero feet as approved by the Fire Marshal.

#### (7) BUILDING HEIGHT

As proposed, the Project is proposing a maximum building height of 210' above finished floor elevation, which height will include appurtenances, architectural features, front facades or similar design features that may be attached to a building.

## (8) PUBLIC ACCESS & CIRCULATION

Each building use shall have access to a public street either directly or indirectly via an approach, private road, or other area dedicated to the public or private use or common easement areas. Such paved access at the ultimate right of way line shall be a minimum of 24 feet wide at the existing property line for two-way traffic. The City shall be allowed access on privately owned roadways, easements and common open space to ensure the police and fire protection of the area, to meet emergency needs, to conduct City services, and to generally ensure the health and safety of the residents. A minimum ten (10') foot wide pedestrian cross-access easement shall be dedicated within the rear property as permitted and allowed by the City of Dania Beach, South Florida Water Management District, USACE and the adjacent property owners.

District 1 will be allowed to have a continuous and connected pedestrian circulation system throughout District 1 for all buildings and uses, parking, transit and other common areas by way of the public ROW along Bryan Rd. District 1 shall have the ability to interconnect via any public function that is situated between any non-consecutive or noncontiguous lots of District 1. The property will be interconnected with District 2 of the PMUD-SL for all buildings and uses, parking, transit and common areas by way of the public ROW along Bryan Rd. Furthermore, the PMUD-SL shall be allowed to foster the use of alternative modes of transportation, which will include pedestrian, bicycle, transit, and potentially non-motorized or motorized marine vessels through measures which can include the mix and intensity of uses, building placement, utilization of green practices, transit amenities, and posting of transit route information, as applicable.

## (9) OFF-STREET PARKING, STRUCTURED PARKING & LOADING

The proposed mixed-use development within District 1 has the ability to share parking facilities, surface, structured and on-street parking as needed. In addition, parking facilities shall be subject to the following;

- (1) No parking space may encroach, hinder or otherwise block a public roadway.
- (2) Off-Street Parking, Tandem Parking and Lift Parking may be provided as angled or 90-degree parking stalls with a minimum dimension of eight and one-half (8.5) feet wide by eighteen (18) feet deep measured along the angle of space.
- (3) Off-Street Parallel parking may be provided with a minimum dimension of nine (9) feet wide by twenty-two (22) feet deep.
- (4) Lift Parking and Tandem Parking may be used to satisfy minimum parking requirements.
- (5) Parking Drive-Aisles may be reduced to 22 ft as only necessary.
- (6) Parking Garage Columns shall be located within 2' of the entrance of a parking space.
- (7) Parking Structure - Speed Ramp not to exceed 17%.
- (8) Parking Structure - Park on Ramp not to exceed 6.68%
- (9) The clearance between a parking space and a wall (excluding columns) other solid obstruction shall be a minimum of 1 foot only. The application thereof is at the discretion of the Land Development Director.
- (10) Wheel stops may be a maximum of 6 inches in height.

Parking ratios are based on the purpose and intent of alternate parking standards described in Sec. 265-60 and the intent of the parking reductions for mixed use developments methodology described in Sec. 265-90 of the Dania Beach Land Development Code. Warranted parking ratios are also based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All required parking for this establishment is met by the required ratios listed herein.

The development intends to implement and contribute to the Dania Beach Regional Activity Center purpose of “creating a compact work, live, shop and leisure environment that reduces transportation needs by combining uses and providing an attractive destination for tourists and local citizens”, which is reflected in the parking ratios provided within the Development Design Guidelines (DDGs). The development is supportive of and promotes a “car-free” or “car-optional” lifestyle through a mixture of proximity to uses that fulfill daily needs (i.e. grocery, fitness, pharmacy, employment), increased supply of bicycle parking spaces, access to transit and ridesharing services, and a robust parking & mobility demand management plan. Through the management of parking, the development will provide the following off-street parking ratios:

#### *Exhibit 6: Off-Street Parking*

|                              |                                                                                                    |
|------------------------------|----------------------------------------------------------------------------------------------------|
| Required Parking Calculation | 1.3 spaces per unit, 1 space per 250 SF of General Commercial                                      |
| Bicycle Parking              | Minimum 5% of Vehicle Parking for Residential<br>Minimum 10% of Vehicle Parking for Nonresidential |

Service areas including loading/unloading spaces shall be designed to include screen walls, landscaping, or other treatments to limit the visibility of the service area to the adjacent public street. Service areas shall be located outside of a public roadway and where practical, off of private drives, and identified through signage or other similar means. Accessible parking is to be provided based on the premise of the available self-park spaces.

Loading/unloading areas shall be convenient to the building(s) in which it serves. Due to the compact nature of the site, loading and unloading shall reside in the designated loading and unloading areas which may be within the parking garage. In no circumstance should loading or unloading occur in the public right-of-way unless for emergency purposes only. The sharing of such spaces (areas) between individual tenants, uses and buildings within District 1 shall be permitted. As proposed, Dania Beach Marina Redevelopment is providing the following off-street loading spaces:

#### *Exhibit 7: Off-Street Loading*

|                                               |                                |
|-----------------------------------------------|--------------------------------|
| Off Street Loading Areas (minimum of 1 space) | (1) 12'x35' Berth per Building |
|-----------------------------------------------|--------------------------------|

### **(10) VALET PARKING & RESERVED PARKING**

Up to one-hundred (100) percent of the required number of parking spaces for a use may be provided as valet parking by which attendants receive, park and deliver the automobile of occupants, tenants, customers and visitors, with or without charge. The intent of the development is for the ability of the valet to be an amenity use of the facility.



The operator must possess a valid city issued Certificate of Use, BRT and local business tax receipt for a valet service and prior to its operation. Each valet must be an employee of the operator and each must possess a valid State of Florida driver license. The operator shall have sufficient valets working at all times to avoid excessive stacking in the valet drop-off area. No excessive stacking shall exist when vehicles stacked for valet drop-off or pick-up extend into any drive aisle and impede the flow of routine traffic.

## **ARCHITECTURAL STANDARDS**

### **(1) INTENT**

Buildings, their overall massing and their facades should be designed to communicate a high quality, signature character with a wide appeal to a wide audience. The design should be capable of communicating the type of use being housed within the edifice.

### **(2) DESIGN ELEMENTS**

The use of asymmetry may be utilized strategically to impart interest and relief in the design of the façade.

The design should modulate abutting wall planes and provide articulations through juxtaposed and recessed stacks and where possible. Additionally, the framing or boxing of overall façade elements and the use of double-height elements may be encouraged to provide a sense of scale and legibility to the façade. These may be further enhanced by articulating the boundaries of windows or distinguishing entire stacks of façade elements in a contrasting trim color.

The symmetry and clean lines could be further enhanced by the aluminum railings designed in a horizontal fashion. The color of the railings should be complimentary to the building color. Exterior windows and sliding doors should make use of transparency, while attempting to mediate heat gain, if feasible.

The color schemes should be made-up of a palette of contrasting and complimentary colors in light hues that are responsive to the local identity of the South Florida climate and experience.

### **(3) ARCHITECTURAL STYLES**

The architectural style employed is a sub-tropical modern, contemporary design with design features responsive the international appeal of the South Florida region. It should accentuate sleek, clean geometric lines, overall symmetry and a balanced composition.

### **(4) BUILDING MATERIALS**

Building materials shall be as approved by the Florida Building Code and the City. CBS construction, metal frame and or tilt-up methods may be employed. Finished walls may be finished in stucco, sealed and painted. Where desired, the use of a cladding material may be employed, provided it is consistent with the identity of the overall design and character of the building. Materials should be true and they should prove to be long-lasting. Parapets or flat roofs are allowed.

Sliding Glass Doors and windows may use “Impact” glass, as approved by the Florida Building Code. Glass exterior doors from the lobby, amenity facilities, and retail areas may use impact, clear glass as approved by the Florida Building Code. Solid exterior doors may be hurricane-rated steel doors under the Florida Building Code.

Varying window heights and sizes can be provided to breakdown the overall scale of the façade. Corner glazing can be floor to ceiling to emphasize building edges.

## (5) DECORATIVE BALCONIES

Residential unit balconies should provide relief to the façade such that they protrude or recess from the main building plane. Balcony railings shall be decorative in nature to be complementary to the architectural style of the building.

## (6) SITE LIGHTING

District 1 is permitted to allow site lighting consistent with the table below:

*Exhibit 8: Lighting Standards*

|                |                                                                                                                                                                                    |
|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fixture Height | Lighting fixtures shall be a maximum of 25 feet in height.                                                                                                                         |
| Light Source   | Both LED and Metal Halide fixtures are permitted.                                                                                                                                  |
| Light Levels   | Minimum average light levels of one (1) light foot-candle in pedestrian areas. Maximum light spillage of 0.5 foot candles along areas that front residentially zoned or used land. |

In addition, District 1 lighting standards shall be consistent with the MDP per the PMUD-SL. Any right-of-way photometrics are to be supplied by the agency having jurisdiction at the jurisdiction's expense. District 1 is permitted to have decorative/enhanced lighting to accentuate landscaping or architectural elements i.e. up lighting.

## (7) NOISE MITIGATION

*Hours for music and entertainment.* Music, singing and other forms of entertainment whether amplified or not, shall be permitted indoors at any time during business hours of any facility or business enterprise within the District, and in addition music, singing and entertainment shall be permitted outdoors within the district, however, such outdoor music, singing and entertainment shall not be permitted between the hours of 10:00 p.m. and 10:00 a.m. during weekdays and 11:00 p.m. and 10:00 a.m. on Friday, Saturday, Sunday and legal holidays. Businesses which intend to have outdoor music and entertainment will incorporate noise mitigation measures which may include materials to the extent needed, which mitigate the noise pollution. The logia areas will incorporate sound baffles and/or noise canceling technology in areas where outdoor music is incorporated.

Notwithstanding the foregoing, outdoor music and entertainment whether amplified or not, shall not be permitted in a manner which is plainly audible from a residential property for a period of one (1) continuous minute or longer. Residential property is defined as a property which is zoned Neighborhood Residential (NBHD) and occupied by a residential structure. For purposes of this section, compliance with this section shall be determined by standing on or within the real property line of the complainant's residential property.

## **LANDSCAPE DESIGN STANDARDS**

### **(1) INTENT**

The landscape subsection is intended to establish design standards for the planting and irrigation surrounding the site which shall be integrally designed to enhance the high-quality signature character and visual interest of District 1 while implementing Florida Friendly principles. Landscaping shall be used and located throughout the development to provide a pedestrian friendly environment for visitors and residents alike. The purpose of these provisions is to establish buffering and landscaping guidelines. The project has been designed to require buffering based upon the proximity and style of the building near the public right of way. Additionally, the project's location on a canal allows for a unique opportunity to provide environmental features and benefits where possible.

### **(2) DEFINITIONS**

Refer to Code Section 825-50 for landscape/tree preservation related definitions unless otherwise noted herein.

### **(3) GREEN DESIGN PRACTICES**

The Green Design Practices subsection is intended to encourage the use of recycled materials, energy efficient design, water conservation, and green building standards. Charging stations may be provided for 1 % of parking spaces within the garage. Recycling bins shall be provided to the residents. The units will be designed with energy efficient air conditioners and toilets. Showers may be water conserving and other appliances can include energy efficient standards. The irrigation system shall be designed to conserve water as well as provide a rain sensor.

### **(4) GENERAL LANDSCAPE & IRRIGATION STANDARDS**

The General Landscape Standards subsection is intended to encourage landscaping as a tool to enhance the pedestrian experience, provide beautification, provide a delineation of access, enhance features and architecture and provide environmental enhancement and preserve the natural edge along the east property line where possible. Pedestrian areas along Bryan Road shall include canopy trees which provide shade and aesthetic enhancements without conflicting with vehicles or pedestrian movement. Florida-friendly plants and landscaping principles shall be implemented in this mixed-use landscaping project. Florida-friendly principles will be followed so that a large percentage of native species are specified to conserve water and preserve natural resources.

#### **1. Plant Material:**

- a. The plant palette used for District 1 shall be composed of a minimum of 50 percent native species for trees, shrubs and groundcovers.

2. Due to the narrow nature of the property along Bryan Road, in District 1, tree cutouts within sidewalks or paver areas and other publicly accessible plaza areas shall be provided where possible to enhance the pedestrian experience. Palms or canopy trees can be provided to enhance the building façade.
3. Root barriers:
  - a. Canopy trees installed within ten (10) feet of utilities or a sidewalk shall provide a root barrier.
4. Schematic Irrigation plan submittals will be provided per City Code for the construction permit submittals.
5. Pervious area and open space minimums are to be consistent with that which is required by these development design guidelines.

## (5) BUFFERS & SCREENING

The Buffers and Screening subsection is intended to protect the views of the residents and adjacent property owners while establishing defined edges for the resident's safety and security.

(A) Buffer Dimension and Design: The following establishes the minimum buffer design requirements and minimum widths:

1. C-10 Canal Buffer: Per code section 275-90(b)(1), when multi-family is adjacent to public right of way, there is no specific buffer requirement, especially as there is a canal right of way; however, existing native Mangrove trees exist in the SFWMD right of way and shall be preserved unless modified by permit from SFWMD or USACE. Potted trees/palms can be utilized to meet any buffer requirements along the canal as long as they are semi-permanent structures. This, or a mixture of potted plants along with the utilization of the green screen if desired, can be considered sufficient to meet any requirements. C-10 Canal Buffer to read that the trademarked Greenscreen® (Greenscreen.com) will be utilized in situations where the potted trees/palms cannot be provided.
2. NW 1<sup>st</sup> St. Buffer: The North Buffer shall include a minimum 5' wide landscape buffer which contains one canopy tree per 40 lineal feet and a continuous hedgerow. If overhead utilities limit tree height, 1 palm or understory tree per 40 LF.
3. Interior (Adjacent to District 2): The South Buffer shall include a minimum 5' wide landscape buffer which contains one canopy tree per 40 lineal feet and a continuous hedgerow.
4. Bryan Rd Buffer: The West Buffer shall include a minimum of 1 canopy per 35 lineal feet. Where conflicts with Architectural elements occur, palms may be utilized in lieu of a canopy. Additionally, tree cut outs may have shrub and/or other ground cover plant material. Pedestrian amenity areas with outdoor seating and plaza areas shall be provided where feasible and consistent with the overall architecture and site design. Within the area of future right-of-way dedication, it shall be permitted to install native grasses or sod.
5. Dania Beach Blvd Buffer: See Exhibit below.
6. Within landscape buffers, the required trees and shrubs may be clustered to provide view corridors to signage and allow for clearance for utilities, drainage and visibility at intersections. The distance between landscape cluster areas shall not exceed 50 feet subject to the location of roadways, driveways, signage and/or infrastructure.

7. Any property screening may include vinyl coated fencing in combination with identified hedging materials at the sole discretion of the developer. Screen walls or buffer walls are not permitted in any scenario.

*Exhibit 9: Buffer Summary Table*

| Buffer                    | Minimum Width*   | Planting Requirements                                                                                           |
|---------------------------|------------------|-----------------------------------------------------------------------------------------------------------------|
| NW 1 <sup>st</sup> Street | 5'               | 1 canopy/ 40 LF + hedge (unless overhead utilities)                                                             |
| Interior                  | 5'               | 1 canopy/ 40 LF + hedge (unless overhead utilities)                                                             |
| Bryan Rd Existing ROW     | 8'               | 1 canopy/ 35 LF (Where conflicts with Architectural elements occur, palms may be utilized in lieu of a canopy). |
| Bryan Rd Proposed ROW     | 8'               | 1 canopy/ 35 LF (Where conflicts with Architectural elements occur, palms may be utilized in lieu of a canopy). |
| Dania Beach Blvd          | 5'               | 3 understory/palm / 40 LF**                                                                                     |
| C-10 Canal*               | Not Applicable** | 1 tree and 10 shrubs / 80 LF                                                                                    |

\*measured from property line

\*\*No width provided; buffer is provided as approved by City staff

\*\* 3 understory may equate to a canopy tree

## SIGN DESIGN STANDARDS

### (1) INTENT

The sign subsection is intended to establish graphics that provide for establishment identification and directional communication, while allowing the creation of unique and informative signs. The objective of quality signage and graphics is to present a clear hierarchy of information, direction and organization. Conformity in style, materials and location of signage will be a major element in establishing the design theme continuity with the Dania Beach Marina Redevelopment design guidelines. All vehicular signs shall conform with the FDOT Index 546 sight triangle requirements.

### (2) GENERAL SIGN REGULATIONS

All signs to follow the requirements of the Land Development Code Article 505 sections 505-10, 505-20, 505-30, 505-40, 505-50 and 505-90, unless otherwise noted herein.

*Exhibit 10: Signage Summary Table*

|                         | Maximum                                  |
|-------------------------|------------------------------------------|
| Building Identification | 10% of Building Façade                   |
|                         | Consistent with overall design and color |



|                       |                                                               |
|-----------------------|---------------------------------------------------------------|
| Tenant Identification | One (1) sign per column bay, as needed                        |
|                       | Two (2) feet tall by twenty-five (26) feet in width           |
|                       | Consistent with overall design, color and tenant requirements |

## UTILITY PROVIDER AND SERVICE

Water and wastewater service is presently available to the property and provisions have been made for the connection to these systems; connection points will be coordinated with the City of Dania Beach. Utilities are intended to be designed and developed as private infrastructure connecting to public systems. Lift Stations are to be constructed as private stations. All utilities beyond the point of service are private facilities. Utility designs will meet Broward County and Florida Department of Health and Environmental Protection Standards. Easements necessary to serve the development (internal) shall be provided as follows:

- 10' where similar utility lines are installed separately and horizontally separated by the FDEP minimum of 3 ft; or
- 20' where differing utility lines are co-located

Easements will be dedicated to the City via a separate instrument; a plat shall not be required. Development will comply with Florida State Statutes 633, Florida Administrative Code 69A, currently adopted NFPA codes, the currently adopted edition of The Florida Fire Prevention Code and the currently adopted edition of the Broward County Amendments to The Florida Fire Prevention Code.

## CITY OF DANIA BEACH REVIEW PROCESS

In accordance with the purpose and intent of the Planned Mixed-Use Development District, and to encourage and facilitate quality development and redevelopment within the Regional Activity Center, the following changes, modifications, or amendments to the approved DDG, including the Master Development Plan (MDP), or site plan shall be considered Minor deviations and subject to the administrative review process described in Section 340-40(D)(6).

## APPENDIX

**ORDINANCE NO. 2019-018**

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE REQUEST, MADE BY STEPHANIE J. TOOTHAKER, ESQ. P.A. (TOOTHAKER.ORG) AND GREENSPOON MARDER, ON BEHALF OF DANIA BEACH MARINA CORP, NV MARINA HOLDINGS LLC, RJ MARINA HOLDINGS LLC, AND PROJECT USA LLC, TO REZONE (RZ-104-19) THE PROPERTIES GENERALLY LOCATED AT 90 NORTH BRYAN ROAD, 50 SOUTH BRYAN ROAD, 70 SOUTH BRYAN ROAD, AND 150 SOUTH BRYAN ROAD IN THE CITY OF DANIA BEACH, FLORIDA, AS LEGALLY DESCRIBED IN EXHIBIT "A," A COPY OF WHICH IS ATTACHED TO THIS ORDINANCE, FROM INDUSTRIAL RESEARCH OFFICE MARINE (IROM) AND GENERAL BUSINESS (C-3) TO PLANNED SMALL LOT MIXED-USE DEVELOPMENT (PMUD-SL), SUBJECT TO CERTAIN RESTRICTIONS, PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Chapter 28, entitled "Land Development Code," (LDC) of Part 6, entitled "Development Review Procedures and Requirements," Article 645 "Rezoning" (the "City Code"), Dania Beach Marina Corp, NV Marina Holdings LLC, RJ Marina Holdings LLC, and Project USA LLC (the "Applicants") have applied to the City of Dania Beach (the "City") for approval of a Rezoning (RZ-104-19) from IROM and C-3 to PMUD-SL for property generally located at 90 North Bryan Road, 50 South Bryan Road, 70 South Bryan Road, and 150 South Bryan, as legally described in Exhibit "A;" and

**WHEREAS**, the City Planning and Zoning Board, sitting as the Local Planning Agency (the "LPA"), held a duly advertised public hearing on September 18, 2019 and recommended approval of the Rezoning (RZ-104-19) request; and

**WHEREAS**, the City Commission conducted two (2) duly noticed public hearings in accordance with law; and

**WHEREAS**, the City Commission finds that the approval of the proposed Rezoning (RZ-104-19) will protect the public health, safety, and welfare of the residents of the City, and further the purpose, goals, objectives and policies of the Comprehensive Plan.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing "WHEREAS" clauses are ratified and confirmed as being true and correct, and they are made a part of a specific part of this Ordinance.

**Section 2.** That pursuant to Chapter 28 “Land Development Code,” Part 6 “Development Review Procedures and Requirements,” Article 645 “Rezoning,” the Rezoning request (RZ-104-19) from IROM and C-3 to PMUD-SL, for the property generally located at 90 North Bryan Road, 50 South Bryan Road, 70 South Bryan Road, and 150 South Bryan, as legally described in Exhibit “A,” is approved.

**Section 3.** That issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or deferral agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to first obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

**Section 4.** That if any section, clause, sentence or phrase of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the remaining portions of this Ordinance.

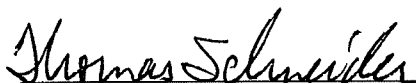
**Section 5.** That all ordinances or parts of ordinances in conflict with the provisions of this Ordinance are repealed to the extent of such conflict.

**Section 6.** That this Ordinance shall be effective immediately upon its passage and adoption on second reading.

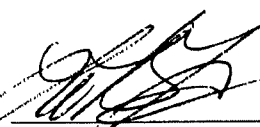
**PASSED** on first reading on October 7, 2019.

**PASSED AND ADOPTED** on second reading on October 28, 2019.

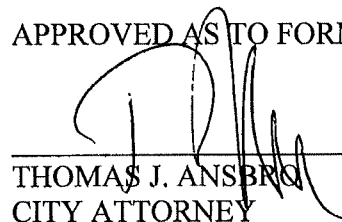
ATTEST:

  
THOMAS SCHNEIDER, CMC  
CITY CLERK



  
LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

  
THOMAS J. ANSBORG  
CITY ATTORNEY

## EXHIBIT "A"

### LEGAL DESCRIPTION

THE SOUTH ONE-HALF OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS ALL OF THAT PORTION LYING EASTERLY OF THE FOLLOWING SPECIFICALLY DESCRIBED LINE:

COMMENCING AT THE NE CORNER OF THE SE 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BEAR SOUTH 87 DEGREES 26 MINUTES 41 SECONDS WEST, ALONG THE NORTH LINE OF SAID SE 1/4 (CENTERLINE OF NW 2ND STREET) A DISTANCE OF 1111.05 FEET; THENCE SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 1674.9 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF THE SW 1/4 OF THE NW 1/4 OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION; THENCE, NORTH 87 DEGREES 31 MINUTES 28 SECONDS EAST, ALONG SAID NORTH LINE, A DISTANCE OF 35.02 FEET; THENCE, SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 150.0 FEET; THENCE, SOUTH 89 DEGREES, 17 MINUTES 30 SECONDS WEST, A DISTANCE OF 14.50 FEET; THENCE SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF THE S 1/2 OF THE SW 1/4 OF THE NW 1/4 OF THE SE 1/4 AND THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST, A DISTANCE OF 118 FEET FROM THE LAST POINT OF DEFLECTION; THENCE, NORTH 87 DEGREES 05 MINUTES 43 SECONDS WEST, A DISTANCE OF 20.0 FEET; THENCE, SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST, A DISTANCE OF 70 FEET; MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE SOUTH LINE OF THE SW 1/4 OF THE NW 1/4 OF THE SE 1/4 OF THE SE 1/4 OF SAID SECTION AND THE END OF THE SPECIFICALLY DESCRIBED LINE.

ALSO LESS THE WEST 30.0 FEET OF THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST.

ALSO LESS ALL THAT PORTION OF THE SOUTH 10.0 FEET OF THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4)



OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LYING WEST OF CENTRAL & SOUTHERN FLORIDA FLOOD CONTROL DISTRICT CANAL C-10 RIGHT OF WAY.

AND

THE NORTH ONE-HALF (N 1/2) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST. LESS ALL OF THAT PORTION LYING EASTERLY OF THE FOLLOWING SPECIFICALLY DESCRIBED LINE:

COMMENCING AT THE NE CORNER OF THE SE 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BEAR SOUTH 87 DEGREES 26 MINUTES 41 SECONDS WEST, ALONG THE NORTH LINE OF SAID SE 1/4 (CENTERLINE OF N.W. 2ND STREET), A DISTANCE OF 1111.05 FEET; THENCE, SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 1674.9 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF SW 1/4 OF NW 1/4 OF SE 1/4 OF SE 1/4 OF SAID SECTION; THENCE, NORTH 87 DEGREES 31 MINUTES 28 SECONDS EAST, ALONG SAID NORTH LINE, A DISTANCE OF 35.02 FEET TO THE POINT OF BEGINNING; THENCE, SOUTH 0 DEGREES 42 MINUTES 30 SECONDS EAST, A DISTANCE OF 150.0 FEET; THENCE, SOUTH 89 DEGREES 17 MINUTES 30 SECONDS WEST, A DISTANCE OF 14.50 FEET; THENCE, SOUTH 2 DEGREES 54 MINUTES 17 SECONDS WEST TO THE INTERSECTION THEREOF WITH THE SOUTH LINE OF THE NORTH 1/2 OF SW 1/4 OF NW 1/4 OF SE 1/4 OF SE 1/4 OF SAID SECTION AND THE END OF THE SPECIFICALLY DESCRIBED LINE.

ALSO LESS THE WEST 30.0 FEET OF THE NORTH HALF (N1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST.

TOGETHER WITH (CANAL PORTION)

A PORTION OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NE CORNER OF THE SE 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, THENCE SOUTH 87°26'41" WEST (BASIS OF BEARING), ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 (CENTERLINE OF NORTHWEST 2ND STREET) A DISTANCE OF 1111.05 FEET; THENCE SOUTH 00°50'21" EAST, A DISTANCE OF 1677.24 FEET, TO THE INTERSECTION THEREOF WITH THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION; THENCE, NORTH 87°23'42" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 35.02 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 87°23'42" EAST, A DISTANCE OF 28.82 FEET; THENCE SOUTH 01°58'30" EAST, A DISTANCE OF 201.92 FEET; THENCE SOUTH 15°11'27" WEST, A DISTANCE OF 92.10 FEET; THENCE SOUTH 04°24'06" WEST, A DISTANCE OF 35.50 FEET; THENCE SOUTH 87°25'33" WEST, A DISTANCE OF 49.86 FEET TO A POINT ON THE EXISTING WESTERLY RIGHT OF WAY LINE OF THE CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT C-10 CANAL RIGHT OF WAY; THENCE NORTH 02°46'39" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 59.99 FEET; THENCE SOUTH 87°13'21" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 20.00 FEET; THENCE NORTH 02°46'39" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 118.00 FEET; THENCE NORTH 89°09'52" EAST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 14.50 FEET; THENCE NORTH 00°50'08" WEST ALONG THE AFOREMENTIONED WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

PARCEL A OF "CLARKE SUBDIVISION", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 101, PAGE 32 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

A PARCEL OF LAND BEING LOCATED IN THE SOUTHEAST ONE-QUARTER (SE 1/4) OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST (SE) CORNER OF SAID SECTION 33; THENCE NORTH 01°17'46" WEST ALONG THE EAST LINE OF SAID

SECTION 33 FOR A DISTANCE OF 1,340.78 FEET; THENCE SOUTH 87°30'33" WEST FOR A DISTANCE OF 1,118.51 FEET TO THE NORTHEAST (NE) CORNER OF A PARCEL OF LAND AS DESCRIBED IN OFFICIAL RECORDS BOOK 8775, PAGE 400 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; THENCE SOUTH 01°26'53" EAST ALONG THE EAST LINE OF SAID PARCEL FOR A DISTANCE OF 50.01 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG AFORESAID LINE FOR A DISTANCE OF 25.00 FEET TO THE SOUTHEAST (SE) CORNER OF SAID PARCEL, (SAID POINT ALSO BEING THE NORTHEAST CORNER OF PARCEL A OF "CLARKE SUBDIVISION" AS RECORDED IN PLAT BOOK 101, PAGE 32 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA); THENCE SOUTH 87°30'33" WEST ALONG THE SOUTH LINE OF AFOREMENTIONED PARCEL (SAID LINE ALSO BEING THE NORTH LINE OF SAID "CLARKE SUBDIVISION" PLAT) FOR A DISTANCE OF 186.10 FEET TO THE NORTHWEST (NW) CORNER OF PARCEL A OF SAID PLAT; THENCE NORTH 42°48'48" EAST, A DISTANCE OF 35.36 FEET; THENCE NORTH 87°30'33" EAST ALONG A LINE 25 FEET NORTH OF AND PARALLEL WITH THE NORTH LINE OF SAID "CLARKE SUBDIVISION" A DISTANCE OF 161.55 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

A 10.00 FOOT WIDE STRIP OF LAND BEING A PORTION OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF TRACT "A", "SYMONS PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 82, PAGE 49, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, A POINT ON THE SOUTH LINE OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE AFOREMENTIONED SOUTHEAST 1/4 OF SECTION 33; THENCE NORTH 02°54'17" EAST ON THE NORTHERLY EXTENSION OF THE EAST LINE OF SAID TRACT "A" 10.04 FEET TO A POINT ON A LINE 10.00 FEET NORTH OF AND PARALLEL TO THE AFOREMENTIONED SOUTH LINE; THENCE SOUTH 87°32'09" WEST ON SAID PARALLEL LINE 170.23 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF NORTH BRYAN ROAD; THENCE SOUTH 01°29'32" EAST ON SAID RIGHT-OF-WAY LINE 10.00 FEET TO A POINT ON THE AFOREMENTIONED SOUTH LINE,

ALSO BEING THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID TRACT "A"; THENCE NORTH 87°32'09" EAST ON SAID SOUTH LINE, SAID WESTERLY EXTENSION AND SAID NORTH LINE 169.46 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND IN THE S.W. 1/4 OF THE S.E. 1/4 OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTH EAST CORNER OF THE S.E.1/4 OF SAID SECTION 33; THENCE RUN SOUTH 87°34'20" WEST (ON AN ASSUMED BEARING) 1183 FEET ALONG THE SOUTH LINE OF SAID S.E. 1/4 TO A POINT OF INTERSECTION WITH THE WESTERLY RIGHT OF WAY LINE OF THE CENTRAL AND SOUTH FLORIDA FLOOD CONTROL DISTRICT CANAL C-10, AND THE POINT OF BEGINNING; THENCE RUN NORTH 2°25'40" WEST 94.19 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO A POINT OF INTERSECTION; THENCE RUN NORTH 2°54'17" EAST 577.86 FEET ALONG SAID WESTERLY RIGHT OF WAY LINE TO AN INTERSECTION WITH THE NORTH LINE OF SAID S.W. 1/4 OF THE S.E. 1/4 OF THE S.E. 1/4; THENCE RUN SOUTH 87°32'21" WEST 169.49 FEET ALONG SAID NORTH LINE, TO AN INTERSECTION WITH A LINE 30 FEET EAST OF, AS MEASURED AT RIGHT ANGLES, AND PARALLEL TO THE WEST LINE OF SAID S.W. 1/4 OF THE S.E. 1/4 OF THE S.E. 1/4; THENCE RUN SOUTH 1°29'38" EAST 669.54 FEET ALONG SAID PARALLEL LINE, ALSO FORMING THE EASTERLY RIGHT OF WAY LINE OF BRYAN ROAD, TO AN INTERSECTION WITH SAID SOUTH LINE OF THE S.E. 1/4 OF SECTION 33; THENCE RUN NORTH 87°34'20" EAST 126.70 FEET ALONG SAID SOUTH LINE, TO THE POINT OF BEGINNING. SAID LANDS SITUATE IN BROWARD COUNTY, FLORIDA.

TRACT "A", OF "SYMONS PLAT" ACCORDING TO THE PLAT THEREOF. AS RECORDED IN PLAT BOOK 82, PAGE 49. OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA, LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT THE SOUTHEAST CORNER OF SAID TRACT 'A', THENCE SOUTH 87°55'33" WEST ON AN ASSUMED BEARING ALONG THE SOUTH LINE OF SAID TRACT "A" A DISTANCE OF 14.00 FEET; THENCE NORTH 21°13'56" EAST A DISTANCE OF 35.39 FEET TO THE EAST LINE OF SAID TRACT "A"; THENCE SOUTH 02°44'22" EAST

ALONG SAID EAST LINE A DISTANCE OF 32.50 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:

A PARCEL LYING IN SOUTH FLORIDA WATER MANAGEMENT DISTRICTS C=10 CANAL RIGHT-OF-WAY, SAID RIGHT-OF-WAY AS DESCRIBED IN OFFICIAL RECORDS BOOK 1917, PAGE 535. OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; SAID PARCEL BEING IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 50 SOUTH, RANGE 42 EAST;

THENCE SOUTH 87°34'20" WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 33, A DISTANCE OF 1182.94 FEET TO A POINT, SAID POINT AND THE FOLLOWING 3 COURSES AND DISTANCES BEING ON THE WESTERLY LINE OF THE AFOREMENTIONED SOUTH FLORIDA WATER MANAGEMENT DISTRICT'S C-10 CANAL: (1) THENCE NORTH 02°25'40" WEST, A DISTANCE OF 55.00 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF STIRLING ROAD AND THE SOUTHEAST CORNER OF TRACT "A" OF SYMONS PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 82, PAGE 49. OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA;

(2) THENCE CONTINUE NORTH 02°25'40" WEST, ALONG THE EAST LINE OF SAID TRACT "A", A DISTANCE OF 39.19 FEET;

(3) THENCE NORTH 02°54'17" EAST ALONG THE EAST LINE OF SAID TRACT "A", A

DISTANCE OF 520.19 FEET;

THENCE SOUTH 44°17'40" EAST A DISTANCE OF 8.83 FEET;

THENCE SOUTH 87°05'43" EAST, A DISTANCE OF 32.02 FEET;

THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 101.00 FEET;



THENCE SOUTH 87°05'43" EAST, A DISTANCE OF 21.00 FEET;  
THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 188.33 FEET;  
THENCE NORTH 87°05'43" WEST. A DISTANCE OF 22.00 FEET,  
THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 84.67 FEET;  
THENCE NORTH 87°05'43" WEST. A DISTANCE OF 14.00 FEET;  
THENCE SOUTH 02°54'17" WEST, A DISTANCE OF 177.35 FEET TO A  
POINT, SAID POINT

BEING ON THE NORTH RIGHT-OF-WAY LINE OF STIRLING ROAD.

THENCE SOUTH 87°34'20" WEST ALONG SAID RIGHT-OF-WAY OF  
STIRLING ROAD, A

DISTANCE OF 19.94 FEET TO THE POINT OF BEGINNING.

SAID LANDS LYING AND SITUATE IN THE CITY OF DANIA, BROWARD  
COUNTY, FLORIDA.

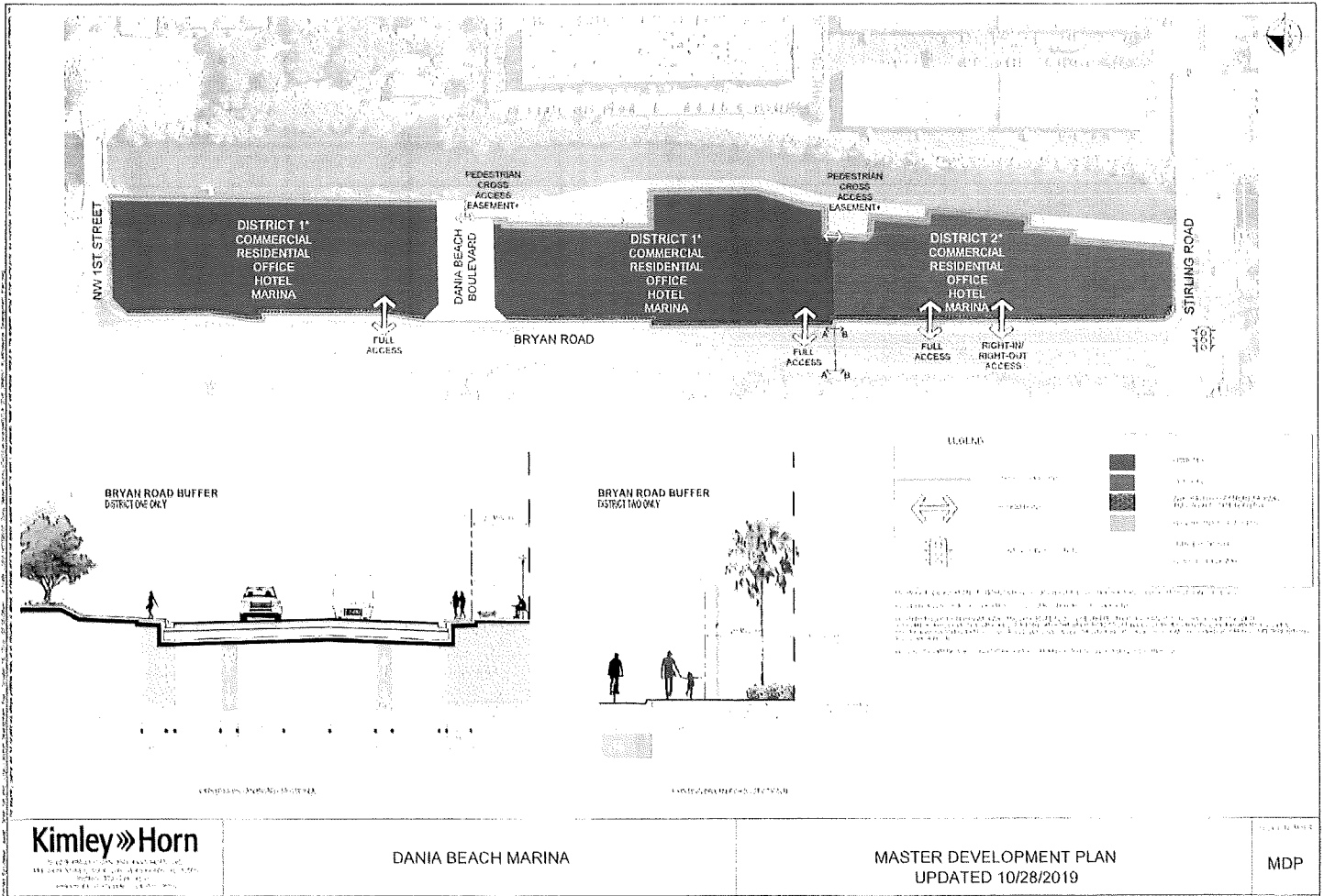
TOGETHER WITH:

ALL OF PARCEL "A", OF "BRYAN ROAD WAREHOUSES", ACCORDING TO THE PLAT  
THEREOF, AS RECORDED IN THE PLAT BOOK 170, PAGE 112, OF THE PUBLIC  
RECORDS OF BROWARD COUNTY, FLORIDA; TOGETHER WITH A 40 FOOT STRIP  
OF LAND LYING ADJACENT TO AND CONTIGUOUS WITH THE EASTERLY  
BOUNDARY OF SAID PARCEL "A".

PARCEL "A" ALSO DESCRIBED AS:

THE WEST (W.1/2) OF THE SOUTHWEST QUARTER (SW.1/4) OF THE NORTHEAST  
QUARTER (NE.1/4) OF THE SOUTHEAST QUARTER (SE.1/4) OF SECTION 33,  
TOWNSHIP 50 SOUTH, RANGE 42 EAST, SAID LANDS SITUATED, LYING AND BEING  
IN BROWARD COUNTY, FLORIDA; LESS THOSE PORTIONS CONVEYED BY  
WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 2161, PAGE 802;  
OFFICIAL RECORDS BOOK 3559, PAGE 291 AND OFFICIAL RECORDS BOOK 5499,  
PAGE 397, ALL IN THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.  
SUBJECT TO EXISTING EASEMENTS, RIGHTS OF WAY, COVENANTS,  
RESERVATIONS AND RESTRICTIONS OF RECORDS, IF ANY.

SAID LANDS BEING IN THE CITY OF DANIA BEACH, BROWARD COUNTY, FLORIDA  
AND CONTAINING 102954.01 SQUARE FEET OR 2.36 ACRES MORE OR LESS.



**Kimley»Horn**

1000 N. W. 10th Ave., Suite 1000  
 Fort Lauderdale, FL 33304  
 Phone: 754.463.1111  
 Fax: 754.463.1112  
 Email: info@kimleyhorn.com

DANIA BEACH MARINA

MASTER DEVELOPMENT PLAN  
 UPDATED 10/28/2019

MDP

## **ORDINANCE NO. 2019-015**

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, TO AMEND CHAPTER 28, THE “LAND DEVELOPMENT CODE,” OF THE CITY’S CODE OF ORDINANCES BY AMENDING ARTICLE 100 “GENERAL USE REGULATIONS APPLYING TO ALL ZONING DISTRICTS,” ARTICLE 110 “USE REGULATIONS FOR COMMERCIAL AND MIXED-USE DISTRICTS,” ARTICLE 200 “USER GUIDE FOR PART 2 OF THE CODE,” PART 3 “SPECIAL ZONING DISTRICTS,” CREATING SUBPART 5, “PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT (PMUD-SL),” ARTICLE 350 “PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT (PMUD-SL),” ARTICLE 300 “HOW TO USE,” ARTICLE 405 “UTILITIES IN NEW SUBDIVISIONS,” ARTICLE 410 “DRAINAGE FACILITIES,” ARTICLE 420 “APPROVAL, GUARANTEE AND CONSTRUCTION OF OFF-SITE IMPROVEMENTS,” ARTICLE 500 “GENERAL PROVISIONS; HOW TO USE,” ARTICLE 505 “SIGN REGULATIONS,” ARTICLE 510 “PRINCIPAL ARTERIAL COMMERCIAL DESIGN STANDARDS,” ARTICLE 515 “GASOLINE SERVICE STATIONS,” ARTICLE 520 “LARGE RETAIL ESTABLISHMENT STANDARDS,” ARTICLE 530 “PARKING STRUCTURE DESIGN,” ARTICLE 600 “GENERAL PROVISIONS AND APPLICATION REQUIREMENTS,” AND ARTICLE 635 “SITE PLANS” TO PROVIDE FOR PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT (PMUD-SL) REGULATIONS, DEVELOPMENT REVIEW PROCEDURES, AND REQUIREMENTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, Article VIII, Section 2 of the Florida Constitution, and Chapter 166, Florida Statutes, provide municipalities the authority to exercise any power for municipal purposes, except where prohibited by law, and to adopt ordinances in furtherance of such authority; and

**WHEREAS**, Objective V of the Future Land Use Element of the City of Dania Beach Comprehensive Plan provides that the City of Dania Beach will maintain land development regulations and zoning regulations to implement the City’s Comprehensive Plan; and

**WHEREAS**, the City Commission of the City of Dania Beach (“City Commission”) finds it periodically necessary to amend its Code of Ordinances and Land Development Code (“Code”) in order to update regulations and procedures to implement municipal goals and objectives; and

**WHEREAS**, City staff recommends approval of the proposed changes; and

**WHEREAS**, the Planning and Zoning Board, sitting as the City's Local Planning Agency, has reviewed this Ordinance, and has determined that it is consistent with the City's Comprehensive Plan; and

**WHEREAS**, pursuant to Section 166.041 (c)(2), Florida Statutes, notice has been given by publication in a paper of general circulation in the City, notifying the public of this proposed Ordinance and of the time and dates of the public hearings; and

**WHEREAS**, two (2) public hearings were held before the City Commission pursuant to the published notice described above; and

**WHEREAS**, the City Commission finds that adoption of this Ordinance through its police powers will protect the public health, safety, and welfare of the residents of the City, and furthers the purpose, goals, objectives, and policies of the City's Comprehensive Plan.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the preceding "Whereas" clauses are ratified and incorporated as a record of the legislative intent of this Ordinance.

**Section 2.** That Part 1 "Use Regulations," Article 100 "General Use Regulations Applying to All Zoning Districts" of the City of Dania Beach Land Development Code is amended to read as follows:

## **ARTICLE 100. – GENERAL USE REGULATIONS APPLYING TO ALL ZONING DISTRICTS**

### **Sec. 100-20. – How to use Part I of this code.**

#### *(B) Commercial and mixed-use districts*

(3) The permitted uses within the Planned Mixed-Use District (PMUD) and Planned Small Lot Mixed-Use District (PMUD-SL) are subject to density and intensity limitations established by the city's comprehensive plan for the Dania Beach Regional Activity Center (RAC). All permitted, conditional, special exception, restricted or prohibited uses within the PMUD and PMUD-SL shall be identified and established pursuant to the approved PMUD or PMUD-SL Development Design Guidelines (DDG) consistent with the Dania Beach Regional Activity Center (RAC) and articles 340 and 350 of this chapter. The general use regulations of part I shall

apply to the PMUD and PMUD-SL only as specified in article 340 or 350, respectively, and in the approved PMUD or PMUD-SL DDG.

\*\*\*\*\*

**Sec. 100-60. Establishment of zoning districts.**

The restrictions and controls intended to regulate development in each district are uniform for each class or kind of categorical delineation or distinction. For the purposes of protecting, promoting and improving the public health, safety and the general welfare of the citizens and residents, the city is divided into the following districts:

| District map designation              | Full district title                                             | Intent and purpose of district                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>(B) Mixed-use zoning districts</b> |                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                              |
| <u>PMUD-SL</u>                        | <u>PLANNED SMALL LOT<br/>MIXED-USE<br/>DEVELOPMENT DISTRICT</u> | <u>Encourages an integrated approach to redevelopment within the Dania Beach Regional Activity Center (RAC) encompassing a mix of uses at an intensity and density consistent with the proximity to regional roadways, the airport and seaport. This district is intended for small-scale mixed-use development in close proximity to other mixed-use development, mobility hubs, and arterial roadways.</u> |

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**Section 3.** That Part 1 “Use Regulations,” Article 110 “Use Regulations For Commercial And Mixed-Use Districts” of the City of Dania Beach Land Development Code is amended to read as follows:



## **ARTICLE 110. USE REGULATIONS FOR COMMERCIAL AND MIXED-USE DISTRICTS**

### **Sec.110-10. - Applicability.**

The detailed use regulations of this article do not apply within the CRA form-based districts, Planned Small Lot Mixed-Use Development District (PMUD-SL), or Planned Mixed Use Development District (PMUD) of part 3 of this code unless otherwise provided.

### **Sec. 110-20. - List of permitted, special exception and prohibited uses.**

Included in the table below are permitted, special exception and prohibited uses within commercial districts, the Residential Office (RO) District, the Marine District, and generalized permitted and special exception uses within the mixed-use CRA form-based districts. Permitted and special exception uses shown in this table for the CRA form-based districts are not allowed in all areas of a district; therefore, the more detailed regulations of article 302 must be consulted to determine whether a particular use is permitted in any given location. Article 302 shall take precedence over this table. Unless otherwise provided, this table shall not apply to uses in the Planned Mixed Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL). All permitted, conditional, special exception, restricted or prohibited uses within the PMUD or PMUD-SL shall be identified and established pursuant to the approved PMUD or PMUD-SL Development Design Guidelines (DDG) consistent with the Dania Beach Regional Activity Center (RAC) and Articles 340 and 350 of this chapter.

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### **Sec. 110-50. Proximity of alcoholic beverage establishments to other establishments and uses.**

(A)[Applicability.] The distance separation requirements of this section shall not apply to:

- (1) The sale of beer or wine or both for consumption off-premises; and
- (2) Restaurants and cafes (including outdoor or open-air cafes specifically approved by the city commission) serving beer, wine, and liquor, for consumption on the premises only,

that are located within the Community Redevelopment Area form-based code districts;  
and

- (3) Vendors operating in compliance with Design Development Guidelines (DDG) approved for property zoned Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL).

\*\*\*\*\*

**Section 4.** That Part 2 “Site Development Regulations,” Article 200 “User Guide for Part 2 of the Code” of the City of Dania Beach Land Development Code is amended to read as follows:

**ARTICLE 200. USER GUIDE FOR PART 2 OF THE CODE**

**Sec. 200-40. - How part 2 of this code relates to the CRA form-based and PMUD regulations.**

(B) Unless otherwise provided, site development regulations for the Planned Mixed Use Development District (PMUD) are specified within Article 340 of this chapter and within the approved Development Design Guidelines (DDG). Similarly, site development regulation for the Planned Small Lot Mixed-Use Development District (PMUD-SL) are specific within Article 350 of this chapter and within the approved Development Design Guidelines (DDG). However, the sections of part 2 that specifically govern airport safety, wildlife and environmentally sensitive lands shall apply to the PMUD and PMUD-SL Districts.

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**Section 5.** That Part 3 “Special Zoning Districts,” Subpart 6, Article 350 “Planned Small Lot Mixed-Use Development District (PMUD-SL)” of the City of Dania Beach Land Development Code is established and created to read as follows:

**PART 3. – SPECIAL ZONING DISTRICTS**

Part 3 addresses the special zoning districts created by the city. Each of the subparts is devoted to a separate special zoning district, as follows:

Subpart 1: Community Redevelopment Area (CRA) Form-Based Zoning Districts

Subpart 2: Hotel Overlay District

Subpart 3: Design District Overlay

Subpart 4: Port Everglades Development District (PEDD)

Subpart 5: Planned Mixed-Use Development District (PMUD)

Subpart 6: Planned Small Lot Mixed-Use Development District (PMUD-SL)

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**ARTICLE 350. – PLANNED SMALL LOT MIXED-USE DEVELOPMENT DISTRICT  
(PMUD-SL)**

**Sec. 350-10. - Purpose.**

- (A) The Planned Small Lot Mixed-Use Development zoning district (PMUD-SL) is intended to encourage and facilitate quality development and redevelopment within the Dania Beach Regional Activity Center (RAC) by providing flexibility for development accommodating a functional mix of uses in a complementary and integrated manner. The increased density and mix of uses is desirable to create a compact work, live, shop and leisure environment that reduces transportation needs by combining uses and provides an attractive destination for tourists and local citizens. Increased density and intensity of use is appropriate for certain small parcels of land with access to major roads and within close proximity to airports and cruise ship facilities.
- (B) The adopted PMUD-SL Development Design Guidelines (DDG) is intended to regulate development within the PMUD-SL in much the same manner as the city's Land Development Code controls development in other zoning districts.
- (C) Where this article 350 and an approved PMUD-SL DDG fail to address any matter regulated by this chapter, development within a PMUD-SL shall be governed by those regulations of this chapter.

**Sec. 350-20. - Uses permitted.**

The PMUD-SL may only be utilized within the Dania Beach Regional Activity Center (RAC). Generalized permitted uses are those set forth in the Dania Beach RAC which include residential, hotel, commercial, recreation, office and employment center. All permitted, conditional, special exception, restricted or prohibited uses within the PMUD-SL shall be identified and established pursuant to the approved PMUD-SL Development Design Guidelines (DDG) consistent with the Dania Beach Regional Activity Center (RAC) and article 350 of this chapter. A functional mix of uses should be provided and may be horizontally and vertically mixed within a building(s) as well as within the PMUD-SL as regulated by the DDG.

**Sec. 350-30. - General development standards.**

- (A) Minimum size. The minimum size for a PMUD-SL shall be ten (10) acres of contiguous or adjacent land. For the purposes of this section, contiguous is defined as directly abutting or separated only by street right-of-way.
- (B) Density and intensity. The density and intensity of land uses within a PMUD-SL shall be consistent with the Dania Beach Regional Activity Center (RAC) provisions set forth in the Future Land Use Element of the city's Comprehensive Plan. The maximum permissible

residential densities and square footages of non-residential uses within a PMUD-SL shall be established in the PMUD-SL DDG approved by the city commission. No building permit may be issued for development of property within a PMUD-SL except in compliance with the density and intensity limits of the PMUD-SL DDG.

- (C) Public access. Each permitted use shall have access to a public street either directly or indirectly via an approach, private road, or other area dedicated to the public or private use or common easement guaranteeing access. The city shall be allowed access on privately owned roadways, easements and common open space to ensure the police and fire protection of the area, to meet emergency needs, to conduct city services, and to generally ensure the health and safety of the residents.
- (D) Maximum height. The maximum height for a building shall be established in the PMUD-SL DDG approved by the city commission. The other requirements of article 220, "Supplemental Building and Structure Height Regulations (Including Lowest Finished Floor); Rooftop Regulations", shall apply unless otherwise specified in the Development Design Guidelines (DDG).
- (E) Minimum lot size or width. No minimum lot size or width applies within a PMUD-SL, except as specified by the approved Development Design Guidelines (DDG).
- (F) Minimum setbacks. All required setbacks within a PMUD-SL shall be as specified by the approved Development Design Guidelines (DDG). Where the rear façade of a building is oriented toward the adjacent public road, a deeper setback which includes a landscape buffer shall be provided, as specified in the approved Development Design Guidelines (DDG).
- (G) Minimum distance between structures. Minimum distance between structures within a PMUD-SL shall be as specified in the approved Development Design Guidelines (DDG).
- (H) Minimum Floor Areas for dwelling and lodging units. The standards and requirements of article 230 "Special Floor Area, Building Dimension and Building Size," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (I) Offstreet loading. The requirements of article 270 "Off-street Loading Requirements," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (J) Outdoor lighting. The requirements of article 280 "Outdoor Lighting Standards," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (K) Landscaping. The requirements of article 275 "Landscaping Requirements," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (L) Walls, fences and hedges. The requirements of article 235 "Walls, Fences and Hedges," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (M) Signage. The requirements of article 505 "Sign Regulations," shall apply unless otherwise specified in the approved Development Design Guidelines (DDG).
- (N) Roadways. Internal private roads with access to public roads are permitted provided they are constructed to the same generally accepted engineering standards as public roads and provisions for maintenance are stipulated in the Development Design Guidelines.

- (O) Pedestrian circulation and connectivity. The Design Development Guidelines (DDG) shall provide a continuous and connected pedestrian circulation system throughout the PMUD-SL for all buildings and uses, parking, transit, if applicable, and common areas with safe convenient connection to off-site public pedestrian ways and sidewalks. Vehicular and pedestrian cross-access will be identified within the approved DDG.
- (P) Multi-modal transportation. The PMUD-SL shall foster the use of alternative modes of transportation, which will include pedestrian, bicycle, and transit, through measures which may include the mix and intensity of uses, building placement, utilization of green practices, transit amenities, inclusion of bus bays or transit hub, bike lanes and posting of transit route information. All applicable aspects of multi-modal transportation and mass transit will be identified within the approved DDG.
- (Q) Common areas. The PMUD-SL should provide open space areas if applicable, such as public plazas, passive pocket parks, public art or recreational amenities that are appropriate for the proposed uses and are accessible to residents, tenants and patrons of the PMUD-SL and the general public. A contribution shall be made to the City in the amount of 0.5% of the value of construction up to a maximum contribution of \$150,000, or as superseded by City Ordinance, for the funding, selection, creation, and maintenance of public art for the City.
- (R) Site plan approval. Unless otherwise provided, site development shall comply with PMUD-SL regulations established pursuant to article 350 of this chapter and in accordance with the approved Development Design Guidelines (DDG). Where this article 350 and an approved PMUD-SL DDG fail to address any matter regulated by this chapter, a site plan within a PMUD-SL shall be governed by those regulations of Chapter 28, Part 6.

**Sec. 350-40. - Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Requirements.**

- (A) Master Development Plan (MDP) required for Planned Small Lot Mixed-Use Development District (PMUD-SL) zoning. In addition to the standard rezoning application requirements, any proposed rezoning to the PMUD-SL district shall include a Master Development Plan (MDP) graphically depicting, at a minimum, the general location of land uses in building areas, building types, landscaped areas, vehicular use areas, access points from roads and waterways, street network and street types, and pedestrian and multimodal systems as applicable.
- (B) Development Design Guidelines (DDG) required for Planned Small Lot Mixed-Use Development District (PMUD-SL) zoning. The City Commission shall review and approve DDG in connection with the review and approval of a final site plan. No building permit for a structure or building may be issued pursuant to PMUD-SL zoning except in conformance with City Commission approval of Development Design Guidelines (DDG).
- (C) Required information. Any proposed DDG shall include the following:
  - (1) Permitted uses, which may include accessory uses, prohibited uses, use restrictions, conditional uses, special exception uses, and a permitted use trade-off matrix;
  - (2) Maximum (and minimum, if any) nonresidential square footage permitted;



- (3) Maximum (and minimum, if any) number of dwelling units permitted;
  - (4) Illustrative graphics identifying circulation elements, which will include transit, vehicular, pedestrian and bicycle components, as applicable;
  - (5) Maximum height of all proposed structures;
  - (6) Standards specific to the PMUD-SL which differ from those in the city Land Development Code (LDC), which shall include:
    - (a) Minimum building setback standards;
    - (b) Building separation requirements;
    - (c) Guidelines for all structures which address design elements, architectural styles, acceptable and prohibited materials, and massing;
    - (d) Guidelines for residential units, including minimum habitable floor area, building design standards, and massing;
    - (e) Guidelines to ensure compatibility between residential and non-residential uses;
    - (f) Landscape standards for perimeter/common landscape areas;
    - (g) Guidelines for common open and public space areas and provisions for public art, as applicable;
    - (h) Applicable green design practices; and
    - (i) Other standards, guidelines or criteria applying to the PMUD-SL.
  - (7) Utility provider and conceptual discussion of utility service;
  - (8) Additional relevant information as reasonably requested by the Director of Community Development.
- (C) Conformance with Development Design Guidelines (DDG). After rezoning to the Planned Small Lot Mixed Use Development District (PMUD-SL), no building permit for a structure or building shall be issued by the city and no development shall commence unless in conformity with the approved Development Design Guidelines (DDG) and an approved final site plan, unless a change or deviation is approved by the City of Dania Beach as provided in section 350-40(D).
- (1) No building permit for a building or structure shall be issued for a portion of a PMUD-SL until a final site plan for that portion of the PMUD-SL has been approved. Subsequent to the approval of the DDG and any subsequent final site plan, all development within a PMUD-SL shall be controlled by the applicable final approved site plan. Multiple site plans may exist within a PMUD-SL. The lack of a final approved site plan for a portion of the PMUD-SL shall not prohibit the issuance of building permits or the commencement of development on portions of the PMUD-SL with a final approved site plan.
- (D) Modifications and Deviations to Development Design Guidelines (DDG) and site plans. Any proposed change, modification or amendment to the approved DDG or site plan shall

be reviewed pursuant to the criteria and standards established within section 635-80 “Site plan modifications or deviations” of this code.

(1) *PMUD-SL Boundary Changes.* Any proposed amendment of the approved PMUD-SL which constitutes a change in the boundary of the approved PMUD-SL shall be reviewed utilizing the same procedures and approved in the same manner as the approved PMUD-SL.

(E) *Vesting of RAC land use allocations.* The approved DDG and site plan will determine the quantity and timing of RAC land use allocations. The DDG shall also establish a date after which unused square footage or residential units allocated from the RAC shall be returned unless said unused allocations have already been voluntarily returned to the city by virtue of affidavit from the officially designated agent for the PMUD-SL, or a deadline extension is granted by amendment to the PMUD-SL by the city commission.

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**Section 6.** That Part 3 “Special Zoning Districts,” Subpart 1 “Community Redevelopment Area (CRA) Form-Based Zoning Districts” of the City of Dania Beach Land Development Code is amended to read as follows:

#### **SUBPART 1. – COMMUNITY REDEVELOPMENT AREA (CRA) FORM-BASED ZONING DISTRICTS**

##### **ARTICLE 300. - HOW TO USE**

##### **Sec. 300-10. - The CRA includes six form-based districts.**

The Community Redevelopment Area (CRA) is divided into several zoning districts. Six (6) of those districts are form-based districts that are unique to the CRA. Article 300 shall not apply to the Planned Mixed-Use Development District (PMUD) established pursuant to Article 340, subpart 5 of part 3 of this chapter or the Planned Small Lot Mixed-Use Development District (PMUD-SL) establish pursuant to Article 350, subpart 6 of part 3 of this chapter. Each form-based zoning district has a set of regulations that apply to it, called "district development standards" in article 303. The district standards include:

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**Section 7.** That Part 4 “Subdivisions and Off-Site Regulations,” of the City of Dania Beach Land Development Code is amended to read as follows:

#### **ARTICLE 400. – STREET DEDICATIONS AND DESIGN STANDARDS**

##### **Sec. 400-30. – Geometric street design standards.**

Streets and sidewalks shall be designed in compliance with the standards of A Policy on Geometric Design of Highways and Streets, most recent edition, by the American Association of State Highway and Transportation Officials, unless otherwise specified in the approved planned mixed-use development district (PMUD) or planned small lot mixed-use development district (PMUD-SL) Development Design Guidelines (DDG).

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**Sec. 400-50. – Access standards for development.**

Driveway spacing, width, number, and geometric standards shall be designed and constructed in compliance with the standards of A Policy on Geometric Design of Highways and Streets, most recent edition, by the American Association of State Highway and Transportation Officials, unless otherwise specified in the approved planned mixed-use development district (PMUD) or planned small lot mixed-use development district (PMUD-SL) Development Design Guidelines (DDG).

**Sec. 400-60. – Street Drainage.**

Drainage facilities shall be designed and constructed in compliance with the standards of A Policy on Geometric Design of Highways and Streets, most recent edition, by the American Association of State Highway and Transportation Officials, unless otherwise specified in the approved planned mixed-use development district (PMUD) or planned small lot mixed-use development district (PMUD-SL) Development Design Guidelines (DDG).

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**ARTICLE 405. – UTILITIES IN NEW SUBDIVISIONS**

**Sec. 405-10. – Water and sewer infrastructure.**

(B) Easements shall be provided for the installation of underground utilities or relocating existing facilities in conformance with such size and location of easements as may be determined by the director of public services to be compatible with the requirements of all utility companies involved with respect to a particular utility service, unless otherwise specified in the approved

Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Design Guidelines (DDG).

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#### **ARTICLE 410. – DRAINAGE FACILITIES**

(B) All subdivisions and development of land shall provide on-site and street drainage facilities constructed to comply with public services department standards, unless otherwise specified in the approved Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Design Guidelines (DDG).

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#### **ARTICLE 420. – APPROVAL, GUARANTEE AND CONSTRUCTION OF OFF-SITE IMPROVEMENTS**

##### **Sec. 420-20. – Construction drawings.**

(A) *Profiles to be submitted.* Every person proposing to subdivide property shall furnish, along with each subdivision plat, a plan showing profiles of all streets and grade line of paving to be constructed, together with all culverts or other existing or proposed drainage structures, unless an alternative timeframe for submittal is approved as part of the Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) Development Design Guidelines (DDG). All elevations shown must be referred to United States Coast and Geodetic Survey mean sea level.

(B) *Paved streets.* Every person proposing to subdivide property shall pave all streets contained in the subdivision or shown on the subdivision plat and all such paving shall strictly conform to the specifications of the city, unless otherwise specified in the approved PMUD or PMUD-SL Development Design Guidelines (DDG). Due notice of intention to begin construction shall be filed with the public services director in order that arrangements for inspections may be made. The public services director shall furnish paving specifications upon request.

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**Section 8.** That Part 5 “Signage and Design Regulations,” of the City of Dania Beach Land Development Code is amended to read as follows:

**PART 5 SIGNAGE AND DESIGN GUIDELINES**

**ARTICLE 500. – General Provisions; How To Use**

**Sec. 500-20. – Applicability**

(A) The signage regulations of article 505 apply city-wide, except that signage within the Port Everglades Development District (PEDD) is regulated within article 320. Signage for PEDD is regulated separately from other areas of the city because the PEDD is the subject of an interlocal agreement between Hollywood, Dania Beach and Broward County that contains special signage provisions. Any alternative signage regulations established in the approved Development Design Guidelines (DDG) for properties zoned Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) supersede the signage regulations in article 505 of this chapter, Sign Regulations, except that signs prohibited by article 505 shall remain prohibited.

(B) The design standards in part 5 of this chapter apply to different areas and uses within the city, as indicated by the title of each article. All design regulations are found within part 5. Any alternative design standards established in the approved Development Design Guidelines (DDG) for properties zoned PMUD or PMUD-SL supersede the design standards in part 5 of this chapter, "Signage and Design Regulations".

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**ARTICLE 505. – SIGN REGULATIONS**

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**Sec. 505-130. – Special signage regulations for certain locations and uses.**

(A) *Applicability.* This section specifies signage regulations by type of use or location and supersedes all conflicting requirements of this article.

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(I) PMUD-SL. Any specific signage regulations established by the approved Development Design Guidelines (DDG) for properties zoned PMUD-SL supersede all conflicting requirements of article 505, Sign Regulations, except that signs prohibited by article 505 shall remain prohibited.



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## **ARTICLE 510. – PRINCIPAL ARTERIAL COMMERCIAL DESIGN STANDARDS**

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### **Sec. 510-20. – Applicability.**

(A) This article shall apply to all commercially zoned properties that have frontage on any of the following roadways within the City of Dania Beach:

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(E) Any design standards established pursuant to the approved Development Design Guidelines (DDG) for properties zoned planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) shall supersede the standards of article 510 Principal Arterial Commercial Design Standards.

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## **ARTICLE 515. – GASOLINE SERVICE STATIONS**

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### **Sec. 515-20. – Applicability.**

(B) Modifications from the requirements of this article can be approved by the city commission as a variance pursuant to article 625 or as a component of the approved Development Design Guidelines (DDG) for a PMUD or PMUD-SL.

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## **ARTICLE 520. – LARGE RETAIL ESTABLISHMENT STANDARDS**

### **Sec. 520-10. – Applicability.**

This article applies to the new construction of large retail establishments, as defined in section 725-30, within Dania Beach, which may include both "big box" stores and shopping centers, with the exception of such establishments located on property zoned planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) with approved Development Design Guidelines (DDG) containing alternative standards. These requirements shall be in addition to requirements of articles 510 and 525.

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## **ARTICLE 530. – PARKING STRUCTURE DESIGN**

As referenced in section 500-20(B), design standards established in the approved Development Design Guidelines (DDG) for properties zoned planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) supersede the design standards of article 530, Parking Structure Design.

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**Section 9.** That Part 6 “Development Review Procedures And Requirements,” of the City of Dania Beach Land Development Code is amended to read as follows:

### **PART 6 DEVELOPMENT REVIEW PROCEDURES AND REQUIREMENTS**

#### **ARTICLE 600. – GENERAL PROVISIONS AND APPLICATION REQUIREMENTS**

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##### **Sec. 600-20. – Applicability.**

The development review procedures and requirements set forth in this part shall apply to all applications for development orders required or authorized in this code for land within the City of Dania Beach with the exception of those located within an approved planned mixed-use development district (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) for which any alternative procedures and requirements established in section 340-40 or in the approved Development Design Guidelines (DDG) shall apply.

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## **ARTICLE 635. – SITE PLANS**

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##### **Sec. 635-40. – Supplemental application requirements.**

In addition to the general application requirements, the applicant shall provide the following materials in the quantity specified on the application form with the exception of site plans within an approved Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL), for which any alternative requirements established in the approved Development Design Guidelines (DDG) shall govern:

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**Sec. 635-50. – Site plan data requirements.**

All site plans shall contain the following and any other information necessary to demonstrate compliance with all requirements of the code. Any alternative requirements established in the approved Development Design Guidelines (DDG) shall apply for site plans within a Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL). The community development director may waive particular submittal items upon a determination that such items are not applicable or not essential to a specific project.

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**Sec. 635-70. – Site plan processing.**

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(E) *Planned Mixed-Use Development District (PMUD) and Planned Small Lot Mixed-Use Development District (PMUD-SL) site plans.* Site plans submitted for property zoned PMUD or PMUD-SL, whether for the entire site, individual portion(s), or in phases shall be reviewed for consistency with the approved Development Design Guidelines (DDG), including the master development plan.

(F) *Approval.* The director, planning and zoning board or city commission, as applicable, shall approve, approve with conditions or deny the proposed site plan based upon the standards for review contained in this code, with the exception of site plans within a Planned Mixed-Use Development District (PMUD) or Planned Small Lot Mixed-Use Development District (PMUD-SL) for which any alternative procedures and standards for review established in section 340-40(D), 350-40(D), or the approved Development Design Guidelines (DDG) shall govern. All decisions of the planning and zoning board and city commission shall be made following a public hearing that is noticed pursuant to article 610, and after considering public input and the staff findings.

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**Section 10.** That if any section, clause, sentence or phrase of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the remaining portions of this Ordinance.

**Section 11.** That all ordinances or parts of ordinances in conflict with the provisions of this Ordinance are repealed to such extent of the conflict.

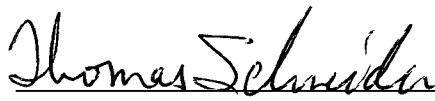
**Section 12.** That this Ordinance shall be codified in accordance with the foregoing. It is the intention of the City Commission that the provisions of this Ordinance shall become and be made a part of the City of Dania Beach Code of Ordinances; and that the sections of this Ordinance may be renumbered 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 13.** That this Ordinance shall take full effect immediately upon its passage and adoption.

**PASSED on** first reading on September 23, 2019.

**PASSED AND ADOPTED** on second reading on October 7, 2019.

ATTEST:

  
THOMAS SCHNEIDER, CMC  
CITY CLERK



  
LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

  
THOMAS J. ANSBROSIO  
CITY ATTORNEY



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



70 WAVE  
DANIA BEACH, FL

A-3.01

UNAD-23



COLOR LEGEND

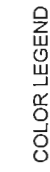
- BOH
- CIRCULATION
- CIRCULATION HORIZONTAL
- PARKING
- PEDESTRIAN AREA
- RETAIL/OFFICE
- VERTICAL CIRCULATION
- WORKSPACE

| 0200 LEVEL AREA | SCHEDULE | PROVIDED             |
|-----------------|----------|----------------------|
| OFFICE AREA     |          | 8,000 SF             |
| WORKSPACE AREA  |          | 20 UNITS (12,000 SF) |
| TOTAL GROSS SF  |          | 51,801 SF            |

2 0200 LEVEL - W/L UNITS / OFFICE  
A-3.01 1" = 20'-0"





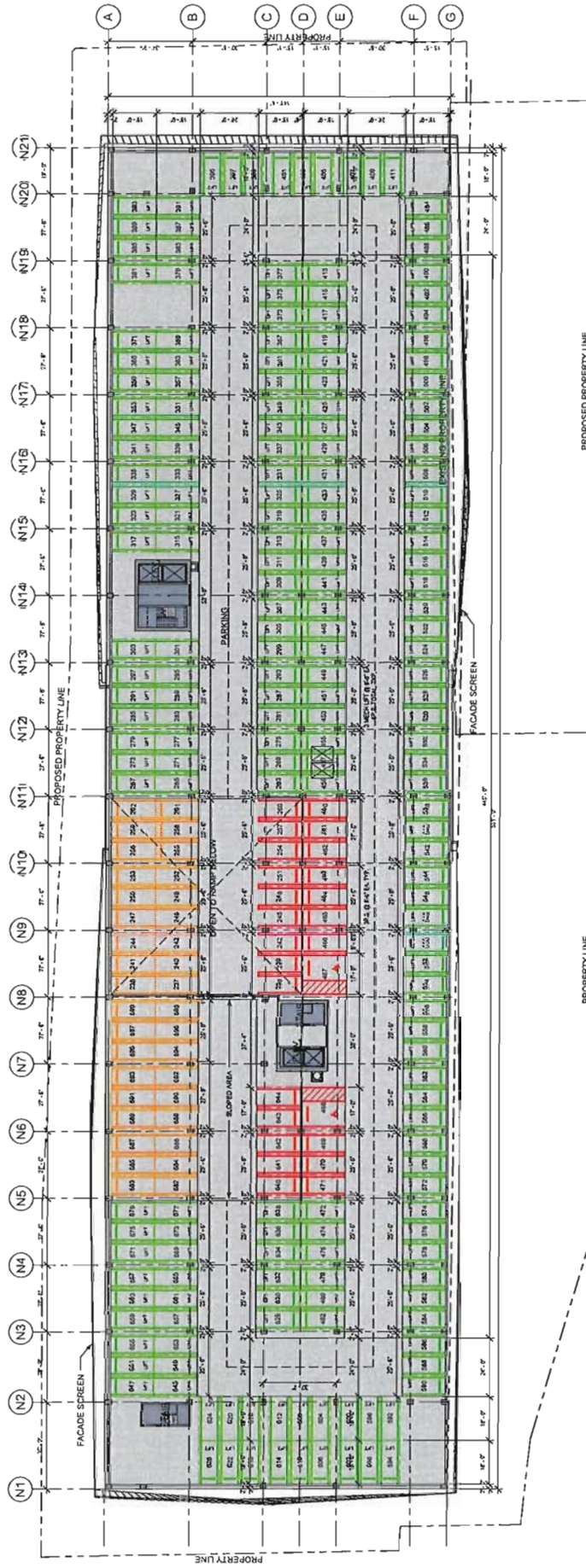


PARKING SCHEDULE

| PARKING SCHEDULE            |  | REQUIRED | PROVIDED |
|-----------------------------|--|----------|----------|
| RESIDENTIAL                 |  |          |          |
| HOUSES                      |  | 14       |          |
| APARTMENTS/CONDOMINIUMS     |  | 12       |          |
| 2000 sq ft or less, 1 car   |  |          |          |
| 2000 sq ft or less, 2 car   |  |          |          |
| 2000 sq ft or less, 3 car   |  |          |          |
| 2000 sq ft or less, 4 car   |  |          |          |
| 2000 sq ft or less, 5 car   |  |          |          |
| 2000 sq ft or less, 6 car   |  |          |          |
| 2000 sq ft or less, 7 car   |  |          |          |
| 2000 sq ft or less, 8 car   |  |          |          |
| 2000 sq ft or less, 9 car   |  |          |          |
| 2000 sq ft or less, 10 car  |  |          |          |
| 2000 sq ft or less, 11 car  |  |          |          |
| 2000 sq ft or less, 12 car  |  |          |          |
| 2000 sq ft or less, 13 car  |  |          |          |
| 2000 sq ft or less, 14 car  |  |          |          |
| 2000 sq ft or less, 15 car  |  |          |          |
| 2000 sq ft or less, 16 car  |  |          |          |
| 2000 sq ft or less, 17 car  |  |          |          |
| 2000 sq ft or less, 18 car  |  |          |          |
| 2000 sq ft or less, 19 car  |  |          |          |
| 2000 sq ft or less, 20 car  |  |          |          |
| 2000 sq ft or less, 21 car  |  |          |          |
| 2000 sq ft or less, 22 car  |  |          |          |
| 2000 sq ft or less, 23 car  |  |          |          |
| 2000 sq ft or less, 24 car  |  |          |          |
| 2000 sq ft or less, 25 car  |  |          |          |
| 2000 sq ft or less, 26 car  |  |          |          |
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2 0300 LEVEL - PARKING GARAGE





| PARKING SCHEDULE      |          |
|-----------------------|----------|
| RESIDENTIAL (BIMINIS) | PROVIDED |
| 404                   | 404      |
| NON-RESIDENTIAL       | PROVIDED |
| 180                   | 180      |
| TOTAL                 | PROVIDED |
| 584                   | 584      |
| REQUIRED              | PROVIDED |
| 584                   | 584      |
| TOTAL                 | PROVIDED |
| 584                   | 584      |
| REQUIRED              | PROVIDED |
| 584                   | 584      |
| TOTAL                 | PROVIDED |
| 584                   | 584      |



NICHOLS BROSCHE WURST WOLFE & ASSOCIATES, INC.



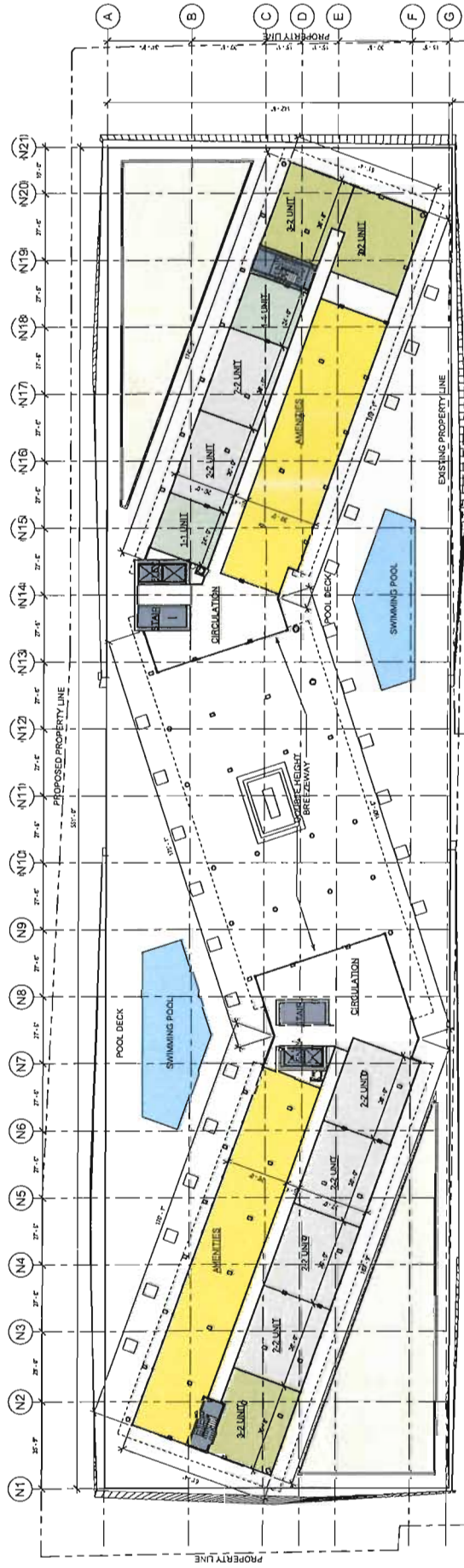
70 WAVE

DANIA BEACH, FL

A-3.03

08/03/2017





# COLOR LEGEND

- 1-1 UNIT
- 2-2 UNIT
- 3-2 UNIT
- AMENITIES
- COMMON SPACE
- VERTICAL CIRCULATION

| UNIT DISTRIBUTION SCHEDULE (0500 SHWS) |          |
|----------------------------------------|----------|
| Count                                  | Units    |
| 58                                     | 1-1 UNIT |
| 188                                    | 2-2 UNIT |
| 47                                     | 3-2 UNIT |
| 20                                     | STUDIO   |
| 25                                     | WORKLIVE |
| 280                                    |          |

| UNIT DISTRIBUTION SCHEDULE - 500 LEVEL |          |
|----------------------------------------|----------|
| Count                                  | Units    |
| 2                                      | 1-1 UNIT |
| 6                                      | 2-2 UNIT |
| 3                                      | 3-2 UNIT |
| 11                                     |          |

| 0500 LEVEL AREA SCHEDULE |           |
|--------------------------|-----------|
| RESIDENTIAL AREA         | PROVIDED  |
| AMENITIES AREA (INDOOR)  | 10,428 SF |
| AMENITIES AREA (INDOOR)  | 7,748 SF  |
| TOTAL GROSS SF           | 22,454 SF |

2 0500 LEVEL - RECREATIONAL LEVEL

A-3.04 1" = 20'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

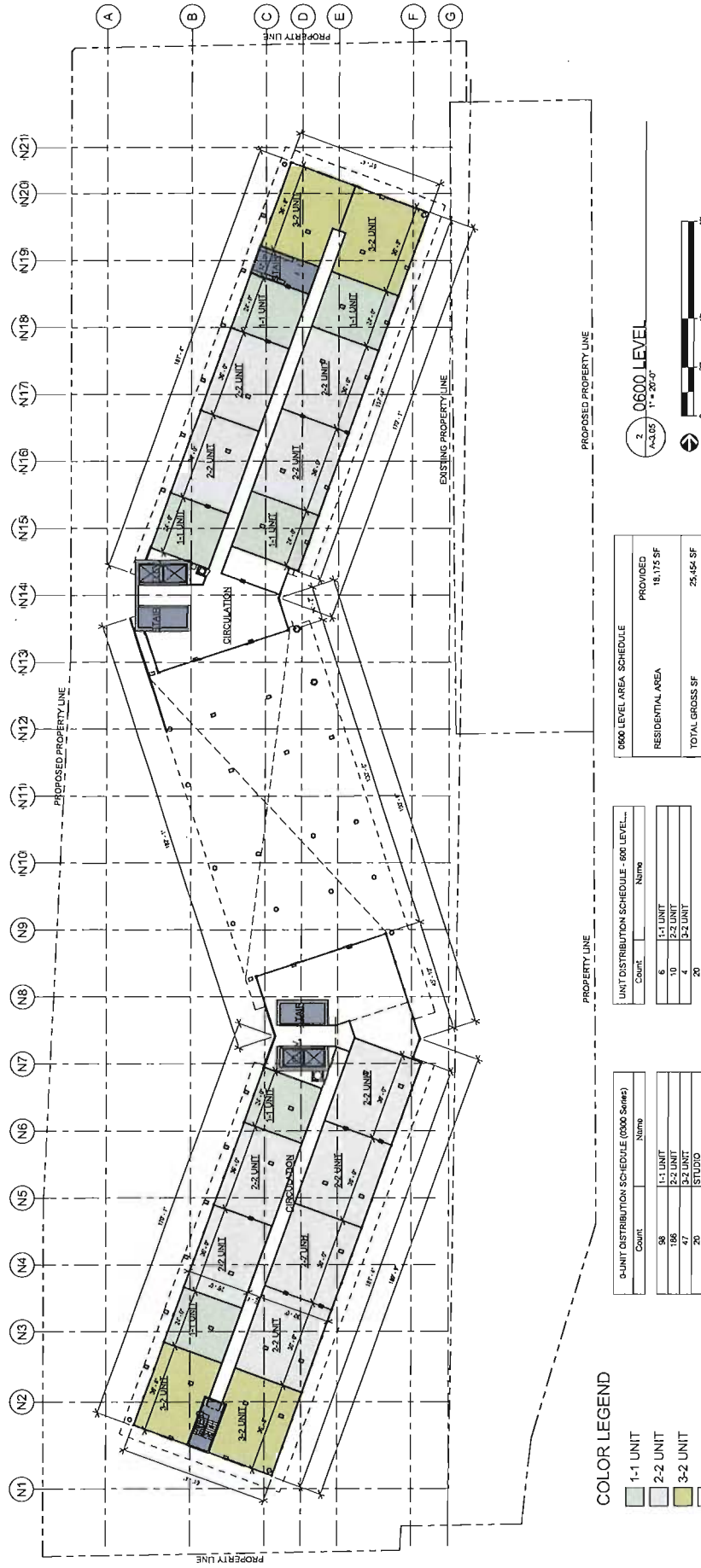


70 WAVE

A-3.04

DANIA BEACH, FL

06/03/20



# COLOR LEGEND

- 1-1 UNIT
- 2-2 UNIT
- 3-2 UNIT
- COMMON SPACE
- VERTICAL CIRCULATION



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



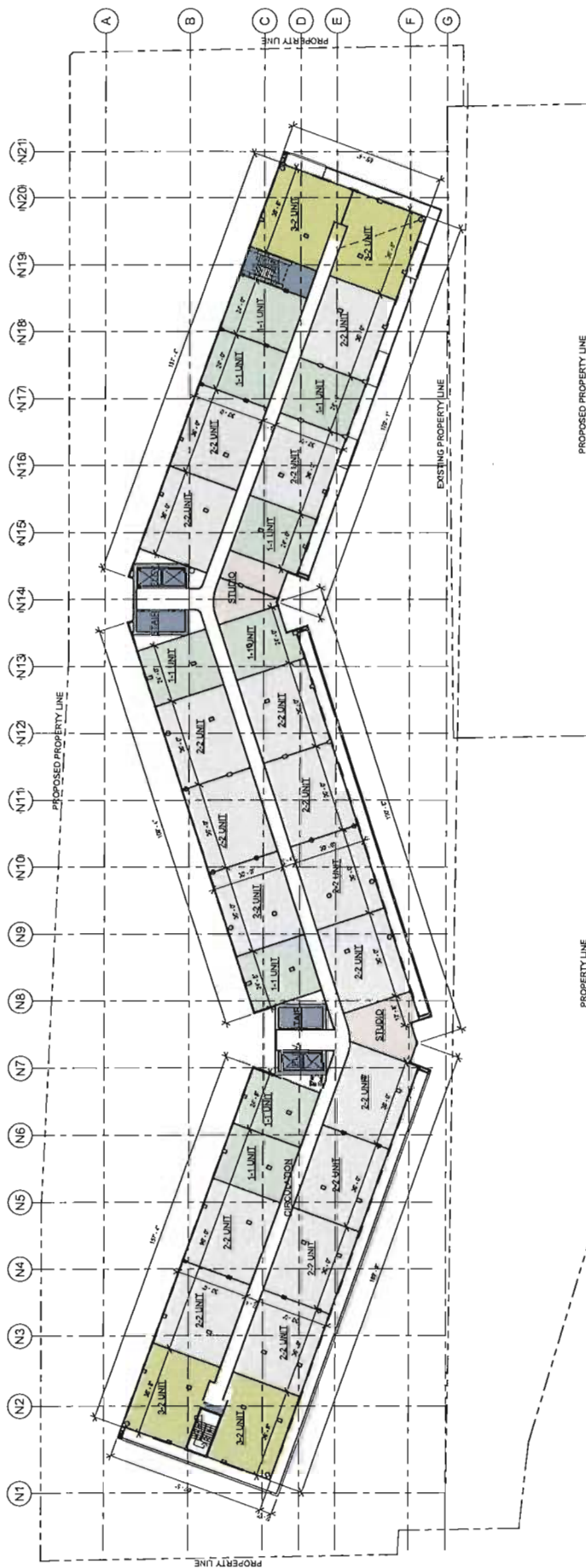
PATRICK BLUSTEED  
ARCHITECT  
NO. 12021  
STATE OF FLORIDA

70 WAVE

DANIA BEACH, FL

A-3.05

09.02.20



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

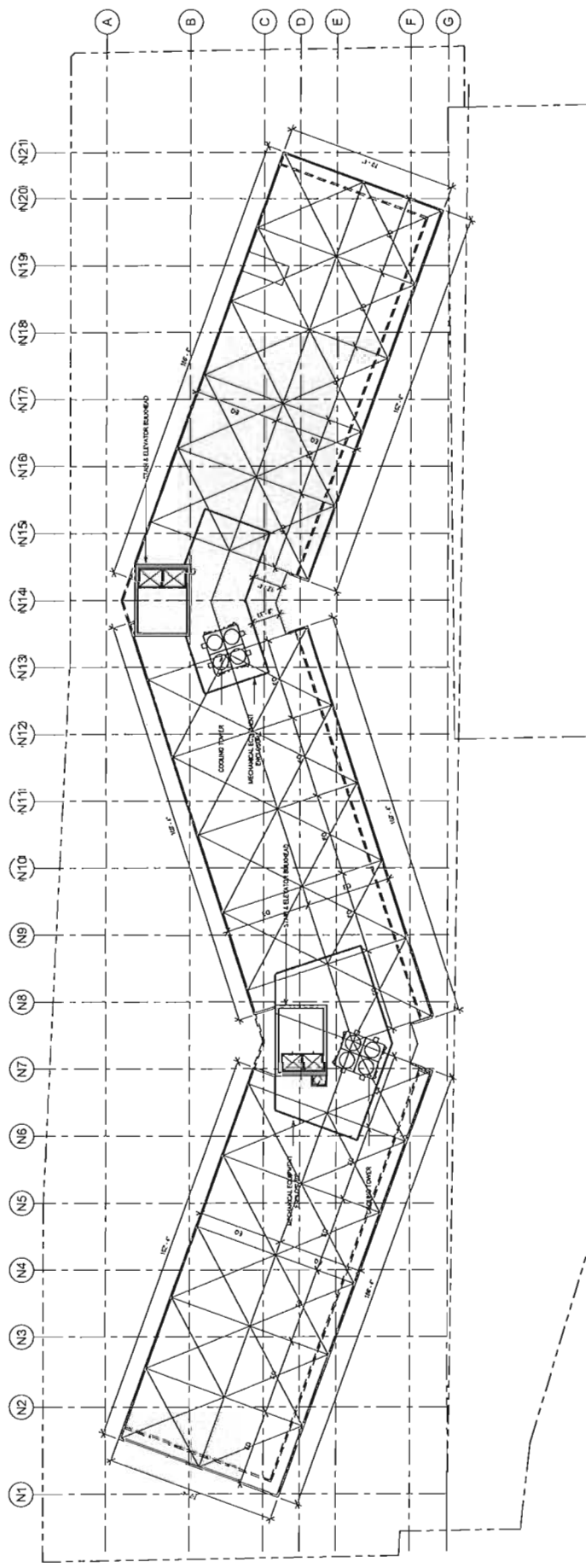
PATRICK BURTELL  
ARCHITECT  
ARCHITECT

70 WAVE  
DANIA BEACH, FL

A-3.06

04/02/20





1 ROOF - NORTH PROPERTY  
A-3.07 1" = 20'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.  
ARCHITECT  
ARCHITECT



Patrick Instefor  
Architect  
Professional Seal  
State of Florida  
No. 13527-0000  
Exp. 12/31/2020

70 WAVE

DANIA BEACH, FL

A-3.07

05/02/20



1  
A-4.00  
WEST ELEVATION  
1" = 20'-0"

| #  | DESCRIPTION                                                                                         |
|----|-----------------------------------------------------------------------------------------------------|
| 05 | TENILE FACADE CLADDING SYSTEM BUILD ALUMINUM STRUCTURE WITH PREASSEMBLED & STRETCHED FABRIC PANELS. |
| 11 | ALUMINUM AND GLASS SAILING @ 42" A.F.F. W/ KYNAR FINISH.                                            |
| 20 | OVERHEAD COILING DOOR W/ HIGH PERFORMANCE COATING.                                                  |
| 21 | WEATHERPROOF MECHANICAL COVER ASSEMBLY IN EXTRUDED ALUMINUM FRAME W/ KYNAR FINISH.                  |
| 22 | THE DEVELOPMENT DESIGN GUIDELINES.                                                                  |

| #   | DESCRIPTION                                                                                                                  |
|-----|------------------------------------------------------------------------------------------------------------------------------|
| 02  | ALUMINUM WINDOW W/ KYNAR FIN.                                                                                                |
| 00C | ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. COATING TO MEET WIND LOAD REQUIREMENTS.                                           |
| 03  | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/ KYNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |
| 04  | ALUMINUM COMPOSITE MATERIAL BUILDING PANEL W/ KYNAR FINISH.                                                                  |

| #   | DESCRIPTION                                                                                                                                                                                                                 |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01A | CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH, W/ HIGH BUILD 2-COAT ACRYLIC WATERPROOFING COATING MASTERPROTECT BY BASF BUILDING MATERIALS TO PROTECT AGAINST MOISTURE INFLUENCE WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |
| 01B | CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH, W/ HIGH BUILD 2-COAT ACRYLIC WATERPROOFING COATING MASTERPROTECT BY BASF BUILDING MATERIALS TO PROTECT AGAINST MOISTURE INFLUENCE WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |

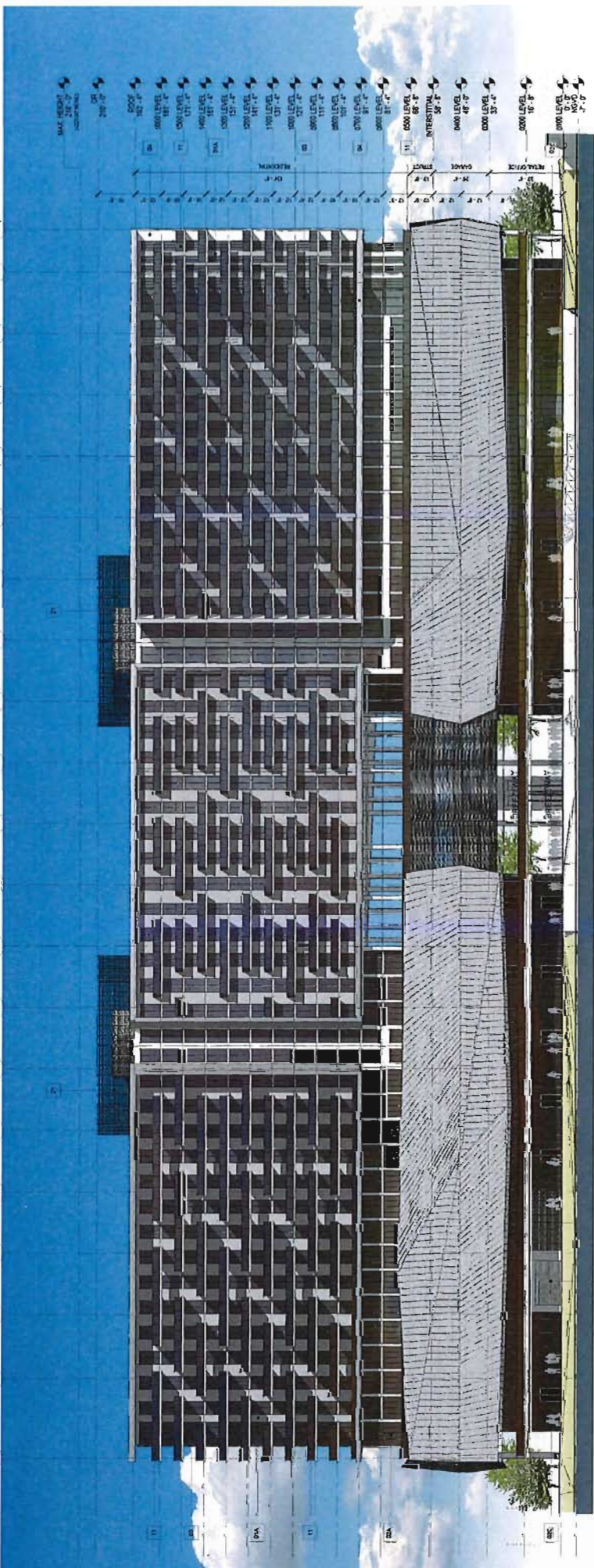


NICHOLS BROSCHE WURST WOLFE & ASSOCIATES, INC.

70 WAVE  
A-4.00  
DANIA BEACH, FL  
09/02/20



N1 N2 N3 N4 N5 N6 N7 N8 N9 N10 N11 N12 N13 N14 N15 N16 N17 N18 N19 N20 N21



1 EAST ELEVATION  
A-4.01 1" = 20'-0"

| KEYNOTE LEGEND                                                         |  |
|------------------------------------------------------------------------|--|
| DESCRIPTION                                                            |  |
| 21 WEATHERPROOFING ASSEMBLY IN EXTERIOR ALUMINUM FRAME W/ KYNAR FINISH |  |

| KEYNOTE LEGEND                                                                                                                 |  |
|--------------------------------------------------------------------------------------------------------------------------------|--|
| DESCRIPTION                                                                                                                    |  |
| 03 ALUMINUM GLASS TOOL JOINT ASSEMBLY W/ KYNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |  |
| 04 ALUMINUM COMPOSITE MATERIAL BUILDING PANEL W/ KYNAR FINISH                                                                  |  |
| 15 ALUMINUM AND GLASS RAILING @ 42" A.F. W/ KYNAR FINISH                                                                       |  |
| 16 ALUMINUM LOOSENS W/ KYNAR FINISH SILVER ALUMINUM COLOR                                                                      |  |
| 20 ALUMINUM AND GLASS DOOR W/ HIGH PERFORMANCE COATING                                                                         |  |

| KEYNOTE LEGEND                                                                                                                                                                                                                 |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| DESCRIPTION                                                                                                                                                                                                                    |  |
| 01A CONCRETE SUBSTRATE W/ KYNAR FINISH W/ HIGH BUILD 2-COAT ACRYLIC WATERPROOFING COATING MASTERPROTECT BY BASF BUILDING PRODUCTS TO PROTECT CONCRETE FROM MOISTURE AND CORROSION WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS |  |
| 02A ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. W/ HIGH BUILD 2-COAT ACRYLIC WATERPROOFING COATING TO MEET WIND LOAD REQUIREMENTS.                                                                                              |  |
| 02C ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. W/ HIGH BUILD 2-COAT ACRYLIC WATERPROOFING COATING TO MEET WIND LOAD REQUIREMENTS.                                                                                              |  |

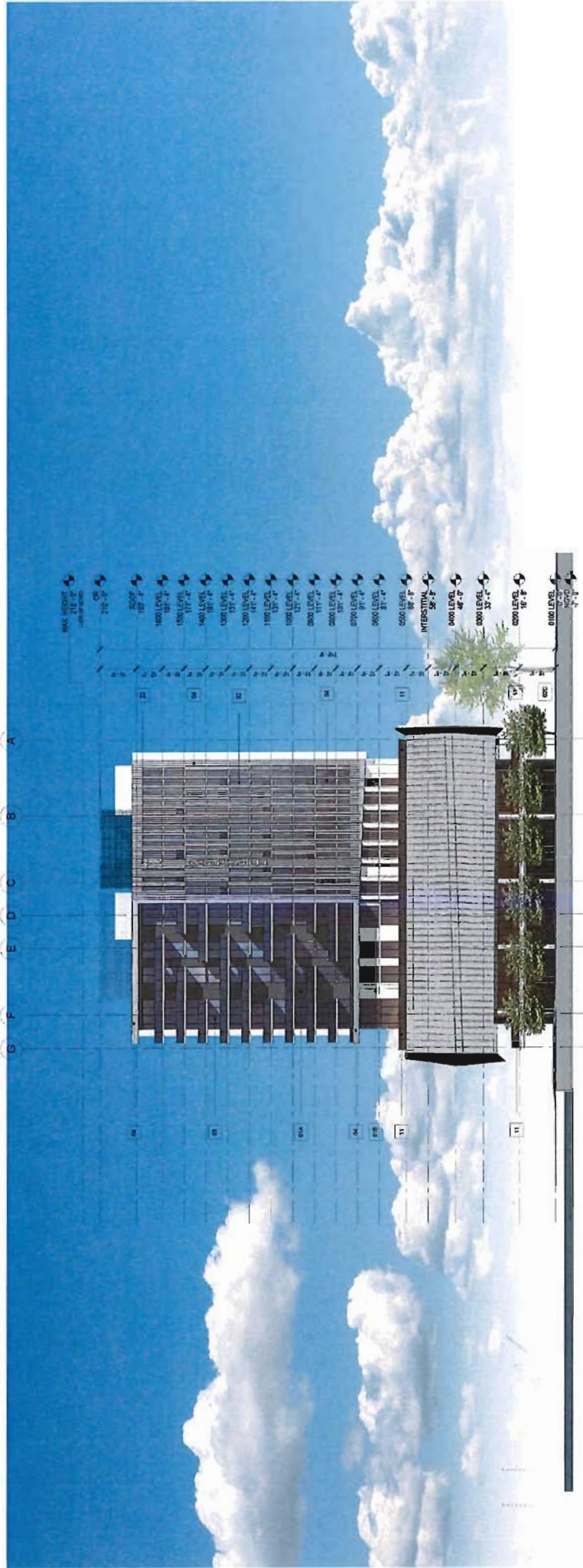


NICHOLS BROSCHE WURST WOLFE & ASSOCIATES, INC.  
ARCHITECTS  
1000 N. W. 10th Ave., Suite 1000  
Fort Lauderdale, FL 33304  
Phone: (954) 561-1234  
Fax: (954) 561-1235  
Email: info@nicholsbroscowurstwolfe.com  
Website: www.nicholsbroscowurstwolfe.com



70 WAVE  
A-4.01  
DANIA BEACH, FL  
01-02-20





1 NORTH ELEVATION  
A-4.02  
1" = 20'-0"

| #  | DESCRIPTION                                                                           |
|----|---------------------------------------------------------------------------------------|
| 11 | ALUMINUM AND GLASS RAILING @ 42" A.F.F. W/ KYNAR FINISH                               |
| 22 | BUILDING IDENTIFICATION SIGN SIZE AS PRESCRIBED BY THE DEVELOPMENT DESIGN GUIDELINES. |

| #   | DESCRIPTION                                                                                                                            |
|-----|----------------------------------------------------------------------------------------------------------------------------------------|
| 02  | ALUMINUM WINDOW/DOOR FRAME ASSEMBLY W/ KYNAR FIN. UNPAINTED TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |
| 02C | ALUMINUM STOREFRONT ASSEMBLY W/ KYNAR FIN. UNPAINTED TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS.        |
| 03  | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/ KYNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS.           |
| 04  | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/ KYNAR FIN. UNPAINTED TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |

| #   | DESCRIPTION                                                                                                                                                                |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01A | CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH. COATING MASTERPROTECT BY BASF BUILDING SYSTEMS OR ACCEPTABLE EQUIVALENT. PROVIDE WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |
| 01B | CONCRETE SUBSTRATE W/ SMOOTH STUCCO FINISH. COATING MASTERPROTECT BY BASF BUILDING SYSTEMS OR ACCEPTABLE EQUIVALENT. PROVIDE WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. |



NICHOLS BROSCHE WURST WOLFE & ASSOCIATES, INC.  
ARCHITECT  
13245  
13245

70 WAVE  
DANIA BEACH, FL  
A-4.02  
13245

A B C D E F G



1 SOUTH ELEVATION  
A-4.03 1" = 20'-0"

| KEYNOTE | DESCRIPTION                                          |
|---------|------------------------------------------------------|
| 11      | ALUMINUM AND GLASS RAILING @ 4" A.F.F. W/KNAR FINISH |

| KEYNOTE | DESCRIPTION                                                                                                                |
|---------|----------------------------------------------------------------------------------------------------------------------------|
| 02A     | ALUMINUM WINDOW ASSEMBLY WITH INTERNAL SLAB EDGE COVER W/KNAR FINISH TO MEET WIND LOAD REQUIREMENTS.                       |
| 02C     | ALUMINUM STOREFRONT ASSEMBLY W/KNAR FINISH TO MEET WIND LOAD REQUIREMENTS.                                                 |
| 03      | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/KNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |
| 04      | ALUMINUM GLASS DOOR/WINDOW ASSEMBLY W/KNAR FIN. TINTED GLASS W/ A HIGH PERFORMANCE COATING TO MEET WIND LOAD REQUIREMENTS. |

| KEYNOTE | DESCRIPTION                                                                                                                                                                                                                          |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01A     | CAULCONCRETE SUBSTRATE W/SMOOTH STUCCO FINISH. PROVIDE ACCEPTABLE EQUIVALENT PROVIDE COATING MASTERPROTECT BY BASF BUILDING SYSTEMS OR ACCEPTABLE EQUIVALENT. PROVIDE WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. ACCENT COLOR #1. |
| 01B     | CAULCONCRETE SUBSTRATE W/SMOOTH STUCCO FINISH. PROVIDE ACCEPTABLE EQUIVALENT PROVIDE COATING MASTERPROTECT BY BASF BUILDING SYSTEMS OR ACCEPTABLE EQUIVALENT. PROVIDE WITH A MAXIMUM AREA OF 144 SF BETWEEN JOINTS. ACCENT COLOR #2. |



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.  
PATRICK BUNITED ARCHITECT

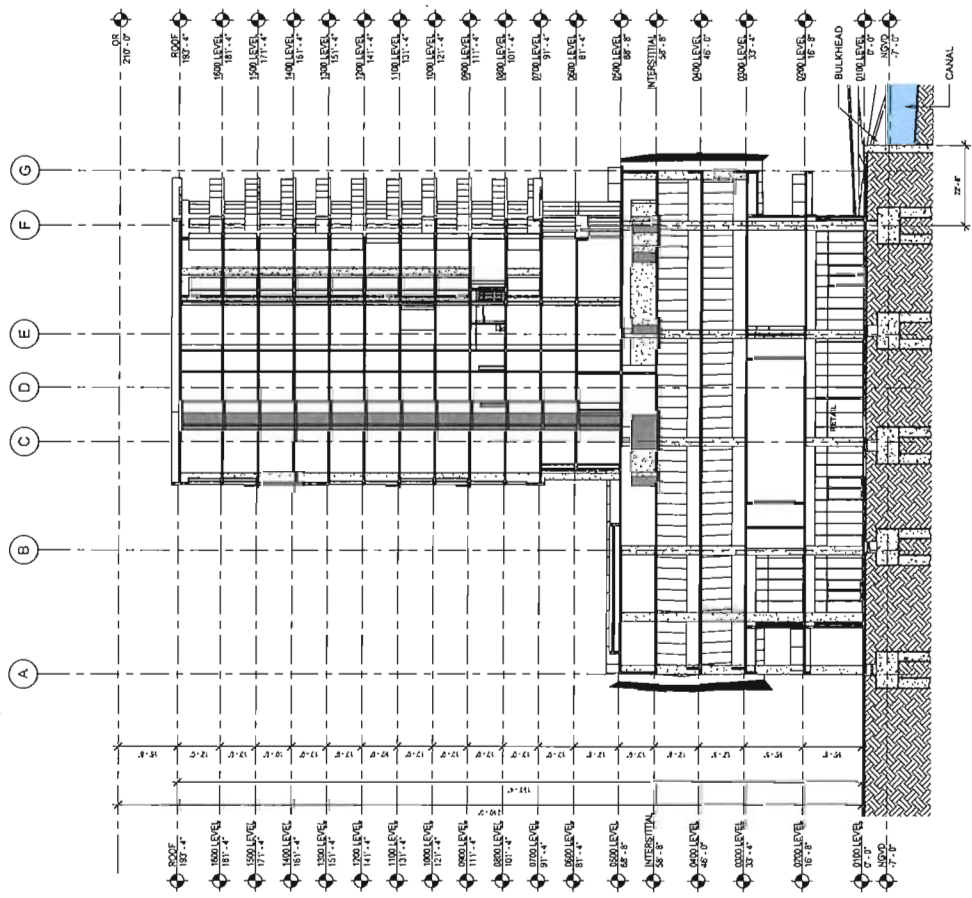




NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



70 WAVE  
A-5.00  
DANIA BEACH, FL  
06/02/08



1 BUILDING CROSS SECTION  
A-5.00  
1/16" = 1'-0"

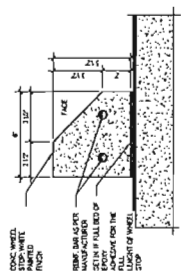
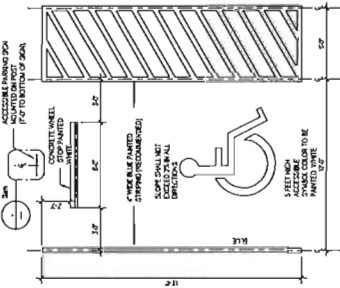
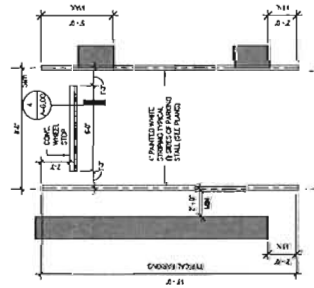
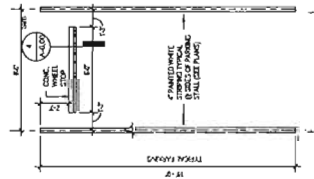


70 WAVE  
DANIA BEACH, FL  
A-5.01  
05/02/20

**NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.**  
ARCHITECT  
ARJ00181



Registration for the Project Required  
Under the Professional Corporation  
Law of the State of New York  
Contract Documents, Conditions, &  
Specifications, New York State Office of  
General Services, Division of  
Construction, 120 South Street, 14th  
Floor, New York, NY 10038  
Tel. 212-405-2000 Fax 212-405-2047

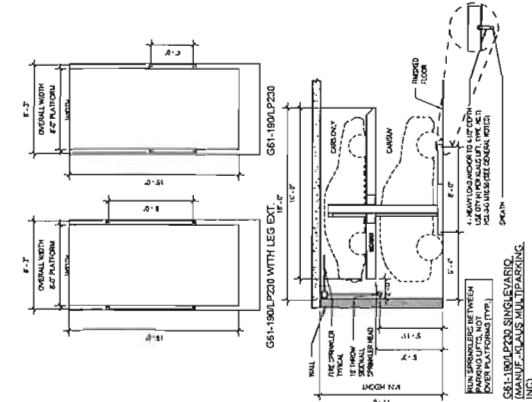
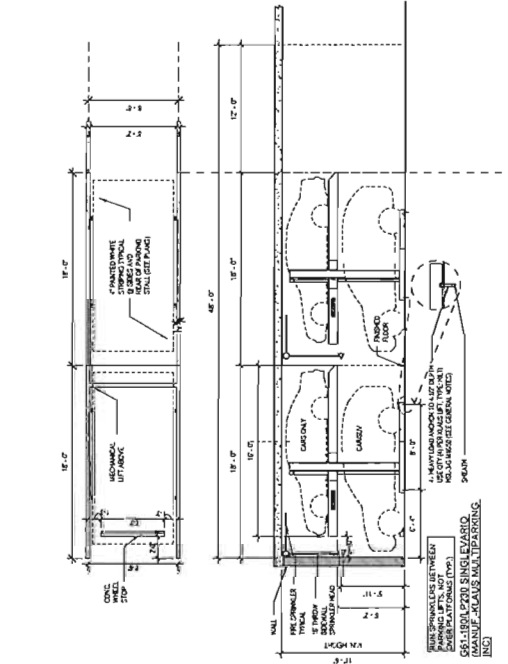
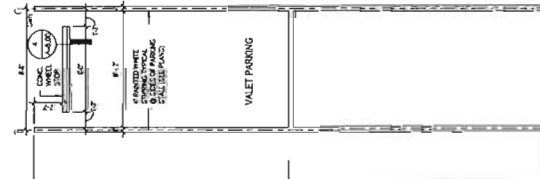


1 TYP. VALET PARKING STALL  
A-5.00 1/4" = 1'-0"

2 TYP. VALET PARKING STALL  
A-5.00 1/4" = 1'-0"

3 TYP. HANDICAPPED PARKING STALL  
A-5.00 1/4" = 1'-0"

4 WHEEL STOP  
A-5.00 3" = 1'-0"



5 TYP. VALET TANDEM STALL  
A-5.00 1/4" = 1'-0"

6 PARKING STALL TANDEM LIFT  
A-5.00 3/16" = 1'-0"

7 PARKING STALL SINGLE LIFT  
A-5.00 3/16" = 1'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



PATRICK BUSTEED  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

A-6.00

05/03/20





## GENERAL CONSTRUCTION NOTES

- [illegible]

## DEMOLITION NOTES

1. ALL MATERIAL REMOVED FROM THIS SITE BY THE CONTRACTOR SHALL BE DEPOSITED IN A DESIGNATED AREA OF THE PROJECT.
2. REFUSE TO DO TOPOGRAHIC SURVEY FOR ADDITIONAL DETAILS OF EXISTING STRUCTURES, ETC LOCATED WITHIN THE PROJECT SITE, UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES, SIGNS, AND APPURTENANCES TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DEPOSITED IN A LEGAL MANNER AS PART OF THE REMOVAL OF THE EXISTING STRUCTURES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TOPOGRAHIC SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MEET THE SITE AND TO OBTAIN THE FULL EXTENT OF THE CONTRACT TO BE REMOVED. IF ANY ITEM IS IN THE WAY OF THE CONTRACTOR'S SMALL CONTRACT, THE OWNER HAS TO REMOVAL OF SAID ITEMS.
4. THE CONTRACTOR SHALL REFER TO THE DEMOLITION PLAN FOR DEMOLITION/PRESERVATION OF EXISTING TREES. ALL TREES NOT SPECIFICALLY IDENTIFIED FOR REMOVAL SHALL BE PROTECTED AND MAINTAINED THROUGHOUT THE CONTRACT. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY DEMOLITION.
5. CONTRACTOR SHALL REMOVE AND DEPOSE OF ALL EXISTING STRUCTURES, PADS AND DRIVEWAYS, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UTILITIES, SIGNS, AND APPURTENANCES TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DEPOSITED IN A LEGAL MANNER AS PART OF THE REMOVAL OF THE EXISTING STRUCTURES.
6. OTHERWISE NOTED, ALL DEMOLISHED MATERIALS IS IDENTIFIED FOR REUSE OR TO BE RECYCLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE DEMOLITION CONTRACT.
7. DUGOUT WORK SHALL BE IDENTIFIED ON A PLAN THAT INDICATES THE LOCATION, EXTENT OF REMOVALS AND REQUIRED PROTECTIVE MEASURES DURING THE REMOVALS. THE PLAN SHALL IDENTIFY REQUIRED PROTECTIVE MEASURES FOR THE DEMOLITION CONTRACT.

## PAVING, GRADING AND DRAINAGE NOTES

- [illegible]

## WATER AND SEWER UTILITY NOTES

- [illegible]

## EROSION CONTROL NOTES

1. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPOSED OF THE EROSION CONTROL PLAN, THE STANDARD DETAILS, THE PLAN NARRATIVE, THE EROSION CONTROL LOG, THE EROSION CONTROL CHECKLIST, THE SWPPP, PLUS THE PERMIT AND ALL CORRESPONDING REPORTS AND RELATED DOCUMENTS.
2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL MAINTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN, EROSION CONTROL PLAN, STANDARD DETAILS, EROSION CONTROL LOG, EROSION CONTROL CHECKLIST, SWPPP, AND ALL CORRESPONDING REPORTS AND RELATED DOCUMENTS ON THE PROJECT SITE THROUGHOUT THE PROJECT.
3. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AT THE DISCRETION OF THE CONTRACTOR, BUT NOT TO THE DETERIMENT OF ANY OF THE PHASES OF CONSTRUCTION.
4. BEST MANAGEMENT PRACTICES (BMPs) AND CONTROLS SHALL APPLY TO ALL FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE AS APPLICABLE. THE CONTRACTOR SHALL MAINTAIN A RECORD OF ALL BEST MANAGEMENT PRACTICES PERMITTING AGENCY OR OWNER.
5. EROSION CONTROL MEASURES SHALL BE CLEARLY IDENTIFIED AT ALL STAGES, PERMIT FOR ANY CONSTRUCTION ACTIVITY IMPACTING STORM WATER, WATERS OF REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
6. THE CONTRACTOR SHALL MINIMIZE EXPOSURE TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE CONTRACT PLAN NARRATIVE.
7. CONSTRUCTION SHALL BE SITED TO THE MINIMUM PAVING AND STORAGE AREA REQUIREMENTS TO PREVENT EROSION AND POLLUTION OF WATERS OF REGULATED WETLANDS. EROSION CONTROL MEASURES SHALL BE MAINTAINED THROUGHOUT THE PROJECT. EMPLOYEE PARKING AREA AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICES, TOILETS, AND TOILET FACILITIES.
8. ALL WASH WATER CONTAINERS, TRUCKS, VEHICLE CLEANING EQUIPMENT, CLEANING, AND WASH WATER SHALL BE "PROPERLY" TREATED OR DISPOSED.
9. ALL MATERIALS SHALL BE STORED AND HANDLED TO PREVENT EROSION. MATERIALS SHALL BE MAINTAINED ON SITE OR REMOVED IMMEDIATELY TO CONTAIN AND REDUCE RISK OF CHEMICAL SPILLS AND LEAKS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BEST CONTROL ON SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED PRODUCTS SHALL BE MINIMIZED.
11. ALL MATERIALS, INCLUDING FERTILIZERS, SHALL BE STORED AND HANDLED TO PREVENT EROSION. MATERIALS SHALL BE MAINTAINED THROUGHOUT THE PROJECT. MATERIALS SHALL BE MAINTAINED THROUGHOUT THE PROJECT. MATERIALS SHALL BE MAINTAINED THROUGHOUT THE PROJECT. MATERIALS SHALL BE MAINTAINED THROUGHOUT THE PROJECT.

## EROSION CONTROL NOTES (CONT.)

- [illegible]

## MAINTENANCE

ALL MEASURES STATED ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE DESIGNED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A RAINY EVENT, ALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REMOVED OR RELOCATED IF THEY SHOW SIGNS OF UNDERMINING OR DETRIMENTATION.
2. ALL SITED AREAS SHALL BE CHAINED REGULARLY TO WATER THAT A GOOD STANDING MAINTAINED. AREAS SHOULD BE FERTILIZED, WEEDED AND MOWED AS NEEDED. FERTILIZATION REQUIREMENTS REFER TO SECTION 10100.00, "LANDSCAPE MAINTENANCE".
3. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION LATEST EDITION SHALL BE USED.
4. SURF FINISH SHALL BE REPLACED BY THE ORIGINAL CONDITION IF DAMAGED. SEGMENT SHALL BE REMOVED FROM THE SITE, FENCES WHEN IT REACHES OR NEARLY THE HEIGHT OF THE SURF FINISH.
5. THE CONSTRUCTION BARRIERS SHALL BE MAINTAINED IN A CONDITION WHERE THEY CAN BE USED TO PROTECT THE CONSTRUCTION ACTIVITIES AS WELL AS ANY REQUIRED PERIODIC TOP PRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
6. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE REMOVED PERIODIC TOP PRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
7. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM THE BASINS AS NECESSARY TO MAINTAIN THE DESIGN CAPACITY AND BEING REDUCED TO A SLUDGE LINE ONLY.
8. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INCIDENT.

[illegible]

**Kimley-Horn & Associates, Inc.**  
445 24th STREET, SUITE 200, VERO BEACH, FL 32960  
PHONE: 772-725-4100  
WWW.KHLY-HORN.COM CA 00000995

## GENERAL NOTES

|                                                                                |                                        |
|--------------------------------------------------------------------------------|----------------------------------------|
| <p>70 WAVE<br/>         PREPARED FOR<br/>         DANIA BEACH MARINE CORP.</p> | <p>SHEET NUMBER<br/>         C-001</p> |
| <p>CITY OF DANIA BEACH<br/>         FLORIDA</p>                                |                                        |

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTORS SHOULD INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE.

**CALL 48 HOURS BEFORE YOU DIG**

**IT'S THE LAW! DIAL 811**

Know what's below. Call before you dig.



DAWSONVILLE STATE ONE CALL OF FLORIDA, INC.

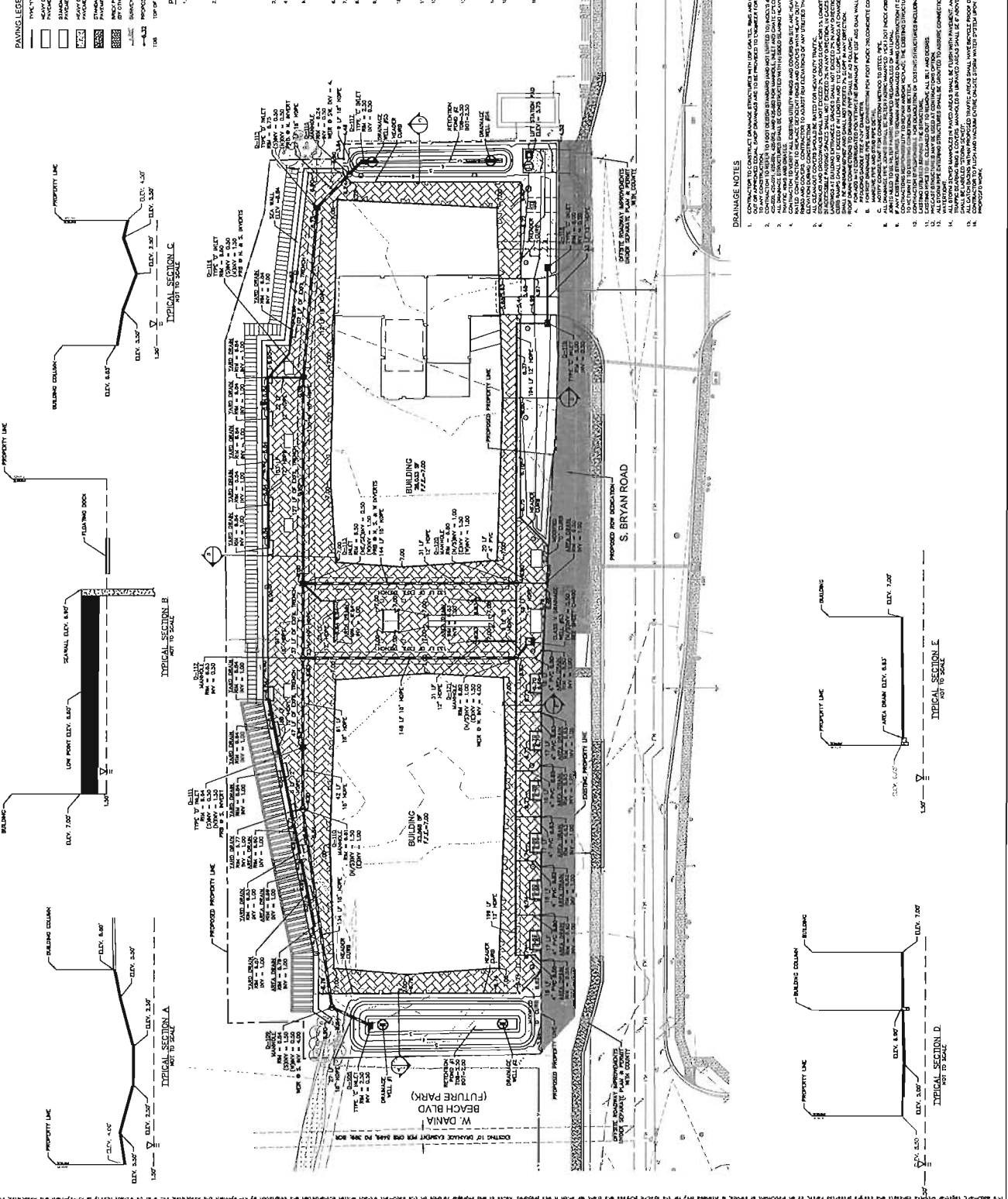
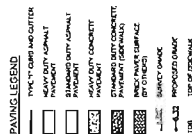










[illegible]

THE PRESENCE OF UNDERWATER SHOULD BE  
ANTICIPATED ON THIS PROJECT. CONTRACTORS  
ED TO SHALL INCLUDE CONSIDERATION FOR  
ADDRESSING THIS ISSUE.

**811**

**CALL 48 HOURS  
BEFORE YOU DIG**

**BREAKS THE LAW!  
DIAL 811**

Know what's below.  
Call before you dig.

UNDERWATER  
STATUTE OF NORTH CAROLINA



C-300

SHEET NUMBER

CITY OF DAVILA BEACH  
DANIA BEACH MARINE CORP.  
PREPARED FOR  
70 WAVE  
UTILITY PLAN

UTILITY PLAN

DATE  
07/02/20  
14708000  
PROJECT

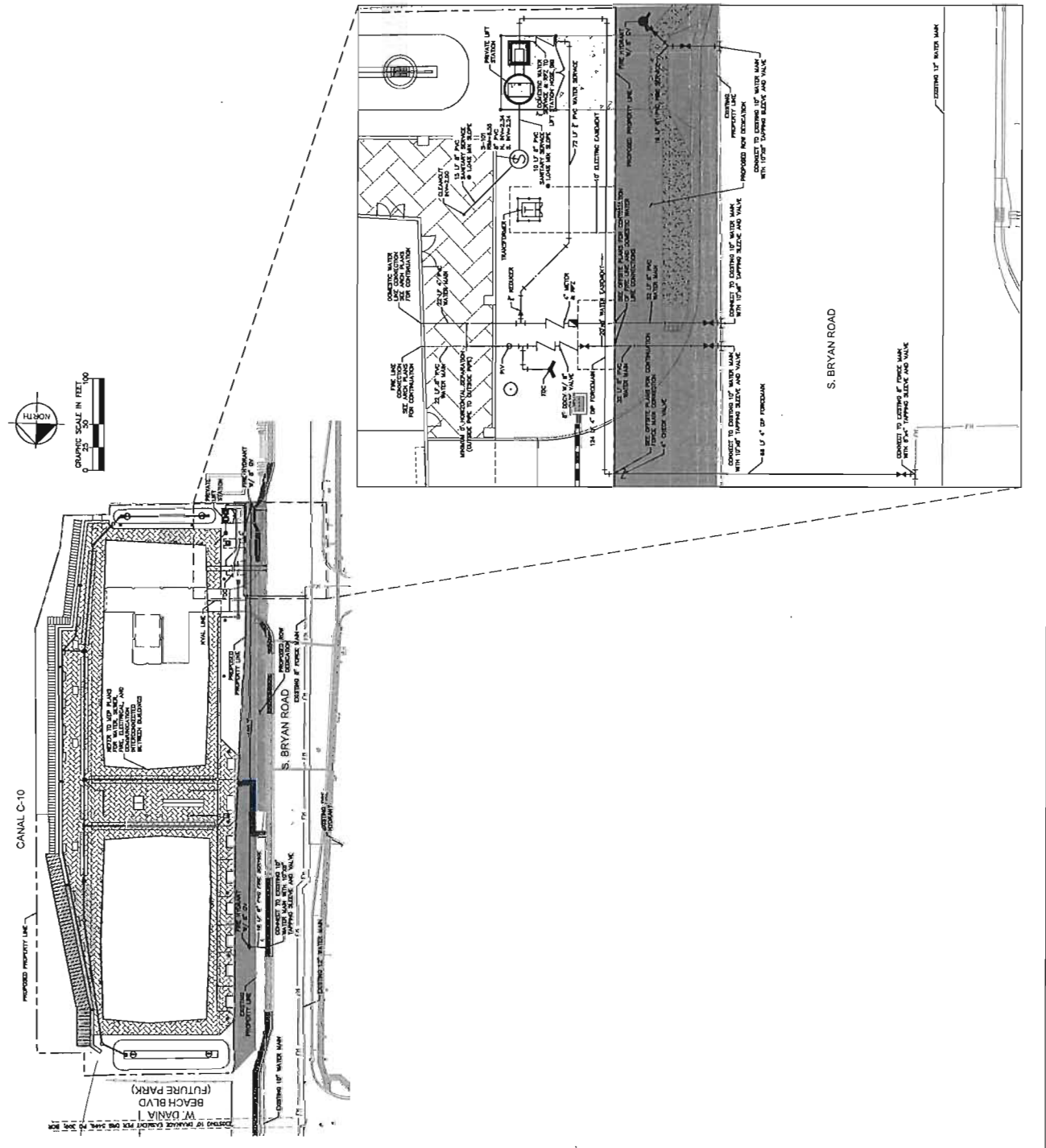


Kimley-Horn  
415 24th STREET, SUITE 200, DAVILA BEACH, FL 33440  
PHONE: 772-781-4100  
WWW.KH-FLORIDA.COM CA 00009594

| NO. | REVISIONS | DATE | BY |
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18  
CALL 48 HOURS  
BEFORE YOU DIG  
IT'S THE LAW  
DIAL 811  
Know what's below.  
Call before you dig.  
MISSOURI STATE ONE CALL OF FLORIDA, INC.

- UTILITY NOTES**
1. ALL UTILITIES TO BE IN PLACE AND CONNECTED BEFORE INSTALLATION OF IMPROVED CANAL C-10.
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| NO. | REVISIONS | DATE | BY |
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**Kimley-Horn**  
 2700 ROCKY HORN AND ASSOCIATES, INC.  
 415 24TH STREET, SUITE 200, WEST BEACH, FL 33590  
 PHONE: 771-771-4100  
 WWW.KIMLEY-HORN.COM CA 00000975



PROJECT NO. 147705000  
 DATE 07/02/2020  
 SCALE AS SHOWN  
 DRAWN BY  
 CHECKED BY

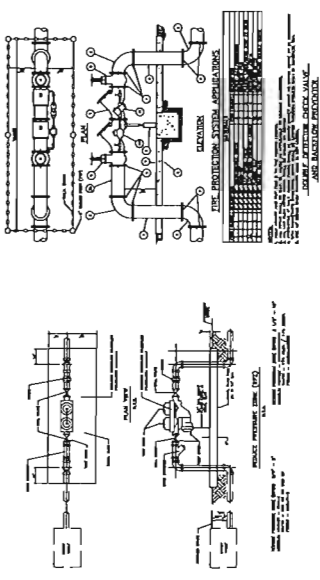
# UTILITY DETAILS

CITY OF DANA BEACH  
 PREPARED FOR  
**DANA BEACH MARINE CORP.**  
 70 WAVE  
 SHEET NUMBER  
**C-403**

CALL 811  
BEFORE YOU DIG  
IT'S THE LAW!  
DIAL 811  
Crews who dig without  
calling 811 are liable for  
damages and fines.

THE PRESENCE OF UNDESIRED UTILITY LINES IN  
ANY EXCAVATION MAY BE DETERMINED BY  
CALLING 811. IF YOU ARE NOT SURE,  
CONTACT THE UTILITY COMPANIES.  
DO NOT ATTEMPT TO REMOVE ANY  
UNIDENTIFIED UTILITY.

|                                                                             |                                                                             |                                                                                  |                                                                                  |                                                                                  |                                                                      |                                                                      |
|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------|
| <b>FIGURE 105</b><br><b>WATER MAIN DEMONSTRATION</b><br>                    | <b>FIGURE 106</b><br><b>STANDARD UTILITY CROSSING</b><br>                   | <b>FIGURE 107</b><br><b>SPECIAL UTILITY CROSSING</b><br>                         | <b>FIGURE 109</b><br><b>RESTRAINED JOINT REQUIREMENTS BASED FITTING</b><br>      | <b>FIGURE 112</b><br><b>RESTRAINED JOINT REQUIREMENTS BASED FITTINGS</b><br>     | <b>FIGURE 121</b><br><b>VALVE COLLAR DEMONSTRATION</b><br>           | <b>FIGURE 123</b><br><b>VALVE BOX DETAIL</b><br>                     |
| <b>FIGURE 127</b><br><b>IN RECESS WITH MULTIPLE PORTS</b><br>               | <b>FIGURE 131</b><br><b>TYPICAL CONNECTION TO EXISTING MAIN</b><br>         | <b>FIGURE 141</b><br><b>PIPE TO BE AMENDED (LIVE LINE) WITH 1" DIA. PIPE</b><br> | <b>FIGURE 142</b><br><b>PIPE TO BE AMENDED (LIVE LINE) WITH 1" DIA. PIPE</b><br> | <b>FIGURE 143</b><br><b>PIPE TO BE AMENDED (LIVE LINE) WITH 1" DIA. PIPE</b><br> | <b>FIGURE 167</b><br><b>CONCRETE ACCESS STRUCTURE</b><br>            | <b>FIGURE 180</b><br><b>TYPICAL TRENCH BOXWALL</b><br>               |
| <b>FIGURE 182</b><br><b>RESTRAINED JOINT REQUIREMENTS BASED FITTING</b><br> | <b>FIGURE 183</b><br><b>RESTRAINED JOINT REQUIREMENTS BASED FITTING</b><br> | <b>FIGURE 192</b><br><b>TYPICAL SECTION THROUGH SHAFT</b><br>                    | <b>FIGURE 194</b><br><b>ROLL-ON</b><br>                                          | <b>FIGURE 195</b><br><b>CONCRETE SLAB OVER BRIDGE/PIPELINES</b><br>              | <b>FIGURE 205A</b><br><b>FILLING AND FILLING JUMP CONNECTION</b><br> | <b>FIGURE 205B</b><br><b>FILLING AND FILLING JUMP CONNECTION</b><br> |



## TESTING AND DISINFECTION

- NO CONNECTIONS TO THE EXISTING MAIN SHALL BE MADE UNTIL THE PRESSURE AND BACTERIOLOGICAL TESTS HAVE BEEN PERFORMED TO THE CITY OF DANA BEACH AND BROWARD COUNTY PUBLIC HEALTH UNIT (BCHPU).
- THE PRESSURE TEST SHALL BE FOR 2 HOURS AT 150 PSI AND IN THE PRESSURE TEST SHALL BE ATTENDED BY THE CITY OF DANA BEACH AND BROWARD COUNTY PUBLIC HEALTH UNIT. THE NUMBER OF GALLONS PER HOUR AS DETERMINED BY THE FORMULA:  

$$L = \frac{S \cdot D \cdot T}{144,000}$$

L = THE ALLOWABLE LEAKAGE IN GALLONS PER HOUR.  
 S = THE LENGTH OF PIPE BEING TESTED.  
 D = THE DIAMETER OF THE PIPE IN INCHES.  
 T = THE AVERAGE TEST PRESSURE IN POUNDS PER SQUARE INCH.
- THE BACTERIOLOGICAL TESTS OF THE PROPOSED WATER MAIN SHALL BE TESTED IN LOCATIONS NOT TO EXCEED 750 FEET PER TEST.
- PROPOSED WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH ANSI/AWWA STANDARD C600-03 OR LATEST REVISION AND BACTERIOLOGICALLY TESTED FOR TWO CONSECUTIVE DAYS. THE



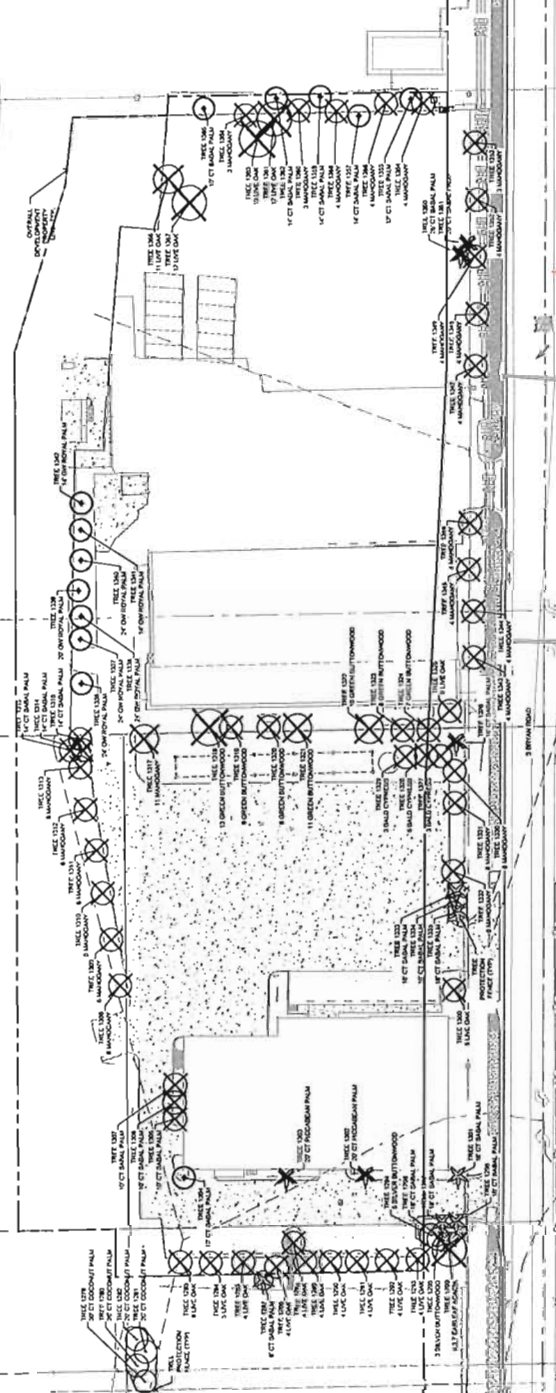


PLAN - 70 WAVE

10

Digitally signed  
by Matthew G.

**Kimley»Horn**  
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1445 24TH STREET, SUITE 202, WEST PALM BEACH, FL 33410  
PHONE: 772-731-4100  
WWW.KIMLEY-HORN.COM CA 00000698

[illegible]

|      |                                                         |             |
|------|---------------------------------------------------------|-------------|
| 086  | Total Non Invasive Canopy Removed                       |             |
| 1002 | Total Non Invasive Canopy Removed (w/ 1.5 Multi.)       |             |
| 1003 | Total Category 2 Invasive Canopy Removed (w/ 1 Multi.)  |             |
| 62   | Total Category 1 Invasive Canopy Removed                |             |
| 1004 | Total Category 1 Invasive Canopy Removed (w/ 25 Multi.) |             |
| 1005 | Total Canopy Removed (w/ Multiplicities)                |             |
| 1006 | Replacement Trees Required (100% of Pkg Tree)           |             |
| 1007 | Replacement Trees Delivered                             |             |
| 1008 | Replacement Trees Deficient                             |             |
| 1009 | Net Forest Land Permanent (\$330 per Deficient Tree)    | \$3,373,820 |
| 1010 | Acres Forest Land Permanent                             | 10,223      |
| 1011 | Acres Forest Land Removed                               | 10,223      |

REPLACEMENT TREES BASED ON CATEGORY 3 TREES  
THREE THOUSAND FUND PAYMENT BASED ON COST OF STOCK  
CATEGORY 10 TREES ARE TRIMED BY 2/3

[illegible][illegible]

| ref # | Species     | Sex (Date)     | CHL Condition | Notes     | Specimen Start | Specimen Appraisal Free Value | Category \$1 | Action |
|-------|-------------|----------------|---------------|-----------|----------------|-------------------------------|--------------|--------|
| 1259  | Common palm | 2X CF (17/26A) | Enormous      | Invoice 2 |                |                               | 115          | REMAIN |
| 1260  | Common palm | 2X CF (17/26A) | Enormous      | Invoice 2 |                |                               | 115          | REMAIN |
| 1261  | Common palm | 2X CF (17/26A) | Enormous      | Invoice 2 |                |                               | 115          | REMAIN |
| 1262  | Common palm | 2X CF (17/26A) | Enormous      | Invoice 2 |                |                               | 115          | REMAIN |
| 1263  | Live oak    | 6              | Good          |           |                |                               | 115          | RELOC  |
| 1264  | Live oak    | 6              | Good          |           |                |                               | 115          | RELOC  |
| 1265  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1266  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1267  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1268  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1269  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1270  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1271  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1272  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1273  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1274  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1275  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1276  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1277  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1278  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1279  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1280  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1281  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1282  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1283  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1284  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1285  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1286  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1287  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1288  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1289  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1290  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1291  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1292  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1293  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1294  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1295  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1296  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1297  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1298  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1299  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1300  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1301  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1302  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1303  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1304  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1305  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1306  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1307  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1308  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1309  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1310  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1311  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1312  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1313  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1314  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1315  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1316  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1317  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1318  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1319  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1320  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1321  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1322  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1323  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1324  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1325  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1326  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1327  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1328  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1329  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1330  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1331  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1332  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1333  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1334  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1335  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1336  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1337  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1338  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1339  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1340  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1341  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1342  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1343  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1344  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1345  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1346  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1347  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1348  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1349  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1350  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1351  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1352  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1353  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1354  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1355  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1356  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1357  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1358  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1359  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1360  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1361  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1362  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1363  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1364  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1366  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1367  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1368  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1369  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1370  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1371  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1372  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1373  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1374  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1375  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1376  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1382  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1383  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1384  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1385  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1386  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1387  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1394  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1395  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1396  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1398  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1399  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1404  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1405  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1415  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1416  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1417  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1418  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1419  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1420  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1421  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1423  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1424  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1425  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1428  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1433  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1434  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1437  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1440  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1441  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1442  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1443  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1444  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1445  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1446  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1447  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1448  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1449  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1450  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1451  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
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| 1454  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1455  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1456  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1457  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1458  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1459  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1460  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1461  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1462  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1463  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1464  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1465  | Live oak    | 4              | Good          |           |                |                               | 115          | RELOC  |
| 1466  | Live oak    | 4              | Good          |           |                |                               |              |        |





PLANT SCHEDULE SOUTH

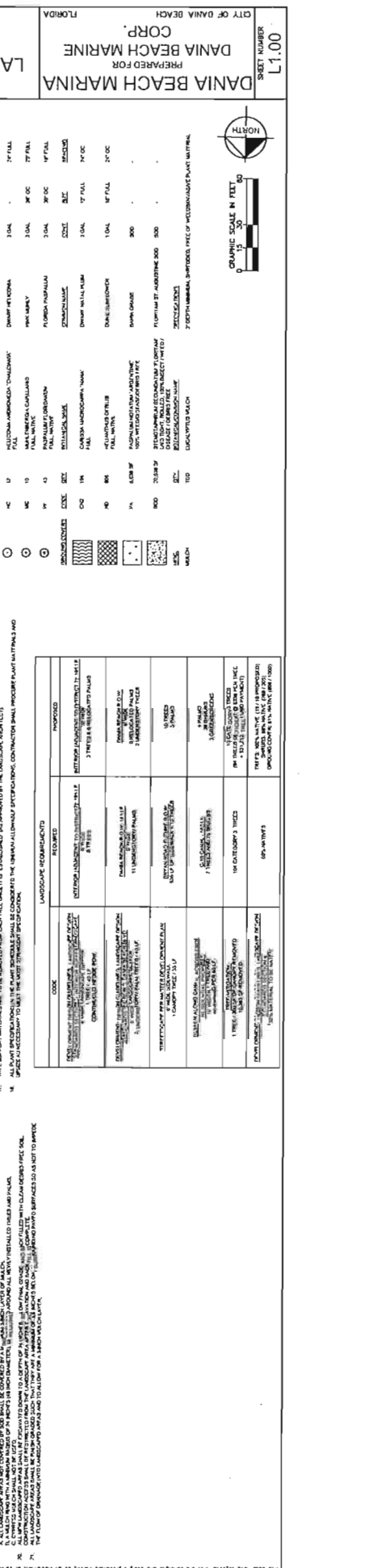
| SYMBOL | CODE | QTY | REMARKS       | COMMON NAME   | QTY | REMARKS       |
|--------|------|-----|---------------|---------------|-----|---------------|
| 1      | 01   | 1   | 1" CAL. PALM  | CHAMAEDORHAEA | 1   | 1" CAL. PALM  |
| 2      | 02   | 1   | 2" CAL. PALM  | CHAMAEDORHAEA | 1   | 2" CAL. PALM  |
| 3      | 03   | 1   | 3" CAL. PALM  | CHAMAEDORHAEA | 1   | 3" CAL. PALM  |
| 4      | 04   | 1   | 4" CAL. PALM  | CHAMAEDORHAEA | 1   | 4" CAL. PALM  |
| 5      | 05   | 1   | 5" CAL. PALM  | CHAMAEDORHAEA | 1   | 5" CAL. PALM  |
| 6      | 06   | 1   | 6" CAL. PALM  | CHAMAEDORHAEA | 1   | 6" CAL. PALM  |
| 7      | 07   | 1   | 7" CAL. PALM  | CHAMAEDORHAEA | 1   | 7" CAL. PALM  |
| 8      | 08   | 1   | 8" CAL. PALM  | CHAMAEDORHAEA | 1   | 8" CAL. PALM  |
| 9      | 09   | 1   | 9" CAL. PALM  | CHAMAEDORHAEA | 1   | 9" CAL. PALM  |
| 10     | 10   | 1   | 10" CAL. PALM | CHAMAEDORHAEA | 1   | 10" CAL. PALM |
| 11     | 11   | 1   | 11" CAL. PALM | CHAMAEDORHAEA | 1   | 11" CAL. PALM |
| 12     | 12   | 1   | 12" CAL. PALM | CHAMAEDORHAEA | 1   | 12" CAL. PALM |
| 13     | 13   | 1   | 13" CAL. PALM | CHAMAEDORHAEA | 1   | 13" CAL. PALM |
| 14     | 14   | 1   | 14" CAL. PALM | CHAMAEDORHAEA | 1   | 14" CAL. PALM |
| 15     | 15   | 1   | 15" CAL. PALM | CHAMAEDORHAEA | 1   | 15" CAL. PALM |
| 16     | 16   | 1   | 16" CAL. PALM | CHAMAEDORHAEA | 1   | 16" CAL. PALM |
| 17     | 17   | 1   | 17" CAL. PALM | CHAMAEDORHAEA | 1   | 17" CAL. PALM |
| 18     | 18   | 1   | 18" CAL. PALM | CHAMAEDORHAEA | 1   | 18" CAL. PALM |
| 19     | 19   | 1   | 19" CAL. PALM | CHAMAEDORHAEA | 1   | 19" CAL. PALM |
| 20     | 20   | 1   | 20" CAL. PALM | CHAMAEDORHAEA | 1   | 20" CAL. PALM |

LANDSCAPE SPECIFICATIONS

1. ALL LANDSCAPE MATERIALS TO BE OF THE BEST QUALITY AVAILABLE.
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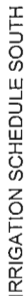




SCHEMATIC  
SATION PLAN - 70  
WAVE

Digitally signed by Matthew Franko  
Date: 2020.08.09 10:02:20 -0400

**Kimley»Horn**  
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445 24TH STREET, SUITE 200, VERO BEACH, FL 32960  
PHONE: 772-794-4100  
WWW.KIMLEY-HORN.COM CA 00000896

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## IRRIGATION NOTES

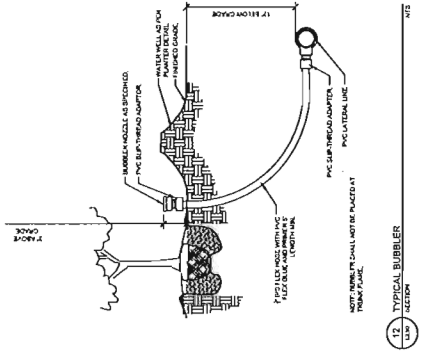
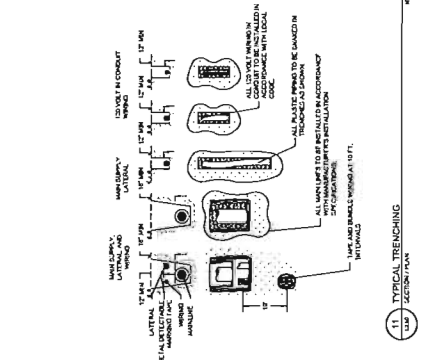
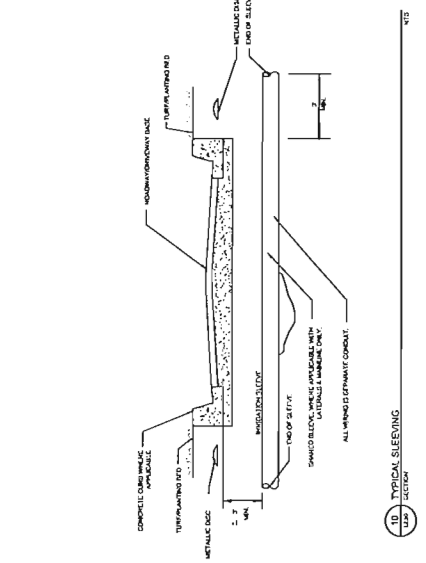
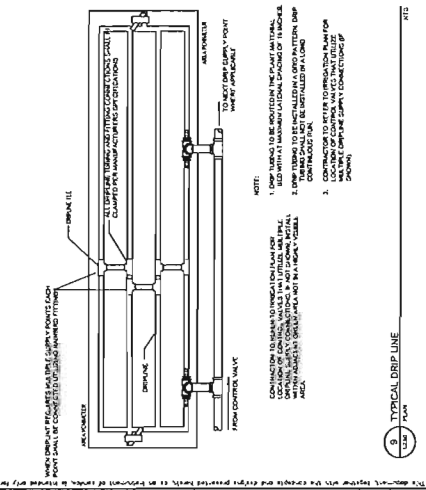
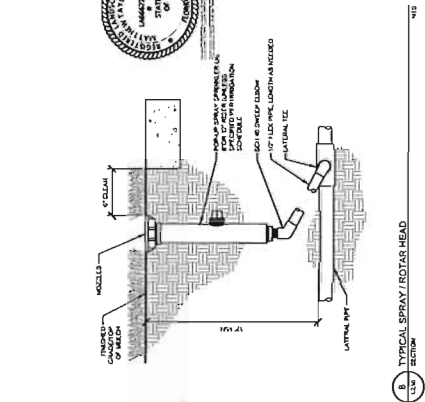
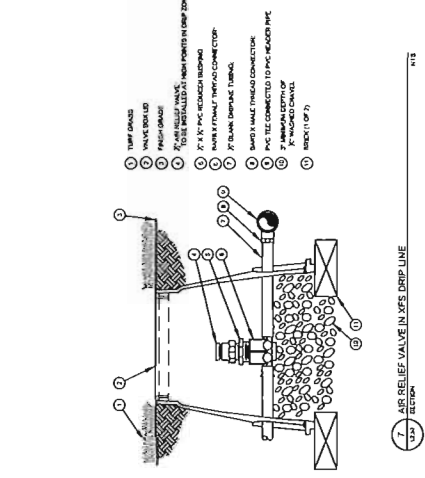
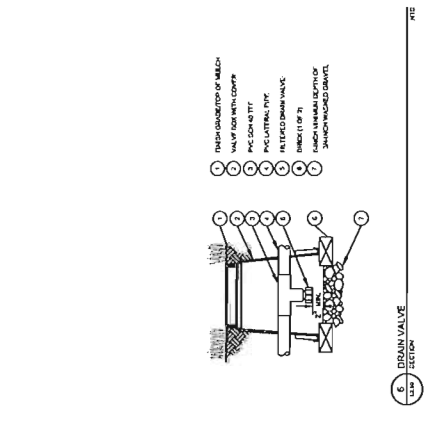
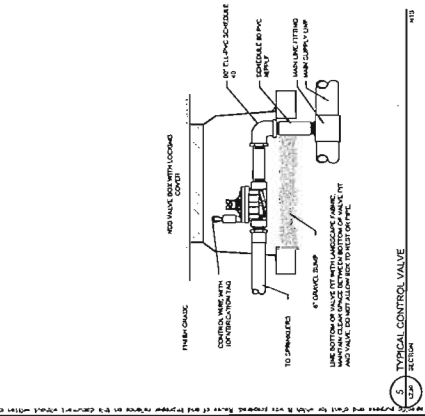
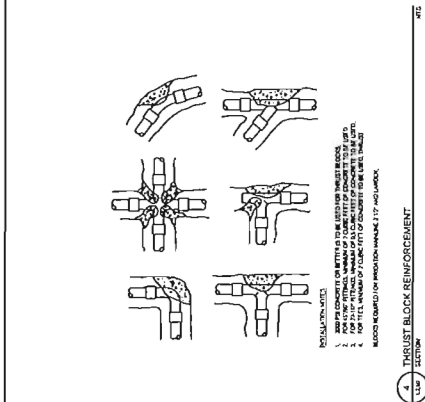
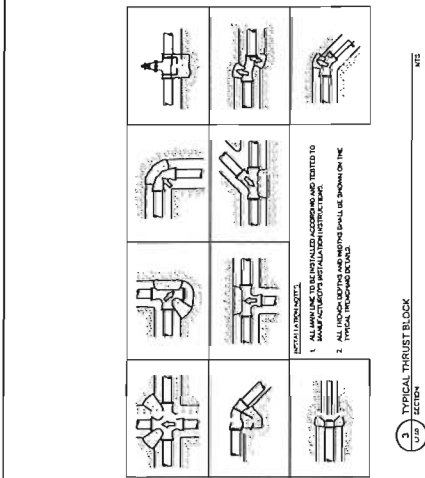
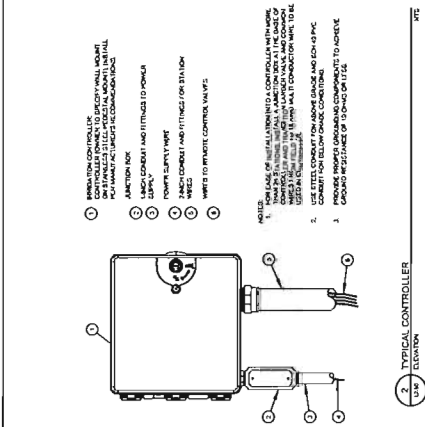
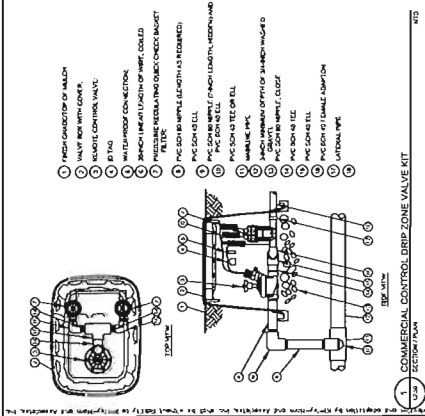
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01 PERFORMANCE REQUIREMENTS

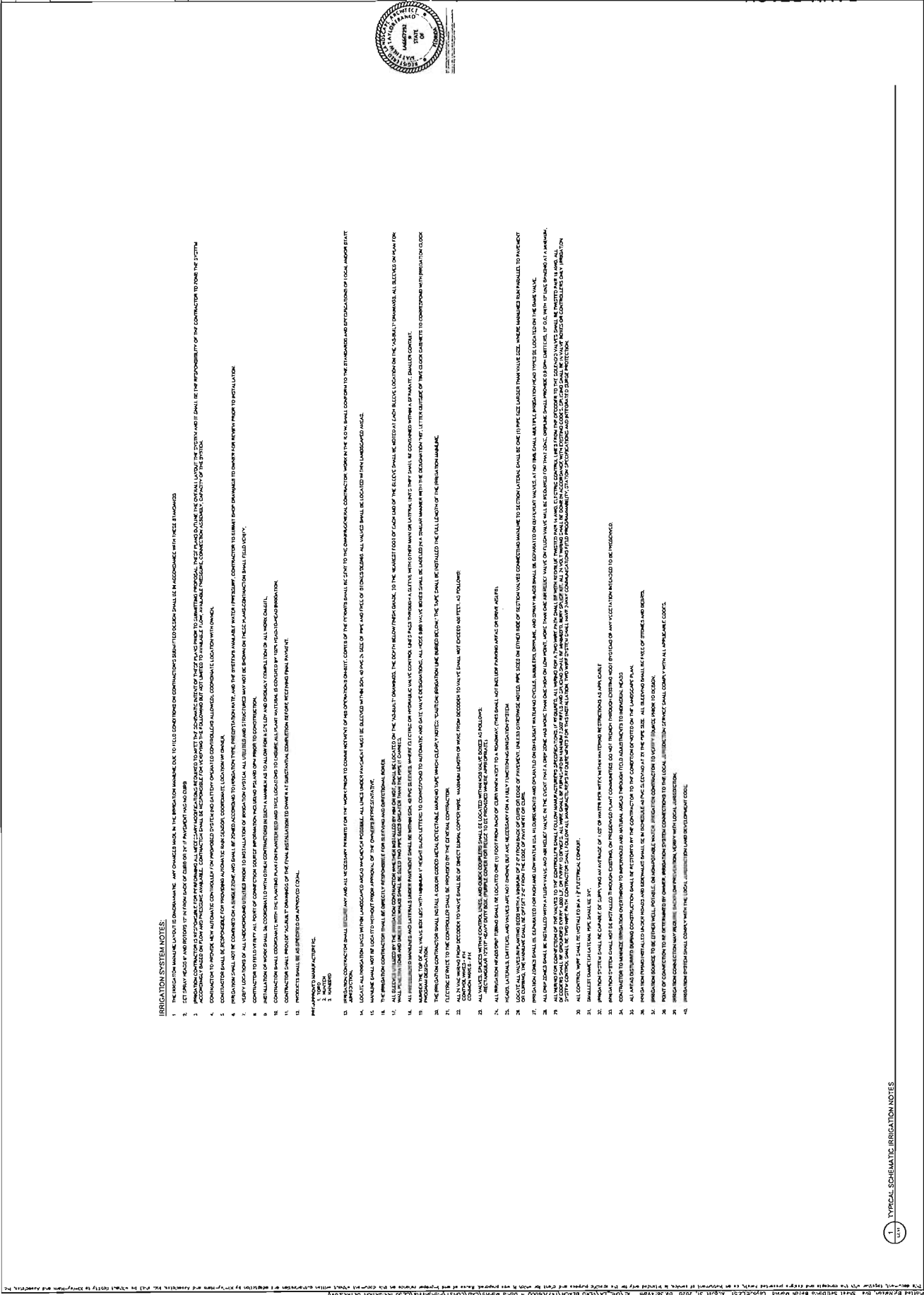
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THESE RESULTS ARE IN ACCORD WITH THE CONCEPT OF A "COLD" OR "HOT" SPOT OF ACTIVITY IN THE CORTICAL AREA OF THE HUMAN BRAIN. THE "COLD" SPOT IS THE AREA OF THE CORTICAL AREA OF THE HUMAN BRAIN THAT IS NOT ACTIVATED BY THE STIMULUS. THE "HOT" SPOT IS THE AREA OF THE CORTICAL AREA OF THE HUMAN BRAIN THAT IS ACTIVATED BY THE STIMULUS. THE "COLD" SPOT IS THE AREA OF THE CORTICAL AREA OF THE HUMAN BRAIN THAT IS NOT ACTIVATED BY THE STIMULUS. THE "HOT" SPOT IS THE AREA OF THE CORTICAL AREA OF THE HUMAN BRAIN THAT IS ACTIVATED BY THE STIMULUS.

Printed By: Netlog, Date: Sheet: 567 Date: 09-25-2010 09:35:27am K:\OPI\JANINA BLOCH\11770000 - Davis Wash\CAD\CONVIS\PM5-Davis\12.00 RESCAVATION PLACING





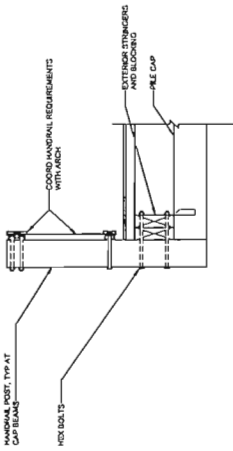




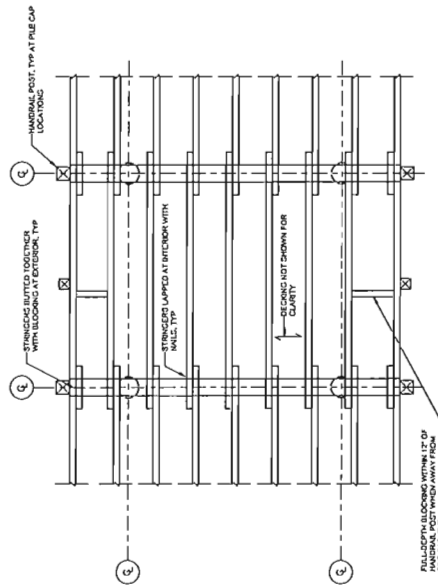




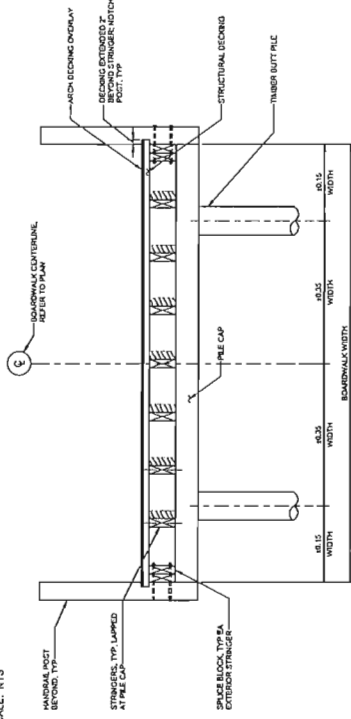




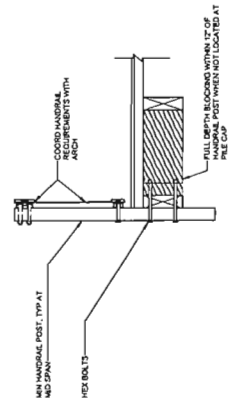
5 TYPICAL HANDRAIL POST CONNECTION DETAIL AT PILE CAP  
S401 SCALE: NTS



3 TYPICAL BOARDWALK FRAMING PLAN  
S401 SCALE: NTS



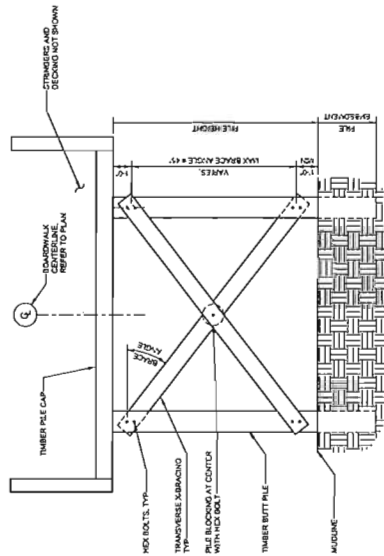
1 TYPICAL BOARDWALK SECTION  
S401 SCALE: NTS



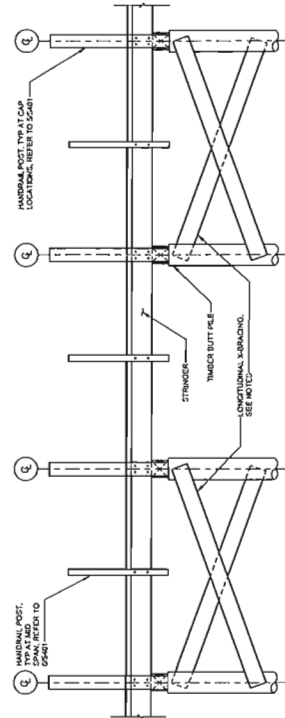
8  
S401

TYPICAL HANDRAIL POST CONNECTION DETAIL AT MID-SPAN

SCALE: NTS



4 BOARDWALK TIMBER BENT DETAIL  
S401 SCALE: NTS



2  
S401







# ALTA/ NSPS LAND TITLE SURVEY and SKETCH of BOUNDARY SURVEY



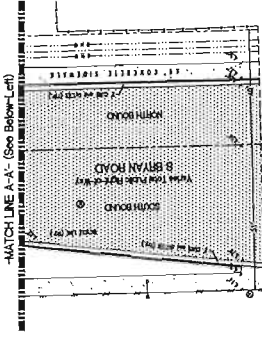
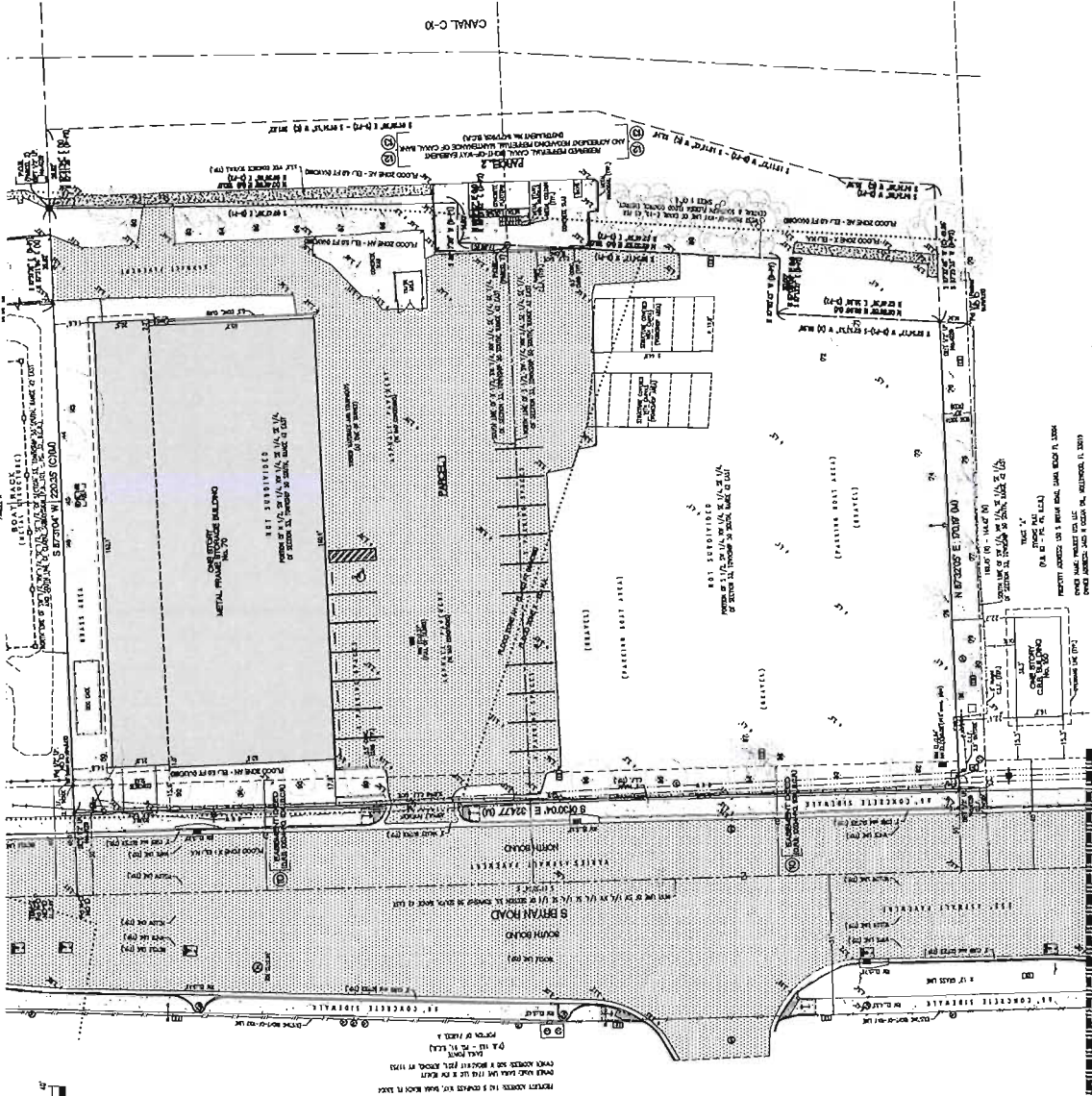
GRAPHIC SCALE  
0 10 20  
FEET  
1 INCH = 20 FEET

**LEGEND**

|              |              |              |              |              |              |              |              |              |               |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| 1. BOUNDARY  | 2. EASEMENT  | 3. EASEMENT  | 4. EASEMENT  | 5. EASEMENT  | 6. EASEMENT  | 7. EASEMENT  | 8. EASEMENT  | 9. EASEMENT  | 10. EASEMENT  |
| 11. EASEMENT | 12. EASEMENT | 13. EASEMENT | 14. EASEMENT | 15. EASEMENT | 16. EASEMENT | 17. EASEMENT | 18. EASEMENT | 19. EASEMENT | 20. EASEMENT  |
| 21. EASEMENT | 22. EASEMENT | 23. EASEMENT | 24. EASEMENT | 25. EASEMENT | 26. EASEMENT | 27. EASEMENT | 28. EASEMENT | 29. EASEMENT | 30. EASEMENT  |
| 31. EASEMENT | 32. EASEMENT | 33. EASEMENT | 34. EASEMENT | 35. EASEMENT | 36. EASEMENT | 37. EASEMENT | 38. EASEMENT | 39. EASEMENT | 40. EASEMENT  |
| 41. EASEMENT | 42. EASEMENT | 43. EASEMENT | 44. EASEMENT | 45. EASEMENT | 46. EASEMENT | 47. EASEMENT | 48. EASEMENT | 49. EASEMENT | 50. EASEMENT  |
| 51. EASEMENT | 52. EASEMENT | 53. EASEMENT | 54. EASEMENT | 55. EASEMENT | 56. EASEMENT | 57. EASEMENT | 58. EASEMENT | 59. EASEMENT | 60. EASEMENT  |
| 61. EASEMENT | 62. EASEMENT | 63. EASEMENT | 64. EASEMENT | 65. EASEMENT | 66. EASEMENT | 67. EASEMENT | 68. EASEMENT | 69. EASEMENT | 70. EASEMENT  |
| 71. EASEMENT | 72. EASEMENT | 73. EASEMENT | 74. EASEMENT | 75. EASEMENT | 76. EASEMENT | 77. EASEMENT | 78. EASEMENT | 79. EASEMENT | 80. EASEMENT  |
| 81. EASEMENT | 82. EASEMENT | 83. EASEMENT | 84. EASEMENT | 85. EASEMENT | 86. EASEMENT | 87. EASEMENT | 88. EASEMENT | 89. EASEMENT | 90. EASEMENT  |
| 91. EASEMENT | 92. EASEMENT | 93. EASEMENT | 94. EASEMENT | 95. EASEMENT | 96. EASEMENT | 97. EASEMENT | 98. EASEMENT | 99. EASEMENT | 100. EASEMENT |

**SYMBOLS**

|              |              |              |              |              |              |              |              |              |               |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| 1. BOUNDARY  | 2. EASEMENT  | 3. EASEMENT  | 4. EASEMENT  | 5. EASEMENT  | 6. EASEMENT  | 7. EASEMENT  | 8. EASEMENT  | 9. EASEMENT  | 10. EASEMENT  |
| 11. EASEMENT | 12. EASEMENT | 13. EASEMENT | 14. EASEMENT | 15. EASEMENT | 16. EASEMENT | 17. EASEMENT | 18. EASEMENT | 19. EASEMENT | 20. EASEMENT  |
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| 91. EASEMENT | 92. EASEMENT | 93. EASEMENT | 94. EASEMENT | 95. EASEMENT | 96. EASEMENT | 97. EASEMENT | 98. EASEMENT | 99. EASEMENT | 100. EASEMENT |



**TREE LIST**

| NO. | COMMON NAME | SCIENTIFIC NAME | DIAMETER | HEIGHT | SPREAD |
|-----|-------------|-----------------|----------|--------|--------|
| 1   | ...         | ...             | ...      | ...    | ...    |
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| 91  | ...         | ...             | ...      | ...    | ...    |
| 92  | ...         | ...             | ...      | ...    | ...    |
| 93  | ...         | ...             | ...      | ...    | ...    |
| 94  | ...         | ...             | ...      | ...    | ...    |
| 95  | ...         | ...             | ...      | ...    | ...    |
| 96  | ...         | ...             | ...      | ...    | ...    |
| 97  | ...         | ...             | ...      | ...    | ...    |
| 98  | ...         | ...             | ...      | ...    | ...    |
| 99  | ...         | ...             | ...      | ...    | ...    |
| 100 | ...         | ...             | ...      | ...    | ...    |

ALL TREE DATA WAS OBTAINED TO THE BEST OF OUR ABILITY AND SHOULD BE CONFIRMED BY AN INDEPENDENT ARBORIST.

**ALTA/ NSPS LAND TITLE SURVEY**  
BOUNDARY SURVEY

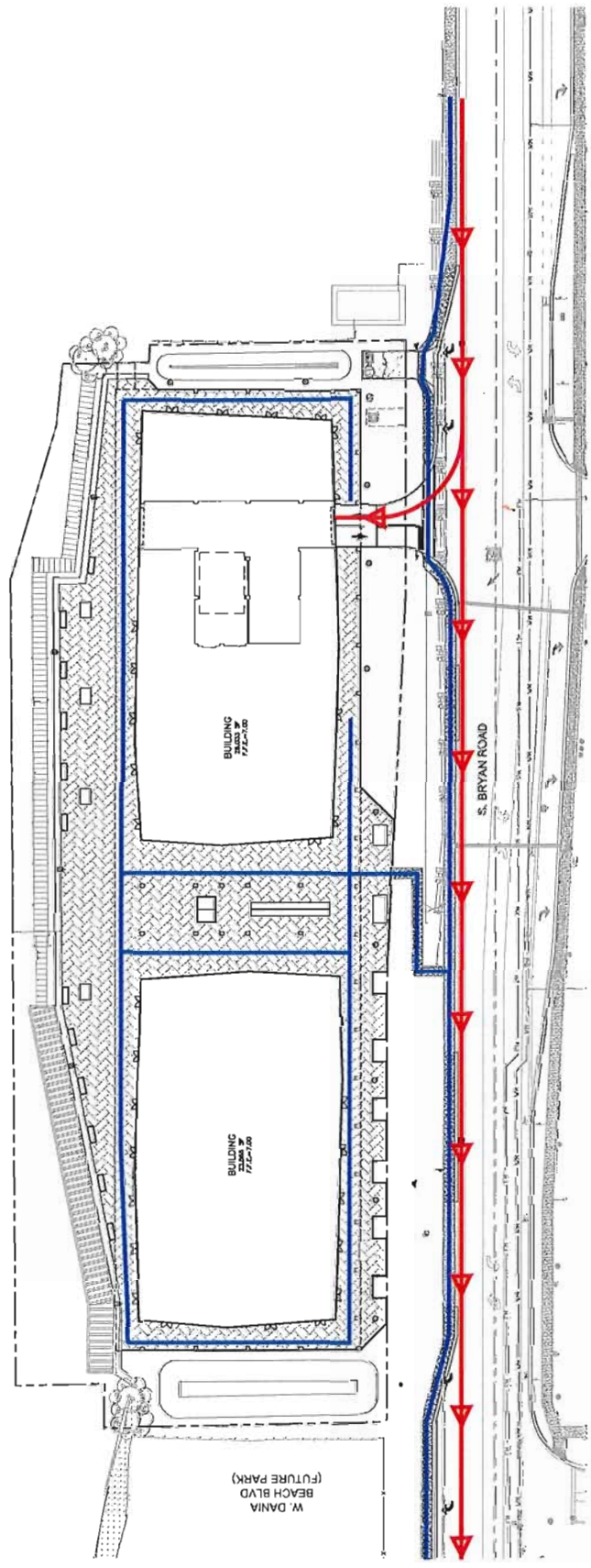
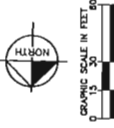
Project Name: NV MARINA HOLDINGS LLC  
Project Address: 20 S BRYAN ROAD, DUCK CREEK, FL 33601  
File No.: 5041 33 00 0900

Prepared for: GARY B. CASTEL  
PROFESSIONAL LAND SURVEYOR  
25465 SW 134th PLACE, HOOVER, FLORIDA 33032  
Mobile Phone: (786) 466-6766  
E-Mail: gscastel@castel.com

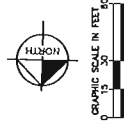
Job No.: 01-2020-013  
Task No.: 01-2020-013  
Task Name: BOUNDARY SURVEY  
Task Date: January 16-18, 2020  
Task Time: January 23, 2020  
Task Location: DUCK CREEK, FLORIDA

Sheet: 2 of 2

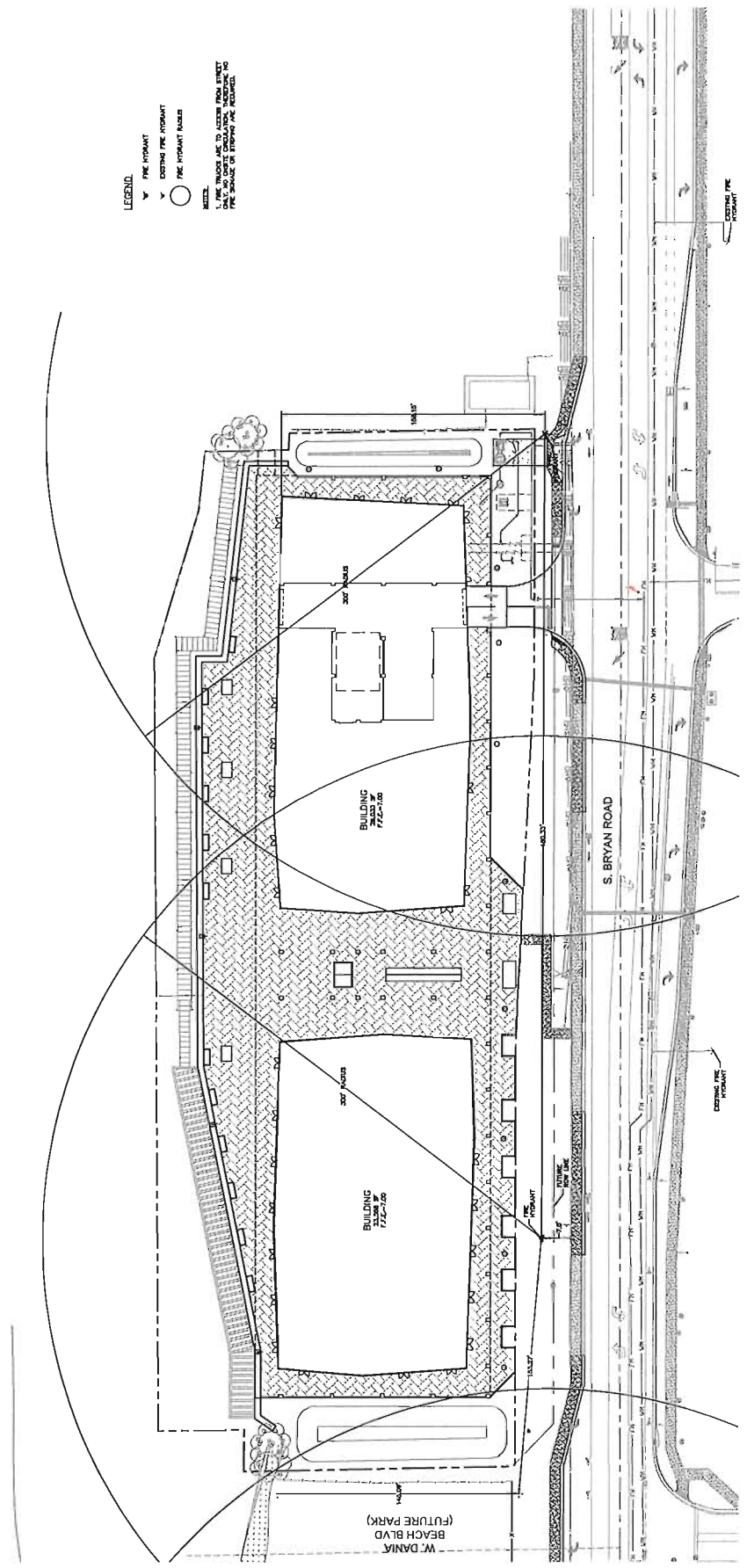




|                                                                                                                                                                                  |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| SHEET NUMBER                                                                                                                                                                     | CE-1    |
| BICYCLE, PEDESTRIAN, AND TRANSIT CONNECTIVITY EXHIBIT                                                                                                                            | 70 WAVE |
| <b>Kimley»Horn</b><br>© 2010 KIMLEY-HORN AND ASSOCIATES, INC.<br>440 24TH STREET, SUITE 200, FORT LAUDERDALE, FL 33305<br>PHONE: 772-794-4100<br>WWW.KIMLEY-HORN.COM CA 00000656 |         |



- LEGEND
- ▽ FIRE HYDRANT
  - ▽ EXISTING FIRE HYDRANT
  - FIRE HYDRANT MAJOR
- NOTES
- 1. FIRE TRACED AND TO LOCATE FROM STREET
  - 2. FIRE TRACED AND TO LOCATE FROM STREET
  - 3. FIRE TRACED AND TO LOCATE FROM STREET
  - 4. FIRE TRACED AND TO LOCATE FROM STREET



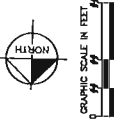
**Kimley»Horn**  
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200, FORT MYERS, FL 33903  
PHONE: 772-794-4100  
WWW.KIMLEY-HORN.COM CA 00000089

70 WAVE

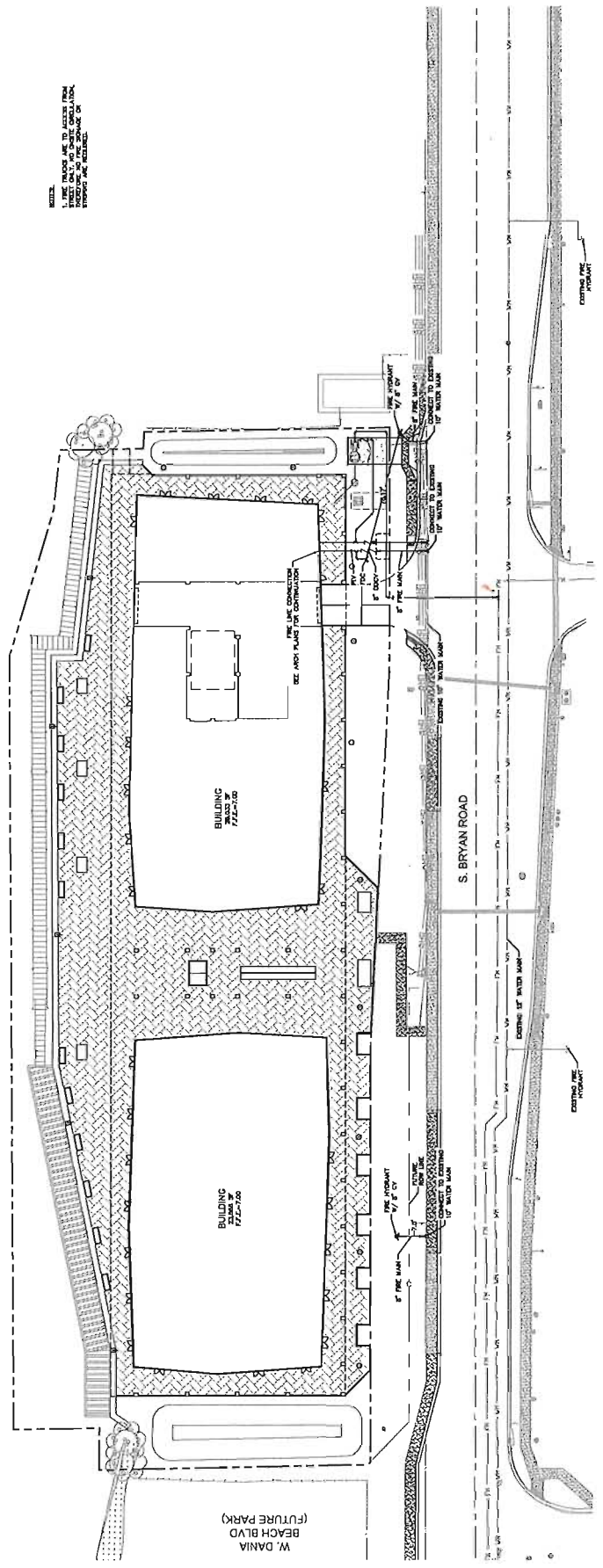
FIRE HYDRANT EXHIBIT

SHEET NUMBER  
FH-1





NOTES:  
1. FIRE TRACERS ARE TO BE LAYED OUT TO ACCORD WITH THE FIRE DEPARTMENT'S REQUIREMENTS FOR THE PROTECTION OF THE BUILDING AND THE ADJACENT AREAS.  
2. FIRE TRACERS ARE TO BE LAYED OUT TO ACCORD WITH THE FIRE DEPARTMENT'S REQUIREMENTS FOR THE PROTECTION OF THE BUILDING AND THE ADJACENT AREAS.

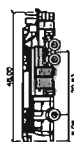
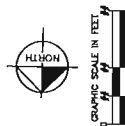


**Kimley»Horn**  
© 2003 KIMLEY-HORN AND ASSOCIATES, INC.  
445 S. 11th STREET, SUITE 100, DENVER, CO 80202  
PHONE: 772-794-4100  
WWW.KIMLEY-HORN.COM CA 00000695

70-WAVE

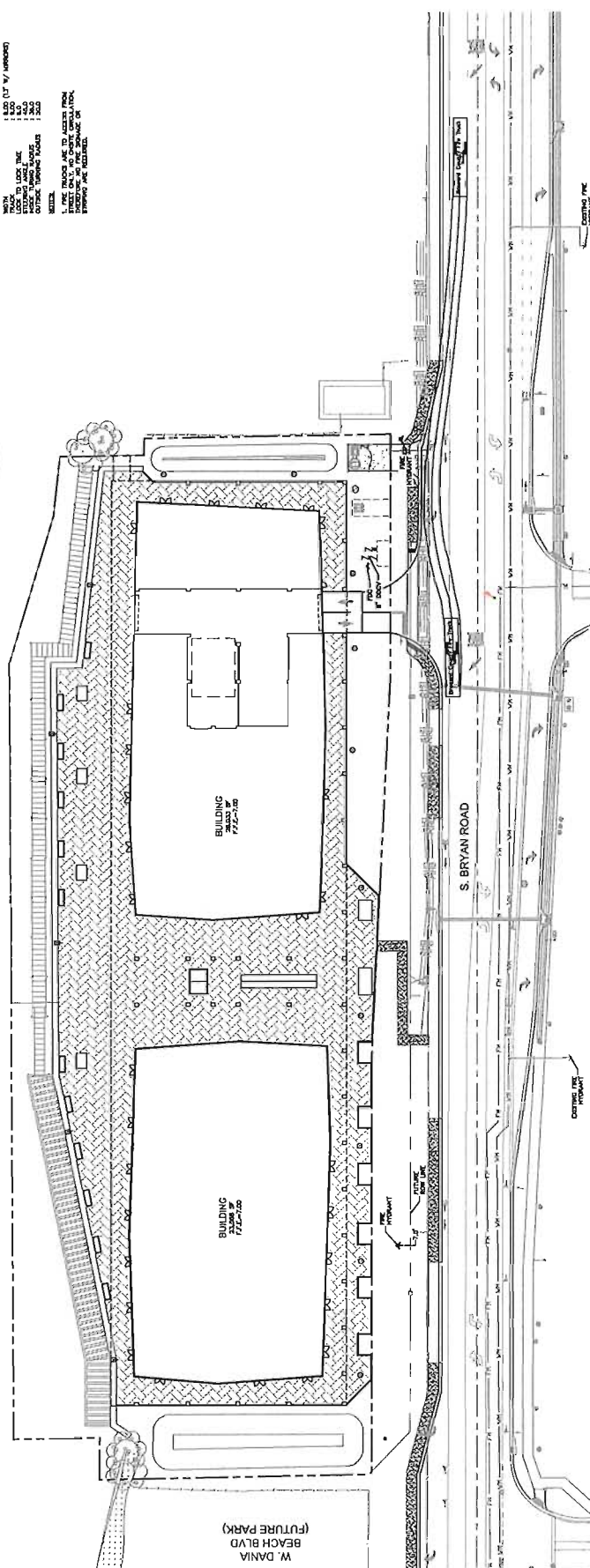
FIRE PROTECTION EXHIBIT

SHEET NUMBER  
FP-1

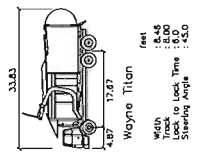
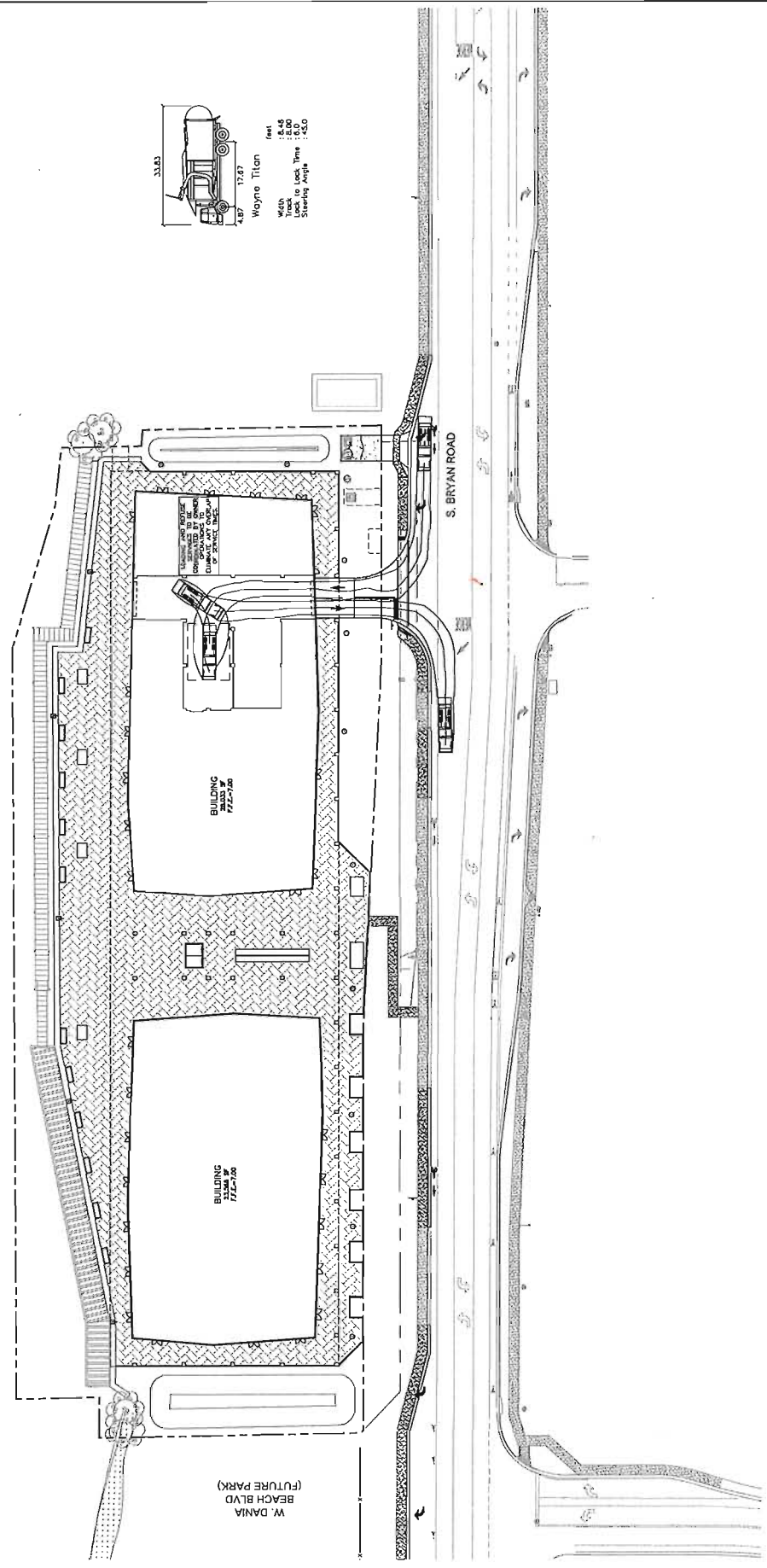
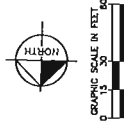


BROWARD COUNTY FIRE TRUCK

Page 1 of 1



W. DANIA  
BEACH BLVD  
(FUTURE PARK)



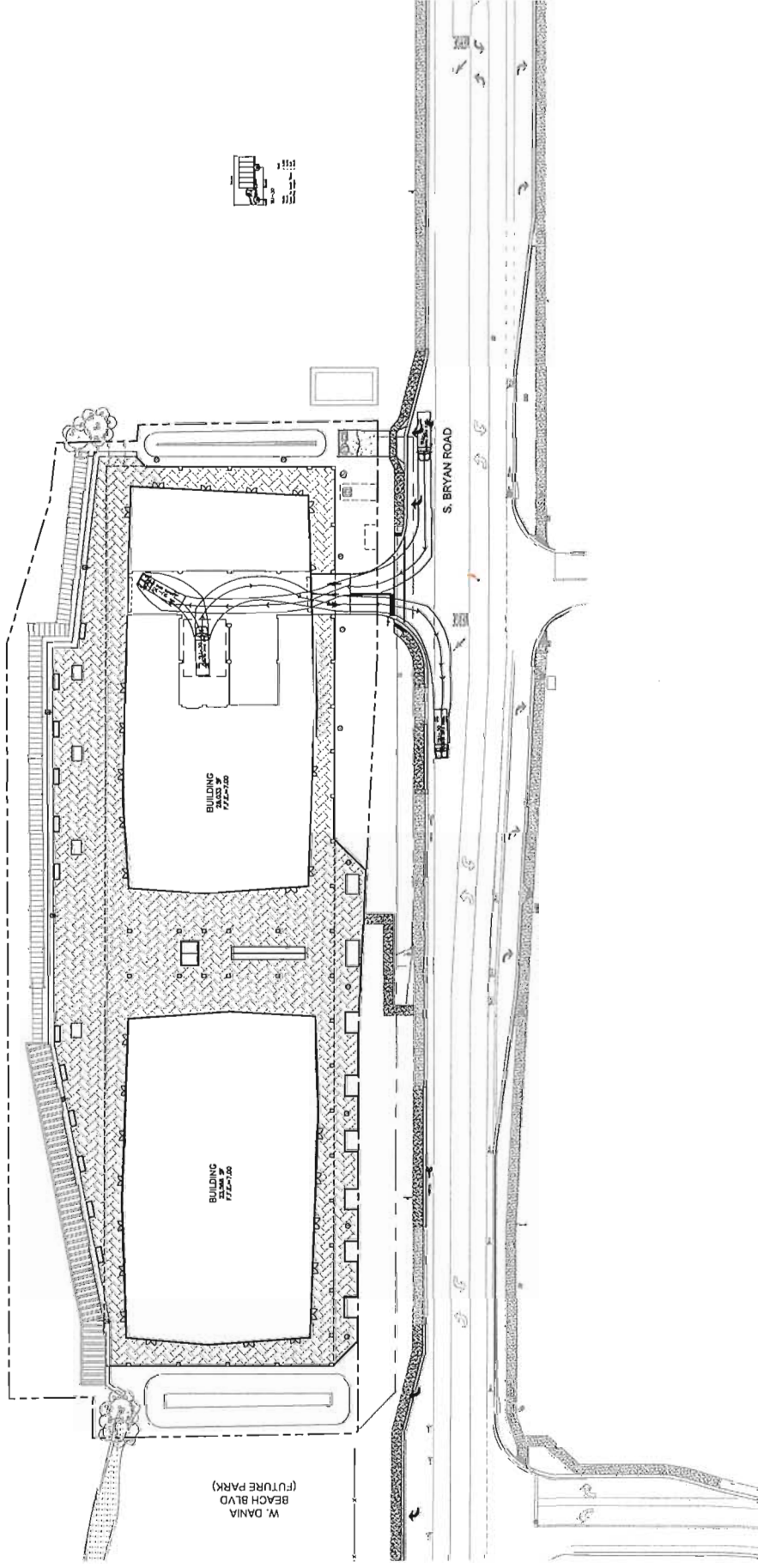
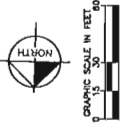
Wayne Titan  
feet  
Width : 8.48  
Lock to Lock : 8.0  
Lock to Lock : 8.0  
Steering Angle : 45.0

**Kimley»Horn**  
© 2010 KIMLEY-HORN AND ASSOCIATES, INC.  
445 SOUTH STATE STREET, SUITE 200  
ANN ARBOR, MI 48106  
PHONE: 734-764-4100  
WWW.KIMLEY-HORN.COM CA 00000693

70 WAVE

REFUSE TRUCK ROUTING EXHIBIT

SHEET NUMBER  
RTR-2



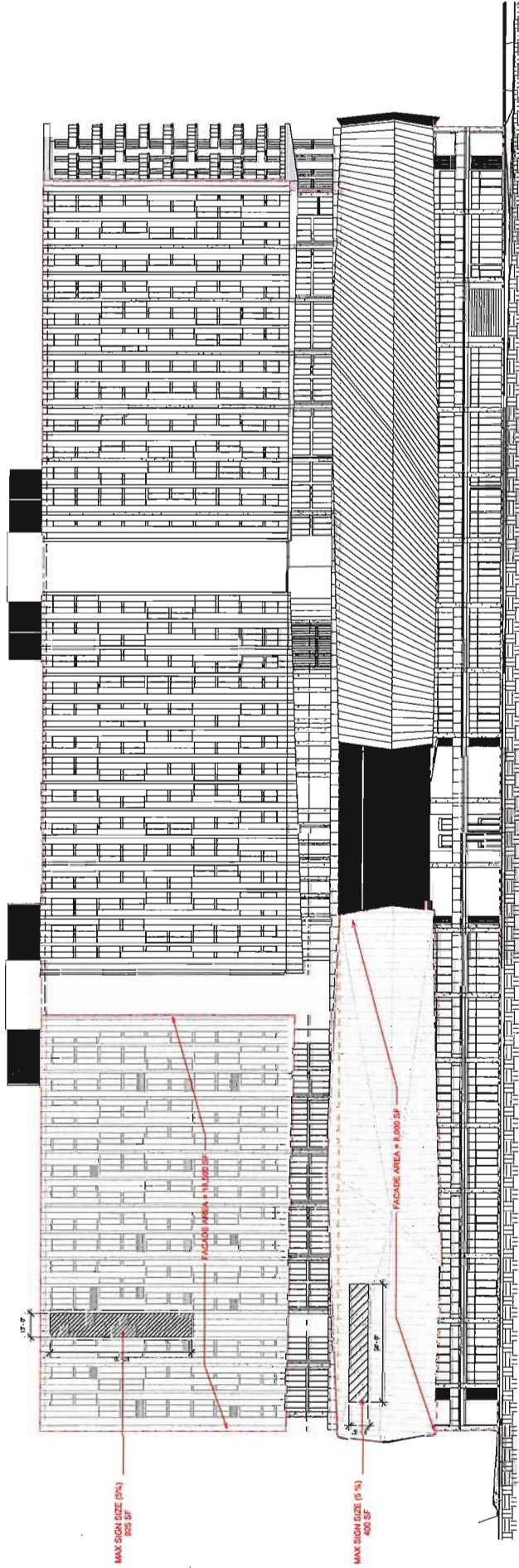
**Kimley»Horn**  
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.  
445 SOUTH STATE STREET, SUITE 200, FT. LAUDERDALE, FL 33304  
PHONE: 772-794-4100  
WWW.KIMLEY-HORN.COM CA 00000393

70 WAVE

TRUCK ROUTING EXHIBIT

SHEET NUMBER  
TR-1

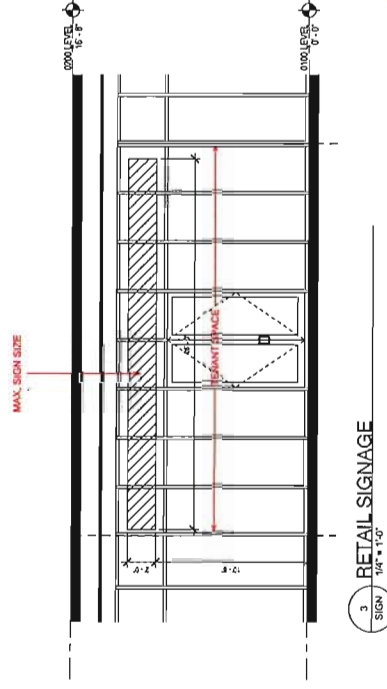




18,500 SF BUILDING FACADE AREA  
8,000 SF TOWARD FACADE AREA

BUILDING SIGNAGE:  
ALUMINUM AND ACRYLIC BACKLIT CHANNEL LETTERS TO COMPLY WITH MAX SQUARED  
FOOTAGE ALLOWED. SURFACE MOUNTED WITH BRACKETS RETURN DEEP MAX 6".

1 BUILDING IDENTIFICATION  
SIGN 1" x 25'-0"



3 RETAIL SIGNAGE  
SIGN 14" x 1'-0"



PATRICK R. WURSTER  
ARCHITECT  
ARCHITECT

NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

70 WAVE  
DANIA BEACH, FL  
SIGN  
02/04/20





FIRE PIT



EGG HAMMOCK



WATER SPITTERS + LANDSCAPE



CONCRETE GRILLS



DAYBEDS + PLANTERS



DRINK RAIL



TUCCI CABANA



BARSTOOL SEATING



GAMES CENTRAL



SEAT WALLS

- LEGEND**
- ① FIRE PIT
  - ② EGG HAMMOCKS - SUSPENDED FROM TRELLIS
  - ③ WATER SPITTERS + LANDSCAPE
  - ④ CONCRETE GRILLS
  - ⑤ DAYBEDS + PLANTERS
  - ⑥ DRINK RAILS
  - ⑦ TUCCI CABANA
  - ⑧ BARSTOOL SEATING
  - ⑨ GAMES CENTRAL
  - ⑩ SEAT WALLS (24" HEIGHT)
  - ⑪ GARDEN WITH SEATING
  - ⑫ BAR AREA



PLAN RENDERING



# AMENITY DECK CONCEPT

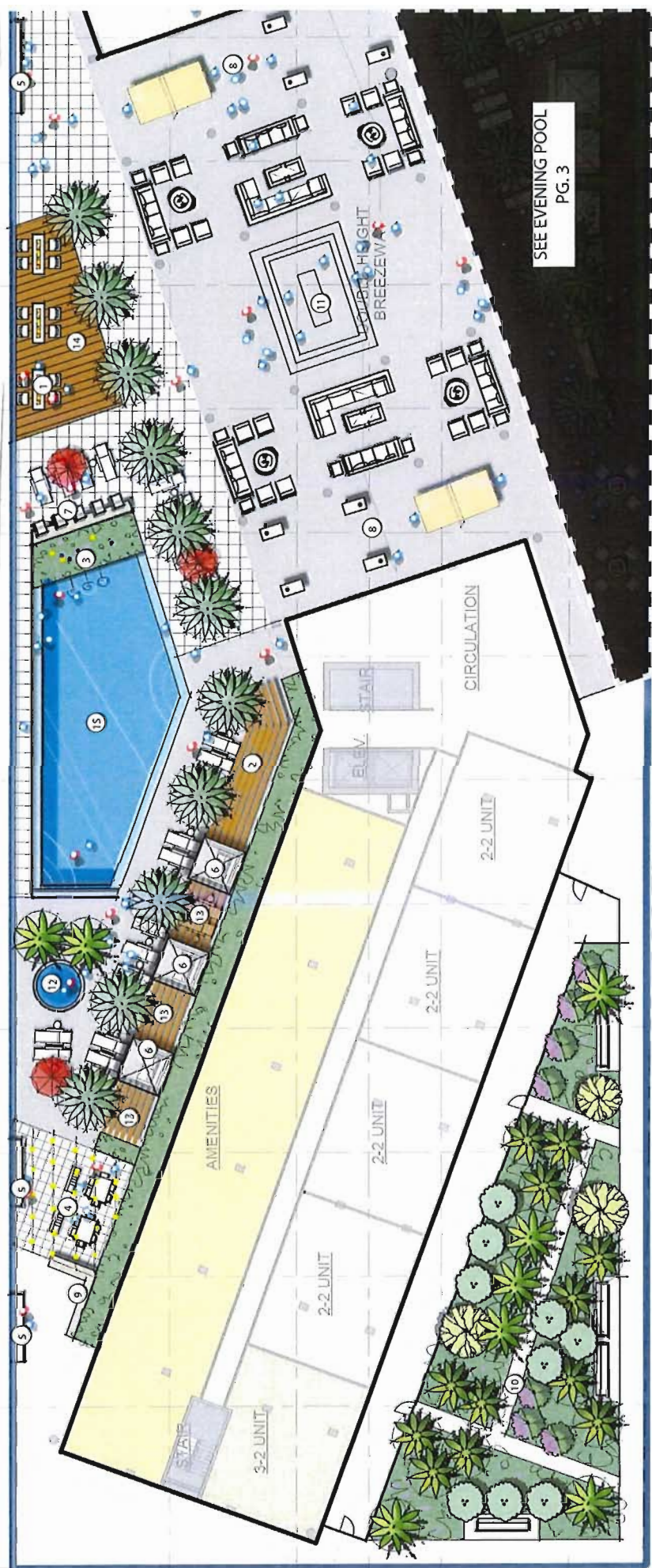
DANIA BEACH, FL

Kimley»Horn

01

page  
JUNE 2020





SEE EVENING POOL  
PG. 3

# LEGEND

- ① FIRE PIT WITH MOVEABLE SEATING
- ② EGG HAMMOCKS - SUSPENDED FROM TRELLIS
- ③ WATER SPITTERS + LANDSCAPE
- ④ CONCRETE GRILLS
- ⑤ DRINK RAILS
- ⑥ TUCCI CABANA
- ⑦ BARSTOOL SEATING
- ⑧ GAMES CENTRAL
- ⑨ SEAT WALLS (24" HEIGHT), TRANSITION AREA
- ⑩ GARDEN WITH SEATING
- ⑪ BAR AREA
- ⑫ RAISED COLD PLUNGE
- ⑬ TRELLIS + SEATING AREA
- ⑭ PERFORMANCE STAGE
- ⑮ MORNING POOL (+/-2,050 SF)



## AMENITY DECK CONCEPT

DANIA BEACH, FL





PLAN RENDERING - EVENING POOL (NIGHT)



LEGEND

- ① FIRE PIT WITH MOVEABLE SEATING
- ② EGG HAMMOCKS - SUSPENDED FROM TRELLIS
- ③ WATER SPITTERS + LANDSCAPE
- ④ CONCRETE GRILLS
- ⑤ DAYBEDS + PLANTERS
- ⑥ BARSTOOL SEATING
- ⑦ GAMES CENTRAL
- ⑧ SEAT WALLS (24" HEIGHT), TRANSITION AREA
- ⑨ GARDEN WITH SEATING
- ⑩ BAR AREA
- ⑪ JACUZZI
- ⑫ BOCCIE COURT
- ⑬ EVENING POOL (+/-1,450 SF)



AMENITY DECK CONCEPT

DANIA BEACH, FL





1 SB - DEC 21 10 AM SOUTH  
SS-1.00 1" = 80'-0"



2 SB - DEC 21 12 PM SOUTH  
SS-1.00 1" = 80'-0"



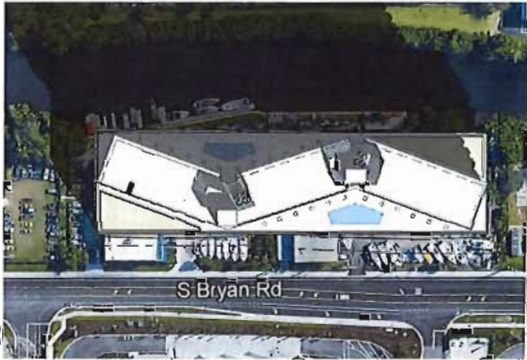
3 SB - DEC 21 3 PM SOUTH  
SS-1.00 1" = 80'-0"



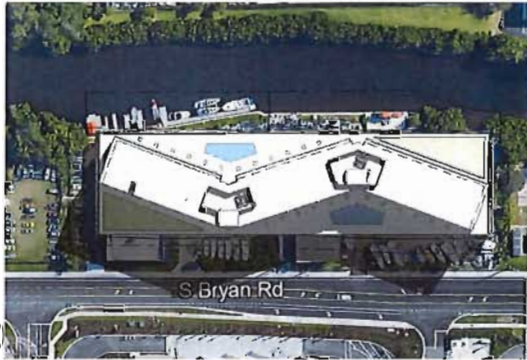
4 SB - MAR 21 10 AM SOUTH  
SS-1.00 1" = 80'-0"



5 SB - MAR 21 12 PM SOUTH  
SS-1.00 1" = 80'-0"



6 SB - MAR 21 3 PM SOUTH  
SS-1.00 1" = 80'-0"



7 SB - JUN 21 10 AM SOUTH  
SS-1.00 1" = 80'-0"



8 SB - JUN 21 12 PM SOUTH  
SS-1.00 1" = 80'-0"



9 SB - JUN 21 3 PM SOUTH  
SS-1.00 1" = 80'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



PATRICK BURSTED  
ARCHITECT  
NO. 12345  
STATE OF FLORIDA

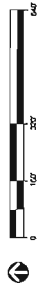
70 WAVE  
DANIA BEACH, FL

SS-1.00  
05/02/20





1 SB-DEC.21 10 AM  
SS-1.01 1" = 160'-0"



2 SB-DEC.21 3 PM  
SS-1.01 1" = 160'-0"



3 SB-MAR.21 10 AM  
SS-1.01 1" = 160'-0"



4 SB-MAR.21 3 PM  
SS-1.01 1" = 160'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



PATRICK RUSTEED  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

SS-1.01

BRWJ22





1 SB - DEC 21 10 AM SOUTH  
SS-1.00 1" = 80'-0"



2 SB - DEC 21 12 PM SOUTH  
SS-1.00 1" = 80'-0"



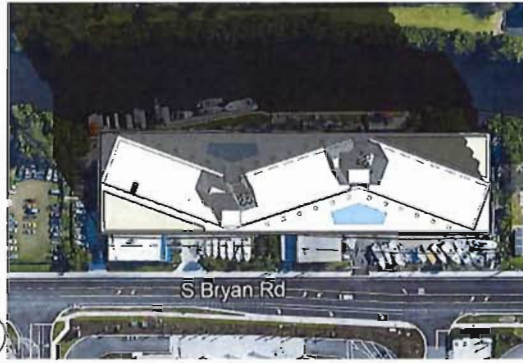
3 SB - DEC 21 3 PM SOUTH  
SS-1.00 1" = 80'-0"



4 SB - MAR 21 10 AM SOUTH  
SS-1.00 1" = 80'-0"



5 SB - MAR 21 12 PM SOUTH  
SS-1.00 1" = 80'-0"



6 SB - MAR 21 3 PM SOUTH  
SS-1.00 1" = 80'-0"



7 SB - JUN 21 10 AM SOUTH  
SS-1.00 1" = 80'-0"



8 SB - JUN 21 12 PM SOUTH  
SS-1.00 1" = 80'-0"



9 SB - JUN 21 3 PM SOUTH  
SS-1.00 1" = 80'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

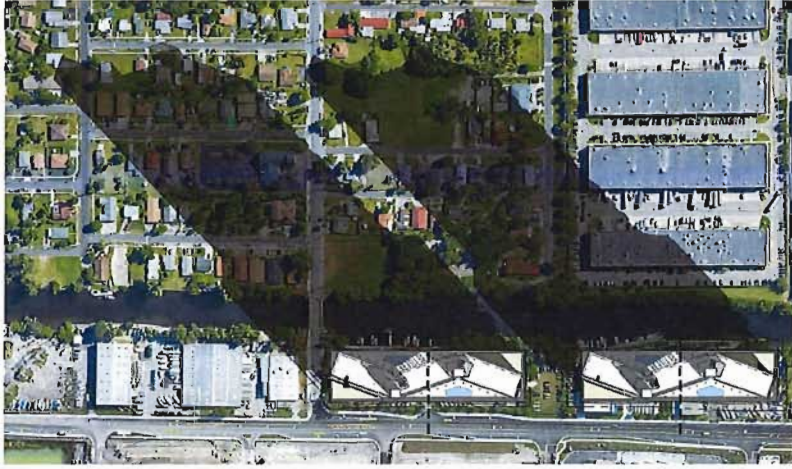


70 WAVE  
DANIA BEACH, FL  
SS-1.00  
09/05/20





1 SB - DEC 21 10 AM  
SS-1.01 1" = 150'-0"



2 SB - DEC 21 3 PM  
SS-1.01 1" = 150'-0"



3 SB - MAR 21 10 AM  
SS-1.01 1" = 150'-0"



4 SB - MAR 21 3 PM  
SS-1.01 1" = 150'-0"



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.



PATRICK RUSTEED  
ARCHITECT  
4/15/2021

70 WAVE

DANIA BEACH, FL

SS-1.01

05/03/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BUSTED  
ARCHITECT  
ARTIST

70 WAVE

DANIA BEACH, FL

R-1.00

06/02/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BUSTEED  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

R-1.01

05/02/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK RUSTEED  
ARCHITECT  
ARCHITECT

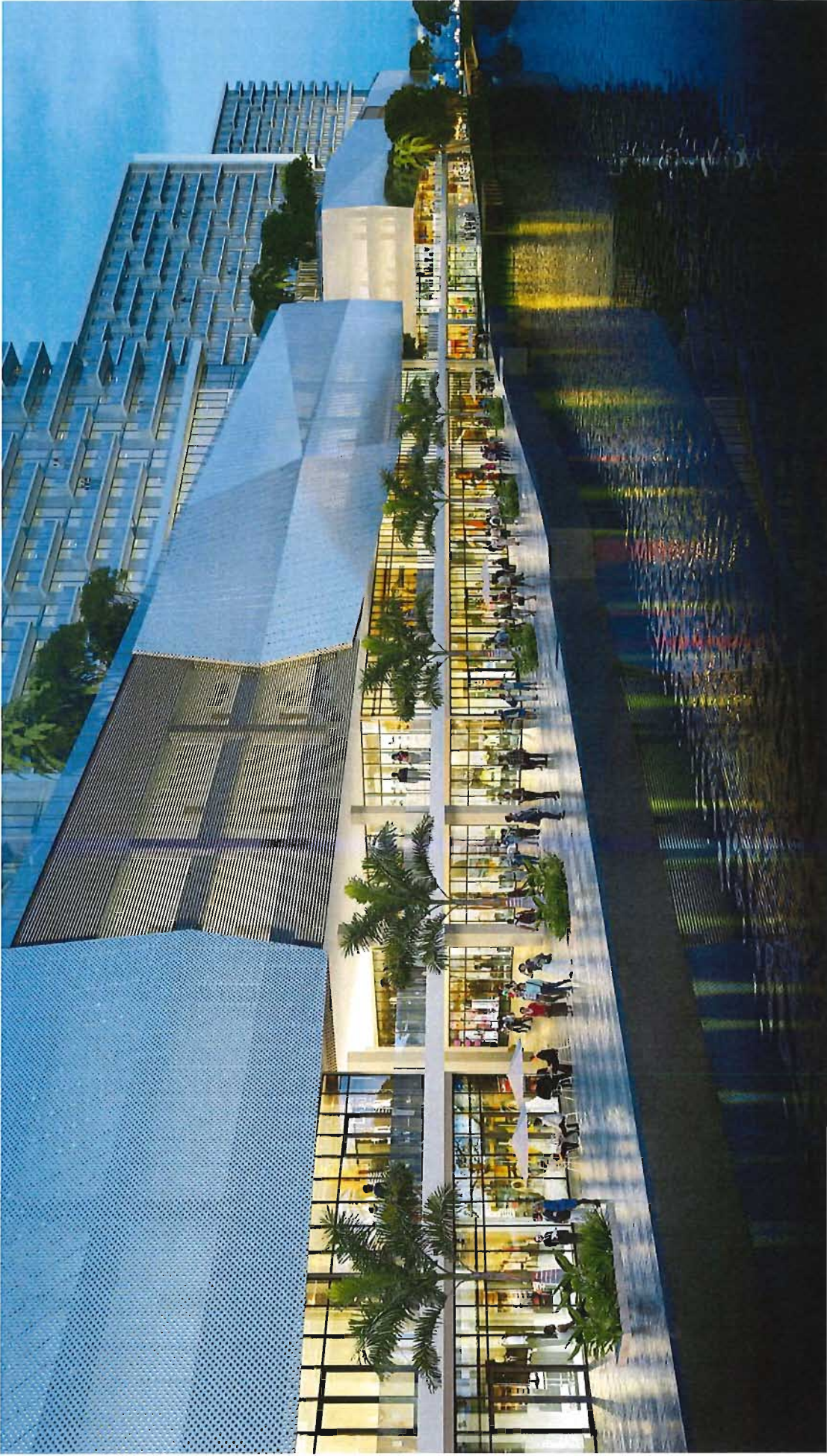
70 WAVE

DANIA BEACH, FL

R-1.02

06/03/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK RUSTEED  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

R-1.03

09/02/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BUSTEED  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

R-1.04

09/02/20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BUSTEED  
ARCHITECT  
ARCHIT

70 WAVE

DANIA BEACH, FL

R-1.05

08/03/20





1 WEST VIEW  
R-1.06



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BURTELL  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

R-1.06

08-05-20



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BURSTED  
ARCHITECT  
ARCHITECT

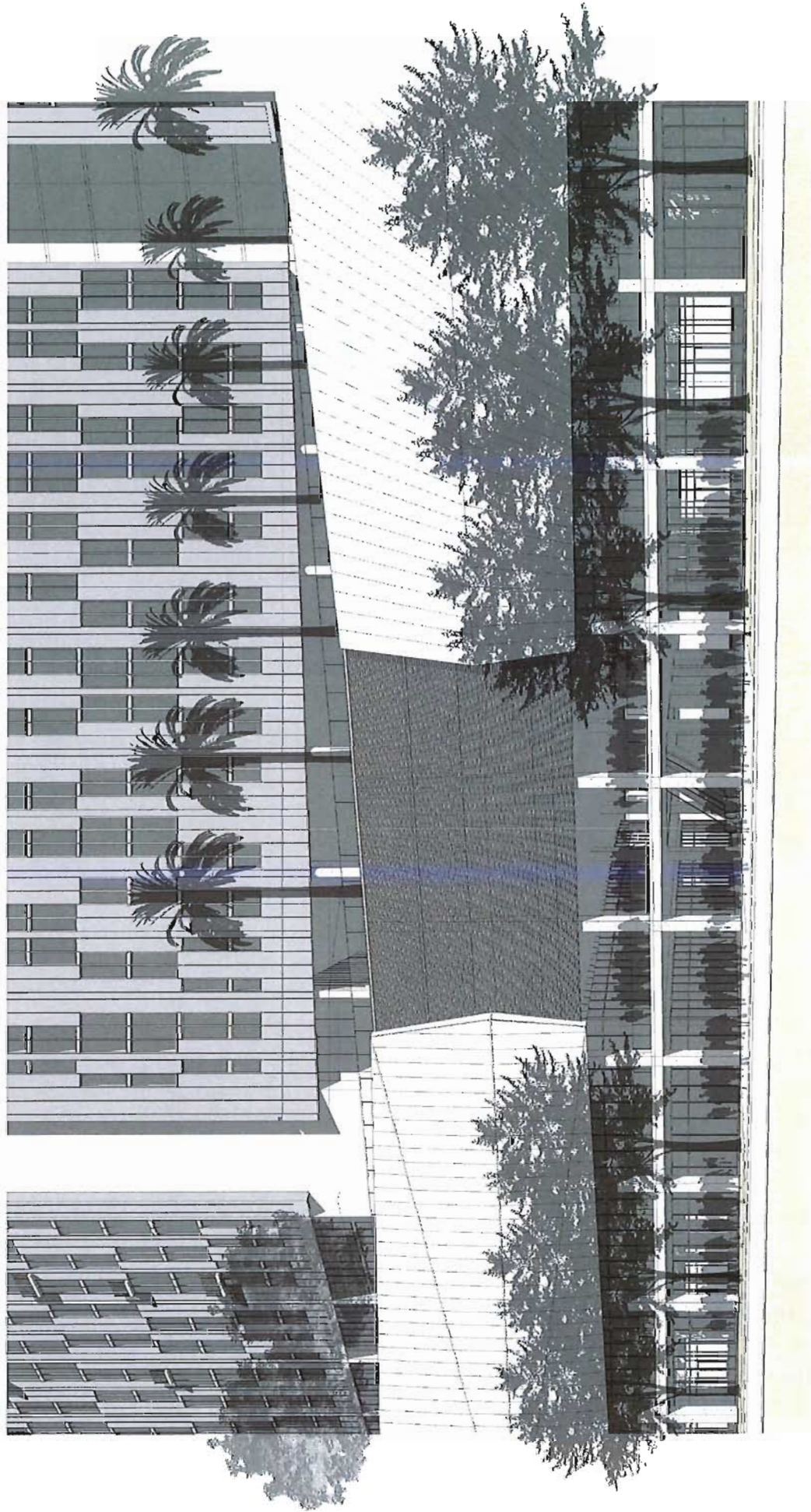
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DANIA BEACH, FL

R-1.07

08-02-20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BLUSTEID  
ARCHITECT  
ASSOCIATES

70 WAVE

R-1.08

DANIA BEACH, FL

08-05-20



NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK BURTESS  
ARCHITECT  
ASSOCIATES

70 WAVE

DANIA BEACH, FL

R-1.09

08-05-20





NICHOLS BROSCH WURST WOLFE & ASSOCIATES, INC.

PATRICK DUBSTEED  
ARCHITECT  
ARCHITECT

70 WAVE

DANIA BEACH, FL

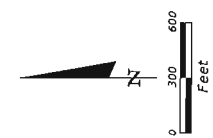
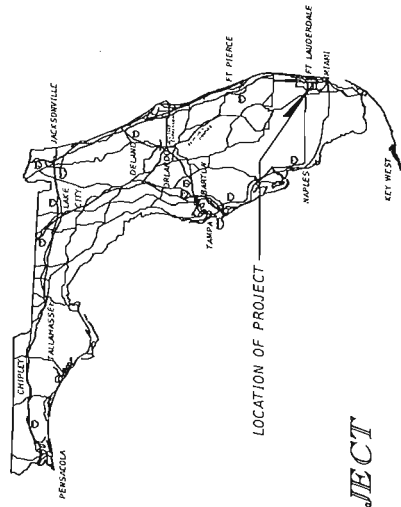
R-1.10

08-02-2011

INDEX OF REVIEW PLANS

| SHEET NO. | SHEET DESCRIPTION                    |
|-----------|--------------------------------------|
| 1         | KEY SHEET                            |
| 2         | SIGNATURE SHEET                      |
| 3         | GENERAL NOTES                        |
| 4         | TYPICAL SECTION                      |
| 5         | PROJECT LAYOUT                       |
| 6-8       | SOUTH BRYAN ROAD PLAN SHEETS         |
| 9-12      | MISCELLANEOUS DETAILS                |
| 13-28     | SOUTH BRYAN ROAD CROSS SECTIONS      |
| 29-30     | SOUTH BRYAN ROAD SIGNING AND MARKING |
| 31        | SIGNING AND MARKING DETAILS          |
| 32        | EROSION CONTROL GENERAL NOTES        |
| 33-34     | SOUTH BRYAN ROAD EROSION CONTROL     |
| 35        | TRAFFIC CONTROL GENERAL NOTES        |

CONSTRUCTION PLANS  
FOR  
DANIA BEACH MARINA  
LOCATED IN  
CITY OF DANIA BEACH, FLORIDA  
DANIA BEACH MARINA CORPORATION  
90 N BRYAN ROAD  
DANIA BEACH, FL 33004  
OFF-SITE ROADWAY CONTRACT PLANS  
BRYAN ROAD ROADWAY IMPROVEMENT PROJECT

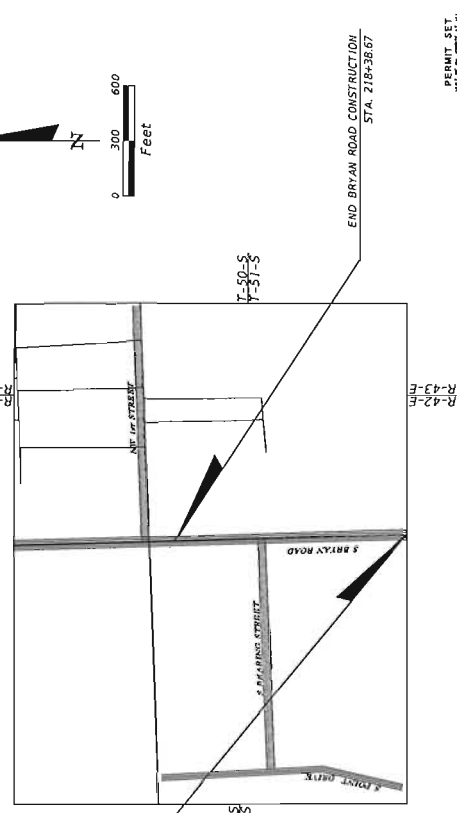


ROADWAY SHOP DRAWINGS  
TO BE SUBMITTED TO:  
ERIC J. KLEIER, P.E.  
KIMLEY-HORN ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
VERO BEACH, FL 32960  
(772) 794-4100

PLANS PREPARED BY:  
**Kimley»Horn**  
445 24TH STREET, SUITE 200  
VERO BEACH, FL 32960  
PROJECT NUMBER: 147706000  
CERTIFICATE OF AUTHORIZATION: 00000696

NOTE: THE SCALE OF THESE PLANS MAY  
HAVE CHANGED DUE TO REPRODUCTION.  
GOVERNING STANDARDS AND SPECIFICATIONS:  
AND STANDARD SPECIFICATIONS FOR ROAD AND  
BRIDGE CONSTRUCTION FOR THE STATE OF  
FLORIDA, LATEST EDITION, AS AMENDED BY  
BROWARD COUNTY MINIMUM STANDARDS  
DATED OCTOBER 25, 2005.  
THE PUBLIC ROADWAYS INDICATED IN THESE  
PLANS HAVE BEEN DESIGNED IN ACCORDANCE  
WITH FOOT DESIGN STANDARDS.

SITE PLAN  
SUBMITTAL



LIST OF CONTACTS

- ELECTRIC**  
FLORIDA POWER & LIGHT  
CINDY RODRIGUEZ EXTENSION  
4001 N. UNIVERSITY BLVD.  
FORT LAUDERDALE, FL 33324  
(954) 476-2734
- NATURAL GAS**  
TECO PEOPLES GAS  
DANIELA RIVERA  
2601 S.W. 15TH AVE  
FT. LAUDERDALE, FL 33309  
(954) 453-0784
- WATER**  
CITY OF DANIA BEACH  
RONNIE NAVARRO  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-3615
- CABLE**  
COMCAST CABLE  
JAMES W. NEWBOLD  
2601 S.W. 15TH AVE  
MIAMI, FL 33027  
(954) 447-8405
- BUILDING DIVISION**  
CITY OF DANIA BEACH  
ELEANOR MORENO  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-6805 EXT. 3645
- TELEPHONE**  
AT&T  
EDUARDO IBARRA  
8601 N. UNIVERSITY BLVD.  
FORT LAUDERDALE, FL 33322  
(954) 476-2734
- SANITARY SEWER**  
CITY OF DANIA BEACH  
RONNIE NAVARRO  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-3615
- STORMWATER**  
BROWARD COUNTY  
SURFACE WATER MANAGEMENT  
1 N. UNIVERSITY DRIVE, 201A  
PLANTATION, FL 33324  
(954) 319-1475
- FOOT**  
DISTRICT 4 PERMITTING  
BROWARD COUNTY  
REFERENCE PROJECT NO. 23777A-1-52-01  
3400 WEST COMMERCIAL BLVD.  
FORT LAUDERDALE, FL 33309  
(954) 777-5312
- ENGINEERING**  
CITY OF DANIA BEACH  
PUBLIC SERVICES DEPARTMENT  
1201 STIRLING ROAD  
DANIA BEACH, FL 33004  
(954) 924-6805

PERMIT SET  
FOR CONSTRUCTION  
OF  
BRYAN ROAD ROADWAY IMPROVEMENT PROJECT  
DANIA BEACH, FLORIDA  
PROJECT NO. 147706000  
DATE: 05/10/00

ERIC J. KLEIER, P.E.  
KIMLEY-HORN ASSOCIATES, INC.  
445 24TH STREET, SUITE 200  
VERO BEACH, FL 32960  
(772) 794-4100

DATE: 05/10/00

ROADWAY PLANS  
ENGINEER OF RECORD: ERIC J. KLEIER  
P.E. NO. 64076

Seal of the Professional Engineer, State of Florida, No. 64076, Eric J. Kleier.

| FISCAL YEAR | SHEET NO. |
|-------------|-----------|
|             | 1         |

ECTED REF. NO.: XXXXXXXXX

THIS DOCUMENT HAS BEEN DIGITALLY  
SIGNED AND SEALED BY:



Eric J. Kleier, P.E.  
DANIA BEACH MARINA  
AND ASSOCIATES  
1775 39th Street, Suite 200  
Dania Beach, FL 33004  
Phone: 305.252.3838 FAX: 305.252.3839  
Email: Eric.Kleier@Kimley-Horn.com

ANY COPIES OF THIS DOCUMENT ARE  
NOT CONSIDERED SIGNED AND SEALED  
UNLESS THE SIGNATURE MUST BE VERIFIED  
ON THE ELECTRONIC DOCUMENTS.

ERIC J. KLEIER, P.E.  
P.E. LICENSE NUMBER 64076  
445 24th STREET, SUITE 200  
DANIA BEACH, FL 33004  
305.252.3838  
CERTIFICATE OF AUTHORIZATION: 00000696

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE  
FOLLOWING SHEETS IN ACCORDANCE WITH 61G15-23.004, F.A.C.

SW 52ND AND WASHINGTON STREET  
INTERSECTION IMPROVEMENTS

| SHEET NO. | SHEET DESCRIPTION                    |
|-----------|--------------------------------------|
| 1         | KEY SHEET                            |
| 2         | SIGNATURE SHEET                      |
| 3         | GENERAL NOTES                        |
| 4         | TYPICAL SECTION                      |
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| 35        | TRAFFIC CONTROL GENERAL NOTES        |

Kimley»Horn

Eric J. Kleier, P.E.  
DANIA BEACH MARINA  
AND ASSOCIATES  
1775 39th Street, Suite 200  
Dania Beach, FL 33004  
Phone: 305.252.3838 FAX: 305.252.3839  
Email: Eric.Kleier@Kimley-Horn.com

DANIA BEACH MARINA  
DANIA BEACH MARINA  
CORPORATION

SIGNATURE SHEET

SHEET  
NO.  
2





POSTED SPEED = 30 MPH  
DESIGN SPEED = 35 MPH

*BRYAN ROAD*  
*STA. 205+52.19 TO STA. 217+57.77*

LAP JOINT DETAIL

CURB PAD DETAIL (TYP.)

**PERMIT SET**  
 NOTED AS DUE TO ALL  
 THIS DURING CONSTRUCTION

**NOTICE TO CONSTRUCTION**  
 ALL PERMITS AND NOTICES  
 MUST BE SUBMITTED TO THE  
 COUNTY ENGINEER AT THE  
 COUNTY ENGINEER'S OFFICE  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)

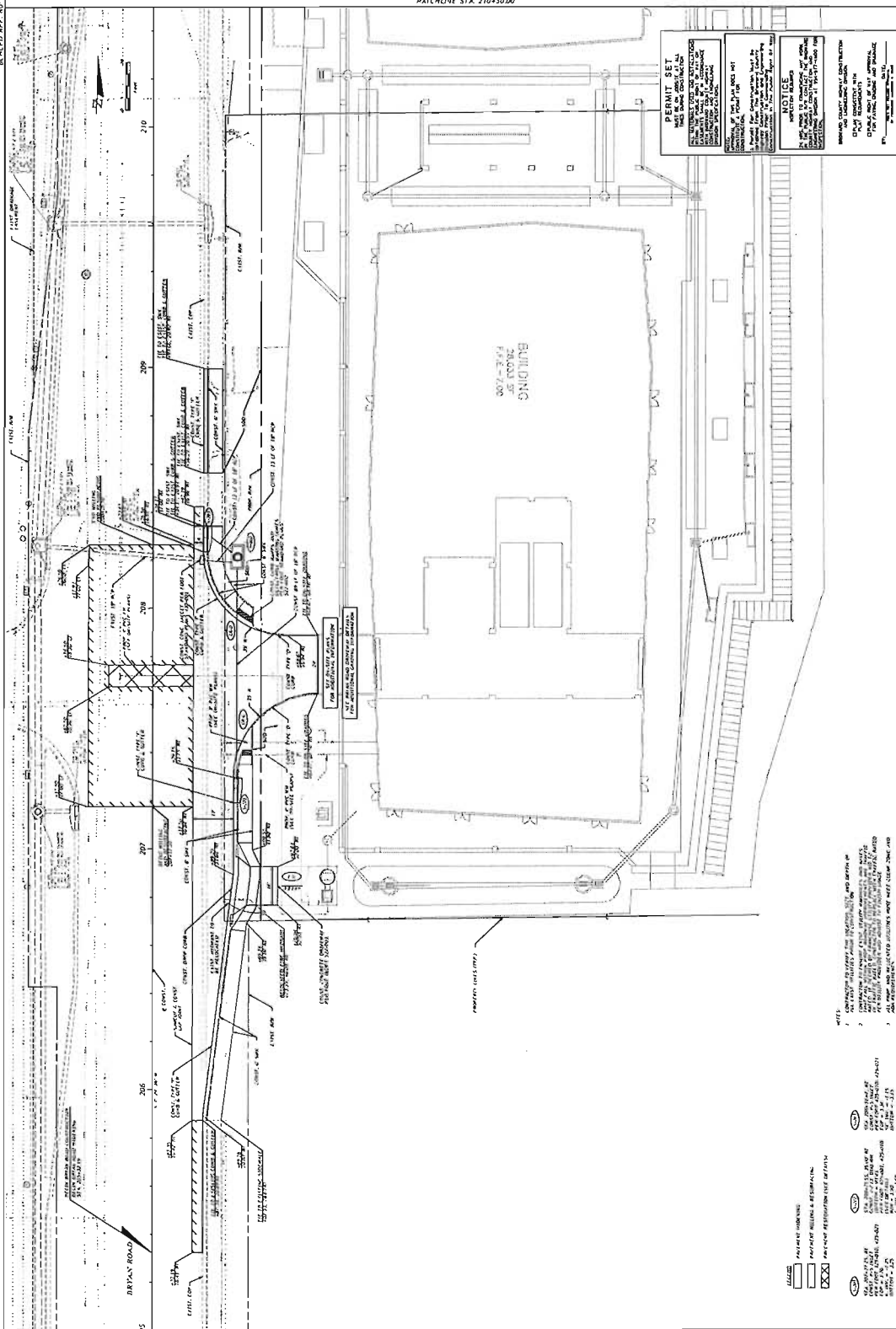
**NOTICE**  
 IN ORDER TO CONSTRUCT ANY  
 PROJECT WITHIN THE  
 COUNTY ENGINEER'S OFFICE  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)

**NOTICE**  
 IN ORDER TO CONSTRUCT ANY  
 PROJECT WITHIN THE  
 COUNTY ENGINEER'S OFFICE  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)

**NOTICE**  
 IN ORDER TO CONSTRUCT ANY  
 PROJECT WITHIN THE  
 COUNTY ENGINEER'S OFFICE  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)  
 (COUNTY ENGINEER'S OFFICE)

|                                                                                                                                                                                                                                                                                                                                                                                                    |  |    |             |      |    |             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----|-------------|------|----|-------------|
| DATE                                                                                                                                                                                                                                                                                                                                                                                               |  | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
| <div style="display: flex; justify-content: space-between;"> <div>  <p><b>Kimley»Horn</b><br/>INC. • ALBANY, N.Y.<br/>P.O. BOX 500<br/>ALBANY, N.Y. 12212-0500<br/>TEL: 518/869-1111 FAX: 518/869-1100<br/>WWW.KIMLEY-HORN.COM</p> </div> <div> <p><b>DANIEL BEACH MARINA</b><br/>CORPORATION</p> </div> </div> |  |    |             |      |    |             |
| <div style="display: flex; justify-content: space-between;"> <div> <p><b>BRYAN ROAD</b><br/><b>TYPICAL SECTION</b></p> </div> <div> <p><b>DANIEL BEACH MARINA</b><br/>CORPORATION</p> </div> </div>                                                                                                                                                                                                |  |    |             |      |    |             |
| SHEET NO.                                                                                                                                                                                                                                                                                                                                                                                          |  |    |             |      |    | 4           |





|                                                                                                                                  |                                                                                                                                      |                                                                                                                                  |                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>PERMIT SET</b></p> <p>THIS DRAINAGE DISTRICT</p>                                                                           | <p>ALL THESE DRAINAGE DISTRICTS ARE UNDER THE JURISDICTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA.</p> | <p>THESE DRAINAGE DISTRICTS ARE UNDER THE JURISDICTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA.</p> | <p><b>NOTICE</b></p> <p>IN THE MATTER OF THE APPLICATION FOR A PERMIT TO CONSTRUCT A DRAINAGE DISTRICT</p> <p>THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA, HAS ORDERED THAT THE PERMIT TO CONSTRUCT A DRAINAGE DISTRICT BE GRANTED TO THE APPLICANT.</p> |
| <p>THESE DRAINAGE DISTRICTS ARE UNDER THE JURISDICTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA.</p> | <p>THESE DRAINAGE DISTRICTS ARE UNDER THE JURISDICTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA.</p>     | <p>THESE DRAINAGE DISTRICTS ARE UNDER THE JURISDICTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA.</p> | <p>THESE DRAINAGE DISTRICTS ARE UNDER THE JURISDICTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES, CALIFORNIA.</p>                                                                                                                                               |

[illegible][illegible]

## REVISIONS

| REVISIONS |    |             |      |
|-----------|----|-------------|------|
| DATE      | BY | DESCRIPTION | DATE |
|           |    |             |      |

[www.oracle.com/technetwork/java/javase/downloads/jdk-6-downloads-7246580.html](http://www.oracle.com/technetwork/java/javase/downloads/jdk-6-downloads-7246580.html)

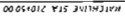
**Kimley»Horn**

ERIC J. ELTICA PC.  
P.F. LICENSE NUMBER 64076  
425 24TH STREET, SUITE 200  
VENO BEACH, FL 32660  
727 792-1100

1777) 792-1100  
CERTIFICATE OF AUTHORIZATION: 00000696

DANIA BEACH MARINA  
DANIA BEACH MARINA  
CORPORATION

**SOUTH BRYAN ROAD  
PLAN SHEET**

[illegible]

**NOTICE**  
**INSPECTION REQUIRED**

24 HRS. NOTICE IS CONSIDERED ANY WORK DONE WITHOUT A WORK ORDER WILL BE CONSIDERED UNAUTHORIZED AND WILL BE CHARGED TO THE USER.

INSPECTION

IMPROVED QUALITY, LOWER COSTS, FASTER DELIVERY AND LONGER LIFESPAN

CLIMATE COMPATIBLE WITH

CLIMATE CONTROL OF ANY AREA, INSULATION FOR HEATING, COOLING AND SOUNDING

STY: \_\_\_\_\_

BY: \_\_\_\_\_

DATE: \_\_\_\_\_

1. CONCENTRATION OF VERTICALLY POLARIZED LIGHT AND DEVIATION OF REFLECTED RADIATION FROM A CRYSTAL SURFACE
2. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
3. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
4. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
5. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
6. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
7. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
8. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
9. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL
10. CONCENTRATION OF THE LIGHT OF A POLARIZED BEAM ON A SURFACE OF A CRYSTAL

$\frac{1}{2} \times 2130 = 1065$   
 $1065 + 1065 = 2130$   
 $2130 + 2130 = 4260$   
 $4260 + 4260 = 8520$   
 $8520 + 8520 = 17040$   
 $17040 + 17040 = 34080$   
 $34080 + 34080 = 68160$   
 $68160 + 68160 = 136320$   
 $136320 + 136320 = 272640$   
 $272640 + 272640 = 545280$   
 $545280 + 545280 = 1090560$   
 $1090560 + 1090560 = 2181120$   
 $2181120 + 2181120 = 4362240$   
 $4362240 + 4362240 = 8724480$   
 $8724480 + 8724480 = 17448960$   
 $17448960 + 17448960 = 34897920$   
 $34897920 + 34897920 = 69795840$   
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 $139591680 + 139591680 = 279183360$   
 $279183360 + 279183360 = 558366720$   
 $558366720 + 558366720 = 1116733440$   
 $1116733440 + 1116733440 = 2233466880$   
 $2233466880 + 2233466880 = 4466933760$   
 $4466933760 + 4466933760 = 8933867520$   
 $8933867520 + 8933867520 = 17867735040$   
 $17867735040 + 17867735040 = 35735470080$   
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 $9148280340480 + 9148280340480 = 18296560680960$   
 $18296560680960 + 18296560680960 = 36593121361920$   
 $36593121361920 + 36593121361920 = 73186242723840$   
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 $292744970895360 + 292744970895360 = 585489941790720$   
 $585489941790720 + 585489941790720 = 1170979883581440$   
 $1170979883581440 + 1170979883581440 = 2341959767162880$   
 $2341959767162880 + 2341959767162880 = 4683919534325760$   
 $4683919534325760 + 4683919534325760 = 9367839068651520$   
 $9367839068651520 + 9367839068651520 = 18735678137303040$   
 $18735678137303040 + 18735678137303040 = 37471356274606080$   
 $37471356274606080 + 37471356274606080 = 74942712549212160$   
 $74942712549212160 + 74942712549212160 = 149885425098424320$   
 $149885425098424320 + 149885425098424320 = 299770850196848640$   
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 $1199083400787394560 + 1199083400787394560 = 2398166801574789120$   
 $2398166801574789120 + 2398166801574789120 = 4796333603149578240$   
 $4796333603149578240 + 4796333603149578240 = 9592667206299156480$   
 $9592667206299156480 + 9592667206299156480 = 19185334412598312960$   
 $19185334412598312960 + 19185334412598312960 = 38370668825196625920$   
 $38370668825196625920 + 38370668825196625920 = 76741337650393251840$   
 $76741337650393251840 + 76741337650393251840 = 153482675300786503680$   
 $153482675300786503680 + 153482675300786503680 = 306965350601573007360$   
 $306965350601573007360 + 306965350601573007360 = 613930701203146014720$   
 $613930701203146014720 + 613930701203146014720 = 1227861402406292029440$   
 $1227861402406292029440 + 1227861402406292029440 = 2455722804812584058880$   
 $2455722804812584058880 + 2455722804812584058880 = 4911445609625168117760$   
 $4911445609625168117760 + 4911445609625168117760 = 9822891219250336235520$   
 $9822891219250336235520 + 9822891219250336235520 = 19645782438500672471040$   
 $19645782438500672471040 + 19645782438500672471040 = 39291564877001344942080$   
 $39291564877001344942080 + 39291564877001344942080 = 78583129754002689884160$   
 $78583129754002689884160 + 78583129754002689884160 = 157166259508005379768320$   
 $157166259508005379768320 + 157166259508005379768320 = 314332519016010759536640$   
 $314332519016010759536640 + 314332519016010759536640 = 628665038032021519073280$   
 $628665038032021519073280 + 628665038032021519073280 = 1257330076064043038146560$   
 $1257330076064043038146560 + 1257330076064043038146560 = 2514660152128086076293120$   
 $2514660152128086076293120 + 2514660152128086076293120 = 5029320304256172152586240$   
 $5029320304256172152586240 + 502932030$

(2)  $\frac{d}{dt} \left( \frac{1}{2} m v^2 \right) = \frac{1}{2} m \frac{dv^2}{dt}$   
 $= \frac{1}{2} m \cdot 2v \frac{dv}{dt} = mv \frac{dv}{dt}$   
 $= \frac{1}{2} m \frac{d(v^2)}{dt}$

(3)  $\frac{d}{dt} \left( \frac{1}{2} m v^2 \right) = \frac{1}{2} m \frac{dv^2}{dt}$   
 $= \frac{1}{2} m \cdot 2v \frac{dv}{dt} = mv \frac{dv}{dt}$   
 $= \frac{1}{2} m \frac{d(v^2)}{dt}$

(4)  $\frac{d}{dt} \left( \frac{1}{2} m v^2 \right) = \frac{1}{2} m \frac{dv^2}{dt}$   
 $= \frac{1}{2} m \cdot 2v \frac{dv}{dt} = mv \frac{dv}{dt}$   
 $= \frac{1}{2} m \frac{d(v^2)}{dt}$


 TGA 312-Mod 31-Mod 41  
 COMB. 100 (12-10-10)  
 2-1-1000 6-1-1000  
 1000 1000 1000  
 1000 1000 1000  
 1000 1000 1000

**Kimley»»Horn**

**Kimley»Horn**  
ERIC J. KLEIN, P.E.  
P.E. LICENSE NUMBER 642376  
445 24th STREET, SUITE 200  
VENO BEACH, FL 32960  
(727) 794-1100  
CERTIFICATE AUTHORIZATION: 00000646

*DANTA BEACH MARINA*  
*DANTA BEACH MARINA*  
*CORPORATION*

*SOUTH BRYAN ROAD  
PLAN SHEET*

SHEET  
NO.

7

[illegible]

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**Mathematical**



|                                                                                                                                                                                                                      |                                                                           |                                                                           |                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <p><b>PERMIT SET</b></p> <p>ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF CHICAGO DEPARTMENT OF PUBLIC WORKS SPECIFICATIONS AND STANDARDS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS.</p> | <p><b>NOTICE</b></p> <p>CONSTRUCTION OF 12' x 12' x 12' INCH CONCRETE</p> | <p><b>NOTICE</b></p> <p>CONSTRUCTION OF 12' x 12' x 12' INCH CONCRETE</p> | <p><b>NOTICE</b></p> <p>CONSTRUCTION OF 12' x 12' x 12' INCH CONCRETE</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|

PLATE 10

For further information, contact:

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1

3710

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year, all across the country. In fact, the number of people who are moving is up 10% from last year. And the number of people who are moving is up 10% from last year. And the number of people who are moving is up 10% from last year.

[illegible]

MC (only) also can utilize connections

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[illegible]

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| B. 1.4. 3.4. 3.5. 3.6. 3.7. 3.8. 3.9. 3.10. 3.11. 3.12. 3.13. 3.14. 3.15. 3.16. 3.17. 3.18. 3.19. 3.20. 3.21. 3.22. 3.23. 3.24. 3.25. 3.26. 3.27. 3.28. 3.29. 3.30. 3.31. 3.32. 3.33. 3.34. 3.35. 3.36. 3.37. 3.38. 3.39. 3.40. 3.41. 3.42. 3.43. 3.44. 3.45. 3.46. 3.47. 3.48. 3.49. 3.50. 3.51. 3.52. 3.53. 3.54. 3.55. 3.56. 3.57. 3.58. 3.59. 3.60. 3.61. 3.62. 3.63. 3.64. 3.65. 3.66. 3.67. 3.68. 3.69. 3.70. 3.71. 3.72. 3.73. 3.74. 3.75. 3.76. 3.77. 3.78. 3.79. 3.80. 3.81. 3.82. 3.83. 3.84. 3.85. 3.86. 3.87. 3.88. 3.89. 3.90. 3.91. 3.92. 3.93. 3.94. 3.95. 3.96. 3.97. 3.98. 3.99. 4.00. 4.01. 4.02. 4.03. 4.04. 4.05. 4.06. 4.07. 4.08. 4.09. 4.10. 4.11. 4.12. 4.13. 4.14. 4.15. 4.16. 4.17. 4.18. 4.19. 4.20. 4.21. 4.22. 4.23. 4.24. 4.25. 4.26. 4.27. 4.28. 4.29. 4.30. 4.31. 4.32. 4.33. 4.34. 4.35. 4.36. 4.37. 4.38. 4.39. 4.40. 4.41. 4.42. 4.43. 4.44. 4.45. 4.46. 4.47. 4.48. 4.49. 4.50. 4.51. 4.52. 4.53. 4.54. 4.55. 4.56. 4.57. 4.58. 4.59. 4.60. 4.61. 4.62. 4.63. 4.64. 4.65. 4.66. 4.67. 4.68. 4.69. 4.70. 4.71. 4.72. 4.73. 4.74. 4.75. 4.76. 4.77. 4.78. 4.79. 4.80. 4.81. 4.82. 4.83. 4.84. 4.85. 4.86. 4.87. 4.88. 4.89. 4.90. 4.91. 4.92. 4.93. 4.94. 4.95. 4.96. 4.97. 4.98. 4.99. 5.00. 5.01. 5.02. 5.03. 5.04. 5.05. 5.06. 5.07. 5.08. 5.09. 5.10. 5.11. 5.12. 5.13. 5.14. 5.15. 5.16. 5.17. 5.18. 5.19. 5.20. 5.21. 5.22. 5.23. 5.24. 5.25. 5.26. 5.27. 5.28. 5.29. 5.30. 5.31. 5.32. 5.33. 5.34. 5.35. 5.36. 5.37. 5.38. 5.39. 5.40. 5.41. 5.42. 5.43. 5.44. 5.45. 5.46. 5.47. 5.48. 5.49. 5.50. 5.51. 5.52. 5.53. 5.54. 5.55. 5.56. 5.57. 5.58. 5.59. 5.60. 5.61. 5.62. 5.63. 5.64. 5.65. 5.66. 5.67. 5.68. 5.69. 5.70. 5.71. 5.72. 5.73. 5.74. 5.75. 5.76. 5.77. 5.78. 5.79. 5.80. 5.81. 5.82. 5.83. 5.84. 5.85. 5.86. 5.87. 5.88. 5.89. 5.90. 5.91. 5.92. 5.93. 5.94. 5.95. 5.96. 5.97. 5.98. 5.99. 6.00. 6.01. 6.02. 6.03. 6.04. 6.05. 6.06. 6.07. 6.08. 6.09. 6.10. 6.11. 6.12. 6.13. 6.14. 6.15. 6.16. 6.17. 6.18. 6.19. 6.20. 6.21. 6.22. 6.23. 6.24. 6.25. 6.26. 6.27. 6.28. 6.29. 6.30. 6.31. 6.32. 6.33. 6.34. 6.35. 6.36. 6.37. 6.38. 6.39. 6.40. 6.41. 6.42. 6.43. 6.44. 6.45. 6.46. 6.47. 6.48. 6.49. 6.50. 6.51. 6.52. 6.53. 6.54. 6.55. 6.56. 6.57. 6.58. 6.59. 6.60. 6.61. 6.62. 6.63. 6.64. 6.65. 6.66. 6.67. 6.68. 6.69. 6.70. 6.71. 6.72. 6.73. 6.74. 6.75. 6.76. 6.77. 6.78. 6.79. 6.80. 6.81. 6.82. 6.83. 6.84. 6.85. 6.86. 6.87. 6.88. 6.89. 6.90. 6.91. 6.92. 6.93. 6.94. 6.95. 6.96. 6.97. 6.98. 6.99. 7.00. 7.01. 7.02. 7.03. 7.04. 7.05. 7.06. 7.07. 7.08. 7.09. 7.10. 7.11. 7.12. 7.13. 7.14. 7.15. 7.16. 7.17. 7.18. 7.19. 7.20. 7.21. 7.22. 7.23. 7.24. 7.25. 7.26. 7.27. 7.28. 7.29. 7.30. 7.31. 7.32. 7.33. 7.34. 7.35. 7.36. 7.37. 7.38. 7.39. 7.40. 7.41. 7.42. 7.43. 7.44. 7.45. 7.46. 7.47. 7.48. 7.49. 7.50. 7.51. 7.52. 7.53. 7.54. 7.55. 7.56. 7.57. 7.58. 7.59. 7.60. 7.61. 7.62. 7.63. 7.64. 7.65. 7.66. 7.67. 7.68. 7.69. 7.70. 7.71. 7.72. 7.73. 7.74. 7.75. 7.76. 7.77. 7.78. 7.79. 7.80. 7.81. 7.82. 7.83. 7.84. 7.85. 7.86. 7.87. 7.88. 7.89. 7.90. 7.91. 7.92. 7.93. 7.94. 7.95. 7.96. 7.97. 7.98. 7.99. 8.00. 8.01. 8.02. 8.03. 8.04. 8.05. 8.06. 8.07. 8.08. 8.09. 8.10. 8.11. 8.12. 8.13. 8.14. 8.15. 8.16. 8.17. 8.18. 8.19. 8.20. 8.21. 8.22. 8.23. 8.24. 8.25. 8.26. 8.27. 8.28. 8.29. 8.30. 8.31. 8.32. 8.33. 8.34. 8.35. 8.36. 8.37. 8.38. 8.39. 8.40. 8.41. 8.42. 8.43. 8.44. 8.45. 8.46. 8.47. 8.48. 8.49. 8.50. 8.51. 8.52. 8.53. 8.54. 8.55. 8.56. 8.57. 8.58. 8.59. 8.60. 8.61. 8.62. 8.63. 8.64. 8.65. 8.66. 8.67. 8.68. 8.69. 8.70. 8.71. 8.72. 8.73. 8.74. 8.75. 8.76. 8.77. 8.78. 8.79. 8.80. 8.81. 8.82. 8.83. 8.84. 8.85. 8.86. 8.87. 8.88. 8.89. 8.90. 8.91. 8.92. 8.93. 8.94. 8.95. 8.96. 8.97. 8.98. 8.99. 9.00. 9.01. 9.02. 9.03. 9.04. 9.05. 9.06. 9.07. 9.08. 9.09. 9.10. 9.11. 9.12. 9.13. 9.14. 9.15. 9.16. 9.17. 9.18. 9.19. 9.20. 9.21. 9.22. 9.23. 9.24. 9.25. 9.26. 9.27. 9.28. 9.29. 9.30. 9.31. 9.32. 9.33. 9.34. 9.35. 9.36. 9.37. 9.38. 9.39. 9.40. 9.41. 9.42. 9.43. 9.44. 9.45. 9.46. 9.47. 9.48. 9.49. 9.50. 9.51. 9.52. 9.53. 9.54. 9.55. 9.56. 9.57. 9.58. 9.59. 9.60. 9.61. 9.62. 9.63. 9.64. 9.65. 9.66. 9.67. 9.68. 9.69. 9.70. 9.71. 9.72. 9.73. 9.74. 9.75. 9.76. 9.77. 9.78. 9.79. 9.80. 9.81. 9.82. 9.8 |  |
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FILE OF: SCOT

**Kimley»»Horn**

PAIC 1, ERIKA, PZ  
P.C. LICENSE NUMBER 64036  
445 JAIN STREET, SUITE 200  
PLEASANTON, CA 94566  
7777777777

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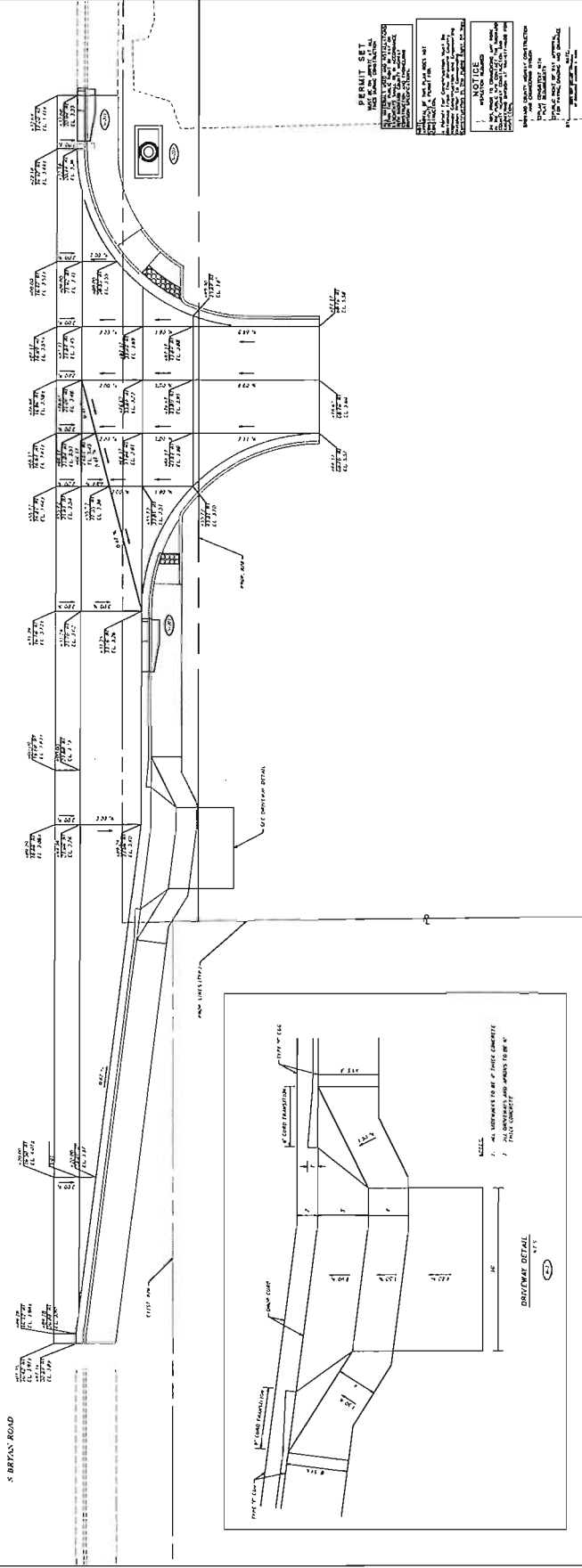
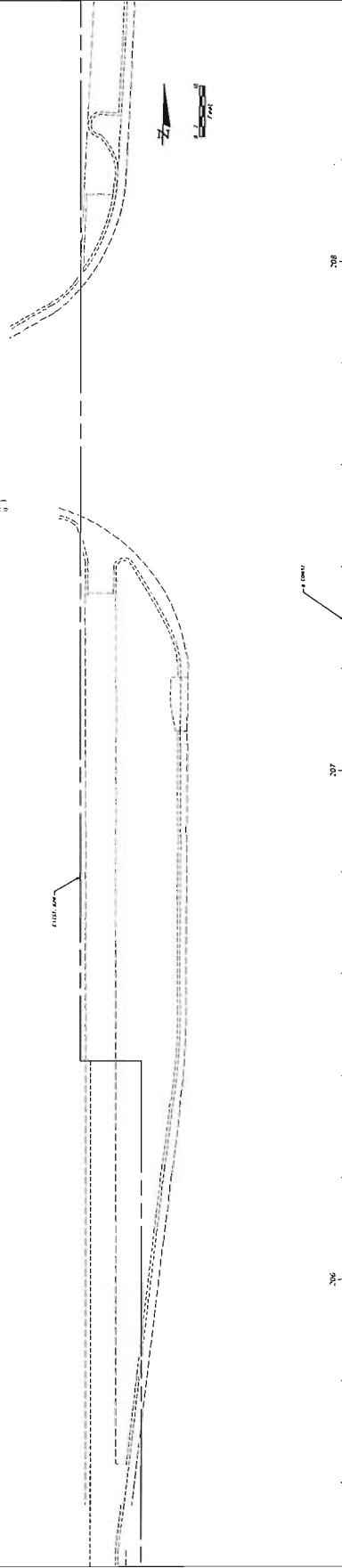
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DANTA BEACH MARINA  
CORPORATION

**SOUTH BRYAN ROAD  
PLAN SHEET**

SHEET  
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**Kimley»Horn**  
P.O. Box 1000  
P.O. License Number 6424  
Vero Beach, FL 32909  
CERTIFICATE OF AUTHORIZATION: 00000006

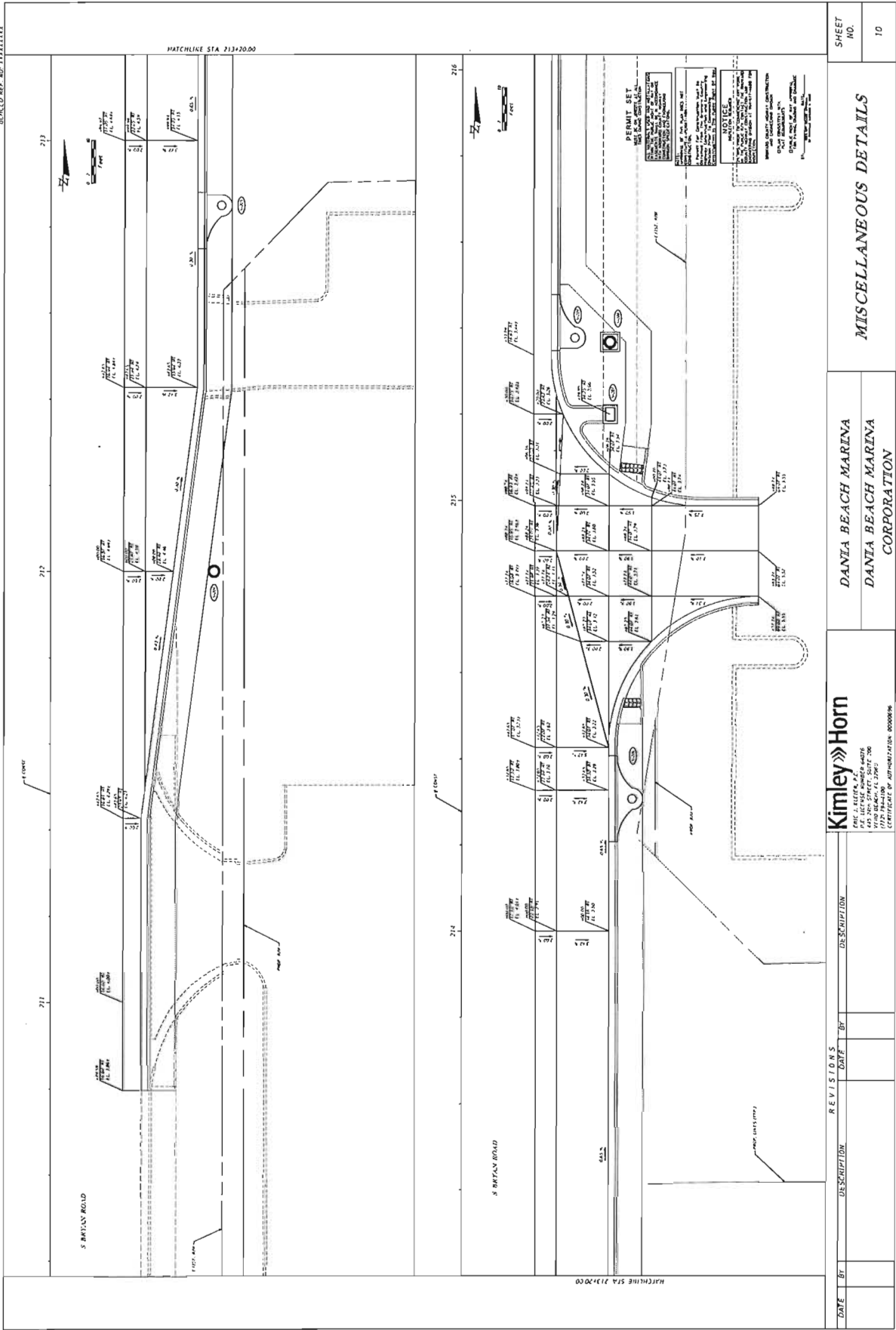
**MISCELLANEOUS DETAILS**

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Kimley»Horn

PROJECT NO. 100-04026  
445 2ND STREET, SUITE 200  
DANIA BEACH, FL 33004  
TEL: 754-241-1000  
WWW.KIMLEY-HORN.COM

MISCELLANEOUS DETAILS

DANIA BEACH MARINA  
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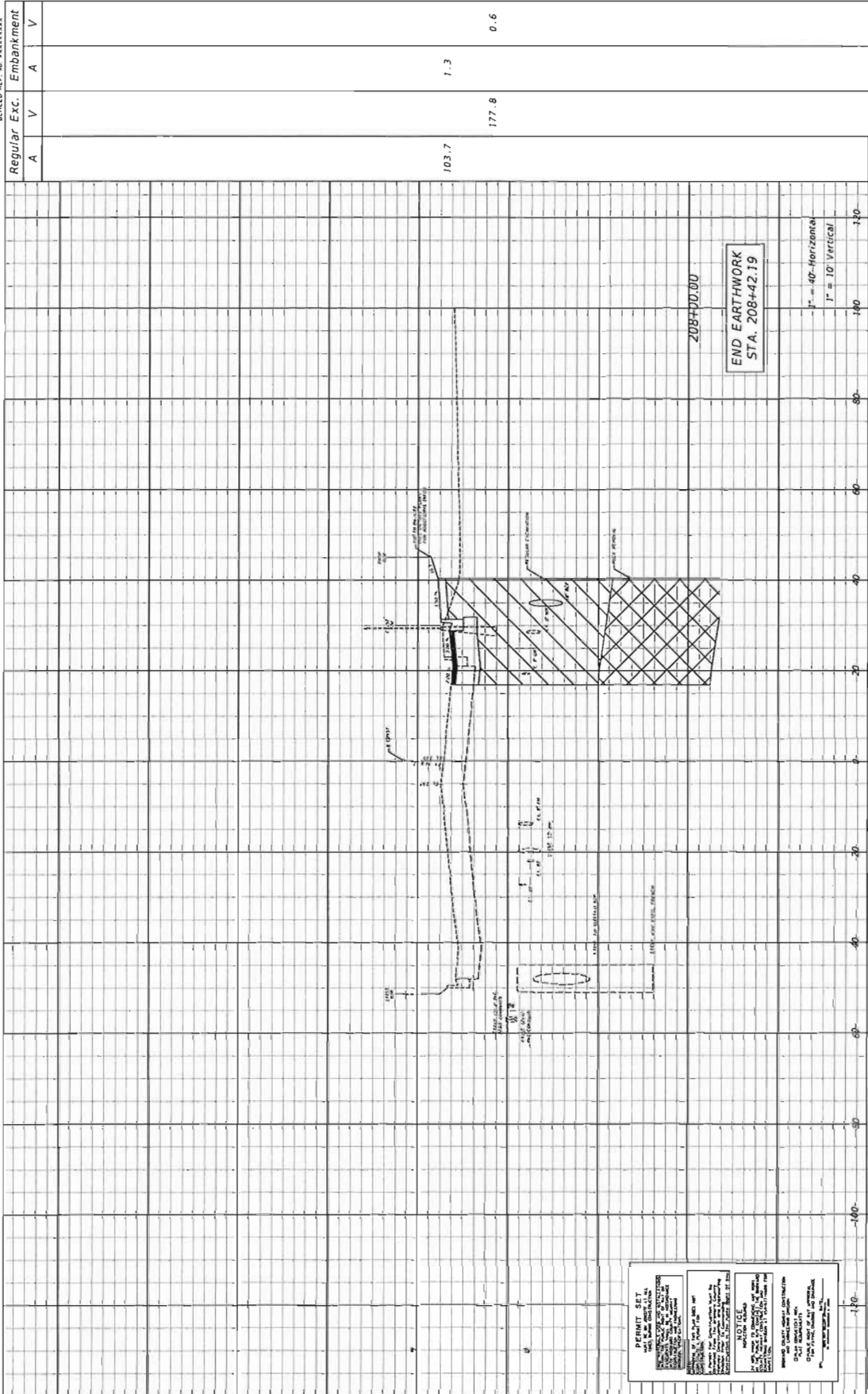






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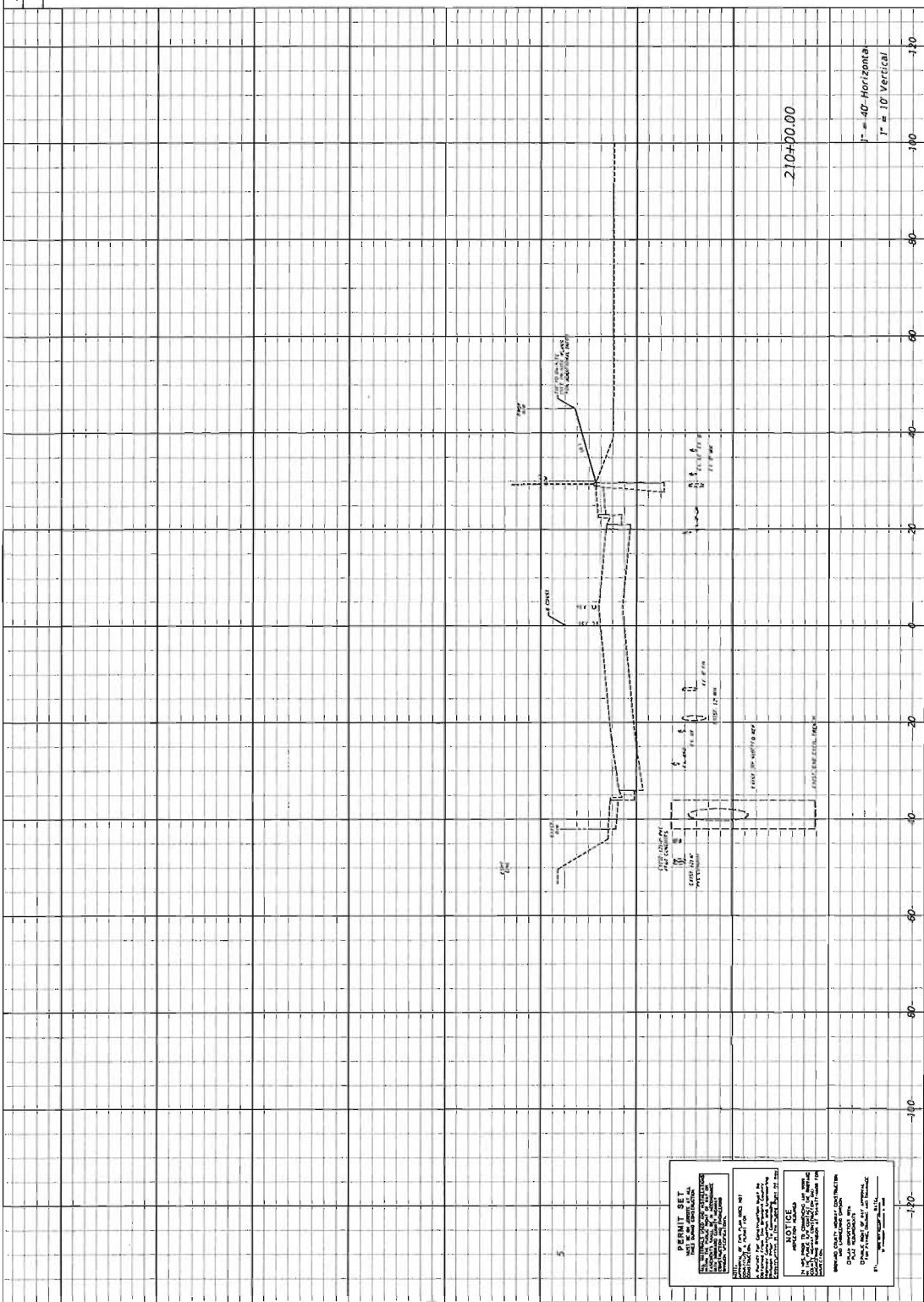
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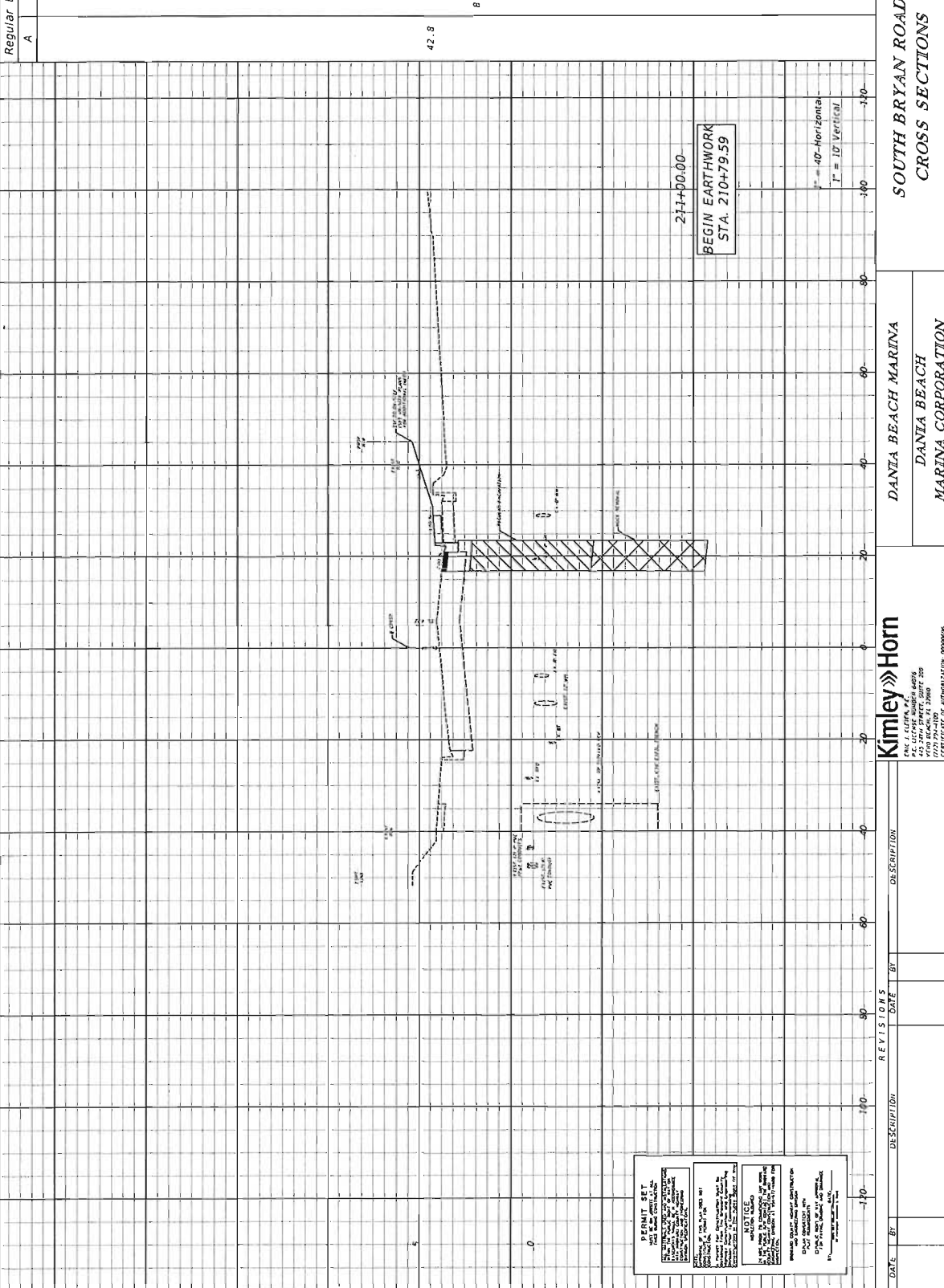
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Kimley-Horn & Associates, Inc.  
445 3RD STREET, SUITE 200  
ST. LOUIS, MO 63101  
TEL: 314.241.1000  
FAX: 314.241.1001  
WWW.KIMLEY-HORN.COM

**DANIA BEACH MARINA**  
DANIA BEACH  
MARINA CORPORATION

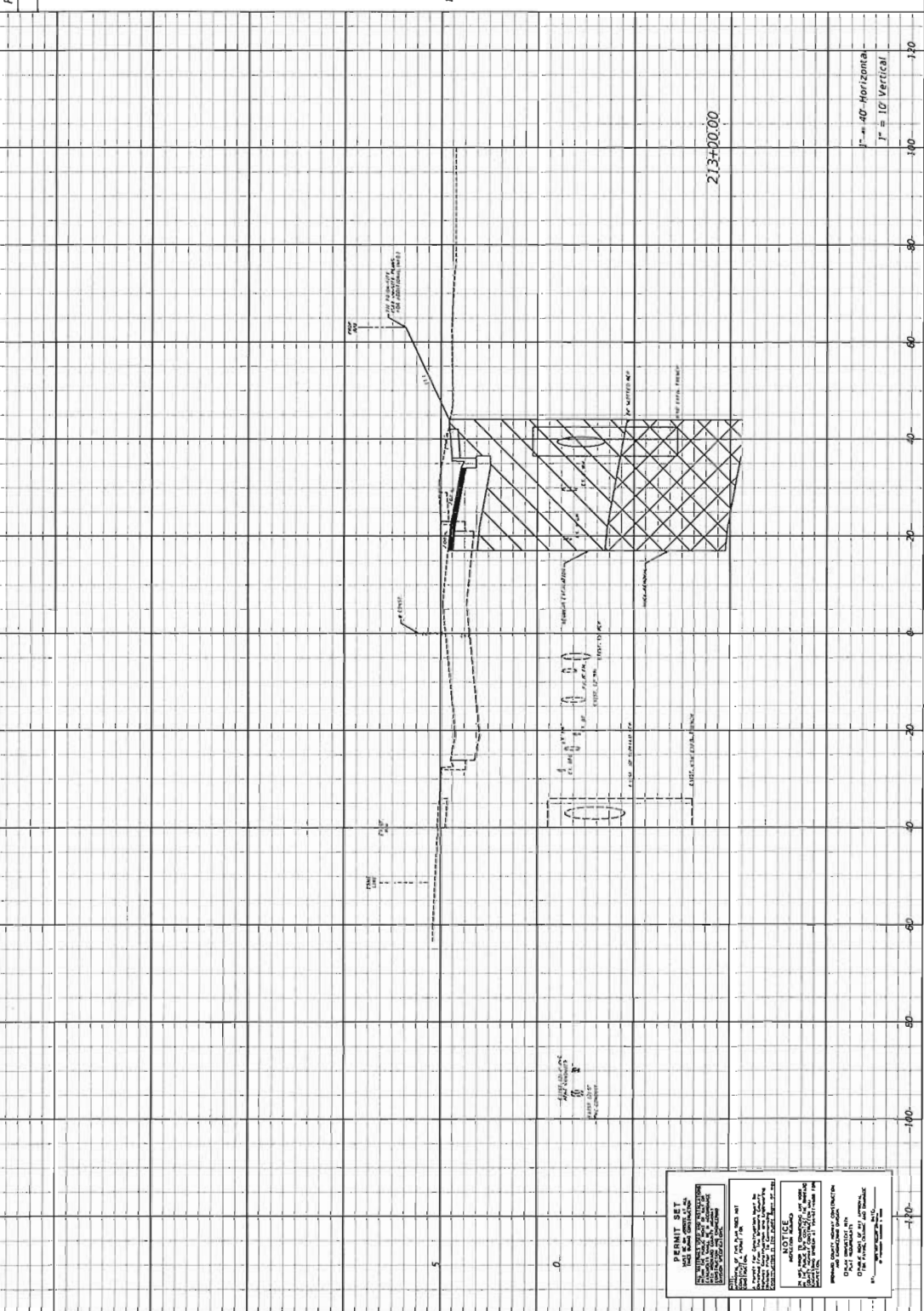
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**PERMIT SET**  
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NOTICE: THE PERMIT SET IS TO BE USED FOR THE CONSTRUCTION OF THE ROAD AND SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND CONDITIONS OF THE PERMIT TO CONSTRUCT.

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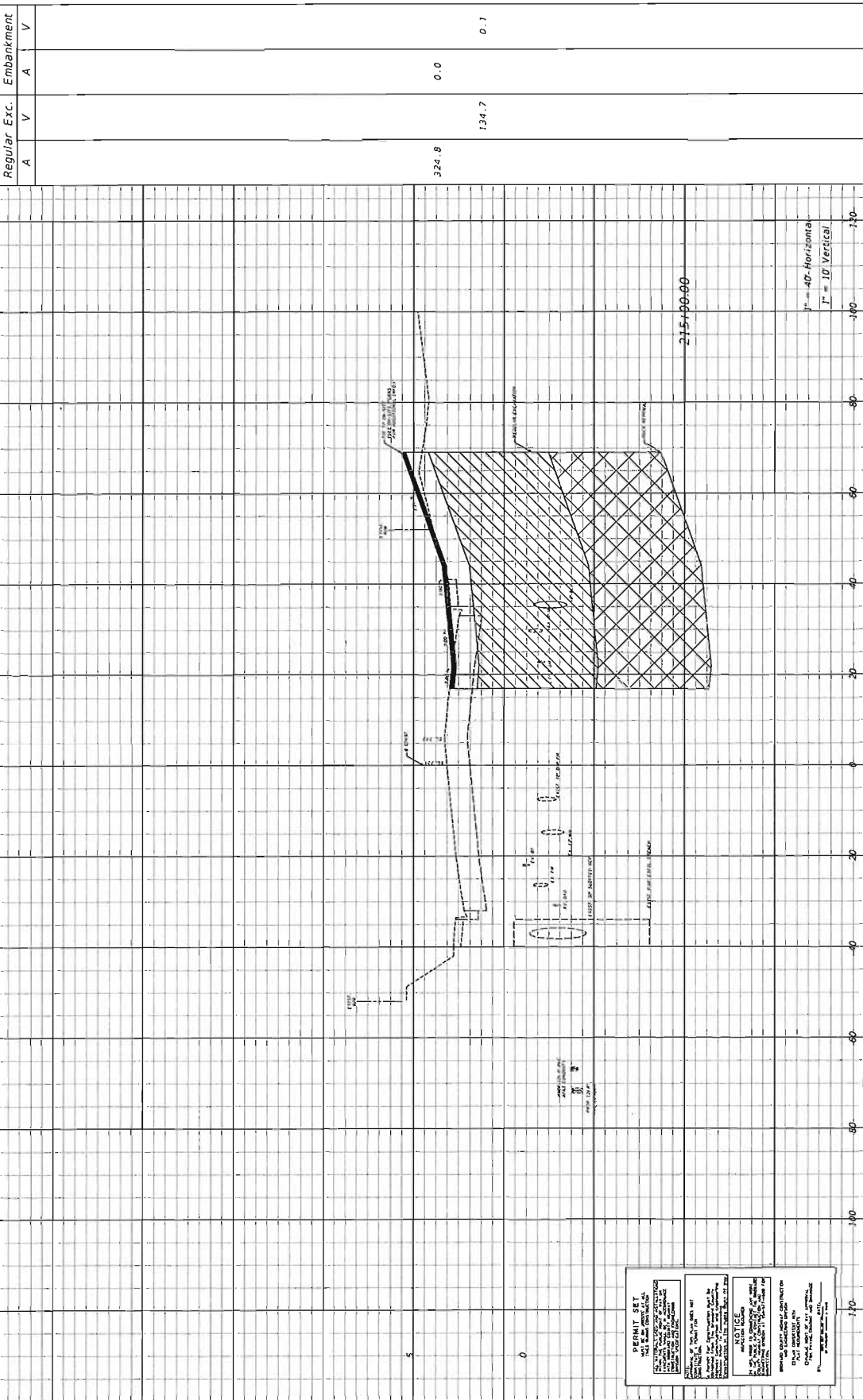
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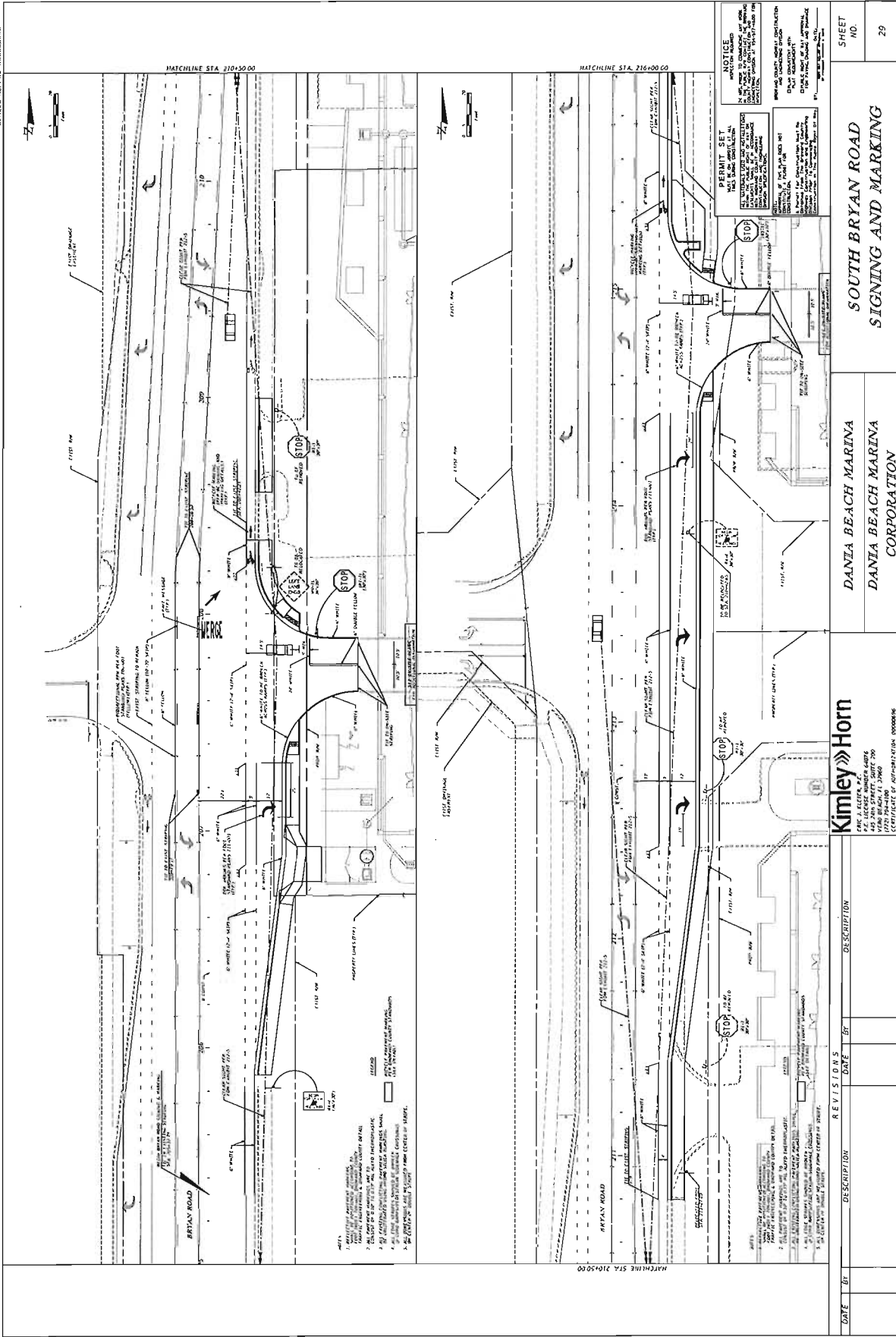
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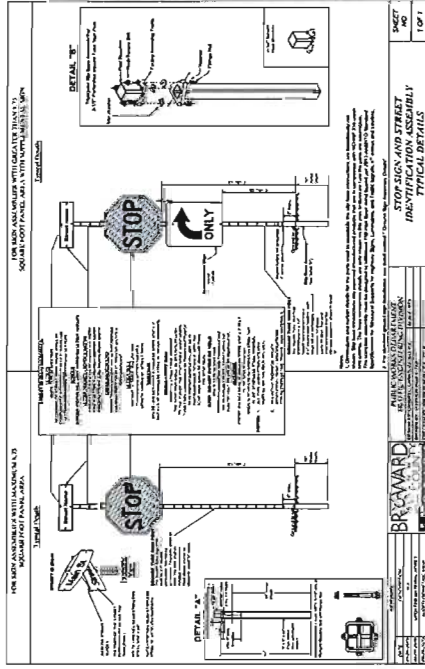
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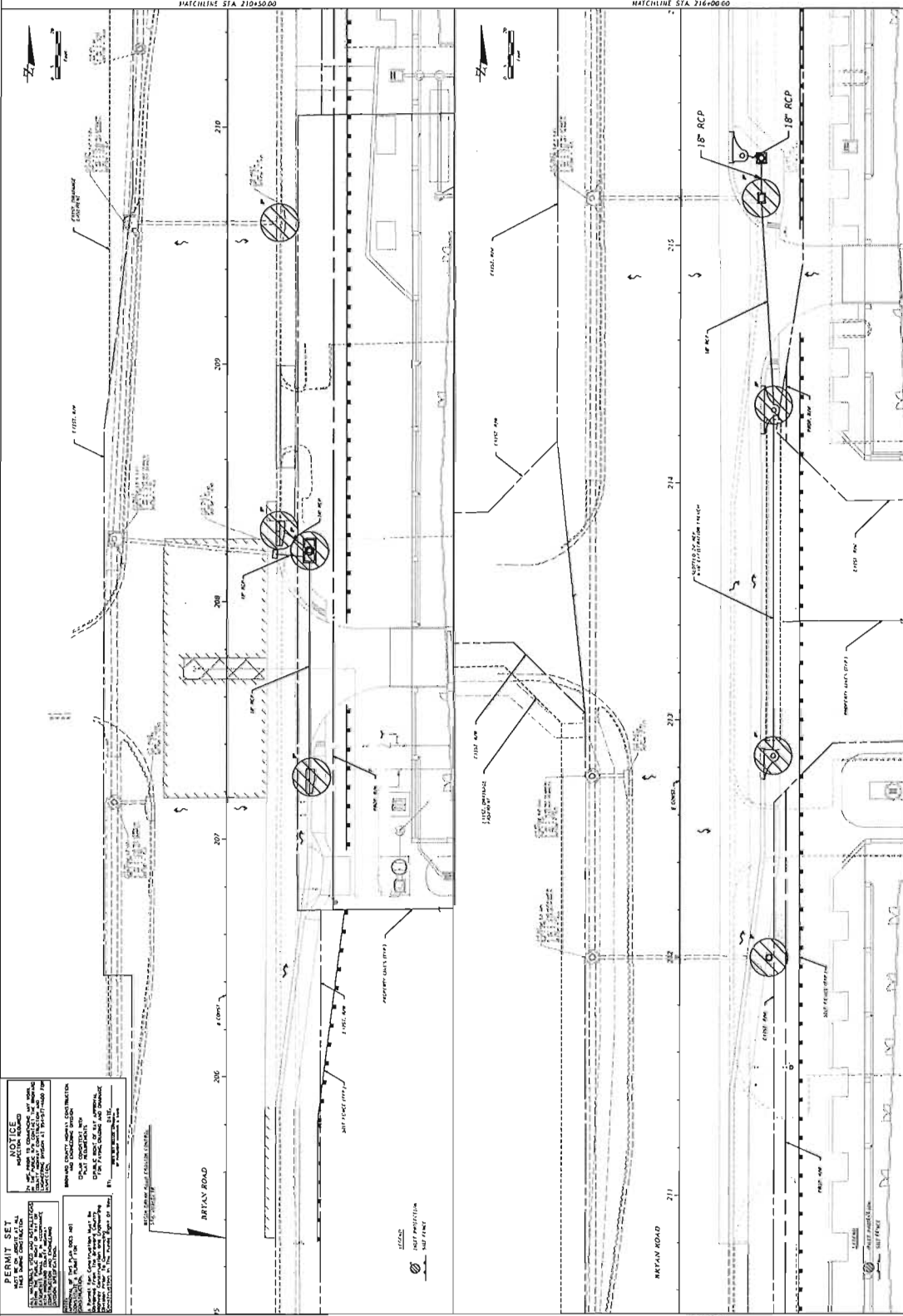




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**Kimley»Horn**  
ERIC J. KIMLEY, P.E.  
P.O. BOX 12500  
445 24TH STREET, SUITE 200  
VENO DE MCH, FL 33508  
(727) 794-4100  
CERTIFICATE OF AUTHORIZATION 00000696

*DANTA BEACH MARINA*  
*DANTA BEACH MARINA*  
*CORPORATION*

**SOUTH BRYAN ROAD  
EROSION CONTROL**

01 JUL 2007

**PERMIT SET**  
WATER AND SEWERAGE  
AND BUILDING DEPARTMENT

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| <div style="display: flex; justify-content: space-between;"> <div> <p><b>Kimley»Horn</b></p> <p>CHRYL E. KIMLEY, P.E.<br/>P.E. LICENSE NUMBER 64076<br/>435 PARK STREET, SUITE 200<br/>DALLAS, TEXAS 75201<br/>(214) 764-1439</p> </div> <div> <p><b>SOUTH BRYAN ROAD</b><br/><b>EROSION CONTROL</b></p> </div> </div> |  |     |             |      |    |             |
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| CORPORATION                                                                                                                                                                                                                                                                                                            |  |     |             |      |    |             |

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# TRAFFIC IMPACT ANALYSIS

## **DANIA BEACH MARINA REDEVELOPMENT: 70 WAVE AND 90 WAVE DANIA BEACH, FL**

**PREPARED FOR:**

**DANIA BEACH MARINA CORPORATION**

**Kimley»Horn**

February 27, 2020  
Revised June 26, 2020  
Revised July 29, 2020  
Revised August 27, 2020  
Kimley-Horn Project #147706000  
CA 00000696  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, Florida 33411  
561/845-0665 TEL



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Prepared by:  
Kimley-Horn and Associates, Inc.  
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Florida Registration Number 58636

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## EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. has completed the following traffic evaluation for the proposed developmental changes to be made at the site located on the east side of Bryan Road, between Stirling Road and Old Griffin Road in Dania Beach, Florida. The site currently consists of a variety of maritime uses including a marina and recreational vehicle sales centers. Proposed redevelopment includes converting these existing maritime sites into 760 multifamily high-rise apartments, 16,000 square feet of general office, 50,000 square feet of restaurant space, and 20,000 square feet of general commercial use.

This document includes the analysis conducted to determine the impacts of redevelopment on the surrounding roadway network. Data collection was conducted on Thursday, September 12, 2019. Turning movement counts (TMCs) were collected at three major intersections directly impacted by the proposed project, listed as follows:

- Stirling Road & Bryan Road
- NW 1<sup>st</sup> Street & Bryan Road
- Old Griffin Road & Bryan Road

A capacity analysis of Bryan Road was also conducted to determine the roadways level of service based on future demand. A link capacity analysis has also been conducted to evaluate the roadway capacity based on demand of the surrounding network.

As identified in the analysis, the applicant will dedicate additional right-of-way along the site frontage that could accommodate any future widening of Bryan Road if that were to occur in the future. Additionally, the applicant will be constructing right turn deceleration lanes at the site driveways to add capacity for vehicles turning into and out of the proposed buildings on site.

## INTRODUCTION

The proposed plan of development will include two (2) high-rise buildings with the lower floors of each consisting of commercial, restaurant, office uses, and parking and the remaining floors being occupied by multifamily housing. The total proposed development on both sites will be 760 dwelling units, and 16,000 SF of general office, 50,000 SF of restaurant space, and 20,000 SF of general commercial use. The site is located between NW 1<sup>st</sup> Street and Stirling Road on the east side of Bryan Road in Dania Beach, Florida. Figure 1 illustrates the location of the project site and the surrounding Trafficways facilities. The folio numbers for the project site are listed below:

- 504233000600
- 504233320010

Kimley-Horn and Associates, Inc. was retained to prepare a traffic impact analysis to evaluate the impacts resulting from buildout of this site by 2024. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the City of Dania Beach, Florida. Figure 1 illustrates the location of the site.

A site plan is included in *Appendix A*.

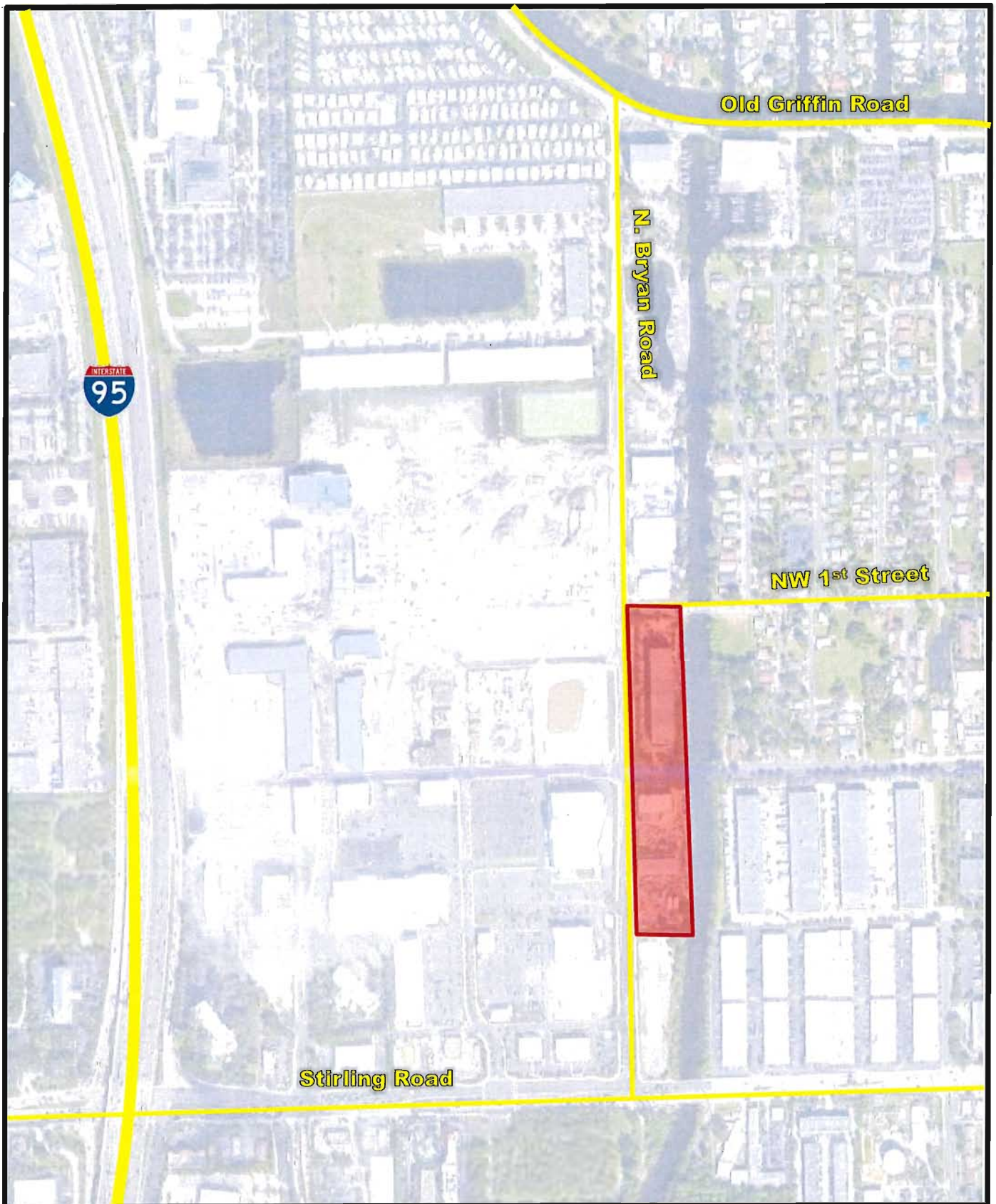
## DATA COLLECTION

Baseline traffic count data was collected during the AM peak period (7:00 AM to 9:00 AM) and the PM peak period (4:00 PM to 6:00 PM) on Thursday, September 12, 2019 at intersections within the study area. Following is a list of the intersections at which data was collected:

1. Bryan Road & Stirling Road
2. Bryan Road & NW 1<sup>st</sup> Street
3. Bryan Road & Old Griffin Road

Turning movement volume data is included in *Appendix B*.





LEGEND



SITE

TRAFFICWAYS EVALUATED

FIGURE 1  
SITE LOCATION AND TRAFFICWAYS IDENTIFICATION  
DANIA MARINA  
144706000

Kimley»Horn

## TRIP GENERATION DETERMINATION

A trip generation determination was prepared to determine the potential impacts of the proposed development. Rates and equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10<sup>th</sup> Edition*, were used to determine the trips generated by the proposed land use. The rates for Multifamily High-Rise [ITE 222], Marina [ITE 420], General Office [ITE 710], Shopping Center [ITE 820], Recreational Vehicle Sales [ITE 842], and Quality Restaurant [ITE 931], High Turnover Sit-Down Restaurant [ITE 932] were used for the daily, AM peak hour and PM peak hour trip generation calculations. It was determined appropriate to use the ITE rate for Multifamily High-Rise because the buildings are proposed to be 16 stories, and the rate for ITE 222 correlates with similar uses of buildings greater than 10 stories. Table 1 shows the trip generation calculations for the redevelopment, with credit taken for the existing uses currently in operation on the site.

Table 1: Trip Generation Calculations

| Land Use                                                  | Intensity                 |          | Daily Trips                           | AM Peak Hour |     |                                       | PM Peak Hour |       |         |
|-----------------------------------------------------------|---------------------------|----------|---------------------------------------|--------------|-----|---------------------------------------|--------------|-------|---------|
|                                                           |                           |          |                                       | Total        | In  | Out                                   | Total        | In    | Out     |
| Existing Scenario                                         |                           |          |                                       |              |     |                                       |              |       |         |
| Marina                                                    | 150                       | Berths   | 362                                   | 11           | 4   | 7                                     | 32           | 19    | 13      |
| Recreational Vehicle Sales                                | 24.8                      | KSF      | 124                                   | 11           | 9   | 2                                     | 19           | 6     | 13      |
|                                                           |                           | Subtotal | 486                                   | 22           | 13  | 9                                     | 51           | 25    | 26      |
| Driveway Volumes                                          |                           |          | 486                                   | 22           | 13  | 9                                     | 51           | 25    | 26      |
| Net New External Trips                                    |                           |          | 486                                   | 22           | 13  | 9                                     | 51           | 25    | 26      |
| Proposed Scenario                                         |                           |          |                                       |              |     |                                       |              |       |         |
| Multifamily High-Rise                                     | 760                       | DU       | 3,206                                 | 226          | 54  | 172                                   | 267          | 163   | 104     |
| General Commercial                                        | 20.0                      | KSF      | 755                                   | 19           | 12  | 7                                     | 76           | 36    | 40      |
| General Office (>5,000 SF)                                | 16                        | KSF      | 156                                   | 19           | 10  | 9                                     | 18           | 12    | 6       |
| Quality Restaurant                                        | 25                        | KSF      | 2,096                                 | 18           | 9   | 9                                     | 195          | 131   | 64      |
| High Turnover Sit-Down Restaurant                         | 25                        | KSF      | 2,805                                 | 249          | 137 | 112                                   | 244          | 151   | 93      |
|                                                           |                           | Subtotal | 9,018                                 | 531          | 222 | 309                                   | 800          | 493   | 307     |
| Internal Capture                                          |                           |          |                                       |              |     |                                       |              |       |         |
| Multifamily High-Rise                                     |                           |          | 454                                   | 5            | 1   | 4                                     | 48           | 22    | 26      |
| General Commercial                                        |                           |          | 405                                   | 8            | 6   | 2                                     | 46           | 23    | 23      |
| General Office (>5,000 SF)                                |                           |          | 272                                   | 6            | 1   | 5                                     | 8            | 7     | 1       |
| Quality Restaurant                                        |                           |          | 315                                   | 4            | 3   | 1                                     | 31           | 15    | 16      |
| High Turnover Sit-Down Restaurant                         |                           |          | 314                                   | 3            | 2   | 1                                     | 31           | 15    | 16      |
|                                                           |                           | Subtotal | 1,760                                 | 26           | 13  | 13                                    | 164          | 82    | 82      |
| Pass-By Capture                                           |                           |          |                                       |              |     |                                       |              |       |         |
| Multifamily High-Rise                                     | 0.0%                      |          | 0                                     | 0            | 0   | 0                                     | 0            | 0     | 0       |
| General Commercial                                        | 34.0%                     |          | 119                                   | 4            | 2   | 2                                     | 10           | 4     | 6       |
| General Office (>5,000 SF)                                | 0.0%                      |          | 0                                     | 0            | 0   | 0                                     | 0            | 0     | 0       |
| Quality Restaurant                                        | 44.0%                     |          | 784                                   | 6            | 3   | 3                                     | 72           | 51    | 21      |
| High Turnover Sit-Down Restaurant                         | 43.0%                     |          | 1,071                                 | 106          | 58  | 48                                    | 92           | 58    | 34      |
|                                                           |                           | Subtotal | 1,974                                 | 116          | 63  | 53                                    | 174          | 113   | 61      |
| Driveway Volumes                                          |                           |          | 7,258                                 | 505          | 209 | 296                                   | 636          | 411   | 225     |
| Net New External Trips                                    |                           |          | 5,284                                 | 389          | 146 | 243                                   | 462          | 298   | 164     |
| Proposed Net External Trips - Existing Net External Trips |                           |          | 4,798                                 | 367          | 133 | 234                                   | 411          | 273   | 138     |
| Land Use                                                  | Daily                     |          | AM Peak Hour                          |              |     | PM Peak Hour                          |              |       | Pass By |
| Marina [ITE 420]                                          | 2.41 trips/berth          |          | .07 trips/berth (33% in, 67% out)     |              |     | .21 trips/berth (60% in, 40% out)     |              | 0.0%  |         |
| Recreational Vehicle Sale [ITE 842]                       | 5.00 trips/1,000 sf       |          | .46 trips/1,000 sf (85% in, 15% out)  |              |     | .77 trips/1,000 sf (31% in, 69% out)  |              | 0.0%  |         |
| Multifamily High-Rise [ITE 222]                           | T=3.94(X)+211.81 trips/DU |          | T=0.28(X)+12.86 (24% in, 76% out)     |              |     | T=0.34(X)+8.56 (61% in, 39% out)      |              | 0.0%  |         |
| Shopping Center [ITE 820]                                 | 37.75 trips/1,000 sf      |          | .94 trips/1,000 sf (62% in, 38% out)  |              |     | 3.81 trips/1,000 sf (48% in, 52% out) |              | 34.0% |         |
| General Office [ITE 710]                                  | 9.74 trips/1,000 sf       |          | 1.16 trips/1,000 sf (86% in, 14% out) |              |     | 1.15 trips/1,000 sf (16% in, 84% out) |              | 0.0%  |         |
| Quality Restaurant [ITE 931]                              | 83.84 trips/1,000 sf      |          | 0.73 trips/1,000 sf (50% in, 50% out) |              |     | 7.8 trips/1,000 sf (67% in, 33% out)  |              | 44.0% |         |
| High Turnover Sit-Down Restaurant                         | 112.18 trips/1,000 sf     |          | 9.94 trips/1,000 sf (55% in, 45% out) |              |     | 9.77 trips/1,000 sf (62% in, 38% out) |              | 43.0% |         |



As shown in Table 1 the proposed redevelopment will generate 4,798 net new external daily trips, 367 net new external AM peak hour trips (+133 in, +234 out), and 411 net new external PM peak hour trips (+273 in, +138 out). Figure 1 shows the existing site geometry as well as identifying surrounding trafficways evaluated in this analysis.

Internal capture matrices used to calculate internal capture are included in *Appendix C*.

## ROADWAY NETWORK DISTRIBUTION

Trips generated by the proposed development were distributed along the existing road network to determine potential impacts of the project on the existing infrastructure. The addition of northbound right turn lanes at the driveways for the north and south buildings are proposed in conjunction with development of this site. Traffic distribution is the pairing of trip ends from the subject site with other complimentary land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network and its travel time characteristics as seen in Figure 2.

Distributed project traffic was then evaluated at each of the three (3) intersections based on the possible movements available, as seen in Figure 3. Three scenarios were analyzed for each of the intersections:

- Existing Year (2019)
- Background Year (2024)
- Future Total (2024)

A buildout year of 2024 was assumed for the proposed development. To develop background traffic volumes, existing traffic volumes were grown over a 5-year period using a compounding yearly growth rate to determine volumes expected in 2024. The yearly growth rate was determined based on population growth and includes potential other future development. Projects in the area currently in progress account for committed development and are included in the analysis for Background (2024) traffic. The two major projects in the area that were included in this background growth determination are:

- Dania Pointe (remaining unbuilt portion of development)
- 150 South Bryan Road

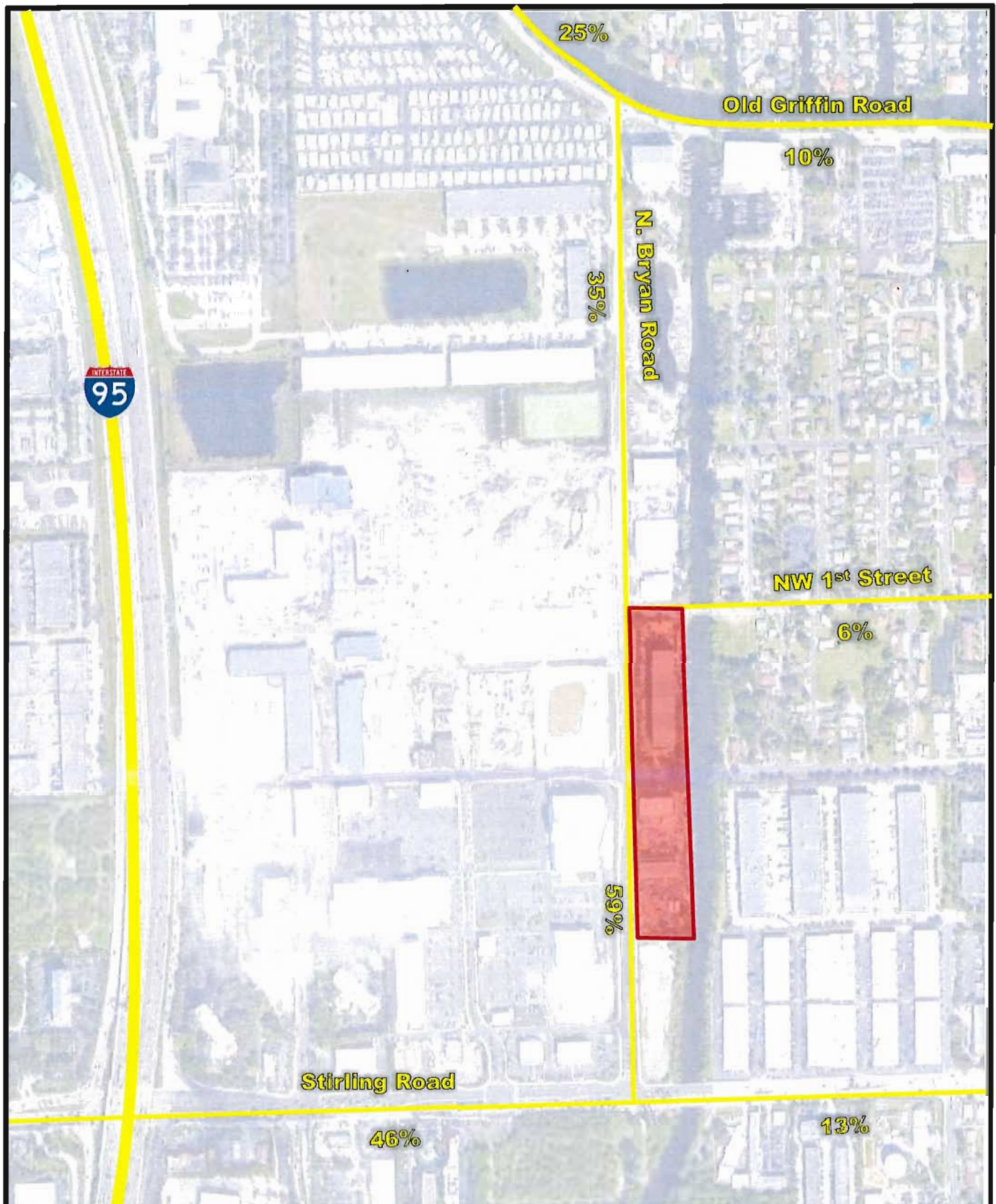
Information contained in the Traffic Impact Analyses for each project was utilized to determine future traffic being added to the surrounding roadway network, and credit was taken for the portion of Dania Pointe that is currently in operation. Relevant excerpts from these studies are included in Appendix B. Traffic generated by the remaining proposed/approved development (not yet in operation) was assumed to be on the roadway at the time of project buildout (2024). Future project totals were calculated by adding the net change in site traffic due to the redevelopment project to Background Total traffic to get Future Total (2024) volumes. The three roadway scenario volumes were then analyzed using Synchro 10 to determine intersection Level of Service (LOS) at the two signalized intersections:

- Old Griffin Road & Bryan Road
- Stirling Road & Bryan Road

as well as the unsignalized intersection:

- NW 1st Street & Bryan Road

For the intersection LOS analyses, the intersections are assigned a grade between “A” and “F”. A grade of “D” or better is considered acceptable by the City of Dania Beach. Volume development worksheets are included in Appendix D.



**LEGEND**



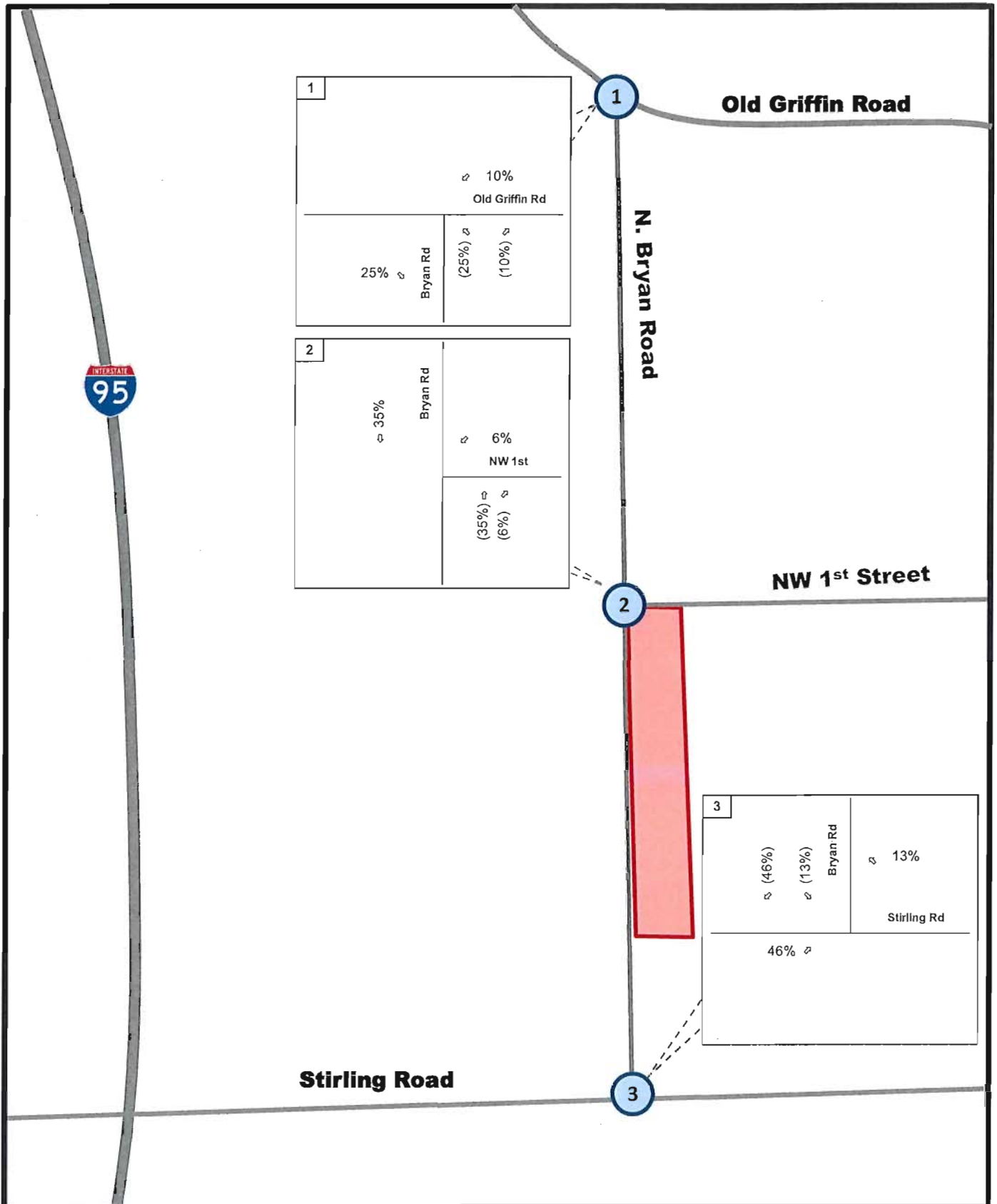
SITE



TRAFFICWAYS EVALUATED

**FIGURE 2**  
PROJECT TRAFFIC ROADWAY DISTRIBUTION  
DANIA MARINA  
144706000





**LEGEND**



SITE



TRAFFICWAYS EVALUATED



TRAFFIC ASSIGNMENT

**FIGURE 3**  
PROJECT TRAFFIC INTERSECTION DISTRIBUTION  
DANIA MARINA  
144706000

## INTERSECTION LOS ANALYSIS

Intersection LOS analyses were conducted for the three directly impacted intersections for existing, background, and future total conditions. The analyses were conducted using Synchro 10 software. Reports summarizing the calculations undertaken for each of the intersections and scenarios are included in *Appendix E*. The LOS and delay for existing, background, and future conditions are summarized below in Table 2, Table 3, and Table 4, respectively. The existing, background total, and future total volumes for each of the approaches analyzed are summarized in Figure 4, Figure 5, Figure 6, respectively. Each figure illustrates the approach volume for AM peak hour and PM peak hour times. It is important to note that Old Griffin Road & Bryan Road is proposed to be signalized in the future; therefore, the intersection was analyzed as a signalized intersection using standard signal timing optimized by Synchro 10 for future background and future total conditions. The signal timing for the currently signalized intersection of Bryan Road & Stirling Road is included in *Appendix D*.

Table 2: Existing Intersection LOS Summary

| Intersection                              | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-------------------------------------------|----------------------|----------|-----------|
| AM Peak Hour                              |                      |          |           |
| Bryan Road & Old Griffin Road<br>(unsig.) | -                    | NBL      | 15.2/C    |
|                                           |                      | NBR      | 9.8/A     |
|                                           |                      | WBL      | 8.6/A     |
| Bryan Road & NW 1st Street<br>(unsig.)    | -                    | WBL      | 13.4/B    |
|                                           |                      | SBL      | 7.8/A     |
| Bryan Road & Stirling Road (sig.)         | 10.7/B               | EB       | 3.6/A     |
|                                           |                      | WB       | 6.6/A     |
|                                           |                      | SB       | 69.9/E    |
| PM Peak Hour                              |                      |          |           |
| Bryan Road & Old Griffin Road<br>(unsig.) | -                    | NBL      | 25.7/D    |
|                                           |                      | NBR      | 10.6/B    |
|                                           |                      | WBL      | 9.5/A     |
| Bryan Road & NW 1st Street<br>(unsig.)    | -                    | WBL      | 16.5/C    |
|                                           |                      | SBL      | 7.9/A     |
| Bryan Road & Stirling Road (sig.)         | 18.8/B               | EB       | 6.5/A     |
|                                           |                      | WB       | 12.3/B    |
|                                           |                      | SB       | 77.4/E    |

\*Note for Tables 2, 3, and 4, "Overall LOS/Delay" at unsignalized, two-way stop-controlled intersections

The analysis includes optimized timing during future total conditions at signalized intersections. As shown, all three intersections are projected to meet LOS standards during the AM peak hour with project traffic. During the PM peak hour, the westbound movement at Bryan Road & NW 1st Street is anticipated to operate at LOS F. This is not uncommon during peak periods at two-way stop-controlled intersections. It should be noted that the v/c ratio for the westbound movements is still projected to be below 1.0, meaning that these movements are not over capacity.

Table 3: Background Intersection LOS Summary

| Intersection                            | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-----------------------------------------|----------------------|----------|-----------|
| AM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 12.6 / B             | EB       | 6.2/A     |
|                                         |                      | WB       | 13.8/B    |
|                                         |                      | NB       | 31.3/C    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 18.1/C    |
|                                         |                      | SBL      | 8.1/A     |
| Bryan Road & Stirling Road (sig.)       | 19.7 /B              | EB       | 7.3/A     |
|                                         |                      | WB       | 12.9/B    |
|                                         |                      | SB       | 80.8/F    |
| PM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 21.5/C               | EB       | 15.5/B    |
|                                         |                      | WB       | 20.5/C    |
|                                         |                      | NB       | 34.3/C    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 26.3/D    |
|                                         |                      | SBL      | 8.8/A     |
| Bryan Road & Stirling Road (sig.)       | 99.3 / F             | EB       | 12.2/B    |
|                                         |                      | WB       | 15.9/B    |
|                                         |                      | SB       | 407.6/F   |

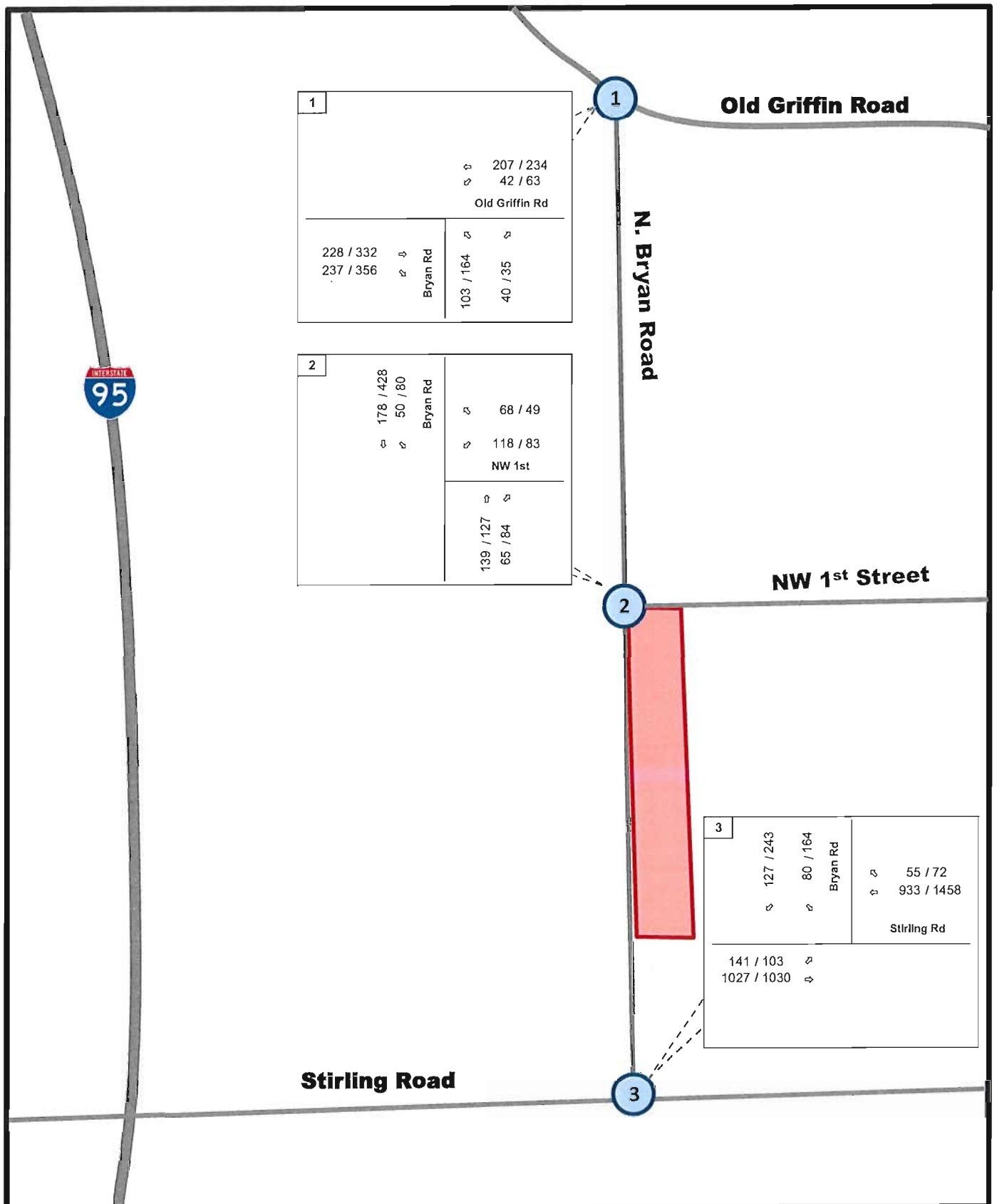
Table 4: Future Total Intersection LOS Summary

| Intersection                            | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-----------------------------------------|----------------------|----------|-----------|
| AM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 14.2 / B             | EB       | 10.3/B    |
|                                         |                      | WB       | 14.6/B    |
|                                         |                      | NB       | 24.3/C    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 22.1/C    |
|                                         |                      | SBL      | 8.4/A     |
| Bryan Road & Stirling Road (sig.)       | 34.2 / C             | EB       | 7.8/A     |
|                                         |                      | WB       | 13.5/B    |
|                                         |                      | SB       | 148.9/F   |
| North Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 18.0/C    |
|                                         |                      | SBL      | 8.4/A     |
| South Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 32.3/D    |
|                                         |                      | SBL      | 8.4/A     |
| PM Peak Hour                            |                      |          |           |
| Bryan Road & Old Griffin Road<br>(sig.) | 25.3 / C             | EB       | 18.1/B    |
|                                         |                      | WB       | 25.9/C    |
|                                         |                      | NB       | 39.6/D    |
| Bryan Road & NW 1st Street<br>(unsig.)  | -                    | WBL      | 38.2/E    |
|                                         |                      | SBL      | 9.0/A     |
| Bryan Road & Stirling Road (sig.)       | 102.3 / F            | EB       | 23.7/C    |
|                                         |                      | WB       | 19.1/B    |
|                                         |                      | SB       | 385.2/F   |
| North Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 27.5/D    |
|                                         |                      | SBL      | 9.4/A     |
| South Driveway & Bryan Road<br>(unsig.) | -                    | WBL      | 67.2/F    |
|                                         |                      | SBL      | 9.8/A     |

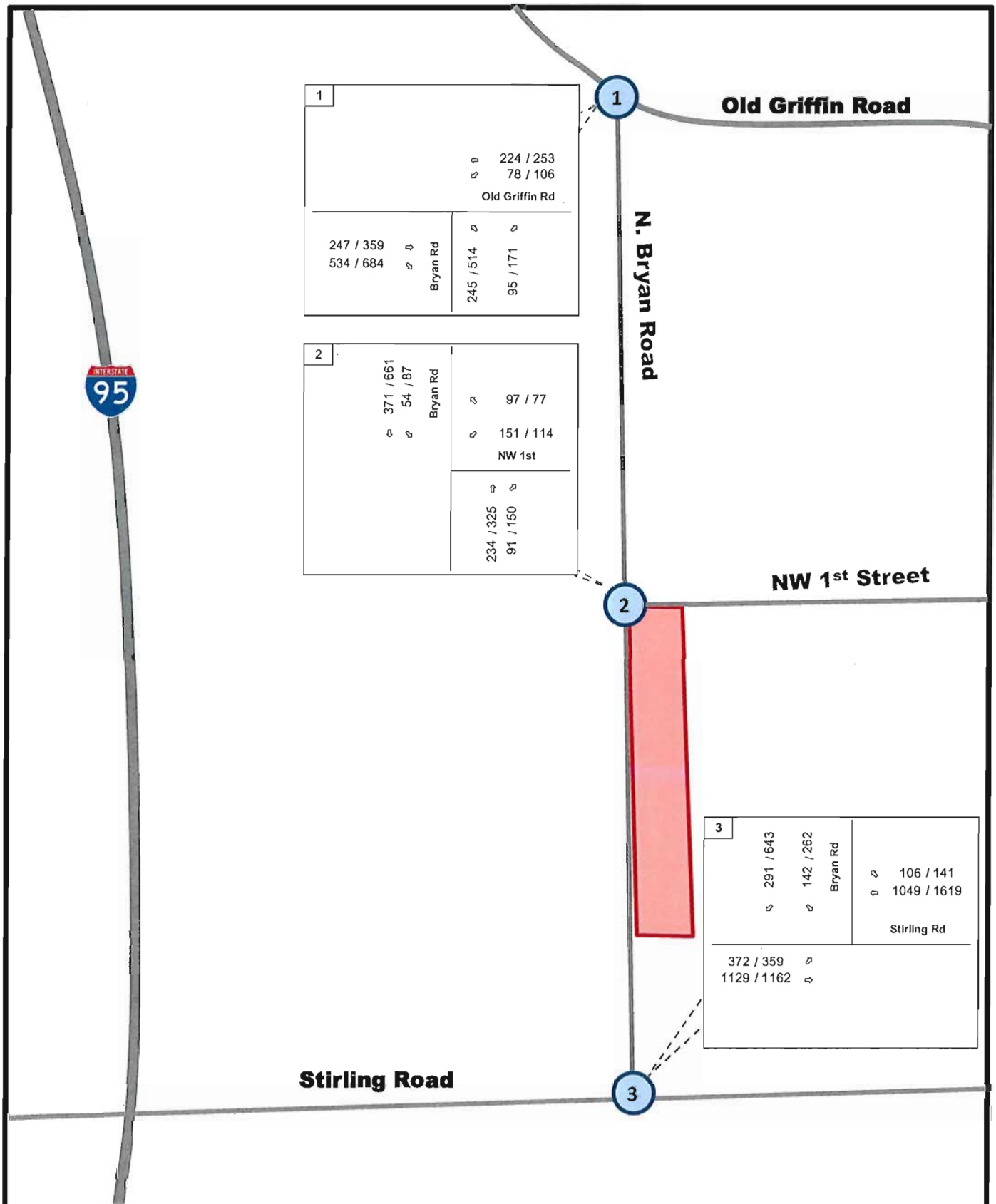
The intersection of Bryan Road & Stirling Road operates at a LOS F in both the background and future conditions. Since the intersection is expected to fail during the background conditions, the operational failures of the intersection are not caused by project traffic specifically. However, to mitigate the operational failures of the intersection the signal timing has been optimized using Synchro 10. The Future Total condition with signal timing optimization brings the intersection LOS from an F to a D in the PM peak hour.

**Table 5: Future Total with improvements Intersection LOS Summary**

| Intersection                      | Overall<br>LOS/Delay | Approach | LOS/Delay |
|-----------------------------------|----------------------|----------|-----------|
| AM Peak Hour                      |                      |          |           |
| Bryan Road & Stirling Road (sig.) | 24.6 / C             | EB       | 15.0/B    |
|                                   |                      | WB       | 25.3/C    |
|                                   |                      | SB       | 49.5/D    |
| PM Peak Hour                      |                      |          |           |
| Bryan Road & Stirling Road (sig.) | 53.3 / D             | EB       | 35.4/D    |
|                                   |                      | WB       | 59.9/E    |
|                                   |                      | SB       | 71.2/E    |







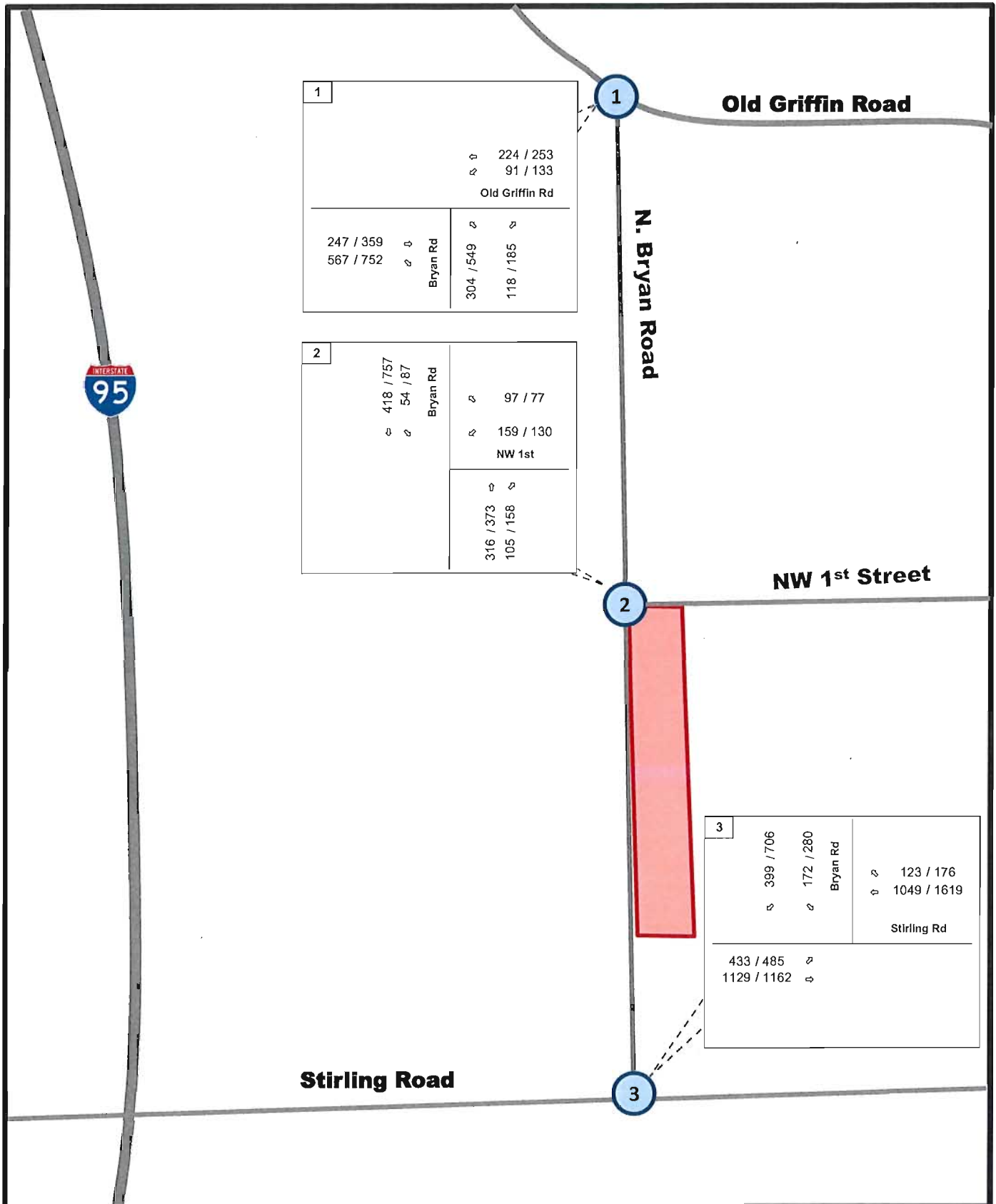
**LEGEND**



SITE  
TRAFFICWAYS EVALUATED  
AM TRAFFIC / PM TRAFFIC

**FIGURE 5**  
BACKGROUND YEAR INTERSECTION VOLUMES  
DANIA MARINA  
144706000

**Kimley»Horn**



**FIGURE 6**  
 FUTURE TOTAL INTERSECTION VOLUMES  
 DANIA MARINA  
 144706000

## 95<sup>th</sup> Percentile Queueing Analysis

The queue lengths for the three major intersections were analyzed using *Synchro 10* software to determine the 95<sup>th</sup> Percentile Queue that would be expected for each of the turning movements where vehicle storage is available.

### EXISTING YEAR (2019)

Existing year traffic volumes were used, and it was determined that none of the queue lengths at the intersections are expected to be longer than the available storage length. The results are summarized in Table 6 below.

Table 6: Existing Year (2019) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                           | Movement | Storage | AM queue | PM queue |
|----------------------------------------|----------|---------|----------|----------|
| Existing                               |          |         |          |          |
| Bryan Road & Old Griffin Road (unsig.) | NBR      | 150     | 25       | 25       |
|                                        | WBL      | 75      | 25       | 25       |
| Bryan Road & NW 1st Street (unsig.)    | WB       | DNE     | 35       | 33       |
|                                        | SBL      | TWLT    | 25       | 25       |
| Bryan Road & Stirling Road (sig.)      | EBL      | 240     | 17       | 26       |
|                                        | SBL      | 250     | 76       | 119      |
|                                        | SBR      | 480     | 71       | 297      |

As seen in the table above, none of the vehicle storage is exceeded during the existing 2019 scenario.

## BACKGROUND YEAR (2024)

Background year traffic volumes were used to determine the queue lengths that would be expected in the year 2024 scenario without project traffic. The results are summarized in Table 7 below.

Table 7: Background Year (2024) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                         | Movement | Storage | AM queue | PM queue |
|--------------------------------------|----------|---------|----------|----------|
| Background                           |          |         |          |          |
| Bryan Road & Old Griffin Road (sig.) | EBR      | 125     | 27       | 145      |
|                                      | WBL      | 75      | 79       | 121      |
|                                      | NBR      | 150     | 33       | 43       |
| Bryan Road & NW 1st Street (unsig.)  | WB       | DNE     | 70       | 83       |
|                                      | SBL      | TWLT    | 25       | 25       |
| Bryan Road & Stirling Road (sig.)    | EBL      | 240     | 86       | 250      |
|                                      | SBL      | 250     | 104      | 188      |
|                                      | SBR      | 480     | 281      | 1211     |

As seen in the above table the following turn lanes are expected to experience queuing which is longer than the available turn lane storage at the following movements:

- Bryan Road & Old Griffin Road EBR during the PM peak hour
- Bryan Road & Old Griffin Road WBL during the AM and PM peak hours
- Bryan Road & Stirling Road EBL during the PM peak hour
- Bryan Road & Stirling Road SBR during the PM peak hour

### FUTURE YEAR (2024)

Future year traffic volumes were used to determine the queue lengths that would be expected in the year 2024 scenario with project traffic. The results are summarized in Table 8 below.

Table 8: Future Year (2024) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                         | Movement | Storage | AM queue | PM queue |
|--------------------------------------|----------|---------|----------|----------|
| Future                               |          |         |          |          |
| Bryan Road & Old Griffin Road (sig.) | EBR      | 125     | 62       | 223      |
|                                      | WBL      | 75      | 87       | 164      |
|                                      | NBR      | 150     | 34       | 49       |
| Bryan Road & NW 1st Street (unsig.)  | WB       | DNE     | 90       | 123      |
|                                      | SBL      | TWLT    | 25       | 25       |
| Bryan Road & Stirling Road (sig.)    | EBL      | 240     | 129      | 418      |
|                                      | SBL      | 250     | 114      | 202      |
|                                      | SBR      | 480     | 384      | 1379     |
| North Driveway & Bryan Road (unsig.) | WB       | DNE     | 40       | 53       |
|                                      | SBL      | TWLT    | 25       | 25       |
| South Driveway & Bryan Road (unsig.) | WB       | DNE     | 123      | 163      |
|                                      | SBL      | TWLT    | 25       | 25       |

As seen in the above table the following turn lanes are expected to experience queuing which is longer than the available turn lane storage at the following movements:

- Bryan Road & Old Griffin Road EBR during the PM peak hour
- Bryan Road & Old Griffin Road WBL during the AM and PM peak hours
- Bryan Road & Stirling Road EBL during the PM peak hour
- Bryan Road & Stirling Road SBR during the PM peak hour

It should be noted that project traffic does not contribute to any additional storage deficiencies that are not already present during the background year scenario. However, project traffic from this site does exacerbate deficiencies at the intersections listed above.

### FUTURE YEAR OPTIMIZED (2024)

Future year traffic volumes were used along with optimized signal timing at the intersection of Bryan Road & Stirling road to alleviate some of the storage deficiencies at the intersection. The results are summarized in Table 9 below.

Table 9: Future Year Optimized (2024) 95<sup>th</sup> Percentile Queue Lengths

| Intersection                      | Movement | Storage | AM  | PM   |
|-----------------------------------|----------|---------|-----|------|
| Future - Improvement              |          |         |     |      |
| Bryan Road & Stirling Road (sig.) | EBL      | 240     | 165 | 356  |
|                                   | SBL      | 250     | 106 | 160  |
|                                   | SBR      | 480     | 372 | 1038 |



## ROADWAY CAPACITY ANALYSIS

A roadway capacity analysis has been conducted on Bryan Road to review if the roadway cross-section will be adequate to accommodate total future traffic conditions. The baseline for a two-lane roadway LOS D is 1,250 total vehicles per hour. Bryan Road south of NW 2nd Street has a two-way left turn lane median and exclusive right turn lanes; a 10% adjustment factor was added to this baseline service volume. Therefore, the two-lane road service volume for Bryan Road south of NW 1st Street will be compared to is 1,375 vehicles per hour during peak hour traffic flow.

### BRYAN ROAD - NORTH OF NW 1ST STREET

The total traffic two-way traffic volume for this roadway segment was determined from the sum of the northbound left-turn, northbound right-turn, eastbound right-turn, and westbound left-turn movements at the intersection of Old Griffin Road & Bryan Road. For the AM peak hour, the future traffic total on Bryan Road to the north of the project site was determined to be 1,080 two-way AM peak hour vehicles. The PM peak hour future total two-way traffic volume to the north of the project site along Bryan Road was found to be 1,619 vehicles. Therefore, it was determined that Bryan Road north of the project site (which experiences one of the highest volume of traffic along Bryan Road) is expected to operate at 79% of the LOS D capacity for a two-lane road during the AM peak hour and 118% of the LOS D capacity during the PM peak hour.

### BRYAN ROAD - SOUTH OF NW 1ST STREET

The total two-way traffic volume for this roadway segment was determined from the sum of the northbound through, northbound right-turn, southbound through, and westbound left-turn movements at the intersection of NW 1st Street & Bryan Road. For the AM peak hour, the future traffic total on Bryan Road in front of the project site was determined to be 998 two-way AM peak hour vehicles. The PM peak hour future total two-way traffic volume in front of the project site along Bryan Road was found to be 1,418 vehicles. Therefore, it was determined that Bryan Road in front of the project site (which experiences the highest volume of traffic along Bryan Road) is expected to operate at 73% of the LOS D capacity for a two-lane road with a shared two-way left-turn lane and exclusive right turn lanes during the AM peak hour and 103% of the LOS D capacity during the PM peak hour. The same analysis was conducted on Bryan Road for the existing (2019) and background (2024) conditions. These volumes are illustrated in Figure 7, and Figure 8 respectively. Figure 9 illustrates the future (2024) traffic volumes expected on the roadway. It was determined that the portion of Bryan Road directly south of Old Griffin Road is above the adopted LOS "D" capacity in the PM peak hour during the background (2024) and future (2024) conditions.

Old Griffin Rd

422 (618)  
NW 2<sup>nd</sup> Street

①

Class II 2-lane undivided  
capacity:  
LOS "D" two-way capacity:  
1,250 vph

435 (684)

②

NW 1<sup>st</sup> Street

500 (722)

③

Class II 3-lane undivided  
capacity:  
1,250 vph  
Two-way left turn lane:  
10% adjustment  
LOS "D" two-way capacity:  
1,375 vph

Arrow Place

403 (582)

④

Class II 5-lane divided LOS "D"  
two-way capacity:  
3,250 vph

Stirling Rd

LEGEND

XX (XX) AM (PM) Peak Hour Traffic Volume

FIGURE 7  
EXISTING BRYAN ROAD 2-WAY VOLUMES  
DANIA MARINA  
144706000



3 Lane Undivided  
Cross-Section



2 Lane Undivided  
Cross-Section



5 Lane Divided  
Cross-Section

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Old Griffin Rd

NW 2<sup>nd</sup> Street

NW 1<sup>st</sup> Street

Arrow Place

Stirling Rd

952 (1,475)

756 (1,150)

847 (1,250)

911 (1,405)

①

②

③

④

Class II 2-lane undivided  
capacity:

LOS "D" two-way capacity:  
1,250 vph

Class II 3-lane undivided  
capacity:

1,250 vph  
Two-way left turn lane:  
10% adjustment  
LOS "D" two-way capacity:  
1,375 vph

Class II 5-lane divided LOS "D"  
two-way capacity:  
3,250 vph

LEGEND

XX (XX) AM (PM) Peak Hour Traffic Volume

BACKGROUND BRYAN ROAD 2-WAY VOLUMES

DANIA MARINA

144706000



3 Lane Undivided  
Cross-Section



2 Lane Undivided  
Cross-Section

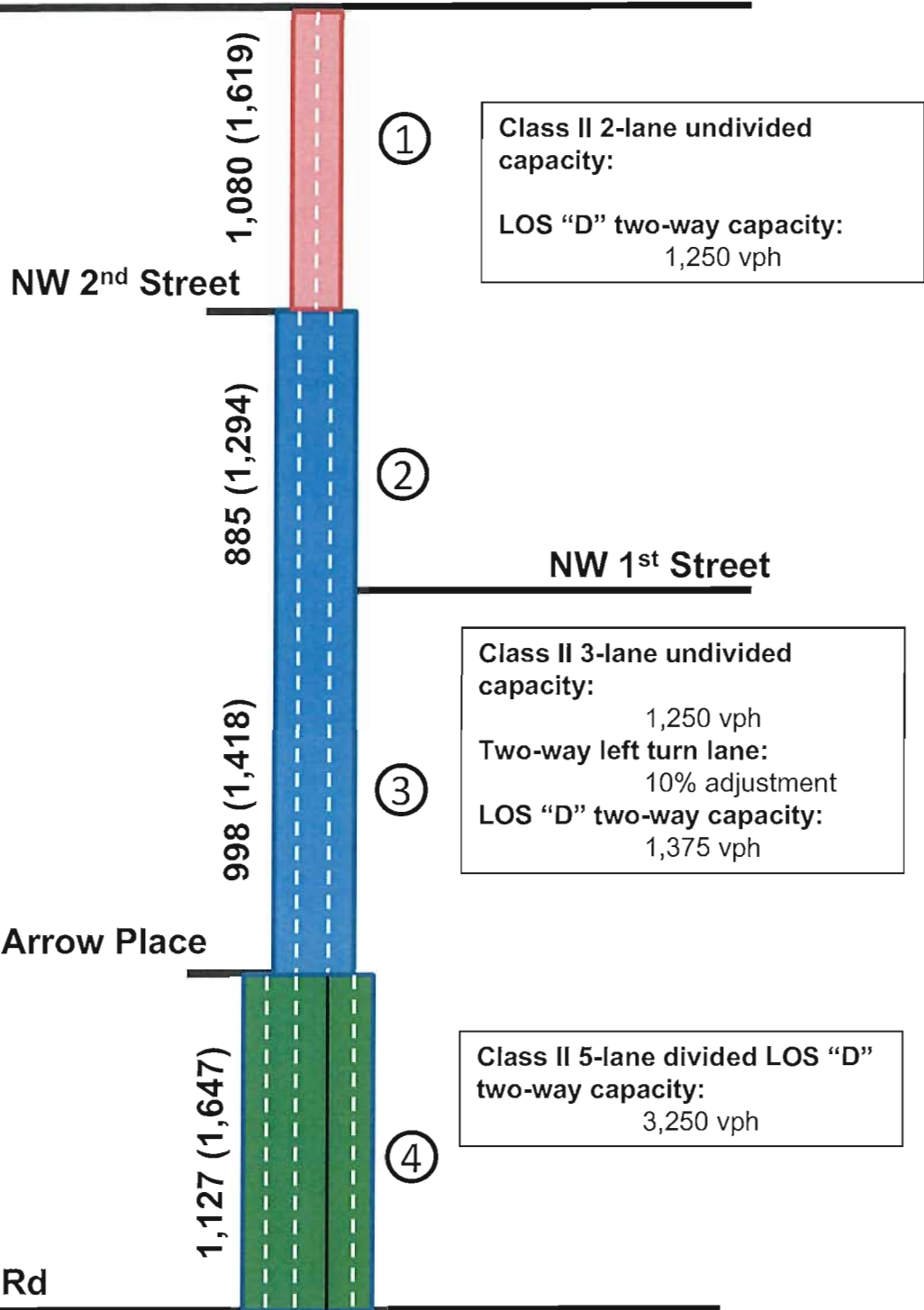


5 Lane Divided  
Cross-Section

Kimley»Horn

FIGURE 8

# Old Griffin Rd



## LEGEND

XX (XX) AM (PM) Peak Hour Traffic Volume

FIGURE 9  
 FUTURE TOTAL BRYAN ROAD 2-WAY VOLUMES  
 DANIA MARINA  
 144706000



3 Lane Undivided  
 Cross-Section



2 Lane Undivided  
 Cross-Section



5 Lane Divided  
 Cross-Section

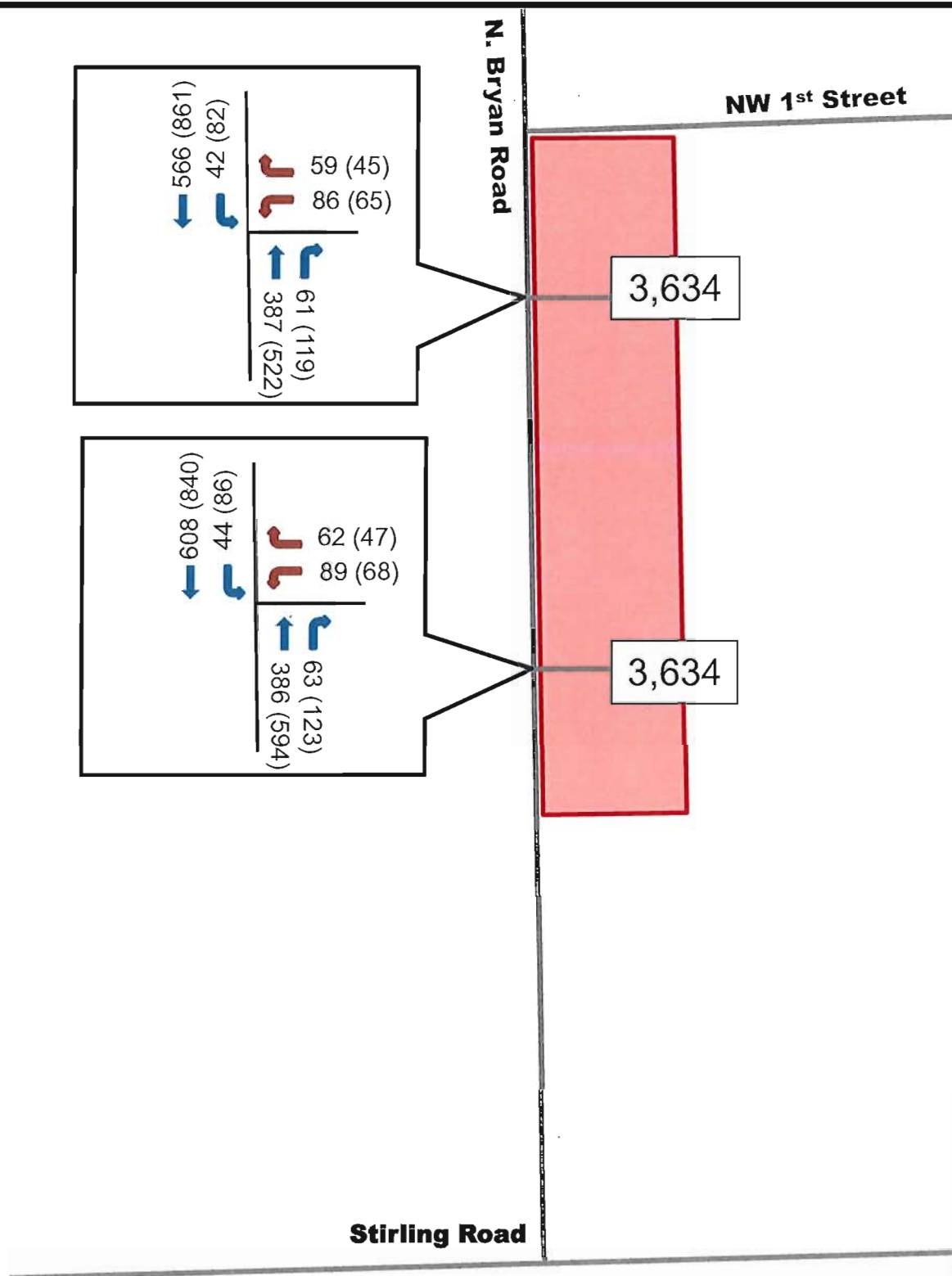
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**SITE ACCESS**

The site is proposed to have two full-access driveways on Bryan Road. Figure 10 illustrates the anticipated volumes at the two driveways. During the review process, the applicant will coordinate with the City of Dania Beach and Broward County regarding the laneage and configuration of these driveway connections. The site plan includes a northbound right-turn deceleration lane at each driveway.

Synchro 10 software was used to analyze each of the proposed driveways. Analysis of these driveways was conducted using volumes extrapolated from the turning movement counts conducted at the intersection of Bryan Road & NW 1<sup>st</sup> Street with expected project driveway volumes as illustrated in Table 1. Since both Dania Marina sites will consist of the same square footage breakdown, it was expected that each driveway would experience very similar traffic volumes. The north driveway is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. The south driveway is expected to operate at LOS D in the AM peak hour and LOS F in the PM peak hour. Synchro analyses for each driveway can be found in *Appendix E*.





**LEGEND**

XX (XX) AM Trips (PM Trips)

XX Daily Driveway Volume

**FIGURE 10**  
SITE DRIVEWAY VOLUMES  
DANIA MARINA  
144706000

**Kimley»Horn**

**CONCLUSION**

The traffic impact analysis that was undertaken evaluated the impacts of traffic generated by the proposed redevelopment of the Dania Marina site on the surrounding roadway network. This evaluation considered total future roadway volume conditions with traffic generated by the subject site, plus traffic generated by the remaining unbuilt portion of Dania Pointe and by the proposed redevelopment of the 150 South Bryan Road site. The evaluation indicated that the two major signalized intersections along Bryan Road are anticipated to meet level of service standards with signalization of Old Griffin Road & Bryan Road and signal timing optimization of Stirling Road & Bryan Road. The roadway segment evaluation of Bryan Road analyzed the two-lane section of Bryan Road north of NW 1<sup>st</sup> Avenue and the enhanced three-lane section of Bryan Road with right turn lanes south of the site. The evaluation demonstrated that Bryan Road is anticipated to meet the level of service standards except for the north segment (south of Old Griffin Road) during the PM peak hour. Currently, the additional right-of-way that would need to be acquired in order to widen this segment is a part of privately-owned property along the corridor. Therefore, it is currently not possible to widen this segment. However, as part of the site plan application, the Applicant proposes to dedicate right of way along the site frontage on Bryan Road, which will accommodate any future widening of this segment of Bryan Road that may be needed.

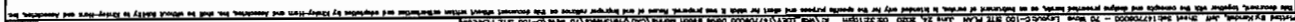
Furthermore, it is anticipated that the Applicant will construct right-turn deceleration lanes at the two proposed site driveways. Exact parameters related to these lanes will be determined during the platting process.

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APPENDIX A: SITE PLAN

SITE PLAN

**Kimley»Horn**  
© 2010 KIMLEY-HORN AND ASSOCIATES, INC.  
445 24TH STREET, SUITE 200, WEST BEACH, FL 33590  
PHONE: 772-724-4100  
WWW.KIMLEY-HORN.COM CA 00000816

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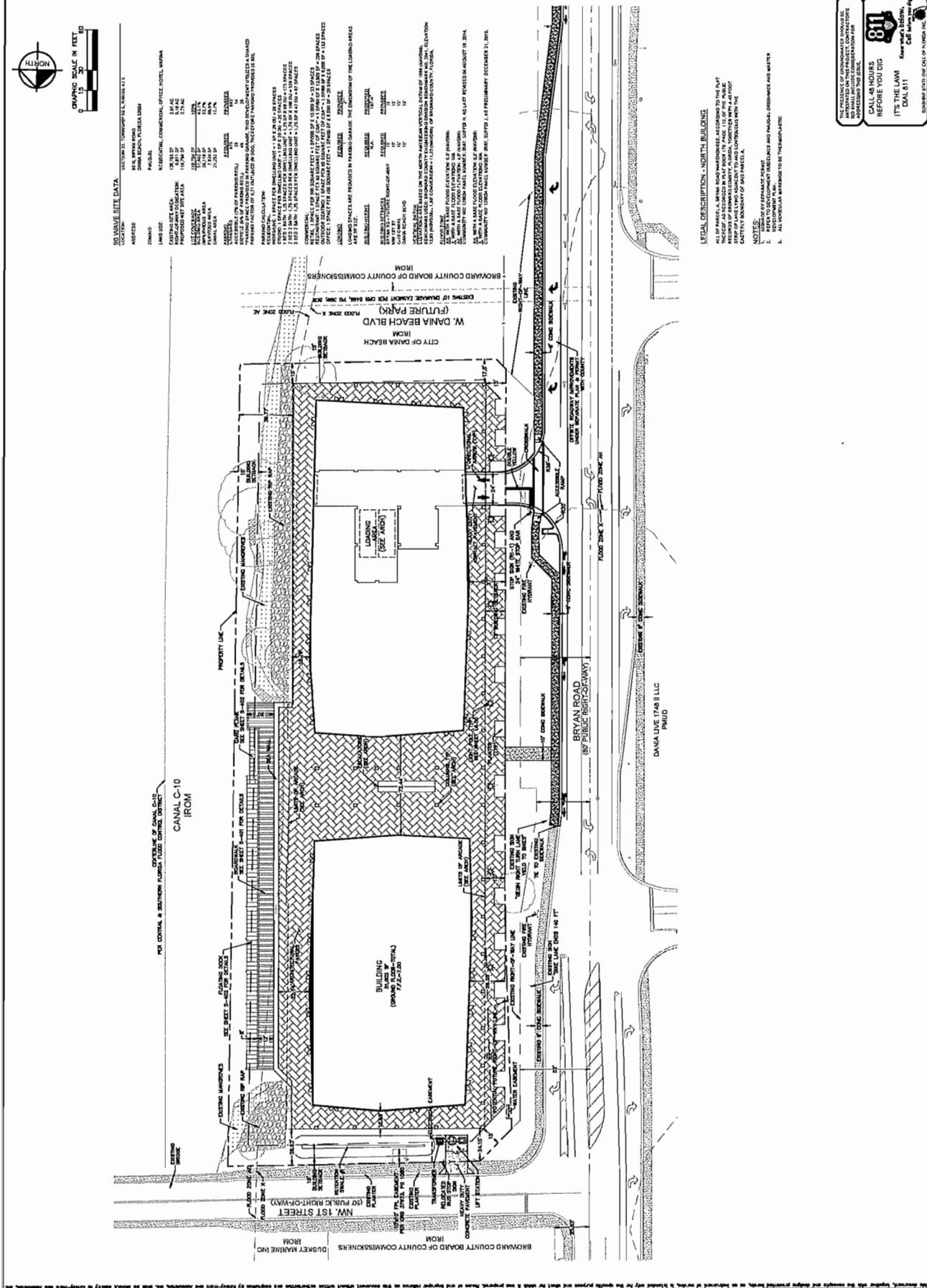
90 WAVE  
PREPARED FOR  
DANIA BEACH MARINE CORP.

## SITE PLAN

|                |
|----------------|
| KHA PROJECT    |
| 147706000      |
| DATE           |
| SCALE AS SHOWN |
| DRAWING BY     |
| CHECKED BY     |
| DRAWN BY       |
| CHECKED BY     |
| DATE           |

LICKSSEN PROFESSIONAL  
JACOB B. LICKSSEN, P.E.  
FLORIDA LICENSE NUMBER 83357

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445 N 21ST STREET, SUITE 100, VERO BEACH, FL 33460  
PHONE: 772-774-1100  
WWW.KIMLEY-HORN.COM CA 00000888

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**APPENDIX B: TURNING MOVEMENT VOLUME DATA**

## WEEKDAY AM PEAK HOUR TRIP GENERATION

|                                |    | ITE TRIP GENERATION CHARACTERISTICS |                           |             |         |              |                     | NET NEW EXTERNAL TRIPS |     |     |       |
|--------------------------------|----|-------------------------------------|---------------------------|-------------|---------|--------------|---------------------|------------------------|-----|-----|-------|
|                                |    | Land Use                            | ITE<br>Edition            | ITE<br>Code | Scale   | ITE<br>Units | ITE<br>Rate/Forumla | R2                     | In  | Out | Total |
| G<br>R<br>O<br>U<br>P<br><br>1 | 1  | General Commercial                  | 10                        | 820         | 638,287 | ksf          | 269                 |                        | 191 | 78  | 269   |
|                                | 2  | General Office Building             | 10                        | 710         | 506     | ksf          | 442                 |                        | 402 | 40  | 442   |
|                                | 3  | Mid-Rise Apartment                  | 10                        | 221         | 600     | DU           | 192                 |                        | 48  | 144 | 192   |
|                                | 4  | High-Rise Apartment                 | 10                        | 222         | 400     | DU           | 121                 |                        | 28  | 93  | 121   |
|                                | 5  | Hotel                               | 10                        | 310         | 350     | Room         | 138                 |                        | 84  | 54  | 138   |
|                                | 6  | Drive-In Bank                       | 10                        | 912         | 7       | ksf          | 35                  |                        | 23  | 12  | 35    |
|                                | 7  |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 8  |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 9  |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 10 |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 11 |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 12 |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 13 |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 14 |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                | 15 |                                     |                           |             |         |              |                     |                        |     |     |       |
|                                |    | ITE Land Use Code                   | Rate or Equation          |             |         |              |                     |                        | 776 | 421 | 1,197 |
|                                |    | 820                                 | $Y=0.5*(X)+151.78$        |             |         |              |                     |                        |     |     |       |
|                                |    | 710                                 | $Y=0.94*(X)+26.49$        |             |         |              |                     |                        |     |     |       |
|                                |    | 221                                 | $LN(Y) = 0.98*LN(X)+0.98$ |             |         |              |                     |                        |     |     |       |
|                                |    | 222                                 | $Y=0.28*(X)+12.86$        |             |         |              |                     |                        |     |     |       |
|                                |    | 310                                 | $Y=0.5*(X)+-5.34$         |             |         |              |                     |                        |     |     |       |
|                                |    | 912                                 | $Y=9.5(X)$                |             |         |              |                     |                        |     |     |       |

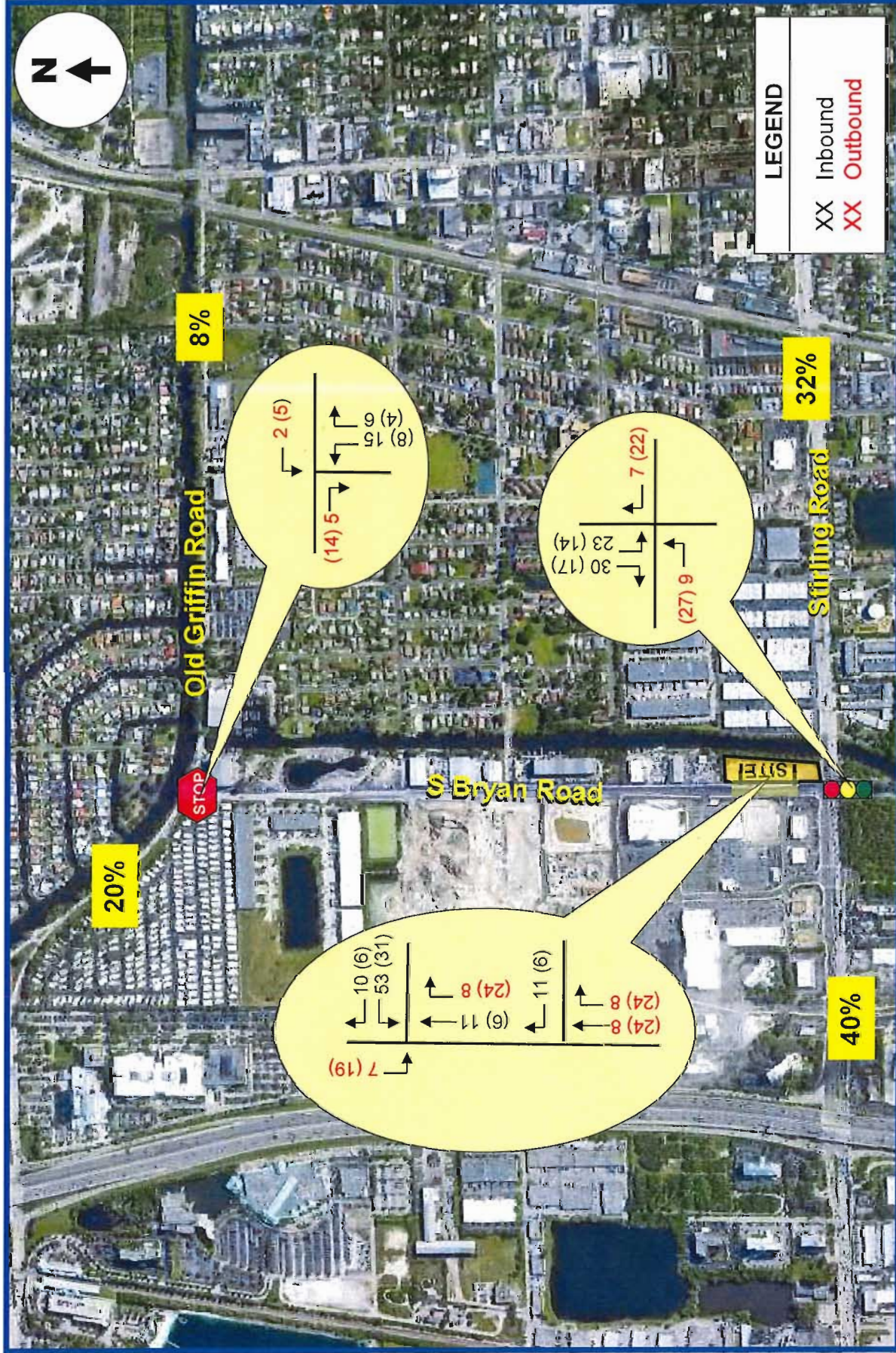
## WEEKDAY PM PEAK HOUR TRIP GENERATION

|         |    | ITE TRIP GENERATION CHARACTERISTICS |                           |             |         |              |                     | NET NEW EXTERNAL TRIPS |     |       |       |
|---------|----|-------------------------------------|---------------------------|-------------|---------|--------------|---------------------|------------------------|-----|-------|-------|
|         |    | Land Use                            | ITE<br>Edition            | ITE<br>Code | Scale   | ITE<br>Units | ITE<br>Rate/Formula | R2                     | In  | Out   | Total |
| GROUP 2 | 1  | General Commercial                  | 10                        | 820         | 638,287 | ksf          | 1126                |                        | 520 | 606   | 1,126 |
|         | 2  | General Office Building             | 10                        | 710         | 506     | ksf          | 407                 |                        | 23  | 384   | 407   |
|         | 3  | Mid-Rise Apartment                  | 10                        | 221         | 600     | DU           | 123                 |                        | 89  | 34    | 123   |
|         | 4  | High-Rise Apartment                 | 10                        | 222         | 400     | DU           | 73                  |                        | 52  | 21    | 73    |
|         | 5  | Hotel                               | 10                        | 310         | 350     | Room         | 190                 |                        | 97  | 93    | 190   |
|         | 6  | Drive-In Bank                       | 10                        | 912         | 7       | ksf          | 64                  |                        | 32  | 32    | 64    |
|         | 7  |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 8  |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 9  |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 10 |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 11 |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 12 |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 13 |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 14 |                                     |                           |             |         |              |                     |                        |     |       |       |
|         | 15 |                                     |                           |             |         |              |                     |                        |     |       |       |
|         |    | ITE Land Use Code                   | Rate or Equation          |             |         |              |                     |                        | 813 | 1,170 | 1,983 |
|         |    | 820                                 | $LN(Y) = 0.74*LN(X)+2.89$ |             |         |              |                     |                        |     |       |       |
|         |    | 710                                 | $LN(Y) = 0.95*LN(X)+0.36$ |             |         |              |                     |                        |     |       |       |
|         |    | 221                                 | $LN(Y) = 0.96*LN(X)+0.63$ |             |         |              |                     |                        |     |       |       |
|         |    | 222                                 | $Y=0.34*(X)+8.56$         |             |         |              |                     |                        |     |       |       |
|         |    | 310                                 | $Y=0.75*(X)+-26.02$       |             |         |              |                     |                        |     |       |       |
|         |    | 912                                 | $Y=20.45(X)$              |             |         |              |                     |                        |     |       |       |

| Number |  | North      |  | South    |  | East           |  | West           |  | Timing Measurement Count<br>80 Minute Counts |  |      |  |      |  |      |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |    |  |
|--------|--|------------|--|----------|--|----------------|--|----------------|--|----------------------------------------------|--|------|--|------|--|------|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|-----|--|----|--|
|        |  | 2 Bryan Rd |  | Bryan Rd |  | Old Griffin Rd |  | Old Griffin Rd |  |                                              |  | DATE |  | TIME |  | INTD |  | NSL |  | NBT |  | MGR |  | SBL |  | SBR |  | EBL |  | EJT |  | EBR |  | WBL |  | WBT |  | WBR |  |    |  |
| 1      |  |            |  |          |  | Search         |  | Search         |  | East                                         |  |      |  |      |  | 1    |  | 133 |  | 63  |  | 71  |  | 48  |  | 171 |  | 178 |  | 17  |  | 277 |  | 33  |  | 23  |  | 38  |  | 44 |  |
| 2      |  | Bryan Rd   |  | Bryan Rd |  | Bryan Rd       |  | Bryan Rd       |  | Old Griffin Rd                               |  |      |  |      |  | 2    |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |    |  |
| 3      |  | Bryan Rd   |  | Bryan Rd |  | Bryan Rd       |  | Bryan Rd       |  | Sliding Rd                                   |  |      |  |      |  | 3    |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |     |  |    |  |







**FIGURE 4**  
 150 S. Bryan Road  
 Dania Beach, Florida

**NEW PROJECT TRAFFIC ASSIGNMENT**  
**AM & (PM) New Peak Hour Trips**



National Data & Surveying Services

# Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Danla Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

## Total

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |        |       | Stirling Rd |        |       |       | Stirling Rd |        |       |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-------------|--------|-------|-------|-------------|--------|-------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 0      | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 15         | 0     | 29     | 0     | 30          | 174    | 0     | 0     | 0           | 154    | 9     | 0     | 411   |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 10         | 0     | 25     | 0     | 23          | 206    | 0     | 3     | 0           | 181    | 8     | 0     | 456   |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 17         | 1     | 34     | 0     | 29          | 171    | 0     | 0     | 0           | 201    | 12    | 0     | 465   |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 25         | 0     | 34     | 1     | 29          | 234    | 0     | 0     | 0           | 209    | 16    | 0     | 548   |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 19         | 0     | 45     | 1     | 32          | 217    | 0     | 3     | 0           | 175    | 16    | 0     | 508   |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 10         | 0     | 23     | 0     | 36          | 251    | 0     | 0     | 0           | 201    | 10    | 0     | 531   |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 21         | 0     | 29     | 0     | 32          | 240    | 0     | 1     | 0           | 258    | 13    | 0     | 594   |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 24         | 0     | 21     | 0     | 31          | 243    | 0     | 1     | 0           | 230    | 12    | 0     | 562   |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 141        | 1     | 240    | 2     | 242         | 1736   | 0     | 8     | 0           | 1609   | 96    | 0     | 4075  |
| PEAK HR :        | 08:00 AM - 09:00 AM |       |       |       | 36.72%     | 0.26% | 62.50% | 0.52% | 12.19%      | 87.41% | 0.00% | 0.40% | 0.00%       | 94.37% | 5.63% | 0.00% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 74         | 0     | 118    | 1     | 131         | 951    | 0     | 5     | 0           | 864    | 51    | 0     | 2195  |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.771      | 0.000 | 0.656  | 0.250 | 0.910       | 0.947  | 0.000 | 0.417 | 0.000       | 0.837  | 0.797 | 0.000 | 0.924 |
|                  |                     |       |       |       | 0.742      |       |        |       | 0.947       |        |       |       | 0.844       |        |       |       |       |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 0      | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    |       |
| 4:00 PM          | 0                   | 0     | 0     | 0     | 40         | 0     | 26     | 0     | 24          | 225    | 0     | 0     | 0           | 159    | 15    | 0     | 489   |
| 4:15 PM          | 0                   | 0     | 0     | 0     | 39         | 0     | 67     | 0     | 23          | 235    | 0     | 0     | 0           | 391    | 19    | 0     | 774   |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 40         | 0     | 55     | 1     | 17          | 208    | 0     | 1     | 0           | 311    | 12    | 0     | 645   |
| 4:45 PM          | 0                   | 0     | 0     | 0     | 36         | 0     | 43     | 0     | 19          | 248    | 0     | 0     | 0           | 295    | 17    | 0     | 658   |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 37         | 0     | 60     | 0     | 36          | 263    | 0     | 0     | 0           | 353    | 19    | 0     | 768   |
| 5:15 PM          | 0                   | 0     | 0     | 0     | 42         | 0     | 48     | 2     | 21          | 216    | 0     | 1     | 0           | 301    | 21    | 0     | 652   |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 36         | 0     | 51     | 2     | 31          | 239    | 0     | 2     | 0           | 291    | 19    | 0     | 671   |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 59         | 0     | 61     | 1     | 17          | 236    | 0     | 3     | 0           | 231    | 13    | 1     | 622   |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 329        | 0     | 411    | 6     | 188         | 1870   | 0     | 7     | 0           | 2332   | 135   | 1     | 5279  |
| PEAK HR :        | 04:15 PM - 05:15 PM |       |       |       | 44.10%     | 0.00% | 55.09% | 0.80% | 9.10%       | 90.56% | 0.00% | 0.34% | 0.00%       | 94.49% | 5.47% | 0.04% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 152        | 0     | 225    | 1     | 95          | 954    | 0     | 1     | 0           | 1350   | 67    | 0     | 2845  |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.950      | 0.000 | 0.840  | 0.250 | 0.660       | 0.907  | 0.000 | 0.250 | 0.000       | 0.863  | 0.682 | 0.000 | 0.919 |
|                  |                     |       |       |       | 0.892      |       |        |       | 0.878       |        |       |       | 0.864       |        |       |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

### Cars

| NS/EW Streets:   | Bryan Rd            |         |         |         | Bryan Rd   |         |         |         | Stirling Rd |         |         |         | Stirling Rd |         |         |         |       |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 0                   | 0       | 0       | 0       | 14         | 0       | 27      | 0       | 29          | 170     | 0       | 0       | 0           | 148     | 7       | 0       | 395   |
| 7:15 AM          | 0                   | 0       | 0       | 0       | 10         | 0       | 23      | 0       | 23          | 201     | 0       | 3       | 0           | 171     | 8       | 0       | 439   |
| 7:30 AM          | 0                   | 0       | 0       | 0       | 17         | 1       | 34      | 0       | 29          | 164     | 0       | 0       | 0           | 195     | 11      | 0       | 451   |
| 7:45 AM          | 0                   | 0       | 0       | 0       | 24         | 0       | 33      | 1       | 27          | 228     | 0       | 0       | 0           | 199     | 16      | 0       | 528   |
| 8:00 AM          | 0                   | 0       | 0       | 0       | 19         | 0       | 44      | 1       | 31          | 208     | 0       | 3       | 0           | 165     | 16      | 0       | 487   |
| 8:15 AM          | 0                   | 0       | 0       | 0       | 8          | 0       | 21      | 0       | 35          | 238     | 0       | 0       | 0           | 194     | 10      | 0       | 506   |
| 8:30 AM          | 0                   | 0       | 0       | 0       | 18         | 0       | 25      | 0       | 30          | 226     | 0       | 1       | 0           | 244     | 12      | 0       | 556   |
| 8:45 AM          | 0                   | 0       | 0       | 0       | 22         | 0       | 20      | 0       | 31          | 229     | 0       | 1       | 0           | 222     | 11      | 0       | 536   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 132        | 1       | 227     | 2       | 235         | 1664    | 0       | 8       | 0           | 1538    | 91      | 0       | 3898  |
| PEAK HR :        | 08:00 AM - 09:00 AM |         |         |         | 36.46%     | 0.28%   | 62.71%  | 0.55%   | 12.32%      | 87.26%  | 0.00%   | 0.42%   | 0.00%       | 94.41%  | 5.59%   | 0.00%   |       |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 67         | 0       | 110     | 1       | 127         | 901     | 0       | 5       | 0           | 825     | 49      | 0       | TOTAL |
| PEAK HR FACTOR : | 0.00                | 0.000   | 0.000   | 0.000   | 0.761      | 0.000   | 0.625   | 0.250   | 0.907       | 0.946   | 0.000   | 0.417   | 0.000       | 0.845   | 0.766   | 0.000   | 2085  |
|                  |                     |         |         |         |            |         | 0.695   |         |             | 0.946   |         |         |             | 0.854   |         |         | 0.938 |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 0                   | 0       | 0       | 0       | 40         | 0       | 24      | 0       | 23        | 218     | 0       | 0       | 0         | 146     | 15      | 0       | 466   |
| 4:15 PM          | 0                   | 0       | 0       | 0       | 38         | 0       | 66      | 0       | 21        | 230     | 0       | 0       | 0         | 382     | 18      | 0       | 755   |
| 4:30 PM          | 0                   | 0       | 0       | 0       | 38         | 0       | 52      | 1       | 16        | 205     | 0       | 1       | 0         | 300     | 11      | 0       | 624   |
| 4:45 PM          | 0                   | 0       | 0       | 0       | 35         | 0       | 40      | 0       | 17        | 245     | 0       | 0       | 0         | 286     | 15      | 0       | 638   |
| 5:00 PM          | 0                   | 0       | 0       | 0       | 36         | 0       | 58      | 0       | 35        | 257     | 0       | 0       | 0         | 343     | 18      | 0       | 747   |
| 5:15 PM          | 0                   | 0       | 0       | 0       | 42         | 0       | 47      | 2       | 21        | 208     | 0       | 1       | 0         | 293     | 20      | 0       | 634   |
| 5:30 PM          | 0                   | 0       | 0       | 0       | 35         | 0       | 49      | 2       | 29        | 237     | 0       | 2       | 0         | 289     | 18      | 0       | 661   |
| 5:45 PM          | 0                   | 0       | 0       | 0       | 59         | 0       | 60      | 1       | 17        | 233     | 0       | 3       | 0         | 225     | 13      | 1       | 612   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 323        | 0       | 396     | 6       | 179       | 1833    | 0       | 7       | 0         | 2264    | 128     | 1       | 5137  |
| PEAK HR :        | 04:15 PM - 05:15 PM |         |         |         | 44.55%     | 0.00%   | 51.62%  | 0.83%   | 8.87%     | 90.79%  | 0.00%   | 0.35%   | 0.00%     | 94.61%  | 5.35%   | 0.04%   |       |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 147        | 0       | 216     | 1       | 89        | 937     | 0       | 1       | 0         | 1311    | 62      | 0       | TOTAL |
| PEAK HR FACTOR : | 0.00                | 0.000   | 0.000   | 0.000   | 0.967      | 0.000   | 0.818   | 0.250   | 0.636     | 0.911   | 0.000   | 0.250   | 0.000     | 0.858   | 0.861   | 0.000   | 2764  |
|                  |                     |         |         |         |            |         | 0.875   |         |           | 0.879   |         |         |           | 0.858   |         |         | 0.915 |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

**HT**

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |        |       | Stirling Rd |        |       |       | Stirling Rd |        |       |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-------------|--------|-------|-------|-------------|--------|-------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0 NL                | 0 NT  | 0 NR  | 0 NU  | 0 SL       | 0 ST  | 0 SR   | 0 SU  | 0 EL        | 0 ET   | 0 ER  | 0 EU  | 0 WL        | 0 WT   | 0 WR  | 0 WU  |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 1           | 4      | 0     | 0     | 0           | 6      | 2     | 0     | 16    |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 2      | 0     | 0           | 5      | 0     | 0     | 0           | 10     | 0     | 0     | 17    |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 7      | 0     | 0     | 0           | 6      | 1     | 0     | 14    |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 1      | 0     | 2           | 6      | 0     | 0     | 0           | 10     | 0     | 0     | 20    |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 1           | 9      | 0     | 0     | 0           | 10     | 0     | 0     | 21    |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 2          | 0     | 2      | 0     | 1           | 13     | 0     | 0     | 0           | 7      | 0     | 0     | 25    |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 3          | 0     | 4      | 0     | 2           | 14     | 0     | 0     | 0           | 14     | 1     | 0     | 38    |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 2          | 0     | 1      | 0     | 0           | 14     | 0     | 0     | 0           | 8      | 1     | 0     | 26    |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 9          | 0     | 13     | 0     | 7           | 72     | 0     | 0     | 0           | 71     | 5     | 0     | 177   |
| PEAK HR :        | 09:00 AM - 09:00 AM |       |       |       | 40.91%     | 0.00% | 59.09% | 0.00% | 8.86%       | 91.14% | 0.00% | 0.00% | 0.00%       | 93.42% | 6.58% | 0.00% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 7          | 0     | 8      | 0     | 4           | 50     | 0     | 0     | 0           | 39     | 2     | 0     | TOTAL |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.583      | 0.000 | 0.500  | 0.000 | 0.500       | 0.893  | 0.000 | 0.000 | 0.000       | 0.696  | 0.500 | 0.000 | 110   |
|                  |                     |       |       |       |            |       | 0.536  |       |             |        | 0.844 |       |             |        | 0.683 |       | 0.721 |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |       |       | TOTAL |
|                  | 0 NL                | 0 NT  | 0 NR  | 0 NU  | 0 SL       | 0 ST  | 0 SR   | 0 SU  | 0 EL        | 0 ET   | 0 ER  | 0 EU  | 0 WL        | 0 WT   | 0 WR  | 0 WU  |       |
| 4:00 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 2      | 0     | 1           | 7      | 0     | 0     | 0           | 13     | 0     | 0     | 23    |
| 4:15 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 1      | 0     | 2           | 5      | 0     | 0     | 0           | 9      | 1     | 0     | 19    |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 2          | 0     | 3      | 0     | 1           | 3      | 0     | 0     | 0           | 11     | 1     | 0     | 21    |
| 4:45 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 3      | 0     | 2           | 3      | 0     | 0     | 0           | 9      | 2     | 0     | 20    |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 1           | 6      | 0     | 0     | 0           | 10     | 1     | 0     | 21    |
| 5:15 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 0           | 8      | 0     | 0     | 0           | 8      | 1     | 0     | 18    |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 2           | 2      | 0     | 0     | 0           | 2      | 1     | 0     | 10    |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 0           | 3      | 0     | 0     | 0           | 6      | 0     | 0     | 10    |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 6          | 0     | 15     | 0     | 9           | 37     | 0     | 0     | 0           | 68     | 7     | 0     | 142   |
| PEAK HR :        | 04:15 PM - 05:15 PM |       |       |       | 28.57%     | 0.00% | 71.43% | 0.00% | 19.57%      | 80.43% | 0.00% | 0.00% | 0.00%       | 90.67% | 9.33% | 0.00% |       |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 5          | 0     | 9      | 0     | 6           | 17     | 0     | 0     | 0           | 39     | 5     | 0     | TOTAL |
| PEAK HR FACTOR : | 0.00                | 0.000 | 0.000 | 0.000 | 0.625      | 0.000 | 0.750  | 0.000 | 0.750       | 0.708  | 0.000 | 0.000 | 0.000       | 0.886  | 0.625 | 0.000 | 81    |
|                  |                     |       |       |       |            |       | 0.700  |       |             |        | 0.821 |       |             |        | 0.917 |       | 0.964 |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach  
Control: Signalized

Project ID: 19-03588-001  
Date: 9/12/2019

### Bikes

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |        |       | Stirling Rd |        |       |       | Stirling Rd |        |        |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|--------|-------|-------------|--------|-------|-------|-------------|--------|--------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |        |       | TOTAL |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 0      | 1      | 0     | 1     |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 1      | 0      | 0     | 2     |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 3      | 0     | 0           | 0      | 0     | 0     | 0           | 3      | 2      | 0     | 8     |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 1      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 0      | 0     | 2           | 0      | 0     | 0     | 0           | 1      | 2      | 0     | 6     |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 1          | 0     | 2      | 0     | 0           | 1      | 0     | 0     | 0           | 2      | 1      | 0     | 7     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 2          | 0     | 5      | 0     | 2           | 5      | 0     | 0     | 0           | 7      | 6      | 0     | 27    |
|                  |                     |       |       |       | 28.57%     | 0.00% | 71.43% | 0.00% | 28.57%      | 71.43% | 0.00% | 0.00% | 0.00%       | 53.85% | 46.15% | 0.00% |       |
| PEAK HR :        | 08:00 AM - 09:00 AM |       |       |       | 2          | 0     | 5      | 0     | 2           | 2      | 0     | 0     | 0           | 6      | 5      | 0     | TOTAL |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 2          | 0     | 5      | 0     | 2           | 2      | 0     | 0     | 0           | 6      | 5      | 0     | 22    |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.500      | 0.000 | 0.417  | 0.000 | 0.250       | 0.500  | 0.000 | 0.000 | 0.000       | 0.500  | 0.625  | 0.000 | 0.688 |
|                  |                     |       |       |       |            |       | 0.583  |       |             | 0.500  |       |       |             |        | 0.550  |       |       |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |        |       | EASTBOUND   |        |       |       | WESTBOUND   |        |        |       | TOTAL |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    |       |
| 4:00 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 1      | 0     | 1           | 0      | 0     | 0     | 0           | 1      | 0      | 0     | 3     |
| 4:15 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 0      | 0     | 2           | 0      | 0     | 0     | 0           | 2      | 1      | 0     | 6     |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 1           | 0      | 0     | 0     | 0           | 0      | 0      | 0     | 1     |
| 4:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 1      | 2      | 0     | 3     |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 1          | 0     | 0      | 0     | 1           | 1      | 0     | 0     | 0           | 1      | 1      | 0     | 5     |
| 5:15 PM          | 0                   | 0     | 0     | 0     | 2          | 0     | 1      | 0     | 0           | 0      | 0     | 0     | 0           | 0      | 0      | 0     | 3     |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 1           | 0      | 0     | 0     | 0           | 2      | 0      | 0     | 3     |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0      | 0     | 0           | 0      | 0     | 0     | 0           | 1      | 1      | 0     | 2     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR     | SU    | EL          | ET     | ER    | EU    | WL          | WT     | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 4          | 0     | 2      | 0     | 6           | 1      | 0     | 0     | 0           | 8      | 5      | 0     | 26    |
|                  |                     |       |       |       | 66.67%     | 0.00% | 33.33% | 0.00% | 85.71%      | 14.29% | 0.00% | 0.00% | 0.00%       | 61.54% | 38.46% | 0.00% |       |
| PEAK HR :        | 04:15 PM - 05:15 PM |       |       |       | 2          | 0     | 0      | 0     | 4           | 1      | 0     | 0     | 0           | 4      | 4      | 0     | TOTAL |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 2          | 0     | 0      | 0     | 4           | 1      | 0     | 0     | 0           | 4      | 4      | 0     | 15    |
| PEAK HR FACTOR : | 0.00                | 0.000 | 0.000 | 0.000 | 0.500      | 0.000 | 0.000  | 0.000 | 0.500       | 0.250  | 0.000 | 0.000 | 0.000       | 0.500  | 0.500  | 0.000 | 0.625 |
|                  |                     |       |       |       |            |       | 0.500  |       |             | 0.625  |       |       |             |        | 0.667  |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Stirling Rd  
City: Dania Beach

Project ID: 19-03588-001  
Date: 9/12/2019

### Pedestrians (Crosswalks)

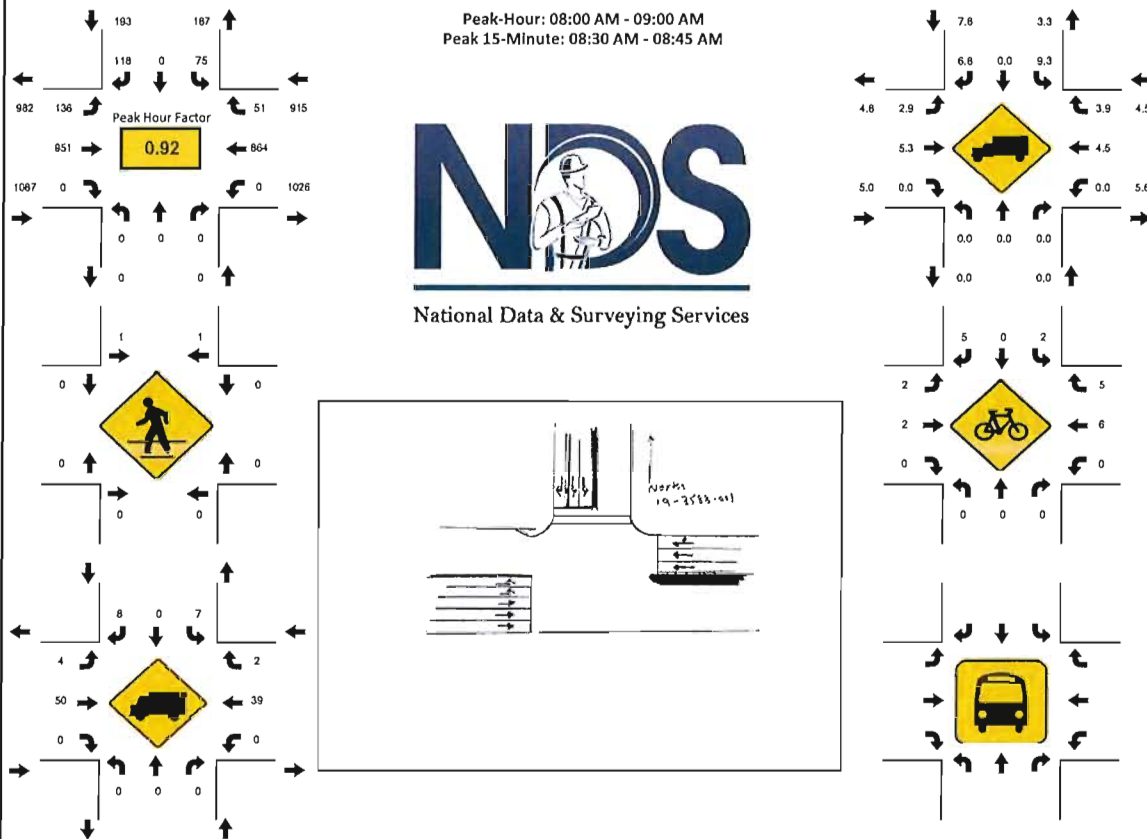
| NS/EW Streets:   | Bryan Rd            |        | Bryan Rd  |      | Stirling Rd |      | Stirling Rd |      |          |
|------------------|---------------------|--------|-----------|------|-------------|------|-------------|------|----------|
| AM               | NORTH LEG           |        | SOUTH LEG |      | EAST LEG    |      | WEST LEG    |      | TOTAL    |
|                  | EB                  | WB     | EB        | WB   | NB          | SB   | NB          | SB   |          |
| 7:00 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| 7:15 AM          | 1                   | 4      | 0         | 0    | 0           | 0    | 0           | 0    | 5        |
| 7:30 AM          | 2                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 2        |
| 7:45 AM          | 1                   | 1      | 0         | 0    | 0           | 0    | 0           | 0    | 2        |
| 8:00 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| 8:15 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| 8:30 AM          | 1                   | 1      | 0         | 0    | 0           | 0    | 0           | 0    | 2        |
| 8:45 AM          | 0                   | 0      | 0         | 0    | 0           | 0    | 0           | 0    | 0        |
| TOTAL VOLUMES :  | EB 5                | WB 6   | EB 0      | WB 0 | NB 0        | SB 0 | NB 0        | SB 0 | TOTAL 11 |
| APPROACH %'s :   | 45.45%              | 54.55% |           |      |             |      |             |      |          |
| PEAK HR :        | 08:00 AM - 09:00 AM |        |           |      |             |      |             |      | TOTAL 2  |
| PEAK HR VOL :    | 1                   | 1      | 0         | 0    | 0           | 0    | 0           | 0    |          |
| PEAK HR FACTOR : | 0.250               | 0.250  |           |      |             |      |             |      | 0.250    |
|                  |                     | 0.250  |           |      |             |      |             |      |          |

| PM               | NORTH LEG           |         | SOUTH LEG |      | EAST LEG |      | WEST LEG |      | TOTAL   |
|------------------|---------------------|---------|-----------|------|----------|------|----------|------|---------|
|                  | EB                  | WB      | EB        | WB   | NB       | SB   | NB       | SB   |         |
| 4:00 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 4:15 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 4:30 PM          | 0                   | 1       | 0         | 0    | 0        | 0    | 0        | 0    | 1       |
| 4:45 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:00 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:15 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:30 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| 5:45 PM          | 0                   | 0       | 0         | 0    | 0        | 0    | 0        | 0    | 0       |
| TOTAL VOLUMES :  | EB 0                | WB 1    | EB 0      | WB 0 | NB 0     | SB 0 | NB 0     | SB 0 | TOTAL 1 |
| APPROACH %'s :   | 0.00%               | 100.00% |           |      |          |      |          |      |         |
| PEAK HR :        | 04:15 PM - 05:15 PM |         |           |      |          |      |          |      | TOTAL 1 |
| PEAK HR VOL :    | 0                   | 1       | 0         | 0    | 0        | 0    | 0        | 0    |         |
| PEAK HR FACTOR : |                     | 0.250   |           |      |          |      |          |      | 0.250   |
|                  |                     | 0.250   |           |      |          |      |          |      |         |



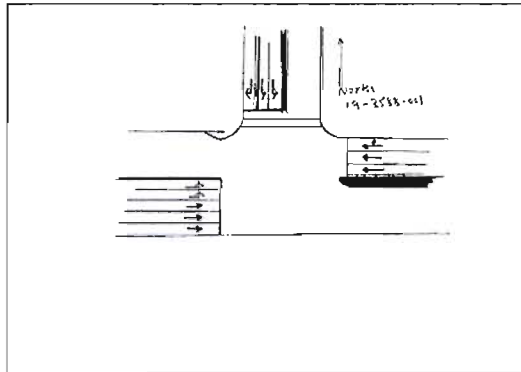


PROJECT ID: 19-03588-001  
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| 15-Min Count<br>Period<br>Beginning At | Bryan Rd<br>Northbound |      |     |   |    | Bryan Rd<br>Southbound |      |     |   |    | Stirling Rd<br>Eastbound |      |     |    |    | Stirling Rd<br>Westbound |      |     |   |    | Total | Hourly<br>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 |    | 15                     | 0    | 29  | 0 |    | 30                       | 174  | 0   | 0  |    | 0                        | 154  | 9   | 0 |    | 411   | 1880            |
| 07:15 AM                               | 0                      | 0    | 0   | 0 |    | 10                     | 0    | 25  | 0 |    | 23                       | 206  | 0   | 3  |    | 0                        | 181  | 8   | 0 |    | 456   | 1977            |
| 07:30 AM                               | 0                      | 0    | 0   | 0 |    | 17                     | 1    | 34  | 0 |    | 29                       | 171  | 0   | 0  |    | 0                        | 201  | 12  | 0 |    | 465   | 2052            |
| 07:45 AM                               | 0                      | 0    | 0   | 0 |    | 25                     | 0    | 34  | 1 |    | 29                       | 234  | 0   | 0  |    | 0                        | 209  | 16  | 0 |    | 548   | 2181            |
| 08:00 AM                               | 0                      | 0    | 0   | 0 |    | 19                     | 0    | 45  | 1 |    | 32                       | 217  | 0   | 3  |    | 0                        | 175  | 16  | 0 |    | 508   | 2195            |
| 08:15 AM                               | 0                      | 0    | 0   | 0 |    | 10                     | 0    | 23  | 0 |    | 36                       | 251  | 0   | 0  |    | 0                        | 201  | 10  | 0 |    | 531   | 1687            |
| 08:30 AM                               | 0                      | 0    | 0   | 0 |    | 21                     | 0    | 29  | 0 |    | 32                       | 240  | 0   | 1  |    | 0                        | 258  | 13  | 0 |    | 594   | 1156            |
| 08:45 AM                               | 0                      | 0    | 0   | 0 |    | 24                     | 0    | 21  | 0 |    | 31                       | 243  | 0   | 1  |    | 0                        | 230  | 12  | 0 |    | 562   | 562             |
| Peak 15-Min<br>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 |    | 96                     | 0    | 180 | 4 |    | 144                      | 1004 | 0   | 12 |    | 0                        | 1032 | 64  | 0 |    | 2536  |                 |
| Heavy Trucks                           | 0                      | 0    | 0   |   |    | 12                     | 0    | 16  |   |    | 8                        | 56   | 0   |    |    | 0                        | 56   | 4   |   |    | 152   |                 |
| Pedestrians                            |                        |      |     |   |    |                        |      | 8   |   |    |                          | 0    |     |    |    |                          | 0    |     |   |    | 8     |                 |
| Bicycles                               | 0                      | 0    | 0   |   |    | 4                      | 0    | 12  |   |    | 8                        | 4    | 0   |    |    | 0                        | 12   | 8   |   |    | 48    |                 |
| Railroad<br>Stopped Buses              |                        |      |     |   |    |                        |      |     |   |    |                          |      |     |    |    |                          |      |     |   |    |       |                 |

PROJECT ID: 19-03588-001  
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[illegible]



# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & NW 1st St  
City: Dania Beach  
Control: 1-Way Stop (EB)

Project ID: 19-03588-002  
Date: 9/12/2019

Cars

| NS/EW Streets:  | Bryan Rd            |        |        |       | Bryan Rd   |        |       |       | NW 1st St |       |       |       | NW 1st St |       |        |       |       |
|-----------------|---------------------|--------|--------|-------|------------|--------|-------|-------|-----------|-------|-------|-------|-----------|-------|--------|-------|-------|
| AM              | NORTHBOUND          |        |        |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                 | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 7:00 AM         | 0                   | 28     | 5      | 0     | 11         | 22     | 0     | 0     | 0         | 0     | 0     | 0     | 25        | 0     | 12     | 0     | 103   |
| 7:15 AM         | 0                   | 20     | 14     | 0     | 21         | 27     | 0     | 0     | 0         | 0     | 0     | 0     | 22        | 0     | 21     | 0     | 125   |
| 7:30 AM         | 0                   | 21     | 14     | 0     | 15         | 29     | 0     | 0     | 0         | 0     | 0     | 0     | 35        | 0     | 18     | 0     | 132   |
| 7:45 AM         | 0                   | 39     | 15     | 0     | 15         | 53     | 0     | 0     | 0         | 0     | 0     | 0     | 33        | 0     | 12     | 0     | 167   |
| 8:00 AM         | 0                   | 33     | 11     | 0     | 4          | 42     | 0     | 0     | 0         | 0     | 0     | 0     | 18        | 0     | 16     | 0     | 124   |
| 8:15 AM         | 0                   | 29     | 20     | 0     | 7          | 33     | 0     | 0     | 0         | 0     | 0     | 0     | 22        | 0     | 15     | 0     | 126   |
| 8:30 AM         | 0                   | 28     | 6      | 0     | 14         | 44     | 0     | 0     | 0         | 0     | 0     | 0     | 11        | 0     | 12     | 0     | 115   |
| 8:45 AM         | 0                   | 24     | 9      | 0     | 8          | 49     | 0     | 0     | 0         | 0     | 0     | 0     | 21        | 0     | 15     | 0     | 126   |
| TOTAL VOLUMES:  | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s:   | 0                   | 222    | 94     | 0     | 95         | 299    | 0     | 0     | 0         | 0     | 0     | 0     | 187       | 0     | 121    | 0     | 1018  |
|                 | 0.00%               | 70.25% | 29.75% | 0.00% | 24.11%     | 75.89% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 60.71%    | 0.00% | 39.29% | 0.00% |       |
| PEAK HR:        | 07:30 AM - 08:30 AM |        |        |       |            |        |       |       |           |       |       |       |           |       |        |       | TOTAL |
| PEAK HR VOL:    | 0                   | 122    | 60     | 0     | 41         | 157    | 0     | 0     | 0         | 0     | 0     | 0     | 108       | 0     | 61     | 0     | 549   |
| PEAK HR FACTOR: | 0.00                | 0.782  | 0.750  | 0.000 | 0.683      | 0.741  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.771     | 0.000 | 0.847  | 0.000 | 0.822 |
|                 | 0.843               |        |        |       | 0.728      |        |       |       |           |       |       |       | 0.797     |       |        |       |       |
| PM              | NORTHBOUND          |        |        |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                 | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 4:00 PM         | 0                   | 21     | 14     | 0     | 17         | 58     | 0     | 0     | 0         | 0     | 0     | 0     | 21        | 0     | 13     | 0     | 144   |
| 4:15 PM         | 0                   | 16     | 16     | 0     | 19         | 67     | 0     | 0     | 0         | 0     | 0     | 0     | 28        | 0     | 18     | 0     | 164   |
| 4:30 PM         | 0                   | 27     | 12     | 0     | 17         | 67     | 0     | 0     | 0         | 0     | 0     | 0     | 24        | 0     | 14     | 0     | 161   |
| 4:45 PM         | 0                   | 21     | 13     | 0     | 12         | 82     | 0     | 0     | 0         | 0     | 0     | 0     | 18        | 0     | 8      | 0     | 154   |
| 5:00 PM         | 0                   | 31     | 24     | 0     | 16         | 101    | 0     | 0     | 0         | 0     | 0     | 0     | 19        | 0     | 13     | 0     | 204   |
| 5:15 PM         | 0                   | 32     | 18     | 0     | 15         | 111    | 0     | 0     | 0         | 0     | 0     | 0     | 22        | 0     | 12     | 0     | 210   |
| 5:30 PM         | 0                   | 25     | 19     | 0     | 22         | 95     | 0     | 0     | 0         | 0     | 0     | 0     | 12        | 0     | 11     | 0     | 184   |
| 5:45 PM         | 0                   | 26     | 16     | 0     | 19         | 87     | 0     | 0     | 0         | 0     | 0     | 0     | 23        | 0     | 7      | 0     | 178   |
| TOTAL VOLUMES:  | NL                  | NT     | NR     | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s:   | 0                   | 199    | 132    | 0     | 137        | 668    | 0     | 0     | 0         | 0     | 0     | 0     | 167       | 0     | 96     | 0     | 1399  |
|                 | 0.00%               | 60.12% | 39.88% | 0.00% | 17.02%     | 82.98% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 63.50%    | 0.00% | 36.50% | 0.00% |       |
| PEAK HR:        | 05:00 PM - 06:00 PM |        |        |       |            |        |       |       |           |       |       |       |           |       |        |       | TOTAL |
| PEAK HR VOL:    | 0                   | 114    | 77     | 0     | 72         | 394    | 0     | 0     | 0         | 0     | 0     | 0     | 76        | 0     | 43     | 0     | 776   |
| PEAK HR FACTOR: | 0.00                | 0.891  | 0.802  | 0.000 | 0.818      | 0.887  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.826     | 0.000 | 0.827  | 0.000 | 0.924 |
|                 | 0.868               |        |        |       | 0.925      |        |       |       |           |       |       |       | 0.875     |       |        |       |       |



## National Data &amp; Surveying Services

**Location:** Bryan Rd & NW 1st St

City: Dania Beach

**Control: 1-Way Stop (EB)**

Project ID: 19-03588-002

Date: 9/12/2019

HT

| NS/EW Streets:   |            | Bryan Rd            |        |        |       | Bryan Rd |        |       |            | NW 1st St |       |       |           | NW 1st St |       |        |           |       |  |  |       |
|------------------|------------|---------------------|--------|--------|-------|----------|--------|-------|------------|-----------|-------|-------|-----------|-----------|-------|--------|-----------|-------|--|--|-------|
| AM               | NORTHBOUND |                     |        |        |       |          |        |       | SOUTHBOUND |           |       |       | EASTBOUND |           |       |        | WESTBOUND |       |  |  | TOTAL |
|                  | 0          | 0                   | 0      | 0      | 0     | 0        | 0      | 0     | 0          | 0         | 0     | 0     | 0         | 0         | 0     | 0      | 0         | 0     |  |  |       |
|                  | NL         | NT                  | NR     | NU     | SL    | ST       | SR     | SU    | EL         | ET        | ER    | EU    | WL        | WT        | WR    | WU     |           |       |  |  |       |
|                  | 7:00 AM    | 0                   | 3      | 0      | 0     | 1        | 0      | 0     | 0          | 0         | 0     | 0     | 0         | 2         | 0     | 0      | 0         | 6     |  |  |       |
|                  | 7:15 AM    | 0                   | 0      | 0      | 0     | 0        | 2      | 0     | 0          | 0         | 0     | 0     | 0         | 0         | 0     | 1      | 0         | 3     |  |  |       |
|                  | 7:30 AM    | 0                   | 1      | 0      | 0     | 1        | 1      | 0     | 0          | 0         | 0     | 0     | 0         | 0         | 0     | 0      | 0         | 3     |  |  |       |
|                  | 7:45 AM    | 0                   | 3      | 0      | 0     | 2        | 2      | 0     | 0          | 0         | 0     | 0     | 0         | 0         | 0     | 1      | 0         | 8     |  |  |       |
|                  | 8:00 AM    | 0                   | 1      | 0      | 0     | 0        | 2      | 0     | 0          | 0         | 0     | 0     | 0         | 0         | 0     | 0      | 0         | 3     |  |  |       |
|                  | 8:15 AM    | 0                   | 2      | 0      | 0     | 2        | 3      | 0     | 0          | 0         | 0     | 0     | 0         | 1         | 0     | 1      | 0         | 9     |  |  |       |
| 8:30 AM          | 0          | 2                   | 0      | 0      | 0     | 3        | 0      | 0     | 0          | 0         | 0     | 0     | 0         | 0         | 1     | 0      | 5         |       |  |  |       |
| 8:45 AM          | 0          | 1                   | 2      | 0      | 1     | 4        | 0      | 0     | 0          | 0         | 0     | 0     | 1         | 0         | 1     | 0      | 10        |       |  |  |       |
| TOTAL VOLUMES :  |            | NL                  | NT     | NR     | NU    | SL       | ST     | SR    | SU         | EL        | ET    | ER    | EU        | WL        | WT    | WR     | WU        | TOTAL |  |  |       |
| APPROACH %'s :   |            | 0                   | 13     | 2      | 0     | 7        | 17     | 0     | 0          | 0         | 0     | 0     | 0         | 4         | 0     | 4      | 0         | 47    |  |  |       |
|                  |            | 0.00%               | 86.67% | 13.33% | 0.00% | 29.17%   | 70.83% | 0.00% | 0.00%      |           |       |       |           | 50.00%    | 0.00% | 50.00% | 0.00%     |       |  |  |       |
| PEAK HR :        |            | 07:30 AM - 08:30 AM |        |        |       |          |        |       |            |           |       |       |           |           |       |        |           | TOTAL |  |  |       |
| PEAK HR VOL :    |            | 0                   | 7      | 0      | 0     | 5        | 8      | 0     | 0          | 0         | 0     | 0     | 0         | 1         | 0     | 2      | 0         | 23    |  |  |       |
| PEAK HR FACTOR : |            | 0.000               | 0.583  | 0.000  | 0.000 | 0.625    | 0.667  | 0.000 | 0.000      | 0.000     | 0.000 | 0.000 | 0.000     | 0.250     | 0.000 | 0.500  | 0.000     | 0.639 |  |  |       |
|                  |            | 0.583               |        |        |       | 0.650    |        |       |            |           |       |       |           | 0.375     |       |        |           |       |  |  |       |

| PM               | NORTHBOUND          |        |        |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL    |
|------------------|---------------------|--------|--------|-------|------------|--------|-------|-------|-----------|-------|-------|-------|-----------|-------|--------|-------|----------|
|                  | 0 NL                | 0 NT   | 0 NR   | 0 NU  | 0 SL       | 0 ST   | 0 SR  | 0 SU  | 0 EL      | 0 ET  | 0 ER  | 0 EU  | 0 WL      | 0 WT  | 0 WR   | 0 WU  |          |
| 4:00 PM          | 0                   | 1      | 0      | 0     | 1          | 6      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 8        |
| 4:15 PM          | 0                   | 3      | 2      | 0     | 1          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 1      | 0     | 9        |
| 4:30 PM          | 0                   | 1      | 1      | 0     | 2          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 3         | 0     | 2      | 0     | 10       |
| 4:45 PM          | 0                   | 1      | 0      | 0     | 0          | 6      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 0      | 0     | 8        |
| 5:00 PM          | 0                   | 0      | 0      | 0     | 1          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 1      | 0     | 3        |
| 5:15 PM          | 0                   | 1      | 1      | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2        |
| 5:30 PM          | 0                   | 3      | 0      | 0     | 1          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 1      | 0     | 7        |
| 5:45 PM          | 0                   | 0      | 0      | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0        |
| TOTAL VOLUMES :  | NL 0                | NT 10  | NR 4   | NU 0  | SL 6       | ST 17  | SR 0  | SU 0  | EL 0      | ET 0  | ER 0  | EU 0  | WL 5      | WT 0  | WR 5   | WU 0  | TOTAL 47 |
| APPROACH %'s :   | 0.00%               | 71.43% | 28.57% | 0.00% | 26.09%     | 73.91% | 0.00% | 0.00% |           |       |       |       | 50.00%    | 0.00% | 50.00% | 0.00% |          |
| PEAK HR :        | 05:00 PM - 06:00 PM |        |        |       |            |        |       |       |           |       |       |       |           |       |        |       | TOTAL 12 |
| PEAK HR VOL :    | 0                   | 4      | 1      | 0     | 2          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 2      | 0     |          |
| PEAK HR FACTOR : | 0.00                | 0.333  | 0.250  | 0.000 | 0.500      | 0.500  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.250     | 0.000 | 0.500  | 0.000 | 0.429    |
|                  | 0.417               |        |        |       | 0.500      |        |       |       |           |       |       |       | 0.375     |       |        |       |          |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & NW 1st St  
City: Dania Beach  
Control: 1-Way Stop (EB)

Project ID: 19-03588-002  
Date: 9/12/2019

### Bikes

| NS/EW Streets:   | Bryan Rd            |         |       |       | Bryan Rd   |        |       |       | NW 1st St |       |       |       | NW 1st St |       |        |       |       |
|------------------|---------------------|---------|-------|-------|------------|--------|-------|-------|-----------|-------|-------|-------|-----------|-------|--------|-------|-------|
| AM               | NORTHBOUND          |         |       |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                  | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     |       |
|                  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 7:00 AM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 7:15 AM          | 0                   | 0       | 0     | 0     | 0          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 7:30 AM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 7:45 AM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 8:00 AM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 2      | 0     | 2     |
| 8:15 AM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 0      | 0     | 2     |
| 8:30 AM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 8:45 AM          | 0                   | 0       | 0     | 0     | 1          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2     |
| TOTAL VOLUMES :  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 3       | 0     | 0     | 1          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 2      | 0     | 9     |
|                  | 0.00%               | 100.00% | 0.00% | 0.00% | 33.33%     | 66.67% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 33.33%    | 0.00% | 66.67% | 0.00% |       |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |       |       | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 1         | 0     | 2      | 0     | TOTAL |
| PEAK HR VOL :    | 0                   | 2       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0.250     | 0.000 | 0.250  | 0.000 | 5     |
| PEAK HR FACTOR : | 0.000               | 0.500   | 0.000 | 0.000 | 0.000      | 0.000  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.250     | 0.000 | 0.250  | 0.000 | 0.625 |
|                  | 0.500               |         |       |       |            |        |       |       |           |       |       |       | 0.375     |       |        |       |       |
| PM               | NORTHBOUND          |         |       |       | SOUTHBOUND |        |       |       | EASTBOUND |       |       |       | WESTBOUND |       |        |       | TOTAL |
|                  | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     |       |
|                  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    |       |
| 4:00 PM          | 0                   | 1       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 4:15 PM          | 0                   | 1       | 0     | 0     | 1          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2     |
| 4:30 PM          | 0                   | 0       | 0     | 0     | 0          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 1     |
| 4:45 PM          | 0                   | 1       | 0     | 0     | 1          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 2     |
| 5:00 PM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 5:15 PM          | 0                   | 0       | 0     | 0     | 2          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 3     |
| 5:30 PM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| 5:45 PM          | 0                   | 0       | 0     | 0     | 0          | 0      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 0     |
| TOTAL VOLUMES :  | NL                  | NT      | NR    | NU    | SL         | ST     | SR    | SU    | EL        | ET    | ER    | EU    | WL        | WT    | WR     | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 3       | 0     | 0     | 4          | 2      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | 9     |
|                  | 0.00%               | 100.00% | 0.00% | 0.00% | 66.67%     | 33.33% | 0.00% | 0.00% | 0         | 0     | 0     | 0     | 0.000     | 0.000 | 0.000  | 0.000 |       |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |       |       | 2          | 1      | 0     | 0     | 0         | 0     | 0     | 0     | 0         | 0     | 0      | 0     | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0     | 0     | 0.250      | 0.250  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.000     | 0.000 | 0.000  | 0.000 | 3     |
| PEAK HR FACTOR : | 0.00                | 0.000   | 0.000 | 0.000 | 0.250      | 0.250  | 0.000 | 0.000 | 0.000     | 0.000 | 0.000 | 0.000 | 0.000     | 0.000 | 0.000  | 0.000 | 0.250 |
|                  |                     |         |       |       | 0.250      |        |       |       |           |       |       |       |           |       |        |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & NW 1st St  
City: Dania Beach

Project ID: 19-03588-002  
Date: 9/12/2019

### Pedestrians (Crosswalks)

| NS/EW Streets:   | Bryan Rd            |         | Bryan Rd  |         | NW 1st St |        | NW 1st St |    |       |
|------------------|---------------------|---------|-----------|---------|-----------|--------|-----------|----|-------|
| AM               | NORTH LEG           |         | SOUTH LEG |         | EAST LEG  |        | WEST LEG  |    | TOTAL |
|                  | EB                  | WB      | EB        | WB      | NB        | SB     | NB        | SB |       |
| 7:00 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 7:15 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 7:30 AM          | 0                   | 0       | 0         | 0       | 1         | 0      | 0         | 0  | 1     |
| 7:45 AM          | 0                   | 0       | 0         | 1       | 0         | 2      | 0         | 0  | 3     |
| 8:00 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 8:15 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| 8:30 AM          | 0                   | 1       | 0         | 0       | 0         | 0      | 0         | 0  | 1     |
| 8:45 AM          | 0                   | 0       | 0         | 0       | 0         | 0      | 0         | 0  | 0     |
| TOTAL VOLUMES :  | EB                  | WB      | EB        | WB      | NB        | SB     | NB        | SB | TOTAL |
| APPROACH %'s :   | 0                   | 1       | 0         | 1       | 1         | 2      | 0         | 0  | 5     |
|                  | 0.00%               | 100.00% | 0.00%     | 100.00% | 33.33%    | 66.67% |           |    |       |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |           |         |           |        |           |    | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0         | 1       | 1         | 2      | 0         | 0  | 4     |
| PEAK HR FACTOR : |                     |         |           | 0.250   | 0.250     | 0.250  |           |    | 0.333 |
|                  |                     |         |           | 0.250   |           | 0.375  |           |    |       |

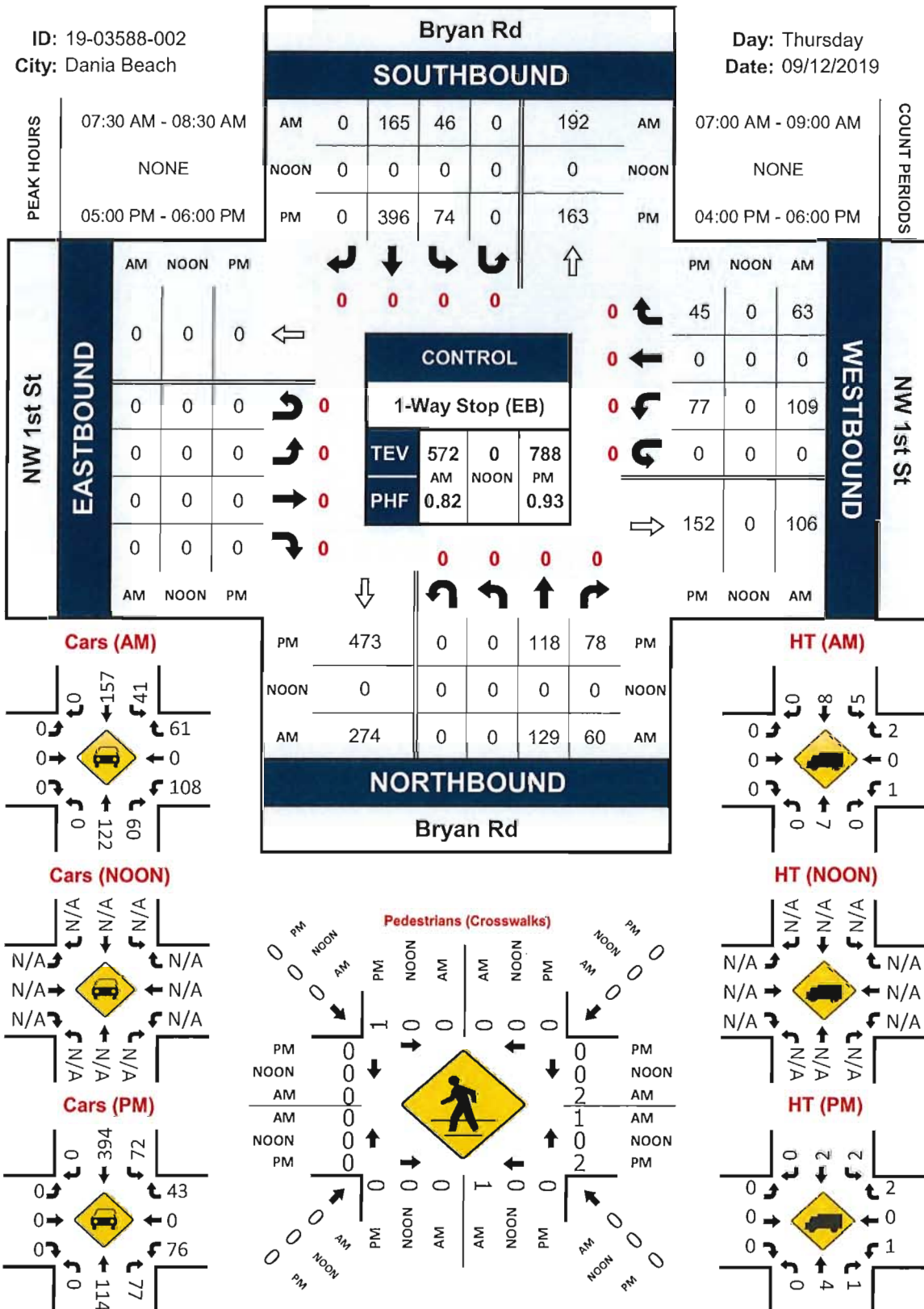
| PM               | NORTH LEG           |       | SOUTH LEG |    | EAST LEG |        | WEST LEG |    | TOTAL |
|------------------|---------------------|-------|-----------|----|----------|--------|----------|----|-------|
|                  | EB                  | WB    | EB        | WB | NB       | SB     | NB       | SB |       |
| 4:00 PM          | 0                   | 0     | 0         | 0  | 0        | 2      | 0        | 0  | 2     |
| 4:15 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 4:30 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 4:45 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 5:00 PM          | 1                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 1     |
| 5:15 PM          | 0                   | 0     | 0         | 0  | 2        | 0      | 0        | 0  | 2     |
| 5:30 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| 5:45 PM          | 0                   | 0     | 0         | 0  | 0        | 0      | 0        | 0  | 0     |
| TOTAL VOLUMES :  | EB                  | WB    | EB        | WB | NB       | SB     | NB       | SB | TOTAL |
| APPROACH %'s :   | 1                   | 0     | 0         | 0  | 2        | 2      | 0        | 0  | 5     |
|                  | 100.00%             | 0.00% |           |    | 50.00%   | 50.00% |          |    |       |
| PEAK HR :        | 05:00 PM - 06:00 PM |       |           |    |          |        |          |    | TOTAL |
| PEAK HR VOL :    | 1                   | 0     | 0         | 0  | 2        | 0      | 0        | 0  | 3     |
| PEAK HR FACTOR : | 0.250               |       |           |    | 0.250    |        |          |    | 0.375 |
|                  |                     | 0.250 |           |    |          | 0.250  |          |    |       |

# Bryan Rd & NW 1st St

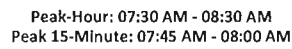
## Peak Hour Turning Movement Count

ID: 19-03588-002  
City: Dania Beach

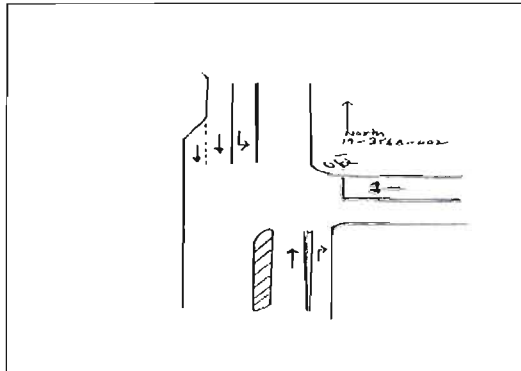
Day: Thursday  
Date: 09/12/2019



PROJECT ID: 19-03588-002  
DATE: 09/12/2019



## National Data & Surveying Services



| 15-Min Count<br>Period<br>Beginning At | Bryan Rd<br>Northbound |      |     |   |    | Bryan Rd<br>Southbound |      |     |   |    | NW 1st St<br>Eastbound |      |     |   |    | NW 1st St<br>Westbound |      |     |   |    | Total | Hourly<br>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                      | 31   | 5   | 0 |    | 12                     | 22   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 27                     | 0    | 12  | 0 |    | 109   | 547             |
| 07:15 AM                               | 0                      | 20   | 14  | 0 |    | 21                     | 29   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 22                     | 0    | 22  | 0 |    | 128   | 565             |
| 07:30 AM                               | 0                      | 22   | 14  | 0 |    | 16                     | 30   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 35                     | 0    | 18  | 0 |    | 135   | 572             |
| 07:45 AM                               | 0                      | 42   | 15  | 0 |    | 17                     | 55   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 33                     | 0    | 13  | 0 |    | 175   | 557             |
| 08:00 AM                               | 0                      | 34   | 11  | 0 |    | 4                      | 44   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 18                     | 0    | 16  | 0 |    | 127   | 518             |
| 08:15 AM                               | 0                      | 31   | 20  | 0 |    | 9                      | 38   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 23                     | 0    | 16  | 0 |    | 135   | 391             |
| 08:30 AM                               | 0                      | 30   | 6   | 0 |    | 14                     | 47   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 11                     | 0    | 12  | 0 |    | 120   | 256             |
| 08:45 AM                               | 0                      | 25   | 11  | 0 |    | 9                      | 53   | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 22                     | 0    | 16  | 0 |    | 136   | 136             |
| Peak 15-Min<br>Flowrates               | Northbound             |      |     |   |    | Southbound             |      |     |   |    | Eastbound              |      |     |   |    | Westbound              |      |     |   |    | Total |                 |
| All Vehicles                           | 0                      | 168  | 80  | 0 |    | 68                     | 220  | 0   | 0 |    | 0                      | 0    | 0   | 0 |    | 140                    | 0    | 72  | 0 |    |       | 748             |
| Heavy Trucks                           | 0                      | 12   | 0   |   |    | 8                      | 12   | 0   |   |    | 0                      | 0    | 0   |   |    | 4                      | 0    | 4   |   |    |       | 40              |
| Pedestrians                            |                        | 4    |     |   |    |                        | 0    |     |   |    |                        | 0    |     |   |    |                        | 6    |     |   |    |       | 12              |
| Bicycles                               | 0                      | 4    | 0   |   |    | 0                      | 0    | 0   |   |    | 0                      | 0    | 0   |   |    | 4                      | 0    | 8   |   |    |       | 16              |
| Railroad<br>Stopped Buses              |                        |      |     |   |    |                        |      |     |   |    |                        |      |     |   |    |                        |      |     |   |    |       |                 |



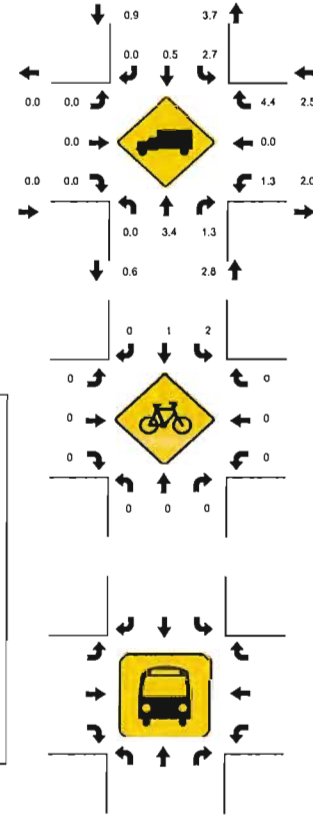
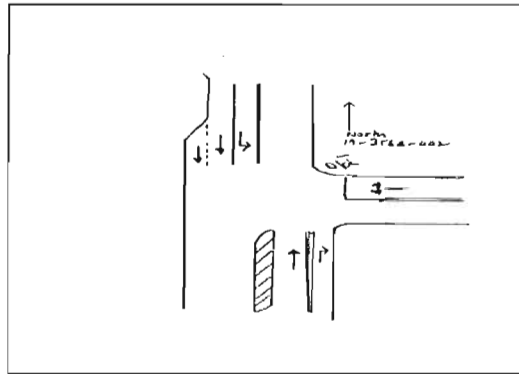
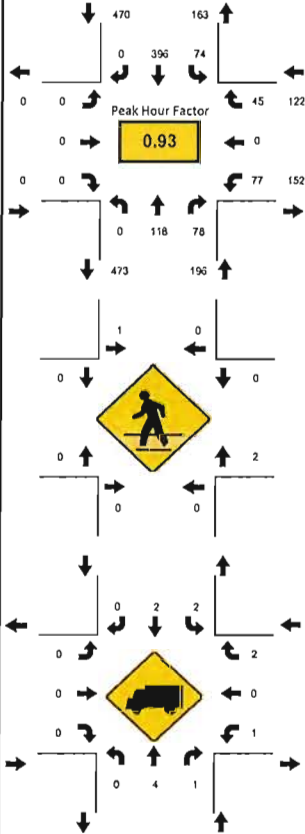
LOCATION: Bryan Rd & NW 1st St  
CITY/STATE: Dania Beach, FL

PROJECT ID: 19-03588-002  
DATE: 09/12/2019

Peak-Hour: 05:00 PM - 06:00 PM  
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



| 15-Min Count<br>Period<br>Beginning At | Bryan Rd Northbound |      |     |   |    | Bryan Rd Southbound |      |     |   |    | NW 1st St Eastbound |      |     |   |    | NW 1st St Westbound |      |     |   |    | Total | Hourly<br>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                   | 22   | 14  | 0 |    | 18                  | 64   | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 21                  | 0    | 13  | 0 |    | 152   | 658             |
| 04:15 PM                               | 0                   | 19   | 18  | 0 |    | 20                  | 69   | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 28                  | 0    | 19  | 0 |    | 173   | 713             |
| 04:30 PM                               | 0                   | 28   | 13  | 0 |    | 19                  | 68   | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 27                  | 0    | 16  | 0 |    | 171   | 752             |
| 04:45 PM                               | 0                   | 22   | 13  | 0 |    | 12                  | 88   | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 19                  | 0    | 8   | 0 |    | 162   | 772             |
| 05:00 PM                               | 0                   | 31   | 24  | 0 |    | 17                  | 102  | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 19                  | 0    | 14  | 0 |    | 207   | 788             |
| 05:15 PM                               | 0                   | 33   | 19  | 0 |    | 15                  | 111  | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 22                  | 0    | 12  | 0 |    | 212   | 581             |
| 05:30 PM                               | 0                   | 28   | 19  | 0 |    | 23                  | 96   | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 13                  | 0    | 12  | 0 |    | 191   | 369             |
| 05:45 PM                               | 0                   | 26   | 16  | 0 |    | 19                  | 87   | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 23                  | 0    | 7   | 0 |    | 178   | 178             |
| Peak 15-Min<br>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                   | 132  | 96  | 0 |    | 92                  | 444  | 0   | 0 |    | 0                   | 0    | 0   | 0 |    | 92                  | 0    | 56  | 0 |    | 912   |                 |
| Heavy Trucks                           | 0                   | 12   | 4   |   |    | 4                   | 4    | 0   |   |    | 0                   | 0    | 0   |   |    | 4                   | 0    | 4   |   |    | 32    |                 |
| Pedestrians                            |                     |      |     |   |    |                     |      | 4   |   |    |                     |      |     |   |    |                     |      | 8   |   |    | 12    |                 |
| Bicycles                               | 0                   | 0    | 0   |   |    | 8                   | 4    | 0   |   |    | 0                   | 0    | 0   |   |    | 0                   | 0    | 0   |   |    | 12    |                 |
| Railroad                               |                     |      |     |   |    |                     |      |     |   |    |                     |      |     |   |    |                     |      |     |   |    |       |                 |
| Stopped Buses                          |                     |      |     |   |    |                     |      |     |   |    |                     |      |     |   |    |                     |      |     |   |    |       |                 |

## National Data &amp; Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
 City: Danla Beach  
 Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
 Date: 9/12/2019

## Total

| NS/EW Streets:   | Bryan Rd            |         |         |         | Bryan Rd   |         |         |         | Old Griffin Rd |         |         |         | Old Griffin Rd |         |         |         |       |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 28                  | 0       | 3       | 0       | 0          | 0       | 0       | 0       | 0              | 52      | 57      | 0       | 6              | 27      | 0       | 0       | 173   |
| 7:15 AM          | 27                  | 0       | 2       | 0       | 0          | 0       | 0       | 0       | 0              | 37      | 47      | 0       | 2              | 34      | 0       | 0       | 149   |
| 7:30 AM          | 29                  | 0       | 2       | 0       | 0          | 0       | 0       | 0       | 0              | 50      | 48      | 0       | 7              | 42      | 0       | 0       | 178   |
| 7:45 AM          | 24                  | 0       | 12      | 0       | 0          | 0       | 0       | 0       | 0              | 66      | 78      | 0       | 8              | 59      | 0       | 0       | 247   |
| 8:00 AM          | 29                  | 0       | 6       | 0       | 0          | 0       | 0       | 0       | 0              | 53      | 38      | 0       | 12             | 53      | 0       | 0       | 191   |
| 8:15 AM          | 22                  | 0       | 11      | 0       | 0          | 0       | 0       | 0       | 0              | 36      | 39      | 0       | 12             | 44      | 0       | 0       | 164   |
| 8:30 AM          | 20                  | 0       | 8       | 0       | 0          | 0       | 0       | 0       | 0              | 56      | 64      | 0       | 7              | 36      | 0       | 0       | 191   |
| 8:45 AM          | 30                  | 0       | 14      | 0       | 0          | 0       | 0       | 0       | 0              | 44      | 51      | 0       | 9              | 46      | 0       | 0       | 194   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET      | ER      | EU      | WL             | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 209                 | 0       | 58      | 0       | 0          | 0       | 0       | 0       | 0              | 394     | 422     | 0       | 63             | 341     | 0       | 0       | 1487  |
|                  | 78.28%              | 0.00%   | 21.72%  | 0.00%   |            |         |         |         | 0.00%          | 48.28%  | 51.72%  | 0.00%   | 15.59%         | 84.41%  | 0.00%   | 0.00%   |       |
| PEAK HR :        | 07:45 AM - 08:45 AM |         |         |         |            |         |         |         |                |         |         |         |                |         |         |         | TOTAL |
| PEAK HR VOL :    | 95                  | 0       | 37      | 0       | 0          | 0       | 0       | 0       | 0              | 211     | 219     | 0       | 39             | 192     | 0       | 0       | 793   |
| PEAK HR FACTOR : | 0.819               | 0.000   | 0.771   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.799   | 0.702   | 0.000   | 0.813          | 0.814   | 0.000   | 0.000   | 0.803 |
|                  | 0.917               |         |         |         |            |         |         |         | 0.747          |         |         |         | 0.862          |         |         |         |       |
| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |         |         |         | WESTBOUND      |         |         |         | TOTAL |
|                  | 0<br>NL             | 0<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 0<br>ST | 0<br>SR | 0<br>SU | 0<br>EL        | 0<br>ET | 0<br>ER | 0<br>EU | 0<br>WL        | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 34                  | 0       | 7       | 0       | 0          | 0       | 0       | 0       | 0              | 70      | 61      | 0       | 6              | 25      | 0       | 0       | 203   |
| 4:15 PM          | 39                  | 0       | 11      | 0       | 0          | 0       | 0       | 0       | 0              | 95      | 66      | 0       | 6              | 32      | 0       | 0       | 249   |
| 4:30 PM          | 51                  | 0       | 7       | 0       | 0          | 0       | 0       | 0       | 0              | 56      | 58      | 0       | 15             | 63      | 0       | 0       | 250   |
| 4:45 PM          | 34                  | 0       | 5       | 0       | 0          | 0       | 0       | 0       | 0              | 69      | 61      | 0       | 13             | 54      | 0       | 0       | 236   |
| 5:00 PM          | 41                  | 0       | 10      | 0       | 0          | 0       | 0       | 0       | 0              | 82      | 75      | 0       | 14             | 61      | 0       | 0       | 283   |
| 5:15 PM          | 40                  | 0       | 7       | 0       | 0          | 0       | 0       | 0       | 0              | 70      | 97      | 0       | 17             | 50      | 0       | 0       | 281   |
| 5:30 PM          | 37                  | 0       | 10      | 0       | 0          | 0       | 0       | 0       | 0              | 86      | 97      | 1       | 14             | 52      | 0       | 0       | 297   |
| 5:45 PM          | 24                  | 0       | 11      | 0       | 0          | 0       | 0       | 0       | 0              | 63      | 88      | 0       | 6              | 43      | 0       | 0       | 235   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET      | ER      | EU      | WL             | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 300                 | 0       | 68      | 0       | 0          | 0       | 0       | 0       | 0              | 591     | 603     | 1       | 91             | 380     | 0       | 0       | 2034  |
|                  | 81.52%              | 0.00%   | 18.48%  | 0.00%   |            |         |         |         | 0.00%          | 49.46%  | 50.46%  | 0.08%   | 19.32%         | 80.68%  | 0.00%   | 0.00%   |       |
| PEAK HR :        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |                |         |         |         |                |         |         |         | TOTAL |
| PEAK HR VOL :    | 152                 | 0       | 32      | 0       | 0          | 0       | 0       | 0       | 0              | 307     | 330     | 1       | 58             | 217     | 0       | 0       | 1097  |
| PEAK HR FACTOR : | 0.927               | 0.000   | 0.800   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.892   | 0.851   | 0.250   | 0.853          | 0.889   | 0.000   | 0.000   | 0.923 |
|                  | 0.902               |         |         |         |            |         |         |         | 0.867          |         |         |         | 0.917          |         |         |         |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
City: Dania Beach  
Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
Date: 9/12/2019

### Cars

| NS/EW Streets:   | Bryan Rd            |       |        |       | Bryan Rd   |       |       |       | Old Griffin Rd |        |        |       | Old Griffin Rd |        |       |       |       |
|------------------|---------------------|-------|--------|-------|------------|-------|-------|-------|----------------|--------|--------|-------|----------------|--------|-------|-------|-------|
| AM               | NORTHBOUND          |       |        |       | SOUTHBOUND |       |       |       | EASTBOUND      |        |        |       | WESTBOUND      |        |       |       | TOTAL |
|                  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    |       |
| 7:00 AM          | 0                   | 0     | 0      | 0     | 0          | 0     | 0     | 0     | 0              | 0      | 0      | 0     | 0              | 0      | 0     | 0     | 162   |
| 7:15 AM          | 26                  | 0     | 1      | 0     | 0          | 0     | 0     | 0     | 0              | 35     | 44     | 0     | 2              | 33     | 0     | 0     | 138   |
| 7:30 AM          | 27                  | 0     | 2      | 0     | 0          | 0     | 0     | 0     | 0              | 50     | 45     | 0     | 7              | 41     | 0     | 0     | 172   |
| 7:45 AM          | 23                  | 0     | 12     | 0     | 0          | 0     | 0     | 0     | 0              | 63     | 73     | 0     | 8              | 57     | 0     | 0     | 236   |
| 8:00 AM          | 28                  | 0     | 6      | 0     | 0          | 0     | 0     | 0     | 0              | 53     | 36     | 0     | 11             | 53     | 0     | 0     | 187   |
| 8:15 AM          | 21                  | 0     | 8      | 0     | 0          | 0     | 0     | 0     | 0              | 36     | 33     | 0     | 12             | 43     | 0     | 0     | 153   |
| 8:30 AM          | 18                  | 0     | 7      | 0     | 0          | 0     | 0     | 0     | 0              | 55     | 58     | 0     | 7              | 36     | 0     | 0     | 181   |
| 8:45 AM          | 28                  | 0     | 14     | 0     | 0          | 0     | 0     | 0     | 0              | 42     | 50     | 0     | 9              | 46     | 0     | 0     | 189   |
| TOTAL VOLUMES :  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 193                 | 0     | 52     | 0     | 0          | 0     | 0     | 0     | 0              | 384    | 392    | 0     | 62             | 335    | 0     | 0     | 1418  |
| PEAK HR :        | 78.78%              | 0.00% | 21.22% | 0.00% | 0.00%      | 0.00% | 0.00% | 0.00% | 0.00%          | 49.48% | 50.52% | 0.00% | 15.62%         | 84.38% | 0.00% | 0.00% |       |
| PEAK HR VOL :    | 90                  | 0     | 33     | 0     | 0          | 0     | 0     | 0     | 0              | 207    | 200    | 0     | 38             | 189    | 0     | 0     | 757   |
| PEAK HR FACTOR : | 0.80                | 0.000 | 0.688  | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000          | 0.821  | 0.685  | 0.000 | 0.792          | 0.829  | 0.000 | 0.000 | 0.802 |
|                  | 0.879               |       |        |       |            |       |       |       | 0.748          |        |        |       | 0.873          |        |       |       |       |
|                  | 07:45 AM - 08:45 AM |       |        |       |            |       |       |       |                |        |        |       |                |        |       |       |       |
| PM               | NORTHBOUND          |       |        |       | SOUTHBOUND |       |       |       | EASTBOUND      |        |        |       | WESTBOUND      |        |       |       | TOTAL |
|                  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    |       |
| 4:00 PM          | 0                   | 0     | 0      | 0     | 0          | 0     | 0     | 0     | 0              | 0      | 0      | 0     | 0              | 0      | 0     | 0     | 194   |
| 4:15 PM          | 32                  | 0     | 7      | 0     | 0          | 0     | 0     | 0     | 0              | 69     | 56     | 0     | 6              | 24     | 0     | 0     | 243   |
| 4:30 PM          | 37                  | 0     | 10     | 0     | 0          | 0     | 0     | 0     | 0              | 95     | 65     | 0     | 6              | 30     | 0     | 0     | 237   |
| 4:45 PM          | 44                  | 0     | 7      | 0     | 0          | 0     | 0     | 0     | 0              | 56     | 54     | 0     | 14             | 62     | 0     | 0     | 232   |
| 5:00 PM          | 33                  | 0     | 5      | 0     | 0          | 0     | 0     | 0     | 0              | 69     | 60     | 0     | 13             | 52     | 0     | 0     | 279   |
| 5:15 PM          | 40                  | 0     | 10     | 0     | 0          | 0     | 0     | 0     | 0              | 81     | 74     | 0     | 14             | 60     | 0     | 0     | 276   |
| 5:30 PM          | 39                  | 0     | 6      | 0     | 0          | 0     | 0     | 0     | 0              | 70     | 96     | 0     | 17             | 48     | 0     | 0     | 291   |
| 5:45 PM          | 35                  | 0     | 10     | 0     | 0          | 0     | 0     | 0     | 0              | 85     | 95     | 1     | 14             | 51     | 0     | 0     | 232   |
|                  | 24                  | 0     | 11     | 0     | 0          | 0     | 0     | 0     | 0              | 62     | 88     | 0     | 4              | 43     | 0     | 0     |       |
| TOTAL VOLUMES :  | NL                  | NT    | NR     | NU    | SL         | ST    | SR    | SU    | EL             | ET     | ER     | EU    | WL             | WT     | WR    | WU    | TOTAL |
| APPROACH %'s :   | 284                 | 0     | 66     | 0     | 0          | 0     | 0     | 0     | 0              | 587    | 588    | 1     | 88             | 370    | 0     | 0     | 1984  |
| PEAK HR :        | 81.14%              | 0.00% | 18.86% | 0.00% | 0.00%      | 0.00% | 0.00% | 0.00% | 0.00%          | 49.91% | 50.00% | 0.09% | 19.21%         | 80.79% | 0.00% | 0.00% |       |
| PEAK HR VOL :    | 147                 | 0     | 31     | 0     | 0          | 0     | 0     | 0     | 0              | 305    | 325    | 1     | 58             | 211    | 0     | 0     | 1078  |
| PEAK HR FACTOR : | 0.92                | 0.000 | 0.775  | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000          | 0.897  | 0.846  | 0.250 | 0.853          | 0.879  | 0.000 | 0.000 | 0.926 |
|                  | 0.890               |       |        |       |            |       |       |       | 0.872          |        |        |       | 0.909          |        |       |       |       |
|                  | 04:45 PM - 05:45 PM |       |        |       |            |       |       |       |                |        |        |       |                |        |       |       |       |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
City: Dania Beach  
Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
Date: 9/12/2019

**HT**

| NS/EW Streets:  | Bryan Rd            |         |         |         | Bryan Rd   |         |         |         | Old Griffin Rd |          |          |         | Old Griffin Rd |         |         |         |             |
|-----------------|---------------------|---------|---------|---------|------------|---------|---------|---------|----------------|----------|----------|---------|----------------|---------|---------|---------|-------------|
| AM              | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND      |          |          |         | WESTBOUND      |         |         |         | TOTAL       |
|                 | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL             | ET       | ER       | EU      | WL             | WT      | WR      | WU      |             |
| 7:00 AM         | 2                   | 0       | 2       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 4        | 0       | 0              | 1       | 0       | 0       | 11          |
| 7:15 AM         | 5                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 3        | 0       | 0              | 1       | 0       | 0       | 11          |
| 7:30 AM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 3        | 0       | 0              | 1       | 0       | 0       | 6           |
| 7:45 AM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 3        | 5        | 0       | 0              | 2       | 0       | 0       | 11          |
| 8:00 AM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 2        | 0       | 1              | 0       | 0       | 0       | 4           |
| 8:15 AM         | 1                   | 0       | 3       | 0       | 0          | 0       | 0       | 0       | 0              | 0        | 6        | 0       | 0              | 1       | 0       | 0       | 11          |
| 8:30 AM         | 2                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0              | 1        | 6        | 0       | 0              | 0       | 0       | 0       | 10          |
| 8:45 AM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0              | 2        | 1        | 0       | 0              | 0       | 0       | 0       | 5           |
| TOTAL VOLUMES:  | NL<br>16            | NT<br>0 | NR<br>6 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0        | ET<br>10 | ER<br>30 | EU<br>0 | WL<br>1        | WT<br>6 | WR<br>0 | WU<br>0 | TOTAL<br>69 |
| APPROACH %'s:   | 72.73%              | 0.00%   | 27.27%  | 0.00%   |            |         |         |         | 0.00%          | 25.00%   | 75.00%   | 0.00%   | 14.29%         | 85.71%  | 0.00%   | 0.00%   |             |
| PEAK HR:        | 07:45 AM - 08:45 AM |         |         |         |            |         |         |         |                |          |          |         |                |         |         |         | TOTAL<br>36 |
| PEAK HR VOL:    | 5                   | 0       | 4       | 0       | 0          | 0       | 0       | 0       | 0              | 4        | 19       | 0       | 1              | 3       | 0       | 0       | 36          |
| PEAK HR FACTOR: | 0.625               | 0.000   | 0.333   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000          | 0.333    | 0.792    | 0.000   | 0.250          | 0.375   | 0.000   | 0.000   | 0.818       |
|                 | 0.563               |         |         |         |            |         |         |         |                | 0.719    |          |         |                | 0.500   |         |         |             |

| PM              | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |          |         | WESTBOUND |          |         |         | TOTAL       |
|-----------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|----------|---------|-----------|----------|---------|---------|-------------|
|                 | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER       | EU      | WL        | WT       | WR      | WU      |             |
| 4:00 PM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 5        | 0       | 0         | 1        | 0       | 0       | 9           |
| 4:15 PM         | 2                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 1        | 0       | 0         | 2        | 0       | 0       | 6           |
| 4:30 PM         | 7                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 4        | 0       | 1         | 1        | 0       | 0       | 13          |
| 4:45 PM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 1        | 0       | 0         | 2        | 0       | 0       | 4           |
| 5:00 PM         | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 1        | 0       | 0         | 1        | 0       | 0       | 4           |
| 5:15 PM         | 1                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 1        | 0       | 0         | 2        | 0       | 0       | 5           |
| 5:30 PM         | 2                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 2        | 0       | 0         | 1        | 0       | 0       | 6           |
| 5:45 PM         | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 1       | 0        | 0       | 2         | 0        | 0       | 0       | 3           |
| TOTAL VOLUMES:  | NL<br>16            | NT<br>0 | NR<br>2 | NU<br>0 | SL<br>0    | ST<br>0 | SR<br>0 | SU<br>0 | EL<br>0   | ET<br>4 | ER<br>15 | EU<br>0 | WL<br>3   | WT<br>10 | WR<br>0 | WU<br>0 | TOTAL<br>50 |
| APPROACH %'s:   | 88.89%              | 0.00%   | 11.11%  | 0.00%   |            |         |         |         | 0.00%     | 21.05%  | 78.95%   | 0.00%   | 23.08%    | 76.92%   | 0.00%   | 0.00%   |             |
| PEAK HR:        | 04:45 PM - 05:45 PM |         |         |         |            |         |         |         |           |         |          |         |           |          |         |         | TOTAL<br>19 |
| PEAK HR VOL:    | 5                   | 0       | 1       | 0       | 0          | 0       | 0       | 0       | 0         | 2       | 5        | 0       | 0         | 6        | 0       | 0       | 19          |
| PEAK HR FACTOR: | 0.63                | 0.000   | 0.250   | 0.000   | 0.000      | 0.000   | 0.000   | 0.000   | 0.000     | 0.500   | 0.625    | 0.000   | 0.000     | 0.750    | 0.000   | 0.000   | 0.792       |
|                 | 0.750               |         |         |         |            |         |         |         |           | 0.583   |          |         |           | 0.750    |         |         |             |

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Bryan Rd & Old Griffin Rd  
City: Dania Beach  
Control: 1-Way Stop (NB)

Project ID: 19-03588-003  
Date: 9/12/2019

### Bikes

| NS/EW Streets:   | Bryan Rd            |       |       |       | Bryan Rd   |       |       |       | Old Griffin Rd            |       |       |       | Old Griffin Rd            |       |       |       |       |
|------------------|---------------------|-------|-------|-------|------------|-------|-------|-------|---------------------------|-------|-------|-------|---------------------------|-------|-------|-------|-------|
| AM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |       |       | EASTBOUND                 |       |       |       | WESTBOUND                 |       |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    |       |
| 7:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 7:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 1     | 0     | 1                         | 0     | 0     | 0     | 2     |
| 7:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 7:45 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 8:00 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 1     |
| 8:15 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 8:30 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 0     | 0     | 0     | 1     |
| 8:45 AM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 2     | 0     | 0                         | 0     | 0     | 0     | 2     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    | TOTAL |
| APPROACH %'s :   | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 3     | 0     | 1                         | 1     | 0     | 0     | 6     |
| PEAK HR :        | 07:45 AM - 08:45 AM |       |       |       |            |       |       |       | 0.00% 25.00% 75.00% 0.00% |       |       |       | 50.00% 50.00% 0.00% 0.00% |       |       |       | TOTAL |
| PEAK HR VOL :    | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 1     | 0     | 0     | 2     |
| PEAK HR FACTOR : | 0.000               | 0.000 | 0.000 | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000                     | 0.250 | 0.000 | 0.000 | 0.000                     | 0.250 | 0.000 | 0.000 | 0.500 |
|                  |                     |       |       |       |            |       |       |       | 0.250                     |       |       |       | 0.250                     |       |       |       |       |
| PM               | NORTHBOUND          |       |       |       | SOUTHBOUND |       |       |       | EASTBOUND                 |       |       |       | WESTBOUND                 |       |       |       | TOTAL |
|                  | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     |       |
|                  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    |       |
| 4:00 PM          | 1                   | 0     | 1     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 0     | 0     | 0     | 3     |
| 4:15 PM          | 1                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 1     |
| 4:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 4:45 PM          | 1                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 2     |
| 5:00 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| 5:15 PM          | 0                   | 0     | 1     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 1     |
| 5:30 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 1     |
| 5:45 PM          | 0                   | 0     | 0     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0     |
| TOTAL VOLUMES :  | NL                  | NT    | NR    | NU    | SL         | ST    | SR    | SU    | EL                        | ET    | ER    | EU    | WL                        | WT    | WR    | WU    | TOTAL |
| APPROACH %'s :   | 3                   | 0     | 2     | 0     | 0          | 0     | 0     | 0     | 0                         | 1     | 0     | 0     | 0                         | 2     | 0     | 0     | 8     |
| PEAK HR :        | 04:45 PM - 05:45 PM |       |       |       |            |       |       |       | 0.00% 100.00% 0.00% 0.00% |       |       |       | 0.00% 100.00% 0.00% 0.00% |       |       |       | TOTAL |
| PEAK HR VOL :    | 1                   | 0     | 1     | 0     | 0          | 0     | 0     | 0     | 0                         | 0     | 0     | 0     | 0                         | 2     | 0     | 0     | 4     |
| PEAK HR FACTOR : | 0.25                | 0.000 | 0.250 | 0.000 | 0.000      | 0.000 | 0.000 | 0.000 | 0.000                     | 0.000 | 0.000 | 0.000 | 0.000                     | 0.500 | 0.000 | 0.000 | 0.500 |
|                  |                     |       |       |       |            |       |       |       |                           |       |       |       | 0.500                     |       |       |       |       |



# Intersection Turning Movement Count

Project ID: 19-03588-003  
Date: 9/12/2019

| PM               | NORTH LEG           |    | SOUTH LEG |    | EAST LEG |    | WEST LEG |    | TOTAL |
|------------------|---------------------|----|-----------|----|----------|----|----------|----|-------|
|                  | EB                  | WB | EB        | WB | NB       | SB | NB       | SB |       |
| 4:00 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 4:15 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 4:30 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 4:45 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:00 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:15 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:30 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 5:45 PM          | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| TOTAL VOLUMES :  | EB                  | WB | EB        | WB | NB       | SB | NB       | SB | TOTAL |
| APPROACH %'s :   | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| PEAK HR :        | 04:45 PM - 05:45 PM |    |           |    |          |    |          |    | TOTAL |
| PEAK HR VOL :    | 0                   | 0  | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| PEAK HR FACTOR : |                     |    |           |    |          |    |          |    |       |

# Bryan Rd & Old Griffin Rd

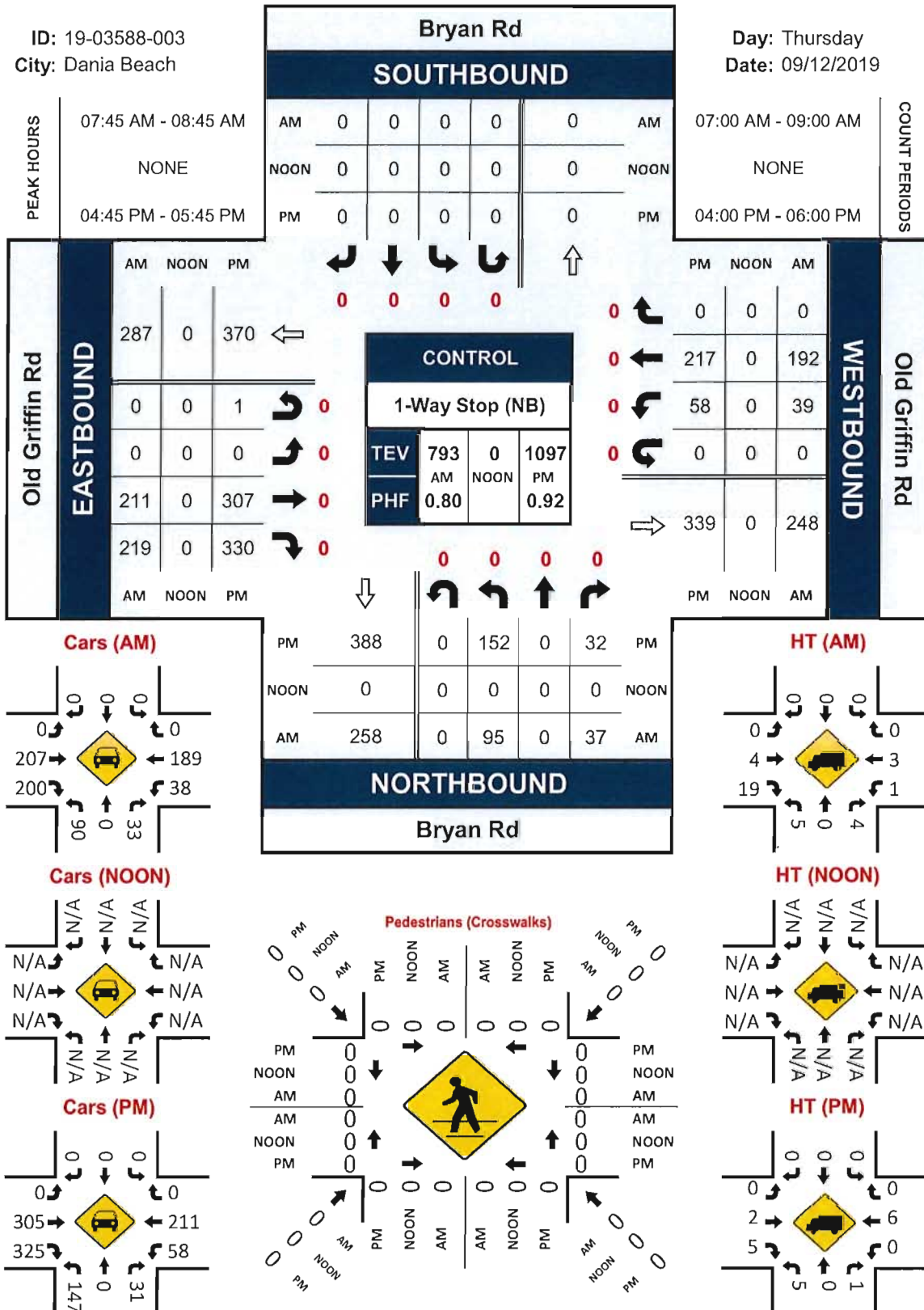
## Peak Hour Turning Movement Count

ID: 19-03588-003

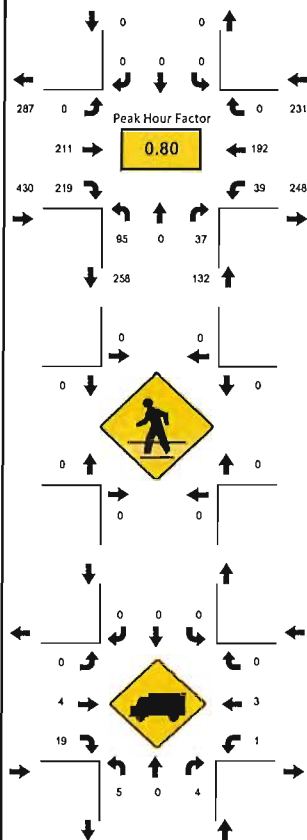
City: Dania Beach

Day: Thursday

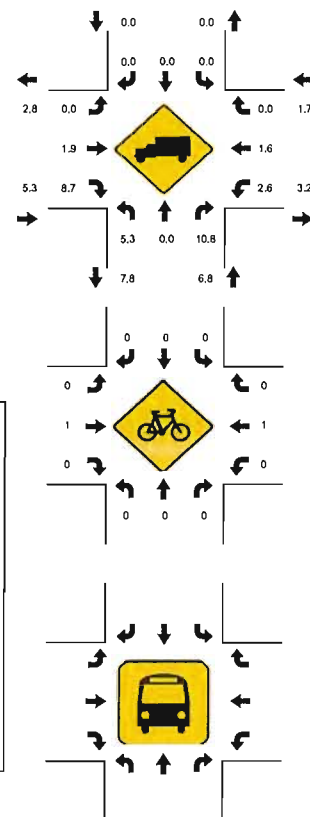
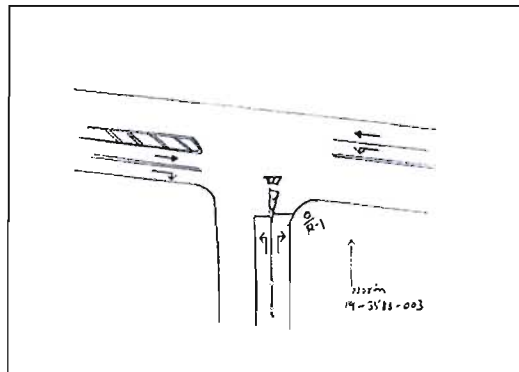
Date: 09/12/2019



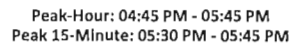
PROJECT ID: 19-03588-003  
DATE: 09/12/2019



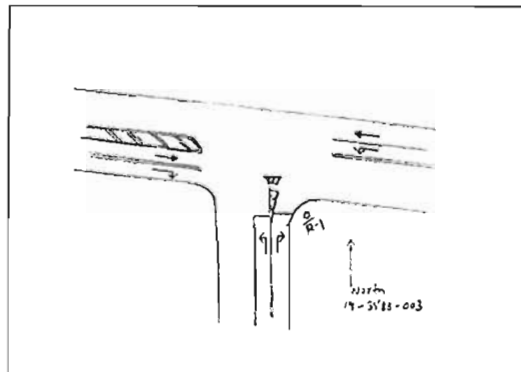
National Data &amp; Surveying Services

[illegible]

PROJECT ID: 19-03588-003  
DATE: 09/12/2019



National Data &amp; Surveying Services

[illegible]



## APPENDIX C: INTERNAL CAPTURE MATRICES AND PASS-BY CAPTURE DATA



# 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

|       |                      | GROSS TRIP GENERATION |       |                |      |                |      |
|-------|----------------------|-----------------------|-------|----------------|------|----------------|------|
| INPUT | Land Use             | Daily                 |       | A.M. Peak Hour |      | P.M. Peak Hour |      |
|       |                      | Enter                 | Exit  | Enter          | Exit | Enter          | Exit |
|       | Office               | 78                    | 750   | 10             | 9    | 12             | 6    |
|       | Retail               | 378                   | 378   | 12             | 7    | 36             | 40   |
|       | Restaurant           | 1,048                 | 1,048 | 9              | 9    | 131            | 64   |
|       | Cinema/Entertainment |                       |       |                |      |                |      |
|       | Residential          | 1,603                 | 1,603 | 54             | 172  | 163            | 104  |
|       | Hotel                |                       |       |                |      |                |      |
|       |                      |                       | 3,107 | 3,779          | 85   | 197            | 342  |

| INTERNAL TRIPS |                      |       |      |                |      |                |      |
|----------------|----------------------|-------|------|----------------|------|----------------|------|
| OUTPUT         | Land Use             | Daily |      | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                |                      | Enter | Exit | Enter          | Exit | Enter          | Exit |
|                | Office               | 54    | 218  | 1              | 5    | 7              | 1    |
|                | Retail               | 236   | 169  | 6              | 2    | 23             | 23   |
|                | Restaurant           | 388   | 241  | 5              | 2    | 30             | 32   |
|                | Cinema/Entertainment | 0     | 0    | 0              | 0    | 0              | 0    |
|                | Residential          | 202   | 252  | 1              | 4    | 22             | 26   |
|                | Hotel                | 0     | 0    | 0              | 0    | 0              | 0    |
|                |                      |       | 880  | 880            | 13   | 13             | 82   |
| % Reduction    |                      | 25.6% |      | 9.2%           |      | 29.5%          |      |

| EXTERNAL TRIPS |                      |       |       |                |      |                |      |
|----------------|----------------------|-------|-------|----------------|------|----------------|------|
| OUTPUT         | Land Use             | Daily |       | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                |                      | Enter | Exit  | Enter          | Exit | Enter          | Exit |
|                | Office               | 24    | 532   | 9              | 4    | 5              | 5    |
|                | Retail               | 142   | 209   | 6              | 5    | 13             | 17   |
|                | Restaurant           | 660   | 807   | 4              | 7    | 101            | 32   |
|                | Cinema/Entertainment | 0     | 0     | 0              | 0    | 0              | 0    |
|                | Residential          | 1,401 | 1,351 | 53             | 168  | 141            | 78   |
|                | Hotel                | 0     | 0     | 0              | 0    | 0              | 0    |
|                |                      |       | 2,227 | 2,899          | 72   | 184            | 260  |

**Table E.28 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period  
Land Use Code 912—Drive-in Bank**

| SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION              | SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD           | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                      |
|--------------------------------|-----------------------|----------------|----------------------|-----------------------|---------------------|-----------------------|----------|-------|------------------------------------|-----------------------------|
|                                |                       |                |                      |                       |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                             |
| 3.8                            | Colonial<br>Park, PA  | March 2005     | 63                   | 11:15 a.m.–12:15 p.m. | 33                  | —                     | —        | 67    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | Camp Hill<br>Mall, PA | March 2005     | 103                  | 11:00 a.m.–12:00 p.m. | 77                  | —                     | —        | 23    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | Exeter<br>Twp, PA     | March 2005     | 34                   | 10:30–11:30 a.m.      | 37                  | —                     | —        | 63    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | York, PA              | March 2005     | 53                   | 10:15–11:15 a.m.      | 33                  | —                     | —        | 67    | —                                  | McMahon<br>Associates, Inc. |
| 3.8                            | York, PA              | March 2005     | 25                   | 10:45–11:45 a.m.      | 12                  | —                     | —        | 88    | —                                  | McMahon<br>Associates, Inc. |

Average Pass-By Trip Percentage: 38

“—” means no data were provided

**Table E.29 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 931—Quality Restaurant**

| SEATS | SIZE<br>(1,000 SQ.<br>FT. GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY<br>TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                       |
|-------|--------------------------------|------------------------|---------------------------|----------------------|----------------|----------------------------|-----------------------|----------|-------|---------------------------------------|------------------------------|
|       |                                |                        |                           |                      |                |                            | PRIMARY               | DIVERTED | TOTAL |                                       |                              |
| 240   | 12                             | Louisville<br>area, KY | July 1993                 | 38                   | 4:00–6:00 p.m. | 26                         | 36                    | 38       | 74    | 4,145                                 | Barton-<br>Aschman<br>Assoc. |
| —     | 8                              | Orlando,<br>FL         | 1992                      | 168                  | 4:00–8:00 p.m. | 45                         | —                     | —        | 55    | —                                     | TPD Inc.                     |
| —     | 8.8                            | Orlando,<br>FL         | 1992                      | 84                   | 2:00–6:00 p.m. | 44                         | 40                    | 18       | 56    | —                                     | TPD Inc.                     |
| —     | 6.5                            | Orlando,<br>FL         | 1995                      | 173                  | 2:00–6:00 p.m. | 62                         | —                     | —        | 38    | —                                     | TPD Inc.                     |

Average Pass-By Trip Percentage: 44

“—” means no data were provided

**Table E.30 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 932—High-Turnover (Sit-Down) Restaurant**

| SEATS | SIZE<br>(1,000<br>SQ. FT.<br>GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ.<br>STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                       |
|-------|-----------------------------------|------------------------|---------------------------|----------------------|----------------|-------------------------|-----------------------|----------|-------|------------------------------------------|------------------------------|
|       |                                   |                        |                           |                      |                |                         | PRIMARY               | DIVERTED | TOTAL |                                          |                              |
| —     | 5.8                               | Orlando, FL            | 1992                      | 150                  | 2:00–6:00 p.m. | 32                      | —                     | —        | 68    | —                                        | TPD Inc.                     |
| —     | 5                                 | Casselberry,<br>FL     | 1992                      | 65                   | 2:00–6:00 p.m. | 58                      | —                     | —        | 42    | —                                        | TPD Inc.                     |
| 168   | 5.3                               | Louisville<br>area, KY | 1993                      | 24                   | 4:00–6:00 p.m. | 50                      | 37                    | 13       | 50    | 1,615                                    | Barton-<br>Aschman<br>Assoc. |
| 169   | 2.9                               | Louisville<br>area, KY | 1993                      | 41                   | 4:00–6:00 p.m. | 37                      | 27                    | 36       | 63    | 3,935                                    | Barton-<br>Aschman<br>Assoc. |
| 150   | 3.1                               | Louisville<br>area, KY | 1993                      | 21                   | 4:00–6:00 p.m. | 38                      | 29                    | 33       | 62    | 2,580                                    | Barton-<br>Aschman<br>Assoc. |
| 250   | 7.1                               | New Albany,<br>IN      | 1993                      | —                    | 4:00–6:00 p.m. | 23                      | 23                    | 54       | 77    | 1,565                                    | Barton-<br>Aschman<br>Assoc. |
| —     | 8                                 | Kissimmee,<br>FL       | 1995                      | 664                  | 2:00–6:00 p.m. | 40                      | 39                    | 21       | 60    | —                                        | TPD Inc.                     |
| —     | 11                                | Orlando, FL            | 1996                      | 267                  | 2:00–6:00 p.m. | 38                      | 43                    | 19       | 62    | —                                        | TPD Inc.                     |
| —     | 12                                | Orlando, FL            | 1996                      | 317                  | 2:00–6:00 p.m. | 29                      | 51                    | 20       | 71    | —                                        | TPD Inc.                     |
| —     | 4.6                               | Orlando, FL            | 1992                      | 276                  | 2:00–6:00 p.m. | 63                      | —                     | —        | 37    | —                                        | TPD Inc.                     |
| —     | 5.7                               | Orlando, FL            | 1994                      | 308                  | 2:00–6:00 p.m. | 57                      | —                     | —        | 43    | —                                        | TPD Inc.                     |
| —     | 6.2                               | Orlando, FL            | 1995                      | 521                  | 2:00–6:00 p.m. | 46                      | 43                    | 11       | 54    | —                                        | TPD Inc.                     |

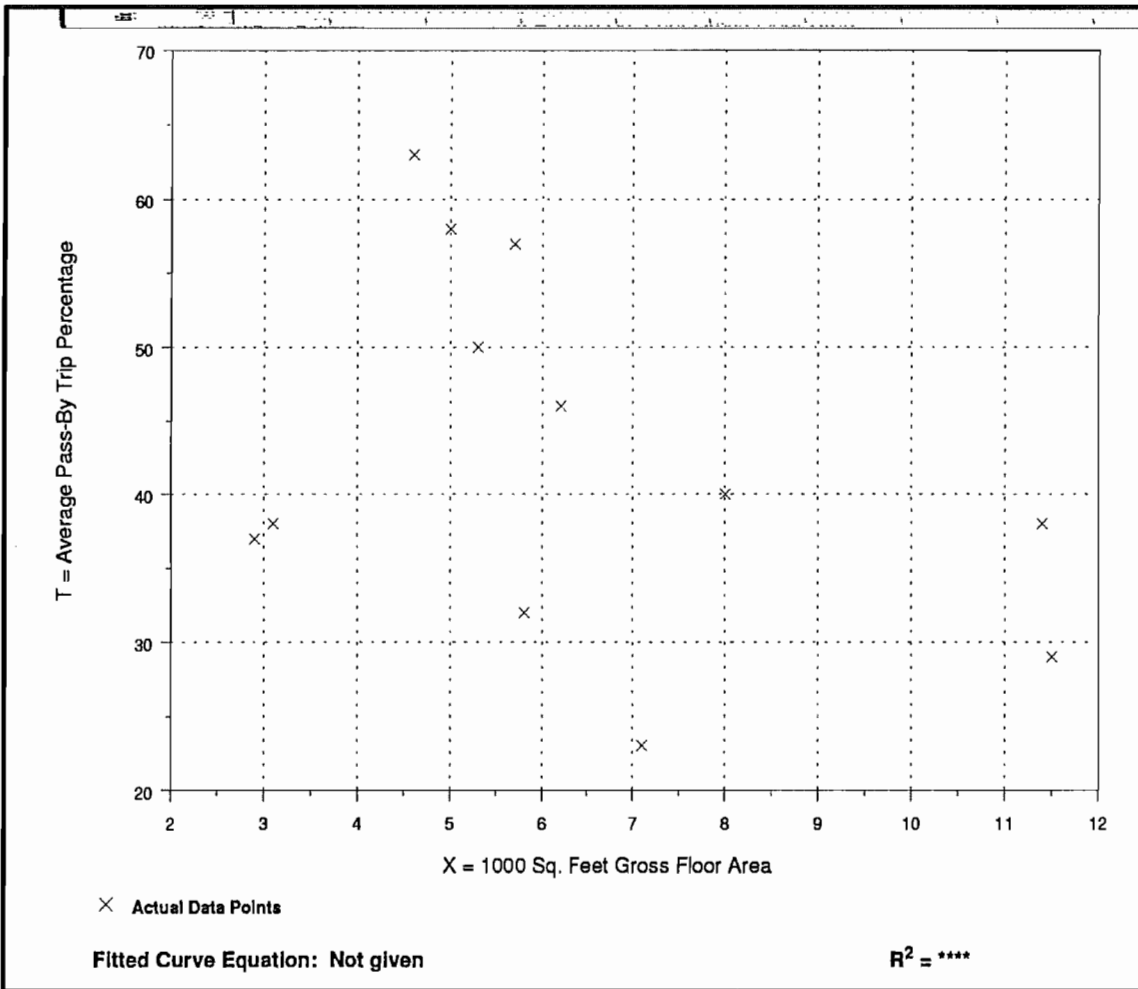
Average Pass-By Trip Percentage: 43

“—” means no data were provided

**Figure E.16 High-Turnover (Sit-Down) Restaurant (932)**

Average Pass-By-Trip Percentage vs: 1,000 Sq. Ft. Gross Floor Area  
 On a: Weekday, PM Peak Period  
 Number of Studies: 12  
 Average 1,000 Sq. Ft. GFA: 6.4

**Data Plot**



**Table E.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period  
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

| SEATS | SIZE (1,000<br>SQ. FT.<br>GFA) | LOCATION               | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-BY<br>TRIP (%) | NON-PASS-BY TRIPS (%) |          |       | ADJ. STREET<br>PEAK HOUR<br>VOLUME | SOURCE                         |
|-------|--------------------------------|------------------------|---------------------------|----------------------|----------------|---------------------|-----------------------|----------|-------|------------------------------------|--------------------------------|
|       |                                |                        |                           |                      |                |                     | PRIMARY               | DIVERTED | TOTAL |                                    |                                |
| —     | <5                             | Chicago suburbs,<br>IL | 1987                      | 84                   | 7:00–9:00 a.m. | 44                  | —                     | —        | 56    | —                                  | Kenig, O'Hara,<br>Humes, Flock |
| 88    | 1.4                            | Louisville area, KY    | 1993                      | —                    | 7:00–9:00 a.m. | 62                  | 22                    | 16       | 38    | 1,407                              | Barton-Aschman<br>Assoc.       |
| 100   | 3.6                            | Louisville, KY         | 1993                      | —                    | 7:00–9:00 a.m. | 32                  | 47                    | 21       | 68    | 437                                | Barton-Aschman<br>Assoc.       |
| 87    | 4.2                            | New Albany, IN         | 1993                      | —                    | 7:00–9:00 a.m. | 46                  | 23                    | 31       | 54    | 1,049                              | Barton-Aschman<br>Assoc.       |
| 150   | 3.0                            | Louisville area, KY    | 1993                      | —                    | 7:00–9:00 a.m. | 43                  | 14                    | 43       | 57    | 2,903                              | Barton-Aschman<br>Assoc.       |
| —     | 3.3                            | varies                 | 1996                      | —                    | 6:00–9:00 a.m. | 68                  | —                     | —        | 32    | —                                  | Orade Engineering              |

Average Pass-By Trip Percentage: 49

“—” means no data were provided



**Table E.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

| SEATS | SIZE<br>(1,000<br>SQ.<br>FT.<br>GFA) | LOCATION                 | WEEKDAY<br>SURVEY<br>DATE | NO. OF<br>INTERVIEWS | TIME PERIOD    | PASS-<br>BY<br>TRIP<br>(%) | NON-PASS-BY TRIPS (%) |          |       | ADJ.<br>STREET<br>PEAK<br>HOUR<br>VOLUME | SOURCE                         |
|-------|--------------------------------------|--------------------------|---------------------------|----------------------|----------------|----------------------------|-----------------------|----------|-------|------------------------------------------|--------------------------------|
|       |                                      |                          |                           |                      |                |                            | PRIMARY               | DIVERTED | TOTAL |                                          |                                |
| —     | ~2.6                                 | Minn-St.<br>Paul, MN     | 1987                      | 50                   | 3:00–7:00 p.m. | 25                         | 27                    | 48       | 75    | —                                        | —                              |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 80                   | 3:00–6:00 p.m. | 38                         | —                     | —        | 62    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 100                  | 3:00–6:00 p.m. | 55                         | —                     | —        | 45    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 159                  | 3:00–6:00 p.m. | 56                         | —                     | —        | 44    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 225                  | 3:00–6:00 p.m. | 48                         | —                     | —        | 52    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 88                   | 3:00–6:00 p.m. | 35                         | —                     | —        | 65    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| —     | <5.0                                 | Chicago<br>suburbs, IL   | 1987                      | 84                   | 3:00–6:00 p.m. | 44                         | —                     | —        | 56    | —                                        | Kenig, O'Hara,<br>Humes, Flock |
| 88    | 1.3                                  | Louisville<br>area, KY   | 1993                      | —                    | 4:00–6:00 p.m. | 68                         | 22                    | 10       | 32    | 2,055                                    | Barton-<br>Aschman<br>Assoc.   |
| 120   | 1.9                                  | Louisville<br>area, KY   | 1993                      | 33                   | 4:00–6:00 p.m. | 67                         | 24                    | 9        | 33    | 2,447                                    | Barton-<br>Aschman<br>Assoc.   |
| 87    | 4.2                                  | New Albany,<br>IN        | 1993                      | —                    | 4:00–6:00 p.m. | 56                         | 25                    | 19       | 44    | 1,632                                    | Barton-<br>Aschman<br>Assoc.   |
| 150   | 3.0                                  | Louisville<br>area, KY   | 1993                      | —                    | 4:00–6:00 p.m. | 31                         | 31                    | 38       | 69    | 4,250                                    | Barton-<br>Aschman<br>Assoc.   |
| —     | 3.1                                  | Kissimmee,<br>FL         | 1995                      | 28                   | 2:00–6:00 p.m. | 71                         | —                     | —        | 29    | —                                        | TPD Inc.                       |
| —     | 3.1                                  | Apopka, FL               | 1996                      | 29                   | 2:00–6:00 p.m. | 38                         | —                     | —        | 62    | —                                        | TPD Inc.                       |
| —     | 2.8                                  | Winter<br>Springs, FL    | 1995                      | 47                   | 2:00–6:00 p.m. | 66                         | —                     | —        | 34    | —                                        | TPD Inc.                       |
| —     | 4.3                                  | Longwood,<br>FL          | 1994                      | 304                  | 2:00–6:00 p.m. | 62                         | —                     | —        | 38    | —                                        | TPD Inc.                       |
| —     | 3.2                                  | Altamonte<br>Springs, FL | 1996                      | 202                  | 2:00–6:00 p.m. | 40                         | 39                    | 21       | 60    | —                                        | TPD Inc.                       |
| —     | 2.9                                  | Winter Park,<br>FL       | 1996                      | 271                  | 2:00–6:00 p.m. | 41                         | 41                    | 18       | 59    | —                                        | TPD Inc.                       |
| —     | 3.3*                                 | several                  | 1996                      | varies               | 4:00–6:00 p.m. | 62                         | —                     | —        | 38    | —                                        | Oracle<br>Engineering          |

\*Average of several combined studies.

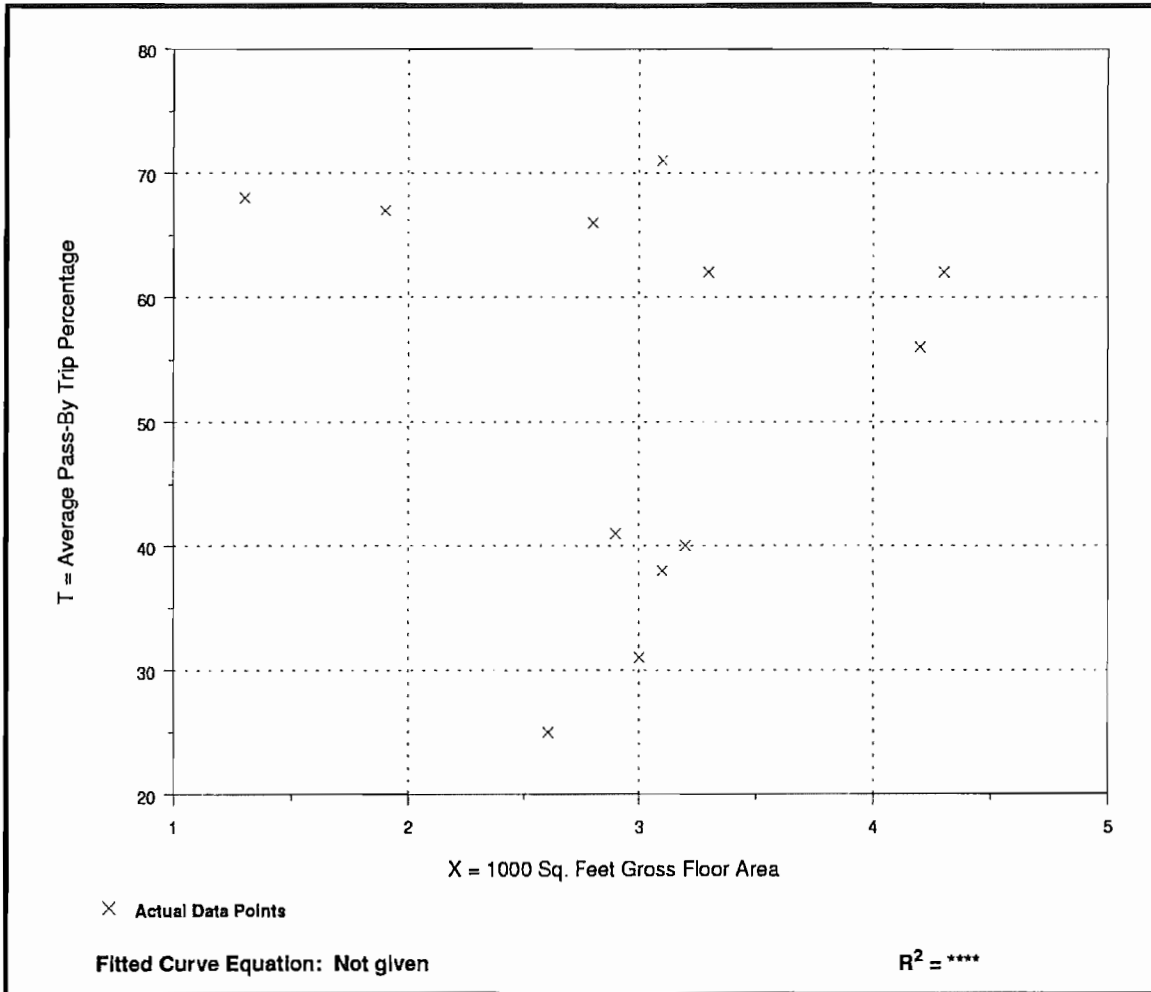
Average Pass-By Trip Percentage: 50

“—” means no data were provided

**Figure E.17 Fast-Food Restaurant with Drive-Through Window (934)**

Average Pass-By/Trip Percentage vs: 1,000 Sq. Ft. Gross Floor Area  
On a: Weekday, PM Peak Period  
Number of Studies: 12  
Average 1,000 Sq. Ft. GFA: 3.0

**Data Plot**





## **APPENDIX D: VOLUME DEVELOPMENT WORKSHEETS AND SIGNAL TIMING**

**VOLUME DEVELOPMENT SHEET**  
**DANIA MARINA 70 WAVE & 90 WAVE**  
**BRYAN ROAD & STIRLING ROAD**  
**EXISTING GEOMETRY**

Growth Rate = 1.60%  
Peak Season = 1.08      1.08  
Buildout Year = 2024      2024  
Years = 5      5

**AM Peak Hour**

|                                      | Northbound |      |    | Southbound |      |       | Eastbound |       |    | Westbound |       |       |
|--------------------------------------|------------|------|----|------------|------|-------|-----------|-------|----|-----------|-------|-------|
|                                      | LT         | Thru | RT | LT         | Thru | RT    | LT        | Thru  | RT | LT        | Thru  | RT    |
| Existing Volume on 9/12/2019         | 0          | 0    | 0  | 74         | 0    | 118   | 131       | 951   | 0  | 0         | 864   | 51    |
| Peak Season Volume                   | 0          | 0    | 0  | 80         | 0    | 127   | 141       | 1,027 | 0  | 0         | 933   | 55    |
| Traffic Volume Growth                | 0          | 0    | 0  | 7          | 0    | 10    | 12        | 85    | 0  | 0         | 77    | 5     |
| Committed Development (150 S Bryan)  | 0          | 0    | 0  | 30         | 0    | 23    | 9         | 0     | 0  | 0         | 0     | 7     |
| Committed Development (Dania Pointe) | 0          | 0    | 0  | 25         | 0    | 131   | 210       | 17    | 0  | 0         | 39    | 39    |
| Background Traffic Volumes           | 0          | 0    | 0  | 142        | 0    | 291   | 372       | 1,129 | 0  | 0         | 1,049 | 106   |
| Project Traffic                      |            |      |    |            |      |       |           |       |    |           |       |       |
| Inbound Traffic Assignment           |            |      |    |            |      |       | 46.0%     |       |    |           |       | 13.0% |
| Inbound Traffic Volumes              |            |      |    |            |      |       | 61        |       |    |           |       | 17    |
| Outbound Traffic Assignment          |            |      |    | 13.0%      |      | 46.0% |           |       |    |           |       |       |
| Outbound Traffic Volumes             |            |      |    | 30         |      | 108   |           |       |    |           |       |       |
| Project Traffic                      | 0          | 0    | 0  | 30         | 0    | 108   | 61        | 0     | 0  | 0         | 0     | 17    |
| Total Traffic w/o RTOR               | 0          | 0    | 0  | 172        | 0    | 399   | 433       | 1,129 | 0  | 0         | 1,049 | 123   |
| RTOR Reduction                       |            |      |    |            |      | (60)  |           |       |    |           |       | (60)  |
| TOTAL TRAFFIC                        | 0          | 0    | 0  | 172        | 0    | 339   | 433       | 1,129 | 0  | 0         | 1,049 | 63    |

**PM Peak Hour**

|                                      | Northbound |      |    | Southbound |      |       | Eastbound |       |    | Westbound |       |       |
|--------------------------------------|------------|------|----|------------|------|-------|-----------|-------|----|-----------|-------|-------|
|                                      | LT         | Thru | RT | LT         | Thru | RT    | LT        | Thru  | RT | LT        | Thru  | RT    |
| Existing Volume on 9/12/2019         | 0          | 0    | 0  | 152        | 0    | 225   | 95        | 954   | 0  | 0         | 1,350 | 67    |
| Peak Season Volume                   | 0          | 0    | 0  | 164        | 0    | 243   | 103       | 1,030 | 0  | 0         | 1,458 | 72    |
| Traffic Volume Growth                | 0          | 0    | 0  | 14         | 0    | 20    | 9         | 85    | 0  | 0         | 120   | 6     |
| Committed Development (150 S Bryan)  | 0          | 0    | 0  | 14         | 0    | 17    | 27        | 0     | 0  | 0         | 0     | 22    |
| Committed Development (Dania Pointe) | 0          | 0    | 0  | 70         | 0    | 363   | 220       | 47    | 0  | 0         | 41    | 41    |
| Background Traffic Volumes           | 0          | 0    | 0  | 262        | 0    | 643   | 359       | 1,162 | 0  | 0         | 1,619 | 141   |
| Project Traffic                      |            |      |    |            |      |       |           |       |    |           |       |       |
| Inbound Traffic Assignment           |            |      |    |            |      |       | 46.0%     |       |    |           |       | 13.0% |
| Inbound Traffic Volumes              |            |      |    |            |      |       | 126       |       |    |           |       | 35    |
| Outbound Traffic Assignment          |            |      |    | 13.0%      |      | 46.0% |           |       |    |           |       |       |
| Outbound Traffic Volumes             |            |      |    | 18         |      | 63    |           |       |    |           |       |       |
| Project Traffic                      | 0          | 0    | 0  | 18         | 0    | 63    | 126       | 0     | 0  | 0         | 0     | 35    |
| Total Traffic w/o RTOR               | 0          | 0    | 0  | 280        | 0    | 706   | 485       | 1,162 | 0  | 0         | 1,619 | 176   |
| RTOR Reduction                       |            |      |    |            |      | (60)  |           |       |    |           |       | (60)  |
| TOTAL TRAFFIC                        | 0          | 0    | 0  | 280        | 0    | 646   | 485       | 1,162 | 0  | 0         | 1,619 | 116   |

**VOLUME DEVELOPMENT SHEET**  
**DANIA MARINA 70 WAVE & 90 WAVE**  
**BRYAN ROAD & NW 1ST STREET**  
**EXISTING GEOMETRY**

Growth Rate = 1.60%  
Peak Season = 1.08 1.08  
Bulldout Year = 2024 2024  
Years = 5 5

**AM Peak Hour**

|                                      | Northbound |       |      | Southbound |       |    | Eastbound |      |    | Westbound |       |    |
|--------------------------------------|------------|-------|------|------------|-------|----|-----------|------|----|-----------|-------|----|
|                                      | LT         | Thru  | RT   | LT         | Thru  | RT | LT        | Thru | RT | LT        | Thru  | RT |
| Existing Volume on 9/12/2019         | 0          | 129   | 60   | 46         | 165   | 0  | 0         | 0    | 0  | 109       | 0     | 63 |
| Peak Season Volume                   | 0          | 139   | 65   | 50         | 178   | 0  | 0         | 0    | 0  | 118       | 0     | 68 |
| Traffic Volume Growth                | 0          | 11    | 5    | 4          | 15    | 0  | 0         | 0    | 0  | 10        | 0     | 6  |
| Committed Development (150 S Bryan)  | 0          | 21    | 0    | 0          | 7     | 0  | 0         | 0    | 0  | 0         | 0     | 0  |
| Committed Development (Dania Pointe) | 0          | 63    | 21   | 0          | 171   | 0  | 0         | 0    | 0  | 23        | 0     | 23 |
| Background Traffic Volumes           | 0          | 234   | 91   | 54         | 371   | 0  | 0         | 0    | 0  | 151       | #REF! | 97 |
| Project Traffic                      |            |       |      |            |       |    |           |      |    |           |       |    |
| Inbound Traffic Assignment           |            |       |      |            | 35.0% |    |           |      |    | 6.0%      |       |    |
| Inbound Traffic Volumes              |            |       |      |            | 47    |    |           |      |    | 8         |       |    |
| Outbound Traffic Assignment          |            | 35.0% | 6.0% |            |       |    |           |      |    |           |       |    |
| Outbound Traffic Volumes             |            | 82    | 14   |            |       |    |           |      |    |           |       |    |
| Project Traffic                      | 0          | 82    | 14   | 0          | 47    | 0  | 0         | 0    | 0  | 8         | 0     | 0  |
| Total Traffic w/o RTOR               | 0          | 316   | 105  | 54         | 418   | 0  | 0         | 0    | 0  | 159       | #REF! | 97 |
| RTOR Reduction                       |            |       |      |            |       |    |           |      |    |           |       |    |
| TOTAL TRAFFIC                        | 0          | 316   | 105  | 54         | 418   | 0  | 0         | 0    | 0  | 159       | #REF! | 97 |

**PM Peak Hour**

|                                      | Northbound |       |      | Southbound |       |    | Eastbound |      |    | Westbound |      |    |
|--------------------------------------|------------|-------|------|------------|-------|----|-----------|------|----|-----------|------|----|
|                                      | LT         | Thru  | RT   | LT         | Thru  | RT | LT        | Thru | RT | LT        | Thru | RT |
| Existing Volume on 9/12/2019         | 0          | 118   | 78   | 74         | 396   | 0  | 0         | 0    | 0  | 77        | 0    | 45 |
| Peak Season Volume                   | 0          | 127   | 84   | 80         | 428   | 0  | 0         | 0    | 0  | 83        | 0    | 49 |
| Traffic Volume Growth                | 0          | 10    | 7    | 7          | 35    | 0  | 0         | 0    | 0  | 7         | 0    | 4  |
| Committed Development (150 S Bryan)  | 0          | 12    | 0    | 0          | 19    | 0  | 0         | 0    | 0  | 0         | 0    | 0  |
| Committed Development (Dania Pointe) | 0          | 176   | 59   | 0          | 179   | 0  | 0         | 0    | 0  | 24        | 0    | 24 |
| Background Traffic Volumes           | 0          | 325   | 150  | 87         | 661   | 0  | 0         | 0    | 0  | 114       | 0    | 77 |
| Project Traffic                      |            |       |      |            |       |    |           |      |    |           |      |    |
| Inbound Traffic Assignment           |            |       |      |            | 35.0% |    |           |      |    | 6.0%      |      |    |
| Inbound Traffic Volumes              |            |       |      |            | 96    |    |           |      |    | 16        |      |    |
| Outbound Traffic Assignment          |            | 35.0% | 6.0% |            |       |    |           |      |    |           |      |    |
| Outbound Traffic Volumes             |            | 48    | 8    |            |       |    |           |      |    |           |      |    |
| Project Traffic                      | 0          | 48    | 8    | 0          | 96    | 0  | 0         | 0    | 0  | 16        | 0    | 0  |
| Total Traffic w/o RTOR               | 0          | 373   | 158  | 87         | 757   | 0  | 0         | 0    | 0  | 130       | 0    | 77 |
| RTOR Reduction                       |            |       |      |            |       |    |           |      |    |           |      |    |
| TOTAL TRAFFIC                        | 0          | 373   | 158  | 87         | 757   | 0  | 0         | 0    | 0  | 130       | 0    | 77 |



**VOLUME DEVELOPMENT SHEET  
DANIA MARINA 70 WAVE & 90 WAVE  
BRYAN ROAD & OLD GRIFFIN ROAD  
EXISTING GEOMETRY**

Growth Rate = 1.60%  
Peak Season = 1.08 1.08  
Buildout Year = 2024 2024  
Years = 5 5

**AM Peak Hour**

|                                      | Northbound |      |       | Southbound |      |    | Eastbound |      |       | Westbound |      |      |
|--------------------------------------|------------|------|-------|------------|------|----|-----------|------|-------|-----------|------|------|
|                                      | LT         | Thru | RT    | LT         | Thru | RT | LT        | Thru | RT    | LT        | Thru | RT   |
| Existing Volume on 9/12/2019         | 95         | 0    | 37    | 0          | 0    | 0  | 0         | 211  | 219   | 39        | 192  | 0    |
| Peak Season Volume                   | 103        | 0    | 40    | 0          | 0    | 0  | 0         | 228  | 237   | 42        | 207  | 0    |
| Traffic Volume Growth                | 9          | 0    | 3     | 0          | 0    | 0  | 0         | 19   | 20    | 3         | 17   | 0    |
| Committed Development (150 S Bryan)  | 15         | 0    | 6     | 0          | 0    | 0  | 0         | 0    | 5     | 2         | 0    | 0    |
| Committed Development (Dania Pointe) | 118        | 0    | 46    | 0          | 0    | 0  | 0         | 0    | 272   | 31        | 0    | 0    |
| Background Traffic Volumes           | 245        | 0    | 95    | 0          | 0    | 0  | 0         | 247  | 534   | 78        | 224  | 0    |
| Project Traffic                      |            |      |       |            |      |    |           |      |       |           |      |      |
| Inbound Traffic Assignment           |            |      |       |            |      |    |           |      | 25.0% | 10.0%     |      |      |
| Inbound Traffic Volumes              |            |      |       |            |      |    |           |      | 33    | 13        |      |      |
| Outbound Traffic Assignment          | 25.0%      |      | 10.0% |            |      |    |           |      |       |           |      |      |
| Outbound Traffic Volumes             | 59         |      | 23    |            |      |    |           |      |       |           |      |      |
| Project Traffic                      | 59         | 0    | 23    | 0          | 0    | 0  | 0         | 0    | 33    | 13        | 0    | 0    |
| Total Traffic w/o RTOR               | 304        | 0    | 118   | 0          | 0    | 0  | 0         | 247  | 567   | 91        | 224  | 0    |
| RTOR Reduction                       |            |      | (60)  |            |      |    |           |      | (60)  |           |      | (60) |
| TOTAL TRAFFIC                        | 304        | 0    | 58    | 0          | 0    | 0  | 0         | 247  | 507   | 91        | 224  | 0    |

**PM Peak Hour**

|                                      | Northbound |      |       | Southbound |      |    | Eastbound |      |       | Westbound |      |      |
|--------------------------------------|------------|------|-------|------------|------|----|-----------|------|-------|-----------|------|------|
|                                      | LT         | Thru | RT    | LT         | Thru | RT | LT        | Thru | RT    | LT        | Thru | RT   |
| Existing Volume on 9/12/2019         | 152        | 0    | 32    | 0          | 0    | 0  | 0         | 307  | 330   | 58        | 217  | 0    |
| Peak Season Volume                   | 164        | 0    | 35    | 0          | 0    | 0  | 0         | 332  | 356   | 63        | 234  | 0    |
| Traffic Volume Growth                | 14         | 0    | 3     | 0          | 0    | 0  | 0         | 27   | 29    | 5         | 19   | 0    |
| Committed Development (150 S Bryan)  | 8          | 0    | 4     | 0          | 0    | 0  | 0         | 0    | 14    | 5         | 0    | 0    |
| Committed Development (Dania Pointe) | 328        | 0    | 129   | 0          | 0    | 0  | 0         | 0    | 285   | 33        | 0    | 0    |
| Background Traffic Volumes           | 514        | 0    | 171   | 0          | 0    | 0  | 0         | 359  | 684   | 106       | 253  | 0    |
| Project Traffic                      |            |      |       |            |      |    |           |      |       |           |      |      |
| Inbound Traffic Assignment           |            |      |       |            |      |    |           |      | 25.0% | 10.0%     |      |      |
| Inbound Traffic Volumes              |            |      |       |            |      |    |           |      | 68    | 27        |      |      |
| Outbound Traffic Assignment          | 25.0%      |      | 10.0% |            |      |    |           |      |       |           |      |      |
| Outbound Traffic Volumes             | 35         |      | 14    |            |      |    |           |      |       |           |      |      |
| Project Traffic                      | 35         | 0    | 14    | 0          | 0    | 0  | 0         | 0    | 68    | 27        | 0    | 0    |
| Total Traffic w/o RTOR               | 549        | 0    | 185   | 0          | 0    | 0  | 0         | 359  | 752   | 133       | 253  | 0    |
| RTOR Reduction                       |            |      | (60)  |            |      |    |           |      | (60)  |           |      | (60) |
| TOTAL TRAFFIC                        | 549        | 0    | 125   | 0          | 0    | 0  | 0         | 359  | 692   | 133       | 253  | 0    |

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9301 CEN.-W OF US1 TO SR7

MOCF: 0.97  
 PSCF

| WEEK | DATES                   | SF   | PSCF |
|------|-------------------------|------|------|
| 1    | 01/01/2019 - 01/05/2019 | 1.00 | 1.03 |
| 2    | 01/06/2019 - 01/12/2019 | 1.00 | 1.03 |
| 3    | 01/13/2019 - 01/19/2019 | 1.00 | 1.03 |
| 4    | 01/20/2019 - 01/26/2019 | 0.99 | 1.02 |
| * 5  | 01/27/2019 - 02/02/2019 | 0.98 | 1.01 |
| * 6  | 02/03/2019 - 02/09/2019 | 0.97 | 1.00 |
| * 7  | 02/10/2019 - 02/16/2019 | 0.96 | 0.99 |
| * 8  | 02/17/2019 - 02/23/2019 | 0.96 | 0.99 |
| * 9  | 02/24/2019 - 03/02/2019 | 0.96 | 0.99 |
| *10  | 03/03/2019 - 03/09/2019 | 0.96 | 0.99 |
| *11  | 03/10/2019 - 03/16/2019 | 0.96 | 0.99 |
| *12  | 03/17/2019 - 03/23/2019 | 0.96 | 0.99 |
| *13  | 03/24/2019 - 03/30/2019 | 0.96 | 0.99 |
| *14  | 03/31/2019 - 04/06/2019 | 0.97 | 1.00 |
| *15  | 04/07/2019 - 04/13/2019 | 0.97 | 1.00 |
| *16  | 04/14/2019 - 04/20/2019 | 0.97 | 1.00 |
| *17  | 04/21/2019 - 04/27/2019 | 0.98 | 1.01 |
| 18   | 04/28/2019 - 05/04/2019 | 0.99 | 1.02 |
| 19   | 05/05/2019 - 05/11/2019 | 0.99 | 1.02 |
| 20   | 05/12/2019 - 05/18/2019 | 1.00 | 1.03 |
| 21   | 05/19/2019 - 05/25/2019 | 1.01 | 1.04 |
| 22   | 05/26/2019 - 06/01/2019 | 1.02 | 1.05 |
| 23   | 06/02/2019 - 06/08/2019 | 1.02 | 1.05 |
| 24   | 06/09/2019 - 06/15/2019 | 1.03 | 1.06 |
| 25   | 06/16/2019 - 06/22/2019 | 1.04 | 1.07 |
| 26   | 06/23/2019 - 06/29/2019 | 1.04 | 1.07 |
| 27   | 06/30/2019 - 07/06/2019 | 1.05 | 1.08 |
| 28   | 07/07/2019 - 07/13/2019 | 1.05 | 1.08 |
| 29   | 07/14/2019 - 07/20/2019 | 1.06 | 1.09 |
| 30   | 07/21/2019 - 07/27/2019 | 1.05 | 1.08 |
| 31   | 07/28/2019 - 08/03/2019 | 1.04 | 1.07 |
| 32   | 08/04/2019 - 08/10/2019 | 1.03 | 1.06 |
| 33   | 08/11/2019 - 08/17/2019 | 1.03 | 1.06 |
| 34   | 08/18/2019 - 08/24/2019 | 1.03 | 1.06 |
| 35   | 08/25/2019 - 08/31/2019 | 1.04 | 1.07 |
| 36   | 09/01/2019 - 09/07/2019 | 1.05 | 1.08 |
| 37   | 09/08/2019 - 09/14/2019 | 1.05 | 1.08 |
| 38   | 09/15/2019 - 09/21/2019 | 1.06 | 1.09 |
| 39   | 09/22/2019 - 09/28/2019 | 1.05 | 1.08 |
| 40   | 09/29/2019 - 10/05/2019 | 1.03 | 1.06 |
| 41   | 10/06/2019 - 10/12/2019 | 1.02 | 1.05 |
| 42   | 10/13/2019 - 10/19/2019 | 1.00 | 1.03 |
| 43   | 10/20/2019 - 10/26/2019 | 1.00 | 1.03 |
| 44   | 10/27/2019 - 11/02/2019 | 1.00 | 1.03 |
| 45   | 11/03/2019 - 11/09/2019 | 1.00 | 1.03 |
| 46   | 11/10/2019 - 11/16/2019 | 1.00 | 1.03 |
| 47   | 11/17/2019 - 11/23/2019 | 1.00 | 1.03 |
| 48   | 11/24/2019 - 11/30/2019 | 1.00 | 1.03 |
| 49   | 12/01/2019 - 12/07/2019 | 1.00 | 1.03 |
| 50   | 12/08/2019 - 12/14/2019 | 1.00 | 1.03 |
| 51   | 12/15/2019 - 12/21/2019 | 1.00 | 1.03 |
| 52   | 12/22/2019 - 12/28/2019 | 1.00 | 1.03 |
| 53   | 12/29/2019 - 12/31/2019 | 1.00 | 1.03 |

\* PEAK SEASON

14-FEB-2020 15:39:27

830UPD

4\_9301\_PKSEASON.TXT



**BROWARD COUNTY TRAFFIC ENGINEERING**  
**ACTUATED TRAFFIC SIGNAL TIMING SHEET**

|                     |                                       |                        |             |
|---------------------|---------------------------------------|------------------------|-------------|
| Intersection Number | 3307                                  | Initial Operation Date | 12/14/82    |
| Controller Type     | 2070 LN                               | System Number          | 3307        |
| Modification Number | 10                                    | Modification Date      | 11/20/2014  |
| Drawing/Project No  | 411438-1-52-01                        | FPL Grid Number        | 87574427507 |
| Intersection        | STIRLING ROAD (SR 848) and BRYAN ROAD |                        |             |
| Municipality        | DANIA BEACH                           |                        |             |

|                      |        |        |   |   |   |        |   |       |
|----------------------|--------|--------|---|---|---|--------|---|-------|
| Controller Phase     | 1      | 2      | 3 | 4 | 5 | 6      | 7 | 8     |
| Face Number          | 1      | 2      | 3 |   |   | 6      |   | 8     |
| Direction            | EBL    | WB     |   |   |   | EB     |   | SB    |
| Initial Green(MIN)   | 4      | 12     |   |   |   | 12     |   | 6     |
| Vehicle Ext.(GAP)    | 1.5    | 3.0    |   |   |   | 3.0    |   | 2.0   |
| Maximum Green I      | 15     | 50     |   |   |   | 50     |   | 25    |
| Maximum Green II     |        |        |   |   |   |        |   |       |
| Yellow Clearance     | 5.0    | 5.0    |   |   |   | 5.0    |   | 4.0   |
| All Red Clearance    | 2.0    | 2.0    |   |   |   | 2.0    |   | 2.0   |
| Phase Recall         | OFF    | MIN    |   |   |   | MIN    |   | OFF   |
| Detector Delay       |        |        |   |   |   |        |   | 20-RT |
| Walk                 |        | 7      |   |   |   |        |   | 5     |
| Pedestrian Clearance |        | 12     |   |   |   |        |   | 16    |
| Permissive           | 5-SECT |        |   |   |   |        |   |       |
| Flash Operation      |        | YELLOW |   |   |   | YELLOW |   | RED   |

Attachment \_\_\_\_\_

**NOTES:**

1. ANTI-BACKDOWN EASTBOUND: PHASES 2+6 ON--->OMIT PHASE 1.
2. MOD 10 UPDATES YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By \_\_\_\_\_ Approved By \_\_\_\_\_

Station : 3307 - Stirling Rd &amp; Bryan Rd ( Standard File )

| Phase              | 1<br>(EL) | 2<br>(WT) | 3 | 4 | 5<br>(WL) | 6<br>(ET) | 7 | 8<br>(ST) | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|--------------------|-----------|-----------|---|---|-----------|-----------|---|-----------|-----|-----|-----|-----|-----|-----|-----|-----|
| Walk               |           | 7         |   |   |           | 7         |   | 5         |     |     |     |     |     |     |     |     |
| Ped Clearance      |           | 12        |   |   |           |           |   | 16        |     |     |     |     |     |     |     |     |
| Min Green          | 4         | 12        |   |   |           | 12        |   | 6         |     |     |     |     |     |     |     |     |
| Gap Ext            | 1.5       | 3         |   |   |           | 3         |   | 2         |     |     |     |     |     |     |     |     |
| Max1               | 15        | 50        |   |   |           | 50        |   | 25        |     |     |     |     |     |     |     |     |
| Max2               |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Yellow Clr         | 5         | 5         |   |   |           | 5         |   | 4         | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr            | 2         | 2         |   |   |           | 2         |   | 2         | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Added Initial      |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Max Initial        |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Time Before Reduce |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Cars Before Reduce |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Time To Reduce     |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Reduce By          |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Min Gap            |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Dynamic Max Limit  |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Dynamic Max Step   |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Enable             | ON        | ON        |   |   |           | ON        |   | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Entry   |           |           |   |   |           |           |   | ON        |     |     |     |     |     |     |     |     |
| Auto Flash Exit    |           | ON        |   |   |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Non-Actuated 1     |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Non-Actuated 2     |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Lock Call          |           |           |   |   |           |           |   |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Min Recall         |           | ON        |   |   |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Max Recall         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Ped Recall         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Soft Recall        |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Dual Entry         |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Sim Gap Enable     |           | ON        |   |   |           | ON        |   |           | ON  | ON  | ON  | ON  | ON  | ON  | ON  | ON  |
| Guar Passage       |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Rest In Walk       |           | ON        |   |   |           | ON        |   |           |     |     |     |     |     |     |     |     |
| Cond Service       |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |
| Add Init Calc      |           |           |   |   |           |           |   |           |     |     |     |     |     |     |     |     |

## Preemption

| Channel                 | 1  | 2  | 3  | 4  | 5  | 6  |
|-------------------------|----|----|----|----|----|----|
| Lock Input              | ON | ON | ON | ON | ON | ON |
| Override Auto Flash     | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell          |    |    |    |    |    |    |
| Link to Preempt         |    |    |    |    |    |    |
| Delay                   |    |    |    |    |    |    |
| Min Duration            |    |    |    |    |    |    |
| Min Green               |    |    |    |    |    |    |
| Min Walk                |    |    |    |    |    |    |
| Ped Clear               |    |    |    |    |    |    |
| Track Green             |    |    |    |    |    |    |
| Min Dwell               |    |    |    |    |    |    |
| Max Presence            |    |    |    |    |    |    |
| Track Veh 1             |    |    |    |    |    |    |
| Track Veh 2             |    |    |    |    |    |    |
| Track Veh 3             |    |    |    |    |    |    |
| Track Veh 4             |    |    |    |    |    |    |
| Dwell Cyc Veh 1         |    |    |    |    |    |    |
| Dwell Cyc Veh 2         |    |    |    |    |    |    |
| Dwell Cyc Veh 3         |    |    |    |    |    |    |
| Dwell Cyc Veh 4         |    |    |    |    |    |    |
| Dwell Cyc Veh 5         |    |    |    |    |    |    |
| Dwell Cyc Veh 6         |    |    |    |    |    |    |
| Dwell Cyc Veh 7         |    |    |    |    |    |    |
| Dwell Cyc Veh 8         |    |    |    |    |    |    |
| Dwell Cyc Veh 9         |    |    |    |    |    |    |
| Dwell Cyc Veh 10        |    |    |    |    |    |    |
| Dwell Cyc Veh 11        |    |    |    |    |    |    |
| Dwell Cyc Veh 12        |    |    |    |    |    |    |
| Dwell Cyc Ped1          |    |    |    |    |    |    |
| Dwell Cyc Ped2          |    |    |    |    |    |    |
| Dwell Cyc Ped3          |    |    |    |    |    |    |
| Dwell Cyc Ped4          |    |    |    |    |    |    |
| Dwell Cyc Ped5          |    |    |    |    |    |    |
| Dwell Cyc Ped6          |    |    |    |    |    |    |
| Dwell vPed7             |    |    |    |    |    |    |

## Preempt LP

| Channel          | 1   | 2   | 3   | 4   |
|------------------|-----|-----|-----|-----|
| Min              |     |     |     |     |
| Max              |     |     |     |     |
| Enable           |     |     |     |     |
| Lock Mode        | MAX | MAX | MAX | MAX |
| Coord in Preempt |     |     |     |     |
| No Skip          |     |     |     |     |
| Priority P1      |     |     |     |     |
| Priority P2      |     |     |     |     |
| Priority P3      |     |     |     |     |
| Priority P4      |     |     |     |     |
| Lock             |     |     |     |     |
| Headway          |     |     |     |     |
| Group Lock       |     |     |     |     |
| Queue Jump       |     |     |     |     |
| Free Mode        |     |     |     |     |
| Alt Table        |     |     |     |     |

## Coordination

| Hour       | Minute | Action | Pattern  | Cycle    | Offset | Split | Seqnc | Short | Long | Dwell | Split 1 | Split 2 | Split 3 | Split 4 | Split 5 | Split 6 | Split 7 | Split 8 | Split 9 | Split 10 | Split 11 | Split 12 | Split 13 | Split 14 | Split 15 | Split 16 |
|------------|--------|--------|----------|----------|--------|-------|-------|-------|------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|
| Day Plan 1 |        |        |          |          |        |       |       |       |      |       | Easy    |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
| 6          |        |        | 100<br>2 | 254<br>2 | 160    | 65    | 2     | 1     | 10   | 50    | 20      | 108     |         |         |         | 128     |         | 32      |         |          |          |          |          |          |          |          |
| 9          |        |        | 3        | 3        | 160    | 9     | 3     | 1     | 10   | 50    | 25      | 105     |         |         |         | 130     |         | 30      |         |          |          |          |          |          |          |          |
| 15         |        |        | 4        | 4        | 160    | 86    | 4     | 1     | 10   | 50    | 20      | 108     |         |         |         | 128     |         | 32      |         |          |          |          |          |          |          |          |
| 20         |        |        | 3        | 3        | 160    | 9     | 3     | 1     | 10   | 50    | 25      | 105     |         |         |         | 130     |         | 30      |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         |         |          |          |          |          |          |          |          |
|            |        |        |          |          |        |       |       |       |      |       |         |         |         |         |         |         |         |         | </      |          |          |          |          |          |          |          |



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**User Comments:**

# TRAFFIC ENGINEERING DIVISION

## SIGNALIZED INTERSECTION

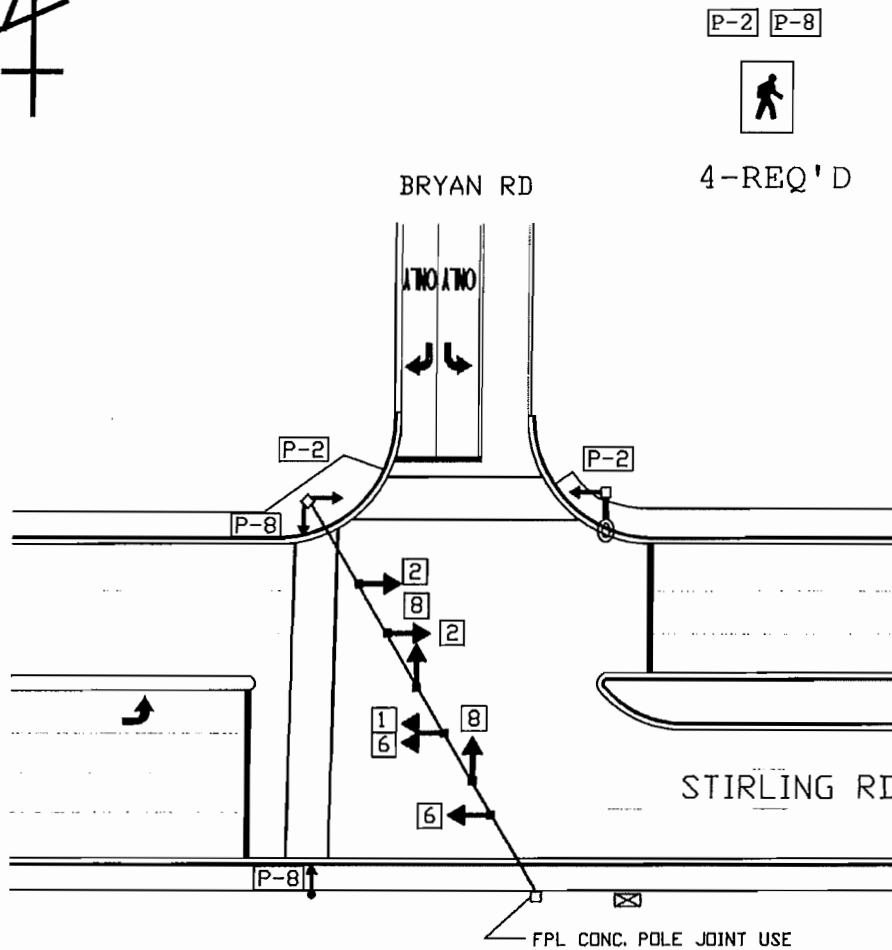
LOCATION **STIRLING ROAD & BRYAN ROAD**

ORDER NO. FDOT ISSUE DATE ---- REV NO. 3 COMPL DATE 12/13/07

DWG. NO. 10-01-12-01 FILE NO. 3307 CITY DANIA SCALE: 1" = 50'

DWN BY: LARRY

NORTH

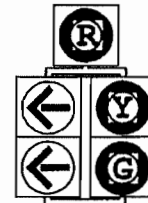


P-2 P-8



4-REQ'D

1 6



5-SECT  
1-WAY  
1-REQ'D

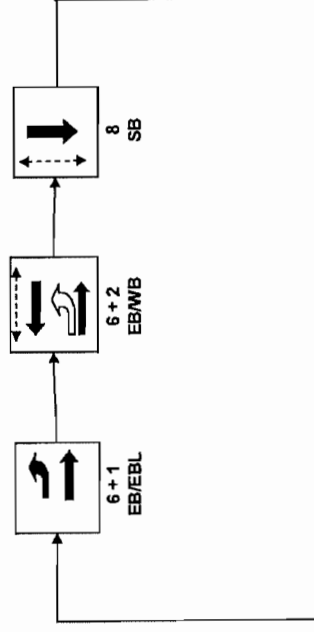
2 6 8



3-SECT  
1-WAY  
5-REQ'D

# Sequence of Operation for (3307) Stirling Road and Bryan Road

Dania





### Intersection

Int Delay, s/veh 2.7

### Movement

|                          | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑    | ↑    | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h       | 228  | 237  | 42   | 207  | 103  | 40   |
| Future Vol, veh/h        | 228  | 237  | 42   | 207  | 103  | 40   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | Stop |
| Storage Length           | -    | 125  | 75   | -    | 0    | 150  |
| 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                | 248  | 258  | 46   | 225  | 112  | 43   |

### Major/Minor

|                      | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 506    |
| Stage 1              | -      | -      | 248    |
| Stage 2              | -      | -      | 317    |
| Critical Hdwy        | -      | 4.12   | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | 2.218  | 3.518  |
| Pot Cap-1 Maneuver   | -      | 1059   | 486    |
| Stage 1              | -      | -      | 793    |
| Stage 2              | -      | -      | 738    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 1059   | 465    |
| Mov Cap-2 Maneuver   | -      | -      | 465    |
| Stage 1              | -      | -      | 793    |
| Stage 2              | -      | -      | 706    |

### Approach

|                      | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 1.4 | 13.7 |
| HCM LOS              |    |     | B    |

### Minor Lane/Major Mvmt

|                       | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 465   | 791   | -   | -   | 1059  | -   |
| HCM Lane V/C Ratio    | 0.241 | 0.055 | -   | -   | 0.043 | -   |
| HCM Control Delay (s) | 15.2  | 9.8   | -   | -   | 8.6   | -   |
| HCM Lane LOS          | C     | A     | -   | -   | A     | -   |
| HCM 95th %tile Q(veh) | 0.9   | 0.2   | -   | -   | 0.1   | -   |



| Intersection             |        |          |        |      |       |      |
|--------------------------|--------|----------|--------|------|-------|------|
| Int Delay, s/veh         | 4.4    |          |        |      |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL   | SBT  |
| Lane Configurations      | W      |          | T      | T    | T     | T    |
| Traffic Vol, veh/h       | 118    | 68       | 139    | 65   | 50    | 178  |
| Future Vol, veh/h        | 118    | 68       | 139    | 65   | 50    | 178  |
| 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      | -        | -      | 150  | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 128    | 74       | 151    | 71   | 54    | 193  |
| Major/Minor              | Minor1 | Major1   | Major2 |      |       |      |
| Conflicting Flow All     | 452    | 151      | 0      | 0    | 222   | 0    |
| Stage 1                  | 151    | -        | -      | -    | -     | -    |
| Stage 2                  | 301    | -        | -      | -    | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -    | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -    | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -    | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -    | 2.218 | -    |
| Pot Cap-1 Maneuver       | 565    | 895      | -      | -    | 1347  | -    |
| Stage 1                  | 877    | -        | -      | -    | -     | -    |
| Stage 2                  | 751    | -        | -      | -    | -     | -    |
| Platoon blocked, %       |        |          | -      | -    | -     | -    |
| Mov Cap-1 Maneuver       | 542    | 895      | -      | -    | 1347  | -    |
| Mov Cap-2 Maneuver       | 601    | -        | -      | -    | -     | -    |
| Stage 1                  | 877    | -        | -      | -    | -     | -    |
| Stage 2                  | 721    | -        | -      | -    | -     | -    |
| Approach                 | WB     | NB       | SB     |      |       |      |
| HCM Control Delay, s     | 12.5   | 0        | 1.7    |      |       |      |
| HCM LOS                  | B      |          |        |      |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT  |       |      |
| Capacity (veh/h)         | -      | -        | 683    | 1347 | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.296  | 0.04 | -     |      |
| HCM Control Delay (s)    | -      | -        | 12.5   | 7.8  | -     |      |
| HCM Lane LOS             | -      | -        | B      | A    | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 1.2    | 0.1  | -     |      |

Timings  
3: Stirling Road & Bryan Road

Existing (2019) AM Peak Hour.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↑↑↑   | ↑↑↑   | ↖↗    | ↖     |
| Traffic Volume (vph) | 141   | 1027  | 933   | 80    | 127   |
| Future Volume (vph)  | 141   | 1027  | 933   | 80    | 127   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 137.5 | 137.5 | 123.9 | 9.5   | 23.1  |
| Actuated g/C Ratio   | 0.86  | 0.86  | 0.77  | 0.06  | 0.14  |
| v/c Ratio            | 0.18  | 0.26  | 0.27  | 0.43  | 0.41  |
| Control Delay        | 2.3   | 2.3   | 5.4   | 78.5  | 13.9  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 2.3   | 2.3   | 5.4   | 78.5  | 13.9  |
| LOS                  | A     | A     | A     | E     | B     |
| Approach Delay       |       | 2.3   | 5.4   | 38.8  |       |
| Approach LOS         |       | A     | A     | D     |       |

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 6.8

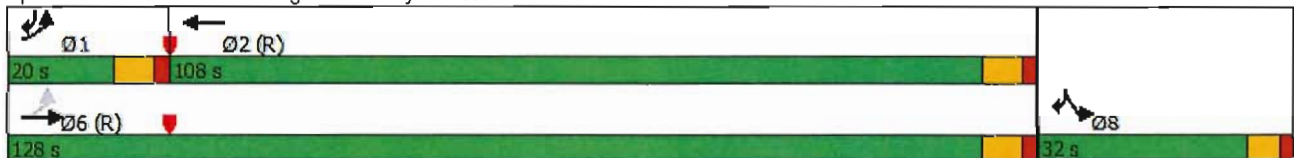
Intersection LOS: A

Intersection Capacity Utilization 44.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road



Queues  
3: Stirling Road & Bryan Road

Existing (2019) AM Peak Hour.syn  
08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 153  | 1116 | 1074 | 87   | 138  |
| v/c Ratio               | 0.18 | 0.26 | 0.27 | 0.43 | 0.41 |
| Control Delay           | 2.3  | 2.3  | 5.4  | 78.5 | 13.9 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 2.3  | 2.3  | 5.4  | 78.5 | 13.9 |
| Queue Length 50th (ft)  | 9    | 59   | 102  | 46   | 6    |
| Queue Length 95th (ft)  | 17   | 81   | 134  | 76   | 71   |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 936  | 4368 | 3909 | 557  | 398  |
| 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       | 0.16 | 0.26 | 0.27 | 0.16 | 0.35 |
| Intersection Summary    |      |      |      |      |      |



HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Existing (2019) AM Peak Hour.syn  
08/04/2020

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR                                                                               | SBL                                                                               | SBR                                                                               |
| Lane Configurations          |  |  |  |                                                                                   |  |  |
| Traffic Volume (veh/h)       | 141                                                                               | 1027                                                                              | 933                                                                               | 55                                                                                | 80                                                                                | 127                                                                               |
| Future Volume (veh/h)        | 141                                                                               | 1027                                                                              | 933                                                                               | 55                                                                                | 80                                                                                | 127                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        |                                                                                   | No                                                                                | No                                                                                |                                                                                   | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 153                                                                               | 1116                                                                              | 1014                                                                              | 60                                                                                | 87                                                                                | 138                                                                               |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 876                                                                               | 4184                                                                              | 3702                                                                              | 219                                                                               | 343                                                                               | 197                                                                               |
| Arrive On Green              | 0.03                                                                              | 0.82                                                                              | 0.75                                                                              | 0.75                                                                              | 0.10                                                                              | 0.10                                                                              |
| Sat Flow, veh/h              | 3456                                                                              | 5274                                                                              | 5099                                                                              | 291                                                                               | 3456                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 153                                                                               | 1116                                                                              | 700                                                                               | 374                                                                               | 87                                                                                | 138                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1728                                                                              | 1702                                                                              | 1702                                                                              | 1818                                                                              | 1728                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 1.6                                                                               | 8.1                                                                               | 10.3                                                                              | 10.3                                                                              | 3.7                                                                               | 13.4                                                                              |
| Cycle Q Clear(g_c), s        | 1.6                                                                               | 8.1                                                                               | 10.3                                                                              | 10.3                                                                              | 3.7                                                                               | 13.4                                                                              |
| Prop In Lane                 | 1.00                                                                              |                                                                                   |                                                                                   | 0.16                                                                              | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 876                                                                               | 4184                                                                              | 2556                                                                              | 1365                                                                              | 343                                                                               | 197                                                                               |
| V/C Ratio(X)                 | 0.17                                                                              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              | 0.25                                                                              | 0.70                                                                              |
| Avail Cap(c_a), veh/h        | 1070                                                                              | 4184                                                                              | 2556                                                                              | 1365                                                                              | 562                                                                               | 297                                                                               |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Uniform Delay (d), s/veh     | 4.3                                                                               | 3.3                                                                               | 6.3                                                                               | 6.3                                                                               | 66.6                                                                              | 67.2                                                                              |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.2                                                                               | 0.3                                                                               | 0.5                                                                               | 0.4                                                                               | 4.5                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 2.5                                                                               | 3.7                                                                               | 4.0                                                                               | 1.7                                                                               | 5.7                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 4.4                                                                               | 3.5                                                                               | 6.5                                                                               | 6.8                                                                               | 67.0                                                                              | 71.7                                                                              |
| LnGrp LOS                    | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 | E                                                                                 | E                                                                                 |
| Approach Vol, veh/h          |                                                                                   | 1269                                                                              | 1074                                                                              |                                                                                   | 225                                                                               |                                                                                   |
| Approach Delay, s/veh        |                                                                                   | 3.6                                                                               | 6.6                                                                               |                                                                                   | 69.9                                                                              |                                                                                   |
| Approach LOS                 |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   | E                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s     | 11.0                                                                              | 127.1                                                                             |                                                                                   |                                                                                   | 138.1                                                                             | 21.9                                                                              |
| Change Period (Y+Rc), s      | 7.0                                                                               | 7.0                                                                               |                                                                                   |                                                                                   | 7.0                                                                               | 6.0                                                                               |
| Max Green Setting (Gmax), s  | 13.0                                                                              | 101.0                                                                             |                                                                                   |                                                                                   | 121.0                                                                             | 26.0                                                                              |
| Max Q Clear Time (g_c+l1), s | 3.6                                                                               | 12.3                                                                              |                                                                                   |                                                                                   | 10.1                                                                              | 15.4                                                                              |
| Green Ext Time (p_c), s      | 0.3                                                                               | 9.6                                                                               |                                                                                   |                                                                                   | 11.9                                                                              | 0.5                                                                               |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 10.7                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.4  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑    | ↑    | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h       | 332  | 356  | 63   | 234  | 164  | 35   |
| Future Vol, veh/h        | 332  | 356  | 63   | 234  | 164  | 35   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | Stop |
| Storage Length           | -    | 125  | 75   | -    | 0    | 150  |
| 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                | 361  | 387  | 68   | 254  | 178  | 38   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 748    |
| Stage 1              | -      | -      | 361    |
| Stage 2              | -      | -      | 390    |
| Critical Hdwy        | -      | 4.12   | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | 2.218  | 3.518  |
| Pot Cap-1 Maneuver   | -      | 861    | 378    |
| Stage 1              | -      | -      | 705    |
| Stage 2              | -      | -      | 684    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | 861    | 348    |
| Mov Cap-2 Maneuver   | -      | -      | 348    |
| Stage 1              | -      | -      | 705    |
| Stage 2              | -      | -      | 630    |

| Approach             | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0  | 2  | 23 |
| HCM LOS              |    |    | C  |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL  | WBT |
|-----------------------|-------|-------|-----|-----|------|-----|
| Capacity (veh/h)      | 348   | 684   | -   | -   | 861  | -   |
| HCM Lane V/C Ratio    | 0.512 | 0.056 | -   | -   | 0.08 | -   |
| HCM Control Delay (s) | 25.7  | 10.6  | -   | -   | 9.5  | -   |
| HCM Lane LOS          | D     | B     | -   | -   | A    | -   |
| HCM 95th %tile Q(veh) | 2.8   | 0.2   | -   | -   | 0.3  | -   |



| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 2.9    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↖      |          | ↑      | ↗     | ↖     | ↑    |
| Traffic Vol, veh/h       | 83     | 49       | 127    | 84    | 80    | 428  |
| Future Vol, veh/h        | 83     | 49       | 127    | 84    | 80    | 428  |
| 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      | -        | -      | 150   | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 90     | 53       | 138    | 91    | 87    | 465  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 777    | 138      | 0      | 0     | 229   | 0    |
| Stage 1                  | 138    | -        | -      | -     | -     | -    |
| Stage 2                  | 639    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 365    | 910      | -      | -     | 1339  | -    |
| Stage 1                  | 889    | -        | -      | -     | -     | -    |
| Stage 2                  | 526    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        |          | -      | -     |       | -    |
| Mov Cap-1 Maneuver       | 341    | 910      | -      | -     | 1339  | -    |
| Mov Cap-2 Maneuver       | 419    | -        | -      | -     | -     | -    |
| Stage 1                  | 889    | -        | -      | -     | -     | -    |
| Stage 2                  | 492    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       |        | SB    |       |      |
| HCM Control Delay, s     | 14.4   | 0        |        | 1.2   |       |      |
| HCM LOS                  | B      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 524    | 1339  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.274  | 0.065 | -     |      |
| HCM Control Delay (s)    | -      | -        | 14.4   | 7.9   | -     |      |
| HCM Lane LOS             | -      | -        | B      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 1.1    | 0.2   | -     |      |

Timings  
3: Stirling Road & Bryan Road

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| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↰↰    | ↑↑↑   | ↑↑↑   | ↰↰    | ↱     |
| Traffic Volume (vph) | 103   | 1030  | 1458  | 164   | 243   |
| Future Volume (vph)  | 103   | 1030  | 1458  | 164   | 243   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 122.2 | 122.2 | 108.3 | 24.8  | 38.7  |
| Actuated g/C Ratio   | 0.76  | 0.76  | 0.68  | 0.16  | 0.24  |
| v/c Ratio            | 0.27  | 0.29  | 0.49  | 0.33  | 0.64  |
| Control Delay        | 6.8   | 6.3   | 13.6  | 60.7  | 53.2  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 6.8   | 6.3   | 13.6  | 60.7  | 53.2  |
| LOS                  | A     | A     | B     | E     | D     |
| Approach Delay       |       | 6.4   | 13.6  | 56.2  |       |
| Approach LOS         |       | A     | B     | E     |       |

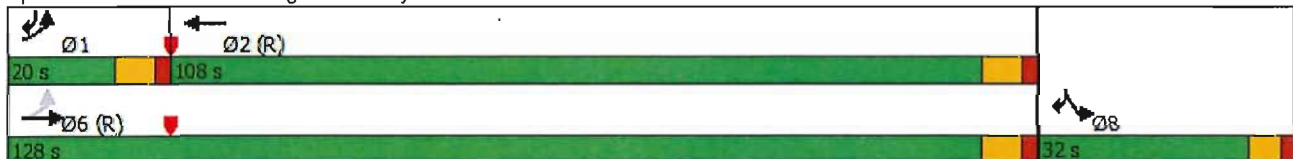
Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 16.6  
 Intersection Capacity Utilization 55.7%  
 Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 3: Stirling Road & Bryan Road



Queues  
3: Stirling Road & Bryan Road

Existing (2019) PM Peak Hour.syn  
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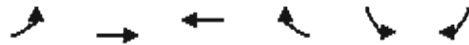


| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 112  | 1120 | 1663 | 178  | 264  |
| v/c Ratio               | 0.27 | 0.29 | 0.49 | 0.33 | 0.64 |
| Control Delay           | 6.8  | 6.3  | 13.6 | 60.7 | 53.2 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 6.8  | 6.3  | 13.6 | 60.7 | 53.2 |
| Queue Length 50th (ft)  | 13   | 116  | 285  | 86   | 216  |
| Queue Length 95th (ft)  | 26   | 167  | 382  | 119  | 297  |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 537  | 3940 | 3433 | 596  | 457  |
| 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       | 0.21 | 0.28 | 0.48 | 0.30 | 0.58 |
| Intersection Summary    |      |      |      |      |      |



HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Existing (2019) PM Peak Hour.syn  
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| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|-------|------|------|-------|------|
| Lane Configurations          | ←    | →     | ←    | →    | ←     | →    |
| Traffic Volume (veh/h)       | 103  | 1030  | 1458 | 72   | 164   | 243  |
| Future Volume (veh/h)        | 103  | 1030  | 1458 | 72   | 164   | 243  |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No    | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 112  | 1120  | 1585 | 78   | 178   | 264  |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 491  | 3861  | 3427 | 169  | 562   | 297  |
| Arrive On Green              | 0.03 | 0.76  | 0.69 | 0.69 | 0.16  | 0.16 |
| Sat Flow, veh/h              | 3456 | 5274  | 5153 | 245  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 112  | 1120  | 1082 | 581  | 178   | 264  |
| Grp Sat Flow(s), veh/h/ln    | 1728 | 1702  | 1702 | 1826 | 1728  | 1585 |
| Q Serve(g_s), s              | 1.5  | 11.0  | 23.3 | 23.3 | 7.3   | 26.0 |
| Cycle Q Clear(g_c), s        | 1.5  | 11.0  | 23.3 | 23.3 | 7.3   | 26.0 |
| Prop In Lane                 | 1.00 |       |      | 0.13 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 491  | 3861  | 2340 | 1256 | 562   | 297  |
| V/C Ratio(X)                 | 0.23 | 0.29  | 0.46 | 0.46 | 0.32  | 0.89 |
| Avail Cap(c_a), veh/h        | 685  | 3861  | 2340 | 1256 | 562   | 297  |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 8.7  | 6.1   | 11.5 | 11.5 | 59.2  | 63.4 |
| Incr Delay (d2), s/veh       | 0.2  | 0.2   | 0.7  | 1.2  | 0.3   | 26.1 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.6  | 3.9   | 8.9  | 9.8  | 3.2   | 12.7 |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |      |
| LnGrp Delay(d),s/veh         | 9.0  | 6.3   | 12.1 | 12.7 | 59.5  | 89.5 |
| LnGrp LOS                    | A    | A     | B    | B    | E     | F    |
| Approach Vol, veh/h          |      | 1232  | 1663 |      | 442   |      |
| Approach Delay, s/veh        |      | 6.5   | 12.3 |      | 77.4  |      |
| Approach LOS                 |      | A     | B    |      | E     |      |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 11.0 | 117.0 |      |      | 128.0 | 32.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0 |
| Max Q Clear Time (g_c+1), s  | 3.5  | 25.3  |      |      | 13.0  | 28.0 |
| Green Ext Time (p_c), s      | 0.2  | 20.5  |      |      | 12.0  | 0.0  |
| Intersection Summary         |      |       |      |      |       |      |
| HCM 6th Ctrl Delay           |      |       | 18.8 |      |       |      |
| HCM 6th LOS                  |      |       | B    |      |       |      |

Timings  
1: Bryan Road & Old Griffin

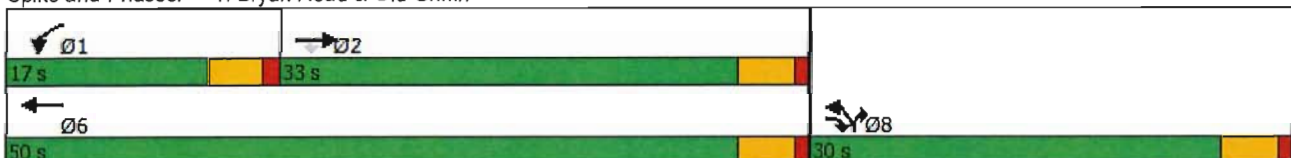
Background (2024) AM Peak Hour.syn  
08/04/2020

|                      | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Group           | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations  | ↑     | ↗     | ↙     | ↑     | ↙     | ↗     |
| Traffic Volume (vph) | 247   | 534   | 78    | 224   | 245   | 95    |
| Future Volume (vph)  | 247   | 534   | 78    | 224   | 245   | 95    |
| Turn Type            | NA    | pm+ov | Prot  | NA    | Prot  | Prot  |
| Protected Phases     | 2     | 8     | 1     | 6     | 8     | 8     |
| Permitted Phases     |       | 2     |       |       |       |       |
| Detector Phase       | 2     | 8     | 1     | 6     | 8     | 8     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 22.5  | 22.5  | 9.5   | 22.5  | 22.5  | 22.5  |
| Total Split (s)      | 33.0  | 30.0  | 17.0  | 50.0  | 30.0  | 30.0  |
| Total Split (%)      | 41.3% | 37.5% | 21.3% | 62.5% | 37.5% | 37.5% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   | 1.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 4.5   | 4.5   | 4.5   | 4.5   | 4.5   | 4.5   |
| Lead/Lag             | Lag   |       | Lead  |       |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |       |
| Recall Mode          | Max   | None  | None  | Max   | None  | None  |
| Act Effct Green (s)  | 34.7  | 57.2  | 8.8   | 45.7  | 16.9  | 16.9  |
| Actuated g/C Ratio   | 0.48  | 0.80  | 0.12  | 0.64  | 0.24  | 0.24  |
| v/c Ratio            | 0.30  | 0.42  | 0.39  | 0.20  | 0.64  | 0.23  |
| Control Delay        | 15.6  | 1.4   | 35.3  | 7.0   | 31.7  | 6.1   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 15.6  | 1.4   | 35.3  | 7.0   | 31.7  | 6.1   |
| LOS                  | B     | A     | D     | A     | C     | A     |
| Approach Delay       | 5.9   |       |       | 14.3  | 24.5  |       |
| Approach LOS         | A     |       |       | B     | C     |       |

Intersection Summary

Cycle Length: 80  
 Actuated Cycle Length: 71.7  
 Natural Cycle: 55  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 12.1  
 Intersection Capacity Utilization 44.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 1: Bryan Road & Old Griffin





Queues  
1: Bryan Road & Old Griffin

Background (2024) AM Peak Hour.syn  
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|                         | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|-------------------------|------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Group Flow (vph)   | 268  | 580  | 85   | 243  | 266  | 103  |
| v/c Ratio               | 0.30 | 0.42 | 0.39 | 0.20 | 0.64 | 0.23 |
| Control Delay           | 15.6 | 1.4  | 35.3 | 7.0  | 31.7 | 6.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 15.6 | 1.4  | 35.3 | 7.0  | 31.7 | 6.1  |
| Queue Length 50th (ft)  | 71   | 3    | 35   | 38   | 106  | 0    |
| Queue Length 95th (ft)  | 163  | 27   | 79   | 92   | 175  | 33   |
| Internal Link Dist (ft) | 969  |      |      | 851  | 206  |      |
| Turn Bay Length (ft)    |      | 125  | 75   |      |      | 150  |
| Base Capacity (vph)     | 902  | 1448 | 310  | 1188 | 632  | 632  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.30 | 0.40 | 0.27 | 0.20 | 0.42 | 0.16 |
| Intersection Summary    |      |      |      |      |      |      |

HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin

Background (2024) AM Peak Hour.syn  
08/04/2020

|                                                                                                          |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                                                                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations                                                                                      | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 |
| Traffic Volume (veh/h)                                                                                   | 247                                                                               | 534                                                                               | 78                                                                                | 224                                                                               | 245                                                                               | 95                                                                                |
| Future Volume (veh/h)                                                                                    | 247                                                                               | 534                                                                               | 78                                                                                | 224                                                                               | 245                                                                               | 95                                                                                |
| Initial Q (Qb), veh                                                                                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)                                                                                      |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj                                                                                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach                                                                                    | No                                                                                |                                                                                   |                                                                                   | No                                                                                | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h                                                                                     | 268                                                                               | 580                                                                               | 85                                                                                | 243                                                                               | 266                                                                               | 0                                                                                 |
| Peak Hour Factor                                                                                         | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %                                                                                     | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                                                                                               | 1035                                                                              | 1165                                                                              | 111                                                                               | 1277                                                                              | 324                                                                               |                                                                                   |
| Arrive On Green                                                                                          | 0.55                                                                              | 0.55                                                                              | 0.06                                                                              | 0.68                                                                              | 0.18                                                                              | 0.00                                                                              |
| Sat Flow, veh/h                                                                                          | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h                                                                                     | 268                                                                               | 580                                                                               | 85                                                                                | 243                                                                               | 266                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                 | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Q Serve(g_s), s                                                                                          | 5.0                                                                               | 10.2                                                                              | 3.1                                                                               | 3.2                                                                               | 9.6                                                                               | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                                                    | 5.0                                                                               | 10.2                                                                              | 3.1                                                                               | 3.2                                                                               | 9.6                                                                               | 0.0                                                                               |
| Prop In Lane                                                                                             |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h                                                                                   | 1035                                                                              | 1165                                                                              | 111                                                                               | 1277                                                                              | 324                                                                               |                                                                                   |
| V/C Ratio(X)                                                                                             | 0.26                                                                              | 0.50                                                                              | 0.77                                                                              | 0.19                                                                              | 0.82                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h                                                                                    | 1035                                                                              | 1165                                                                              | 334                                                                               | 1277                                                                              | 682                                                                               |                                                                                   |
| HCM Platoon Ratio                                                                                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                                                       | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                                                                 | 7.8                                                                               | 3.7                                                                               | 30.8                                                                              | 3.9                                                                               | 26.2                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh                                                                                   | 0.6                                                                               | 1.5                                                                               | 10.6                                                                              | 0.3                                                                               | 5.1                                                                               | 0.0                                                                               |
| Initial Q Delay(d3),s/veh                                                                                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln                                                                                 | 1.9                                                                               | 5.4                                                                               | 1.6                                                                               | 1.0                                                                               | 4.3                                                                               | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh                                                                                     | 8.4                                                                               | 5.2                                                                               | 41.3                                                                              | 4.2                                                                               | 31.3                                                                              | 0.0                                                                               |
| LnGrp LOS                                                                                                | A                                                                                 | A                                                                                 | D                                                                                 | A                                                                                 | C                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                                                      | 848                                                                               |                                                                                   |                                                                                   | 328                                                                               | 266                                                                               | A                                                                                 |
| Approach Delay, s/veh                                                                                    | 6.2                                                                               |                                                                                   |                                                                                   | 13.8                                                                              | 31.3                                                                              |                                                                                   |
| Approach LOS                                                                                             | A                                                                                 |                                                                                   |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   |
| Timer - Assigned Phs                                                                                     | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s                                                                                 | 8.6                                                                               | 41.4                                                                              |                                                                                   |                                                                                   | 50.0                                                                              | 16.6                                                                              |
| Change Period (Y+Rc), s                                                                                  | 4.5                                                                               | 4.5                                                                               |                                                                                   |                                                                                   | 4.5                                                                               | 4.5                                                                               |
| Max Green Setting (Gmax), s                                                                              | 12.5                                                                              | 28.5                                                                              |                                                                                   |                                                                                   | 45.5                                                                              | 25.5                                                                              |
| Max Q Clear Time (g_c+l1), s                                                                             | 5.1                                                                               | 12.2                                                                              |                                                                                   |                                                                                   | 5.2                                                                               | 11.6                                                                              |
| Green Ext Time (p_c), s                                                                                  | 0.1                                                                               | 3.7                                                                               |                                                                                   |                                                                                   | 1.5                                                                               | 0.7                                                                               |
| <b>Intersection Summary</b>                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay                                                                                       |                                                                                   |                                                                                   | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                                                                                              |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| <b>Notes</b>                                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 4.9    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | ↰      |          | ↑      | ↱     | ↰     | ↑    |
| Traffic Vol, veh/h       | 151    | 97       | 234    | 91    | 54    | 371  |
| Future Vol, veh/h        | 151    | 97       | 234    | 91    | 54    | 371  |
| 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      | -        | -      | 150   | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 164    | 105      | 254    | 99    | 59    | 403  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 775    | 254      | 0      | 0     | 353   | 0    |
| Stage 1                  | 254    | -        | -      | -     | -     | -    |
| Stage 2                  | 521    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 366    | 785      | -      | -     | 1206  | -    |
| Stage 1                  | 788    | -        | -      | -     | -     | -    |
| Stage 2                  | 596    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        |          | -      | -     |       | -    |
| Mov Cap-1 Maneuver       | 348    | 785      | -      | -     | 1206  | -    |
| Mov Cap-2 Maneuver       | 451    | -        | -      | -     | -     | -    |
| Stage 1                  | 788    | -        | -      | -     | -     | -    |
| Stage 2                  | 567    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       | SB     |       |       |      |
| HCM Control Delay, s     | 18.1   | 0        | 1      |       |       |      |
| HCM LOS                  | C      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 541    | 1206  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.498  | 0.049 | -     |      |
| HCM Control Delay (s)    | -      | -        | 18.1   | 8.1   | -     |      |
| HCM Lane LOS             | -      | -        | C      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 2.8    | 0.2   | -     |      |

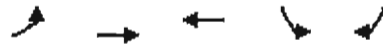


# Timings

## 3: Stirling Road & Bryan Road

Background (2024) AM Peak Hour.syn

08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↑↑↑   | ↑↑↑   | ↖↗    | ↗     |
| Traffic Volume (vph) | 372   | 1129  | 1049  | 142   | 291   |
| Future Volume (vph)  | 372   | 1129  | 1049  | 142   | 291   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 122.0 | 122.0 | 103.2 | 25.0  | 43.8  |
| Actuated g/C Ratio   | 0.76  | 0.76  | 0.64  | 0.16  | 0.27  |
| v/c Ratio            | 0.59  | 0.32  | 0.39  | 0.29  | 0.62  |
| Control Delay        | 9.4   | 6.6   | 14.5  | 59.5  | 38.5  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 9.4   | 6.6   | 14.5  | 59.5  | 38.5  |
| LOS                  | A     | A     | B     | E     | D     |
| Approach Delay       |       | 7.3   | 14.5  | 45.4  |       |
| Approach LOS         |       | A     | B     | D     |       |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 15.3

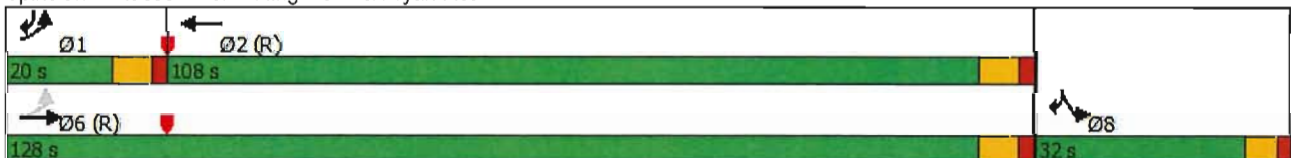
Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

### Splits and Phases: 3: Stirling Road & Bryan Road



Queues  
3: Stirling Road & Bryan Road

Background (2024) AM Peak Hour.syn  
08/04/2020

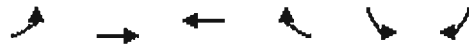


| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 404  | 1227 | 1255 | 154  | 316  |
| v/c Ratio               | 0.59 | 0.32 | 0.39 | 0.29 | 0.62 |
| Control Delay           | 9.4  | 6.6  | 14.5 | 59.5 | 38.5 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 9.4  | 6.6  | 14.5 | 59.5 | 38.5 |
| Queue Length 50th (ft)  | 53   | 133  | 214  | 74   | 200  |
| Queue Length 95th (ft)  | 86   | 189  | 297  | 104  | 281  |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 711  | 3944 | 3317 | 602  | 507  |
| 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       | 0.57 | 0.31 | 0.38 | 0.26 | 0.62 |
| Intersection Summary    |      |      |      |      |      |



HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Background (2024) AM Peak Hour.syn  
08/04/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|-------|------|------|-------|------|
| Lane Configurations          | ↰↱   | ↑↑↑   | ↑↑↑  |      | ↰↱    | ↱    |
| Traffic Volume (veh/h)       | 372  | 1129  | 1049 | 106  | 142   | 291  |
| Future Volume (veh/h)        | 372  | 1129  | 1049 | 106  | 142   | 291  |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No    | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 404  | 1227  | 1140 | 115  | 154   | 316  |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 747  | 3861  | 3107 | 313  | 562   | 342  |
| Arrive On Green              | 0.05 | 0.76  | 0.66 | 0.66 | 0.16  | 0.16 |
| Sat Flow, veh/h              | 3456 | 5274  | 4882 | 475  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 404  | 1227  | 823  | 432  | 154   | 316  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702  | 1702 | 1785 | 1728  | 1585 |
| Q Serve(g_s), s              | 5.8  | 12.3  | 17.4 | 17.4 | 6.3   | 26.0 |
| Cycle Q Clear(g_c), s        | 5.8  | 12.3  | 17.4 | 17.4 | 6.3   | 26.0 |
| Prop In Lane                 | 1.00 |       |      | 0.27 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 747  | 3861  | 2244 | 1176 | 562   | 342  |
| V/C Ratio(X)                 | 0.54 | 0.32  | 0.37 | 0.37 | 0.27  | 0.92 |
| Avail Cap(c_a), veh/h        | 843  | 3861  | 2244 | 1176 | 562   | 342  |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 9.1  | 6.3   | 12.3 | 12.3 | 58.7  | 61.4 |
| Incr Delay (d2), s/veh       | 0.6  | 0.2   | 0.5  | 0.9  | 0.3   | 29.9 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.2  | 4.3   | 6.8  | 7.3  | 2.8   | 15.5 |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |      |
| LnGrp Delay(d),s/veh         | 9.7  | 6.5   | 12.7 | 13.1 | 59.0  | 91.4 |
| LnGrp LOS                    | A    | A     | B    | B    | E     | F    |
| Approach Vol, veh/h          |      | 1631  | 1255 |      | 470   |      |
| Approach Delay, s/veh        |      | 7.3   | 12.9 |      | 80.8  |      |
| Approach LOS                 |      | A     | B    |      | F     |      |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 15.5 | 112.5 |      |      | 128.0 | 32.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0 |
| Max Q Clear Time (g_c+I1), s | 7.8  | 19.4  |      |      | 14.3  | 28.0 |
| Green Ext Time (p_c), s      | 0.7  | 12.4  |      |      | 14.0  | 0.0  |
| <b>Intersection Summary</b>  |      |       |      |      |       |      |
| HCM 6th Ctrl Delay           |      |       | 19.7 |      |       |      |
| HCM 6th LOS                  |      |       | B    |      |       |      |

# Timings

## 1: Bryan Road & Old Griffin Road

Background (2024) PM Peak Hour.syn

08/04/2020

|                      | →     | ↘     | ↙     | ←     | ↖     | ↗     |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Group           | EBT   | EBR   | WBL   | WBT   | NBL   | NBR   |
| Lane Configurations  | ↑     | ↗     | ↙     | ↑     | ↘     | ↗     |
| Traffic Volume (vph) | 359   | 684   | 106   | 253   | 514   | 171   |
| Future Volume (vph)  | 359   | 684   | 106   | 253   | 514   | 171   |
| Turn Type            | NA    | pm+ov | Prot  | NA    | Prot  | Prot  |
| Protected Phases     | 2     | 8     | 1     | 6     | 8     | 8     |
| Permitted Phases     |       | 2     |       |       |       |       |
| Detector Phase       | 2     | 8     | 1     | 6     | 8     | 8     |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)    | 24.4  | 24.0  | 11.4  | 24.4  | 24.0  | 24.0  |
| Total Split (s)      | 28.0  | 37.0  | 15.0  | 43.0  | 37.0  | 37.0  |
| Total Split (%)      | 35.0% | 46.3% | 18.8% | 53.8% | 46.3% | 46.3% |
| Yellow Time (s)      | 4.4   | 3.7   | 4.4   | 4.4   | 3.7   | 3.7   |
| All-Red Time (s)     | 2.0   | 2.3   | 2.0   | 2.0   | 2.3   | 2.3   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.4   | 6.0   | 6.4   | 6.4   | 6.0   | 6.0   |
| Lead/Lag             | Lag   |       | Lead  |       |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |       |
| Recall Mode          | Min   | None  | None  | Min   | None  | None  |
| Act Effct Green (s)  | 18.9  | 55.2  | 8.5   | 29.7  | 27.1  | 27.1  |
| Actuated g/C Ratio   | 0.27  | 0.79  | 0.12  | 0.42  | 0.39  | 0.39  |
| v/c Ratio            | 0.78  | 0.57  | 0.54  | 0.35  | 0.82  | 0.26  |
| Control Delay        | 38.5  | 4.7   | 44.6  | 15.1  | 32.8  | 4.7   |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 38.5  | 4.7   | 44.6  | 15.1  | 32.8  | 4.7   |
| LOS                  | D     | A     | D     | B     | C     | A     |
| Approach Delay       | 16.4  |       |       | 23.8  | 25.8  |       |
| Approach LOS         | B     |       |       | C     | C     |       |

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 70.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 20.8

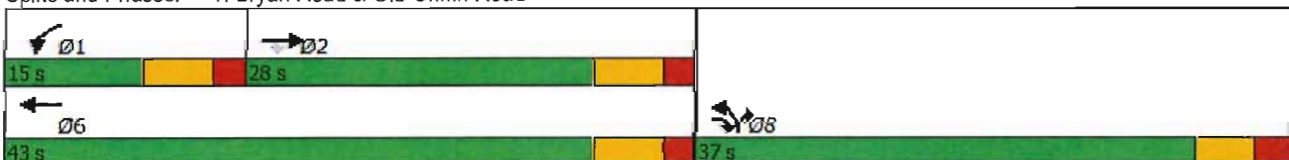
Intersection LOS: C

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

### Splits and Phases: 1: Bryan Road & Old Griffin Road

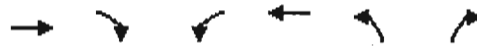


## Queues

Background (2024) PM Peak Hour.syn

1: Bryan Road &amp; Old Griffin Road

08/04/2020



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 390  | 743  | 115  | 275  | 559  | 186  |
| v/c Ratio               | 0.78 | 0.57 | 0.54 | 0.35 | 0.82 | 0.26 |
| Control Delay           | 38.5 | 4.7  | 44.6 | 15.1 | 32.8 | 4.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 38.5 | 4.7  | 44.6 | 15.1 | 32.8 | 4.7  |
| Queue Length 50th (ft)  | 179  | 72   | 56   | 84   | 244  | 5    |
| Queue Length 95th (ft)  | #312 | 145  | #121 | 137  | #417 | 43   |
| Internal Link Dist (ft) | 969  |      |      | 851  | 206  |      |
| Turn Bay Length (ft)    |      | 125  | 75   |      |      | 150  |
| Base Capacity (vph)     | 622  | 1313 | 235  | 1054 | 848  | 848  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.63 | 0.57 | 0.49 | 0.26 | 0.66 | 0.22 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin Road

Background (2024) PM Peak Hour.syn  
08/04/2020

|                                                                                                          |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                                                                                                 | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations                                                                                      | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 |
| Traffic Volume (veh/h)                                                                                   | 359                                                                               | 684                                                                               | 106                                                                               | 253                                                                               | 514                                                                               | 171                                                                               |
| Future Volume (veh/h)                                                                                    | 359                                                                               | 684                                                                               | 106                                                                               | 253                                                                               | 514                                                                               | 171                                                                               |
| Initial Q (Qb), veh                                                                                      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)                                                                                      |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj                                                                                         | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach                                                                                    | No                                                                                |                                                                                   |                                                                                   | No                                                                                | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln                                                                                   | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h                                                                                     | 390                                                                               | 743                                                                               | 115                                                                               | 275                                                                               | 559                                                                               | 0                                                                                 |
| Peak Hour Factor                                                                                         | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %                                                                                     | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                                                                                               | 572                                                                               | 1032                                                                              | 147                                                                               | 896                                                                               | 616                                                                               |                                                                                   |
| Arrive On Green                                                                                          | 0.31                                                                              | 0.31                                                                              | 0.08                                                                              | 0.48                                                                              | 0.35                                                                              | 0.00                                                                              |
| Sat Flow, veh/h                                                                                          | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h                                                                                     | 390                                                                               | 743                                                                               | 115                                                                               | 275                                                                               | 559                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln                                                                                 | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Q Serve(g_s), s                                                                                          | 12.9                                                                              | 21.6                                                                              | 4.5                                                                               | 6.3                                                                               | 21.1                                                                              | 0.0                                                                               |
| Cycle Q Clear(g_c), s                                                                                    | 12.9                                                                              | 21.6                                                                              | 4.5                                                                               | 6.3                                                                               | 21.1                                                                              | 0.0                                                                               |
| Prop In Lane                                                                                             |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h                                                                                   | 572                                                                               | 1032                                                                              | 147                                                                               | 896                                                                               | 616                                                                               |                                                                                   |
| V/C Ratio(X)                                                                                             | 0.68                                                                              | 0.72                                                                              | 0.78                                                                              | 0.31                                                                              | 0.91                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h                                                                                    | 572                                                                               | 1032                                                                              | 217                                                                               | 969                                                                               | 781                                                                               |                                                                                   |
| HCM Platoon Ratio                                                                                        | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)                                                                                       | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh                                                                                 | 21.5                                                                              | 8.1                                                                               | 31.8                                                                              | 11.3                                                                              | 22.0                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh                                                                                   | 3.3                                                                               | 2.5                                                                               | 10.4                                                                              | 0.2                                                                               | 12.3                                                                              | 0.0                                                                               |
| Initial Q Delay(d3),s/veh                                                                                | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln                                                                                 | 5.8                                                                               | 13.1                                                                              | 2.3                                                                               | 2.4                                                                               | 10.2                                                                              | 0.0                                                                               |
| Unsig. Movement Delay, s/veh                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh                                                                                     | 24.8                                                                              | 10.5                                                                              | 42.2                                                                              | 11.4                                                                              | 34.3                                                                              | 0.0                                                                               |
| LnGrp LOS                                                                                                | C                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 | C                                                                                 |                                                                                   |
| Approach Vol, veh/h                                                                                      | 1133                                                                              |                                                                                   |                                                                                   | 390                                                                               | 559                                                                               | A                                                                                 |
| Approach Delay, s/veh                                                                                    | 15.5                                                                              |                                                                                   |                                                                                   | 20.5                                                                              | 34.3                                                                              |                                                                                   |
| Approach LOS                                                                                             | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 | C                                                                                 |                                                                                   |
| Timer - Assigned Phs                                                                                     | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s                                                                                 | 12.2                                                                              | 28.0                                                                              |                                                                                   |                                                                                   | 40.2                                                                              | 30.4                                                                              |
| Change Period (Y+Rc), s                                                                                  | 6.4                                                                               | 6.4                                                                               |                                                                                   |                                                                                   | 6.4                                                                               | 6.0                                                                               |
| Max Green Setting (Gmax), s                                                                              | 8.6                                                                               | 21.6                                                                              |                                                                                   |                                                                                   | 36.6                                                                              | 31.0                                                                              |
| Max Q Clear Time (g_c+I1), s                                                                             | 6.5                                                                               | 23.6                                                                              |                                                                                   |                                                                                   | 8.3                                                                               | 23.1                                                                              |
| Green Ext Time (p_c), s                                                                                  | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 1.7                                                                               | 1.3                                                                               |
| <b>Intersection Summary</b>                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay                                                                                       |                                                                                   |                                                                                   | 21.5                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                                                                                              |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| <b>Notes</b>                                                                                             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay. |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |        |        |        |      |       |      |
|--------------------------|--------|--------|--------|------|-------|------|
| Int Delay, s/veh         | 4.1    |        |        |      |       |      |
| Movement                 | WBL    | WBR    | NBT    | NBR  | SBL   | SBT  |
| Lane Configurations      | ↰      |        | ↱      | ↰    | ↰     | ↱    |
| Traffic Vol, veh/h       | 114    | 77     | 325    | 150  | 87    | 661  |
| Future Vol, veh/h        | 114    | 77     | 325    | 150  | 87    | 661  |
| 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      | -      | -      | 150  | 215   | -    |
| Veh in Median Storage, # | 1      | -      | 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                | 124    | 84     | 353    | 163  | 95    | 718  |
| Major/Minor              | Minor1 | Major1 | Major2 |      |       |      |
| Conflicting Flow All     | 1261   | 353    | 0      | 0    | 516   | 0    |
| Stage 1                  | 353    | -      | -      | -    | -     | -    |
| Stage 2                  | 908    | -      | -      | -    | -     | -    |
| Critical Hdwy            | 6.42   | 6.22   | -      | -    | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -      | -      | -    | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -      | -      | -    | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318  | -      | -    | 2.218 | -    |
| Pot Cap-1 Maneuver       | 188    | 691    | -      | -    | 1050  | -    |
| Stage 1                  | 711    | -      | -      | -    | -     | -    |
| Stage 2                  | 393    | -      | -      | -    | -     | -    |
| Platoon blocked, %       |        |        | -      | -    |       | -    |
| Mov Cap-1 Maneuver       | 171    | 691    | -      | -    | 1050  | -    |
| Mov Cap-2 Maneuver       | 283    | -      | -      | -    | -     | -    |
| Stage 1                  | 711    | -      | -      | -    | -     | -    |
| Stage 2                  | 358    | -      | -      | -    | -     | -    |
| Approach                 | WB     | NB     | SB     |      |       |      |
| HCM Control Delay, s     | 26.3   | 0      | 1      |      |       |      |
| HCM LOS                  | D      |        |        |      |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBR    | WBLn1  | SBL  | SBT   |      |
| Capacity (veh/h)         | -      | -      | 371    | 1050 | -     |      |
| HCM Lane V/C Ratio       | -      | -      | 0.56   | 0.09 | -     |      |
| HCM Control Delay (s)    | -      | -      | 26.3   | 8.8  | -     |      |
| HCM Lane LOS             | -      | -      | D      | A    | -     |      |
| HCM 95th %tile Q(veh)    | -      | -      | 3.3    | 0.3  | -     |      |



Timings  
3: Stirling Road & Bryan Road

Background (2024) PM Peak Hour.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↑↑↑   | ↑↑↑   | ↔↔    | ↗     |
| Traffic Volume (vph) | 359   | 1162  | 1619  | 262   | 643   |
| Future Volume (vph)  | 359   | 1162  | 1619  | 262   | 643   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 107.1 | 107.1 | 87.1  | 39.9  | 59.9  |
| Actuated g/C Ratio   | 0.67  | 0.67  | 0.54  | 0.25  | 0.37  |
| v/c Ratio            | 1.00  | 0.37  | 0.70  | 0.33  | 1.15  |
| Control Delay        | 86.1  | 11.7  | 27.6  | 52.5  | 127.7 |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 86.1  | 11.7  | 27.6  | 52.5  | 127.7 |
| LOS                  | F     | B     | C     | D     | F     |
| Approach Delay       |       | 29.3  | 27.6  | 105.9 |       |
| Approach LOS         |       | C     | C     | F     |       |

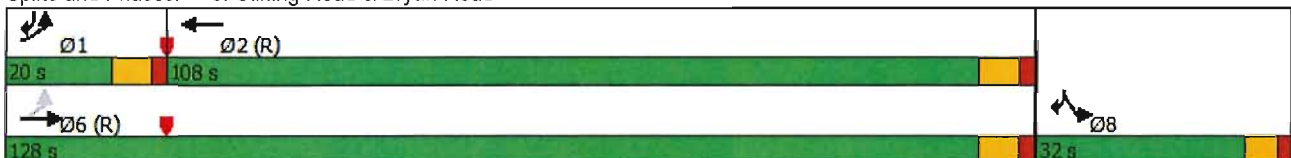
Intersection Summary

Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.15  
 Intersection Signal Delay: 45.2  
 Intersection Capacity Utilization 85.1%  
 Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

Splits and Phases: 3: Stirling Road & Bryan Road



## Queues

Background (2024) PM Peak Hour.syn

## 3: Stirling Road &amp; Bryan Road

08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR   |
|-------------------------|------|------|------|------|-------|
| Lane Group Flow (vph)   | 390  | 1263 | 1913 | 285  | 699   |
| v/c Ratio               | 1.00 | 0.37 | 0.70 | 0.33 | 1.15  |
| Control Delay           | 86.1 | 11.7 | 27.6 | 52.5 | 127.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 86.1 | 11.7 | 27.6 | 52.5 | 127.7 |
| Queue Length 50th (ft)  | 148  | 197  | 515  | 127  | ~847  |
| Queue Length 95th (ft)  | #250 | 175  | 481  | 188  | #1211 |
| Internal Link Dist (ft) |      | 568  | 596  | 380  |       |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480   |
| Base Capacity (vph)     | 391  | 3845 | 3177 | 856  | 608   |
| 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       | 1.00 | 0.33 | 0.60 | 0.33 | 1.15  |

## Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

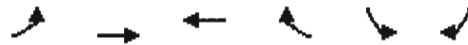
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Background (2024) PM Peak Hour.syn  
08/04/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR   |
|------------------------------|------|-------|------|------|-------|-------|
| Lane Configurations          | ←    | →     | ←    | →    | ←     | →     |
| Traffic Volume (veh/h)       | 359  | 1162  | 1619 | 141  | 262   | 643   |
| Future Volume (veh/h)        | 359  | 1162  | 1619 | 141  | 262   | 643   |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0     |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Work Zone On Approach        |      | No    | No   |      | No    |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870  |
| Adj Flow Rate, veh/h         | 390  | 1263  | 1760 | 153  | 285   | 699   |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2     |
| Cap, veh/h                   | 480  | 3861  | 3161 | 274  | 562   | 340   |
| Arrive On Green              | 0.05 | 0.76  | 0.66 | 0.66 | 0.16  | 0.16  |
| Sat Flow, veh/h              | 3456 | 5274  | 4953 | 415  | 3456  | 1585  |
| Grp Volume(v), veh/h         | 390  | 1263  | 1251 | 662  | 285   | 699   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702  | 1702 | 1796 | 1728  | 1585  |
| Q Serve(g_s), s              | 5.6  | 12.8  | 31.5 | 31.7 | 12.0  | 26.0  |
| Cycle Q Clear(g_c), s        | 5.6  | 12.8  | 31.5 | 31.7 | 12.0  | 26.0  |
| Prop In Lane                 | 1.00 |       |      | 0.23 | 1.00  | 1.00  |
| Lane Grp Cap(c), veh/h       | 480  | 3861  | 2249 | 1186 | 562   | 340   |
| V/C Ratio(X)                 | 0.81 | 0.33  | 0.56 | 0.56 | 0.51  | 2.06  |
| Avail Cap(c_a), veh/h        | 581  | 3861  | 2249 | 1186 | 562   | 340   |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Upstream Filter(l)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 23.1 | 6.3   | 14.6 | 14.6 | 61.2  | 62.8  |
| Incr Delay (d2), s/veh       | 7.3  | 0.2   | 1.0  | 1.9  | 0.8   | 485.8 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 5.8  | 4.5   | 12.4 | 13.4 | 5.4   | 59.7  |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |       |
| LnGrp Delay(d),s/veh         | 30.4 | 6.5   | 15.6 | 16.5 | 61.9  | 548.6 |
| LnGrp LOS                    | C    | A     | B    | B    | E     | F     |
| Approach Vol, veh/h          |      | 1653  | 1913 |      | 984   |       |
| Approach Delay, s/veh        |      | 12.2  | 15.9 |      | 407.6 |       |
| Approach LOS                 |      | B     | B    |      | F     |       |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8     |
| Phs Duration (G+Y+Rc), s     | 15.3 | 112.7 |      |      | 128.0 | 32.0  |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0   |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0  |
| Max Q Clear Time (g_c+l1), s | 7.6  | 33.7  |      |      | 14.8  | 28.0  |
| Green Ext Time (p_c), s      | 0.7  | 26.5  |      |      | 14.7  | 0.0   |
| <b>Intersection Summary</b>  |      |       |      |      |       |       |
| HCM 6th Ctrl Delay           |      |       | 99.3 |      |       |       |
| HCM 6th LOS                  |      |       | F    |      |       |       |



Timings  
1: Bryan Road & Old Griffin

Future Total (2024) AM Peak Hour.syn  
08/21/2020

|                      |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Lane Group           | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations  |  |  |  |  |  |  |
| Traffic Volume (vph) | 247                                                                               | 567                                                                               | 91                                                                                | 224                                                                               | 304                                                                               | 118                                                                               |
| Future Volume (vph)  | 247                                                                               | 567                                                                               | 91                                                                                | 224                                                                               | 304                                                                               | 118                                                                               |
| Turn Type            | NA                                                                                | pm+ov                                                                             | Prot                                                                              | NA                                                                                | Prot                                                                              | Prot                                                                              |
| Protected Phases     | 2                                                                                 | 8                                                                                 | 1                                                                                 | 6                                                                                 | 8                                                                                 | 8                                                                                 |
| Permitted Phases     |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Detector Phase       | 2                                                                                 | 8                                                                                 | 1                                                                                 | 6                                                                                 | 8                                                                                 | 8                                                                                 |
| Switch Phase         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minimum Initial (s)  | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               | 5.0                                                                               |
| Minimum Split (s)    | 24.4                                                                              | 24.0                                                                              | 11.4                                                                              | 24.4                                                                              | 24.0                                                                              | 24.0                                                                              |
| Total Split (s)      | 33.0                                                                              | 30.0                                                                              | 17.0                                                                              | 50.0                                                                              | 30.0                                                                              | 30.0                                                                              |
| Total Split (%)      | 41.3%                                                                             | 37.5%                                                                             | 21.3%                                                                             | 62.5%                                                                             | 37.5%                                                                             | 37.5%                                                                             |
| Yellow Time (s)      | 4.4                                                                               | 3.7                                                                               | 4.4                                                                               | 4.4                                                                               | 3.7                                                                               | 3.7                                                                               |
| All-Red Time (s)     | 2.0                                                                               | 2.3                                                                               | 2.0                                                                               | 2.0                                                                               | 2.3                                                                               | 2.3                                                                               |
| Lost Time Adjust (s) | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Lost Time (s)  | 6.4                                                                               | 6.0                                                                               | 6.4                                                                               | 6.4                                                                               | 6.0                                                                               | 6.0                                                                               |
| Lead/Lag             | Lag                                                                               |                                                                                   | Lead                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Lead-Lag Optimize?   | Yes                                                                               |                                                                                   | Yes                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Recall Mode          | Min                                                                               | None                                                                              | None                                                                              | Min                                                                               | None                                                                              | None                                                                              |
| Act Effct Green (s)  | 14.2                                                                              | 41.0                                                                              | 9.0                                                                               | 25.5                                                                              | 17.1                                                                              | 17.1                                                                              |
| Actuated g/C Ratio   | 0.25                                                                              | 0.72                                                                              | 0.16                                                                              | 0.45                                                                              | 0.30                                                                              | 0.30                                                                              |
| v/c Ratio            | 0.57                                                                              | 0.49                                                                              | 0.35                                                                              | 0.29                                                                              | 0.62                                                                              | 0.23                                                                              |
| Control Delay        | 26.4                                                                              | 3.1                                                                               | 30.2                                                                              | 10.6                                                                              | 24.6                                                                              | 5.1                                                                               |
| Queue Delay          | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| Total Delay          | 26.4                                                                              | 3.1                                                                               | 30.2                                                                              | 10.6                                                                              | 24.6                                                                              | 5.1                                                                               |
| LOS                  | C                                                                                 | A                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | A                                                                                 |
| Approach Delay       | 10.2                                                                              |                                                                                   |                                                                                   | 16.3                                                                              | 19.2                                                                              |                                                                                   |
| Approach LOS         | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 56.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 13.9

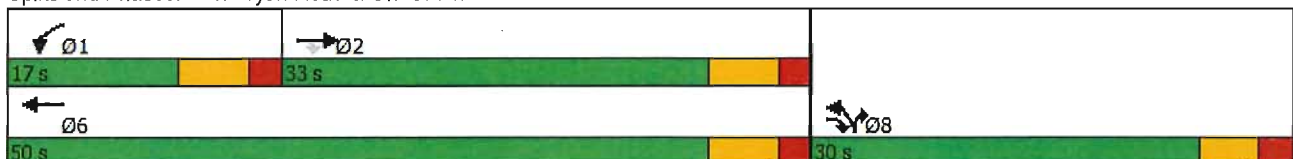
Intersection LOS: B

Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Bryan Road & Old Griffin



HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin

Future Total (2024) AM Peak Hour.syn  
08/21/2020

|                              | →    | ↘    | ↙    | ←    | ↖    | ↗    |
|------------------------------|------|------|------|------|------|------|
| Movement                     | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations          | ↑    | ↗    | ↘    | ↑    | ↘    | ↗    |
| Traffic Volume (veh/h)       | 247  | 567  | 91   | 224  | 304  | 118  |
| Future Volume (veh/h)        | 247  | 567  | 91   | 224  | 304  | 118  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      | No   | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h         | 268  | 616  | 99   | 243  | 330  | 0    |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 669  | 925  | 129  | 1023 | 403  |      |
| Arrive On Green              | 0.36 | 0.36 | 0.07 | 0.55 | 0.23 | 0.00 |
| Sat Flow, veh/h              | 1870 | 1585 | 1781 | 1870 | 1781 | 1585 |
| Grp Volume(v), veh/h         | 268  | 616  | 99   | 243  | 330  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1870 | 1585 | 1781 | 1870 | 1781 | 1585 |
| Q Serve(g_s), s              | 5.9  | 14.5 | 3.0  | 3.7  | 9.6  | 0.0  |
| Cycle Q Clear(g_c), s        | 5.9  | 14.5 | 3.0  | 3.7  | 9.6  | 0.0  |
| Prop In Lane                 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h       | 669  | 925  | 129  | 1023 | 403  |      |
| V/C Ratio(X)                 | 0.40 | 0.67 | 0.77 | 0.24 | 0.82 |      |
| Avail Cap(c_a), veh/h        | 910  | 1130 | 346  | 1492 | 782  |      |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh     | 13.2 | 7.7  | 24.9 | 6.4  | 20.1 | 0.0  |
| Incr Delay (d2), s/veh       | 0.4  | 1.1  | 9.3  | 0.1  | 4.2  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 2.2  | 7.2  | 1.5  | 1.1  | 4.1  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 13.5 | 8.8  | 34.2 | 6.6  | 24.3 | 0.0  |
| LnGrp LOS                    | B    | A    | C    | A    | C    |      |
| Approach Vol, veh/h          | 884  |      |      | 342  | 330  | A    |
| Approach Delay, s/veh        | 10.3 |      |      | 14.6 | 24.3 |      |
| Approach LOS                 | B    |      |      | B    | C    |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6    | 8    |
| Phs Duration (G+Y+Rc), s     | 10.3 | 26.0 |      |      | 36.3 | 18.3 |
| Change Period (Y+Rc), s      | 6.4  | 6.4  |      |      | 6.4  | 6.0  |
| Max Green Setting (Gmax), s  | 10.6 | 26.6 |      |      | 43.6 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 5.0  | 16.5 |      |      | 5.7  | 11.6 |
| Green Ext Time (p_c), s      | 0.1  | 3.1  |      |      | 1.5  | 0.8  |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      | 14.2 |      |      |      |
| HCM 6th LOS                  |      |      | B    |      |      |      |
| <b>Notes</b>                 |      |      |      |      |      |      |

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



| Intersection             |        |          |        |       |       |      |
|--------------------------|--------|----------|--------|-------|-------|------|
| Int Delay, s/veh         | 5.3    |          |        |       |       |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | W      |          | U      | W     | W     | U    |
| Traffic Vol, veh/h       | 159    | 97       | 316    | 105   | 54    | 418  |
| Future Vol, veh/h        | 159    | 97       | 316    | 105   | 54    | 418  |
| 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      | -        | -      | 145   | 215   | -    |
| Veh in Median Storage, # | 1      | -        | 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                | 173    | 105      | 343    | 114   | 59    | 454  |
| Major/Minor              | Minor1 | Major1   | Major2 |       |       |      |
| Conflicting Flow All     | 915    | 343      | 0      | 0     | 457   | 0    |
| Stage 1                  | 343    | -        | -      | -     | -     | -    |
| Stage 2                  | 572    | -        | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22     | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -        | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -        | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318    | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 303    | 700      | -      | -     | 1104  | -    |
| Stage 1                  | 719    | -        | -      | -     | -     | -    |
| Stage 2                  | 565    | -        | -      | -     | -     | -    |
| Platoon blocked, %       |        |          | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 287    | 700      | -      | -     | 1104  | -    |
| Mov Cap-2 Maneuver       | 406    | -        | -      | -     | -     | -    |
| Stage 1                  | 719    | -        | -      | -     | -     | -    |
| Stage 2                  | 535    | -        | -      | -     | -     | -    |
| Approach                 | WB     | NB       | SB     |       |       |      |
| HCM Control Delay, s     | 22.1   | 0        | 1      |       |       |      |
| HCM LOS                  | C      |          |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |       |      |
| Capacity (veh/h)         | -      | -        | 483    | 1104  | -     |      |
| HCM Lane V/C Ratio       | -      | -        | 0.576  | 0.053 | -     |      |
| HCM Control Delay (s)    | -      | -        | 22.1   | 8.4   | -     |      |
| HCM Lane LOS             | -      | -        | C      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -        | 3.6    | 0.2   | -     |      |

# Timings

## 3: Stirling Road & Bryan Road

Future Total (2024) AM Peak Hour.syn

08/21/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↑↑↑   | ↑↑↑   | ↔↔    | ↗     |
| Traffic Volume (vph) | 433   | 1129  | 1049  | 172   | 399   |
| Future Volume (vph)  | 433   | 1129  | 1049  | 172   | 399   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 112.7 | 112.7 | 90.5  | 34.3  | 56.5  |
| Actuated g/C Ratio   | 0.70  | 0.70  | 0.57  | 0.21  | 0.35  |
| v/c Ratio            | 0.71  | 0.34  | 0.45  | 0.25  | 0.70  |
| Control Delay        | 16.0  | 10.0  | 21.4  | 51.9  | 38.9  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 16.0  | 10.0  | 21.4  | 51.9  | 38.9  |
| LOS                  | B     | A     | C     | D     | D     |
| Approach Delay       |       | 11.7  | 21.4  | 42.8  |       |
| Approach LOS         |       | B     | C     | D     |       |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 20.5

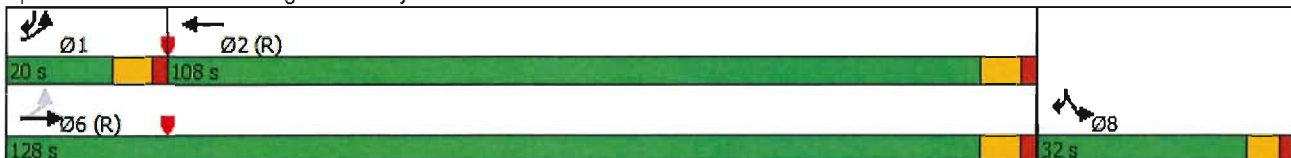
Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

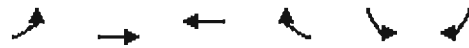
Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road



# HCM 6th Signalized Intersection Summary 3: Stirling Road & Bryan Road

Future Total (2024) AM Peak Hour.syn  
08/21/2020



| Movement                     | EBL  | EBT   | WBT  | WBR  | SBL   | SBR   |
|------------------------------|------|-------|------|------|-------|-------|
| Lane Configurations          | ↖↗   | ↑↑↑   | ↑↑↑  |      | ↖↗    | ↗     |
| Traffic Volume (veh/h)       | 433  | 1129  | 1049 | 123  | 172   | 399   |
| Future Volume (veh/h)        | 433  | 1129  | 1049 | 123  | 172   | 399   |
| Initial Q (Qb), veh          | 0    | 0     | 0    | 0    | 0     | 0     |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |      | 1.00 | 1.00  | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Work Zone On Approach        |      | No    | No   |      | No    |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870 | 1870 | 1870  | 1870  |
| Adj Flow Rate, veh/h         | 471  | 1227  | 1140 | 134  | 187   | 434   |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  |
| Percent Heavy Veh, %         | 2    | 2     | 2    | 2    | 2     | 2     |
| Cap, veh/h                   | 753  | 3861  | 3021 | 355  | 562   | 353   |
| Arrive On Green              | 0.06 | 0.76  | 0.65 | 0.65 | 0.16  | 0.16  |
| Sat Flow, veh/h              | 3456 | 5274  | 4801 | 544  | 3456  | 1585  |
| Grp Volume(v), veh/h         | 471  | 1227  | 838  | 436  | 187   | 434   |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702  | 1702 | 1772 | 1728  | 1585  |
| Q Serve(g_s), s              | 6.9  | 12.3  | 18.2 | 18.2 | 7.7   | 26.0  |
| Cycle Q Clear(g_c), s        | 6.9  | 12.3  | 18.2 | 18.2 | 7.7   | 26.0  |
| Prop In Lane                 | 1.00 |       |      | 0.31 | 1.00  | 1.00  |
| Lane Grp Cap(c), veh/h       | 753  | 3861  | 2220 | 1156 | 562   | 353   |
| V/C Ratio(X)                 | 0.63 | 0.32  | 0.38 | 0.38 | 0.33  | 1.23  |
| Avail Cap(c_a), veh/h        | 825  | 3861  | 2220 | 1156 | 562   | 353   |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 9.9  | 6.3   | 12.8 | 12.8 | 59.3  | 62.2  |
| Incr Delay (d2), s/veh       | 1.3  | 0.2   | 0.5  | 0.9  | 0.3   | 125.3 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 2.7  | 4.3   | 7.1  | 7.6  | 3.4   | 26.7  |
| Unsig. Movement Delay, s/veh |      |       |      |      |       |       |
| LnGrp Delay(d),s/veh         | 11.2 | 6.5   | 13.3 | 13.8 | 59.7  | 187.4 |
| LnGrp LOS                    | B    | A     | B    | B    | E     | F     |
| Approach Vol, veh/h          |      | 1698  | 1274 |      | 621   |       |
| Approach Delay, s/veh        |      | 7.8   | 13.5 |      | 148.9 |       |
| Approach LOS                 |      | A     | B    |      | F     |       |
| Timer - Assigned Phs         | 1    | 2     |      |      | 6     | 8     |
| Phs Duration (G+Y+Rc), s     | 16.7 | 111.3 |      |      | 128.0 | 32.0  |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |      |      | 7.0   | 6.0   |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |      |      | 121.0 | 26.0  |
| Max Q Clear Time (g_c+I1), s | 8.9  | 20.2  |      |      | 14.3  | 28.0  |
| Green Ext Time (p_c), s      | 0.7  | 12.8  |      |      | 14.0  | 0.0   |
| <b>Intersection Summary</b>  |      |       |      |      |       |       |
| HCM 6th Ctrl Delay           |      |       | 34.2 |      |       |       |
| HCM 6th LOS                  |      |       | C    |      |       |       |



HCM 6th TWSC  
4: Bryan Road & \*North Driveway

Future Total (2024) AM Peak Hour.syn  
08/21/2020

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h       | 86   | 59   | 387  | 61   | 42   | 566  |
| Future Vol, veh/h        | 86   | 59   | 387  | 61   | 42   | 566  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 93   | 64   | 421  | 66   | 46   | 615  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1128   | 421    | 0      | 0 | 487   |
| Stage 1              | 421    | -      | -      | - | -     |
| Stage 2              | 707    | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | 226    | 632    | -      | - | 1076  |
| Stage 1              | 662    | -      | -      | - | -     |
| Stage 2              | 489    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 216    | 632    | -      | - | 1076  |
| Mov Cap-2 Maneuver   | 344    | -      | -      | - | -     |
| Stage 1              | 662    | -      | -      | - | -     |
| Stage 2              | 468    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 18.5 | 0  | 0.6 |
| HCM LOS              | C    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 422   | 1076  |
| HCM Lane V/C Ratio    | -   | -        | 0.373 | 0.042 |
| HCM Control Delay (s) | -   | -        | 18.5  | 8.5   |
| HCM Lane LOS          | -   | -        | C     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 1.7   | 0.1   |

| Intersection             |        |        |        |       |       |      |
|--------------------------|--------|--------|--------|-------|-------|------|
| Int Delay, s/veh         | 2.7    |        |        |       |       |      |
| Movement                 | WBL    | WBR    | NBT    | NBR   | SBL   | SBT  |
| Lane Configurations      | W      |        | ↑      | ↑     | W     | ↑    |
| Traffic Vol, veh/h       | 89     | 62     | 386    | 63    | 44    | 608  |
| Future Vol, veh/h        | 89     | 62     | 386    | 63    | 44    | 608  |
| 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      | -      | -      | 150   | 100   | -    |
| Veh in Median Storage, # | 1      | -      | 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                | 97     | 67     | 420    | 68    | 48    | 661  |
| Major/Minor              | Minor1 | Major1 | Major2 |       |       |      |
| Conflicting Flow All     | 1177   | 420    | 0      | 0     | 488   | 0    |
| Stage 1                  | 420    | -      | -      | -     | -     | -    |
| Stage 2                  | 757    | -      | -      | -     | -     | -    |
| Critical Hdwy            | 6.42   | 6.22   | -      | -     | 4.12  | -    |
| Critical Hdwy Stg 1      | 5.42   | -      | -      | -     | -     | -    |
| Critical Hdwy Stg 2      | 5.42   | -      | -      | -     | -     | -    |
| Follow-up Hdwy           | 3.518  | 3.318  | -      | -     | 2.218 | -    |
| Pot Cap-1 Maneuver       | 211    | 633    | -      | -     | 1075  | -    |
| Stage 1                  | 663    | -      | -      | -     | -     | -    |
| Stage 2                  | 463    | -      | -      | -     | -     | -    |
| Platoon blocked, %       |        |        | -      | -     | -     | -    |
| Mov Cap-1 Maneuver       | 202    | 633    | -      | -     | 1075  | -    |
| Mov Cap-2 Maneuver       | 328    | -      | -      | -     | -     | -    |
| Stage 1                  | 663    | -      | -      | -     | -     | -    |
| Stage 2                  | 442    | -      | -      | -     | -     | -    |
| Approach                 | WB     | NB     | SB     |       |       |      |
| HCM Control Delay, s     | 19.6   | 0      | 0.6    |       |       |      |
| HCM LOS                  | C      |        |        |       |       |      |
| Minor Lane/Major Mvmt    | NBT    | NBR    | WBLn1  | SBL   | SBT   |      |
| Capacity (veh/h)         | -      | -      | 409    | 1075  | -     |      |
| HCM Lane V/C Ratio       | -      | -      | 0.401  | 0.044 | -     |      |
| HCM Control Delay (s)    | -      | -      | 19.6   | 8.5   | -     |      |
| HCM Lane LOS             | -      | -      | C      | A     | -     |      |
| HCM 95th %tile Q(veh)    | -      | -      | 1.9    | 0.1   | -     |      |

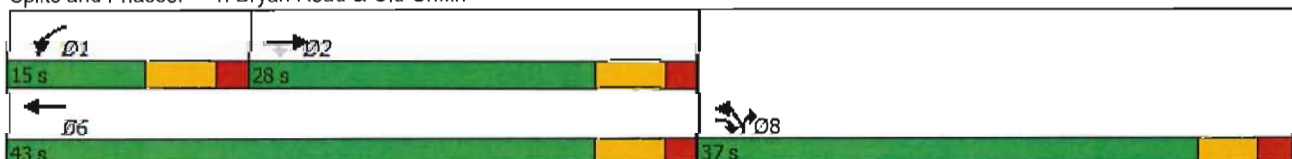


Timings  
1: Bryan Road & Old Griffin

Future Total (2024) PM Peak Hour.syn  
08/21/2020

|                                         |       |       |       |                        |       |       |
|-----------------------------------------|-------|-------|-------|------------------------|-------|-------|
|                                         | →     | ↘     | ↙     | ←                      | ↖     | ↗     |
| Lane Group                              | EBT   | EBR   | WBL   | WBT                    | NBL   | NBR   |
| Lane Configurations                     | ↑     | ↗     | ↖     | ↑                      | ↖     | ↗     |
| Traffic Volume (vph)                    | 359   | 752   | 133   | 253                    | 549   | 185   |
| Future Volume (vph)                     | 359   | 752   | 133   | 253                    | 549   | 185   |
| Turn Type                               | NA    | pm+ov | Prot  | NA                     | Prot  | Prot  |
| Protected Phases                        | 2     | 8     | 1     | 6                      | 8     | 8     |
| Permitted Phases                        |       | 2     |       |                        |       |       |
| Detector Phase                          | 2     | 8     | 1     | 6                      | 8     | 8     |
| Switch Phase                            |       |       |       |                        |       |       |
| Minimum Initial (s)                     | 5.0   | 5.0   | 5.0   | 5.0                    | 5.0   | 5.0   |
| Minimum Split (s)                       | 24.4  | 24.0  | 11.4  | 24.4                   | 24.0  | 24.0  |
| Total Split (s)                         | 28.0  | 37.0  | 15.0  | 43.0                   | 37.0  | 37.0  |
| Total Split (%)                         | 35.0% | 46.3% | 18.8% | 53.8%                  | 46.3% | 46.3% |
| Yellow Time (s)                         | 4.4   | 3.7   | 4.4   | 4.4                    | 3.7   | 3.7   |
| All-Red Time (s)                        | 2.0   | 2.3   | 2.0   | 2.0                    | 2.3   | 2.3   |
| Lost Time Adjust (s)                    | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Lost Time (s)                     | 6.4   | 6.0   | 6.4   | 6.4                    | 6.0   | 6.0   |
| Lead/Lag                                | Lag   |       | Lead  |                        |       |       |
| Lead-Lag Optimize?                      | Yes   |       | Yes   |                        |       |       |
| Recall Mode                             | Min   | None  | None  | Min                    | None  | None  |
| Act Effct Green (s)                     | 19.2  | 54.8  | 8.5   | 34.2                   | 29.1  | 29.1  |
| Actuated g/C Ratio                      | 0.25  | 0.72  | 0.11  | 0.45                   | 0.38  | 0.38  |
| v/c Ratio                               | 0.82  | 0.68  | 0.74  | 0.33                   | 0.88  | 0.28  |
| Control Delay                           | 43.3  | 7.6   | 57.9  | 15.1                   | 38.8  | 5.2   |
| Queue Delay                             | 0.0   | 0.0   | 0.0   | 0.0                    | 0.0   | 0.0   |
| Total Delay                             | 43.3  | 7.6   | 57.9  | 15.1                   | 38.8  | 5.2   |
| LOS                                     | D     | A     | E     | B                      | D     | A     |
| Approach Delay                          | 19.1  |       |       | 29.9                   | 30.4  |       |
| Approach LOS                            | B     |       |       | C                      | C     |       |
| Intersection Summary                    |       |       |       |                        |       |       |
| Cycle Length: 80                        |       |       |       |                        |       |       |
| Actuated Cycle Length: 75.8             |       |       |       |                        |       |       |
| Natural Cycle: 80                       |       |       |       |                        |       |       |
| Control Type: Actuated-Uncoordinated    |       |       |       |                        |       |       |
| Maximum v/c Ratio: 0.88                 |       |       |       |                        |       |       |
| Intersection Signal Delay: 24.7         |       |       |       | Intersection LOS: C    |       |       |
| Intersection Capacity Utilization 72.3% |       |       |       | ICU Level of Service C |       |       |
| Analysis Period (min) 15                |       |       |       |                        |       |       |

Splits and Phases: 1: Bryan Road & Old Griffin



## Queues

Future Total (2024) PM Peak Hour.syn

1: Bryan Road &amp; Old Griffin

08/21/2020



| Lane Group              | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|-------------------------|------|------|------|------|------|------|
| Lane Group Flow (vph)   | 390  | 817  | 145  | 275  | 597  | 201  |
| v/c Ratio               | 0.82 | 0.68 | 0.74 | 0.33 | 0.88 | 0.28 |
| Control Delay           | 43.3 | 7.6  | 57.9 | 15.1 | 38.8 | 5.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 43.3 | 7.6  | 57.9 | 15.1 | 38.8 | 5.2  |
| Queue Length 50th (ft)  | 179  | 120  | 72   | 84   | 269  | 9    |
| Queue Length 95th (ft)  | #312 | 223  | #164 | 137  | #462 | 49   |
| Internal Link Dist (ft) | 969  |      |      | 851  | 206  |      |
| Turn Bay Length (ft)    |      | 125  | 75   |      |      | 150  |
| Base Capacity (vph)     | 536  | 1237 | 203  | 909  | 731  | 755  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.73 | 0.66 | 0.71 | 0.30 | 0.82 | 0.27 |

## Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
1: Bryan Road & Old Griffin

Future Total (2024) PM Peak Hour.syn  
08/21/2020

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR                                                                               |
| Lane Configurations          | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 | ↑                                                                                 |
| Traffic Volume (veh/h)       | 359                                                                               | 752                                                                               | 133                                                                               | 253                                                                               | 549                                                                               | 185                                                                               |
| Future Volume (veh/h)        | 359                                                                               | 752                                                                               | 133                                                                               | 253                                                                               | 549                                                                               | 185                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                | No                                                                                |                                                                                   |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              |
| Adj Flow Rate, veh/h         | 390                                                                               | 817                                                                               | 145                                                                               | 275                                                                               | 597                                                                               | 0                                                                                 |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Cap, veh/h                   | 537                                                                               | 1028                                                                              | 181                                                                               | 885                                                                               | 645                                                                               |                                                                                   |
| Arrive On Green              | 0.29                                                                              | 0.29                                                                              | 0.10                                                                              | 0.47                                                                              | 0.36                                                                              | 0.00                                                                              |
| Sat Flow, veh/h              | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Grp Volume(v), veh/h         | 390                                                                               | 817                                                                               | 145                                                                               | 275                                                                               | 597                                                                               | 0                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1870                                                                              | 1585                                                                              | 1781                                                                              | 1870                                                                              | 1781                                                                              | 1585                                                                              |
| Q Serve(g_s), s              | 14.1                                                                              | 21.6                                                                              | 6.0                                                                               | 6.8                                                                               | 24.2                                                                              | 0.0                                                                               |
| Cycle Q Clear(g_c), s        | 14.1                                                                              | 21.6                                                                              | 6.0                                                                               | 6.8                                                                               | 24.2                                                                              | 0.0                                                                               |
| Prop In Lane                 |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |
| Lane Grp Cap(c), veh/h       | 537                                                                               | 1028                                                                              | 181                                                                               | 885                                                                               | 645                                                                               |                                                                                   |
| V/C Ratio(X)                 | 0.73                                                                              | 0.79                                                                              | 0.80                                                                              | 0.31                                                                              | 0.93                                                                              |                                                                                   |
| Avail Cap(c_a), veh/h        | 537                                                                               | 1028                                                                              | 204                                                                               | 910                                                                               | 734                                                                               |                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              |
| Uniform Delay (d), s/veh     | 24.2                                                                              | 8.4                                                                               | 33.1                                                                              | 12.2                                                                              | 23.1                                                                              | 0.0                                                                               |
| Incr Delay (d2), s/veh       | 4.9                                                                               | 4.4                                                                               | 18.5                                                                              | 0.2                                                                               | 16.6                                                                              | 0.0                                                                               |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 6.7                                                                               | 16.0                                                                              | 3.4                                                                               | 2.7                                                                               | 12.4                                                                              | 0.0                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d),s/veh         | 29.1                                                                              | 12.8                                                                              | 51.6                                                                              | 12.4                                                                              | 39.6                                                                              | 0.0                                                                               |
| LnGrp LOS                    | C                                                                                 | B                                                                                 | D                                                                                 | B                                                                                 | D                                                                                 |                                                                                   |
| Approach Vol, veh/h          | 1207                                                                              |                                                                                   |                                                                                   | 420                                                                               | 597                                                                               | A                                                                                 |
| Approach Delay, s/veh        | 18.1                                                                              |                                                                                   |                                                                                   | 25.9                                                                              | 39.6                                                                              |                                                                                   |
| Approach LOS                 | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 | D                                                                                 |                                                                                   |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s     | 14.0                                                                              | 28.0                                                                              |                                                                                   |                                                                                   | 42.0                                                                              | 33.2                                                                              |
| Change Period (Y+Rc), s      | 6.4                                                                               | 6.4                                                                               |                                                                                   |                                                                                   | 6.4                                                                               | 6.0                                                                               |
| Max Green Setting (Gmax), s  | 8.6                                                                               | 21.6                                                                              |                                                                                   |                                                                                   | 36.6                                                                              | 31.0                                                                              |
| Max Q Clear Time (g_c+I1), s | 8.0                                                                               | 23.6                                                                              |                                                                                   |                                                                                   | 8.8                                                                               | 26.2                                                                              |
| Green Ext Time (p_c), s      | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   | 1.7                                                                               | 1.0                                                                               |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 25.3 |
| HCM 6th LOS        | C    |

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



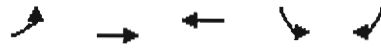
| Intersection                                                                                                         |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh                                                                                                     | 5.5                                                                               |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                                                                                                             | WBL                                                                               | WBR      | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations                                                                                                  |  |          |  |  |  |  |
| Traffic Vol, veh/h                                                                                                   | 130                                                                               | 77       | 373                                                                               | 158                                                                               | 87                                                                                | 757                                                                               |
| Future Vol, veh/h                                                                                                    | 130                                                                               | 77       | 373                                                                               | 158                                                                               | 87                                                                                | 757                                                                               |
| 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                                                                                 | -        | -                                                                                 | 145                                                                               | 215                                                                               | -                                                                                 |
| Veh in Median Storage, #                                                                                             | 1                                                                                 | -        | 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                                                                                                            | 141                                                                               | 84       | 405                                                                               | 172                                                                               | 95                                                                                | 823                                                                               |
|                                                                                                                      |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Major/Minor                                                                                                          | Minor1                                                                            | Major1   |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All                                                                                                 | 1418                                                                              | 405      | 0                                                                                 | 0                                                                                 | 577                                                                               | 0                                                                                 |
| Stage 1                                                                                                              | 405                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 1013                                                                              | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy                                                                                                        | 6.42                                                                              | 6.22     | -                                                                                 | -                                                                                 | 4.12                                                                              | -                                                                                 |
| Critical Hdwy Stg 1                                                                                                  | 5.42                                                                              | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2                                                                                                  | 5.42                                                                              | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy                                                                                                       | 3.518                                                                             | 3.318    | -                                                                                 | -                                                                                 | 2.218                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver                                                                                                   | 151                                                                               | 646      | -                                                                                 | -                                                                                 | 996                                                                               | -                                                                                 |
| Stage 1                                                                                                              | 673                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 351                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %                                                                                                   |                                                                                   |          | -                                                                                 | -                                                                                 |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver                                                                                                   | ~ 137                                                                             | 646      | -                                                                                 | -                                                                                 | 996                                                                               | -                                                                                 |
| Mov Cap-2 Maneuver                                                                                                   | 249                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                                                                                                              | 673                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                                                                                                              | 318                                                                               | -        | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
|                                                                                                                      |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Approach                                                                                                             | WB                                                                                | NB       |                                                                                   | SB                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s                                                                                                 | 38.2                                                                              | 0        |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   |
| HCM LOS                                                                                                              | E                                                                                 |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|                                                                                                                      |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt                                                                                                | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT                                                                               |                                                                                   |                                                                                   |
| Capacity (veh/h)                                                                                                     | -                                                                                 | -        | 323                                                                               | 996                                                                               | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio                                                                                                   | -                                                                                 | -        | 0.697                                                                             | 0.095                                                                             | -                                                                                 |                                                                                   |
| HCM Control Delay (s)                                                                                                | -                                                                                 | -        | 38.2                                                                              | 9                                                                                 | -                                                                                 |                                                                                   |
| HCM Lane LOS                                                                                                         | -                                                                                 | -        | E                                                                                 | A                                                                                 | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)                                                                                                | -                                                                                 | -        | 4.9                                                                               | 0.3                                                                               | -                                                                                 |                                                                                   |
| Notes                                                                                                                |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |                                                                                   |          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |

# Timings

## 3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour.syn

08/21/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↑↑↑   | ↑↑↑   | ↖↗    | ↗     |
| Traffic Volume (vph) | 485   | 1162  | 1619  | 280   | 706   |
| Future Volume (vph)  | 485   | 1162  | 1619  | 280   | 706   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 20.0  | 128.0 | 108.0 | 32.0  |       |
| Total Split (%)      | 12.5% | 80.0% | 67.5% | 20.0% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 108.7 | 108.7 | 88.7  | 38.3  | 58.3  |
| Actuated g/C Ratio   | 0.68  | 0.68  | 0.55  | 0.24  | 0.36  |
| v/c Ratio            | 1.36  | 0.37  | 0.70  | 0.37  | 1.29  |
| Control Delay        | 212.2 | 11.0  | 26.8  | 54.2  | 183.7 |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 212.2 | 11.0  | 26.8  | 54.2  | 183.7 |
| LOS                  | F     | B     | C     | D     | F     |
| Approach Delay       |       | 70.3  | 26.8  | 146.9 |       |
| Approach LOS         |       | E     | C     | F     |       |

### Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay: 69.7

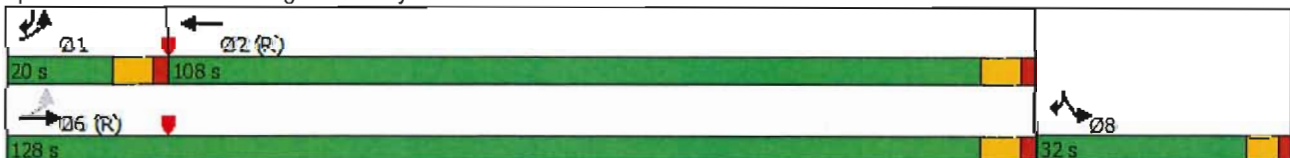
Intersection LOS: E

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

### Splits and Phases: 3: Stirling Road & Bryan Road





Queues  
3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour.syn  
08/21/2020



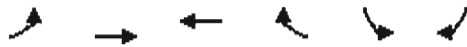
| Lane Group              | EBL   | EBT  | WBT  | SBL  | SBR   |
|-------------------------|-------|------|------|------|-------|
| Lane Group Flow (vph)   | 527   | 1263 | 1951 | 304  | 767   |
| v/c Ratio               | 1.36  | 0.37 | 0.70 | 0.37 | 1.29  |
| Control Delay           | 212.2 | 11.0 | 26.8 | 54.2 | 183.7 |
| Queue Delay             | 0.0   | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 212.2 | 11.0 | 26.8 | 54.2 | 183.7 |
| Queue Length 50th (ft)  | ~309  | 190  | 519  | 138  | ~1014 |
| Queue Length 95th (ft)  | #418  | 168  | 483  | 202  | #1379 |
| Internal Link Dist (ft) |       | 568  | 596  | 552  |       |
| Turn Bay Length (ft)    | 240   |      |      | 250  | 480   |
| Base Capacity (vph)     | 388   | 3845 | 3170 | 822  | 593   |
| 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       | 1.36  | 0.33 | 0.62 | 0.37 | 1.29  |

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.

HCM 6th Signalized Intersection Summary  
3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour.syn  
08/21/2020



| Movement                     | EBL  | EBT   | WBT   | WBR  | SBL   | SBR   |
|------------------------------|------|-------|-------|------|-------|-------|
| Lane Configurations          | ↰↱   | ↑↑↑   | ↑↑↑   |      | ↰↱    | ↰     |
| Traffic Volume (veh/h)       | 485  | 1162  | 1619  | 176  | 280   | 706   |
| Future Volume (veh/h)        | 485  | 1162  | 1619  | 176  | 280   | 706   |
| Initial Q (Qb), veh          | 0    | 0     | 0     | 0    | 0     | 0     |
| Ped-Bike Adj(A_pbT)          | 1.00 |       |       | 1.00 | 1.00  | 1.00  |
| Parking Bus, Adj             | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Work Zone On Approach        |      | No    | No    |      | No    |       |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870  | 1870  | 1870 | 1870  | 1870  |
| Adj Flow Rate, veh/h         | 527  | 1263  | 1760  | 191  | 304   | 767   |
| Peak Hour Factor             | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92  |
| Percent Heavy Veh, %         | 2    | 2     | 2     | 2    | 2     | 2     |
| Cap, veh/h                   | 549  | 3861  | 2953  | 319  | 562   | 386   |
| Arrive On Green              | 0.08 | 0.76  | 0.63  | 0.63 | 0.16  | 0.16  |
| Sat Flow, veh/h              | 3456 | 5274  | 4846  | 506  | 3456  | 1585  |
| Grp Volume(v), veh/h         | 527  | 1263  | 1279  | 672  | 304   | 767   |
| Grp Sat Flow(s), veh/h/ln    | 1728 | 1702  | 1702  | 1779 | 1728  | 1585  |
| Q Serve(g_s), s              | 11.8 | 12.8  | 35.5  | 35.8 | 12.9  | 26.0  |
| Cycle Q Clear(g_c), s        | 11.8 | 12.8  | 35.5  | 35.8 | 12.9  | 26.0  |
| Prop In Lane                 | 1.00 |       |       | 0.28 | 1.00  | 1.00  |
| Lane Grp Cap(c), veh/h       | 549  | 3861  | 2149  | 1123 | 562   | 386   |
| V/C Ratio(X)                 | 0.96 | 0.33  | 0.60  | 0.60 | 0.54  | 1.99  |
| Avail Cap(c_a), veh/h        | 549  | 3861  | 2149  | 1123 | 562   | 386   |
| HCM Platoon Ratio            | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 36.5 | 6.3   | 17.4  | 17.5 | 61.5  | 60.5  |
| Incr Delay (d2), s/veh       | 28.4 | 0.2   | 1.2   | 2.4  | 1.1   | 452.5 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   |
| %ile BackOfQ(50%),veh/ln     | 9.0  | 4.5   | 14.2  | 15.3 | 5.8   | 64.3  |
| Unsig. Movement Delay, s/veh |      |       |       |      |       |       |
| LnGrp Delay(d),s/veh         | 64.9 | 6.5   | 18.6  | 19.8 | 62.6  | 513.0 |
| LnGrp LOS                    | E    | A     | B     | B    | E     | F     |
| Approach Vol, veh/h          |      | 1790  | 1951  |      | 1071  |       |
| Approach Delay, s/veh        |      | 23.7  | 19.1  |      | 385.2 |       |
| Approach LOS                 |      | C     | B     |      | F     |       |
| Timer - Assigned Phs         | 1    | 2     |       |      | 6     | 8     |
| Phs Duration (G+Y+Rc), s     | 20.0 | 108.0 |       |      | 128.0 | 32.0  |
| Change Period (Y+Rc), s      | 7.0  | 7.0   |       |      | 7.0   | 6.0   |
| Max Green Setting (Gmax), s  | 13.0 | 101.0 |       |      | 121.0 | 26.0  |
| Max Q Clear Time (g_c+l1), s | 13.8 | 37.8  |       |      | 14.8  | 28.0  |
| Green Ext Time (p_c), s      | 0.0  | 27.1  |       |      | 14.7  | 0.0   |
| <b>Intersection Summary</b>  |      |       |       |      |       |       |
| HCM 6th Ctrl Delay           |      |       | 102.3 |      |       |       |
| HCM 6th LOS                  |      |       | F     |      |       |       |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.2  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | ↑    | ↑    | W    | ↑    |
| Traffic Vol, veh/h       | 65   | 45   | 522  | 119  | 82   | 861  |
| Future Vol, veh/h        | 65   | 45   | 522  | 119  | 82   | 861  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 71   | 49   | 567  | 129  | 89   | 936  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |   |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1681   | 567    | 0      | 0 | 696   | 0 |
| Stage 1              | 567    | -      | -      | - | -     | - |
| Stage 2              | 1114   | -      | -      | - | -     | - |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     | - |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 | - |
| Pot Cap-1 Maneuver   | 104    | 523    | -      | - | 900   | - |
| Stage 1              | 568    | -      | -      | - | -     | - |
| Stage 2              | 314    | -      | -      | - | -     | - |
| Platoon blocked, %   |        |        | -      | - |       | - |
| Mov Cap-1 Maneuver   | 94     | 523    | -      | - | 900   | - |
| Mov Cap-2 Maneuver   | 209    | -      | -      | - | -     | - |
| Stage 1              | 568    | -      | -      | - | -     | - |
| Stage 2              | 283    | -      | -      | - | -     | - |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 27.5 | 0  | 0.8 |
| HCM LOS              | D    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT |
|-----------------------|-----|----------|-------|-----|
| Capacity (veh/h)      | -   | - 277    | 900   | -   |
| HCM Lane V/C Ratio    | -   | - 0.432  | 0.099 | -   |
| HCM Control Delay (s) | -   | - 27.5   | 9.4   | -   |
| HCM Lane LOS          | -   | - D      | A     | -   |
| HCM 95th %tile Q(veh) | -   | - 2.1    | 0.3   | -   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      | W    |      | U    | U    | W    | U    |
| Traffic Vol, veh/h       | 89   | 47   | 594  | 123  | 86   | 840  |
| Future Vol, veh/h        | 89   | 47   | 594  | 123  | 86   | 840  |
| 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    | -    | -    | 150  | 100  | -    |
| Veh in Median Storage, # | 1    | -    | 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                | 97   | 51   | 646  | 134  | 93   | 913  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1745   | 646    | 0      | 0 | 780   |
| Stage 1              | 646    | -      | -      | - | -     |
| Stage 2              | 1099   | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | ~ 95   | 472    | -      | - | 837   |
| Stage 1              | 522    | -      | -      | - | -     |
| Stage 2              | 319    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | ~ 84   | 472    | -      | - | 837   |
| Mov Cap-2 Maneuver   | 202    | -      | -      | - | -     |
| Stage 1              | 522    | -      | -      | - | -     |
| Stage 2              | 284    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 37.7 | 0  | 0.9 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 252   | 837   |
| HCM Lane V/C Ratio    | -   | -        | 0.587 | 0.112 |
| HCM Control Delay (s) | -   | -        | 37.7  | 9.8   |
| HCM Lane LOS          | -   | -        | E     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 3.4   | 0.4   |

| Notes                                                                                                                |  |  |  |
|----------------------------------------------------------------------------------------------------------------------|--|--|--|
| ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon |  |  |  |

Timings  
3: Stirling Road & Bryan Road

Future Total (2024) AM Peak Hour-Improvement.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ←←    | ↑↑↑   | ↑↑↑   | ←←    | ↑     |
| Traffic Volume (vph) | 433   | 1129  | 1049  | 172   | 399   |
| Future Volume (vph)  | 433   | 1129  | 1049  | 172   | 399   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 39.0  | 101.0 | 62.0  | 59.0  |       |
| Total Split (%)      | 24.4% | 63.1% | 38.8% | 36.9% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 107.5 | 107.5 | 79.0  | 39.5  | 68.0  |
| Actuated g/C Ratio   | 0.67  | 0.67  | 0.49  | 0.25  | 0.42  |
| v/c Ratio            | 0.65  | 0.36  | 0.51  | 0.22  | 0.64  |
| Control Delay        | 17.9  | 12.4  | 30.0  | 47.2  | 38.4  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 17.9  | 12.4  | 30.0  | 47.2  | 38.4  |
| LOS                  | B     | B     | C     | D     | D     |
| Approach Delay       |       | 14.0  | 30.0  | 41.1  |       |
| Approach LOS         |       | B     | C     | D     |       |

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 65 (41%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 24.3

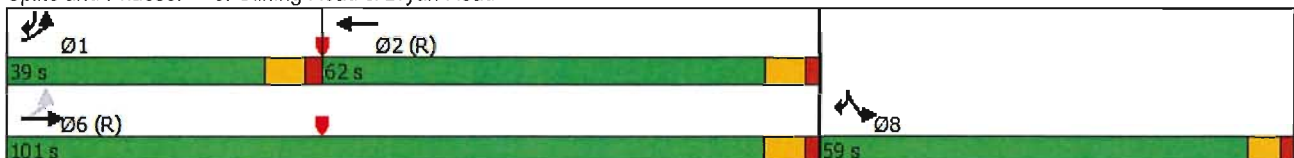
Intersection LOS: C

Intersection Capacity Utilization 58.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road





## Queues

Future Total (2024) AM Peak Hour-Improvement.syn

## 3: Stirling Road &amp; Bryan Road

08/04/2020



| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR  |
|-------------------------|------|------|------|------|------|
| Lane Group Flow (vph)   | 471  | 1227 | 1274 | 187  | 434  |
| v/c Ratio               | 0.65 | 0.36 | 0.51 | 0.22 | 0.64 |
| Control Delay           | 17.9 | 12.4 | 30.0 | 47.2 | 38.4 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 17.9 | 12.4 | 30.0 | 47.2 | 38.4 |
| Queue Length 50th (ft)  | 91   | 193  | 324  | 80   | 344  |
| Queue Length 95th (ft)  | 165  | 270  | 456  | 106  | 372  |
| Internal Link Dist (ft) |      | 568  | 596  | 552  |      |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480  |
| Base Capacity (vph)     | 921  | 3416 | 2476 | 1137 | 775  |
| 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 | 0.36 | 0.51 | 0.16 | 0.56 |
| Intersection Summary    |      |      |      |      |      |

HCM 6th Signalized Intersection SummaryFuture Total (2024) AM Peak Hour-Improvement.syn  
3: Stirling Road & Bryan Road

08/04/2020



| Movement                     | EBL  | EBT  | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|------|------|------|-------|------|
| Lane Configurations          | ←←   | ↑↑↑  | ↑↑←  |      | ←←    | ↑    |
| Traffic Volume (veh/h)       | 433  | 1129 | 1049 | 123  | 172   | 399  |
| Future Volume (veh/h)        | 433  | 1129 | 1049 | 123  | 172   | 399  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No   | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 471  | 1227 | 1140 | 134  | 187   | 434  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 687  | 3319 | 2424 | 285  | 929   | 558  |
| Arrive On Green              | 0.08 | 0.65 | 0.52 | 0.52 | 0.27  | 0.27 |
| Sat Flow, veh/h              | 3456 | 5274 | 4801 | 544  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 471  | 1227 | 838  | 436  | 187   | 434  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702 | 1702 | 1772 | 1728  | 1585 |
| Q Serve(g_s), s              | 9.6  | 17.7 | 24.9 | 24.9 | 6.7   | 39.1 |
| Cycle Q Clear(g_c), s        | 9.6  | 17.7 | 24.9 | 24.9 | 6.7   | 39.1 |
| Prop In Lane                 | 1.00 |      |      | 0.31 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 687  | 3319 | 1781 | 927  | 929   | 558  |
| V/C Ratio(X)                 | 0.69 | 0.37 | 0.47 | 0.47 | 0.20  | 0.78 |
| Avail Cap(c_a), veh/h        | 1091 | 3319 | 1781 | 927  | 1145  | 657  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 18.6 | 12.9 | 24.1 | 24.1 | 45.2  | 46.3 |
| Incr Delay (d2), s/veh       | 1.2  | 0.3  | 0.9  | 1.7  | 0.1   | 5.1  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 3.9  | 6.9  | 10.4 | 11.0 | 2.9   | 16.3 |
| Unsig. Movement Delay, s/veh |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh         | 19.8 | 13.2 | 25.0 | 25.8 | 45.3  | 51.3 |
| LnGrp LOS                    | B    | B    | C    | C    | D     | D    |
| Approach Vol, veh/h          |      | 1698 | 1274 |      | 621   |      |
| Approach Delay, s/veh        |      | 15.0 | 25.3 |      | 49.5  |      |
| Approach LOS                 |      | B    | C    |      | D     |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 20.3 | 90.7 |      |      | 111.0 | 49.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 32.0 | 55.0 |      |      | 94.0  | 53.0 |
| Max Q Clear Time (g_c+l1), s | 11.6 | 26.9 |      |      | 19.7  | 41.1 |
| Green Ext Time (p_c), s      | 1.7  | 10.5 |      |      | 13.8  | 1.9  |
| <b>Intersection Summary</b>  |      |      |      |      |       |      |
| HCM 6th Ctrl Delay           |      |      | 24.6 |      |       |      |
| HCM 6th LOS                  |      |      | C    |      |       |      |

Timings  
3: Stirling Road & Bryan Road

Future Total (2024) PM Peak Hour-Improvement.syn  
08/04/2020



| Lane Group           | EBL   | EBT   | WBT   | SBL   | SBR   |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↑↑↑   | ↑↑↑   | ↔↔    | ↗     |
| Traffic Volume (vph) | 485   | 1162  | 1619  | 280   | 706   |
| Future Volume (vph)  | 485   | 1162  | 1619  | 280   | 706   |
| Turn Type            | pm+pt | NA    | NA    | Prot  | pt+ov |
| Protected Phases     | 1     | 6     | 2     | 8     | 8 1   |
| Permitted Phases     | 6     |       |       |       |       |
| Detector Phase       | 1     | 6     | 2     | 8     | 8 1   |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 4.0   | 12.0  | 12.0  | 6.0   |       |
| Minimum Split (s)    | 11.0  | 22.0  | 25.0  | 27.0  |       |
| Total Split (s)      | 28.0  | 100.0 | 72.0  | 60.0  |       |
| Total Split (%)      | 17.5% | 62.5% | 45.0% | 37.5% |       |
| Yellow Time (s)      | 5.0   | 5.0   | 5.0   | 4.0   |       |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |       |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 7.0   | 7.0   | 7.0   | 6.0   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |
| Recall Mode          | Min   | C-Min | C-Min | None  |       |
| Act Effct Green (s)  | 93.0  | 93.0  | 65.0  | 54.0  | 82.0  |
| Actuated g/C Ratio   | 0.58  | 0.58  | 0.41  | 0.34  | 0.51  |
| v/c Ratio            | 0.97  | 0.43  | 0.95  | 0.26  | 0.94  |
| Control Delay        | 81.4  | 19.2  | 57.5  | 39.3  | 57.6  |
| Queue Delay          | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay          | 81.4  | 19.2  | 57.5  | 39.3  | 57.6  |
| LOS                  | F     | B     | E     | D     | E     |
| Approach Delay       |       | 37.5  | 57.5  | 52.4  |       |
| Approach LOS         |       | D     | E     | D     |       |

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 86 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 48.9

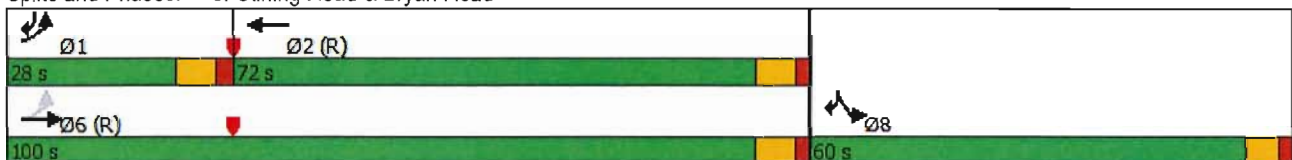
Intersection LOS: D

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 3: Stirling Road & Bryan Road





## Queues

Future Total (2024) PM Peak Hour-Improvement.syn

## 3: Stirling Road &amp; Bryan Road

08/04/2020



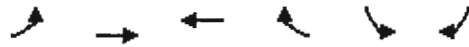
| Lane Group              | EBL  | EBT  | WBT  | SBL  | SBR   |
|-------------------------|------|------|------|------|-------|
| Lane Group Flow (vph)   | 527  | 1263 | 1951 | 304  | 767   |
| v/c Ratio               | 0.97 | 0.43 | 0.95 | 0.26 | 0.94  |
| Control Delay           | 81.4 | 19.2 | 57.5 | 39.3 | 57.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   |
| Total Delay             | 81.4 | 19.2 | 57.5 | 39.3 | 57.6  |
| Queue Length 50th (ft)  | 235  | 260  | 717  | 119  | 741   |
| Queue Length 95th (ft)  | #356 | 295  | #806 | 160  | #1038 |
| Internal Link Dist (ft) |      | 568  | 596  | 552  |       |
| Turn Bay Length (ft)    | 240  |      |      | 250  | 480   |
| Base Capacity (vph)     | 541  | 2955 | 2043 | 1158 | 812   |
| 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       | 0.97 | 0.43 | 0.95 | 0.26 | 0.94  |

## Intersection Summary

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

HCM 6th Signalized Intersection SummaryFuture Total (2024) PM Peak Hour-Improvement.syn  
3: Stirling Road & Bryan Road

08/04/2020



| Movement                     | EBL  | EBT  | WBT  | WBR  | SBL   | SBR  |
|------------------------------|------|------|------|------|-------|------|
| Lane Configurations          | ←←   | →→→  | ←←→  |      | ←←    | →    |
| Traffic Volume (veh/h)       | 485  | 1162 | 1619 | 176  | 280   | 706  |
| Future Volume (veh/h)        | 485  | 1162 | 1619 | 176  | 280   | 706  |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0     | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      |      | 1.00 | 1.00  | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Work Zone On Approach        |      | No   | No   |      | No    |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870  | 1870 |
| Adj Flow Rate, veh/h         | 527  | 1263 | 1760 | 191  | 304   | 767  |
| Peak Hour Factor             | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2     | 2    |
| Cap, veh/h                   | 564  | 2968 | 1900 | 205  | 1166  | 743  |
| Arrive On Green              | 0.13 | 0.58 | 0.41 | 0.41 | 0.34  | 0.34 |
| Sat Flow, veh/h              | 3456 | 5274 | 4846 | 506  | 3456  | 1585 |
| Grp Volume(v), veh/h         | 527  | 1263 | 1279 | 672  | 304   | 767  |
| Grp Sat Flow(s),veh/h/ln     | 1728 | 1702 | 1702 | 1779 | 1728  | 1585 |
| Q Serve(g_s), s              | 19.0 | 22.0 | 57.2 | 57.7 | 10.2  | 54.0 |
| Cycle Q Clear(g_c), s        | 19.0 | 22.0 | 57.2 | 57.7 | 10.2  | 54.0 |
| Prop In Lane                 | 1.00 |      |      | 0.28 | 1.00  | 1.00 |
| Lane Grp Cap(c), veh/h       | 564  | 2968 | 1383 | 723  | 1166  | 743  |
| V/C Ratio(X)                 | 0.94 | 0.43 | 0.92 | 0.93 | 0.26  | 1.03 |
| Avail Cap(c_a), veh/h        | 564  | 2968 | 1383 | 723  | 1166  | 743  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Upstream Filter(I)           | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Uniform Delay (d), s/veh     | 51.5 | 18.6 | 45.2 | 45.3 | 38.5  | 42.5 |
| Incr Delay (d2), s/veh       | 23.1 | 0.4  | 11.8 | 20.2 | 0.1   | 41.6 |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 12.5 | 8.9  | 26.3 | 29.4 | 4.4   | 37.6 |
| Unsig. Movement Delay, s/veh |      |      |      |      |       |      |
| LnGrp Delay(d),s/veh         | 74.5 | 19.1 | 57.0 | 65.5 | 38.6  | 84.1 |
| LnGrp LOS                    | E    | B    | E    | E    | D     | F    |
| Approach Vol, veh/h          |      | 1790 | 1951 |      | 1071  |      |
| Approach Delay, s/veh        |      | 35.4 | 59.9 |      | 71.2  |      |
| Approach LOS                 |      | D    | E    |      | E     |      |
| Timer - Assigned Phs         | 1    | 2    |      |      | 6     | 8    |
| Phs Duration (G+Y+Rc), s     | 28.0 | 72.0 |      |      | 100.0 | 60.0 |
| Change Period (Y+Rc), s      | 7.0  | 7.0  |      |      | 7.0   | 6.0  |
| Max Green Setting (Gmax), s  | 21.0 | 65.0 |      |      | 93.0  | 54.0 |
| Max Q Clear Time (g_c+I1), s | 21.0 | 59.7 |      |      | 24.0  | 56.0 |
| Green Ext Time (p_c), s      | 0.0  | 4.6  |      |      | 14.4  | 0.0  |
| <b>Intersection Summary</b>  |      |      |      |      |       |      |
| HCM 6th Ctrl Delay           |      |      | 53.3 |      |       |      |
| HCM 6th LOS                  |      |      | D    |      |       |      |





City of Dania Beach, Florida  
Department of Community Development  
Planning and Zoning Division  
(954) 924-6805 X3643  
(954) 922-2687 Fax

## Standard Development Application

- ☐ Administrative Variance
- ☐ Land Use Amendment
- ☐ Plat
- ☐ Rezoning
- ☒ Site Plan
- ☐ Special Exception
- ☐ Variance
- ☐ Other: \_\_\_\_\_

Date Rec'd: \_\_\_\_\_

Petition No.: \_\_\_\_\_

(SEE APPLICATION TYPE SCHEDULE ON PAGES 3 & 4)

**THIS APPLICATION WILL NOT BE ACCEPTED UNTIL IT IS COMPLETE AND SUBMITTED WITH ALL NECESSARY DOCUMENTS.** Refer to the application type at the top of this form and "Required Documentation" checklist to determine the supplemental documents required with each application. For after the fact applications, the responsible contractor of record shall be present at the board hearing. Their failure to attend may impact upon the disposition of your application. As always, the applicant or their authorized legal agent must be present at all meetings. All projects must also obtain a building permit from the City Building Division. For more information please reference the **Dania Beach Land Development Code Part 6, Development Review Procedures and Requirements.**

Location Address: Please See Attached

Lot(s): \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: \_\_\_\_\_

Recorded Plat Name: \_\_\_\_\_

Folio Number(s): Please See Attached Legal Description: Please See Attached

Applicant/Consultant Legal Representative (**circle one**) Kimley-Horn and Associates, Inc - Jacob B. Lawson

Address of Applicant: 445 24th Street, Suite 200, Vero Beach, FL 32960

Business Telephone: 772-794-4100 Home: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail address: jacob.lawson@kimley-horn.com

Name of Property Owner: Please See Attached

Address of Property Owner: Please See Attached

Business Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Fax: \_\_\_\_\_

**Explanation of Request:** Site Plan for 70 WAVE

*For **Plats** please provide proposed **Plat Name** for **Variances** please attach **Criteria Statement** as per **Section 625.40 of the Land Development Code.***

Prop. Net Acreage: 3.04 Gross Acreage: 3.37 Prop. Square Footage: see plan

Existing Use: Marina / Vacant Proposed Use: Mixed Use

Is property owned individually, by a corporation, association, or a joint venture?  
Corporation \_\_\_\_\_

**AUTHORIZED REPRESENTATIVE**

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Kimley-Horn and Associates, Inc (individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA  
COUNTY OF BROWARD  
The foregoing instrument  
was acknowledged

RJ Marina Holdings LLC, owner as to 70 S. Bryan Rd.

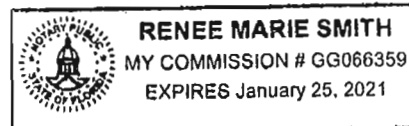
By: \_\_\_\_\_  
(Owner / Agent signature\*) **Roger Moore**

BEFORE ME THIS 19 DAY OF June, 2020

By:

Roger Moore  
(Print name of person acknowledging) (Joint owner signature if applicable)

Notary \_\_\_\_\_  
(Signature of Notary Public – State of Florida)



Personally known X or Produced Identification \_\_\_\_\_

Type of identification produced: \_\_\_\_\_ or Drivers License \_\_\_\_\_

**\*If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

**NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.**

**ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF  
BEFORE PROCESSING OCCURS.**

Is property owned individually, by a corporation, association, or a joint venture?  
Corporation \_\_\_\_\_

**AUTHORIZED REPRESENTATIVE**

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Kimley-Horn and Associates, Inc (individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA  
COUNTY OF BROWARD  
The foregoing instrument  
was acknowledged

NV Marina Holdings LLC owner as to 50 S. Bryan Rd.

By: \_\_\_\_\_  
(Owner / Agent signature\*) **Roger Moore**

BEFORE ME THIS 19 DAY OF June, 2020

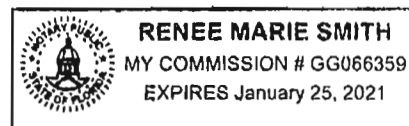
By:

Roger Moore  
(Print name of person acknowledging)

\_\_\_\_\_  
(Joint owner signature if applicable)

Notary \_\_\_\_\_

(Signature of Notary Public – State of Florida)



Personally known X or Produced Identification \_\_\_\_\_

Type of identification produced: \_\_\_\_\_ or Drivers License \_\_\_\_\_

**\*If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

***NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.***

***ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF  
BEFORE PROCESSING OCCURS.***

**Attachment to Development Application – Dania Beach Marina Redevelopment Site Plan**

| <b>NV Marina Holdings LLC</b> |                                            |
|-------------------------------|--------------------------------------------|
| Location Address              | 50 S. Bryan Road, Dania Beach, FL 33004    |
| Recorded Plat Name            | Clarke Subdivision (PB 101-32)             |
| Folio Number                  | 504233320010                               |
| Legal Description             | Please see the attached legal description. |
| Name of Property Owner        | NV Marina Holdings LLC                     |
| Address of Property Owner     | 50 S. Bryan Road, Dania Beach, FL 33004    |
| Business Telephone            | 786-344-6032                               |

| <b>RJ Marina Holdings LLC</b> |                                            |
|-------------------------------|--------------------------------------------|
| Location Address              | 70 S. Bryan Road, Dania Beach, FL 33004    |
| Recorded Plat Name            | To be Platted                              |
| Folio Number                  | 504233000600 & 504233000611                |
| Legal Description             | Please see the attached legal description. |
| Name of Property Owner        | RJ Marina Holdings, LLC                    |
| Address of Property Owner     | 70 S. Bryan Road, Dania Beach, FL 33004    |
| Business Telephone            | 786-344-6032                               |



### **70 Wave - Site Plan Narrative**

Dania Beach Marina Corp, NV Marina Holdings LLC, and RJ Marina Holdings LLC ("Applicants") are proposing to construct a mixed-use development on approximately 5.79 gross acres of land generally located along the eastern corridor of Bryan Road between Stirling Road and Northwest 1<sup>st</sup> Street ("Project") in the City of Dania Beach ("City"). The Applicants are proposing to develop the Project with a mix of residential, commercial and office uses to improve the housing options and commercial opportunities within this area of the City in accordance with the goals, objectives, and policies of the adopted comprehensive plan. The proposed redevelopment is consistent and compatible with the existing and developing properties within the surrounding area and the City's Regional Activity Center ("RAC") land use designation. The Project is part of the overall PMUD-SL mixed use planned development zoning district.

The Applicants are submitting stand alone site plans for each of the two buildings. These will be referred to as 90 Wave for 90 N. Bryan Rd and 70 Wave for the combination of 50 and 70 S. Bryan Rd.





June 17, 2020

David Zipoli  
Battalion Chief  
Broward County Sheriff's Office  
Department of Fire Rescue & Emergency Services  
Fire Marshal's Office  
Dania Beach District  
103 West Dania Beach Blvd.  
Dania Beach, Florida 33004

**RE: 70 Wave – Fire Prevention Code Letter**

Dear Mr. Zipoli:

This letter is to identify that the proposed watermain sizing, fire hydrant spacing, and fire hydrant locations for the subject project are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code.

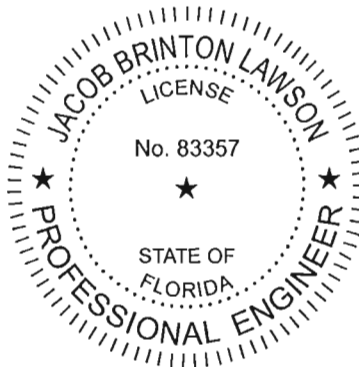
Please contact me at (772) 794-4110 or [Jacob.Lawson@kimley-horn.com](mailto:Jacob.Lawson@kimley-horn.com) should you have any questions.

Sincerely,

Jacob  
Lawson

Digitally signed by Jacob Lawson  
DN: cn=Jacob Lawson, o=KHS, ou=KHS, email=jacob.lawson@kimley-horn.com  
Date: 2020.06.17 14:36:33 -0400

Jacob B. Lawson, P.E.  
Associate/Project Manager



K:\VRB\_LDEV\147706000 Dania Beach Marina\ENG\Utilities (Wet)\FIRE FLOW\Fire Prevention Code Letter.docx



**BROWARD SHERIFF'S OFFICE**  
**DEPARTMENT OF FIRE RESCUE AND EMERGENCY SERVICES**  
**FIRE MARSHAL'S BUREAU**  
**DANIA BEACH DISTRICT**  
103 West Dania Beach Boulevard  
Dania Beach, FL 33004  
Phone: (954) 342-4262  
Fax: (954) 342-4265



**APPLICATION FOR APPROVAL OF THE FIRE PROTECTION WATER SUPPLY DESIGN**

Date of Application: July 2, 2020

Site Plan Application #: TBD

Name of Project/Development: 70 Wave

Address of Project/Development: 50 and 70 S. Bryan Rd, Dania Beach (50 and 70 S Bryan Rd being unified)

Owner/Agent: RJ Marina Holdings LLC and NV Marina Holdings LLC / Roger Moore

Design Professional of Record: Jacob B. Lawson, P.E.

Water Purveyor: City of Dania Beach

Water Purveyor Address: 100 W. Dania Beach Blvd., Dania Beach, FL 33004

In order for the Broward Sheriff's Office, Department of Fire Rescue, Fire Marshal's Bureau to provide an approval letter for the adequacy of the fire protection water supply design for the above referenced project, the following information must be provided:

Affirmation of Compliance with Fire Protection Water Supply Design Requirements:

1. The Type of Construction" is 1A in accordance with NFPA 220.
2. The total fire protection water supply needed for manual firefighting (fire flow) and fire sprinkler/standpipe operations is 1,500 gallons per minute. ( In compliance with water supply requirements for manual firefighting operations in accordance NFPA 1 (2012 Ed.), Chapter 18, Section 18.4 and the Broward County Land Development Code; and the water supply necessary for fire sprinkler and standpipe operations in accordance with the currently adopted editions of NFPA 13 and NFPA 14).
3. **Statement of verification from the design professional of record, on official company letterhead, that the proposed water main sizing, fire hydrant spacing, and fire hydrant locations, are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code. (Attach signed and sealed document).**

This will affirm that the above stated information and attached statement of verification for this project/development is accurate and can be relied on for the requested approval letter to the applicable water purveyor.

Signature - Owner/Agent/Occupant:

Date

6/19/2020

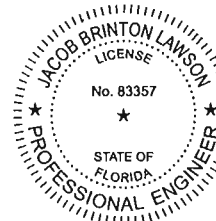
Signature Jacob B. Lawson  
Design Professional of Record

Date

6/23/2020

Project Name: 70 Wave  
 Project Number: 147706000  
 Date: 6/17/2020

| Dania Beach Marina Redevelopment Fire Flow and Hydrant Demand                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |               |             |               |          |                  |                                            |                       |               |                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|---------------|----------|------------------|--------------------------------------------|-----------------------|---------------|--------------------|
| 70 Wave                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Building Type | Sub-Area sf | Total Area sf | Flow gpm | Sprinkled yes/no | 75% Sprinkler Reduction <sup>3,8</sup> gpm | Minimum Required      |               |                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |             |               |          |                  |                                            | Flow <sup>4</sup> gpm | Duration hour | Number of Hydrants |
| Floor 1 - 2 (Retail/Restaurant/Office/Residential Work Live Units) = 103,202 SF<br>Floor 3-4 (Parking) = 157,218 SF<br>Floor 5 (Residential Units, Amenities) = 25,739 SF<br>Floor 6 (Residential Units) = 25,739 SF<br>Floor 7 - 16 (Residential Units) = 356,070 SF                                                                                                                                                                                                                                                                    | 1A            | 667,968     | 667,968       | 6,000    | yes              | 1,500                                      | 1,500                 | 4             | 1                  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |               |             | -             |          |                  | -                                          |                       |               |                    |
| Notes and assumptions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |             |               |          |                  |                                            |                       |               |                    |
| 1. Fire Flow Calculations per NFPA 1 Section 18.4.5.3 Buildings Other Than One and Two-Family Dwellings - 2015 Edition.                                                                                                                                                                                                                                                                                                                                                                                                                  |               |             |               |          |                  |                                            |                       |               |                    |
| 2. Maximum Fire Hydrant Fire Flow Capacity from Table 18.5.4.3. All hydrants assumed to be within 250ft of the buildings.                                                                                                                                                                                                                                                                                                                                                                                                                |               |             |               |          |                  |                                            |                       |               |                    |
| 3. Required fire flow shall be reduced by 75 percent when the building is protected throughout by an approved automatic sprinkler system (NFPA 18.4.5.3.2).                                                                                                                                                                                                                                                                                                                                                                              |               |             |               |          |                  |                                            |                       |               |                    |
| 4. Minimum required flow shall not be less than 1,000 gpm or greater than 2,000 gpm for 2 hours for buildings protected throughout by an approved automatic sprinkler system (NFPA 18.4.5.3.2 & NFPA 18.4.5.3.4).                                                                                                                                                                                                                                                                                                                        |               |             |               |          |                  |                                            |                       |               |                    |
| 5. Florida Building Code (FBC) Building Type VB is equivalent to NFPA Building Type V(000).                                                                                                                                                                                                                                                                                                                                                                                                                                              |               |             |               |          |                  |                                            |                       |               |                    |
| 6. Florida Building Code (FBC) Building Type IIB is equivalent to NFPA Building Type II(000).                                                                                                                                                                                                                                                                                                                                                                                                                                            |               |             |               |          |                  |                                            |                       |               |                    |
| 7. All buildings to be protected throughout by an approved automatic sprinkler system.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |               |             |               |          |                  |                                            |                       |               |                    |
| 8. Required fire flow for open parking structures are not protected throughout by an approved automatic sprinkler system shall be reduced by 75 percent where all of the following conditions are met: (1) The structure complies with the building code. (2) The structure is of Type I or Type II construction. (3) The structure is provided with a Class I standpipe system in accordance with NFPA 14. Class I standpipe systems of the manual dry type shall be permitted. (4) The resulting fire flow is not less than 1,000 gpm. |               |             |               |          |                  |                                            |                       |               |                    |



Jacob  
Lawson

Expiry report by Jacob Lawson  
 on 06/17/2020. License is valid through 06/17/2024.  
 The Florida Board of Professional Engineers and  
 Surveyors (FPE&S) is the official record keeper.

Jacob B. Lawson, P.E.  
 Florida License Number #83357

## WATER SUPPLY FLOW TEST

Location: Dania Beach, FL

Static 60 psi Flow 1061 gpm Residual 48 psi Pitot 40 psi Date: 02/27/20

Nozzle Type: 1-2.5" Pollard Diffuser(s) Discharge Coeff: 0.90 Time: 9:30 AM

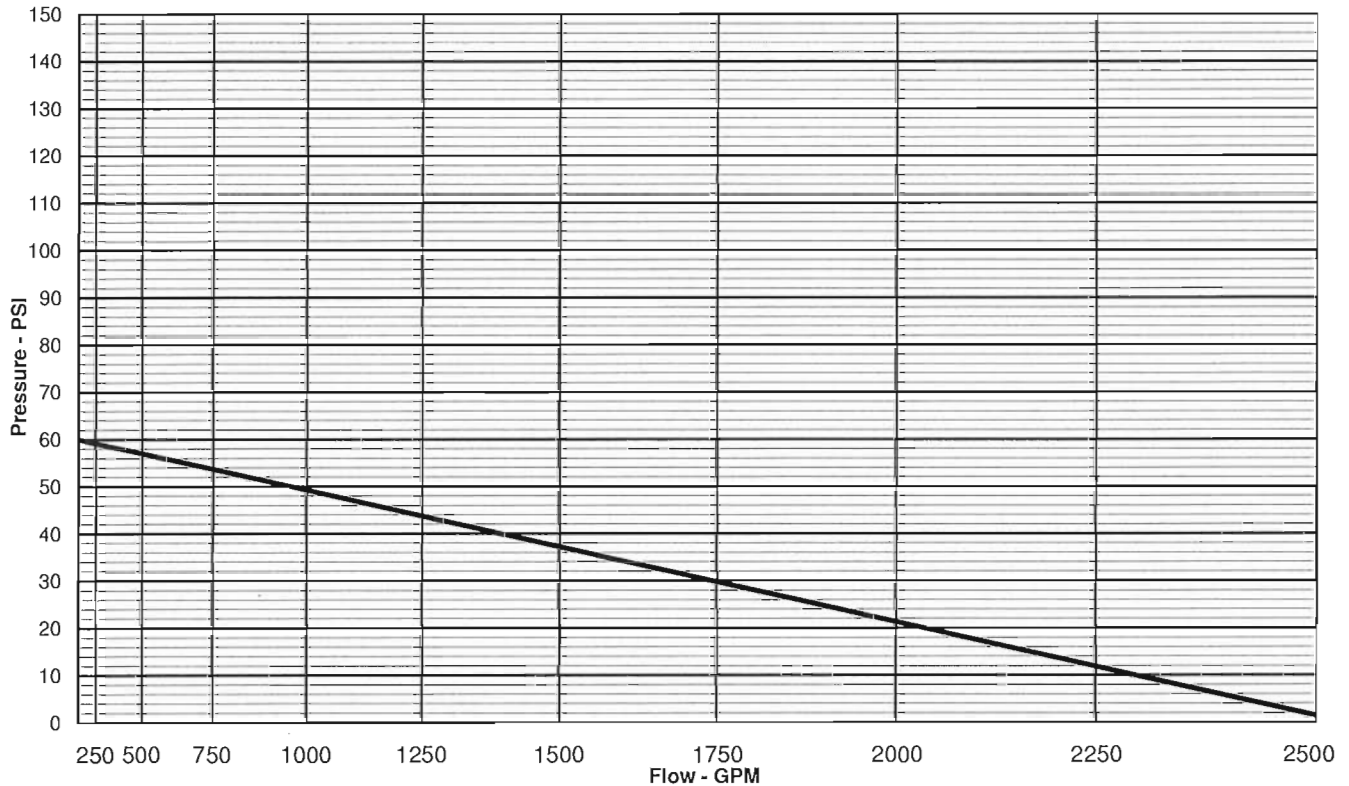
Gauge Location: Hydrant on the east side of S. Bryan Rd, approximately 204 feet south of NW 1st St. EST

Gauge Elevation: 4 ft. AMSL

Flow Location: Hydrant on the east side of S. Bryan Rd, approximately 470 feet south of NW 1st St.

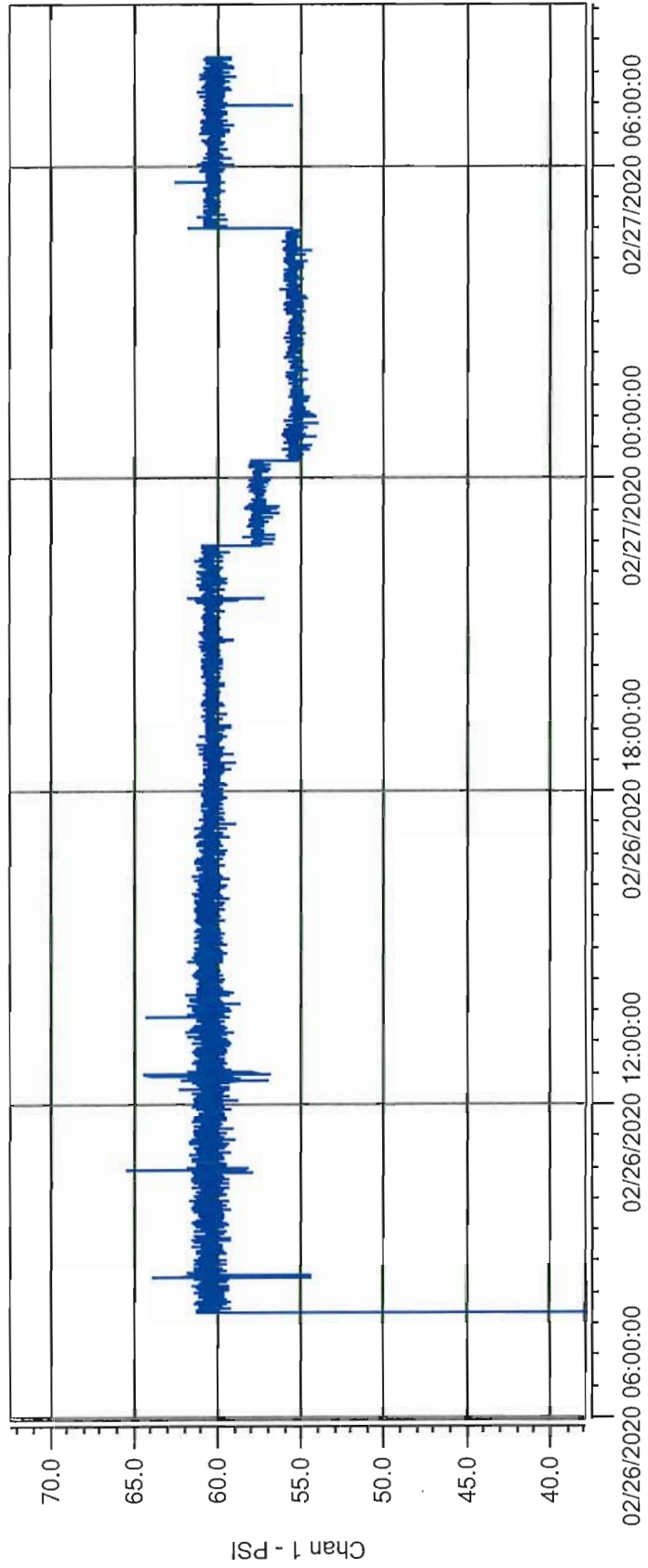
Test By: Chad A. Lueders Alternatives in Engineering, Inc.

Conferred With: \_\_\_\_\_



|                            |     | Static | Residual | Residual | Residual |
|----------------------------|-----|--------|----------|----------|----------|
| Hydrant Flow Rate          | gpm | 0      | 2034     | 2000     | 0        |
| Available Pressure At Test | psi | 60.00  | 20.00    | 21.23    |          |





Data Date: 02/26/2020 05:56:56

Unit Tag: Pressure Logger

File: Dania Beach fl 022720.dat

Serial Number: 3404776B0





February 27, 2020  
Revised June 29, 2020

Marjorie G. Craig, P.E.  
City of Dania Beach  
100 W Dania Beach Boulevard  
Dania Beach, FL 33004

**RE: *Dania Marina –Transportation Mitigation Impact Fee Calculation***  
***Dania Beach, Florida***  
***Kimley-Horn # 140432000***

Dear Ms. Craig:

The following is a summary of the City of Dania's transportation mitigation impact fees associated with the apartment component of the future Dania Marina development. This phase of the development will consist of 760 high-rise dwelling units, 20,000 square feet of retail space, 16,000 square feet of general office, and 50,000 square feet of restaurant use.

Broward County's adopted PM peak hour trip rates were used to calculate the peak hour trips generated by the proposed apartment. The City's currently adopted Impact Fee Schedule indicates that the current traffic mitigation fee for properties within the City's Regional Activity Center (RAC) is \$21.26 per PM peak hour trip. Therefore, to calculate the Traffic Mitigation Impact Fee owed to the City, the number of PM peak hour trips was multiplied by the cost per PM peak hour trip. Table 1 summarizes this calculation for the proposed apartment and retail site. Please note that these trip generation rates are only used for the purpose of calculating impact fees and do not relate to the trip generation calculations for the Dania Marina entitlements.

**Table 1: Dania Marina –Apartment Transportation Mitigation Impact Fees**

| <b>Land Use</b>                          | <b># of Trips/<br/>Peak Hour<br/>(T/PH)</b> | <b>Trip<br/>Length<br/>Factor</b> | <b>Adjusted # of<br/>Trips/ Peak Hour<br/>(T/PH)</b> | <b>Cost Per<br/>Trip</b> | <b>Final Cost</b> |
|------------------------------------------|---------------------------------------------|-----------------------------------|------------------------------------------------------|--------------------------|-------------------|
| 760 High-Rise Apartments                 | 281                                         | 0.88                              | 247.28                                               | \$ 21.26                 | \$ 5,257.17       |
| 20,000 square feet of General Commercial | 217                                         | 0.65                              | 141.05                                               | \$ 21.26                 | \$ 2,998.72       |
| 16,000 square feet of General Office     | 48                                          | 0.77                              | 36.96                                                | \$ 21.26                 | \$ 785.77         |
| 50,000 square feet of Restaurant         | 495                                         | 0.65                              | 321.75                                               | \$ 21.26                 | \$ 6,840.41       |

## SUMMARY

As determined herein, the City's Traffic Mitigation Impact Fee associated with the proposed Dania Marina site is \$15,882.07. Please contact me via telephone at (561) 840-0248 or via e-mail at [chris.heggen@kimley-horn.com](mailto:chris.heggen@kimley-horn.com) should you have any questions regarding this determination.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.  
Transportation Engineer

Florida Registration  
Number 58636  
Certificate of Authorization  
Number CA00000696



This item has been electronically signed and sealed by Christopher W. Heggen, P.E. using a Digital Signature and date. Printed copies of this document are not considered signed and sealed and the signature must be verified on electronic copies.

Christopher W  
Heggen  
2020.06.29  
14:35:47 -04'00'



September 2, 2020

City of Dania Beach  
100 W. Dania Beach Boulevard,  
Dania Beach, FL 33004  
Phone: (954) 924-6805

**RE: SP-024-20 Dania Beach Marina (WAVE 70)**

To Whom it May Concern,

Please accept the following responses to your comments concerning the above referenced project.

**TRAFFIC ENGINEERING**

Xavier R. Falconi, P.E.

Trip Generation – August 5 TIA

**Comment)** It is not a good practice to borrow relationships regarding AM peak pass-by capture rates published by ITE for fast food restaurants and apply them to the restaurant uses used here. Please remove all the AM peak pass by capture reductions for the restaurant uses, revise all the AM peak analyses in the future build condition, and revise the report consistent with the corrected volumes. No evaluation of future build AM peak conditions is possible until the analysis is done with the corrected volumes.

**Response)** *As discussed on our phone call on 8/26, we have provided additional reference material from the ITE Pass-By Trip Generation Handbook, 3rd Edition that was used in extrapolating an AM peak hour pass-by rate for the restaurant uses. As discussed, ITE does not provide data for pass-by rates for high-turnover sit-down restaurant or quality restaurant during the AM peak hour; however this does not mean that there is no pass-by during this time, only that data has not been published. In order to determine an appropriate AM pass-by rate, we have compared the ratio between AM and PM peak hour pass-by rates for fast food restaurant to the PM peak hour pass-by rate for quality restaurant and high turnover sit-down restaurant uses. The AM and PM peak hour pass-by rates for fast food restaurant were basically equal (49% in the AM peak hour and 50% in the PM peak hour); therefore, the pass-by rates for the quality restaurant and high turnover sit-down restaurant are expected to be the same in the AM peak hour as the rates published for the PM peak hour. There are a few other pieces of supporting evidence we have included for the*

*necessity of providing AM peak hour pass-by reductions for the proposed restaurant space. The ITE rates for AM peak hour trips for Quality restaurant and High Turnover Sit-Down restaurant are 0.73 trips/ksf and 9.94 trips/ksf respectively. In the original submittal the proposed 50ksf of restaurant space was analyzed as Quality restaurant and after addressing the first rounds of comments half of it was changed to High Turnover Sit-Down restaurant in order to be conservative, considering there are no proposed tenants at this time. The AM peak hour trip generations for these two land uses differ by an order of magnitude. Based on the surrounding land uses found in Dania Pointe, and the proposed 90 Wave and 70 Wave sites operating as a mixed-use development we would expect that the actual trip generation for the restaurant space to generate trips closer to what would be expected from a Quality Restaurant. The 90 Wave & 70 Wave residential units and Dania Pointe visitors would likely generate much of the restaurant traffic and therefore would be either walkers or included as pass-by trips. We have included the ITE material related to pass-by rates for reference in Appendix C of the updated report.*

#### Synchro Analyses

Comment) Please provide the existing PM peak Synchro analyses for all three offsite intersections. The included reports are the AM analyses with a different header. The three intersections are:

1. Stirling Road at Bryan Road
2. NW 1<sup>st</sup> Street at Bryan Road
3. Old Griffin Road at Bryan Road

**Response)** *The existing PM peak Synchro analysis has been corrected with the appropriate existing volumes and the report has been updated.*

Comment) Please revise the volumes for 2024 AM background for the analysis of Bryan Road at Stirling Road consistent with the volume development table.

**Response)** *The volume development table for AM background was incorrectly referencing committed developments from 150 S Dania and has been appropriately updated.*

Comment) Please revise the volumes in the AM analysis of the North driveway consistent with Figure 10.

**Response)** *The volumes for the north driveway have been revised in Figure 10 in the updated analysis.*

Comment) Please revise the volumes in the AM and PM analyses of the south driveway consistent with Figure 10.

**Response)** *The AM and PM future Synchro analysis has been updated to properly reflect those volumes shown in Figure 10.*

Report Body

**Comment)** The requirement to include 95<sup>th</sup> percentile queue lengths and turn bay capabilities in Tables 2-4 was ignored. Please add them.

**Response)** *The turn bay storage capacities and 95th percentile queue lengths have been added to the revised report. A section including analysis of these turn bays has also been added as well.*

**Comment)** In Figure 8, please revise the AM peak 2-way volume north of Stirling Road.

**Response)** *The volume shown in Figure 8 is correct and the 2-way volumes for background AM peak hour north of Stirling Road were correct, however, the volume development sheet had incorrectly referenced committed trips from 150 S Bryan and has been updated to the correct values.*

#### ENGINEERING

Mohammed Sharifuzzaman

#### TIER 1 COMMENTS

**Comment 1)** Provide R/W (width/dimensions), NVAL, R/W dedication, and all Easements information on all engineering plans and Site Plan. Call out right-of-way dedication on the engineering plans and site plan. Not satisfied. Indicate if the R/W is being dedicated with this application and development. Call out the plan accordingly. Call out proposed R/W instead of future potential R/W.

**Response 1)** *The ROW is being dedicated to the County as requested by the City at time of Master Plan Approval. This is shown on the Site Plan and is shown on the engineering plans as well. We have also called this out as proposed ROW in lieu of potential ROW.*

**Comment 2)** Provide offsite roadway improvements plans with sufficient details. City R/W permit shall be required for offsite improvements. Not satisfied. Proposed removal of muck within R/W may impact the existing underground utilities. Clarify how the existing utilities to be protected including WM, gas main and drainage pipes.

**Response 2)** *We have notes on the offsite plans requiring the contractor to protect the utilities during any excavation. The Contractor is responsible for means and methods of excavation and protection for such. This is*



***exactly what we did for the previously permitted roadway drawings for the work completed with the City for the development across the street. This note is shown on the General Notes Sheet-3, notes 21-27. This was discussed during DRC Meeting on August 27<sup>th</sup>.***

Comment 3) Provide site cross sections in engineering plans. Not satisfied. Provide the requested sections with sufficient details. Indicate muck removal, new cut & fill, etc. The offsite plans cross sections refer to onsite cross sections. The sections shall be provided along all sides of the site.

***Response 3) Above ground cross sections have been provided. Per email from the City Engineer on 8-25, the underground information that the reviewer is looking for is now only required at building permit review as described per the City code.***

Comment 4) Will there be header curb or 'D' curb along paver bricks? If so, please provide sufficient details on the plans. Not satisfied. Type D curb shall be required to prevent offsite sheet flow. Also, revise Type F curb to Type D curb to match offsite roadway plans.

***Response 4) A D-curb has been provided as requested where reviewer was concerned with offsite flow and details updated to reflect it. The grading plan has been updated to show the intent that offsite flows will not shed below the 25 yr storm event. Finer/intricate grading will occur at time of engineering review and approval.***

Comment 5) Indicate how the solid waste will be collected from the site? Provide a letter from solid waste management service company as applicable. Not satisfied. There is no trash facility for north building. It is not clear how the trash can be transferred to south building.

***Response 5) We have coordinated with Choice Waste of Florida, Inc. and they have provided their letter of acceptance and ability to service our site based on our plans provided them and you. See exhibits included with this resubmittal that show that this works. Their letter is also included with this resubmittal package..***

Comment 6) If a parking aisle requires access for emergency vehicles, garbage trucks or trucks moving to or from a loading area, that parking aisle shall be at least twenty-four (24) feet wide. (Section 265-110). Not satisfied. The proposed loading spaces and access may not be suitable for trucks operation.

***Response 6) Please see included with this submittal the revised exhibits showing the west columns relocated at the head of the loading area so that the truck can better maneuver.***

Comment 7) Please provide water and sewer availability letters from utility providers.

Not satisfied. Please submit the letters from City Engineer. The applicant will be responsible for Force Main modeling and upgrading of Lift Station #8 if required. Water and sewer service agreement shall be required.

**Response 7)** *These letters are included with this resubmittal. The analysis is a tier 2 comment agreed too at DRC meeting on August 27<sup>th</sup> and will be provided at time of design and permitting of the lift station.*

**Comment 8)** Please provide drainage report and calculations indicating storm water retention in project site. Min. Perimeter grade shall be at or above 25-year 72-hour design storm stage. Not satisfied. The submitted conceptual calculations are not satisfactory. Hydraulic Conductivity for exfiltration trench shall be based on existing site test results. Provide documentation or tests for drainage well capacity. Well discharge shall only start at elevation 3.50 feet NAVD. Exfiltration trench length shall be twice than required when used for quantity purpose (Water quality volume is 0.42 ac-ft). Provide updated conceptual calculations and drainage plans satisfying 25-year storm stage and perimeter berm requirement. The drainage well casing pipe top elevation shall be set at 3.50 feet NAVD to prevent backflow. Revise the drainage well structure detail accordingly. No detail provided for retention area drainage wells.

**Response 8)** *Per email from the City Engineer on 8-25, the complete drainage analysis will be provided at time of building permit review. Conceptual calculations and details have already been provided. We will provide calculations and design consistent with Broward County, SFWMD, City of Dania Beach and submitted signed and sealed Drainage Statement. Final Paving Drainage and Grading Drawings will be provided at said time.*

**Comment 9)** Comments for DDG: Not satisfied. Revise the Section for Utility Provider and Service. Lift Station is private. All utilities beyond the point of service are private facilities.

All parking spaces shall be clearly delineated by a single four-inch wide, white, painted striping wherever a hard-paved parking surface is required. If double line to be utilized then DDG shall specify the requirement.

**Response 9)** *The DDGs have been updated for the utility section and the striping will be clearly delineated by a single line. Language from the DDGs has been updated to read as follows. UTILITY PROVIDER AND SERVICE Water and wastewater infrastructure service is presently available to the property and provisions have been made for the connection to these systems; connection points will be coordinated with the City of Dania Beach. Utilities are intended to be designed and developed as public private infrastructure connecting to public systems. Lift Stations are to be constructed as private stations. All utilities beyond the point of service are private facilities. Utility*

**designs will meet Broward County and Florida Department of Health and Environmental Protection Standards. Easements necessary to serve the development (internal) shall be provided as follows:....**

**TIER 2 COMMENTS:**

Comment 1) Additional comments may apply and will need to be addressed prior to Building Permit approval.

**Response 1) Acknowledged.**

Comment 2) Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable).

**Response 2) This will be provided as necessary for engineering permit issuance.**

Comment 3) In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved.

**Response 3) See offsite roadway plans included with this submittal.**

Comment 4) Detail and complete engineering plans will be required prior to Building and R/W permit approval.

**Response 4) Acknowledged.**

Comment 5) Provide utility piping conflict details plan, along with documentation to demonstrate acceptability of the separation between water, sanitary, storm-water service lines, etc.

**Response 5) This will be provided as necessary for engineering permit issuance.**

Comment 6) Show also all existing and proposed utilities on the landscaping plans for potential conflicts.

**Response 6) This is shown.**

Comment 7) Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV.

**Response 7) This will be provided as necessary for engineering permit issuance.**

Comment 8) All pavement markings shall be alkyd based thermoplastic and fully retroreflectorized, per BCTED specifications with the exception of parking stall striping.

**Response 8) Acknowledged.**

Comment 9) Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA).

**Response 9) This is provided.**

Comment 10) Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal.

**Response 10) This will be provided as necessary for engineering permit issuance.**

Comment 11) Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable.

**Response 11) This will be provided as necessary for building permit issuance.**

## **LANDSCAPING**

Jake Ripp

### **DDG Comments**

Comment 1) Update Section (5)1. C-10 Canal Buffer to read that the trademarked Greenscreen.com will be utilized in situations where the potted trees/palms cannot be provided.

**Response 1) This has been addressed.**

Comment 2) Update the C-10 Canal requirements in the Exhibit 9: Buffer Summary Table to a requirement of 1 tree and 10 shrubs every 80 LF. This is half of the standard requirement of 1 tree every 40 LF.



**Response 2)**      ***This has been addressed.***

Tree Disposition and Landscape Plan Comments:

Comment 1)      Per Sec. 825-80 and Sec. 825-140(C), specimen trees shall be relocated if they cannot be retained in-place. Removal is only allowed if relocation is not feasible. all of the specimen trees proposed for removal are good candidates for relocation. Incorporate these trees into the landscape plan as relocated trees and update the disposition or provide adequate justification why these trees cannot be relocated.

**Response 1)**      ***Response: All specimen trees located on 70 wave are to be relocated if not able to remain. See sheet L0.50 Tree Mitigation Plan – 70 Wave.***

Comment 2)      The current total specimen tree appraisal value doesn't match the shown on the tree disposition table for specimen trees to be removed. Update accordingly. Note that this may change based on comment 1.

**Response 2)**      ***The appraisal value and the tree disposition table have been updated accordingly.***

Comment 3)      The Sec. 825-100(A)(5) 1.5 canopy mitigation multiplier should not be added to the canopy mitigation of category I or II invasive species. Include a total non-invasive canopy to be removed, the total non-invasive canopy to be removed with the 1.5 multiplier, total category II canopy to be removed (mitigated at a one-to-one rate), and the total category I invasive canopy to be removed (mitigated at 25% or .25 multiplier). Include the total canopy to be removed after all multipliers are added.

**Response 3)**      ***Tree mitigation calculations have been broken down into the above categories to properly display how the total canopy removed was determined.***

Comment 4)      Provide the formula used to calculate the specimen tree appraisal values. Include the nursery quotes used for the replacement cost.

**Response 4)**      ***Formula is taken from Dania Beach Code 825.125.C.2 "Appraised Tree Value = Price of Replacement Tree × 2.7 × Size Factor × Health/Condition Factor × Location Score". A table showing appraisal calculation for each specimen tree has been included on sheet L0.50'***

***Nursery Quotes:***



**Category 1A Tree (5.5" 16' HT Live Oak) - \$600**

**Replacement Palm (6' CT Min Sabal Palm) - \$100**

**Category 3 Tree (6' Ht Min Silver Buttonwood) - \$125**

Comment 5) Silver buttonwoods are category 3 small trees and are given a canopy credit of 100 SF for mitigation purposes, not 300 SF which currently shown. Update the mitigation calculations accordingly.

**Response 5) Tree mitigation calculations have been updated to show this, see sheet L0.50.**

Comment 6) The landscape plan does not show existing trees 1232 or 1233 while the disposition plan shows them to be relocated. Clarify.

**Response 6) This discrepancy has been corrected. Tree designations now match throughout the landscape set.**

Comment 6) Update the renderings to match the proposed landscape plan.

**Response 6) We have added a note in the DDGs below the first rendering provided after discussion was had with Jake Ripp on 9/1/2020. The note to be added says the renderings shown in the DDGs are conceptual only and that the City approved Landscape plans will govern.**

Comment 7) The landscape plan does not show tree 1304 while the disposition plan shows it to be relocated. Clarify. This was likely misnamed as tree 1340.

**Response 7) This discrepancy has been corrected. Tree designations now match throughout the landscape set.**

Comment 8) Update the renderings to match the proposed landscape plan.

**Response 8) We have added a note in the DDGs below the first rendering provided after discussion was had with Jake Ripp on 9/1/2020. The note to be added says the renderings shown in the DDGs are conceptual only and that the City approved Landscape plans will govern.**

Comment 9) Provide the proper C-10 buffering in accordance with the updated DDG comments. If the trees cannot be provided due to spatial constraints, utilize the trademarked greenscreen to provide adequate buffering from the residential properties across the canal.

**Response 9) Greenscreens have been provided to accommodate the lack of buffering. These will be 4' wide greenscreens, each accounting for 1 canopy per discussion with Jake Ripp (8/27/2020)**

**DRC 1<sup>st</sup> Zoning Review Site Plan**

Corrine Lajoie

**Site Plan Comments:**

Comment 1) Incomplete information was provided. Further review and comment will be conducted by staff after additional information is provided by the applicant. See comments below. Per Section 635-50 the following information must be provided:  
~~(A) The proposed title of the project and the name of the professionals who prepared each plan, including engineer, architect, landscape architect and the developer;~~  
~~(B) The north arrow, scale and date;~~  
~~(C) Existing zoning of the subject site and adjacent properties;~~  
~~(D) Proposed changes in zoning to the applicant property, if any;~~  
~~(E) Adjacent land uses and buildings within two hundred (200) feet of the property, including use and number of floors, dimensioned to property line of subject site;~~  
~~(F) Legal description and net acreage;~~  
~~(G) Location sketch of subject property in relation to surrounding area;~~  
~~(H) Site boundaries clearly identified, dimensioned, and tied to section corners; Show on site plan. 2x time requested.~~

**Response H) *This has now been clearly shown now based on conversations with Corinne and Eleanor on August 21<sup>st</sup> based on what we're looking for. Section corner is now shown on the site plan within the ROW.***

~~(I) Locations and dimensions of all existing and proposed rights-of-way and dedications, including ultimate right-of-way lines (if applicable), easements, property lines, streets, buildings, watercourses and water bodies, pedestrian areas, and other existing physical features in or adjoining the project, and their disposition (example: to be retained, demolished, modified, etc.);~~  
~~(J) The location and dimensions of proposed setback lines; 2<sup>nd</sup> time requested.~~

**Response J) *This has been corrected. See revised site plan.***

~~(K) The location and dimensions of proposed reservations for parks, playgrounds, open spaces and other common areas;~~  
~~(L) The location, dimensions, bearings, and curve data of proposed streets, alleys and driveways;~~  
~~(M) The location, dimensions and character of construction of proposed curb cuts, entrances and exits, parking and loading~~

- areas (including number of parking spaces and loading spaces), pedestrian use areas, and vehicular use areas;
- (N) Photometric plan;
- (O) Location and dimensions of all proposed buildings, excavations, and structures to lot lines and to each other;
- (P) Conceptual preliminary drainage and grading plans and statement of proposed drainage systems and methods;
- (Q) Typical trash and garbage disposal and recycling system, including typical enclosure details and the location of each;
- (R) Separate landscape plan prepared in accordance with article 275, "Landscaping Requirements";
- (S) Location, character, size, height and orientation of proposed signs, including building signage details shown on plan elevations and method of illumination;
- (T) All existing and proposed pedestrian walkways and bicycle paths;
- (U) Existing and proposed public transit routes, bus shelter locations and easements for such shelters, and proposed layout of rights-of-way, if necessary;
- (V) Proposed building floor plans and architectural elevations of all sides of all buildings and structures, including building height and finished floor elevations;
- (W) Type and location of mail receptacles;
- (X) Conceptual utilities plan, including all underground and above-ground improvements;
- (Y) The following computations: Show on site plan.
  - (1) Total gross and net acreage; Only "Site Area" is identified, not gross as required. 2x requested

**Response 1)**

***We now show gross site area (measured to Centerline of all ROWs as discussed in DRC), site area, ROW dedication area, and net site area after ROW dedication as requested at DRC Meeting.***

- (2) Proposed net and gross density, and number of dwelling units for site plans with residential components; Density is not identified on site plan. Sheet C-100. 2x requested.

**Response 2)**

***Gross and net density is now show on the plan as requested at DRC Meeting. This is based on Gross and Net Density numbers mentioned above.***

- (3) Total existing and proposed square footage of buildings and breakdowns by floor, use type, bay or tenant space, and dwelling unit, including required and provided minimum floor areas; Building square footage not provided on Site Plan, Sheet C-100. 2x requested.

- Response 3)** *These items are provided on the right hand side of the site plan as shown during our meeting with Corinne and Eleanor on August 21<sup>st</sup>.*  
 (4) Area devoted to vehicular use areas (roadways, aisles, parking); Only "ground" area identified. 2x requested.
- Response 4)** *This was previously provided, but not in logical location on the plan. We have added this value under the lot coverage data section for ease of finding. This was discussed in our August 21<sup>st</sup> meeting with Corinne and Eleanor.*  
 (5) Gross project area allocated for common open space; Non provided. 2x requested.
- Response 5)** *Per DRC Meeting on 8-27, we were asked to include the Open space located on the amenity deck. Gross open space and net site area open space is now shown. Gross open space includes the offsite streets where Net site area open space does not. The open space from the amenity deck is included in both numbers. Open space is specifically defined within the DDGs.*  
~~(6) Lot coverage by roofed structures;~~  
~~(7) Pervious and impervious surface area, also expressed as a percentage of the site area;~~  
 (8) Number of required and provided parking spaces including handicap-accessible, compact and any spaces devoted to attendant parking if permitted; Provide calculations to ensure compliance.
- Response 8)** *The parking requirements are now clearly provided in the DDGs and the site plan has been updated accordingly to clear up the confusion. The relevant Code sections are now referenced within the DDGs. Warranted parking ratios are based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All parking required for this establishment is met by the required ratios within the DDGs and on the Site Plan.*  
~~(9) Minimum lot area, width and depth required and provided;~~  
 (10) Minimum yard setbacks or specific build-to lines required and provided; Dania Beach Boulevard required setback = 14' per proposed DDG. Revise Sheet C-100 accordingly.
- Response 10)** *This has been corrected and provided.*  
 (11) Maximum and minimum (if applicable) required and



- proposed building height;  
 (12) Minimum floor area required;  
 (13) Adjacent zoning and existing land uses;
- Response 13)** ***Per DRC Meeting with Corinne and Eleanor on 8-21, we were asked to show the land use designation at RAC. This is now corrected.***
- ~~(Z) Traffic circulation and pavement marking plan (may be shown on site plan sheets);~~
- ~~(AA) Phasing plan, if applicable, with beginning and ending dates of construction of the entire project and beginning and ending dates for all phases of the project;~~
- ~~(BB) For properties under consideration for rezoning to PRD-1, a document detailing development standards and criteria (i.e., building height, setbacks, density, lot area, landscaping, parking, open space, lot coverage, sign regulations, etc.);~~
- ~~(CC) Color site plan elevations and renderings for meeting presentation purposes;~~
- ~~(DD) If necessary, written authorization to reproduce any documents accompanying site plan submittals from the applicant, agent, architect, landscape architect, engineer, attorney, etc.~~
- Comment 2) — APPLICATION: Confirm application was properly completed, signed, and proper application fee was paid.
- Comment 3) — Must submit application, application fee, justification statement based on criteria identified in the LDC, and any other documentation necessary for all Variances, Special Exceptions, Waivers, Design Variations, etc needed for the project at time of Site Plan Submittal. Failure to do so will result in delay of the project.
- Comment 4) TIER 1 - PLATTING: Application is being processed.
- Response 4)** ***Waves at Dania Beach Plat has been resubmitted and submitted to the County. Letter determination is also attached to this resubmittal of the requirements for the platting process from the County.***
- Comment 5) SCHOOLS: Obtain a SCAD report from Broward County School Board regarding school impact fees. 2 x requested.
- Response 5)** ***These letters have been provided to the City and are submitted with this resubmittal.***



Comment 6) ~~RIGHT-OF-WAY: Identify if R-O-W dedication is required. ROW dedication of 23'-xx" is provided.~~

**Response 6)** *Dimensions are now provided in the site plan and language will be provided as necessary at the required time.*

Comment 7) ~~TRAFFIC STUDY: per Section 605-30(K), a traffic study is required for all development generating in excess of 50 peak hour trips. Provide estimated number of peak trips.~~

Comment 8) TIER 1 - UTILITIES: Identify projected water, sewer and solid waste demand for the project. Must provide documentation from Public Services, or Broward County as applicable, stating capacity is available to meet the projected demands prior to public hearing. 2x requested.

**Response 8)** *These letters have been provided to the City and are submitted with this resubmittal.*

Comment 9) ~~IMPACT FEES: Impact fees that will be required for the project are required at time of building permit issuance.~~

Comment 10) SIGNS: Provide copy of all signs for compliance review. Provide proposed square footage of building identifications sign to insure compliance.

- ~~• Provide dimensions of maximum tenant signage.~~
- ~~• Provide detail of any proposed monument and/or directional signage proposed.~~
- The proposed DDG does not identify any regulations regarding Building identification signage. Therefore, any building identification signage proposed will be reviewed against the City's LDC.
- No dimensions are provided for the proposed building identification signage on Sheet Sign. Provide proposed dimensions to ensure compliance.

**Response 10)** *Please see updated language in the DDGs. Please see signage plan in resubmittal. The language of the DDGs diverts us to code unless otherwise noted in the DDGs. Building Identification maximum percentage is already addressed in the DDGs.*

Comment 11) The proximity to the airport will be required FAA/BCAD review and approval. Contact William Castillo, Airport Planner with Broward County Aviation Department, located at 2200 SW 45 Street, Suite 101, Dania Beach, FL 33315, (954) 359-6100. 2x requested.

**Response 11)** *This is in process and will be provide to the City at time of building permit.*

**Comment 12)** TIER 1 - PARKING: Per the proposed DDG, Section (9) provides Off-Street Parking Ration but Sheet C-100 utilizes Shared Parking provisions per the City's LDC. Clarify which regulations the project will be using. ~~States parking ration per LDC, Section 265-50, which requires parking based on number of bedrooms. Provide parking calculations on site plan identifying the different requirements for each unit type to ensure compliance.~~

- When calculation Share Parking, unclear where Base Line Provisions/Gross Demand numbers come from. Provide clarification.

**Response 12)** *The parking requirements are now clearly provided in the DDGs and the site plan has been updated accordingly to clear up the confusion. The relevant Code sections are now referenced within the DDGs. Warranted parking ratios are based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All parking required for this establishment is met by the required ratios within the DDGs and on the Site Plan.*

~~**Comment 13)** —LOADING: Provide dimensions to ensure compliance.~~

**Comment 14)** TIER 1 - USE: Density? Proposed density exceeds High Rise units available in the RAC. Conversion is required prior to public hearing.

**Response 14)** *The conversion request was made by the City and is in process, per email from Corinne Lajoie.*

**Comment 15)** Provide minimum bicycle parking requirements identified in Section 265- 51. ~~Must confirm required parking is met before bike compliance can be determined.~~ Break down parking requirement for residential and non-residential to calculate required bicycle parking. 2x requested.

**Response 15)** *This is now provided on the site plan. Requirement for such is in the DDGs.*

~~**Comment 16)** —ROOFTOP MECHANICAL EQUIPMENT: Must meet regulations in~~

~~Section 220-60. Identify how equipment will be screened from view. Identify on plans.~~

Comment 17) ~~COST RECOVERY: per Article 685, cost recovery funds may be utilized for various costs of the city's administrative and outside fee consultants for the processing and review of applications. Per City Attorney's request, please provide \$5,000 cost recovery fee with next submittal. The cost recovery money can be returned if not utilized, or additional fees may be requested if addition fees are incurred.~~

Comment 18) PARK IMPACT FEES: Per Resolution No. 2015-071, \$1,825.00 per Single Family/Townhouse dwelling, \$1,364.00 per Multifamily Dwelling, \$1,140.00 per Mobile Home must be paid for Recreation and Open Space Impact Fee at time of building permit issuance. Therefore, \$433,200 (380X1140) is due at issuance of a building permit.

**Response 18)** *Impact fees will be paid at time of permitting.*

Comment 19) RAC TRAFFIC IMPACT MITIGATION: Provide an analysis, signed and sealed by a certified engineer, identifying the amount of CRA mitigation for traffic impact due based on resolution No. 2014-049 which established a rate of \$21.26 per p.m. peak hour trip. Kimley-Horn Traffic Impact Analysis dated 6/6/20 identifies 425 PM Peak Hour Trips. Kimley-Horn Transportation Mitigation Impact Fee Calculation dated 6/29/20 identifies 1,041 PM Peak Hour Trips. Clarify. It also identifies 747.56 "Adjusted # of Trips". Therefore, \$22,131.66 (1041 x \$21.26) is due for each prior to issuance of a building permit.

**Response 19)** *Acknowledged. The RAC letter has been provided. The RAC letter is still consistent with the comment above and the latest approved traffic study by the City consultant.*

Comment 20) TIER 1 - Must upload latest revised set of plans on disk prior to going to public hearing.

**Response 20)** *Acknowledged. This is now an electronic submittal. Hard copies of the site plan application documents have been provided to the City. A Disk has been provided to the City.*

Comment 21) ~~For the purpose of evaluating flood and roadway conditions and mitigation related to the future development project, all topographic information will include LIDAR spot elevations within 150' of the~~

subject property boundaries.

Comment 22) TIER 1 - The applicant is encouraged to contact neighbors adjacent to, as well as condominiums and neighborhood associations to advise of this property. Please provide acknowledgement and/or documentation of any public outreach. 2 x requested.

**Response 22)** *Applicant met with NW Byrd Pointe Civic Association on August 20, 2020. Eleanor of City of Dania Beach Community Development were present. Applicant will be having ongoing conversations with the Association and Residents.*

Comment 23) ~~For any building 5 stories or greater, provide a shadow study identifying how adjacent properties will be affected overlaid on an aerial photo. Revise to show the entire shadow cast, especially to the east.~~

Comment 24) TIER 1 - Applicant must obtain a statement from the City Engineer saying that the traffic study/statement submitted by the applicant is complete and accepted prior to public hearing. 2 x requested.

**Response 24)** *Email Approval was provided by Xavier Falconi, reviewer of the traffic, to Corinne Lajoie on 8/31/2020.*

Comment 25) TIER 1 - Applicant must obtain statement from City Engineer, stating that adequate water supply exists for this project. 2x requested.

**Response 25)** *These letter have been received and provided to Corinne and with this resubmittal.*

Comment 26) For all projects resulting in buildout of the site, such that construction staging cannot occur on site, must obtain Staging Plan approval by the Community Development Director prior to issuance of a building permit. The Staging Plan must include, but is not limited to, location of equipment and material during construction.

**Response 26)** *This will be provided at time of permitting.*

Comment 27) For all projects resulting in buildout of the site, such that construction staging cannot occur on site, the applicant must obtain Maintenance of Traffic Plan approval by the City Engineer for period of construction prior to issuance of a building permit.

**Response 27)** *This will be provided at time of permitting.*



- Comment 28) TIER 1 - Please e-mail resolution and legal description, prepared by an attorney, for development approval in word format to clajoie@daniabeachfl.gov four (4) weeks prior to public hearing.
- Response 28) Resolution will be provide 4 weeks prior to commission hearing as requested at DRC Meeting.**
- Comment 29) TIER 1 - Must provide mailing list and labels for property owners within 450' of the development site to Community Development, consistent with regulations identified in the City's Code of Ordinances, Chapter 28, Section 610-30. The labels are needed 30 days prior to public hearing, information must be no older than 60 days. The City will prepare and mail the notices.
- Response 29) This was provided to the City on August 18th to Ibel Larios.**
- Comment 30) ~~Applicant must provide the results of a Municipal Lien Search Request from the Finance Department stating that there are not outstanding Code Violations or Liens on the property prior to the item being scheduled for a public hearing. The statement must be no older than 90 days prior to the public hearing date. Per Section 680-40, any property with outstanding Code Violations or Liens shall not be schedule for public hearing. The form is available on the City's Web site, cost \$100 and takes 5 days to process.~~
- Comment 31) TIER 1 - Per O-2017-022, for properties over an acre in size, the applicant must obtain and post property signs in accordance with the NEW City requirements. Please see the end of this document for guidelines.
- Response 31) This has been provided as discussed during DRC on August 27th. Please provide the documentation for the signage and the applicant will post the signage by the appropriate posting date of September 29th for the October 13th Commission hearing.**
- Comment 32) Per O-2017-027 & O-2018-019, commercial properties under construction are required to provide security to fencing with screening showing project rendering covering at least 75% of the length of the fence along an arterial or state right-of-way & 25% for local roads and must include name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal. 2 x requested.



**Response 32)** *This will be provided at the necessary time.*

- Comment 33) PUBLIC ART PROGRAM: Per O-2019-025, New development and redevelopment in non-residential, mixed-use and multi-family zoning districts shall provide fee for the creation, acquisition and installation of public art in the city.
- a. Pay In-Lieu Public Art Fee: Pay one-half of one percent (0.5%) of the cost of the proposed development project, as an "in-lieu" public art fee, with a minimum payment of \$5,000 and a maximum payment of \$250,000; or
  - b. Combination of In-Lieu Public Art Fee and Placement of Art on Site: Placement of art on the site of the development project, which shall have a minimum value of one-quarter of one percent (0.25%) of the cost of the proposed development project combined along with a one-quarter of one percent (0.25%) payment of an "in-lieu" public art fee. The owner shall provide documentation to the City that the art fee has been deposited into an escrow account for said purpose prior to the issuance of a building permit. Prior to placement on the development site, the art must be approved by the Community Services Director or designed and conform to the adopted public art guidelines.

**Response 33)** *Applicant will comply with the ordinance at the appropriate time.*

Comment 34) ~~Two parcels must submit two separate applications for site plan review.~~

Comment 35) ~~Per Section 280-40 reduce light levels on east property line not to exceed 0.5 foot candle on the east property line. Extend light measurement for entire length of east property line.~~

Comment 36) ~~Per Section 265-140(B) no column shall be located within 3' of the entrance of a parking space. Identify where in the proposed DDG this regulation is addressed.~~

- Comment 37) ~~Reduce intensity of the project as follows:~~
- ~~• eliminating tandem parking in parking garage to provide single parking space instead of double~~
  - ~~• Reduce drive isles in parking garage to 22'~~
  - ~~• Remove 1 floor of retail~~
  - ~~• Remove 3 floors of residential~~

2<sup>nd</sup> time requested

Comment 38) — ~~Sheet List table on Cover Sheet is incomplete. Revise accordingly.~~

Comment 39) — ~~Add landscaping to recreation deck.~~

Comment 40) — ~~Provide building elevation with materials identified.~~

Comment 41) See below regarding edits to the proposed Development Design Guidelines.

- ~~Page 4, "This cross-access easement is not intended to be a designed amenity such as a continuous boardwalk or waterfront feature.~~
- ~~Page 10 provide clearer graphics so that the dimensions can be read.~~
- ~~Page 16 reduce the maximum density allowed.~~
- ~~Page 17 change Minimum Dania Beach Boulevard setback to 15', same as NW 1 Street.~~
- ~~Page 17 "The District 1 buildings will be separated by the public right of way in Dania Beach Boulevard or potential future pedestrian area and setbacks identified in Section (5) above."~~
- ~~Page 17 reduce the maximum building height.~~
- ~~Page 19 "The operator must possess a valid city Certificate of Use, and local business tax receipt for a valet service."~~
- ~~Page 19 "No excessive stacking shall exist when vehicles stacked for valet drop-off or pick-up extend into any drive aisle and impede the flow of routine traffic."~~
- ~~Page 21 SITE LIGHTING—identify maximum light spillage of 0.5 foot candle when adjacent to residentially zoned or used land.~~
- ~~Page 22 "Charging stations may be provided for a **percentage** of parking spaces within the garage." Identify what this maximum percentage is.~~
- ~~Page 22 "Pedestrian areas along Bryan Road shall include canopy trees which provide shade and aesthetic enhancements without conflicting with vehicles or pedestrian movement, awning, balconies, paving or signage."~~
- ~~Page 23 Exhibit 9 change minimum width from "None" to match street section shown on page 10.~~
- ~~Page 25 CITY OF DANIA BEACH REVIEW PROCESS—delete the 4 conditions. Should follow the Major/Minor deviations as identified in Section 340-40(D).~~
- ~~Page 17 – (9) Change to read "... a minimum of 1 foot only. The application thereof is at the discretion of the Community Development Director."~~
- ~~Page 18 – Exhibit 6, Bicycle Parking; must breakdown parking required for residential and non-residential to calculate required bicycle parking for project.~~

- Page 18 – “Service areas shall be located outside of a public roadway and where practical, off of private drives, and...”
- Page 23 – Sign and Design Standards (2) of the DDG provides no detail regarding Building Identification Signs. Failure to identify on DDG will result in the City’s LDC regulations being applied.
- Add a section to DDG to discuss noise mitigation to protect residential neighborhood to the east.
- Provide strike-thru/underline version of DDG for staff review.

**Response 41)** *These have all been addressed. Additionally, Building Identification maximum percentage is already addressed in the DDGs.*

Comment 42) Per section (10) of the proposed DDG, Valet Operator must possess a valid City issued Certificate of Use and BRT for the valet service prior to operation.

**Response 42)** *The DDGs have been updated to reflect this.*

Comment 43) In “Robust Parking and Mobility Demand Management Plan, the following statement is made, “Valet Parking will count with 42 staging spaces for drop-off, 9 spaces for pick-up and 7 spaces for shared-ride operations.” Clarify that this is true for each building, Wave 70 and Wave 90.

**Response 43)** *This is true for both buildings. The Plans already show this distinction.*

Comment 44) Sheet A-3.00, clearly identify location of property line.

**Response 44)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 45) TIER 1 – South building shows a 9’4” setback from west property line on Sheet A-300; Sheet C-100 shows 21.9’ setback. Revise drawings and data table accordingly.

**Response 45)** *All setbacks and property lines have been addressed in*

*accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 46) TIER 1 - North building shows a 9'4" setback from west property line on Sheet A-300; Sheet C-100 shows 21.9' setback. Revise drawings and data table accordingly.

**Response 46)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 47) TIER 1 - South building shows a 12' setback from west property line on Sheet A-300; Sheet C-100 shows a 26' + setback. Revise drawings and data table accordingly.

**Response 47)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 48) TIER 1 - Sheet A-300 Shows 12'11" setback from north property line; Sheet C-100 shows a 54.8' setback. Revise drawings and data table accordingly.

**Response 48)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 49) TIER 1 - Sheet A-300 shows 12' setback from south property line; sheet C-100 shows 15' – 27.4'. Revise drawings and data table



accordingly.

**Response 49)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 50)** TIER 1 - Sheet A-300 shows 11'11" setback from east property line for north building; Sheet C-100 shows 11'7" to seawall not property line. Revise drawings and data table accordingly.

**Response 50)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 51)** TIER 1 - Sheet A-300 shows 12' setback from east property line for south building; Sheet C-100 shows 42.6' – 0'. Revise drawings and data table accordingly.

**Response 51)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

**Comment 52)** TIER 1 - 13 doors are shown along east building elevation onto "Pedestrian Area". Identify noise mitigation methods proposed to reduce noise traveling to neighborhood to the east.

**Response 52)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*



Comment 53) The Master Development Plan on page 9 of the DDG shows a pedestrian cross access easement. Prepare easement language for the City Attorney's Office to review before recording it in Broward County Public Record. Must be reviewed and recorded prior to issuance of a building permit.

**Response 53)** *This will be provided at time of permitting.*

Comment 54) On Sheet A-5.00 identify location of east and west property lines.

**Response 54)** *All setbacks and property lines have been addressed in accordance with the requirements of the DDGs and these comments to clear up the confusion. Property Lines are now shown the applicable Arch sheets, but all dimensioned setbacks live on and are governed by the site plan to eliminate duplication of information and cause possible miscommunication of information.*

Comment 55) TIER 1 - Improvements are shown on land owned by SFWMD. Revise application to include SFWMD as property owner and signatures on the application.

**Response 55)** *The building improvements are all located on property owned by the Applicant. The boardwalk areas will be permitted through SFWMD and will be finalized prior to building permit being issued for the canal boardwalk improvements. The permits from SFWMD can be a condition of the Resolution approving the site plan.*

Comment 56) Applicant indicates design to improve West Dania Beach Boulevard ROW as a park.

- Provide detail of proposed improvements.
- Identify how public will access the park.
- Additional parking for park may be required.
- Identify continuous pedestrian connection on east and west side of the project between the park and NW 2 Street bridge.
- Incorporate boat ramp for official public use only (not public).

**Response 56)**

- *Applicant provided a conceptual plan showing the proposed park layout. A portion of the park is on right-of-way owned by Broward County and we have asked the City to begin the dialogue with the County to have that portion of the right-of-way transferred to the City so the City has*

- permitting control over the proposed park improvements.*
- *The proposed park may be accessed via the boardwalk between the 90 and 70 Wave projects or by the sidewalk located along Bryan Road. It is not expected to be a park that people will drive to and require parking.*
- *This is intended to be a passive park accessed by neighborhood or guests visiting the nearby developments.*
- *A continuous pedestrian connection is provided via the boardwalk along the canal and the sidewalk along Bryan Road.*
- *A boat ramp is not currently planned in the drawing as the canal is able to be accessed by officials at other locations in the vicinity. That said, the applicant will consider adding a boat ramp for official use after evaluating the financial and environmental impacts of an additional boat ramp.*

Comment 57)      Parking Calculations: Proposed by DDG/SP LDC Requirements  
 Residential – 450.5  
 696 Commercial – 66.66  
 Office – 53.33  
 Restaurant – approx. 750  
 TOTAL REQUIRED = 1,321

**Response 57)**      *The parking requirements are now clearly provided in the DDGs and the site plan has been updated accordingly to clear up the confusion. The relevant Code sections are now referenced within the DDGs. Warranted parking ratios are based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All parking required for this establishment is met by the required ratios within the DDGs and on the Site Plan.*

**Notes:**

- *Application fee pays for only 2 reviews of the project. Additional review by staff will require additional payment.*
  - *Per conversation with City. Our application fee has been calculated as consistent with email on date 6-15-2020 as well as the review process starting back at review 1 as the initial review as considered incomplete due to COVID-19. Per coordination with Corinne LaJoie on 6/15/2020, it was agreed that the site plan fees initially paid for*

***the site plan applications was more than the amount required to separate the site plan. Any excess funds would be moved to cost recovery and returned to the developer if not needed.***

- Continuous and on-going site inspections will be conducted by staff throughout the entire building process.
  - **Acknowledged.**
- FLOOD PLAN: Finished floor elevations, per Article 220-10(C) All structures shall be constructed with a lowest FFE of at least 1 foot above the 100-year flood elevation. Identify on plans.
  - **Acknowledged. See previous response to comments.**
- Prior to submittal of a building permit, please contact the Building Official (954-924- 6085 X3650 to schedule a pre-application meeting.
  - **Acknowledged.**
- IMPACT FEES: Impact Fees that will be required for the project are required at time of building permit issuance.

Should you have any additional questions please do not hesitate to contact me at (772) 794- 4110.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Jacob Lawson, P.E



## CITY OF DANIA BEACH PUBLIC SERVICES DEPARTMENT

August 10, 2020

Jacob B. Lawson, P.E. Associate/Project Manager  
Kimley Horn  
445 24<sup>th</sup> Street Suite 200  
Vero Beach, FL 32960

**RE: Water, Sewer, and Reclaimed Water Capacity Inquiry 70 Wave project**

Dear Mr. Lawson;

Per your request, we have evaluated water and sewer services for the 70 Wave project. Water and sewer demands are indicated to be 122,880 GPD (gallon per day) for each building.

Our review determined that the city currently has the capacity to provide water and sewer services for the development mentioned above. **The city will reserve 122,880 GPD for this development upon the payment of the impact fees.** This determination has been made based on the following:

- The city's water treatment plant capacity is 5.04 MGD, while demands average is 2.3 MGD
- Raw Water supplies are 2.58 MGD at present, with demands of 2.3 MGD
- High service pumping capacity is 12.5 MGD
- A 12-inch water main is adjacent to this development. The developer must perform a fire hydrant test and provide the results to the city to verify sufficient capacity in this main. The developer will be responsible for looping if needed.
- Wastewater service is available via force main adjacent to this development. The city has adequate capacity in the Hollywood treatment plant for processing the wastewater.
- You have proposed an onsite lift station instead of connecting a gravity main across Bryan Road. Since the lift station will only serve this development, the developer must retain the ownership and maintenance responsibilities for the lift station.
- Please evaluate the 4-inch sewer force main as this may be limiting. You will also need to model the force main system to ensure your system can pump into the force main without impacting other customers. If your project affects other customers, you will be responsible for pump upgrades for lift station 8.
- Reclaimed water is not available in the city.
- You will need an appropriately sized meter (upon which the impact fees are based on commercial units), as verified by plumbing calculations.



## CITY OF DANIA BEACH PUBLIC SERVICES DEPARTMENT

| WATER METER<br>SIZE | METER<br>TYPE | MAXIMUM<br>FIXTURE UNITS | PEAK<br>MAXIMUM<br>VOLUME-<br>AWWA |
|---------------------|---------------|--------------------------|------------------------------------|
| 5/8-3/4             | Displacement  | 25                       | 20 GPM                             |
| 1                   | Displacement  | 45                       | 50                                 |
| 1.5                 | Displacement  | 100                      | 100                                |
| 2                   | Compound      | 225                      | 160                                |
| 3                   | Compound      | 500                      | 320                                |
| 4                   | Compound      | 750                      | 500                                |
| 6                   | Compound      |                          | 1000                               |
| 8                   | Compound      |                          | 1600                               |
| 10                  | Turbine       |                          | 2900                               |
| 12                  | Turbine       |                          | 4300                               |

NOTE: No irrigation demands were submitted as a part of the request. The city is no longer issuing irrigation meters due to limitations on raw water supplies. Irrigation demands need to be met with customer-provided irrigation wells, or Florida friendly plants that require no irrigation.

If needed, cost-recovery for city procured engineering review services will be charged for review, inspection, and other required items to provide utilities and engineering related services.

Should you have any questions, please feel free to contact me.

Sincerely,

D. Ozaydin

Dincer Ozaydin, Deputy Public Services Director/City Engineer

CC: Fernando Rodriguez, Public Services Director  
Eleanor Norena, Community Development Director  
Corrine LaJoie, Assistant Community Development Director  
Darren Greene, Utility Manager





AVIATION DEPARTMENT - Fort Lauderdale-Hollywood International Airport  
2200 SW 45<sup>th</sup> Street, Suite 101 • Dania Beach, Florida 33312 • 954-359-6100

September 1, 2020

Eleanor Norena, Community Development Director  
City of Dania Beach  
100 West Dania Beach Blvd  
Dania Beach, FL 33004

RE: 90 Wave  
50 S Bryan Rd, 70 S Bryan Rd, and 90 N Bryan Rd, Dania Beach, FL  
Broward County Aviation Department (BCAD) Conditional Approval Letter

Dear Ms. Norena:

The Broward County Aviation Department (BCAD) has reviewed the proposed 90 Wave site plan located south of Fort Lauderdale-Hollywood International Airport (FLL) at 50 S Bryan Road, 70 S Bryan Road, and 90 N Bryan Road. Since the proposed project is within 20,000 feet of FLL, its development and operation is subject to Federal Aviation Regulation (FAR) Part 77, Florida Statutes Chapter 333 and/or the Broward County Airport Zoning Ordinance. These standards seek to ensure that any proposed construction, use of high lift equipment, such as cranes, or other potential hazards will not negatively impact the safe and efficient use of the airport and surrounding airspace. Taking into consideration the proximity of this project to FLL, BCAD is providing the following comments regarding the proposed development:

- Based on the location of the proposed project, FAR Part 77- Subpart B and Section 5-182(n)(2) of the Broward County Land Development Code, require the applicant to obtain a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration (FAA). ***The receipt of a favorable determination from the FAA is required for all critical building points and temporary construction cranes and must be received prior to any construction activity.*** The Federal Review (FAA 7460-1) process can be initiated at the following web address: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
- **BCAD has determined that the proposed development penetrates FAA controlled air space (Part 77, Horizontal Plane) and shall comply with FAA obstruction standards.**
- No building, structure or vegetation on the site may exceed the ***maximum height of 225 feet (AMSL)*** as shown on Elevation Sheets A-4.00, A-4.01, A-4.02, and A-4.03 (dated 8/15/2020) and the 90 Wave Coordinates Exh-1 (dated 8/15/2020) unless submitted to BCAD for additional review.
- The proposed development must not generate light, glare, smoke or other emissions that could be disorienting to pilots operating in the vicinity of the airfield.

Adherence to these conditions is required for BCAD approval of the 90 Wave site plan located at 50 S Bryan Road, 70 S Bryan Road, and 90 N Bryan Road and it is based on the following documents submitted by the applicant:

- Elevations Sheets A-4.00, A-4.01, A-4.02, and A-4.03 prepared by Nichols, Brosch, Wurst, Wolfe & Associates, Inc. (dated 8/15/2020)
- Site Plan sheet C-100 prepared by Kimley-Horn and Associates, Inc (dated 7/2/2020)
- 90 Wave Coordinates Exh-1 prepared by Nichols, Brosch, Wurst, Wolfe & Associates, Inc. (dated 8/15/2020)
- ALTA Survey 90 N. Bryan Road prepared by Gary B. Castel (dated 12/31/2019)

***If the proposed plans are revised substantially from those submitted for this review, BCAD requests that the revised development plans be submitted for an additional review.***

**This letter serves as notice** of potential aircraft overflight and noise impacts on this property due to its proximity to the Fort Lauderdale/Hollywood International Airport. This property is subject to the overflight and associated noise of arriving and departing aircraft during the course of normal airport operations. Individuals sensitive to such events should satisfy themselves before purchasing this property that such exposure to aircraft overflights and the noise associated therewith will not adversely affect their enjoyment of the property.

**This letter serves as notice** to prospective purchasers of parcels within the property that, pursuant to Broward County Ordinance 2006-37 and consistent with the Federal Aviation Administration's "Change in FAA's Noise Mitigation Policy," effective October 1, 1998, the County will only provide noise mitigation for existing "incompatible development" and not for new incompatible development. The determination of "compatible" and "incompatible development" will be based on the County's most current Federal Aviation Administration ("FAA") approved Noise Exposure Map and the Airport's most current noise compatibility program which has been reviewed and approved by the FAA for the Airport. The applicant should note that the project is not eligible for federal funding to mitigate aircraft noise.

Please do not hesitate to contact me if you have questions or require additional information at 954.595.0809

Sincerely,

Karen Friedman  
BCAD Aviation Senior Planner

cc: Michael P. Pacitto, P.G., Director Planning and Environmental  
William Castillo, BCAD Aviation Planning Manager  
Jacob.Lawson@kimley-horn.com, NChakas@lochrielaw.com, flylally@aol.com,  
pbusteed@nbww.com

The School Board of Broward County, Florida

# **PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION**

## **SITE PLAN**

**SBBC-2923-2020**

**County Number: Municipality Number: SP-024-20  
70 WAVE**

**August 19, 2020**



Growth Management  
Facility Planning and Real Estate Department  
600 SE 3rd Avenue, 8th Floor  
Fort Lauderdale, Florida 33301  
Tel: (754) 321-2177 Fax: (754) 321-2179  
[www.browardschools.com](http://www.browardschools.com)

# PRELIMINARY SCHOOL CAPACITY AVAILABILITY DETERMINATION SITE PLAN

| PROJECT INFORMATION          |                                            | NUMBER & TYPE OF PROPOSED UNITS |  | OTHER PROPOSED USES | STUDENT IMPACT |
|------------------------------|--------------------------------------------|---------------------------------|--|---------------------|----------------|
| Date:                        | August 19, 2020                            | Single-Family:                  |  |                     | Elementary:    |
| Name:                        | 70 WAVE                                    | Townhouse:                      |  |                     |                |
| SBBC Project Number:         | SBBC-2923-2020                             | Garden Apartments:              |  |                     | Middle:        |
| County Project Number:       |                                            | Mid-Rise:                       |  |                     |                |
| Municipality Project Number: | SP-024-20                                  | High-Rise:                      |  |                     | High:          |
| Owner/Developer:             | NV Marina Holding LLC & RJ Marina Holdings | Mobile Home:                    |  |                     |                |
| Jurisdiction:                | City of Dania Beach                        | Total:                          |  | 380                 | Total:         |

## SHORT RANGE - 5-YEAR IMPACT

| Currently Assigned Schools | Gross Capacity | LOS * Capacity | Benchmark** Enrollment | Over/Under LOS | Classroom Equivalent Needed to Meet LOS | % of LOS*** Capacity | Cumulative Reserved Seats |
|----------------------------|----------------|----------------|------------------------|----------------|-----------------------------------------|----------------------|---------------------------|
| Collins                    | 371            | 408            | 346                    | -62            | -2                                      | 89.2%                | 18                        |
| Olsen                      | 1,125          | 1,238          | 657                    | -581           | -26                                     | 54.0%                | 11                        |
| Hollywood Hills            | 2,667          | 2,667          | 1,967                  | -471           | -30                                     | 73.9%                | 5                         |

| Currently Assigned Schools | Adjusted Benchmark | Over/Under LOS-Adj. Benchmark Enrollment | % LOS Cap. Adj. Benchmark | Projected Enrollment |       |       |       |       |
|----------------------------|--------------------|------------------------------------------|---------------------------|----------------------|-------|-------|-------|-------|
|                            |                    |                                          |                           | 20/21                | 21/22 | 22/23 | 23/24 | 24/25 |
| Collins                    | 364                | -44                                      | 89.2%                     | 321                  | 323   | 330   | 338   | 345   |
| Olsen                      | 668                | -570                                     | 54%                       | 667                  | 678   | 682   | 691   | 689   |
| Hollywood Hills            | 1,972              | -695                                     | 73.9%                     | 1,935                | 1,923 | 1,912 | 1,900 | 1,889 |

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark enrollment is taken on the Monday following Labor Day and is used to apply individual charter school enrollment impacts against school facility review processes.

\*This number represents the higher of: 100% gross capacity or 110% permanent capacity. \*\*The first Monday following Labor Day. \*\*\*Greater than 100% exceeds the adopted Level of Service (LOS).

### CHARTER SCHOOL INFORMATION

| Charter Schools within 2-mile radius | 2019-20 Contract<br>Permanent Capacity | 2019-20 Benchmark<br>Enrollment | Over/(Under) | Projected Enrollment |       |       |
|--------------------------------------|----------------------------------------|---------------------------------|--------------|----------------------|-------|-------|
|                                      |                                        |                                 |              | 20/21                | 21/22 | 22/23 |
| Avant Garde Academy                  | 750                                    | 884                             | 134          | 884                  | 884   | 884   |
| Avant Garde K-8 Broward              | 1,050                                  | 1,014                           | -36          | 1,014                | 1,014 | 1,014 |

### PLANNED AND FUNDED CAPACITY ADDITIONS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN

| School(s)       | Description of Improvements                                                                                                   |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------|
| Collins         | There are no scheduled classroom additions in the Adopted DEFP that would increase the reflected FISH capacity of the school. |
| Olsen           | There are no capacity additions scheduled in the ADEFP that will increase the reflected FISH capacity of the school.          |
| Hollywood Hills | There are no scheduled classroom additions in the Adopted DEFP that would increase the reflected FISH capacity of the school. |

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. Information contained herein is current as of the date of review. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The benchmark enrollment count taken on the first Monday following Labor Day is used to apply individual charter school enrollment impacts against school facility review processes.



## Comments

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>This site plan application proposes 380 high-rise units, which are anticipated to generate 8 (4 elementary, 2 middle and 2 high school) students. This project falls within the boundary of Land Use Plan Amendment (LUPA) LUPA PCT 09-5 for a Regional Activity Center (RAC) land use designation, which is subject to a Tri-Party Agreement between the City of Dania Beach, the School Board and the County. The City processed the LUPA, which encompassed a previous LAC and established a Regional Activity Center (RAC) land use designation; however, per the recorded Tri-Party Agreement, all residential units located within the original LAC boundary are bound by the Recorded Educational Mitigation Agreement and the requirements contained therein, including the payment of the student station costs. This project is outside the original LAC boundary and is therefore subject to public school concurrency requirements and payment of school impact fees.</p> <p>Please be advised that this application was reviewed utilizing 2019/20 school year data because the current school year (2020/21) data will not be available until updates are made utilizing the Benchmark Day Enrollment Count. The school Concurrency Service Areas (CSA) serving the project site in the 2019/20 school year include Collins Elementary, Olsen Middle, and Hollywood Hills High Schools. Based on the Public School Concurrency Planning Document (PSCPD), all three schools are currently operating below the Level of Service Standard (LOS), which is established as the higher of: 100% gross capacity or 110% permanent capacity. Incorporating the cumulative students anticipated from this project and approved and vested developments anticipated to be built within the next three years (2019/20- 2021/22), these schools are expected to maintain their current status through the 2021/22 school year. Additionally, the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment.</p> <p>In the 2019/20 school year, the charter schools located within a two-mile radius of the site and their associated data are depicted above. Students returning, attending or anticipated to attend charter schools are factored into the five-year student enrollment projections for District schools. Enrollment projections are adjusted for all elementary, middle and high schools impacted by a charter school until the charter school reaches full enrollment status.</p> <p>To ensure maximum utilization of the impacted CSAs, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County.</p> <p>Capital Improvements scheduled in the currently Adopted District Educational Facilities Plan (DEFP), Fiscal Years 2019/20 to 2023/24 regarding pertinent impacted schools are depicted above.</p> <p>Therefore, this application is determined to satisfy public school concurrency on the basis that adequate school capacity is anticipated to be available to support the residential development as currently proposed by the applicant. This preliminary determination shall be valid for 180 days for a maximum of 380 high-rise units and conditioned upon final approval by the applicable governmental body. As such, this preliminary determination will expire on February 14, 2021. This preliminary school concurrency determination shall be deemed to be void unless prior to the referenced expiration of the Preliminary School Capacity Availability Determination (SCAD), notification of final approval to the District has been provided and/or an extension of this Preliminary SCAD has been requested in writing and granted by the School District. Upon the District's receipt of sufficient evidence of final approval which shall specify at the minimum the number, type and bedroom mix for the approved residential units, the District will issue and provide a final SCAD letter for the approved units, which shall ratify and commence the vesting period for the approved residential project.</p> <p>Please be advised that if a change is proposed to the development, which increases the number of students generated by the project, the additional students will not be considered vested for public school concurrency.</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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**SBBC-2923-2020 Meets Public School Concurrency Requirements**

☒ Yes ☐ No

Reviewed By:

8/19/2020

Date

*Lisa Wight*

Signature

Lisa Wight

Name

Planner

Title



August 26, 2020

Nectaria M. Chakas, Esquire  
Lochrie & Chakas, P.A.  
1401 East Broward Boulevard, Suite 303  
Fort Lauderdale, Florida 33301

Dear Ms. Chakas:

Re: Platting requirements for a parcel legally described as Parcel A, "Clarke Subdivision," according to the Plat thereof, as recorded in Plat Book 101, Page 32, of the Public Records of Broward County, Florida; together with a portion of the Southeast  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East, said lands situate, lying and being in Broward County, Florida. This parcel is generally located on the east side of Bryan Road, between Northwest 1 Street and Stirling Road, in the City of Dania Beach.

This letter is in response to your correspondence regarding the Broward County Land Use Plan's platting requirements for a proposed mixed-use development on the above referenced parcel.

Regarding the proposed development located within the "Clark Subdivision," Planning Council staff has determined that replatting **would not be required** by Policy 2.13.1 of the Broward County Land Use Plan. Policy 2.13.1 would not require replatting of parcels included in plats approved by the Broward County Commission and recorded after June 4, 1953. Information from the Broward County Records, Taxes and Treasury Division indicates that the above referenced plat was recorded on February 5, 1979.

Regarding the unplatted portion of the proposed development (i.e. the Southeast  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East), Planning Council staff notes that platting **would be required** by Policy 2.13.1 of the Broward County Land Use Plan, if any portion of a proposed principal building is constructed on this portion of the subject site. Conversely, if the principal building(s) is constructed solely on the Clark Subdivision portion of the subject site, which is the portion of the subject property approved by the Broward County Commission and recorded after June 4, 1953, then platting would not be required.

Planning Council staff notes that although the entire development parcel is less than ten (10) acres, the unplatted portion of the subject parcel is a majority and does not meet any additional platting exemptions.

**Nectaria M. Chakas**

**August 26, 2020**

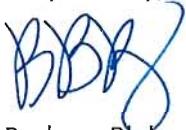
**Page Two**

It is recommended that you contact Broward County's Planning and Development Management Division at 954-357-6666, regarding the platting process and/or to inquire about whether additional County review, such as a plat note modification, may be required. Further, some jurisdictions may be more restrictive and require platting in more situations than the Broward County Land Use Plan. The City of Dania Beach's platting requirements should be investigated.

The contents of this letter are not a judgment as to whether this development proposal complies with the Broward County Trafficways Plan, permitted uses and densities, local zoning, the land development regulations of the municipality or the development review requirements of the Broward County Land Use Plan, including concurrency requirements.

If you have any additional questions regarding the Broward County Land Use Plan's platting requirements, please contact Christina Evans, Planner, at your convenience.

Respectfully,



Barbara Blake Boy  
Executive Director

BBB:CME

cc: Ana M. Garcia, ICMA-CM, City Manager  
City of Dania Beach

Eleanor Norena, Director, Community Development Department  
City of Dania Beach





**CHOICE WASTE OF FLORIDA, INC.**  
A PREMIER COMPANY

9/2/2020

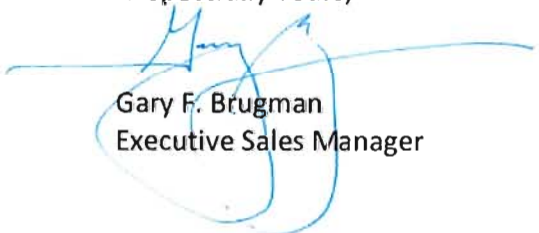
Attn: Jacob B. Lawson  
c/o Kimley-Horn  
445 24<sup>th</sup> Street-Suite 200  
Vero Beach, FL 32960

Re: 70 Wave -70 N. Bryan Road-Dania Beach, FL and 90 Wave – 90 N. Bryan Road-Dania Beach, FL

Hello Jacob,

We have reviewed the documentation provided by the applicant for both 70 Wave located at 70 N. Bryan Road-Dania Beach, FL and 90 Wave located at 90 N. Bryan Road-Dania Beach, FL and will confirm that based on the information provided can provide the full necessary services for the waste and recycle containers and services located at the above referenced locations once the facilities are completed and operational. Please feel free to contact me on my cell if needed at 954-448-8109 or at the office of 954-674-6074.

Respectfully Yours,



Gary F. Brugman  
Executive Sales Manager

2805 EAST OAKLAND PARK BOULEVARD, SUITE #464  
FORT LAUDERDALE, FLORIDA 33306  
954.674.6074 | OFFICE@PWSFL.COM



### **Robust Parking & mobility demand management plan**

The project consists of two parking decks with a total capacity for 699 vehicles located on the third and fourth levels. Although, self-parking spaces are provided, parking valet use will be strongly encouraged. Only 100 spaces (7% of the garage capacity) has been designated as “self-parking”. Valet Parking operations are adopted with the objective of doing a more efficient use of the space, as well as, more effective operations timewise.

ADA spaces are provided for Accessible Vans and vehicles that have been modified to special needs and can only be operated by their owners.

Valet Operations: Drop-off and Pick up takes place on the third floor (First Parking Level). Customers are encouraged to drive into the building, up to the third floor, away from public roads, in a controlled environment. Once inside the building, the customer will find parking staging spaces exclusively for Valet drop-off and retrieval operations. This strategy allows for an organized way of handling large quantity of simultaneous events. Once parked the customer will hand the key to the operator and leave the garage. Valet operators will move the vehicles from the staging area to the valet parking spaces.

For retrieval of a vehicle, customer will be able to call in advance, in order to have his/her car ready upon arrival to the valet station, otherwise, will have to wait until operators retrieve the vehicle after station arrival, which, should not take more than 5 minutes in average operational conditions.

Valet Parking will count with 42 staging spaces for drop-off ,9 spaces for pick-up, and 7 spaces for shared-ride operations.

The project supports and encourages Shared mobility and is designed in a way that different systems can happen simultaneously. Self-Parking will be limited and clearly signalized to the east side of the garage. An Internal loop will circulate counterclockwise to allow pedestrians to walk safely to and from their vehicles when using Valet Parking. The same loop will be used by shared riders and service providers, taking all parking/riding activities away from the public realm in a safe and controlled environment.

Parking ratios are based on the purpose and intent of alternate parking standards described in Sec. 265-60 and the intent of the parking reductions for mixed use developments methodology described in Sec. 265-90 of the Dania Beach Land Development Code. Warranted parking ratios are also based both upon the unique characteristics of operation and location of the proposed use. Additionally, the parking ratios have been previously approved for two adjacent developments, one of which is in operation and the other for District 1 of the subject project Master Development Plan. All required parking for this establishment is met by the required ratios listed herein.

The development intends to implement and contribute to the Dania Beach Regional Activity Center purpose of “creating a compact work, live, shop and leisure environment that reduces transportation needs by combining uses and providing an attractive destination for tourists and local citizens”, which is reflected in the parking ratios provided within the Development Design Guidelines (DDGs). The development is supportive of and promotes a “car-free” or “car-optional” lifestyle through a mixture of proximity to uses that fulfill daily needs (i.e. grocery, fitness, pharmacy, employment), increased supply of bicycle parking spaces, access to transit and ridesharing services, and a robust parking & mobility demand management plan. Through the management of parking, the development will provide the following off-street parking ratios:

### **Solid Waste Sanitation Management Plan**

Solid Waste will be handled through a centralized system consisting of a gravity Chute with sorting capabilities to promote recycling. All Waste will be collected, sorted and compacted in a centralized, climate controlled, room into containers to be picked up by the waste management company hired for collection.

Restaurants, Retail, and Work/Live units will collect waste in designated smaller rooms using 1 cubic yard tilt carts that will be manually pushed throughout the building. Staff will collect the general waste from the point of origin in the 1 cubic yard tilt cart and once full they will take it to the Main Trash Room and deposit the waste into the trash compactor using a stationary cart tipper, specifically designed for the 1 cubic yard tilt carts. It is important to note that the swing height of the tipper operation can reach up to 15 feet, depending on the manufacturer. The applicant is providing a tipping height of 26 feet.



# ***Arborist Report***

## **Dania Beach Marina Redevelopment** ***Dania Beach, Florida***

### ***Prepared for:***

Dania Beach Marina Corporation  
90 North Bryan Road  
Dania Beach, FL 33004

148823009  
June 2020  
© Kimley-Horn & Associates, Inc. 2020  
1777 Main Street  
Suite 200  
Sarasota, FL 34236  
941-379-7600



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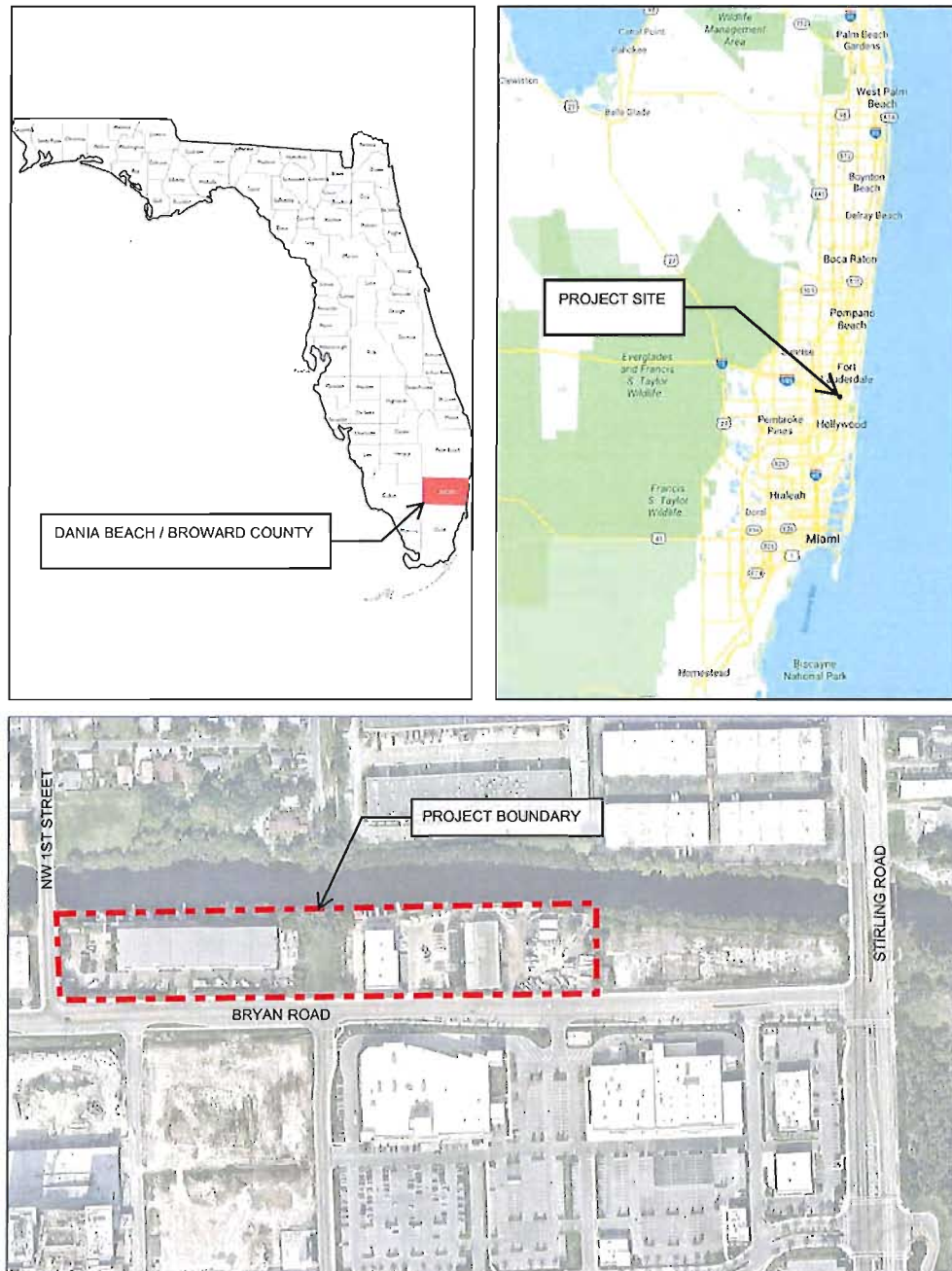
**Arborist Report**  
**Dania Beach Marina Redevelopment**  
**Dania Beach, Florida**

**1.0 INTRODUCTION**

Kimley-Horn and Associates, Inc. has performed an observation of existing trees on the approximate 6± acre property located at 90 North Bryan Road, 70 and 50 South Bryan Road in the city of Dania Beach, Florida. A location map is attached as **Figure 1**. A certified arborist performed a field visit on June 16<sup>th</sup> and June 17<sup>th</sup> 2020 to observe and document the condition of existing trees and palms on the subject property. The observation data was performed and recorded per the Guide for Plant Appraisal, 10<sup>th</sup> Edition, as established by the Council of Tree and Landscape Appraisers (CTLA). Kimley-Horn used a "Tree Condition Evaluation Form" to determine the specific condition points for each physical attribute described below. Evaluations were based upon visual observations from the ground surface only. Based on these attributes a "Tree Condition Ranking" (Excellent, Good, Fair, Poor) was determined from the sum of the condition points, which consists of:

- Root structure and health (above ground visual observation)
- Trunk structure and health
- Scaffold branches structure and health
- Small branch and twig health
- Foliage and bud health



**FIGURE 1: LOCATION MAP**

## 2.0 GENERAL OBSERVATIONS

The subject property consists of mostly Sabal palm (*Sabal palmetto*), Live oak (*Quercus virginiana*), and Mahogany (*Swietenia mahagoni*), with Green buttonwood (*Conocarpus erectus*), Gumbo-limbo (*Bursera simaruba*), Royal palm (*Roystonea regia*), Coconut palm (*Cocos nucifera*), Beautyleaf (*Calophyllum inophyllum*), Silver buttonwood (*Conocarpus erectus* 'Sericeus'), Bald cypress (*Taxodium distichum*), Mexican fan palm (*Washingtonia robusta*) and Royal poinciana (*Delonix regia*) dispersed throughout the remainder of the site. In addition to the protected trees listed above, Red mangrove (*Rhizophora mangle*) buffers a large portion of the canal. Invasive species such as Brazilian pepper (*Schinus terebinthifolia*), Earleaf acacia (*Acacia auriculiformis*) and Tropical almond tree (*Terminalia catappa*) were observed along the North property line (adjacent to NW 1<sup>st</sup> Street) and the East property line (adjacent to the existing canal). Site photos are attached as **Figure 3**.

The subject property is currently used for boat storage and maintenance, as well as a restaurant and bar along the canal. Most of the trees located within the parking and storage areas are distressed from compacted soils and observed nutrient deficiencies due to almost all the parking areas being compacted gravel. The property shows no signs of recent maintenance, with several trees exhibiting poor branching structure, broken limbs, and a few younger trees being uprooted or leaning. Several trees located along the canal or directly adjacent to impervious areas have exposed root systems or girdling roots. A few palms and trees growing adjacent to storage/parking areas were observed to have mechanical or vehicular damage to the trunks. Overall, the majority of existing palms on-site are in EXCELLENT or GOOD condition, whereas most of the existing trees on-site are in GOOD or FAIR condition. A Tree Condition Assessment is attached as **Figure 2**.

**FIGURE 2: TREE CONDITION ASSESSMENT**

| Tree # | Species              | Size (DBH) | Points | CTLA Condition Assessment | Notes      |
|--------|----------------------|------------|--------|---------------------------|------------|
| 1066   | Sabal palm           | 18' CT     | 91%    | Excellent                 |            |
| 1067   | Sabal palm           | 7' CT      | 94%    | Excellent                 |            |
| 1068   | Tropical almond tree | 4          | 91%    | Excellent                 | Invasive 2 |
| 1076   | Pigeon plum          | 12         | 69%    | Fair                      |            |
| 1077   | Silver buttonwood    | 8,4,4,3    | 66%    | Fair                      |            |
| 1078   | Silver buttonwood    | 4,4,4      | 66%    | Fair                      |            |
| 1079   | Pigeon plum          | 12         | 88%    | Excellent                 |            |
| 1080   | Silver buttonwood    | 4,4,4,3    | 63%    | Fair                      |            |
| 1081   | Sabal palm           | 20' CT     | 94%    | Excellent                 |            |
| 1082   | Sabal palm           | 20' CT     | 94%    | Excellent                 |            |
| 1083   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1084   | Sabal palm           | 26' CT     | 94%    | Excellent                 |            |
| 1085   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1086   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1087   | Live oak             | 10         | 75%    | Good                      |            |
| 1088   | Live oak             | 10         | 69%    | Fair                      |            |
| 1089   | Live oak             | 11         | 72%    | Good                      |            |
| 1090   | Silver buttonwood    | 3,3,3,3,3  | 66%    | Fair                      |            |
| 1091   | Sabal palm           | 30' CT     | 88%    | Excellent                 |            |
| 1092   | Sabal palm           | 22' CT     | 88%    | Excellent                 |            |
| 1093   | Sabal palm           | 14' CT     | 91%    | Excellent                 |            |
| 1094   | Live oak             | 10         | 75%    | Good                      |            |
| 1095   | Live oak             | 23         | 75%    | Good                      |            |
| 1096   | Live oak             | 20         | 66%    | Fair                      |            |
| 1097   | Sabal palm           | 20' CT     | 88%    | Excellent                 |            |
| 1098   | Sabal palm           | 18' CT     | 91%    | Excellent                 |            |
| 1099   | Sabal palm           | 16' CT     | 88%    | Excellent                 |            |
| 1100   | Live oak             | 8          | 66%    | Fair                      |            |
| 1201   | Live oak             | 10         | 63%    | Fair                      |            |
| 1202   | Live oak             | 8          | 78%    | Good                      |            |
| 1203   | Sabal palm           | 20' CT     | 91%    | Excellent                 |            |
| 1204   | Sabal palm           | 18' CT     | 91%    | Excellent                 |            |

| Tree # | Species           | Size (DBH) | Points | CTLA Condition Assessment | Notes      |
|--------|-------------------|------------|--------|---------------------------|------------|
| 1205   | Sabal palm        | 16' CT     | 91%    | Excellent                 |            |
| 1206   | Live oak          | 10         | 81%    | Good                      |            |
| 1207   | Live oak          | 13         | 84%    | Good                      |            |
| 1208   | Washingtonia palm | 55' CT     | 97%    | Excellent                 | Invasive 2 |
| 1209   | Washingtonia palm | 55' CT     | 97%    | Excellent                 | Invasive 2 |
| 1210   | Sabal palm        | 30' CT     | 81%    | Good                      |            |
| 1211   | Sabal palm        | 22' CT     | 88%    | Excellent                 |            |
| 1212   | Sabal palm        | 18' CT     | 84%    | Good                      |            |
| 1213   | Sabal palm        | 25' CT     | 91%    | Excellent                 |            |
| 1214   | Sabal palm        | 22' CT     | 91%    | Excellent                 |            |
| 1215   | Sabal palm        | 38' CT     | 91%    | Excellent                 |            |
| 1216   | Sabal palm        | 30' CT     | 91%    | Excellent                 |            |
| 1217   | Sabal palm        | 22' CT     | 91%    | Excellent                 |            |
| 1218   | Sabal palm        | 20' CT     | 91%    | Excellent                 |            |
| 1219   | Washingtonia palm | 55' CT     | 100%   | Excellent                 | Invasive 2 |
| 1220   | Washingtonia palm | 55' CT     | 100%   | Excellent                 | Invasive 2 |
| 1221   | Washingtonia palm | 55' CT     | 75%    | Good                      | Invasive 2 |
| 1222   | Live oak          | 8          | 72%    | Good                      |            |
| 1223   | Live oak          | 8          | 69%    | Fair                      |            |
| 1224   | Sabal palm        | 12' CT     | 88%    | Excellent                 |            |
| 1225   | Sabal palm        | 14' CT     | 88%    | Excellent                 |            |
| 1226   | Sabal palm        | 16' CT     | 84%    | Good                      |            |
| 1227   | Sabal palm        | 18' CT     | 91%    | Excellent                 |            |
| 1228   | Sabal palm        | 20' CT     | 91%    | Excellent                 |            |
| 1229   | Sabal palm        | 24' CT     | 91%    | Excellent                 |            |
| 1230   | Sabal palm        | 30' CT     | 91%    | Excellent                 |            |
| 1231   | Sabal palm        | 20' CT     | 91%    | Excellent                 |            |
| 1232   | Sabal palm        | 18' CT     | 91%    | Excellent                 |            |
| 1233   | Live oak          | 10         | 72%    | Good                      |            |
| 1234   | Live oak          | 8          | 66%    | Fair                      |            |
| 1235   | Live oak          | 10         | 72%    | Good                      |            |
| 1236   | Sabal palm        | 16' CT     | 88%    | Excellent                 |            |
| 1237   | Sabal palm        | 16' CT     | 88%    | Excellent                 |            |
| 1238   | Sabal palm        | 22' CT     | 81%    | Good                      |            |

| Tree # | Species          | Size (DBH) | Points | CTLA Condition Assessment | Notes                                     |
|--------|------------------|------------|--------|---------------------------|-------------------------------------------|
| 1239   | Sabal palm       | 16' CT     | 94%    | Excellent                 |                                           |
| 1240   | Sabal palm       | 20' CT     | 94%    | Excellent                 |                                           |
| 1241   | Sabal palm       | 28' CT     | 94%    | Excellent                 |                                           |
| 1242   | Gumbo-limbo      | 11         | 75%    | Good                      |                                           |
| 1243   | Gumbo-limbo      | 13         | 91%    | Excellent                 |                                           |
| 1244   | Gumbo-limbo      | 8          | 88%    | Excellent                 |                                           |
| 1245   | Gumbo-limbo      | 12         | 88%    | Excellent                 |                                           |
| 1246   | Gumbo-limbo      | 12         | 94%    | Excellent                 |                                           |
| 1247   | Gumbo-limbo      | 10         | 63%    | Fair                      |                                           |
| 1248   | Gumbo-limbo      | 13         | 81%    | Good                      |                                           |
| 1249   | Gumbo-limbo      | 8          | 75%    | Good                      |                                           |
| 1250   | Green buttonwood | 7          | 66%    | Fair                      |                                           |
| 1251   | Royal poinciana  | 13         | 56%    | Fair                      | Ganoderma fungus on trunk and lower limbs |
| 1252   | Green buttonwood | 20         | 59%    | Fair                      |                                           |
| 1253   | Seagrape         | 6,6,4      | 63%    | Fair                      |                                           |
| 1254   | Live oak         | 6          | 81%    | Good                      |                                           |
| 1255   | Live oak         | 4          | 81%    | Good                      |                                           |
| 1256   | Live oak         | 3          | 81%    | Good                      |                                           |
| 1257   | Live oak         | 12         | 69%    | Fair                      |                                           |
| 1258   | Live oak         | 16         | 69%    | Fair                      |                                           |
| 1259   | Green buttonwood | 8          | 66%    | Fair                      |                                           |
| 1260   | Green buttonwood | 8          | 66%    | Fair                      |                                           |
| 1261   | Coconut palm     | 25' CT     | 97%    | Excellent                 | Invasive 2                                |
| 1262   | Coconut palm     | 30' CT     | 97%    | Excellent                 | Invasive 2                                |
| 1263   | Coconut palm     | 30' CT     | 97%    | Excellent                 | Invasive 2                                |
| 1264   | Live oak         | 12         | 75%    | Good                      |                                           |
| 1265   | Live oak         | 5          | 75%    | Good                      |                                           |
| 1266   | Live oak         | 11         | 75%    | Good                      |                                           |
| 1267   | Sabal palm       | 6' CT      | 100%   | Excellent                 |                                           |
| 1268   | Gumbo-limbo      | 3          | 88%    | Excellent                 |                                           |
| 1269   | Gumbo-limbo      | 11         | 66%    | Fair                      |                                           |
| 1270   | Sabal palm       | 12' CT     | 91%    | Excellent                 |                                           |
| 1271   | Sabal palm       | 12' CT     | 91%    | Excellent                 |                                           |



| Tree # | Species           | Size (DBH) | Points | CTLA Condition Assessment | Notes      |
|--------|-------------------|------------|--------|---------------------------|------------|
| 1272   | Sabal palm        | 12' CT     | 91%    | Excellent                 |            |
| 1273   | Gumbo-limbo       | 10         | 56%    | Fair                      |            |
| 1274   | Beautyleaf        | 10         | 75%    | Good                      |            |
| 1275   | Green buttonwood  | 9          | 78%    | Good                      |            |
| 1276   | Green buttonwood  | 13         | 59%    | Fair                      |            |
| 1277   | Green buttonwood  | 18         | 72%    | Good                      |            |
| 1278   | Coconut palm      | 16' CT     | 91%    | Excellent                 | Invasive 2 |
| 1279   | Coconut palm      | 30' CT     | 94%    | Excellent                 | Invasive 2 |
| 1280   | Coconut palm      | 26' CT     | 94%    | Excellent                 | Invasive 2 |
| 1281   | Coconut palm      | 26' CT     | 94%    | Excellent                 | Invasive 2 |
| 1282   | Coconut palm      | 26' CT     | 97%    | Excellent                 | Invasive 2 |
| 1283   | Live oak          | 6          | 78%    | Good                      |            |
| 1284   | Live oak          | 5          | 69%    | Fair                      |            |
| 1285   | Live oak          | 4          | 75%    | Good                      |            |
| 1286   | Live oak          | 4          | 72%    | Good                      |            |
| 1287   | Sabal palm        | 6' CT      | 94%    | Excellent                 |            |
| 1288   | Live oak          | 4          | 72%    | Good                      |            |
| 1289   | Live oak          | 4          | 81%    | Good                      |            |
| 1290   | Live oak          | 4          | 81%    | Good                      |            |
| 1291   | Live oak          | 4          | 81%    | Good                      |            |
| 1292   | Live oak          | 4          | 81%    | Good                      |            |
| 1293   | Live oak          | 4          | 81%    | Good                      |            |
| 1294   | Silver buttonwood | 5          | 66%    | Fair                      |            |
| 1295   | Silver buttonwood | 3          | 66%    | Fair                      |            |
| 1296   | Sabal palm        | 18' CT     | 94%    | Excellent                 |            |
| 1297   | Sabal palm        | 18' CT     | 94%    | Excellent                 |            |
| 1298   | Sabal palm        | 18' CT     | 94%    | Excellent                 |            |
| 1299   | Earleaf acacia    | 9,3,7      | 72%    | Good                      | Invasive 1 |
| 1300   | Live oak          | 5          | 94%    | Excellent                 |            |
| 1301   | Sabal palm        | 16' CT     | 100%   | Excellent                 |            |
| 1302   | Piccabean palm    | 20' CT     | 100%   | Excellent                 |            |
| 1303   | Piccabean palm    | 20' CT     | 100%   | Excellent                 |            |
| 1304   | Sabal palm        | 10' CT     | 100%   | Excellent                 |            |
| 1305   | Sabal palm        | 10' CT     | 100%   | Excellent                 |            |
| 1306   | Sabal palm        | 10' CT     | 100%   | Excellent                 |            |

| Tree # | Species          | Size (DBH) | Points | CTLA Condition Assessment | Notes |
|--------|------------------|------------|--------|---------------------------|-------|
| 1307   | Sabal palm       | 10' CT     | 100%   | Excellent                 |       |
| 1308   | Mahogany         | 6          | 88%    | Excellent                 |       |
| 1309   | Mahogany         | 5          | 91%    | Excellent                 |       |
| 1310   | Mahogany         | 5          | 84%    | Good                      |       |
| 1311   | Mahogany         | 6          | 72%    | Good                      |       |
| 1312   | Mahogany         | 6          | 81%    | Good                      |       |
| 1313   | Mahogany         | 8          | 78%    | Good                      |       |
| 1314   | Sabal palm       | 14' CT     | 100%   | Excellent                 |       |
| 1315   | Sabal palm       | 14' CT     | 100%   | Excellent                 |       |
| 1316   | Sabal palm       | 14' CT     | 100%   | Excellent                 |       |
| 1317   | Mahogany         | 11         | 66%    | Fair                      |       |
| 1318   | Green buttonwood | 13         | 72%    | Good                      |       |
| 1319   | Green buttonwood | 9          | 72%    | Good                      |       |
| 1320   | Green buttonwood | 9          | 72%    | Good                      |       |
| 1321   | Green buttonwood | 11         | 69%    | Fair                      |       |
| 1322   | Green buttonwood | 10         | 69%    | Fair                      |       |
| 1323   | Green buttonwood | 8          | 66%    | Fair                      |       |
| 1324   | Green buttonwood | 7          | 59%    | Fair                      |       |
| 1325   | Live oak         | 9          | 72%    | Good                      |       |
| 1326   | Sabal palm       | 16' CT     | 94%    | Excellent                 |       |
| 1327   | Bald cypress     | 3          | 72%    | Good                      |       |
| 1328   | Bald cypress     | 5          | 88%    | Excellent                 |       |
| 1329   | Bald cypress     | 3          | 88%    | Excellent                 |       |
| 1330   | Mahogany         | 8          | 84%    | Good                      |       |
| 1331   | Mahogany         | 8          | 72%    | Good                      |       |
| 1332   | Mahogany         | 8          | 75%    | Good                      |       |
| 1333   | Sabal palm       | 18' CT     | 100%   | Excellent                 |       |
| 1334   | Sabal palm       | 18' CT     | 100%   | Excellent                 |       |
| 1335   | Sabal palm       | 18' CT     | 100%   | Excellent                 |       |
| 1336   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |
| 1337   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |
| 1338   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |
| 1339   | Royal palm       | 20' GW     | 94%    | Excellent                 |       |
| 1340   | Royal palm       | 24' GW     | 94%    | Excellent                 |       |

| Tree # | Species    | Size (DBH) | Points | CTLA Condition Assessment | Notes |
|--------|------------|------------|--------|---------------------------|-------|
| 1341   | Royal palm | 14' GW     | 94%    | Excellent                 |       |
| 1342   | Royal palm | 14' GW     | 72%    | Good                      |       |
| 1343   | Mahogany   | 4          | 84%    | Good                      |       |
| 1344   | Mahogany   | 4          | 91%    | Excellent                 |       |
| 1345   | Mahogany   | 4          | 88%    | Excellent                 |       |
| 1346   | Mahogany   | 4          | 59%    | Fair                      |       |
| 1347   | Mahogany   | 4          | 97%    | Excellent                 |       |
| 1348   | Mahogany   | 4          | 88%    | Excellent                 |       |
| 1349   | Mahogany   | 4          | 75%    | Good                      |       |
| 1350   | Sabal palm | 26' CT     | 91%    | Excellent                 |       |
| 1351   | Sabal palm | 20' CT     | 94%    | Excellent                 |       |
| 1352   | Mahogany   | 4          | 81%    | Good                      |       |
| 1353   | Mahogany   | 3          | 59%    | Fair                      |       |
| 1354   | Mahogany   | 4          | 100%   | Excellent                 |       |
| 1355   | Sabal palm | 12' CT     | 84%    | Good                      |       |
| 1356   | Mahogany   | 4          | 100%   | Excellent                 |       |
| 1357   | Sabal palm | 14' CT     | 94%    | Excellent                 |       |
| 1358   | Mahogany   | 4          | 84%    | Good                      |       |
| 1359   | Sabal palm | 14' CT     | 94%    | Excellent                 |       |
| 1360   | Mahogany   | 3          | 72%    | Good                      |       |
| 1361   | Live oak   | 12         | 66%    | Fair                      |       |
| 1362   | Sabal palm | 14' CT     | 94%    | Excellent                 |       |
| 1363   | Live oak   | 13         | 69%    | Fair                      |       |
| 1364   | Mahogany   | 3          | 97%    | Excellent                 |       |
| 1365   | Sabal palm | 10' CT     | 94%    | Excellent                 |       |
| 1366   | Live oak   | 11         | 59%    | Fair                      |       |
| 1367   | Live oak   | 12         | 59%    | Fair                      |       |

TREE #1066, #1067



TREE #1068



TREE #1076



TREE #1077, #1078



TREE #1079





TREE #1080



TREE #1081, #1082, #1083



TREE #1084, #1085, #1086



TREE #1087





TREE #1088, #1089



TREE #1090



TREE #1091, #1092, #1093, #1094



TREE #1095, #1096





TREE #1097, #1098, #1099, #1100



TREE #1201



TREE #1202



TREE #1203, #1204, #1205



TREE #1206





TREE #1207



TREE #1208, #1209



TREE #1210, #1211, #1212



TREE #1213, #1214, #1215, #1216, #1217, #1218



TREE #1219, #1220, #1221





TREE #1222



TREE #1223



TREE #1224, #1225, #1226



TREE #1227, #1228, #1229, #1230, #1231, #1232



TREE #1233





TREE #1234, #1235



TREE #1236, #1237, #1238



TREE #1239, #1240, #1241



TREE #1242





TREE #1243, #1244, #1245, #1246, #1247



TREE #1248



TREE #1249



TREE #1250



TREE #1251





TREE #1252



TREE #1253



TREE #1254, #1255, #1256, #1257



TREE #1258, #1259





TREE #1260



TREE #1261, #1262, #1263



TREE #1264, #1265, #1266, #1267



TREE #1268, #1269





TREE #1270, #1271, #1272



TREE #1273, #1274



TREE #1275, #1276, #1277





TREE #1278, #1279, #1280, #1281, #1282



TREE #1283



TREE #1284, #1285



TREE #1286, #1287





TREE #1288, #1289



TREE #1290, #1291, #1292, #1293



TREE #1294, #1295, #1296, #1299



TREE #1297, #1298





TREE #1300



TREE #1301



TREE #1302



TREE #1303



TREE #1304



TREE #1305, #1306, #1307





TREE #1308



TREE #1309



TREE #1310, #1311, #1312, #1313



TREE #1314, #1315, #1316





TREE #1317



TREE #1318, #1319



TREE #1320, #1321



TREE #1322



TREE #1323



TREE #1324





TREE #1325



TREE #1326



TREE #1327, #1328, #1329



TREE #1330





TREE #1331



TREE #1332, #1333, #1334, #1335



TREE #1336, #1337, #1338,  
#1339, #1340, #1341, #1342



TREE #1343



TREE #1344





TREE #1345



TREE #1346



TREE #1347



TREE #1348



TREE #1349, #1350, #1351



TREE #1352





TREE #1353



TREE #1354, #1355, #1356, #1357



TREE #1358, #1359



TREE #1360



TREE #1362





TREE #1361, #1362, #1363



TREE #1365



TREE #1366, #1367



#### 4.0 TREE OBSERVATION DISCLAIMER

The only trees which were analyzed, observed, or considered are those trees specifically listed in this report. Unless specifically contracted to do so, this observation does not include a tree risk assessment. The field observations performed from the ground by Kimley-Horn for trees included within this report were considered only for signs and symptoms which were or are highly visible, as indicators of a stressed, declining, or risk trees. Defects which may exist underground, internally in the tree(s), or only visible from an aerial assessment could not and were not considered in this analysis. Trees subject to this report were analyzed from the ground and no aerial inspections were made. This report and analysis have been made using generally accepted arboriculture techniques which include a visual examination only. Reasonable efforts have been made to ensure that the trees recommended for retention are healthy; however, no guarantees are offered, or implied, that these trees, including branches, etc. will remain standing. It is professionally impossible to predict with absolute certainty the behavior of any tree or groups of trees in all given circumstances. The conclusions and analysis included within this report are valid as to the date of inspection only. Degradation and other risk factors affecting trees can and do occur at any time. Kimley-Horn affirms that the opinions have been made in total good faith, based on the facts presented during the field inspection. Problems not apparent upon visual inspection cannot be and were not noted. All trees of concern should be monitored on an annual basis or after a significant or adverse weather event for new or deteriorating conditions. All tree work shall be performed by a Certified Arborist with the International Society of Arboriculture.

Please do not hesitate to contact us with any questions or comments on this evaluation.

Sincerely,

Matthew Dunn, ISA CA

Florida Registration Numbers: FL-9326A

CA 00000696

K:\SAR\_URG\147706000 - Dania Beach Marina\ARBORICULTURE\Arborist Report



# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Resolution

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPROVING THE PLAT ENTITLED “WAVES AT DANIA BEACH” (PL-162-19), SUBMITTED BY DENI LAND SURVEYORS, INC., ON BEHALF OF NV MARINA HOLDINGS, LLC, AND RJ MARINA HOLDINGS, LLC, (“APPLICANT”) FOR THE PROPERTY LOCATED AT 50 AND 70 S. BRYAN ROAD, DANIA BEACH, FLORIDA; THE LEGAL DESCRIPTION IS CONTAINED IN EXHIBIT“ A”, A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION

### Purchasing Requests ONLY

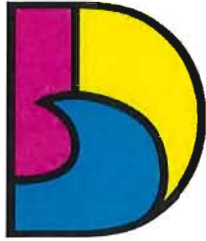
|       |         |      |
|-------|---------|------|
| Dept: | Acct #: | Amt: |
| Fund: |         |      |

### Fiscal Impact/Cost Summary

|  |
|--|
|  |
|--|

### Exhibits Attached

CM PL-162-19 OPT, SR PL-162-19 OPT, R-2020- Waves at Dania Beach Plat (PL-162-19) NV Marina Holdings and RJ Marina Holdings, Wave 70 (Location Map), Wave 70 Plat app & backup OPT, Wave 70 Plat OPT



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

**CITY OF DANIA BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
MEMORANDUM**

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, Director *EN*  
Corinne Lajoie, AICP, Assistant Director *CL*

**SUBJECT:** **PL-162-19:** The applicant, Mikki Ulrich/Deni Land Surveyors, on behalf of the property owner RJ Holdings LLC & NV Marina Holdings LLC, is requesting a plat approval for the property located at 50 and 70 Bryan Road.

---

**Request**

To plat the property allowing 380 high-rise dwelling units and 48,000 square feet of commercial use.

**Background**

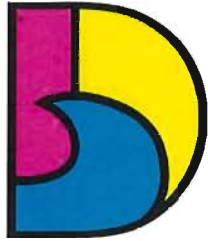
This application has been reviewed by the Development Review Committee in November, 2019 and again in August, 2020. Additionally, a Site Plan application has also been submitted for this property which is being processed separately.

**Budgetary Impact**

Approval of the plat will allow the opportunity for the redevelopment of the site.

**Recommendation**

Approve the plat application.



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

**CITY OF DANIA BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT**

**DATE:** October 13, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistance Director 

**SUBJECT:** **PL-162-19:** The applicant, Mikki Ulrich/Deni Land Surveyors, on behalf of the property owner RJ Holdings LLC & NV Marina Holdings LLC, is requesting a plat approval for the property located at 50 & 70 Bryan Road.

---

**Request**

**PLAT**

To plat the property allow 380 high-rise dwelling units and 48,000 square feet of commercial use.

**PROPERTY INFORMATION**

|                         |                                                            |
|-------------------------|------------------------------------------------------------|
| EXISTING ZONING:        | Planned Small Lot Mixed Use Development District (PMUD-SL) |
| LAND USE DESIGNATION:   | Regional Activity Center (RAC)                             |
| SITE ACREAGE:           | 4.69 gross acres/3.04 net acres                            |
| EXISTING USE:           | Marine sales                                               |
| VIOLATIONS ON PROPERTY: | None                                                       |

**PUBLIC HEARING NOTICE**

This item was duly advertised, posted, and noticed pursuant to Article 610 of the Land Development Code.

**Background**

**PLAT**

The applicant is requesting to plat the subject properties in preparation for a site plan development. The applicant is requesting to allow 380 high-rise dwelling units and 48,000 square feet of commercial space.

DEVELOPMENT REVIEW COMMITTEE (DRC)

This application has been reviewed by the Development Review Committee on November 27, 2019 and again on August 27, 2020. All DRC comments have been addressed.

Additionally, a Site Plan application has been submitted for this property which is being processed separately.

CITY COMMISSION PREVIOUS ACTION

On October 28, 2019 the City Commission changed the zoning on the property from Industrial, Research, Office, Marine (IROM) to Planned Small Lot Mixed-Use Development District (PMUD-SL).

**Recommendation**

Approve the resolution.

## **RESOLUTION NO. 2020-128**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE PLAT ENTITLED “WAVES AT DANIA BEACH” (PL-162-19), SUBMITTED BY DENI LAND SURVEYORS, INC., ON BEHALF OF NV MARINA HOLDINGS, LLC, AND RJ MARINA HOLDINGS, LLC, (“APPLICANT”) FOR THE PROPERTY LOCATED AT 50 AND 70 S. BRYAN ROAD, DANIA BEACH, FLORIDA; THE LEGAL DESCRIPTION IS CONTAINED IN EXHIBIT “A”, A COPY OF WHICH IS ATTACHED TO THIS RESOLUTION; PROVIDING FOR CONFLICTS; AND FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, pursuant to Chapter 28 “Land Development Code” (the “LDC”), Part 6 “Development Review Procedures and Requirements,” Article 640 “Plats,” of the City of Dania Beach, (the “City”) Code of Ordinances (“City Code”), Deni Land Surveyors, Inc., on behalf of RV Marina Holdings LLC and RJ Marina Holdings LLC (collectively, the “Applicant”) has applied to the City for approval of a Plat (PL-162-19) entitled “WAVES AT DANIA BEACH”, attached as Exhibit “B,” for the property bearing the legal description contained in Exhibit “A”; and

**WHEREAS**, on November 27, 2019 and August 27, 2020, the City’s Development Review Committee (the “DRC”), which includes representatives from the Broward Sheriff’s Office, Broward Fire Department, Public Services Department, the City’s landscape consultant and the Planning Division staff, reviewed the WAVES AT DANIA BEACH plat for compliance with all applicable regulations; and

**WHEREAS**, staff recommends approval of the Plat (PL-162-19); and

**WHEREAS**, the City Commission conducted a duly noticed public hearing on October 13, 2020, in accordance with Article 610 of the LDC; and

**WHEREAS**, the City Commission finds that the Plat (PL-162-19) request is consistent with the LDC and Comprehensive Plan;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing “WHEREAS” clauses are ratified and confirmed as being true and correct and they are made a specific part of this Resolution.



**Section 2.** That this certain application for the “WAVES AT DANIA BEACH” plat (PL-162-19), a copy of which is attached as Exhibit “B,” is approved with the no outstanding conditions.

**Section 3.** That the issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency, and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or does not fulfill the obligations imposed by a state or federal agency, or undertakes actions that result in a violation of state or federal law.

**Section 4.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 5.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY

## EXHIBIT A

### LEGAL DESCRIPTION

The South one-half of the Southwest one-quarter (SW  $\frac{1}{4}$ ) of the Northwest one-quarter (NW  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, LESS all that portion lying Easterly lying Easterly of the following specifically described line:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East, bear South 87 degrees 26 minutes 41 seconds West, along the North line of said SE  $\frac{1}{4}$  (centerline of NW 2<sup>nd</sup> Street) a distance of 1111.05 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 1674.9 feet, more or less, to the intersection thereof with the North line of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section; thence North 87 degrees 31 minutes 28 seconds East, along said North line, a distance of 35.02 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 150.0 feet; thence South 89 degrees 17 minutes 30 seconds West, a distance of 14.50 feet; thence South 2 degrees 54 minutes 17 seconds West to an intersection thereof with the North line of the S  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  and the POINT OF BEGINNING; thence continue South 2 degrees 54 minutes 17 seconds West, a distance of 118 feet from the last point of deflection; thence North 87 degrees 05 minutes 43 seconds West, a distance of 20.0 feet; thence South 2 degrees 54 minutes 17 seconds West, a distance of 70 feet, more or less, to the intersection thereof with the South line of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section and the end of the specifically described line.

Also less the West 30.0 feet of the South Half (S  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East.

Also LESS all that portion of the South 10.0 feet of the South Half (S  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, lying West of Central and Southern Florida Flood Control District Canal C-10 right of way.

AND

The North one-half (N  $\frac{1}{2}$ ) of the Southwest one-quarter (SW  $\frac{1}{4}$ ) of the Northwest one-quarter (NW  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, LESS all that portion lying Easterly of the following specifically described line:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East, bear South 87 degrees 26 minutes 41 seconds West, along the North line of said SE  $\frac{1}{4}$  (centerline of NW 2<sup>nd</sup> Street) a distance of 1111.05 feet; thence South 0 degrees 42 minutes 30 seconds East,

a distance of 1674.9 feet, more or less, to the intersection thereof with the North line of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section; thence North 87 degrees 31 minutes 28 seconds East, along said North line, a distance of 35.02 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 150.0 feet; thence South 89 degrees 17 minutes 30 seconds West, a distance of 14.50 feet; thence South 2 degrees 54 minutes 17 seconds West to the intersection thereof with the South line of the North  $\frac{1}{2}$  of the SW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  of said Section and the end the specifically described line.

Also less the West 30.0 feet of the North Half (N  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East.

AND

All that portion of the South 10.0 feet of the South Half (S  $\frac{1}{2}$ ) of the Southwest Quarter (SW  $\frac{1}{4}$ ) of the Northwest Quarter (NW  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of the Southeast Quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, lying West of Central and Southern Florida Flood Control District Canal C-10 right of way.

TOGETHER WITH

A portion of the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, being more particularly described as follows:

Commencing at the NE corner of the SE  $\frac{1}{4}$  of Section 33, Township 50 South, Range 42 East; thence South 87°26'41" West (basis of bearings) along the North line of said SE  $\frac{1}{4}$  (centerline of NW 2<sup>nd</sup> Street) a distance of 1111.05 feet; thence South 00°50'21" East, a distance of 1677.24 feet to the intersection thereof, with the North line of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of the Southeast  $\frac{1}{4}$  of said Section; thence North 87°23'42" East, along said North line, a distance of 35.02 feet to the POINT OF BEGINNING; thence continue North 87°23'42" East, a distance of 28.82 feet; thence South 01°58'30" East, a distance of 201.92 feet; thence South 15°11'27" West, a distance of 92.10 feet; thence South 04°24'06" West, a distance of 35.50 feet; thence South 87°25'33" West, a distance of 49.86 feet to a point on the existing Westerly right of way line of the Central and Southern Florida Flood Canal C-10 Canal right of way; thence North 02°46'39" East along the aforementioned Westerly right of way line, a distance of 59.99 feet; thence South 87°13'21" East along the aforementioned right of way line, a distance of 20.00 feet; thence North 02°46'39" East along the aforementioned right of way line, a distance of 118.00 feet; thence North 89°09'52" East along the aforementioned right of way line, a distance of 14.50 feet; thence North 00°50'08" West along the aforementioned right of way line, a distance of 150.00 feet to the POINT OF BEGINNING.

TOGETHER WITH:

Parcel A, CLARKE SUBDIVISION, according to the plat thereof, as recorded in Plat Book 101, Page 32 of the Public Records of Broward County, Florida.

TOGETHER WITH:

A parcel of land being located in the Southeast one-quarter (SE  $\frac{1}{4}$ ) of Section 33, Township 50 South, Range 42 East, being more particularly described as follows:

Commence at the Southeast (SE) corner of said Section 33; thence North  $01^{\circ}17'46''$  West along the East line of said Section 33 for a distance of 1,340.78 feet; thence South  $87^{\circ}30'33''$  West for a distance of 1,118.51 feet to the Northeast (NE) corner of parcel of land described on Official Records Book 8775, Page 400 of the Public Records of Broward County, Florida; thence South  $01^{\circ}26'53''$  East along the East line of said parcel for a distance of 50.01 feet to the POINT OF BEGINNING; thence continue along the aforementioned line for a distance of 25.00 feet to the Southeast (SE) corner of said parcel (said point also being the Northeast corner of Parcel A of CLARKE SUBDIVISION, as recorded in Plat Book 101, Page 32 of the Public Records of Broward County, Florida; thence South  $87^{\circ}30'33''$  West along the South line of the aforementioned parcel (said line also being the North line of said CLARKE SUBDIVISION PLAT) for a distance of 186.10 feet to the Northwest corner of Parcel A of said plat; thence North  $42^{\circ}30'48''$  East, a distance of 35.36 feet; thence North  $87^{\circ}30'33''$  East along a line 25 feet North of and parallel with the North line of said CLARKE SUBDIVISION a distance of 161.55 feet to the POINT OF BEGINNING.

Said lands situate, lying and being in the City of Dania Beach, Broward County, Florida.

**EXHIBIT B**

**See attached Plat**





24-20  
62-19

PLAN  
AT

E 70

AN ROAD  
AN ROAD

FER  
PROPERTY



BEACH  
T. LOVE IT.

Feet  
510 680



## Lajoie, Corinne

---

**From:** Lawson, Jacob <Jacob.Lawson@kimley-horn.com>  
**Sent:** Thursday, September 03, 2020 4:25 PM  
**To:** Torres, Melissa  
**Cc:** Dave Zipoli; Lajoie, Corinne; mikkiulrich93@gmail.com; Nectaria Chakas; Thuy Turner  
**Subject:** RE: Waves at Dania Beach Plat (PL-162-19)

**\*\*CAUTION\*\*** This email has originated from outside this organization, so proceed with extra caution when communicating with the sender or opening any attachments.

---

Thank you, Melissa. That seems to clear up the issue of why it needed to go to fire. It seems she was confused or misread it.

Corinne, Fire did not have comments to address.

Thanks,

**\*Please note I will be out 9/4**

**Jacob B. Lawson, P.E. (FL) Associate**

**Kimley-Horn** | 445 24<sup>th</sup> Street, Suite 200, Vero Beach, FL 32960  
Direct: 772 794 4110 | Main: 772 794 4100 | Mobile: 850 902 2942  
Connect with us: [Twitter](#) | [LinkedIn](#) | [Facebook](#) | [Instagram](#)

Celebrating 13 years as one of FORTUNE's 100 Best Companies to Work For

-----Original Message-----

From: Torres, Melissa <Melissa\_Torres@sheriff.org>  
Sent: Thursday, September 3, 2020 4:22 PM  
To: Lawson, Jacob <Jacob.Lawson@kimley-horn.com>  
Cc: Zipoli, DAVID <DAVID\_ZIPOLI@sheriff.org>  
Subject: Re: Waves at Dania Beach Plat (PL-162-19)

Good afternoon,

On permit # PL-162-19. I stated the plan was not applicable (N/A) to fire. Mikki wrote back was not acceptable?

Thanks,

Melissa

---

From: Lawson, Jacob <Jacob.Lawson@kimley-horn.com>  
Sent: Wednesday, September 2, 2020 5:04 PM  
To: Mohammed Sharifuzzaman; Lajoie, Corinne; Torres, Melissa  
Cc: mikkiulrich93@gmail.com; Mike Lally; Nectaria Chakas  
Subject: RE: Waves at Dania Beach Plat (PL-162-19)

## Lajoie, Corinne

---

**From:** Mohammed Sharifuzzaman <MSharifuzzaman@cgasolutions.com>  
**Sent:** Wednesday, September 09, 2020 5:38 PM  
**To:** Lajoie, Corinne  
**Cc:** Larios, Ibel  
**Subject:** RE: Wave 90 and Wave 70- Dania Beach Marina

**\*\*CAUTION\*\*** This email has originated from outside this organization, so proceed with extra caution when communicating with the sender or opening any attachments.

---

Corinne,

I have closed the issues for PL-162-19. Hope that will work. Also, once the plat is approved by Broward County, will they provide a copy or upload in CAP. If they do that would be great.

Thank you.

---

**From:** Lajoie, Corinne <[clajoie@daniabeachfl.gov](mailto:clajoie@daniabeachfl.gov)>  
**Sent:** Wednesday, September 9, 2020 1:30 PM  
**To:** Mohammed Sharifuzzaman <[MSharifuzzaman@cgasolutions.com](mailto:MSharifuzzaman@cgasolutions.com)>; Larios, Ibel <[ilarios@daniabeachfl.gov](mailto:ilarios@daniabeachfl.gov)>  
**Cc:** Bryan, Muriel <[mbryan@daniabeachfl.gov](mailto:mbryan@daniabeachfl.gov)>; Lorber, Richard <[rlorber@daniabeachfl.gov](mailto:rlorber@daniabeachfl.gov)>; Lawson, Jacob <[Jacob.Lawson@kimley-horn.com](mailto:Jacob.Lawson@kimley-horn.com)>; Xavier Falconi <[xfalconi@cgasolutions.com](mailto:xfalconi@cgasolutions.com)>  
**Subject:** RE: Wave 90 and Wave 70- Dania Beach Marina

Did you also change your Tier 1 Plat comments to Tier 2?

---

**From:** Mohammed Sharifuzzaman [<mailto:MSharifuzzaman@cgasolutions.com>]  
**Sent:** Wednesday, September 09, 2020 11:16 AM  
**To:** Larios, Ibel  
**Cc:** Lajoie, Corinne; Bryan, Muriel; Lorber, Richard; Lawson, Jacob; Xavier Falconi  
**Subject:** Wave 90 and Wave 70- Dania Beach Marina

**\*\*CAUTION\*\*** This email has originated from outside this organization, so proceed with extra caution when communicating with the sender or opening any attachments.

---

Ibel, Good morning. Attached are the Review Letters for Wave 90 and Wave 70.

Thank you.

Best regards,

Mohammed Sharifuzzaman, P.E.



**Miami-Dade (Corporate) Office**  
343 Almeria Avenue  
Coral Gables, FL 33134  
Phone: 305.448.1711

**Broward Office**  
100 SE 12th Street  
Fort Lauderdale, FL 33316  
Phone: 954.888.9882

**Palm Beach Office**  
1910 North Florida Mango Road  
West Palm Beach, FL 33409  
Phone: 561.508.0615

## PL-162-19 Waves at Dania Beach (Second Submittal)

### Electronic Plan Review Results

#### Project Information

**Phase** 25% **A/E:**  
**Submittal:** Construction Documents  
**Facility** **Plans**  
**Name:** **Dated:**  
**Project** PL-162-19 **Plans** 8/7/20  
**Name:** Waves at Dania Beach (Second Submittal) **Received:**  
**Project No:** Waves at Dania Beach **Review** 8/20/20  
**Building** FBC2017 **Completed:**  
**Code:** **Review** Review Disapproved.  
**Status:** Note that your project has been reviewed by DRC twice. Please coordinate with the Reviewer(s) corresponding to the discipline(s) for the remaining comments. This project cannot proceed to public hearing with outstanding Tier 1 comments remaining. You may find the Reviewers' email addresses below. Please contact the Planner who reviewed your project for further information.  
**Note that if you opt to resubmit for the third time, a filing fee of a \$1,000.00 will be required.**

**Project Description:** Preparation of plat for new development

#### Plan Review Summary

| Discipline            | Status            | Reviewer               | Email                           | Phone         | License |
|-----------------------|-------------------|------------------------|---------------------------------|---------------|---------|
| 06) Engineering/Civil | Disapproved       | Mohammed Sharifuzzaman | msharifuzzaman@cgasolutions.com | 954-921-7781  | PE67640 |
| 06) Engineering/Civil | Accepted_As_Noted | Xavier Falconi         | xfalconi@cgasolutions.com       | 954-921-7781  |         |
| 07) Fire              |                   | David Zipoli           | David_Zipoli@sheriff.org        | (954) 9262417 |         |
| 07) Fire              | Accepted_As_Noted | Melissa Torres         | Melissa_Torres@sheriff.org      | 954-342-4262  |         |
| 09) Zoning            | Disapproved       | Corinne Lajoie         | clajoie@daniabeachfl.gov        | 954926805     |         |

---

|                 |                |
|-----------------|----------------|
| 11) Flood Plain | Review Pending |
|-----------------|----------------|

---

Plans and specifications review is performed in accordance with the Florida Building Code, Florida Statutes and all applicable codes.



## Open Issues: 4

### ENGINEERING

#### General Issues

##### 1. Engineering Mandatory

Calvin, Giordano &  
Asso.  
Mohammed  
Sharifuzzaman  
8/17/20 2:59 PM  
Express Workflow - 1  
(Second Review, First  
EPR)

##### TIER 1 COMMENTS:

1. Clarify if utility easements to be dedicated to utility providers. Such easements shall be shown on the plat.
2. The canal easements shown on the plat are in conflict with proposed improvements/development (Wave 70) of the property.

*move to S.P. Comments.*

##### 2. Traffic Engineering Recommendation

Calvin, Giordano &  
Asso.  
Xavier Falconi  
8/17/20 5:49 PM  
Express Workflow - 1  
(Second Review, First  
EPR)

##### CITY OF DANIA BEACH DEVELOPMENT REVIEW COMMENTS

**Discipline:** Traffic Engineering  
**Reviewed by:** Xavier R. Falconi, PE  
**Review Date:** 08/17/20  
**Phone:** (954) 766-2735  
**Fax:** (954) 921-8807

**Project Name:** PL-162-19 Waves at Dania Beach  
**Project Number:** 19-2777

##### Comments based on information provided for the August 2020 DRC meeting

\_\_\_\_\_ No comments  
\_\_\_\_\_ Comments as follows or attached  
\_\_\_\_\_ Accepted  
\_\_\_\_\_ X Accepted with Comments

Comments in relation to this application have been provided as part of the Wave 70 and Wave 90 projects.

## Fire

#### General Issues

##### 3. Fire Mandatory

Broward Sheriff's Office Plan Not Applicable to Fire  
- Dania Beach  
Melissa Torres  
8/18/20 9:16 AM  
Express Workflow - 1  
(Second Review, First  
EPR)

## Zoning

#### General Issues

#### 4. 2nd Zoning Review (Plat) Mandatory

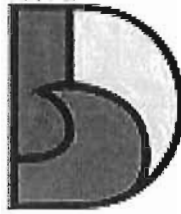
City of Dania Beach  
Corinne Lajoie  
8/14/20 11:11 AM  
Express Workflow - 1  
(Second Review, First  
EPR)

**Plat – PL-162-19**  
**Zoning = PMUD-SL**  
**FLU = RAC**

1. **TIER 1** - Section 640-20(l) requires tax receipts for all parcels with lien search report from the City's Finance Department stating there are no liens on the properties. Must be addressed prior to scheduling for public hearing. 2nd time requested.
2. **TIER 1** - Broward County Trafficway Plan identifies Bryan Road as an 80' ROW. Therefore, a minimum of 40' to centerline of road must be dedicated. Revise to reflect roadway measurement reflecting dedication. Must be addressed prior to scheduling for public hearing. 2nd time requested.
3. **TIER 1** - Must provide mailing list and labels for property owners within 450' of the development site to Community Development, consistent with regulations identified in the City's Code of Ordinances, Chapter 28, Section 610-30. The labels are needed 30 days prior to public hearing; information must be no older than 60 days. The City will prepare and mail the notices. Must be addressed prior to scheduling for public hearing.
4. **TIER 1** - E-mail resolution and legal description, prepared by an attorney, for development approval in word format to clajoie@daniabeachfl.gov four (4) weeks prior to public hearing.
5. Identify location of pedestrian cross access easement along east side of the property. 2nd time requested.
6. Remove folio number 5042-3300-0601 from the application, as it is owned by SFWMD.
7. Remove Planning and Zoning Board signature block as the P&Z does not review plats.

Closed Issues: 0

No closed Issues Found



**AGENDA  
COMMUNITY DEVELOPMENT DEPARTMENT  
DEVELOPMENT REVIEW COMMITTEE  
WEDNESDAY, NOVEMBER 27, 2019**

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE WITH REGARD TO ANY MATTER CONSIDERED AT THIS MEETING OR HEARING WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

---

LOBBYIST REGISTRATION REQUIRED - REGISTRATION AS A LOBBYIST IN THE CITY OF DANIA BEACH IS REQUIRED IF ANY PERSON, FIRM OR CORPORATION IS BEING PAID TO LOBBY THE COMMISSION ON ANY PETITION OR ISSUE PURSUANT TO ORDINANCE NO. 01-93. REGISTRATION FORMS ARE AVAILABLE IN THE CITY CLERK'S OFFICE IN THE ADMINISTRATION CENTER.

---

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, PERSONS NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT the CITY CLERK's office, 100 W. DANIA BEACH Boulevard, DANIA BEACH, FL 33004, (954) 924-6800 ext.3624, AT LEAST 48 HOURS PRIOR TO the MEETING.

---

IN CONSIDERATION OF OTHERS, WE ASK THAT YOU:  
PLEASE TURN CELL PHONES OFF, OR PLACE ON VIBRATE. IF YOU MUST MAKE A CALL, PLEASE STEP OUT INTO THE ATRIUM, IN ORDER NOT TO INTERRUPT THE MEETING.  
IF YOU MUST SPEAK TO SOMEONE IN THE AUDIENCE, PLEASE SPEAK SOFTLY OR GO OUT INTO THE ATRIUM, IN ORDER NOT TO INTERRUPT THE MEETING.

---

1. 9:00 A.M.

SP-101-10, ACG GROUP  
SW 36 STREET, 3<sup>RD</sup> REVIEW

2. 9:30 A.M.

PL-162-19, DANIA BEACH MARINA (PLAT)  
70 S BRYAN ROAD, 1<sup>ST</sup> REVIEW

3. 10:00 A.M.

SP-145-19, AVID HOTEL  
321 N FEDERAL HIGHWAY, 2<sup>ND</sup> REVIEW

4. 10:30 A.M.

PL-99-19, GRIFFIN LIVING (PLAT)  
2730 & 2750 GRIFFIN ROAD, 4850 SW 28 AVENUE,  
SW 27<sup>TH</sup> TERRACE, 2<sup>ND</sup> REVIEW

5. 11:00 A.M.

SP-102-19/ RZ-103-19 SEVEN OAKS  
2900 SW 45 STREET, 3<sup>RD</sup> REVIEW

If you are unable to attend the meeting or you need any further information please email or call:

Corinne Lajoie at (954) 924-6805 x 3704 or [clajoie@daniabeachfl.gov](mailto:clajoie@daniabeachfl.gov)

Daniel Lozandier at (954) 924-6805 x 3793 or [dlozandier@daniabeachfl.gov](mailto:dlozandier@daniabeachfl.gov)



| NAME (Please Print)      | EMAIL                            | JOB NAME           |
|--------------------------|----------------------------------|--------------------|
| Muriel Bryan             | mbryan@daniabeachfl.gov          | city               |
| Jake Ripp                | Jacob.ripp@metriceng.com         | Metric - landscape |
| JOSE RAMOS               | Ramos8837@comcast.net            | ACG                |
| TIM CHANDLER             | Tim@TimChandler.us               | AGE                |
| Corinne Lajoie           | Clajoie@daniabeachfl.gov         | City               |
| Ike Lario                | ilario@daniabeachfl.gov          | City               |
| Manny Vega               | engineeringreview@dantz...       | City               |
| David Z. Polt            | david_zipolt@spcfl.org           | Bso FD             |
| Mikki Wlton              | mikkiwlton93@gmail.com           | Dania Beach Marina |
| SEAN WALSH               | SWALSH@ADACHE.COM                | AVID HOTEL         |
| EDWARD KHOURY            | EKHOURY@ADACHE.COM               | AVID HOTEL         |
| PIE GO FERRIERZ          | Heera@2@comerlat.com.mx          | AVID HOTEL         |
| Kelly Ray                | Kray808@bellsouth.net            | AVID               |
| JASON WILSON             | jason@pillarconsultants.com      | AVID.              |
| Jane Smith               | jane@policeandsurveyors.com      | Griffin Living     |
| Elizabeth Tsourovkissian | elizabeth@policeandsurveyors.com | Griffin Living     |
| Alexey Sykavolski, AIA   | resyavolski@sykavolski.com       | 7 Oaks.            |
| STEVEN HATZIDAKIS        | SHATZIDAKIS@SYKAVOLSKI.COM       | 7 OAKS             |
| NATALIA BARRANCO         | NATALIA@B-PLA.COM                | 7 OAKS             |
| Robert Ross              | RRoss@Rossengineering.com        | 7 Oaks             |
|                          |                                  |                    |
|                          |                                  |                    |
|                          |                                  |                    |
|                          |                                  |                    |
|                          |                                  |                    |

Connie's  
DRC Notes  
11-27-19



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

## CITY OF DANIA BEACH

DEPARTMENT OF PUBLIC SERVICE

November 20<sup>th</sup>, 2019.

### Engineering/ Public Works Comments

PL-162-19 Dania Beach Marina Plat (1<sup>st</sup> Review)

- 1.- Shall submit proof of Plat submittal to the BC Development Management Division .
- 2.- Sec. 640-30 (3) North arrow, scale and date . Missing Date.
- 3.- Sec. 640-40 (5) All existing streets and alleys on or adjacent to the Tract, including name and right-of way width.
- 4.- Sec. 640-40 (7) All existing and right-of-way within the plat limits with the purpose and the instrument of record labeled.
- 5.- Sec. 640-40 (8) Location and width of all proposed ultimate rights-of-way, alleys, easements, proposed lot lines with dimensions, public areas , and parcels of land proposed or reserved for public use.
- 6.- Sec. 640-40 (12) Dedication and acknowledgment language.
- 7.- Sec. 640-30. (15) Computation of the square footage of each parcel of land proposed to be platted accurate to the nearest square foot. All survey and survey information shall be certified by a professional surveyor and mapper licensed in the State of Florida.

***For ease of review, please reply in writing to each line comment,  
reference page number and backup documents provided. Additional comments  
may apply.***

Engineering Reviewer:

Manny Vega, PE

Consultant, CAP Government

[engineeringreview@daniabeachfl.gov](mailto:engineeringreview@daniabeachfl.gov)







**BROWARD SHERIFF'S OFFICE**  
**Department of Fire Rescue & Emergency Services**  
**Fire Marshal's Office**  
**Dania Beach District**

103 West Dania Beach Blvd. • Dania Beach, Florida 33004  
Office: (954)342-4262 • Fax: (954)342-4265



## **SITE PLAN REVIEW COMMENTS**

---

**Date:** 11/20/19    **Site Plan No.:** PL-162-19    **Time Required For Review:** 30

**Project:** Dania Beach Marina Plat (1<sup>st</sup> Review)    **Sq. Feet:** N/A

**Plan Reviewer:** David Zipoli, Fire Prevention Officer / Plans Examiner

---

☐ Approved As Submitted

☐ Denied

☐ Approved With Conditions

X ☐ Comments Must Be Addressed and Resubmitted Prior to City Commission Meeting

---

**Below are two tiers of comments. Tier one comments must be satisfied prior to site plan approval and public hearing. Tier two comments, if not satisfied during original site plan approval process, must be satisfied at permit for site work.**

**Be advised that some Tier two comments may affect other disciplines and/or have other significant impacts on the overall site plan. In addition, the Tier 2 comments may impact permit plans with additional time delays to reach resolution at permit. It is strongly advised that all comments (both Tier 1 and Tier 2) below are satisfied prior to site plan approval and public hearing.**

### **Tier 1 COMMENTS**

Deficiencies were identified on your plan during our plan review process. Please provide the following:

1. A master site plan showing the entire site
2. Fire Department Access Information as follows:
  - a. All turning radii (demonstrated)
  - b. Drive Aisle widths (demonstrated) & Vertical Clearances (noted)
  - c. Fire Department Apparatus Access Road locations and dimensions - demonstrate or note on the plan how they will be marked and delineated on site
3. Water Supply Information as follows:
  - a. All existing and proposed water main sizes
  - b. Existing and proposed fire hydrant locations

- c. Dimensions of the three nearest adjacent hydrants to the project site
  - d. Locations of all fire department connections (Siamese and Fire Hose Valves on standpipes) on the interior and exterior of the building or structure (for buildings or structures with fire sprinkler systems)
4. Proof of Water Supply & Fire Flow Demand as follows:
- a. Fire Hydrant Flow Test
  - b. Building Construction Type and Square Footage
  - c. Fire Flow Demand Calculations Signed and Sealed by Licensed Engineer
  - d. A completed Application for the Approval of the Fire Protection Water Supply Design (See the last page of this document)
  - e. Statement of verification from the design professional of record, on official company letterhead, that the proposed water main sizing, fire hydrant spacing, and fire hydrant locations, are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code. (This document shall bear the seal and signature of the engineer).

## **Tier 2 COMMENTS**

Deficiencies were identified on your plan during our plan review process. Please provide the following:

5. Additional Fire Department Access Information as follows:
- a. Fire Lane locations and striping detail (demonstrated)
  - b. "NO PARKING" sign locations and sign details demonstrated
  - c. A note or detail identifying the design load for surface compaction of all non-paved roadways and/or Fire Department Access Roads (where applicable)
  - d. Building Accessibility
  - e. Load Limits for Bridges and Grading for significant changes in elevation (if applicable)
  - f. Fire Department Access Routes During Construction
6. Additional Water Supply Information as follows:
- a. Locations of all Post Indicating Valves or Underground Gate Valves, Double Detector Check Valves, etc.
7. A detail sheet accompanying the Civil Plans with the following details:
- a. Fire Hydrant Detail
  - b. Bollard / Impact Protection Detail for Hydrants, FDC's & DDCV's
  - c. Roadway Pavement Marker (RPM) Detail for Fire Hydrant Locations (Blue Reflective Markers)
  - d. Post Indicating Valve Detail (where applicable)
  - e. Underground Gate Valve Detail (where applicable)
  - f. Backflow Preventer / Double Detector Check Valve (DDCV) Detail (where applicable) that identifies the DDCV as being listed for Fire Use
  - g. Signage Detail for the Fire Department Connections (where applicable)
8. Address Detail

9. An egress plan demonstrating and dimensioning all common paths of travel and travel distances to all exits within the buildings and/or structures.
10. Minimum Radio Signal Strength for Fire Department Communications – See details on the next page.

Please provide a copy of the approved set of plans in .pdf format via email to [david\\_zipoli@sheriff.org](mailto:david_zipoli@sheriff.org). If the plan set is too large to send through email, please deliver the plans in .pdf format on a USB thumb drive to:

Attn. FPO David Zipoli  
954 342-4262  
Fire Marshal's Office  
103 West Dania Beach Boulevard  
Dania Beach, FL 33004



## **ATTENTION CONTRACTORS & DESIGN PROFESSIONALS**

### **EFFECTIVE IMMEDIATELY**

NFPA 1:11.1.10 Requires minimum radio signal strength for fire department communications to be maintained at a level determined by the AHJ for all new and existing buildings.

The Owner's Rep or GC shall conduct a Preliminary Initial Assessment to determine if the minimum radio signals strength for fire department communication is in compliance with Broward County standards.

Prior to any testing, the occupancy shall be structurally completed with all interior partitions, windows and doors installed.

An assessment will be conducted by the Owner's Rep or GC to determine if the minimum radio signals strength for fire department communication in the occupancy is in compliance, in accordance with NFPA 1: 11.10.1 and NFPA 72: 24.5.2.2.1 through 24.5.2.2.3.

Radio coverage shall be provided throughout the building as a percentage of floor area as specified below in accordance with NFPA 72: 14.4.12.1.2 through 14.4.12.1.4 and NFPA 24.5.2.3.

1. A test "grid" plan shall be produced to ensure testing throughout the building.
2. Signal levels shall be measured to ensure the system meets the criteria of 24.5.2.3 according to parameters as follows:
  - a. 24.5.2.3.1 Inbound.  
A minimum inbound signal strength of -95 dBm, or other signal strength as required by the authority having jurisdiction, shall be provided throughout the coverage area.
  - b. 24.5.2.3.2 Outbound.  
A minimum outbound signal strength of -95 dBm at the donor site, or other signal strength as required by the authority having jurisdiction, shall be provided for the coverage area.
  - c. Critical areas, such as the emergency command center(s), the fire pump room(s), exit stairs, exit passageways, elevator lobbies, standpipe cabinets, sprinkler sectional valve locations, and other areas deemed critical by the authority having jurisdiction, shall be provided with 99 percent floor area radio coverage.
  - d. General building areas shall be provided with 90 percent floor area radio coverage.

### **ACCEPTANCE**

1. If three nonadjacent areas fail the test with less than -95 decibels per milliwatt (-95 dBm), and /or a DAQ3 or below; or if two adjacent areas fail with less than -95 decibels per milliwatt (-95 dBm), and/or a DAQ3 or below, the GC will be required to pull separate plans and permit and install an IPSRES; In-Building Public Safety Radio Enhancement Systems; and/or
2. If there is less than 99 percent floor area radio coverage to all Critical areas, or less than 90 percent floor area radio coverage to all General building areas, the GC will be required to pull separate plans and permit and install an IPSRES; In-Building Public Safety Radio Enhancement Systems.

Rev. 10/30/2015



**THE FOLLOWING INFORMATION IS PROVIDED FOR EXPLANATORY PURPOSES ONLY. THE NOTES BELOW CONTAIN MORE SPECIFIC INFORMATION AS IT RELATES TO THE COMMENTS YOU MAY HAVE RECEIVED IN YOUR SITE PLAN REVIEW FROM THE FIRE MARSHAL'S OFFICE.**

## **FIRE DEPARTMENT ACCESS REQUIREMENTS**

### **ADDRESS IDENTIFICATION**

New and existing buildings shall have approved address numbers placed in a position to be plainly legible and visible from the street or roadway fronting the property. [NFPA 1:10.12.1.1]  
The address shall be posted at the construction site upon the start of construction.

Address numbers shall contrast with their background. Numerals shall be not less than three inches in height for residential buildings, structures, or portions thereof, and at least six inches in height for all other buildings, structures, or portions thereof. [NFPA 1:10.12.1.2]

Where address identification is required by the fire official on other elevations of buildings, structures, or portions thereof, such numbers shall be not less than three inches in height for residential and at least six inches in height for all other buildings, structures, or portions thereof. [NFPA 1:10.12.1.2.1]

Address numbers shall be Arabic numerals or alphabet letters. [NFPA 1:10.12.1.3]

### **GENERAL DRIVE AISLES WIDTH AND HEIGHT**

Drive aisles must be a minimum of 12 feet in width. [AHJ]

### **VERTICAL CLEARANCES FOR APPARATUS**

Vertical clearances of 14 ft. minimum are required by AHJ.

### **FIRE APPARATUS ACCESS ROADS IDENTIFIED AND MARKED**

Fire Apparatus Access Roads are required to be identified and delineated. [AHJ; 1:18.2]

### **WIDTH REQUIREMENT FOR FIRE DEPARTMENT ACCESS ROADS**

Fire Department access roads shall have an unobstructed width of not less than 20 feet. [1:18.2.3.4.1.1]

### **WIDTH & SIGNAGE REQUIREMENTS FOR CURBSIDE VEHICLE PARKING IN FIRE DEPARTMENT ACCESS LANES**

- Fire Department Access Roads 20 Ft. to 27 Ft. – “NO PARKING” Signs on both sides of the road.
- Fire Department Access Roads 28 Ft. to 35 Ft. – “NO PARKING” Signs on one side of the road
- Fire Department Access Roads 36 Ft. or greater – No signage required. [AHJ]

### **“NO PARKING” SIGNAGE, PAINTED CURBS AND / OR FIRE LANE STRIPING REQUIRED FOR FIRE LANES, FIRE DEPARTMENT ACCESS ROADS AND IN FRONT OF FIRE DEPARTMENT CONNECTIONS**

Fire Lanes, Fire Department Access Roads and the areas in front of the fire department connections, shall be designated by yellow painting, striping, or markings on the curbs and roadways.

- Provide a curb detail note to indicate that all curbs are to be painted yellow.
- All pavement markings shall be of thermoplastic paint.
- Demonstrate that these areas are to be marked with freestanding signs with the wording, **“NO PARKING FIRE LANE BY ORDER OF THE FIRE DEPARTMENT”** or similar wording.
- Such signs shall be 12 inches by 18 inches with a white background and red letters.
- These signs shall be a maximum of seven feet in height from the roadway to the bottom of the sign.
- These signs shall be within sight of the traffic flow and be a **maximum of 60 feet apart**. [1:18.2.3.5]

### **SURFACE COMPACTION**

Demonstrate that the required Fire Department access road shall have a surface designed to:

- Accommodate fire apparatus with a minimum weight of 32 tons. [1:18.2.2.1.3]
- Have a surface suitable for all-weather driving capabilities. [1:18.2.2.5.2] – Examples: Turf Block, Concrete, Stone, etc.

### **OBSTRUCTION OF FIRE DEPARTMENT ACCESS ROADS**

The required width of a fire department access road shall not be obstructed in any manner. [1:18.2.4.1.1]

### **GATES REQUIREMENT**

-Where gates are utilized, provide a Knox entry system to allow Fire Department Access [1:18.2.2.1] <https://www.knoxbox.com/store/chooseDepartment.cfm> and select Dania Beach District Fire Marshal's Office. Phone number for Knox Customer service is as follows: 800-552-5669.

### **TURNING RADIUS**

Turning radii must be a minimum of 38 ft. inside radius and 50 ft. outside radius with a clear sweep of 12 ft. of drive aisle for all Fire Department access roads / lanes (Turning radius requirements for Rescue Apparatus Access areas is 26' outside radius and 14' inside radius) [1:18.2.3.4.3]

When demonstrating Turning Radii, all parking spaces must be a minimum of 18' in length.

### **CUL-DE-SACS**

Cul-de-sac turnarounds must be no less than 100 ft. in diameter.

### **DEAD ENDS**

Dead-end fire department access roads in excess of 150 ft. in length shall be provided with approved provisions for the turning around of fire apparatus (Hammerhead "T" Turn-around, Cul-de-sacs, Alternative (Modified) "T" Turn-around, etc.). [1:18.2.3.4.4]

## **BUILDING ACCESSIBILITY FROM FIRE DEPARTMENT ACCESS ROADS**

Any portion (furthest point) of any 1<sup>st</sup> Floor exterior wall must be:

- Not more than 150 ft. from Fire Department Access Roads – Un-sprinklered Buildings. [1:18.2.3.2.2]
- Not more than 450 ft. from Fire Department Access Roads – Sprinklered Buildings. [1:18.2.3.2.2.1]

## **DISTANCE TO EXTERIOR DOORS OF BUILDINGS FROM FIRE DEPARTMENT ACCESS ROADS**

A single exterior door providing access to the interior of any building must be located within 50 feet of a fire department access road. [1:18.2.3.2.1]

## **BRIDGES**

The bridge shall be designed for a live load sufficient to carry the imposed loads of fire apparatus with a minimum weight of 32 tons. [1:18.2.3.4.5.2]

## **LOAD LIMITS TO BE POSTED**

Vehicle load limits shall be posted at both entrances to bridges, ramps and elevated roadways where required by the AHJ. [1:18.2.3.4.5.3]

## **GRADE**

The angle of approach and departure for any means of fire department access shall not exceed 1 foot drop in 20 feet (5%), and the design limitation of the fire apparatus of the fire department shall be subject to approval by the AHJ. [1:18.2.3.4.6.2\*]

# **FIRE HYDRANTS & FIRE PROTECTION APPLIANCES REQUIREMENTS**

## **HYDRANT DETAIL REQUIREMENTS**

Please provide fire hydrant detail in accordance with the following:

- The center of a hose outlet shall be not less than 18 inches above final grade, (or where located in a hose house, 12 inches above the floor) [24:7.3.3]
- The Steamer opening is to be 4 ½ inches in size with four (4) National Standard Threads per inch.
- All fire hydrants shall be “traffic type” to break-away upon impact.
- The fire hydrant main body valve shall open against the flow and shall close with the flow.

## **BLUE REFLECTIVE HYDRANT MARKERS**

Provide one (1) blue double-reflective department of transportation type road marker (Roadway Pavement Marker (RPM)) to be adhered to the hard surfaces of the roadway in the middle of the lane nearest to, and directly in front of each newly installed fire hydrants. [AHJ]

## **IMPACT PROTECTION**

Provide bollards consisting of three inch steel pipe buried at three feet deep, with three feet of height above ground level and spaced three feet apart, These bollards are to be filled with concrete and capped are acceptable. [24:7.3.5] [24:7.3.6] [13:8.15.1.3.2]

## **CLEARANCE REQUIREMENTS FOR FIRE HYDRANTS**

Provide clearances of 36" in circumference around all fire hydrants. [1:18.5.3]

## **HYDRANT SPACING FOR COMMERCIAL PROPERTY**

Hydrant spacing shall not exceed 350 feet linear separation (as the fire apparatus drives) for commercial properties (to also include apartment buildings, condominiums, townhouses, etc.) [24:7.2.1] [AHJ]

## **HYDRANT SPACING FOR PRIVATE RESIDENTIAL PROPERTY**

Hydrant spacing shall not exceed 500 feet linear separation for residential one and two family dwellings. [24:7.2.1] [AHJ]

## **HYDRANTS TO BE 40' OR MORE FROM BLDGS.**

Hydrants shall be located not less than 40 ft. from the building or wall hydrants shall be permitted to be used where approved by the AHJ. [24:7.2.4]

## **STANDPIPE SYSTEMS REQUIRED**

Provide a Class I standpipe system in accordance with the provisions of N.F.P.A. 1, Section 13.2.2.2 and NFPA 14, where any of the following conditions exist:

- More than three stories above grade where the building is protected by an approved automatic sprinkler system.
- More than two stories above grade where the building is not protected by an approved automatic sprinkler system.
- More than 50 ft. above grade and containing intermediate stories or balconies
- More than one story below grade
- More than 20 ft. below grade

## **LOCATIONS OF SIAMESE FIRE DEPARTMENT CONNECTIONS**

Fire department connections shall be located:

- On the street side of buildings.
- Where fully visible and recognizable from the street or nearest point of fire department apparatus accessibility.
- And arranged so that hose lines can be attached to the inlets without interference from nearby objects, including buildings, fences, posts, or other fire department connections. [14:6.3.5.1]
- Not more than 100 ft. from the nearest fire hydrant connected to an approved water supply. [14:6.3.5.4]
- On the same side of the roadway or fire lane as the nearest fire hydrant. [AHJ]
- Within three ft. (3') of the curb line of fire lanes, streets. [AHJ]
- In a place that will allow a space four feet (4') on both sides of the fire department connection centerline that must be kept open at all times.

## **SIGNAGE FOR FIRE DEPARTMENT CONNECTIONS**

- The FDC must be identified as to the building (complete address) or portion of the building it serves. Provide a permanent tactile sign at the FDC to meet the above requirement. [14:6.3.5.3]
- A sign also shall indicate the pressure required at the inlets to deliver the system demand. [14:6.3.5.2.2]

Each fire department connection shall be designated by a sign having raised letters, at least 1 inch in height, cast on a plate or fitting that reads "STANDPIPE", "STANDPIPE AND AUTOSPKR" or "AUTOSPKR AND STANDPIPE". [14:6.3.5.2]

#### **RED REFLECTIVE HYDRANT MARKERS**

Provide one (1) Red double-reflective department of transportation type road marker (Roadway Pavement Marker (RPM)) to be adhered to the hard surfaces of the roadway in the middle of the lane nearest to, and directly in front of each newly installed fire FDC. [AHJ]

-  
-

#### **BACKFLOWS REQUIRED (See NFPA 13, Chapter 15, Section A.15.1.8 & Handbook)**

Provide a Backflow Prevention Assembly for the Fire Sprinkler System that meets the following requirements:

- All backflow preventors must be Accessible for service and maintenance [13:8.16.4.6]
- All backflow preventors must be Listed for fire protection service [24:5.4.2]
- All backflow preventors must be installed above ground [AHJ]

## **WATER SUPPLY REQUIREMENTS**

#### **PRIVATE FIRE SERVICE MAINS CONNECTION FROM WATERWORKS SYSTEMS**

By P.I.V. [24:5.5] or Underground Gate Valve [24:6.1.5]

#### **POST INDICATING VALVES TO BE LOCATED MIN. 40 FT. FROM BLDGS.**

Post indicating valves shall be located not less than 40 ft. from buildings [24:6.3.3.1]

#### **DISTRIBUTION SYSTEMS TO BE LOOPED**

All distribution systems shall be designed to reduce the dead-end mains and provide a loop for new and existing mains.

#### **FIRE SERVICE MAIN SIZE – 8"**

Hydrant mains must be sized in accordance with the requirements of the Public Services Department (typically requiring a minimum 8" diameter), and must be able to accommodate the fire flow demand for the project but in no case can be less than 6" in diameter [24:7.1.1]

#### **SPRINKLER SYSTEM REQUIRED**

Buildings 3 or more stories in height and 3 or more units attached shall be equipped with a complete automatic fire sprinkler system. Completed engineered fire sprinkler drawings are required with construction document submittal. Please Note. [FBC 903.6.]

#### **FIRE HYDRANT FLOW TEST REQUIREMENTS**

Fire Hydrant Flow Tests are required for all new projects to determine the available water supply in the area for your project. The Hydrant Flow Test must be in accordance with the Broward County Amendments (Effective February 13, 2016) to the Florida Fire Prevention Code (5<sup>th</sup> Edition), Section F-112. This test must be performed by a qualified company of the builder's choice. In addition, the static pressure at the water main shall be determined by a recorded method (ie. water wheel) for a minimum twenty-four (24) hour period. The actual flow test must be witnessed by, and recorded data sent to the Broward Sheriff's Office Fire



Marshal's Bureau, Dania Beach District in any area where water is being supplied by the City of Dania Beach Public Services.

If the water is being supplied by Broward County, the entire hydrant flow test is to be performed by Broward County O.E.S. Please contact the Broward Sheriff's Office Fire Marshal's Bureau, Dania Beach District at (954)342-4262 for determination of where the water is being supplied from.

#### **IDENTIFYING THE FIRE FLOW DEMAND FOR BUILDINGS AND STRUCTURES**

The Needed Fire Flow Requirements for all buildings / structures must be in accordance with N.F.P.A. 1 (2012 Ed.), Chapter 18, Section 18.4 for manual suppression efforts. Fire flow calculations must be prepared by a professional engineer currently licensed in the state of Florida **for each** newly constructed building or structure. Two original sets of signed and sealed calculations must be submitted to the Fire Marshal's Office on the Engineer's official letterhead for review and approval. Failure to follow the above requirements may result in delays for your project.

#### **REQUIREMENTS FOR THE FIRE FLOW TESTING OF WATER SUPPLY FOR AUTOMATIC FIRE PROTECTION SYSTEMS (AFPS) AND AUTOMATIC STANDPIPE SYSTEMS (ASS)**

The following are the requirements, as stipulated by the Broward County Amendments to the Florida Fire Prevention Code, for the Fire Flow Testing of the water supply for Automatic Fire Protection Systems (AFPS) and Automatic Standpipe Systems (ASS):

The fire flow requirement for buildings providing or requiring Automatic Fire Protection Systems (AFPS) and/or Automatic Standpipe Systems (ASS) must be in accordance with the Broward County Amendments (March 19, 2018) to the Florida Fire Prevention Code (6th Edition), Section F-112, NFPA 13 (2013 Ed.) and NFPA 14 (2013 Ed.)

### **Broward County Amendments to the Florida Fire Prevention Code**

#### **Amendments Effective February 25, 2019**

##### **F-112 – Automatic Sprinklers Required**

F-112.1 – Fire flow testing of the Water Supply for Automatic Fire Protection Systems (AFPS) and Automatic Standpipe Systems (ASS) using water as an extinguishing agent for new buildings and structures and existing buildings and structures where the AFPS and ASS are altered by more than seventy-five (75) percent of their value shall be as follows:

- a) Fire flow test of the water supply for AFPS and ASS shall be in accordance with NFPA 291, Recommended Practice for Fire Flow Testing and Marking of Hydrants, Florida Administrative Code (FAC) 69A-60.
- b) The engineer of record (EOR) shall be responsible to review the fire flow results, potential drought impact and future demands to the water distribution system. Where the EOR determines that the water distribution system will be significantly impacted during drought conditions or as a result of anticipated future growth, the EOR shall provide a safety margin in the design of the AFPS/ASS. The EOR shall utilize NFPA 13 annex as a guide in reviewing water distribution systems.

- c) Design of the water flow for the AFPS and/or ASS shall be the same as that obtained from the fire flow test.
- d) The residual pressure at the required water flow at the connection to the water main for an AFPS and/or ASS shall not be less than 20 PSI.
- e) The static pressure at the water main shall be determined by a recorded method for a minimum twenty-four (24) hour period.
- f) Fire flow test data shall not be more than one (1) year prior to the plans, hydraulic calculations and submittals for the AFPS and/or ASS being submitted to AHJs for their review and acceptance. The results of the fire flow test shall be provided to the AHJ at the time of the submittal of the plans, hydraulic calculations and submittals for the water based AFPS and/or ASS.



**BROWARD SHERIFF'S OFFICE  
DEPARTMENT OF FIRE RESCUE AND EMERGENCY SERVICES  
FIRE MARSHAL'S BUREAU  
DANIA BEACH DISTRICT**

103 West Dania Beach Boulevard  
Dania Beach, FL 33004  
Phone: (954) 342-4262  
Fax: (954) 342-4265



**APPLICATION FOR APPROVAL OF THE FIRE PROTECTION WATER SUPPLY DESIGN**

Date of Application: \_\_\_\_\_

Site Plan Application #: \_\_\_\_\_

Name of Project/Development: \_\_\_\_\_

Address of Project/Development: \_\_\_\_\_

Owner/Agent: \_\_\_\_\_

Design Professional of Record: \_\_\_\_\_

Water Purveyor: \_\_\_\_\_

Water Purveyor Address: \_\_\_\_\_

In order for the Broward Sheriff's Office, Department of Fire Rescue, Fire Marshal's Bureau to provide an approval letter for the adequacy of the fire protection water supply design for the above referenced project, the following information must be provided:

**Affirmation of Compliance with Fire Protection Water Supply Design Requirements:**

1. The Type of Construction" is \_\_\_\_\_ in accordance with NFPA 220.
2. The total fire protection water supply needed for manual firefighting (fire flow) and fire sprinkler/standpipe operations is \_\_\_\_\_ gallons per minute. (In compliance with water supply requirements for manual firefighting operations in accordance NFPA 1:18.4 [FFPC 6<sup>th</sup> Ed.] and the Broward County Land Development Code, and the water supply necessary for fire sprinkler and standpipe operations (*if provided*) in accordance with the currently adopted editions of NFPA 13 and NFPA 14).
3. Statement of verification from the design professional of record, on official company letterhead, that the proposed water main sizing, fire hydrant spacing, and fire hydrant locations, are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code. (Attach signed and sealed document).

This will affirm that the above stated information and attached statement of verification for this project/development is accurate and can be relied on for the requested approval letter to the applicable water purveyor.

\_\_\_\_\_  
Signature - Owner/Agent/Occupant:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature – Design Professional of Record

\_\_\_\_\_  
Date

## Landscape Plan Review: Dania Beach Marina

PZ Log Number: PL-162-19 Review Number: 1

Reviewer: Jake Ripp Date: November 12, 2019



The following comments are based on a review of the landscape plans dated November 4, 2019, for the property located at 90 N Bryan Road, Dania Beach, for compliance with the City of Dania Beach Code of Ordinances.

### INFORMATIONAL NOTES:

- i. **Please provide a point-by-point response to each of the below comments.**
- ii. Feel free to contact Jake Ripp at (305) 235-5098, (563) 380-6211, or [jacob.ripp@metriceng.com](mailto:jacob.ripp@metriceng.com) for an interim review prior to your next official submittal, to expedite your landscape plan approval process.
- iii. Once landscape plans are finalized, a PDF copy must be submitted via CD or email.

### COMMENTS:

1. Landscape review not applicable.

END OF COMMENTS

Zoning designation = PMUD-SL

FLU designation = RAC

REVIEW COMPLETE BY Corinne Lajoie (954) 924-6805 X 3704

1<sup>st</sup> review

PLAT NOTE AMENDMENT COMMENTS:

1. Section 640-20(I) required tax receipts for all parcels with Lien Search report from the City's Finance Department stating there are no liens on the properties.
2. Must provide roadway easement for possible Bryan Road expansion.
3. Provide location of NVAL along west property line.
4. Identify dimension of proposed curb cut.
5. Identify location of pedestrian cross access easement along east side of the property.
6. Provide proof of ownership.
7. Revise plat signature page to reflect Kenya Peterman as Chairperson of the Planning and Zoning Board and Marjorie Craig as the City Engineer.
8. Please e-mail resolution and legal description, prepared by an attorney, for development approval in word format to [clajoie@daniabeachfl.gov](mailto:clajoie@daniabeachfl.gov) four (4) weeks prior to public hearing.
9. Must provide mailing list and labels for property owners within 450' of the development site to Community Development, consistent with regulations identified in the City's Code of Ordinances, Chapter 28, Section 610-30. The labels are needed 30 days prior to public hearing, information must be no older than 60 days. The City will prepare and mail the notices.
10. Applicant must provide the results of a Municipal Lien Search Request from the Finance Department stating that there are not outstanding Code Violations or Liens on the property prior to the item being scheduled for a public hearing. The statement must be no older than 90 days prior to the public hearing date. Per Section 680-40, any property with outstanding Code Violations or Liens shall not be schedule for public hearing. The form is available on the City's Web site, cost \$100 and takes 5 days to process.
11. Per O-2017-022, for properties over an acre in size, the applicant must obtain and post property signs in accordance with the NEW City requirements. Please see the end of this document for guidelines.
12. Per O-2017-027 & O-2018-019, commercial properties under construction are required to provide security to fencing with screening showing project rendering covering at least 75% of the length of the fence along an arterial or state right-of-way & 25% for local roads and must include name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor. Provide screen detail with next submittal.

NOTES:

- Application fee pays for only 2 reviews of the project. Additional review by staff will require additional payment.
- Continuous and on-going site inspections will be conducted by staff throughout the entire building process.
- FLOOD PLAN: Finished floor elevations, per Article 220-10(C) All structures shall be constructed with a lowest FFE of at least 1 foot above the 100 year flood elevation. Identify on plans.
- Prior to submittal of a building permit, please contact the Building Official (954-924-6085 X3650 to schedule a pre-application meeting.





**FILE COPY**

**City of Dania Beach, Florida**  
**Department of Community Development**  
**Planning and Zoning Division**  
**(954) 924-6805 X3643**  
**(954) 922-2687 Fax**

### Standard Development Application

- ☐ Administrative Variance
- ☐ Land Use Amendment
- ☒ Plat
- ☐ Rezoning
- ☐ Site Plan
- ☐ Special Exception
- ☐ Variance
- ☐ Other: \_\_\_\_\_

(SEE APPLICATION TYPE SCHEDULE ON PAGES 3 & 4)

Date Rec'd: \_\_\_\_\_

Petition No.: \_\_\_\_\_



**THIS APPLICATION WILL NOT BE ACCEPTED UNTIL IT IS COMPLETE AND SUBMITTED WITH ALL NECESSARY DOCUMENTS.** Refer to the application type at the top of this form and "Required Documentation" checklist to determine the supplemental documents required with each application.

For after the fact applications, the responsible contractor of record shall be present at the board hearing. Their failure to attend may impact upon the disposition of your application. As always, the applicant or their authorized legal agent must be present at all meetings. All projects must also obtain a building permit from the City Building Division. For more information please reference the **Dania Beach Land Development Code Part 6, Development Review Procedures and Requirements.**

Location Address: 70 S. Bryan Road, Dania Beach, FL

Lot(s): \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: \_\_\_\_\_

Recorded Plat Name: \_\_\_\_\_

Folio Number(s): 5042 33 00 0600 Legal Description: \_\_\_\_\_

Applicant/Consultant/Legal Representative (**circle one**) Mikki Ulrich/Deni Land Surveyors

Address of Applicant: 1991 NW 35th Avenue, Coconut Creek, FL 33066

Business Telephone: 954-973-7966 Home: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail address: mikkiulrich93@gmail.com

Name of Property Owner: RJ Marina Holdings LLC

Address of Property Owner: 50 S. Bryan Road, Dania Beach, FL 33004

Business Telephone: 786-344-6032 Home: \_\_\_\_\_ Fax: \_\_\_\_\_

**Explanation of Request:** plat property for future development

**For Plats please provide proposed Plat Name for Variances please attach Criteria Statement as per Section 625.40 of the Land Development Code.**

Prop. Net Acreage: 1.48 Gross Acreage: 1.56 Prop. Square Footage: \_\_\_\_\_

Existing Use: Commercial Proposed Use: Residential/Commercial

Is property owned individually, by a corporation, association, or a joint venture?

LLC

**AUTHORIZED REPRESENTATIVE**

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Deni Land Surveys (individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA  
COUNTY OF BROWARD  
The foregoing instrument  
was acknowledged

By: Michael Lally  
(Owner / Agent signature\*)

BEFORE ME THIS 10<sup>th</sup> DAY OF November 2019

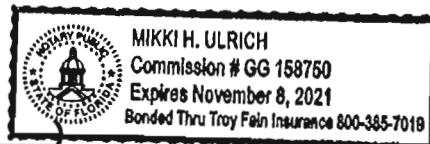
By:

Michael Lally  
(Print name of person acknowledging)

\_\_\_\_\_  
(Joint owner signature if applicable)

Notary Mikki H. Ulrich

(Signature of Notary Public – State of \_\_\_\_\_)



Personally known ☒ or Produced Identification \_\_\_\_\_

Type of identification produced: \_\_\_\_\_ or Drivers License \_\_\_\_\_

**\*If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

***NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.***

***ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF  
BEFORE PROCESSING OCCURS.***

**PAYMENT DATE**

11/08/2019

**COLLECTION STATION**

City Hall Window 2

**RECEIVED FROM**

Dania Beach Marina Corp

**DESCRIPTION**

90 N Bryan Road Dania Beach, FL 33004

**City of Dania Beach**  
100 W. Dania Beach Blvd.  
Dania Beach, FL 33004

**BATCH NO.**

2020-02000115

**RECEIPT NO.**

2020-00005982

**CASHIER**

fincashier2

| PAYMENT CODE  | RECEIPT DESCRIPTION                                                      |        | TRANSACTION AMOUNT |
|---------------|--------------------------------------------------------------------------|--------|--------------------|
| FPR           | Fire Plan Review Fee<br>70 S Bryan Road 5042-33-00-0600/ 5042-33-00-0611 |        | \$560.00           |
| PSP           | Appl Review - Standard                                                   |        | \$2,650.00         |
| Payments:     | Type                                                                     | Detail | Amount             |
|               | Check                                                                    | 2182   | \$2,650.00         |
|               | Check                                                                    | 2183   | \$560.00           |
| Total Amount: |                                                                          |        | \$3,210.00         |
| Customer Copy |                                                                          |        |                    |

Customer Copy

**Prepared by and return to:**

Alan F. Somerstein, Esq.  
Greenspoon Marder LLP  
200 East Broward Boulevard, Suite 1800  
Fort Lauderdale, Florida 33301

File Number: 37089.0010

Parcel Identification Number: 50-42-33-00-0611

[Space Above This Line For Recording Data]

## Warranty Deed

This Warranty Deed made: this 11 day of September, 2019, between SUE G. RINGGOLD, INDIVIDUALLY AND AS SUCCESSOR TRUSTEE OF THE HELEN D. HATCH TRUST, UTD DATED OCTOBER 14, 1991, whose post office address is 3445 Beauclerc Road, Jacksonville, Florida 32257, grantor\*, and RJ MARINA HOLDINGS LLC, a Florida limited liability company, whose post office address is 50 South Bryan Road, Dania Beach, Florida 33004 of the County of Broward, State of Florida, grantee\*,

\*(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

**Witnesseth**, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Broward County**, Florida, to-wit:

The land referred to herein below is situated in the County of BROWARD, State of Florida, and described as follows:

All that portion of the South 10.0 feet of the South Half (S 1/2) of the Southwest Quarter (SW 1/4) of the Northwest Quarter (1/4) of the Southeast Quarter (SE 1/4) of the Southeast Quarter (SE 1/4) of Section 33, Township 50 South, Range 42 East, lying West of Central & Southern Florida Flood Control District Canal C-10 right of way.

Less and except that the West 30 feet conveyed to Broward County by Quit Claim Deed recoded in Official Records Book 3570, Page 887.

The subject property is not the **HOMESTEAD** property of Grantor and is not contiguous to Grantor's homestead.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**To Have and to Hold**, the same in fee simple forever.

**And** the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2019.

**In Witness Whereof**, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

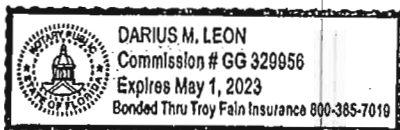
Witness Name: Alyssa Suter

Witness Name: Christina Duverno

State of Florida  
County of Duval

The foregoing instrument was acknowledged before me this 11 day of Sept, 2019, by **Sue G. Ringgold, Individually and as Successor Trustee of the Helen D. Hatch Trust, UTD dated October 14, 1991**, who ☐ is personally known or ☒ has produced a driver's license as identification.

[Notary Seal]



Sue G. Ringgold (Seal)  
**SUE G. RINGGOLD, INDIVIDUALLY AND, AS  
SUCCESSOR TRUSTEE OF THE HELEN D. HATCH  
TRUST, UTD DATED OCTOBER 14, 1991**

Darius Leon  
Notary Public

Printed Name: Darius Leon

My Commission Expires: 05/01/23



THIS INSTRUMENT WAS PREPARED BY:

Riverstone Properties, LLC  
Malia O'Connell Flatt  
901 East Cary Street, Suite 1500  
Richmond, VA 23219  
(804) 643-4200  
Consideration \$1,325,000.00

**SPECIAL WARRANTY DEED**

THIS DEED, is made and entered into this 20<sup>th</sup> day of June, 2014, by RIVERSTONE PROPERTIES, LLC, a Virginia limited liability company, hereinafter called Grantor to RJ MARINA HOLDINGS LLC, a Florida limited liability company, whose address is 1515 Southwest 20<sup>th</sup> Street, Fort Lauderdale, Florida, 33315, hereinafter called Grantee.

**WITNESSETH**

That Grantor for and in consideration of the sum of TEN and no/100 Dollars (\$10.00) and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold, transferred, and released to Grantee, and its successors, heirs, and assigns, forever, the real estate lying and being in Broward County, Florida and described on Schedule "A" attached hereto and made a part hereof.

TOGETHER WITH all the tenements, hereditaments and appurtenances, with every privilege, right, title, interest and estate, reversion, remainder and easement thereto belonging or in anywise appertaining.

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

Grantor hereby covenants with Grantee that Grantor does hereby warrant the title to said land and will defend the same against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed in its name the day and year first above written.

Signed, sealed and delivered  
in the presence of:

Sara M. Olandi  
W. Hunter Goodwin, III

Riverstone Properties, LLC, a Virginia  
limited liability company

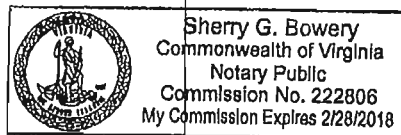
By: W. Hunter Goodwin, III  
W. Hunter Goodwin, III  
Manager

STATE OF VIRGINIA )  
CITY OF RICHMOND )

The foregoing instrument was acknowledged before me this 19th day of June, 2014, by W. Hunter Goodwin, III as Manager on behalf of Riverstone Properties, LLC, a Virginia limited liability company.

Sherry G. Bowery  
Notary Public

My Commission Expires: 2/28/2018  
My Registration Number: 222806



**SCHEDULE "A"**

The land referred to herein below is situated in the County of Broward, State of Florida, and is described as follows:

The South one-half of the Southwest one-quarter (SW 1/4) of the Northwest one-quarter (NW 1/4) of the Southeast one-quarter (SE 1/4) of the Southeast one-quarter (SE 1/4) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, LESS all of that portion lying Easterly of the following specifically described line:

Commencing at the NE corner of the SE 1/4 of Section 33, Township 50 South, Range 42 East, bear South 87 degrees 26 minutes 41 seconds West, along the North line of said SE 1/4 (centerline of NW 2nd Street) a distance of 1111.05 feet; thence South 0 degrees 42 minutes 30 seconds East, a distance of 1674.9 feet, more or less, to the intersection thereof with the North line of the SW 1/4 of the NW 1/4 of the SE 1/4 of the SE 1/4 of said Section; thence, North 87 degrees 31 minutes 28 seconds East, along said North line, a distance of 35.02 feet; thence, South 0 degrees 42 minutes 30 seconds East, a distance of 150.0 feet; thence, South 89 degrees, 17 minutes 30 seconds West, a distance 14.50 feet; thence South 2 degrees 54 minutes 17 seconds West to the intersection thereof with the North line of the S 1/2 of the SW 1/4 of the NW 1/4 of the SE 1/4 of the SE 1/4 and the point of beginning; thence continue South 2 degrees 54 minutes 17 seconds West, a distance of 118 feet from the last point of deflection; thence, North 87 degrees 05 minutes 43 seconds West, a distance of 20.0 feet, thence, South 2 degrees 54 minutes 17 seconds West, a distance of 70 feet; more or less, to the intersection thereof with the South line of the SW 1/4 of the NW 1/4 of the SE 1/4 of the SE 1/4 of said Section and the end of the specifically described line.

Also LESS the West 30.0 feet of the South Half (S 1/2) of the Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of the Southeast Quarter (SE 1/4) of the Southeast Quarter (SE 1/4) of Section 33, Township 50 South, Range 42 East.

Also LESS all that portion of the South 10.0 feet of the South Half (S 1/2) of the Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of the Southeast Quarter (SE 1/4) of the Southeast Quarter (SE 1/4) of Section 33, Township 50 South, Range 42 East, lying West of Central & Southern Florida Flood Control District Canal C-10 right of way.

AND

The North one-half (N 1/2) of the Southwest one-quarter (SW 1/4) of the Northwest one-quarter (NW 1/4) of the Southeast one-quarter (SE 1/4) of the Southeast one-quarter (SE 1/4) of Section 33, Township 50 South, Range 42 East, Broward County, Florida, LESS all of that portion lying Easterly of the following specifically described line:

Commencing at the NE corner of the SE 1/4 of Section 33, Township 50 South, Range 42 East, bear South 87 degrees 26 minutes 41 seconds West, along the North line of said SE 1/4 (centerline of N.W. 2nd Street), a distance of 1111.05 feet; thence, South 0 degrees 42 minutes 30 seconds East, a distance of 1674.9 feet, more or less, to the intersection thereof with the North line of the SW 1/4 of NW 1/4 of SE 1/4 of SE 1/4 of said Section; thence, North 87 degrees 31 minutes 28 seconds East, along said North line, a distance of 35.02 feet to the point of beginning; thence, South 0 degrees 42 minutes 30 seconds East, a distance of 150.0 feet; thence, South 89 degrees 17 minutes 30 seconds West, a distance of 14.50 feet; thence, South 2 degrees 54 minutes 17 seconds West to the intersection thereof with the South line of the North 1/2 of SW 1/4 of NW 1/4 of SE 1/4 of SE 1/4; of said Section and the end of the specifically described line.

Also LESS the West 30.0 feet of the North Half (N 1/2) of the Southwest Quarter (SW 1/4) of the Northwest Quarter (NW 1/4) of the Southeast Quarter (SE 1/4) of the Southeast Quarter (SE 1/4) of Section 33, Township 50 South, Range 42 East.

TAX FOLIO NUMBERS: 50-42-33-00-0600 and 50-42-33-00-0610



**AFFIDAVIT**  
**CITY OF DANIA BEACH, FLORIDA**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**MAILING LIST AND LABELS**

STATE OF FLORIDA  
COUNTY OF Broward

BEFORE ME, the undersigned authority, personally appeared Christina Mathews,  
(Print Name)  
who, after being duly sworn, deposes and says:

1. I am an individual over the age of 18 years old and

(CHECK APPLICABLE SPACE)

\_\_\_ I am the property Owner of the property identified below,

**OR**

X I represent to the City of Dania Beach, Florida that I am an authorized agent and representative of the property owner(s), RJ Marina Holdings LLC and NV Marina Holdings LLC,

(Print Name of Property Owner)

for the property located at 50 and 70 S. Bryan Road (the "Property"), and this  
(Address)

sworn statement pertains to the application for Plat

---

(Briefly describe application, such as "site plan approval" or a "variance" or a "special exemption")  
relating to Petition number(s) PL-162-19.

2. Pursuant to **Sec. 610-20(D)** of the Land Development Code ("LDC") of the Code of Ordinances of the City of Dania Beach, Florida, I understand that there is a mailing date deadline for notices and that as the applicant for the petition, I must provide the City with:
- One (1) set of Mailing Labels, and
  - One (1) copy of the mailing list for all property owners who or which own property located within 450 feet of the subject property.
3. I understand that I am legally responsible for timely providing the City with the mailing labels and mailing list a minimum of twenty-five (25) days prior to the mailing date (for projects which may have more than 200 mailings, I understand that City staff may request labels even earlier). The mailing date is \_\_\_\_\_, 20\_\_\_\_. I am also aware that pursuant to **LDC Sec. 610-30(D)(3)**, "[T]he mail notice shall contain substantially the same information as provided in the newspaper advertisement for the same application, and shall also contain the legal description of the subject property, the approximate relation to the nearest cross street(s) and a

map or demarcated aerial photograph showing its approximate size, location and relationship to adjacent properties.”

4. If I do not timely provide the mailing labels and mailing list, the City will need to delay the processing of the application.

**OWNER OR REPRESENTATIVE:**

**JOINT OWNER (IF APPLICABLE)**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
**PRINT** Name

\_\_\_\_\_  
**PRINT** Name

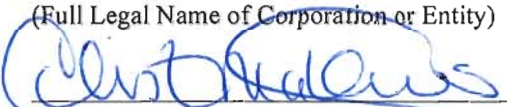
\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

**IF CORPORATION, LIMITED LIABILITY COMPANY, LIMITED PARTNERSHIP  
OR OTHER ENTITY:**

Cutro & Associates

(Full Legal Name of Corporation or Entity)

  
Signature

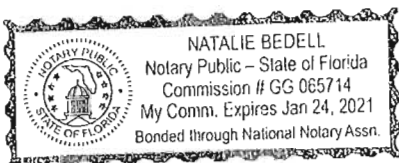
Christina Mathews

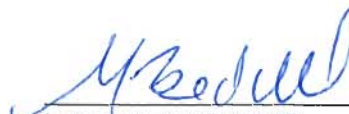
**PRINT** Name

mng

Title

On August 24, 2020, personally appeared Christina Mathews,  
and (if applicable, if there is a co-owner) \_\_\_\_\_, as the Owner(s)  
of the property described above. Such person(s) is/are personally known to me or produced  
\_\_\_\_\_ his/her/their  
identification.



  
NOTARY PUBLIC  
State of Florida

My Commission Expires: 1-24-21





| FOLIO_NUMB   | NAME                                        | ADDRESS_LI                  | CITY            | STATE | ZIP   | ZIP4 | LEGAL                                                                                                                                                                                                                                                                                               |
|--------------|---------------------------------------------|-----------------------------|-----------------|-------|-------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 504233000531 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT      | PO BOX 24680                | WEST PALM BEACH | FL    | 33416 | 4680 | 33-50-42E 110 M/L OF W1/2 OF SW1/4 OF NE1/4 OF SE1/4 LESS N 25 TOBRO CO FOR RD & LESS W 40 OF NS92.90 THEREOF                                                                                                                                                                                       |
| 504233000571 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT      | PO BOX 24680                | WEST PALM BEACH | FL    | 33416 | 4680 | 33-50-42E 110 M/L OF NW1/4 OF NW1/4 OF SE1/4 OF SE1/4                                                                                                                                                                                                                                               |
| 504233000572 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42N 75 OF NW1/4 OF NW1/4 OF SE1/4 OF SE1/4 LESS E 110 & LESS W 30 FOR R/W & LESS BEG SECOR SEC 33,NLY ALG E/L 1340.78,WLY 1118.51,SLY 50.01 FOR POB,CONT SLY 25 TO NE COR PAR ACLARKE SUB 101/32 B,WLY ALGN/L 186.10 TO NW COR PAR A,NEL Y35.36,ELY ALG/L 25 N OF & PAR/W                     |
| 504233000591 | CITY OF DANIA BEACH                         | 100 W DANIA BEACH BLVD      | DANIA BEACH     | FL    | 33004 | 3643 | 33-50-42N 50 OF E3/4 OF N1/4 OF SE1/4 OF SE1/4 OF SEC 33-50-42                                                                                                                                                                                                                                      |
| 504233000600 | RJ MARINA HOLDINGS LLC                      | 50 S BRYAN RD               | DANIA BEACH     | FL    | 33004 |      | 33-50-42SW1/4 OF NW1/4 OF SE1/4 OF SE1/4 LESS W 30 & S 10 THEREOF, & LESSPT LYING E OF FOL DESC LINE:COMMAT NE COR OF SE1/4 OF SAID SEC33, WLY 1111.05, S 1674.90, ELY63.84, S 201.92, SW 92.10, SLY45.50 TO PI OF TERMINATION                                                                      |
| 504233000601 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT      | PO BOX 24680                | WEST PALM BEACH | FL    | 33416 | 4680 | 33-50-42ALL THAT PT OF SW 1/4 OF NW 1/4 OF SE 1/4 OF SE 1/4 OF SEC 33,LYING ELY OF FOL LN,COMM NE COROF SE1/4 OF SEC 33,W 1111.05, S1674.9,E 35.02 TO POB,S 150, W14.50,SW TO INTERSEC WITH S/L OFN1/2 OF SW1/4 OF NW1/4 OF SE 1/4 OF SE 1/4,CONT S 118,NW 20,SW 70TO INTERSEC WITH S/L OF SW1/4 OF |
| 504233000611 | RJ MARINA HOLDINGS LLC                      | 50 SOUTH BRYAN RD           | DANIA BEACH     | FL    | 33004 |      | 33-50-42POR OF S 10 OF S1/2 OF SW1/4 OF NW1/4 OF SE1/4 OF SE1/4 LYING WOF THE FOLLOWING DESC LINE:COMMAT NE COR OF SE1/4 OF SEC 33,W1111.05,S 1674.9,E 35.02,S 150,W14.50,S TO INTERSEC WITH N/L OFS1/2 OF SW1/4 OF NW1/4 OF SE1/4 OF SE1/4 AND POB,S110,W 20,S 70,LESS W30 OF S1/2 OF SW1/4 OF     |
| 504233000671 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT      | PO BOX 24680                | WEST PALM BEACH | FL    | 33416 | 4680 | 33-50-42PT OF W1/2 OF SW1/4 OF SE1/4 OF SE1/4 AS DESC IN OR 1917/535& COMM SE COR OF SEC 33,WLYALG S/L 1004.82,NLY 517.73 TOPOB,CONT NLY 152,ELY 16,SWLY 153.12 TO POB,LESS POR DESCN QCD #113603187                                                                                                |
| 504233000720 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42W 30 OF S1/2 OF SW1/4 OF NW1/4 OF SE1/4 OF SE1/4 OF SEC 33                                                                                                                                                                                                                                  |
| 504233000730 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42W 30 OF N1/2 OF SW1/4 OF NW1/4 OF SE1/4 OF SE1/4 OF SEC 33                                                                                                                                                                                                                                  |
| 504233000750 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42W 30 OF NW1/4 OF NW1/4 OF SE1/4 OF SE1/4 OF SEC 33                                                                                                                                                                                                                                          |
| 504233000760 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42E 40 OF N1/2 OF N1/2 OF SW1/4 OF SE1/4 OF SEC 33, LESS P/P/ASAN-MAR PLAT 142-18 B                                                                                                                                                                                                           |
| 504233000770 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42E 30 OF S1/2 OF N1/2 OF SW1/4 OF SE1/4 OF SEC 33 & E 30 OF SE1/4 OF SW1/4 OF SE1/4 OF SAID SEC                                                                                                                                                                                              |
| 504233000790 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL    | 33301 | 1801 | 33-50-42ELY 30 OF S 200 OF N 495 OFNW1/4 OF SE1/4 OF SEC 33, &ELY 30 OF N 295 OF NW1/4 OF SE1/4 OF SAID SEC                                                                                                                                                                                         |

|              |                                               |                             |                 |    |       |      |                                                                                                                                                                                                                                                                                  |
|--------------|-----------------------------------------------|-----------------------------|-----------------|----|-------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 504233010010 | SPILLMAN,LURMYCE D                            | 81 NW 14 AVE                | DANIA BEACH     | FL | 33004 | 5113 | 33-50-42N 59.92 OF S 644.92 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 12 MIZELLS SUB                                                                                                                                                                                          |
| 504233010020 | OWENS,ELIZABETH                               | 57 NW 14 AVE                | DANIA BEACH     | FL | 33004 |      | 33-50-42N 50 OF S 585 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 11 MIZELLS SUB                                                                                                                                                                                                |
| 504233010030 | LUCAS,GARY & CYNTHIA                          | 2242 FREEDOM ST             | HOLL YWOOD      | FL | 33020 |      | 33-50-42N 50 OF S 535 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 10 MIZELLS SUB                                                                                                                                                                                                |
| 504233010040 | LUCAS,GARY LUCAS,CYNTHIA                      | 2242 FREEDOM ST             | HOLL YWOOD      | FL | 33020 |      | 33-50-42N 50 OF S 485 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 9 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010050 | SMITH,CYNTHIA H/ELUCAS,GARY                   | 50 NW 14 AVE                | DANIA BEACH     | FL | 33004 |      | 33-50-42N 50 OF S 435 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 8 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010060 | AFFORDABLE HOUSING DEVELOPMENT SOLUTIONS      | 144 BISCAYNE BLVD #312      | MIAMI           | FL | 33132 |      | 33-50-42N 50 OF S 385 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 7 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010070 | BOHADANAH,ELI                                 | 3950 SW 6 ST                | FORT LAUDERDALE | FL | 33312 | 2632 | 33-50-42N 50 OF S 335 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 6 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010080 | FINCHES, WILLIE JAMES                         | 25 NW 14 CT                 | DANIA BEACH     | FL | 33004 | 5110 | 33-50-42N 50 OF S 285 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 5 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010090 | HANKERSON,CHRISTA B EST                       | 27 NW 14 AVE                | DANIA BEACH     | FL | 33004 | 5113 | 33-50-42N 50 OF S 235 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 4 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010100 | HANKERSON,PHYLLIS LESIMPINS,CORTINA           | 27 NW 14 AVE                | DANIA BEACH     | FL | 33004 | 5113 | 33-50-42N 50 OF S 185 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 3 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010110 | AFFORDABLE HOUSING DEVELOPMENT SOLUTIONS      | 144 BISCAYNE BLVD #312      | MIAMI           | FL | 33132 |      | 33-50-42N 50 OF S 135 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 2 MIZELLS SUB                                                                                                                                                                                                 |
| 504233010120 | SHARIFF,GANNIM JR & INGRID                    | 15 NW 14 AVE #1-2           | DANIA BEACH     | FL | 33004 |      | 33-50-42N 60 OF S 85 OF W 95 OF SE1/4 OF NE1/4 OF SE1/4 A/K/A LOT 1 MIZELLS SUB                                                                                                                                                                                                  |
| 504233010250 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS   | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL | 33301 | 1801 | 33-50-42N THREE PARCELS OF LAND FOR PUBLICROADWAY PURPOSES, ALL BEINGPORTIONS OF SE1/4 OF NE1/4 OFSE1/4,LESS E 450 DESC'D ASPARCEL #1: N 25, PARCEL #2: S 25PARCEL #3: BEG AT A PI 95 FT EOF NW COR OF SE1/4 OF NE1/4 OFSE1/4, LESS E 450, S 670,E 32.26 M/L TO A PI 95 W OF E/L |
| 504233030120 | PUBLIC LAND% CITY OF DANIA BEACH              | 100 W DANIA BEACH BLVD      | DANIA BEACH     | FL | 33004 | 3643 | TIGERTAIL GROVE RESUB 30-20 BROAD RIGHT OF WAY AS DEDICATEDPER PLAT,LESS POR LYING WITHIN:95 (ST RD 9) R/W, LESS PORVACATED LESS PORTION IN PLATDANIA POINTE 183-91 B                                                                                                            |
| 504233100010 | BROWN,R & PATRICIA% DUSKEY MARINE INC         | 110 N BRYAN ROAD            | DANIA BEACH     | FL | 33004 | 2244 | WEST MOORLAND 19-8 BTR A LESS E 123 M/L FORC & SFCD & LESS S 25 FOR RD                                                                                                                                                                                                           |
| 333100011    | SOUTH FLORIDA WATER MANAGEMENTDISTRICT        | PO BOX 24680                | WEST PALM BEACH | FL | 33416 | 4680 | WEST MOORLAND 19-8 BTRACT A E 123 M/L                                                                                                                                                                                                                                            |
| 504233100720 | PUBLIC LAND% CITY OF DANIA BEACH              | 100 W DANIA BEACH BLVD      | DANIA BEACH     | FL | 33004 | 3643 | REVISED PLAT OF BLOCK 6 & TRACT"B" OF THE PLAT OF WEST MOORLAND24-38 BTHAT NW 2ND STREET, TIGERTAILBLVD, AND NW 14TH AVENUE ARE TOREMAIN IN THE SAME STATUS AS ONTHE ORIGINAL PLAT OF WESTMOORLAND 19-8 B                                                                        |
| 504233100730 | BROWARD COUNTYBOARD OF COUNTY COMMISSIONERS   | 115 S ANDREWS AVE RM 501-RP | FORT LAUDERDALE | FL | 33301 | 1801 | WEST MOORLAND 19-8 BS 25 OF TR A, LESS E 123                                                                                                                                                                                                                                     |
| 504233110070 | UNITED HOUSE OF PRAYER ETALMADISON,S C TRSTEE | 1665 PORTAL DR NW           | WASHINGTON      | DC | 20012 |      | REV PLAT BLK 6 & TRACT B OFPLAT OF WEST MOORLAND 24-38 BLOT 7                                                                                                                                                                                                                    |
| 504233110080 | VICKERS,LEE                                   | 112 NW 14 WAY               | DANIA BEACH     | FL | 33004 | 2653 | REV PLAT BLK 6 & TR B OFPLAT OF WEST MOORLAND 24-38 BLOT 8 S 200,E 75 TOGET WITHLOTS 1 & 3                                                                                                                                                                                       |
| 504233120010 | DANIA-14TH WAY SERIESEMBARK PROPERTIES LLC    | 1751 SW 117 AVE             | DAVIE           | FL | 33325 |      | BLK 2 OF WESTMOORLAND AMD 33-43 B                                                                                                                                                                                                                                                |
| 504233120020 | DAMIANOLYNN M                                 | 4481 SW 54 CT               | DANIA BEACH     | FL | 33314 |      | WEST MOORLAND AMD 33-43 BNT/2 OF LOTS 1 TO 5 BLK 1                                                                                                                                                                                                                               |

|              |                                                    |                            |                   |    |       |      |                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------|----------------------------------------------------|----------------------------|-------------------|----|-------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 504233120060 | MORALES,WALDO                                      | 5083 WHITEWATER WAY        | SAINT CLOUD       | FL | 34771 | 7968 | WEST MOORLAND AMD 33-43 BLOT 6 BLK 1                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233120070 | 123 FLORIDA LAND TRSCHANK,JONI TRSTEE              | 8004 NW 154 ST #218        | MIAMI LAKES       | FL | 33016 |      | WEST MOORLAND AMD 33-43 BLOT 7 BLK 1                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233120080 | MICHAEL LAPENNA FAM TRILAPENNA,MICHAEL TRSTEE ETAL | 150 PINE BEACH             | *DORVAL QC        | CA | H9S 2 | T9   | WEST MOORLAND AMD 33-43 BLOT 8 BLK 1                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233120090 | OAMI,ELANA                                         | 3479 NE 163 ST # 900       | NORTH MIAMI BEACH | FL | 33160 |      | WEST MOORLAND AMD 33-43 BLOT 9 BLK 1                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233120100 | DEAN WANDA B                                       | 761 SW 3 ST                | DANIA BEACH       | FL | 33004 |      | WEST MOORLAND AMD 33-43 BLOT 10 BLK 1                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233120110 | DEAN WANDA B                                       | 761 SW 3 ST                | DANIA BEACH       | FL | 33004 |      | WEST MOORLAND AMD 33-43 BLOT 11 BLK 1                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233120180 | DULCIETA PROPERTIES INC                            | 4848 SW 25 AVE             | FORT LAUDERDALE   | FL | 33312 |      | WEST MOORLAND AMD 33-43 BLOT 4 BLK 2                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233120240 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT             | PO BOX 24680               | WEST PALM BEACH   | FL | 33416 | 4680 | WEST MOORLAND AMD 33-43 BCANAL AS DESIGNATED PER PLAT                                                                                                                                                                                                                                                                                                                                                                             |
| 504233120250 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD     | DANIA BEACH       | FL | 33004 | 3643 | WEST MOORLAND AMD. 33-43 BALL STREETS ARE HEREBY DEDICATEDTO THE PERPETUAL USE OF THEPUBLIC                                                                                                                                                                                                                                                                                                                                       |
| 504233130010 | STEWART,JACQUELINE SUZAN                           | 1441 W DANIA BEACH BLVD    | DANIA BEACH       | FL | 33004 | 5101 | MANN SUB 21-7 BLOT 1                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130020 | 7418 TAMARAC INC                                   | 8527 PINES BLVD #202       | PENBROKE PINES    | FL | 33024 |      | MANN SUB 21-7 BLOT 2                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130030 | TAYLOR,CHRISTINE EST                               | 31 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BLOT 3                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130040 | FUNCHESS,GEORGE E &FUNCHESS,MABLE                  | 1481 W DANIA BEACH BLVD    | DANIA BEACH       | FL | 33004 |      | MANN SUB 21-7 BLOT 4                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130050 | TAYLOR,CHRISTINE EST                               | 31 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BLOT 5 LESS PT TO C&SFFCD ON OR1413/533                                                                                                                                                                                                                                                                                                                                                                             |
| 504233130051 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT             | PO BOX 24680               | WEST PALM BEACH   | FL | 33416 | 4680 | MANN SUB 21-7 BLOT 6                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130060 | AIKENS,FRANCESTRONE A AIKENS REV LIV TR ETAL       | 1407 NW 1 ST               | DANIA BEACH       | FL | 33004 | 5105 | MANN SUB 21-7 BLOT 7                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130070 | WILSON,ARTHUR E                                    | 23 NW 14 CT                | DANIA BEACH       | FL | 33004 |      | MANN SUB 21-7 BLOT 8                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130080 | DELOUCH,WILLIE EDWARD M JR                         | PO BOX 1094                | DANIA BEACH       | FL | 33004 | 1094 | MANN SUB 21-7 BLOT 9                                                                                                                                                                                                                                                                                                                                                                                                              |
| 504233130090 | GUTIERREZ,DANIEL ROBERTO                           | 2000 TOWERSIDE TER APT 708 | MIAMI             | FL | 33138 | 2232 | MANN SUB 21-7 BLOT 10                                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233130100 | JONES,TOMMY L &JONES,ELROY                         | 8240 NW 47 ST              | LAUDERHILL        | FL | 33351 | 5533 | MANN SUB 21-7 BLOT 11                                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233130110 | FUNCHESS,WILLIE JAMES                              | 25 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BLOT 12                                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233130120 | FUNCHESS,DWAYNE L                                  | 15 NW 14 CT                | DANIA BEACH       | FL | 33004 |      | MANN SUB 21-7 BLOT 13                                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233130130 | TAYLOR,CHRISTINE EST                               | 31 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BLOT 14                                                                                                                                                                                                                                                                                                                                                                                                             |
| 504233130140 | TAYLOR,CHRISTINE                                   | 31 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BLOT 15 LESS N 250 & LESS PT TOC&SFFCD ON OR 1413/533 & LESSE 110 OF S 100 OF N 350 & LESSOR 1679/382                                                                                                                                                                                                                                                                                                               |
| 504233130141 | TAYLOR,CHRISTINE EST                               | 31 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BLOT 15 E 110 OF S 100 OF N 350                                                                                                                                                                                                                                                                                                                                                                                     |
| 504233130142 | MANN,BESSIE EST                                    | 31 NW 14 CT                | DANIA BEACH       | FL | 33004 | 5110 | MANN SUB 21-7 BTHAT PT LOT 15 AS DESC INOR 1679 PG 382                                                                                                                                                                                                                                                                                                                                                                            |
| 504233130150 | CCEM LLC                                           | 1785 NW 38 AVE             | LAUDERHILL        | FL | 33311 |      | MANN SUB 21-7 BLOT 15 N 250 LESS PT TO C&SFFCDON 1263/444                                                                                                                                                                                                                                                                                                                                                                         |
| 504233130151 | SOUTH FLORIDA WATER MANAGEMENTDISTRICT             | PO BOX 24680               | WEST PALM BEACH   | FL | 33416 | 4680 | MANN SUB 21-7 BALL THAT PT OF LOTS 5 & 15 LYINGWLY OF FOL DESC LINE.COMM NE COROF SE 1/4 SEC 33,S 670.40, W937.72,S 25 TO N/L LOT 15 & POB CONT S 620 TO S/L LOT 5 AND ENDOF SAID LINE                                                                                                                                                                                                                                            |
| 504233130160 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD     | DANIA BEACH       | FL | 33004 | 3643 | MANN SUBDIVISION 21-7 BALL STREETS AND ROADS SHOWN ONSAID PLAT ARE HEREBY DEDICATEDTO THE PERPETUAL USE OF THEPUBLIC                                                                                                                                                                                                                                                                                                              |
| 504233270010 | DANIA POINTE WATERFRONT LLC                        | 3470 N MIAMI AVE UPPER STE | MIAMI             | FL | 33127 |      | SYMONS PLAT 82-49 BTR A LESS BEG SE COR OF SAID TR,W 14,NE 35.39 TO E/L OF TR A,S,LV 32.50 TO POB & TOGETHER WITHPORT OF CANAL C-10 R/W DESC ASCOMM AT SE COR OF SE1/4 OF SEC33SW 1182.94,NW 55 TO POB,NW 39.19NE 520.19,SE 8.83,SE 32.02,SW101,SE 21,SW 188.33,NW 22,SW84.67,NW 14,SW 177.35,SW19.94 TO SYMONS PLAT 82-49 BROAD RIGHT OF WAY AS DEDICATEDPER PLAT,LESS POR LYING WITHINST RD 848 (STIRLING RD) AS PERMISC MB 8-2 |
| 504233270020 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD     | DANIA BEACH       | FL | 33004 | 3643 | SYMONS PLAT 82-49 BROAD RIGHT OF WAY AS DEDICATEDPER PLAT,LESS POR LYING WITHINST RD 848 (STIRLING RD) AS PERMISC MB 8-2                                                                                                                                                                                                                                                                                                          |

|              |                                                    |                          |                 |    |       |                                                                                                                                                                                                                                                                                             |
|--------------|----------------------------------------------------|--------------------------|-----------------|----|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 504233310020 | STIRLING INDUSTRIAL PARK% ALAN LEVY                | 4901 NW 17 WAY SUITE 103 | FORT LAUDERDALE | FL | 33309 | STIRLING COMMERCIAL MARTFIRST ADDITION 98-50<br>BLOT 2                                                                                                                                                                                                                                      |
| 504233310030 | STIRLING INDUSTRIAL PARK% ALAN LEVY                | 4901 NW 17 WAY SUITE 103 | FORT LAUDERDALE | FL | 33309 | STIRLING COMMERCIAL MARTFIRST ADDITION 98-50<br>BLOT 3                                                                                                                                                                                                                                      |
| 504233310040 | STIRLING INDUSTRIAL PARK% ALAN LEVY                | 4901 NW 17 WAY SUITE 103 | FORT LAUDERDALE | FL | 33309 | STIRLING COMMERCIAL MARTFIRST ADDITION 98-50<br>BLOT 4                                                                                                                                                                                                                                      |
| 504233310050 | STIRLING INDUSTRIAL PARK% ALAN LEVY                | 4901 NW 17 WAY SUITE 103 | FORT LAUDERDALE | FL | 33309 | STIRLING COMMERCIAL MARTFIRST ADDITION 98-50<br>BLOT 5                                                                                                                                                                                                                                      |
| 504233310060 | STIRLING INDUSTRIAL PARK% ALAN LEVY                | 4901 NW 17 WAY SUITE 103 | FORT LAUDERDALE | FL | 33309 | STIRLING COMMERCIAL MARTFIRST ADDITION 98-50<br>BLOT 6                                                                                                                                                                                                                                      |
| 504233320010 | NV MARINA HOLDINGS LLC                             | 50 S BRYAN RD            | DANIA BEACH     | FL | 33004 | CLARKE SUBDIVISION 101-32 B PARCEL A TOG W/ PAR<br>COMM SE CORSEC 33,NLY ALG E/L 1340.78,WLY<br>1118.51,SLY 50.01 TO POB,CONT SLY 25 TO NE COR<br>PAR ACLARKE SUB 101/32 B,WLY ALG N/L186.10 TO<br>NW COR PAR A,NELY 35.36,ELY ALG/L 25 N OF<br>&PAR/W N/L PAR A 161.55 TO POB33-50-42      |
| 504233320020 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD   | DANIA BEACH     | FL | 33004 | CLARKE SUBDIVISION 101-32 BTHOROUGHFARES<br>DEDICATED TO THEPUBLIC PER PLAT                                                                                                                                                                                                                 |
| 504233430030 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD   | DANIA BEACH     | FL | 33004 | IMI LANDS 116-24 BTHOROUGHFARES DEDICATED TO<br>THEPUBLIC PER PLAT                                                                                                                                                                                                                          |
| 504233430040 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD   | DANIA BEACH     | FL | 33004 | DANIA OFFICE PARK 130-29 BRIGHTS OF WAY<br>DEDICATED PER PLATT 30-29 B,LESS N 165.32                                                                                                                                                                                                        |
| 504233470020 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD   | DANIA BEACH     | FL | 33004 | SAN-MAR PLAT 142-18 BTHOROUGHFARES DEDICATED<br>TO THEPUBLIC PER PLAT LESS PORTIONIN PLAT DANIA<br>POINTE 183-91 B                                                                                                                                                                          |
| 504233510010 | DANIA BEACH MARINA CORP                            | 90 NORTH BRYAN RD        | DANIA BEACH     | FL | 33004 | BRYAN ROAD WAREHOUSES 170-112 B PARCEL A TOG<br>WITH 40 FT STRIPOF LAND LYING ADJ TO<br>&CONTIGUOUS WITH ELY BDY OF PAR A                                                                                                                                                                   |
| 504233510020 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD   | DANIA BEACH     | FL | 33004 | BRYAN ROAD WAREHOUSES 170-112 BROAD RIGHT OF<br>WAY AS DEDICATEDPER PLAT                                                                                                                                                                                                                    |
| 504233550020 | PUBLIC LAND% CITY OF DANIA BEACH                   | 100 W DANIA BEACH BLVD   | DANIA BEACH     | FL | 33004 | DANIA BEACH AIR & PORT COMMERCECENTRE 177-81<br>BRD R/W DEDICATED TO THE PUBLICPER PLAT LESS<br>PORTION IN PLATDANIA POINTE 183-91 B                                                                                                                                                        |
| 504233590010 | DANIA LIVE 1748 II LLC%KIMCO REALTY<br>CORPORATION | 500 N BROADWAY #201      | JERICHO         | NY | 11753 | DANIA POINTE 183-91 BPROR PAR A AKA DANIA POINTE<br>PHASEII PARCEL IN INSTR# 115247962LESS OFFICE<br>PAR I,II & III INST#116250560,RES A,B,C LEASE,RES<br>DPAR,PAR 1 INST# 115704802,PAR 2INST#<br>11559091 & LESS REMAININGPOR OF PAR DESC IN<br>SURVEY SKETCH# 14, 8058, KCO,PH3          |
| 504233590012 | SPIRIT AIRLINES INC                                | 2800 EXECUTIVE WAY       | MIRAMAR         | FL | 33025 | DANIA POINTE 183-91 BPORTION OF PARCEL A DESC<br>AS:COMMAT NE COR OF NW 1/4 OF SE 1/4SEC 33-50-<br>42, W 46.01, S 202.15TO POB, S 42.90, W 2, S 40, E<br>2,S 161.59, SWLY 31.12, W 597.78,NWLY 22.51, N<br>114.67, E 155.57 N 27, E 135.31, N 102.33, E352.37<br>TO POBAKA: OFFICE PARCEL I |
| 504233590015 | DANIA LIVE 1748 II LLC% KIMCO REALTY CORP          | 500 N BROADWAY #201      | JERICHO         | NY | 11753 | DANIA POINTE 183-91 BPORTION OF PARCEL A DESC<br>AS:COMMAT SW COR OF SE 1/4 OF SEC33-50-42, E<br>1339.75, N 1374.87, W 360.71 TO POB, W 284,<br>NWLY38.47, N 382.15, NELY 22.51, E294, SELY<br>38.48, S 372.15, SWLY38.48 TO POBAKA:<br>RESIDENTIAL B LEASE                                 |



|              |                                           |                            |                 |    |       |                                                                                                                                                                                                                                                                                                                 |
|--------------|-------------------------------------------|----------------------------|-----------------|----|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 504233590016 | DANIA LIVE 1748 II LLC% KIMCO REALTY CORP | 500 N BROADWAY #201        | JERICO          | NY | 11753 | DANIA POINTE 183-91 BPORTION OF PARCEL A DESC AS:COMMAT SW COR OF SE 1/4 OF SEC33-50-42, E 1339.75, N 1382.31, W 40 TO POB, SWLY 37.78, W 85.42, NWLY 30.14, NWLY 45.37, W 54.81, NWLY 31.42, N 257.50, NE 16.97, N 85.50, NW 16.97, N 10.15, NELY39.27, E 81.59, SELY 52.22, SELY52.85, E 48.58, SELY 16.17, S |
| 504233590017 | DANIA LIVE 1748 II LLC% KIMCO REALTY CORP | 500 N BROADWAY #201        | JERICO          | NY | 11753 | DANIA POINTE 183-91 BPORTION OF PARCEL A DESC AS:COMMAT SW COR OF SE 1/4 OF SEC33-50-42, E 1339.75, N 1828.60, W 70.21 TO POB, W 252.68, N352.64, NELY 14.13, E 255.88, SELY 15.22, SELY 1.69, S 331.65, E 2.71, SE 7.23, SWLY 0.94, SWLY32.11 TO POBAKA: RESIDENTIAL D PARCEL                                  |
| 504233590030 | PUBLIC LAND% CITY OF DANIA BEACH          | 100 W DANIA BEACH BLVD     | DANIA BEACH     | FL | 33004 | DANIA POINTE 183-91 BRIGHT OF WAY DEDICATED TO THEPUBLIC BY THE PLAT                                                                                                                                                                                                                                            |
| 504233590040 | PUBLIC LAND% CITY OF DANIA BEACH          | 100 W DANIA BEACH BLVD     | DANIA BEACH     | FL | 33004 | DANIA POINTE 183-91 BRIGHT OF WAY DEDICATED TO THEPUBLIC BY THE PLAT                                                                                                                                                                                                                                            |
| 504233590060 | DANIA LIVE 1748 LLC% KIM REALTY           | 500 N BROADWAY #201        | JERICO          | NY | 11753 | DANIA POINTE 183-91 BPORTION OF PARCEL A DESC AS:COMMAT SW COR OF SE 1/4 OF SEC33-50-42, E 1339.75, N 1828.60, W 70.21 TO POB, W 252.68, N352.64, NELY 14.13, E 255.88, SELY 15.22, SELY 1.69, S 331.65, E 2.71, SE 7.23, SWLY 0.94, SWLY32.11 TO POBAKA: RESIDENTIAL D PARCEL                                  |
| 504233590062 | DANIA LIVE 1748 LLC%KIM REALTY            | 500 N BROADWAY #201        | JERICO          | NY | 11753 | DANIA POINTE 183-91 BPORTION OF PARCEL A DESC AS:COMMAT SW COR OF SE 1/4 OF SEC33-50-42, E 1339.75, N 1828.60, W 70.21 TO POB, W 252.68, N352.64, NELY 14.13, E 255.88, SELY 15.22, SELY 1.69, S 331.65, E 2.71, SE 7.23, SWLY 0.94, SWLY32.11 TO POBAKA: RESIDENTIAL D PARCEL                                  |
| 504233AA0010 | AMERICAN FIRST FEDERAL INC                | PO BOX 920                 | LAKE OSWEGO     | OR | 97034 | DANIA DISTRIBUTION CTR CONDOUNIT 101 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0020 | WESTMINSTER MCINTYRE FAM REV              | PO BOX 920                 | LAKE OSWEGO     | OR | 97034 | DANIA DISTRIBUTION CTR CONDOUNIT 102 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0030 | TRMCINTYRE, WILLIAM TRSTEE                | 3033 NE 32 AVE             | FORT LAUDERDALE | FL | 33308 | DANIA DISTRIBUTION CTR CONDOUNIT 103 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0040 | STIRLING PRODUCTIONS LLC                  | 73 SW 12 AVE STE 105       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 104 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0050 | STIRLING PRODUCTIONS LLC                  | 73 SW 12 AVE STE 105       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 105 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0060 | STIRLING PRODUCTIONS LLC                  | 73 SW 12 AVE STE 105       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 106 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0070 | DESIGN & MEDIA GROUP LLC                  | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 107 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0080 | H&S HOLLWOOD PROPERTIES LLC               | 3612 NW 82 DR              | COOPER CITY     | FL | 33024 | DANIA DISTRIBUTION CTR CONDOUNIT 108 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0090 | LAZAR, LAWRENCE L & AUDREY M              | 73 SW 12 AVE #109-A        | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 109 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0100 | ONE OF A KIND DESIGN LLC                  | 73 SW 12 AVE STE 110       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 110 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0110 | WD INVESTMENT HOLDINGS LLC                | 1250 S PINE ISLAND RD #200 | PLANTATION      | FL | 33324 | DANIA DISTRIBUTION CTR CONDOUNIT 111 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0120 | FAD REALTY LLC% RUSSELL FRANCES           | 73 SW 12 AVE UNIT 112      | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 112 BLDG 1                                                                                                                                                                                                                                                                     |
| 504233AA0130 | DANIA WAREHOUSE 101 LLC                   | 59 SW 12 AVE #101-2        | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 101 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0140 | DANIA WAREHOUSE 102 LLC                   | 59 SW 12 AVE #102-2        | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 102 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0150 | G I GROUP FLORIDA LP                      | 888 SE 3 AVE #500          | FORT LAUDERDALE | FL | 33316 | DANIA DISTRIBUTION CTR CONDOUNIT 103 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0160 | K & M ENTERPRISES LLC                     | 2941 SW 82 WAY             | DAVE            | FL | 33328 | DANIA DISTRIBUTION CTR CONDOUNIT 104 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0170 | K & M ENTERPRISES LLC                     | 2941 SW 82 WAY             | DAVE            | FL | 33328 | DANIA DISTRIBUTION CTR CONDOUNIT 105 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0180 | MOLLY FILFILMENT & PACKAGING LLC          | 59 SW 12 AVE               | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 106 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0190 | B & A PROPERTIES LLC                      | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 107 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0200 | B & A PROPERTIES LLC                      | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 108 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0210 | B & A PROPERTIES                          | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 109 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0220 | B & A PROPERTIES                          | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 110 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0230 | SOUTH FLORIDA STUDIO LLC                  | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 111 BLDG 2                                                                                                                                                                                                                                                                     |
| 504233AA0240 | SANCHEZ MORENO REAL ESTATE LLC            | 59 SW 12 AVE #112          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNIT 112 BLDG 2                                                                                                                                                                                                                                                                     |

|              |                                             |                            |                 |    |       |                                            |
|--------------|---------------------------------------------|----------------------------|-----------------|----|-------|--------------------------------------------|
| 504233AA0250 | DANIA BEACH MANAGEMENT GROUP LLC            | 1351 NE 172 ST             | MIAMI           | FL | 33162 | DANIA DISTRIBUTION CTR CONDOUNT 101 BLDG 3 |
| 504233AA0260 | DANIA BEACH MANAGEMENT GROUP LLC            | 1351 NE 172 ST             | MIAMI           | FL | 33162 | DANIA DISTRIBUTION CTR CONDOUNT 102 BLDG 3 |
| 504233AA0270 | DANIA BEACH MANAGEMENT GROUP LLC            | 1351 NE 172 ST             | MIAMI           | FL | 33162 | DANIA DISTRIBUTION CTR CONDOUNT 103 BLDG 3 |
| 504233AA0280 | DANIA BEACH MANAGEMENT GROUP LLC            | 1351 NE 172 ST             | MIAMI           | FL | 33162 | DANIA DISTRIBUTION CTR CONDOUNT 104 BLDG 3 |
| 504233AA0290 | DANIA BEACH MANAGEMENT GROUP LLC            | 1351 NE 172 ST             | MIAMI           | FL | 33162 | DANIA DISTRIBUTION CTR CONDOUNT 105 BLDG 3 |
| 504233AA0300 | DANIA BEACH MANAGEMENT GROUP LLC            | 1351 NE 172 ST             | MIAMI           | FL | 33162 | DANIA DISTRIBUTION CTR CONDOUNT 106 BLDG 3 |
| 504233AA0310 | SPIN REALTY LLC                             | 1030 N SOUTHLAKE DR        | HOLLYWOOD       | FL | 33019 | DANIA DISTRIBUTION CTR CONDOUNT 107 BLDG 3 |
| 504233AA0320 | SOUTH FLORIDA STUDIO LLC                    | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 108 BLDG 3 |
| 504233AA0330 | SOUTH FLORIDA STUDIO LLC                    | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 109 BLDG 3 |
| 504233AA0340 | SOUTH FLORIDA STUDIO LLC                    | 59 SW 12 AVE #110          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 110 BLDG 3 |
| 504233AA0350 | SCHOELLER CHRISTOPHER                       | 35 SW 12 AVE #111          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 111 BLDG 3 |
| 504233AA0360 | MTE-THOMSON INC                             | 35 SW 12 AVE #112          | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 112 BLDG 3 |
| 504233AA0370 | 11 SW 12TH LLC                              | 1800 PITTSBURGH DRIVE      | DELAWARE        | OH | 43015 | DANIA DISTRIBUTION CTR CONDOUNT 101 BLDG 4 |
| 504233AA0380 | 11 SW 12TH LLC                              | 1800 PITTSBURGH DRIVE      | DELAWARE        | OH | 43015 | DANIA DISTRIBUTION CTR CONDOUNT 102 BLDG 4 |
| 504233AA0390 | 11 SW 12TH LLC                              | 1800 PITTSBURGH DRIVE      | DELAWARE        | OH | 43015 | DANIA DISTRIBUTION CTR CONDOUNT 103 BLDG 4 |
| 504233AA0400 | BLUEWAVE REEL ESTATE LLC                    | 8522 SAWPINE ROAD          | DELRAY BEACH    | FL | 33446 | DANIA DISTRIBUTION CTR CONDOUNT 104 BLDG 4 |
| 504233AA0410 | DAVID K SCALISE & MARCELLA L SCALISE REV TR | 8522 SAWPINE RD            | DELRAY BEACH    | FL | 33446 | DANIA DISTRIBUTION CTR CONDOUNT 105 BLDG 4 |
| 504233AA0420 | ETAL                                        | 11 SW 12 AVENUE #106 BLD 4 | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 106 BLDG 4 |
| 504233AA0430 | COMO HOLDINGS CORP                          | 1550 LATHAM RD STE 8       | WEST PALM BEACH | FL | 33409 | DANIA DISTRIBUTION CTR CONDOUNT 107 BLDG 4 |
| 504233AA0440 | YM 26 FLEX LLC                              | 1550 LATHAM RD STE 8       | WEST PALM BEACH | FL | 33409 | DANIA DISTRIBUTION CTR CONDOUNT 108 BLDG 4 |
| 504233AA0450 | YM 26 FLEX LLC                              | 1550 LATHAM ROAD STE 8     | WEST PALM BEACH | FL | 33409 | DANIA DISTRIBUTION CTR CONDOUNT 109 BLDG 4 |
| 504233AA0460 | F E V INVESTMENTS INC%TIGER VAC INC         | 11 SW 12 AVE STE 112       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 110 BLDG 4 |
| 504233AA0470 | F E V INVESTMENTS INC%TIGER VAC INC         | 11 SW 12 AVE STE 112       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 111 BLDG 4 |
| 504233AA0480 | F E V INVESTMENTS INC%TIGER VAC INC         | 11 SW 12 AVE STE 112       | DANIA BEACH     | FL | 33004 | DANIA DISTRIBUTION CTR CONDOUNT 112 BLDG 4 |

AUG 31 2020

CITY OF DANIA BEACH, FLORIDA  
COMMUNITY DEVELOPMENT DEPARTMENT  
POSTING OF PUBLIC HEARING NOTICE SIGN

COUNTY OF Broward

I, Christina Mathews, am an individual over the age of 18 years old and  
(Print Name)

\_\_\_\_\_ I am the property Owner,

\_\_\_\_\_ X I am a representative of the property owner(s), AMOPT LLC and \_\_\_\_\_, for property located at \_\_\_\_\_, 922 S. Federal Highway (the "Property"), and this sworn statement pertains to the application for Site Plan, Special Exception, Variances, relating to Petition number \_\_\_\_\_ in the Code of Ordinances of the City of Dania Beach, Florida. SP-042-20 VA-043-20 VA-044-20 VA-045-20 VA-046-20 VA-047-20 VA-063-20 SE-48-20

Telephone number of the City's Community Development Department.

3. A true and accurate copy (copies) of the subject sign(s) is/are attached to this Affidavit and incorporated by this reference.

FURTHER, AFFIANT SAYS NOTHING MORE.

  
AFFIANT

Sworn to and subscribed before me on August 31, 201 20

  
NOTARY PUBLIC  
State of Florida at Large

My Commission Expires: 1-24-21







# City of Dania Beach PUBLIC HEARING NOTICE MONDAY, SEPTEMBER 14, 2020

THIS PROPERTY IS THE SUBJECT OF UPCOMING  
PUBLIC HEARINGS

TIME | 7:00 p.m.

PLACE | City Commission virtual Meeting  
Please visit [www.danibeachfl.gov/virtualmeetings](http://www.danibeachfl.gov/virtualmeetings)  
for detailed instructions on this meeting.

PROJECT | AMOPTC/ MSC Training Facility

LOCATION | 922 South Federal Highway

REQUESTS | Site Plan, Special Exception for the construction of a 14,000 Square ft. Specialty school, and Variances for parking spaces, building placement, Landscaping, dumpster location, perimeter wall and height.

FILE # | SP-042-20/ VA-043-20/VA-044-20/VA-045-20/  
VA-046-20/ VA-047-20/ VA-063-20/ SE-48-20



For more information, please visit our website <http://danibeachfl.gov/Public-Hearings> or call (954) 924-6800 x 3643.





City of Dania Beach

## PUBLIC HEARING NOTICE

MONDAY, SEPTEMBER 14, 2020

THIS PROPERTY IS THE SUBJECT OF UPCOMING  
PUBLIC HEARINGS

TIME | 7:00 p.m.

PLACE | City Commission virtual Meeting  
Please visit [www.dania-beach.fl.gov/virtualmeetings](http://www.dania-beach.fl.gov/virtualmeetings)  
for detailed instructions on this meeting.

PROJECT | AMOPTC/ MSC Training Facility

LOCATION | 922 South Federal Highway

REQUESTS | Site Plan, Special Exception for the construction of a 14,000 Square ft. Specialty school, and Variances for parking spaces, building placement, Landscaping, dumpster location, perimeter wall and height.

FILE # | SP-042-20/ VA-043-20/VA-044-20/VA-045-20/  
VA-046-20/ VA-047-20/ VA-063-20/ SE-48-20

For more information, please visit our website <http://dan-beach.fl.gov/Public-Hearings> or call (954) 924-6800 x 3643.

This Sign is the property of the City of Dania Beach. In accordance with Section 810.30 of the Land Development Code, it shall be unlawful for any person to remove, cut, break or destroy in any manner any building or other thing belonging to or under the control of the City. Permitted marking or removing the Sign shall be subject to the prior approval of the City.







# City of Dania Beach PUBLIC HEARING NOTICE MONDAY, SEPTEMBER 14, 2020

THIS PROPERTY IS THE SUBJECT OF UPCOMING  
PUBLIC HEARINGS

TIME | 7:00 p.m.

PLACE | City Commission virtual Meeting  
Please visit [www.daniabeachfl.gov/virtualmeetings](http://www.daniabeachfl.gov/virtualmeetings)  
for detailed instructions on this meeting.

PROJECT | AMOPTC/ MSC Training Facility

LOCATION | 922 South Federal Highway

REQUESTS | Site Plan, Special Exception for the construction of a 14,000 Square ft. Specialty school, and Variances for parking spaces, building placement, Landscaping, dumpster location, perimeter wall and height.

FILE # | SP-042-20/ VA-043-20/VA-044-20/VA-045-20/  
VA-046-20/ VA-047-20/ VA-063-20/ SE-48-20

For more information, please visit our website <http://danibeachfl.gov/Public-Hearings> or call (954) 924-6800 x 3643.

This Sign is the property of the City of Dania Beach. In accordance with Section 610-20 of the Land Development Code, it shall be unlawful for any person to remove, cut, break or destroy in any manner any building or other thing belonging to or under the control of the City. Persons violating or removing the Notice may be subject to fine and/or imprisonment.





11 SW 12TH LLC  
1800 PITTSBURGH DRIVE  
DELAWARE OH 43015

123 FLORIDA LAND TR  
SCHANK, JONI TRSTEE  
8004 NW 154 ST #218  
MIAMI LAKES FL 33016

7418 TAMARAC INC  
8527 PINES BLVD #202  
PEMBROKE PINES FL 33024

AFFORDABLE HOUSING  
DEVELOPMENT SOLUTIONS  
144 BISCAYNE BLVD #312  
MIAMI FL 33132

AIKENS, FRANCES  
TYRONE A AIKENS REV LIV TR  
1407 NW 1 ST  
DANIA BEACH FL 33004 5105

YM 26 FLEX LLC  
1550 LATHAM RD STE 8  
WEST PALM BEACH FL 33409

AMERICAN FIRST FEDERAL INC  
PO BOX 920  
LAKE OSWEGO OR 97034

B & A PROPERTIES LLC  
59 SW 12 AVE #110  
DANIA BEACH FL 33004

BLUEWAVE REEL ESTATE LLC  
8522 SAWPINE ROAD  
DELRAY BEACH FL 33446

BOHADANAH, ELI  
3950 SW 6 ST  
FORT LAUDERDALE FL 33312 2632

BROWARD COUNTY BOARD OF  
COUNTY COMMISSIONERS  
115 S ANDREWS AVE RM 501-RP  
FORT LAUDERDALE FL 33301 1801

BROWN, R & PATRICIA  
% DUSKEY MARINE INC  
110 N BRYAN ROAD  
DANIA BEACH FL 33004 2244

CCEM LLC  
1785 NW 38 AVE  
LAUDERHILL FL 33311

CITY OF DANIA BEACH  
100 W DANIA BEACH BLVD  
DANIA BEACH FL 33004 3643

COMO HOLDINGS CORP  
11 SW 12 AVENUE #106 BLD 4  
DANIA BEACH FL 33004

DAMIANO, LYNN M  
4481 SW 54 CT  
DANIA BEACH FL 33314

DANIA BEACH MANAGEMENT  
GROUP LLC  
1351 NE 172 ST  
MIAMI FL 33162

DANIA BEACH MARINA CORP  
90 NORTH BRYAN RD  
DANIA BEACH FL 33004

DANIA LIVE 1748 II LLC  
% KIMCO REALTY CORP  
500 N BROADWAY #201  
JERICHO NY 11753

DANIA LIVE 1748 LLC  
% KIM REALTY  
500 N BROADWAY #201  
JERICHO NY 11753

DANIA POINTE WATERFRONT LLC  
3470 N MIAMI AVE UPPER STE  
MIAMI FL 33127

DANIA WAREHOUSE 101 LLC  
59 SW 12 AVE #101-2  
DANIA BEACH FL 33004 3542

DANIA WAREHOUSE 102 LLC  
59 SW 12 AVE #102-2  
DANIA BEACH FL 33004 3542

DANIA-14TH WAY SERIESEMBARK  
PROPERTIES LLC  
1751 SW 117 AVE  
DAVIE FL 33325

DAVID K SCALISE &  
MARCELLA L SCALISE REV TR  
8522 SAWPINE RD  
DELRAY BEACH FL 33446

DEAN, WANDA B  
761 SW 3 ST  
DANIA BEACH FL 33004

DELOUCH, WILLIE EDWARD M JR  
PO BOX 1094  
DANIA BEACH FL 33004 1094

DESIGN & MEDIA GROUP LLC  
59 SW 12 AVE #110  
DANIA BEACH FL 33004

DULCIETA PROPERTIES INC  
4848 SW 25 AVE  
FORT LAUDERDALE FL 33312

F E V INVESTMENTS INC  
%TIGER VAC INC  
11 SW 12 AVE STE 112  
DANIA BEACH FL 33004

FAD REALTY LLC  
% RUSSELL FRANCES  
73 SW 12 AVE UNIT 112  
DANIA BEACH FL 33004

FUNCHESS,DWAYNE L  
15 NW 14 CT  
DANIA BEACH FL 33004

FUNCHESS,GEORGE E &  
FUNCHESS,MABLE  
1481 W DANIA BEACH BLVD  
DANIA BEACH FL 33004

FUNCHESS,WILLIE JAMES  
25 NW 14 CT  
DANIA BEACH FL 33004 5110

G I GROUP FLORIDA LP  
888 SE 3 AVE #500  
FORT LAUDERDALE FL 33316

GUTIERREZ,DANIEL ROBERTO  
2000 TOWERSIDE TER APT 708  
MIAMI FL 33138 2232

H&S HOLLYWOOD PROPERTIES LLC  
3612 NW 82 DR  
COOPER CITY FL 33024

HANKERSON,CHRISTA B EST  
27 NW 14 AVE  
DANIA BEACH FL 33004 5113

HANKERSON,PHYLLIS  
SIMPKINS,CORTINA  
27 NW 14 AVE  
DANIA BEACH FL 33004 5113

JONES,TOMMY L &  
JONES,ELROY  
8240 NW 47 ST  
LAUDERHILL FL 33351 5533

K & M ENTERPRISES LLC  
2941 SW 82 WAY  
DAVIE FL 33328

LAZAR,LAWRENCE L & AUDREY M  
73 SW 12 AVE #109-A  
DANIA BEACH FL 33004 3523

LUCAS,GARY & CYNTHIA  
2242 FREEDOM ST  
HOLLYWOOD FL 33020

MANN,BESSIE EST  
31 NW 14 CT  
DANIA BEACH FL 33004 5110

MICHAEL LAPENNA FAM TR  
LAPENNA,MICHAEL TRSTEE  
150 PINE BEACH  
\*DORVAL QC CA H9S 2 T9

MOLLY FULFILLMENT &  
PACKAGING LLC  
59 SW 12 AVE  
DANIA BEACH FL 33004

MORALES,WALDO  
5083 WHITEWATER WAY  
SAINT CLOUD FL 34771 7968

MTE-THOMSON INC  
35 SW 12 AVE #112  
DANIA BEACH FL 33004

NV MARINA HOLDINGS LLC  
50 S BRYAN RD  
DANIA BEACH FL 33004

OAMI,ELANA  
3479 NE 163 ST # 900  
NORTH MIAMI BEACH FL 33160

ONE OF A KIND DESIGN LLC  
73 SW 12 AVE STE 110  
DANIA BEACH FL 33004 3523

OWENS,ELIZABETH  
57 NW 14 AVE  
DANIA BEACH FL 33004

PUBLIC LAND  
% CITY OF DANIA BEACH  
100 W DANIA BEACH BLVD  
DANIA BEACH FL 33004 3643

RJ MARINA HOLDINGS LLC  
50 SOUTH BRYAN RD  
DANIA BEACH FL 33004

SANCHEZ MORENO  
REAL ESTATE LLC  
59 SW 12 AVE #112  
DANIA BEACH FL 33004

SCHOELLER,CHRISTOPHER  
35 SW 12 AVE #111  
DANIA BEACH FL 33004

SHARIFF,GANNIM JR & INGRID  
15 NW 14 AVE #1-2  
DANIA BEACH FL 33004

SMITH,CYNTHIA  
LUCAS,GARY  
50 NW 14 AVE  
DANIA BEACH FL 33004

SOUTH FLORIDA STUDIO LLC  
59 SW 12 AVE #110  
DANIA BEACH FL 33004

SOUTH FLORIDA WATER  
MANAGEMENT DISTRICT  
PO BOX 24680  
WEST PALM BEACH FL 33416 4680

SPILLMAN,LURMYCE D  
81 NW 14 AVE  
DANIA BEACH FL 33004 5113

SPIN REALTY LLC  
1030 N SOUTHLAKE DR  
HOLLYWOOD FL 33019

SPIRIT AIRLINES INC  
2800 EXECUTIVE WAY  
MIRAMAR FL 33025

STEWART,JACQUELINE SUZAN  
1441 W DANIA BEACH BLVD  
DANIA BEACH FL 33004 5101

STIRLING INDUSTRIAL PARK  
% ALAN LEVY  
4901 NW 17 WAY SUITE 103  
FORT LAUDERDALE FL 33309

STIRLING PRODUCTIONS LLC  
73 SW 12 AVE STE 105  
DANIA BEACH FL 33004

TAYLOR,CHRISTINE  
31 NW 14 CT  
DANIA BEACH FL 33004 5110

TAYLOR,CHRISTINE EST  
31 NW 14 CT  
DANIA BEACH FL 33004 5110

UNITED HOUSE OF PRAYER  
MADISON,S C TRSTEE  
1665 PORTAL DR NW  
WASHINGTON DC 20012

VICKERS,LEE  
112 NW 14 WAY  
DANIA BEACH FL 33004 2653

WD INVESTMENT HOLDINGS LLC  
1250 S PINE ISLAND RD #200  
PLANTATION FL 33324

WESTMINSTER MCINTYRE FAM IREV TR  
MCINTYRE,WILLIAM TRSTEE  
3033 NE 32 AVE  
FORT LAUDERDALE FL 33308

WILSON,ARTHUR E  
23 NW 14 CT  
DANIA BEACH FL 33004



## DESCRIPTION: (CONTINUED)

**DEDICATION:**

ACKNOWLEDGEMENT: STATE OF FLORIDA  
COUNTY OF BROWARD  
I, the undersigned, personally appeared ROGER S. WOLFE, to me well known to be the person described in and who executed the foregoing document, personally appeared before me and acknowledged to me and before the foregoing instrument that he executed the same for the purposes and in the capacity therein expressed. He did not use an oath.

Witness my hand and seal this \_\_\_\_ day of \_\_\_\_\_, 2020.

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November, 2019





# DENI LAND SURVEYORS, INC.

1991 NW 35<sup>TH</sup> AVE. • COCONUT CREEK, FL 33066 • PHONE (954) 973-7966  
EMAIL: mikki1@bellsouth.net FAX (954) 979-0343

August 25, 2020

City of Dania Beach  
Community Development Department  
401 NW 70<sup>th</sup> Terrace  
100 W. Dania Beach Boulevard  
Dania Beach, FL 33004

RE: Waves at Dania Beach Plat (PL 162-19)

To Whom It May Concern,

Enclosed please a copy of the above referenced plat and related documents. The following revisions have been made per the comments from the City:

## ENGINEERING

1. Clarify if utility easements to be dedicated to utility providers. Such easements shall be shown on the plat. The plat is being review by Broward County and will be reviewed by the utility providers. They will request easements if necessary. The easements will be dedicated on the plat is any are requested by the utility providers.
2. The canal easements shown are in conflict with the proposed improvement/development of the property. This will be addressed on the site plan.

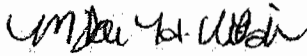
## ZONING

1. Tax receipts and lien searched are required for each parcel. Copy of the tax letter and lien searches are attached.
2. Broward County Trafficways Plat identifies Bryan as an 80' R/W. Therefore, a minimum 40' to the centerline must be dedicated. Dimensions and arrows have been added to show the 80' R/W.
3. Must provide mailing list and labels for property owners within 450'. The property owner has hired Cutro & Associates to prepare the notices. The mailing list and labels will be sent to the City by Cutro & Associates.
4. E-mail resolution and legal description, prepare by an attorney, for development approval. Resolution and legal description have been e-mailed to clajoie@daniabeachfl.gov.
5. Identify location of pedestrian cross access easement along the East side of the property. The property owner is requesting that this be addressed at the site plan review rather than on the plat.
6. Remove folio #5042-3300-0601 from the application. As it is owned by SFWMD. This folio has been removed from the application.

7. Remove Planning and Zoning Board signature block as the P&Z does not review plats.  
Planning & Zoning signature block has been removed.

Please review these revisions and let me if you need any additional revisions. Thank you for your assistance in this matter.

Yours truly,

A handwritten signature in black ink, appearing to read "Mikki H. Ulrich". The signature is written in a cursive, flowing style.

Mikki H. Ulrich

## Nicole Kesler

---

**From:** Nectaria Chakas  
**Sent:** Monday, August 17, 2020 11:55 AM  
**To:** Lajoie, Corinne  
**Cc:** Michael Lally; Lawson, Jacob; Nicole Kesler  
**Subject:** 70 S. Bryan Rd. Lien Search Results (70 Wave)

Corinne:

This the lien search results on 70 S. Bryan Rd which is part of the 70 Wave project.

Nectaria M. Chakas, Esq.  
LOCHRIE & CHAKAS, P.A. | 954-779-1123

---

**From:** "Jelaso, Megan" <mjelaso@daniabeachfl.gov>  
**Date:** Monday, August 17, 2020 at 11:44 AM  
**To:** "Nectaria M. Chakas" <NChakas@lochrielaw.com>  
**Subject:** City of Dania Beach - Lien Search

Good Morning,

Please find the below results for the address: 70 S Bryan Rd (folio – 5042-33-00-0600).

- Water – 52603-004 - \$0 due with a \$130 deposit
- Code Violation – None
- Open Building permits may exist on this property. Contact Building & Zoning 954-924-6800 Ext 3633
- Other Amounts – None
- Property As Reference is clear of liens placed by the City of Dania Beach – Yes

City hall is closed so we are working from home. We apologize for any inconvenience.

Have a Great Day



**Megan Jelaso**  
Revenue Coordinator III | City of Dania Beach  
[mjelaso@daniabeachfl.gov](mailto:mjelaso@daniabeachfl.gov) | [daniabeachfl.gov](http://daniabeachfl.gov)  
100 W Dania Beach Blvd. | Dania Beach, FL 33004  
Phone: 954-924-6800 ext. 3672 | Fax: 954-922-5619

Please note: Florida has a very broad public records law. Most written communications to or from City Officials regarding City business are public records available to the public and media upon request. Your e-mail communications may therefore be subject to public disclosure.



## Nicole Kesler

---

**From:** Nectaria Chakas  
**Sent:** Monday, August 17, 2020 11:57 AM  
**To:** Lajoie, Corinne  
**Cc:** Lawson, Jacob; Michael Lally; Nicole Kesler  
**Subject:** 50 S. Bryan Road - Lien Search Results - 70 Wave project

This is the Lien Search Result for 50 S. Bryan Road which is part of 70 Wave project (the north portion of the development site).

Nectaria M. Chakas, Esq.  
LOCHRIE & CHAKAS, P.A. | 954-779-1123

---

**From:** "Jelaso, Megan" <mjelaso@daniabeachfl.gov>  
**Date:** Monday, August 17, 2020 at 11:46 AM  
**To:** "Nectaria M. Chakas" <NChakas@lochrielaw.com>  
**Subject:** City of Dania Beach - Lien Search

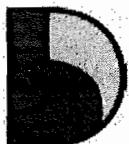
Good Morning,

Please find the below results for the address: 50 S Bryan Rd (folio – 5042-33-32-0110).

- Water – 600049-001 - \$0 with a \$640 deposit & 600050-001 - \$0 with a \$170 deposit
- Code Violation – None
- Open Building permits may exist on this property. Contact Building & Zoning 954-924-6800 Ext 3633
- Other Amounts – None
- Property As Reference is clear of liens placed by the City of Dania Beach – Yes

City hall is closed so we are working from home. We apologize for any inconvenience.

Have a Great Day



DANIA BEACH  
SEA, IL. LIVE IT. LOVE IT.

Megan Jelaso  
Revenue Coordinator III | City of Dania Beach  
[mjelaso@daniabeachfl.gov](mailto:mjelaso@daniabeachfl.gov) | [daniabeachfl.gov](http://daniabeachfl.gov)  
100 W Dania Beach Blvd. | Dania Beach, FL 33004  
Phone: 954-924-6800 ext. 3672 | Fax: 954-922-5619

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Finance and Administrative Services Department

**RECORDS, TAXES, AND TREASURY DIVISION • Tax and License Section**

115 S. Andrews Avenue, Room A 100 • Fort Lauderdale, Florida 33301 • 954-831-4000 • FAX 954-357-5483

August 17, 2020

**CERTIFICATE OF TAXES PAID**

**RE: FOLIO # 504233-00-0611, 504233-0-0600, 504233-00-0601 & 504233-32-0010**

**"WAVES AT DANIA BEACH"**

To whom it may concern:

This is to certify that a search of our records indicates all real estate taxes have been paid through the year 2019, for the above account.

There are no current outstanding property taxes owed for the property account referenced above.

Sincerely,

A handwritten signature in black ink, appearing to read "Tera Richardson".

*Tera Richardson*

Records, Taxes & Treasury Division

115 S. Andrews Ave, Rm A100

Ft. Lauderdale, FL 33301

trichardson@broward.org

(954) 357-6232

# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Public Hearing

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION APPROVING THE SITE PLAN FOR THE CONSTRUCTION OF A 82,197 SQUARE FOOT WAREHOUSE BUILDING IN THE IRO (INDUSTRIAL RESEARCH OFFICE) ZONING DISTRICT (SP-038-20), SUBMITTED BY HOPE CALHOUN, ESQ., ON BEHALF OF THE PROPERTY OWNER GPT DANIA BEACH OWNER, LLC, FOR THE PROPERTY LOCATED AT 1900 NE 7TH AVENUE, IN THE CITY OF DANIA BEACH, FLORIDA

### Purchasing Requests ONLY

Dept:

Acct #:

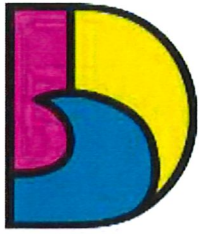
Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

Memo-SP-038-20 Pannattoni, Staff Report -SP-038-20 Pannattoni, R-2020- GPT Dania Beach Owner, LLC (Pannattoni) Site Plan (SP-038-20), Dwg Set, Site Plan Application, Pannattoni (Location Map), DRC Comment Responses-Site Plan, SP-038-20 Pannattoni Site Plan-Mailer, Public Hearing Sign- Pannattoni



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

**CITY OF DANIA BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
MEMORANDUM**

**DATE:** October 13, 2020

**TO:** Honorable Mayor and Commissioners

**FROM:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**BY:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistant Director  
Richard Lorber, AICP, Planning and Zoning Manager  
Muriel Bryan, Senior Planner Muriel Bryan

**SUBJECT:** **SP-038-20:** The applicant, Hope Calhoun of Dunay, Miskel, Backman, LLP, on behalf of the property owner GPT Dania Beach Owner, LLC/Sonya A Huffman, COO, is requesting approval of a Site Plan for general industrial warehouse use for the property located at 1900 NE 7th Ave.

**Request**

Site Plan - The applicant is requesting Site Plan approval for the construction of a 82,197 square foot warehouse.

**Background**

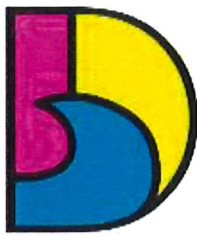
The applicant has requested approval of a Site Plan for the development of a future industrial warehouse. The property is currently vacant and is located east of the Fort Lauderdale International Airport. The applicant has also submitted a Delegation Request, which has been reviewed through DRC and administratively approved.

**Budgetary Impact**

Approval of the Site Plan will allow the opportunity for the redevelopment of the site.

**Recommendation**

Approve the resolution for the Site Plan with conditions.



DANIA BEACH  
SEA IT. LIVE IT. LOVE IT.

**CITY OF DANIA BEACH  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT**

**DATE:** October 13, 2020

**TO:** Ana M. Garcia, City Manager, ICMA-CM

**VIA:** Candido Sosa-Cruz, Assistant City Manager

**FROM:** Eleanor Norena, CFM, Director  
Corinne Lajoie, AICP, Assistant Director  
Richard Lorber, AICP, Planning and Zoning Manager  
Muriel Bryan, Senior Planner

**SUBJECT:** **SP-038-20:** The applicant, Hope Calhoun of Dunay, Miskel, Backman, LLP, on behalf of the property owner GPT Dania Beach Owner, LLC/Sonya A Huffman, COO, is requesting approval of a Site Plan for general industrial warehouse use for the property located at 1900 NE 7<sup>th</sup> Ave.

**Request**

**Site Plan**

The applicant is requesting Site Plan approval for the construction of a 82,197 square foot warehouse.

**PROPERTY INFORMATION**

|                       |                                                            |
|-----------------------|------------------------------------------------------------|
| EXISTING ZONING:      | Industrial (IRO)                                           |
| LAND USE DESIGNATION: | Employment Center                                          |
| SITE LOCATION:        | East of NE 7 <sup>th</sup> Avenue and North of Access Road |
| SITE ACREAGE:         | 188,864 square feet / 4.33 Net Acres                       |
| EXISTING USE:         | Vacant                                                     |
| CODE VIOLATIONS:      | There are no open violations on this property.             |

**Background**

The applicant has requested approval of a Site Plan for the development of a future industrial warehouse. The property is currently vacant and located east of the Fort Lauderdale International Airport. The applicant has also submitted a Delegation Request, which has been reviewed through DRC and administratively approved.



## SITE PLAN

The applicant is proposing to develop the site by constructing an industrial warehouse. The property is located on Parcel B of the Nisa Plat. The applicant is proposing to construct a new 82,197 square foot warehouse building on the property. The proposed industrial use is compatible with the surrounding industrial uses and the airport located to the west of the Property.

The applicant made an attempt to reach out to the residents, as identified below:

- On June 9, 2020 sent a mailed notice describing the Developer's intent and a conceptual site plan drawing.

## Traffic Study

The traffic study submitted by the applicant, dated as updates on June 2020 by Caltran Engineering Group, Inc has been accepted by the City's traffic consultant.

## Development Review Committee (DRC)

The Site Plan was reviewed by the DRC on May 19, 2020 and again on July 14, 2020, which includes personnel from the BSO Fire, Public Services, the City's landscape consultant and Community Development Department's Planning Division. Below are outstanding comments:

1. The applicant should provide traffic data to the city after the site has been operating for a minimum of six months under regular traffic conditions. The data should include truck and vehicular counts at the main driveway at NE 7th Avenue as well as at the entrance to the warehouse. The data collected should be for the morning and afternoon peak times for two typical weekdays. (Traffic Engineering)
2. After six months of opening date, the applicant should provide an assessment of the internal site circulation to confirm that it's operating according to the estimates provided in the traffic study. If discrepancies from the study occur, the applicant should provide mitigation measures as needed. (Traffic Engineering)
3. Demonstrate that the proposed Guardrail is not in conflict with line of sight or sight triangles. Show on the plan if there are any existing culverts. Demonstrate no conflict with existing culverts. Wetland impacts will need to be reviewed by Broward County and ACOE as applicable. The slope behind Guardrail across the canal shall be revised per FDOT standards. Misc. asphalt shall be required under the guard rail. (Engineering)
4. Provide water & sewer availability letter from City of Dania Beach Public Services. The applicant shall be responsible to evaluate and analyze the existing lift station onsite. Any required upgrade shall be the responsibility of the applicant. (Engineering)
5. Any road cuts for utilities, curb cuts and/or others with the City ROW shall be restored to full lane width for 50' minimum length centered on the proposed cut. (Engineering)
6. The proposed sanitary lateral shall be revised to provide 1% minimum slope. It shall tie-in to existing main with WYE connection. Direct connection to a sanitary manhole shall not be allowed. (Engineering)
7. Potable water shall not be used for irrigation. Irrigation water meter shall be removed from plans. (Engineering)
8. Wheel stops, five and one-half (5 1/2) inches high, shall be installed two (2) feet from the head (front) of a parking space. (Engineering)
9. Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs

- specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV. (Engineering)
10. All pavement markings shall be alkyd based thermoplastic and fully retroreflectorized, per BCTED specifications with the exception of parking stall striping. (Engineering)
  11. Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable). (Engineering)
  12. In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved. (Engineering)
  13. Detail and complete engineering plans will be required prior to Building and R/W permit approval. (Engineering)
  14. Provide utility piping conflict details and demonstrate acceptability of the separation between water, sanitary, storm-sewer lines, etc. (Engineering)
  15. Show all existing and proposed utilities on the landscaping plans for potential conflicts. (Engineering)
  16. Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA). (Engineering)
  17. Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal. (Engineering)
  18. Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County EPGMD Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable. (Engineering)

#### **Recommendation**

Therefore staff is recommending approval of the site plan request provided the outstanding DRC comments are made condition of approval to be addressed prior to issuance of a building permit.

## **RESOLUTION NO. 2020-129**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE SITE PLAN FOR THE CONSTRUCTION OF A 82,197 SQUARE FOOT WAREHOUSE BUILDING IN THE IRO (INDUSTRIAL RESEARCH OFFICE) ZONING DISTRICT (SP-038-20), SUBMITTED BY HOPE CALHOUN, ESQ., ON BEHALF OF THE PROPERTY OWNER GPT DANIA BEACH OWNER, LLC, FOR THE PROPERTY LOCATED AT 1900 NE 7<sup>TH</sup> AVENUE, IN THE CITY OF DANIA BEACH, FLORIDA; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, Hope Calhoun, Esq., on behalf of the owner, GPT Dania Beach Owner, LLC, (the “Applicant”) has requested site plan approval, for the proposed construction of a new 82,197 square foot warehouse building in the IRO (Industrial Research Office) zoning district at 1900 NE 7th Avenue in the City of Dania Beach, Florida, as legally described in Exhibit “A”, a copy of which is made a part of and incorporated into this Resolution by this reference; and

**WHEREAS**, the City Code of Ordinances, Chapter 28, entitled “Land Development Code” (the “LDC”), of Part 6, entitled “Development Review Procedures and Requirements”, Article 635, entitled “Site Plans” of Section 635-20(A), provides that site plan approval is required as a condition to the issuance of a building permit; and

**WHEREAS**, on May 19, 2020 and July 14, 2020, the City’s Development Review Committee (the “DRC”), which includes representatives from the Broward Sheriff’s Office, Broward Fire Department, Public Services Department, the City’s landscape consultant and the Planning Division staff, reviewed the site plan for compliance with all applicable regulations; and

**WHEREAS**, the City Commission conducted a duly noticed public hearing on September 14, 2020, in accordance with Article 610 of the LDC; and

**WHEREAS**, the City Commission finds that the approval of the proposed site plan (SP-038-20) is consistent with the City’s Comprehensive Plan, Policy 1.3 which provides that: “clean light industrial development will be encouraged to support the tax base for the community and to provide a wide range of employment for residents of the community;” and Policy 1.2 which provides that: “Commercialized activities will be provided to serve the residents of the community”; and

**WHEREAS**, the City Commission finds that the approval of the proposed site plan (SP-038-20) is consistent with the City's LDC Section 635-60 by demonstrating compliance with the applicable land development regulations;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA:**

**Section 1.** That the foregoing "WHEREAS" clauses are ratified and confirmed as being true and correct, and they are made a specific part of this Resolution.

**Section 2.** That the City's staff report is ratified and confirmed as being true and correct and is made a specific part of the Resolution as part of the City's findings of fact.

**Section 3.** That pursuant to Chapter 28, entitled, "Land Development Regulations", Part 6, entitled, "Development Review Procedures and Requirements", the following Site Plan (SP-038-20) attached as Exhibit "B," which is made a part of and incorporated into this Resolution by reference, is approved subject to compliance with the following conditions (references to Sections are those appearing in the LDC):

1. The applicant should provide traffic data to the city after the site has been operating for a minimum of six months under regular traffic conditions. The data should include truck and vehicular counts at the main driveway at NE 7th Avenue as well as at the entrance to the warehouse. The data collected should be for the morning and afternoon peak times for two typical weekdays. (Traffic Engineering)

2. After six months of opening date, the applicant should provide an assessment of the internal site circulation to confirm that it is operating according to the estimates provided in the traffic study. If discrepancies from the study occur, the applicant should provide mitigation measures as needed. (Traffic Engineering)

3. Additional comments may apply and will need to be addressed prior to Building Permit approval. (Engineering)

4. The Site Plan approval shall be concurrent with Variances approval. (Engineering)

5. Demonstrate that the proposed Guardrail is not in conflict with line of sight or sight triangles. Show on the plan if there are any existing culverts. Demonstrate no conflict with existing culverts. Wetland impacts will need to be reviewed by Broward County and ACOE as applicable. The slope behind Guardrail across the canal shall be revised per FDOT standards. Misc. asphalt shall be required under the guard rail. (Engineering)

6. Provide water & sewer availability letter from City of Dania Beach Public Services. The applicant shall be responsible to evaluate and analyze the existing lift station onsite. Any required upgrade shall be the responsibility of the applicant. (Engineering)

7. Any road cuts for utilities, curb cuts and/or others with the City ROW shall be restored to full lane width for 50' minimum length centered on the proposed cut. (Engineering)

8. The proposed sanitary lateral shall be revised to provide 1% minimum slope. It shall tie-in to existing main with WYE connection. Direct connection to a sanitary manhole shall not be allowed. (Engineering)

9. Potable water shall not be used for irrigation. Irrigation water meter shall be removed from plans. (Engineering)

10. Wheel stops, five and one-half (5 1/2) inches high, shall be installed two (2) feet from the head (front) of a parking space. (Engineering)

11. Provide BC standard details for pavement marking and signage. All traffic control signs shall conform to Broward County Traffic Engineering (BCTED) and MUTCD standards. BCTED signs specifications consist of Type XI retroreflective sheeting materials except for school zone and pedestrian signs which shall be comprised of retroreflective fluorescent yellow-green sheeting certified type IV. (Engineering)

12. All pavement markings shall be alkyd based thermoplastic and fully retroreflectorized, per BCTED specifications with the exception of parking stall striping. (Engineering)

13. Provide Maintenance of Traffic (MOT) Plan by a licensed General Contractor/Professional Engineer in the State of Florida (If applicable). (Engineering)

14. In accordance with City Code of Ordinances in Article 415. SIDEWALKS AND SWALES, Owner is responsible for the construction of sidewalks / swales within the road ROW when buildings are constructed or substantially improved. (Engineering)

15. Detail and complete engineering plans will be required prior to Building and R/W permit approval. (Engineering)

16. Provide utility piping conflict details and demonstrate acceptability of the separation between water, sanitary, storm-sewer lines, etc. (Engineering)

17. Show all existing and proposed utilities on the landscaping plans for potential conflicts. (Engineering)



18. Provide ADA parking, access / driveway, and sidewalks /ramps including dimensions in accordance with Chapter 553 of the Florida Statutes. "Accessibility of Handicapped Persons" and latest edition of "Accessibility Requirements Manual" by Department of Community Affairs, Florida Board Building Codes and Standards, and 'in accordance with Americans with Disability Act (ADA). (Engineering)

19. Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal. (Engineering)

20. Provide regulatory agencies' approval documentation and Permits/Licenses (as applicable) as part of the final submittal, prior to issuance of the Building Permit (Broward County Surface Water License, Broward County EPGMD Wastewater Permit, Florida Department of Environmental Protection, FDOT, BC Environmental, BC Aviation, BCTED etc.). Also, include Utility / Right of Way Permits from City, Broward County, and State Roads as applicable. (Engineering)

**Section 4.** That pursuant to Section 635-100 "Expiration of Site Plans" of the Land Development Code, the site plan (SP-038-20) shall automatically expire and become null and void unless the Applicant files a complete building permit application with construction drawings for the improvements shown on the site plan, within eighteen (18) months from the date of this Resolution.

**Section 5.** That the issuance of a development permit by a municipality does not in any way create any right on the part of an Applicant to obtain a permit from a state or federal agency, and does not create any liability on the part of the municipality for issuance of the permit if the Applicant fails to obtain requisite approvals or does not fulfill the obligations imposed by a state or federal agency, or undertakes actions that result in a violation of state or federal law.

**Section 6.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 7.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED AND ADOPTED** on October 13, 2020.

ATTEST:

---

THOMAS SCHNEIDER, CMC  
CITY CLERK

---

LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

---

THOMAS J. ANSBRO  
CITY ATTORNEY

EXHIBIT "A"  
LEGAL DESCRIPTION

PARCEL B OF "NISA PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN  
PLAT BOOK 147, PAGE 14 OF THE PUBLIC RECORDS OF BROWARD COUNTY,  
FLORIDA

EXHIBIT "B"

## SITE PLAN



COLOR LEGEND

- BUILDING  
UTILITIES  
LANDSCAPE  
SIDEWALK / CURBS/ PADS  
TRUCK APRON  
TURF BLOCK AT DRIVEWAY  
TURF BLOCK AT PARKING SPACES  
VEHICULAR USE AREA

ADDRESS

1900 NE 7TH AVE, DANIA BEACH FLORIDA 33004

LEGAL DESCRIPTION

PARCEL "B" OF "NISA PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 147, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA

FLOOD DESIGNATION

FUTURE FLOOD ZONE TBD

ZONING

EXISTING ZONING: IRO, INDUSTRIAL-RESEARCH-OFFICE

ADJACENT ZONING:

- NORTH IRO, INDUSTRIAL-RESEARCH-OFFICE  
- SOUTH IRO, INDUSTRIAL-RESEARCH-OFFICE  
- EAST I-G, INDUSTRIAL  
- WEST AT, AIRPORT (PER BROWARD COUNTY ZONING MAP)

ADJACENT ZONING:

- NORTH COMMERCIAL RECREATIONAL  
- SOUTH COMMERCIAL RECREATIONAL  
- EAST COMMERCIAL RECREATIONAL  
- WEST TRANSPORTATION (PER BROWARD COUNTY LAND USE MAP)

SETBACKS & BUFFERS

| LOCATION      | REQUIRED | PROPOSED       |
|---------------|----------|----------------|
| WEST SETBACK  | 25'-0"   | 62'-10 9/128"  |
| NORTH SETBACK | 50'-0"   | 85'-5 155/256" |
| SOUTH SETBACK | 25'-0"   | 45'-5 3/64"    |
| EAST SETBACK  | 5'-0"    | 61'-11 83/256" |

| LOCATION     | REQUIRED | PROPOSED     |
|--------------|----------|--------------|
| SOUTH BUFFER | 5'-0"    | 5'-7 15/128" |
| NORTH BUFFER | 5'-0"    | 5'-0 7/16"   |
| EAST BUFFER  | 5'-0"    | 7'-0 51/256" |
| WEST BUFFER  | 5'-0"    | 7'-0 25/64"  |

SITE AREA CALCULATIONS

| GROSS SITE AREA (S.F) | GROSS SITE AREA (AC) |
|-----------------------|----------------------|
| 188,864.63 SF         | 4.34                 |

|                                 |               |          |
|---------------------------------|---------------|----------|
| - BUILDING FOOTPRINT PERMITTED: | 113,318.00 SF | (60.00%) |
| BUILDING                        | 81,690.00 SF  | 43.26%   |
| UTILITIES                       | 507.50 SF     | 0.27%    |
| PROPOSED BUILDING FOOTPRINT:    | 82,197.50 SF  | 43.53%   |

|                                     |               |          |
|-------------------------------------|---------------|----------|
| - MAX. IMPERVIOUS SITE AREA ALLOWED | 151,091.21 SF | (80.00%) |
| BUILDING                            | 81,690.00 SF  | 43.25%   |
| SIDEWALK / CURBS/ PADS              | 4,977.20 SF   | 2.64%    |
| TRUCK APRON                         | 13,535.00 SF  | 7.17%    |
| TURF BLOCK AT DRIVEWAY              | 9,719.94 SF   | 5.15%    |
| TURF BLOCK AT PARKING SPACES        | 1,217.53 SF   | 0.64%    |
| UTILITIES                           | 507.50 SF     | 0.27%    |
| VEHICULAR USE AREA                  | 38,845.17 SF  | 20.57%   |
|                                     | 150,492.34 SF | 79.68%   |

|                                    |              |          |
|------------------------------------|--------------|----------|
| - MIN. PERVIOUS SITE AREA REQUIRED | 37,772.80 SF | (20.00%) |
| LANDSCAPE                          | 30,603.18 SF | 16.20%   |
| TURF BLOCK AT PARKING SPACES       | 7,769.09 SF  | 4.11%    |
|                                    | 38,372.27 SF | 20.32%   |

PARKING REQUIREMENTS

ONE (1) PER TWO THOUSAND (2,000) SF. PARKING FOR ACCESSORY USES INCLUDING THE MANAGEMENT OFFICE SHALL BE REQUIRED AND CALCULATE SEPARATELY FOR ALL SQUARE FOOTAGE IN EXCESS OF 20% OF MAIN USE.

|                                     | PROPOSED | REQUIRED |
|-------------------------------------|----------|----------|
| ADA PARKING SPACE 12' x 18'         | 3        | 3        |
| TYP. PARKING 9' X 16' + 2' OVERHANG | 51       |          |
| TYP. PARKING SPACE 9' x 18'         | 10       | 41       |
| TOTAL:                              | 64       | 41       |

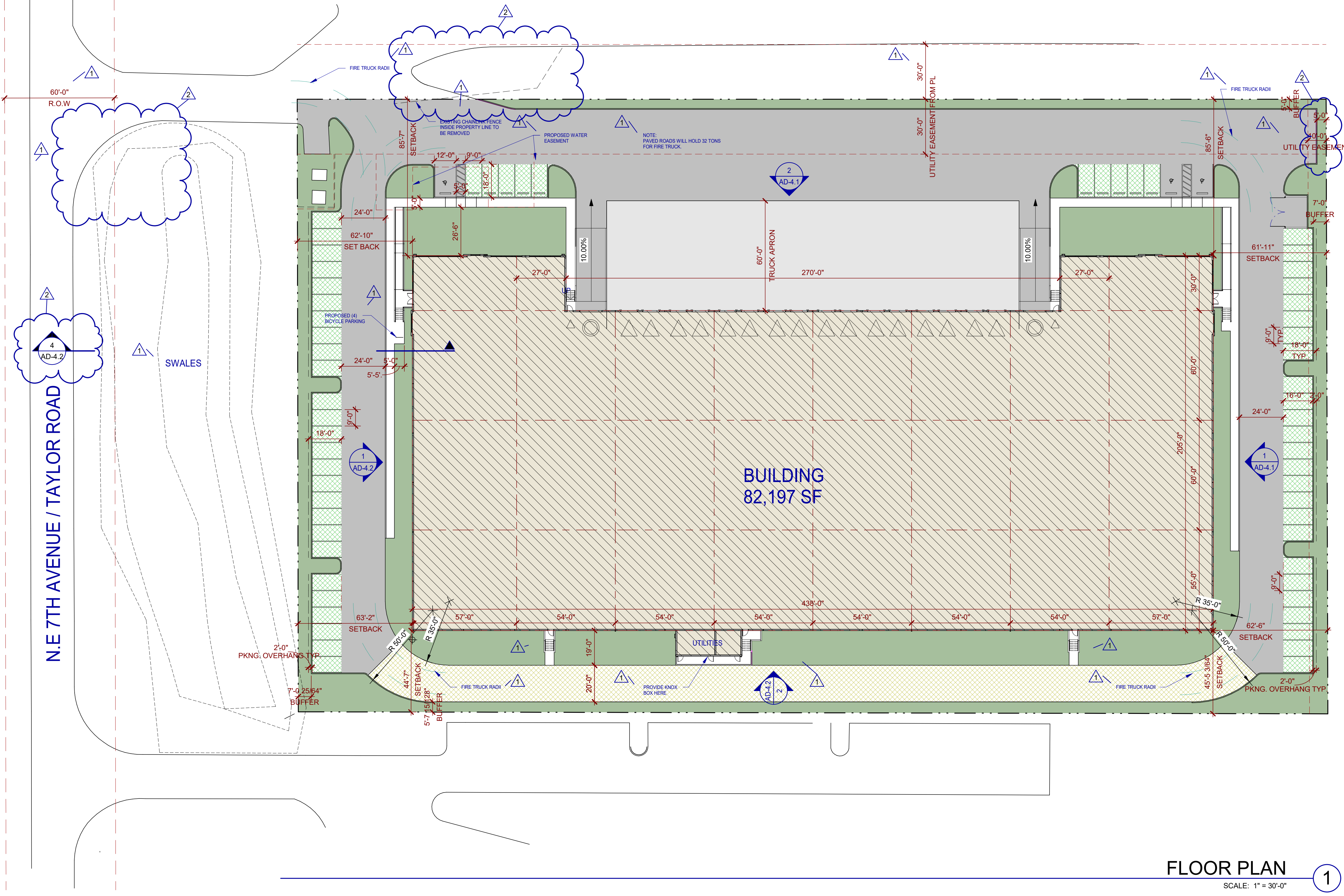
BICYCLE PARKING REQUIREMENTS

BIKE SPACE AS 10% OF REQUIRED AUTOMOBILE SPACES.

|                 | PROPOSED | REQUIRED |
|-----------------|----------|----------|
| BICYCLE PARKING | 4        | 4        |

PROPOSED TRUCK AND MEN DOORS

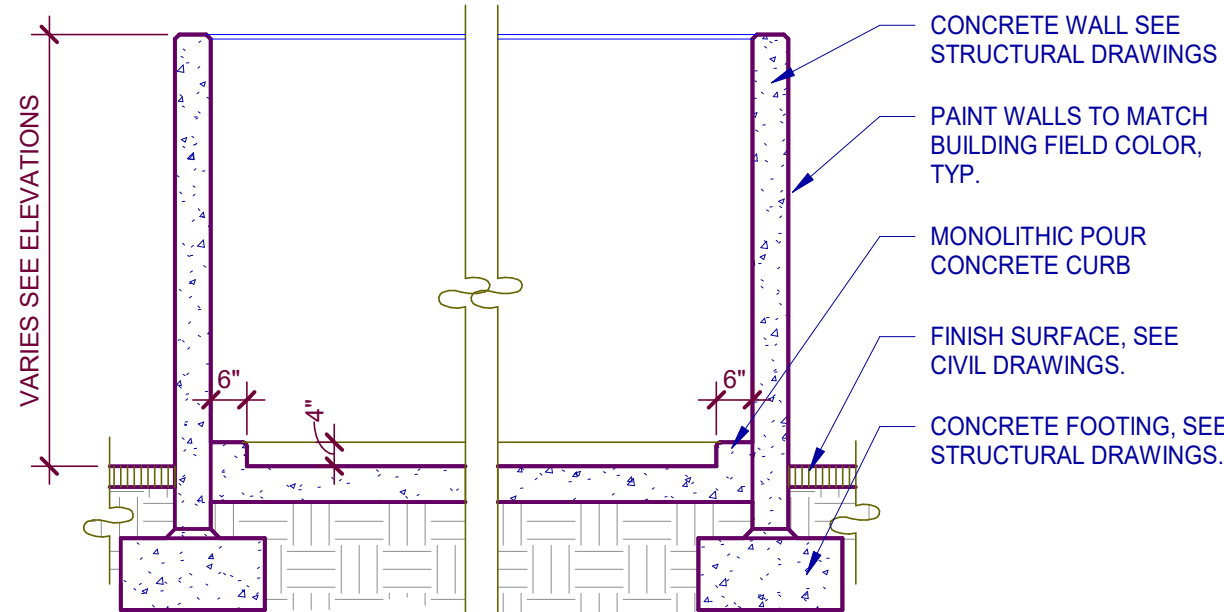
|                        |    |
|------------------------|----|
| DOCK HIGH TRUCK DOOR   | 16 |
| GRADE LEVEL TRUCK DOOR | 2  |
| WAREHOUSE MEN DOOR     | 2  |



FLOOR PLAN

SCALE: 1" = 30'-0"

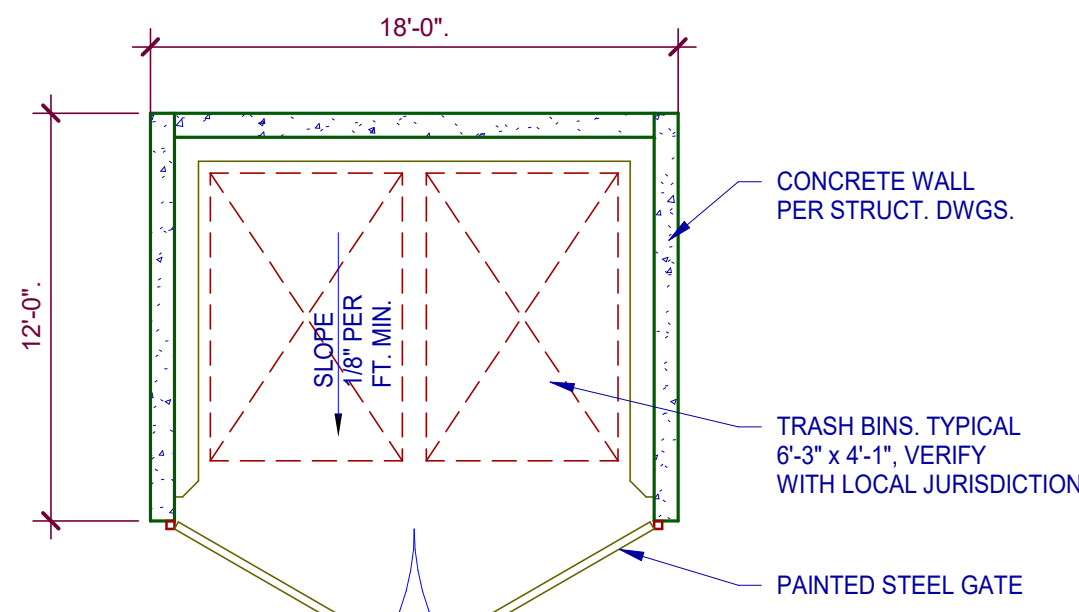
1



TRASH ENCLOSURE SECTION

SCALE: 3/8" = 1'-0"

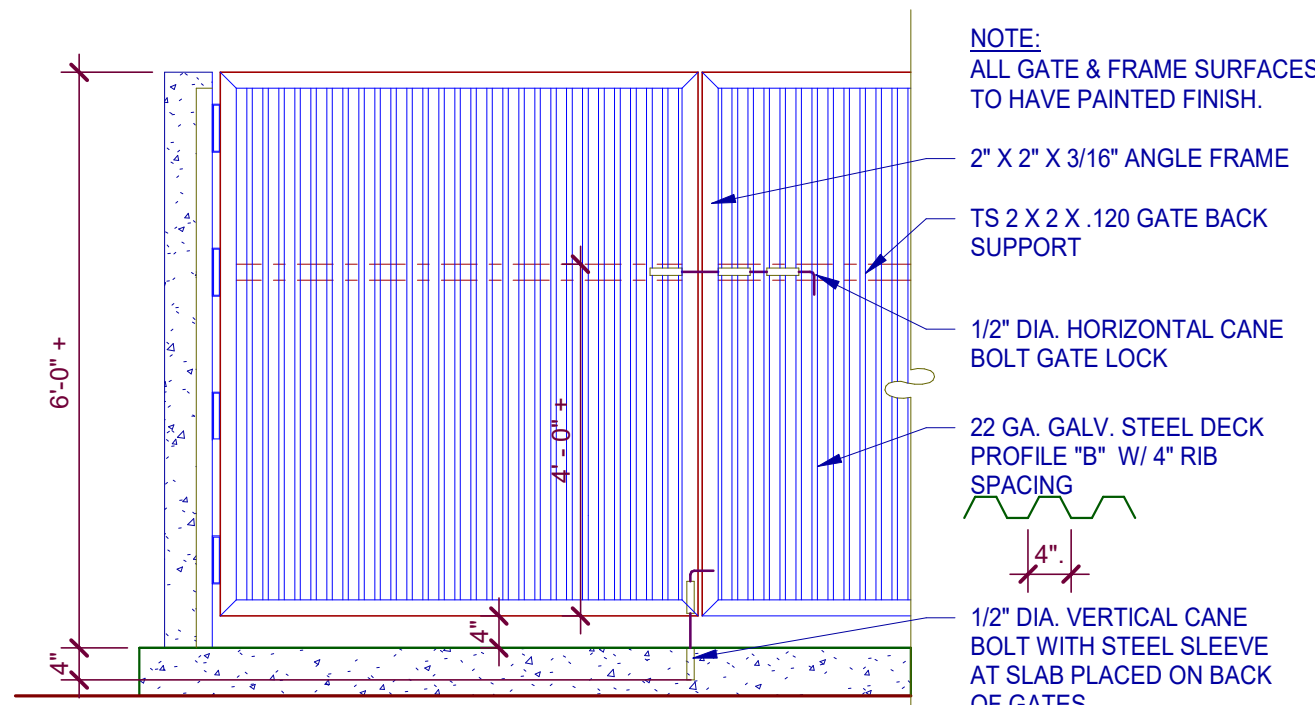
4



TRASH ENCLOSURE PLAN

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

3



TRASH ENCLOSURE GATE

SCALE: 1/2" = 1'-0"

2

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PANATTONI DANIA BEACH  
1900 NE 7th AVENUE,  
DANIA BEACH, FL 33004

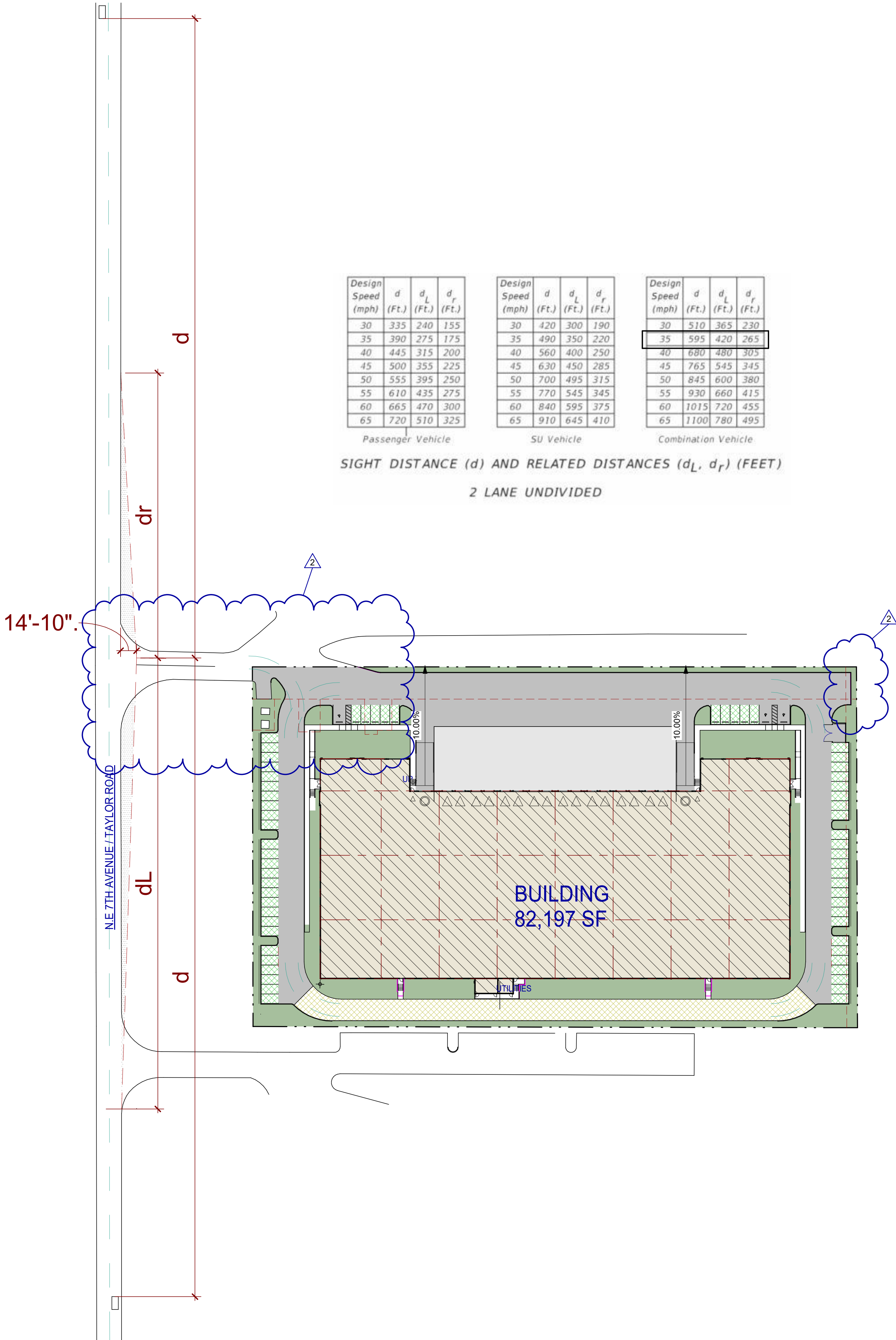
| DATE      | REMARKS      |
|-----------|--------------|
| 6/3/2020  | DRC COMMENTS |
| 8/12/2020 | DRC COMMENTS |

|            |            |
|------------|------------|
| PA/PM:     | Approver   |
| DRAWN BY:. | Author     |
| JOB NO.:   | MIA20-0015 |

SHEET  
AD-1.1



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SIGHT TRIANGLES

SCALE: 1" = 60'-0"

1

| DATE        | REMARKS      |
|-------------|--------------|
| 1 6/3/2020  | DRC COMMENTS |
| 2 8/12/2020 | DRC COMMENTS |
|             |              |
|             |              |
|             |              |
|             |              |
|             |              |
|             |              |
|             |              |

|            |            |
|------------|------------|
| PA/PM:     | Approver   |
| DRAWN BY.: | Author     |
| JOB NO.:   | MIA20-0015 |

AD-1.2

8/13/2020 1:12:29 AM

STATE OF FLORIDA  
REGISTERED ARCHITECT  
REINALDO A. GOMEZ  
AR0013736  
8-13-2020

PANATTONI DANIA BEACH

1900 NE 7th AVENUE,  
DANIA BEACH, FL 33004

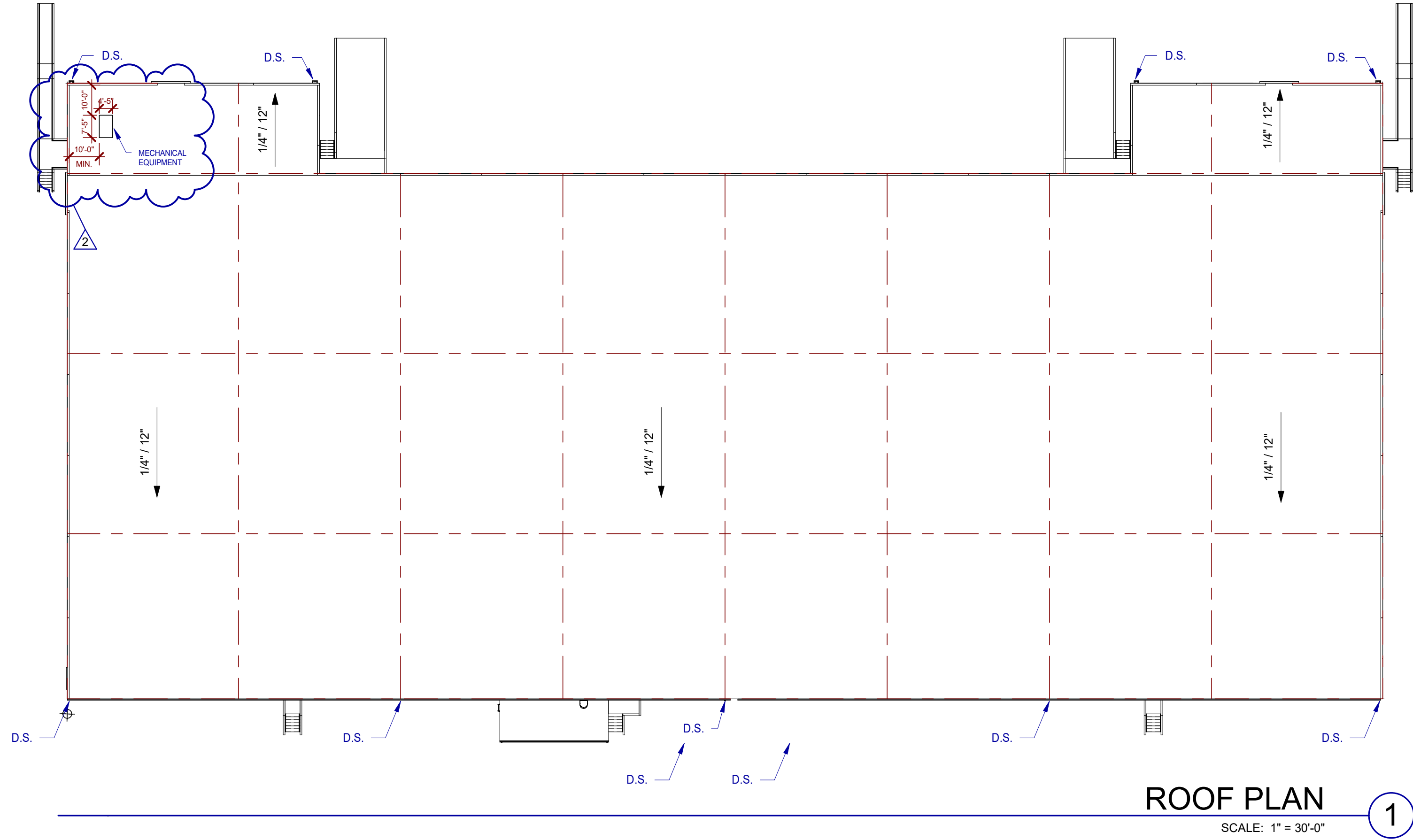
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ROOF PLAN  
SCALE: 1" = 30'-0"

1

| DATE | REMARKS      |
|------|--------------|
| 2    | 8/12/2020    |
|      | DRC COMMENTS |
|      |              |
|      |              |
|      |              |
|      |              |
|      |              |
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|      |              |
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|            |            |
|------------|------------|
| PA/PM:     | Approver   |
| DRAWN BY.: | Author     |
| JOB NO.:   | MIA20-0015 |

SHEET

AD-3.1

PANATTONI DANIA BEACH

1900 NE 7th AVENUE,  
DANIA BEACH, FL 33004

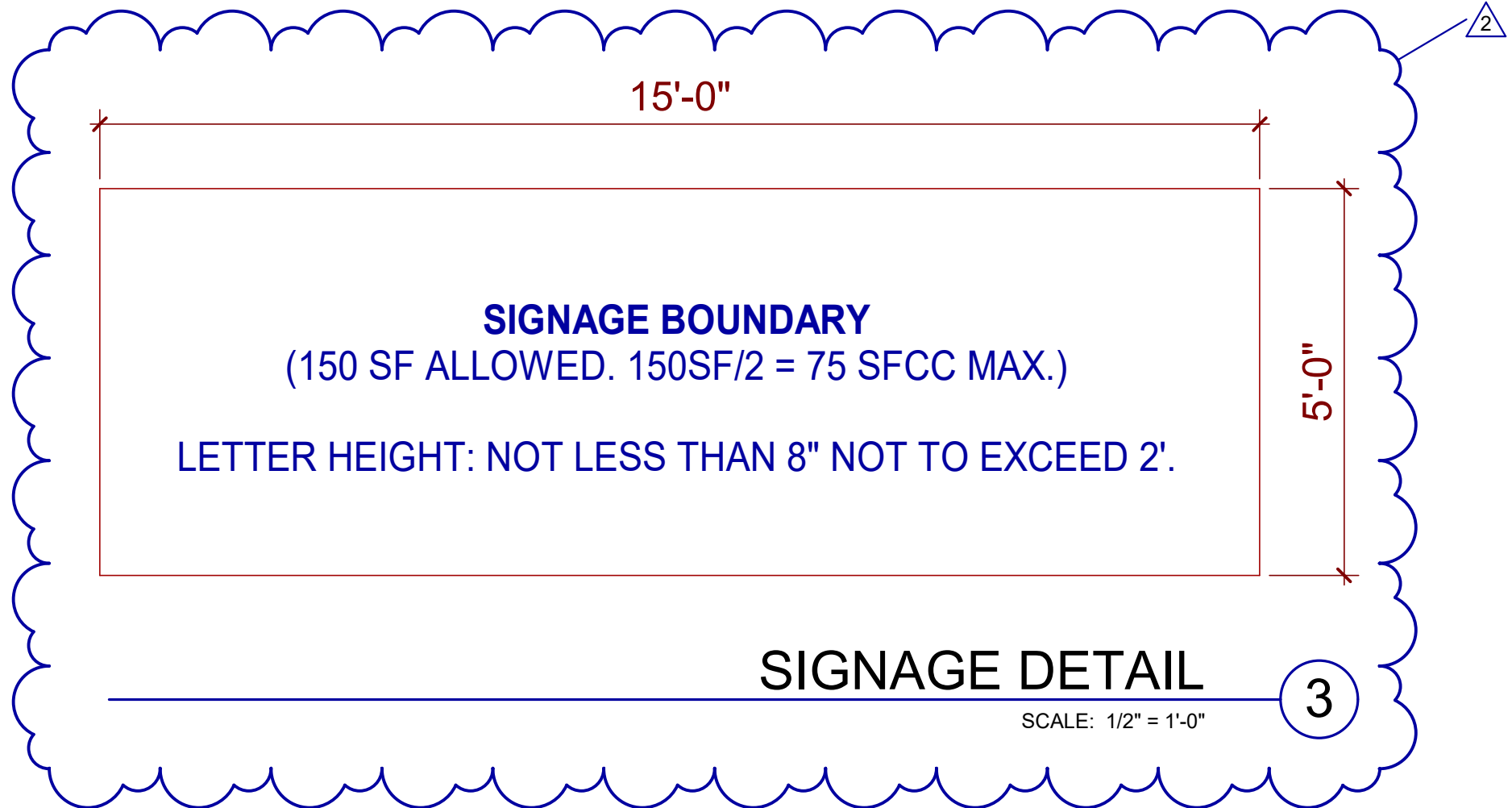
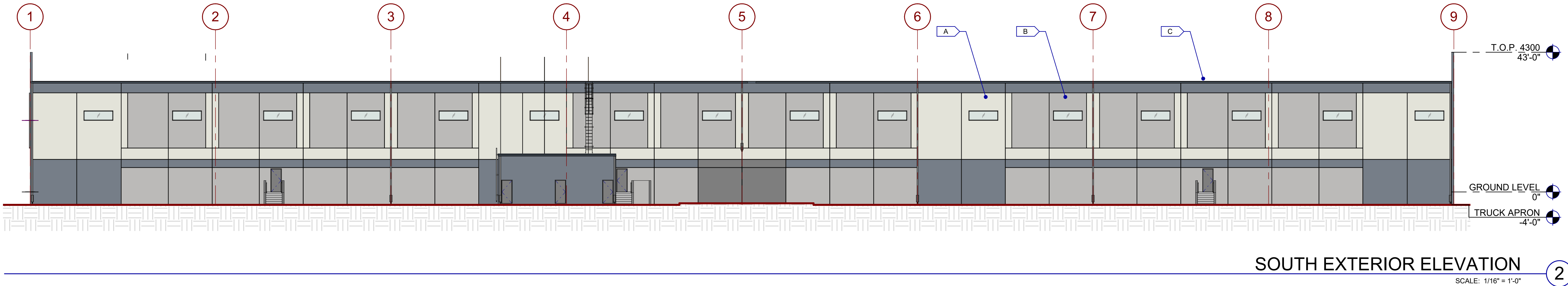
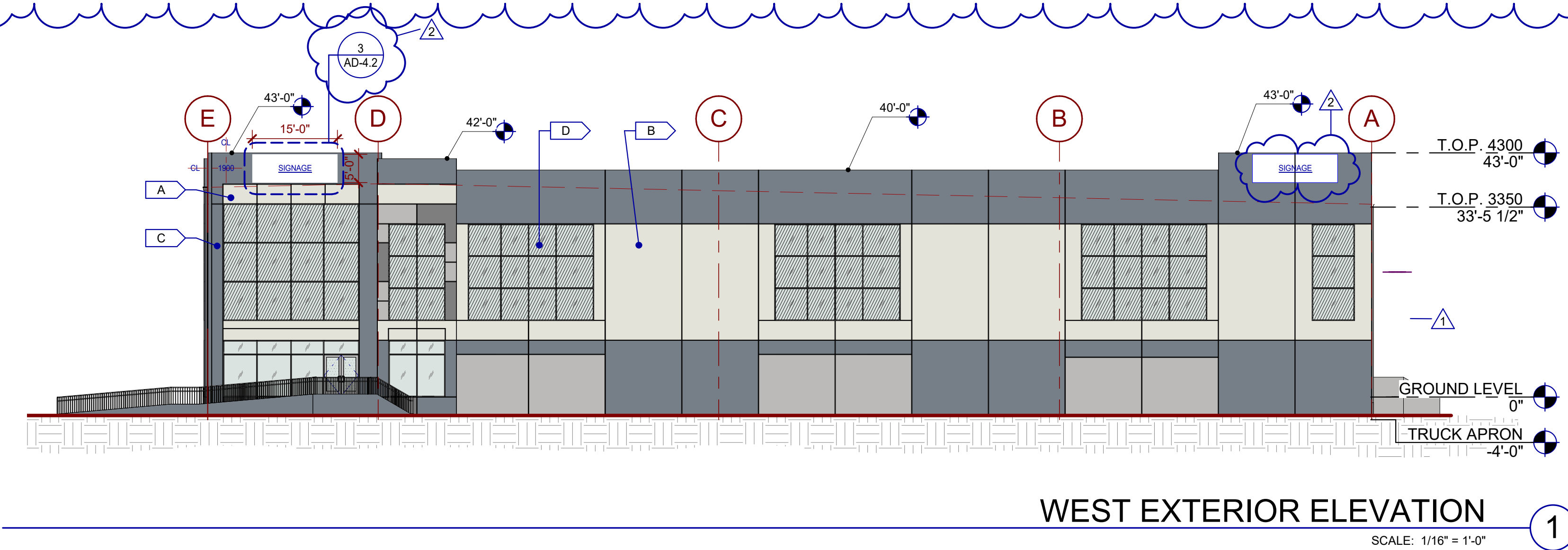
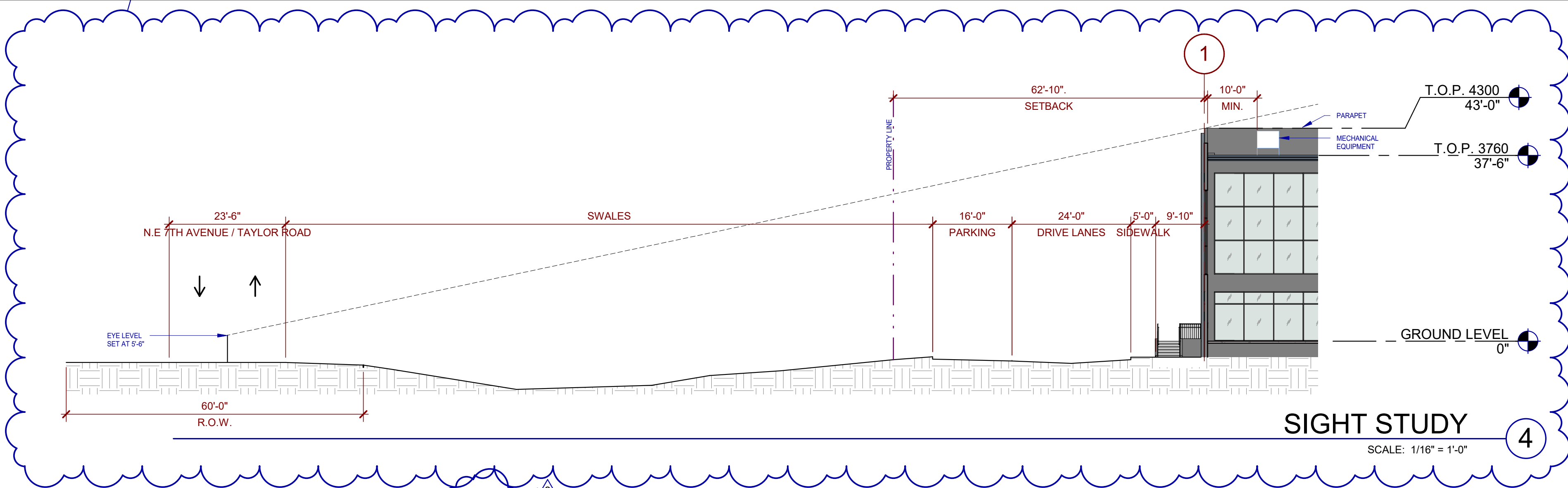


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ADDRESS SIGN:

1900

FONT: ARABIC  
SIZE: MIN 6", 10" MAX HEIGHT  
COLOR: OPPOSING CONTRAST TO BACKGROUND  
MOUNT: SURFACE MOUNTED

GLASS REQUIREMENTS:  
25% PRIMARY ELEVATION  
10% SECONDARY ELEVATION

WEST ELEVATION (PRIMARY)= 9,065 SF  
9,065 SF \* 25%=2,266 SF

| REQUIRED | PROVIDED |
|----------|----------|
| 2,266 SF | 2,268 SF |

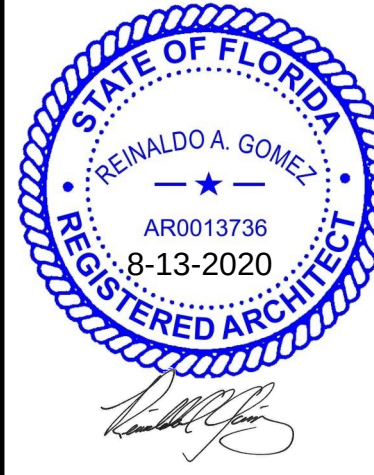
COLORS:

PROVIDE 6'-0" WIDE PAINT COLOR MOCK-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

|   |                          |
|---|--------------------------|
| A | SW 7636 - ORIGAMI WHITE  |
| B | SW 6002 - ESSENTIAL GRAY |
| C | SW 2819 - DOWNING SLATE  |
| D | SPANDREL GLASS           |

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PANATTONI DANIA BEACH

1900 NE 7th AVENUE,  
DANIA BEACH, FL 33004

| DATE      | REMARKS      |
|-----------|--------------|
| 6/3/2020  | DRG COMMENTS |
| 8/12/2020 | DRG COMMENTS |

|            |            |
|------------|------------|
| PA/PM:     | Approver   |
| DRAWN BY.: | Author     |
| JOB NO.:   | MIA20-0015 |

SHEET  
AD-4.2



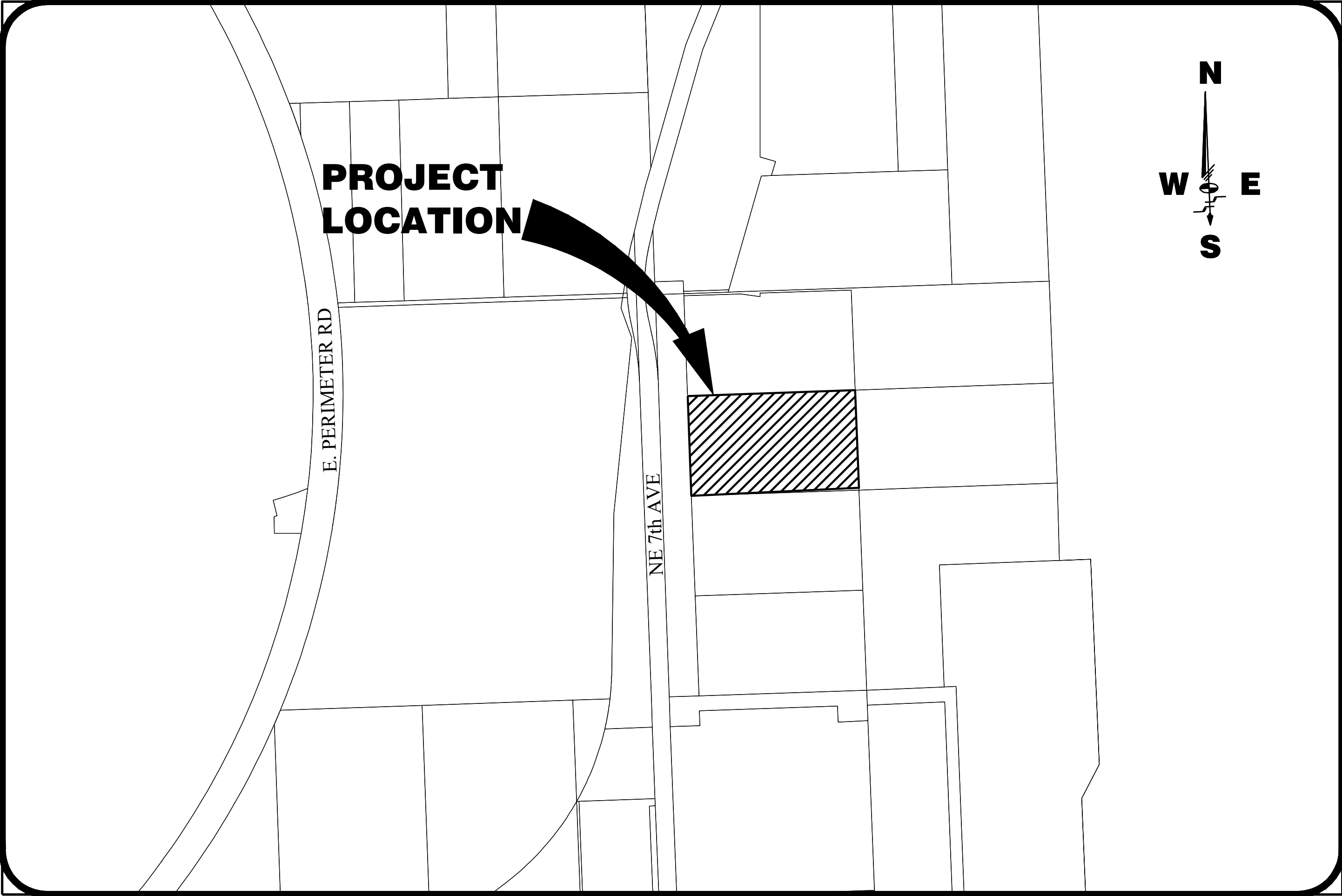
# PANATTONI DANIA BEACH SITE

## PERMIT SET 1900 NE 7th AVENUE, DANIA BEACH, FL 33004 SEPTEMBER 2020

| Sheet List Table |                                        |
|------------------|----------------------------------------|
| Sheet Number     | Sheet Title                            |
| C-1              | COVER SHEET                            |
|                  | SURVEY/PLAT                            |
| PD-2             | PAVING, GRADING, AND DRAINAGE SECTIONS |
| PD-3             | PAVING, GRADING AND DRAINAGE DETAILS   |
| PD-4             | PAVING, GRADING, AND DRAINAGE DETAILS  |
| PD-5             | DRAINAGE WELL DETAILS                  |
| PD-6             | DRAINAGE WELLS DETAILS                 |
| WS-1             | WATER AND SEWER PLAN                   |
| WS-2             | WATER AND SEWER GENERAL DETAILS        |
| WS-3             | WATER DETAILS                          |
| WS-4             | SANITARY SEWER DETAILS                 |
| PM-1             | PAVEMENT MARKING AND SIGNAGE PLAN      |
| PM-2             | PAVEMENT MARKING AND SIGNAGE DETAILS   |
| VT-1             | VEHICLE TRACKING SHEET                 |
| ESC-1            | EROSION AND SEDIMENT CONTROL PLAN      |
| ESC-2            | EROSION AND SEDIMENT CONTROL DETAILS   |
| FP-1             | FIRE ACCESS SITE PLAN                  |
| FP-2             | FIRE ACCESS DURING CONSTRUCTION        |
| OFF-1            | OFFSITE IMPROVEMENTS PLAN              |

### LEGAL DESCRIPTION

PARCEL 'B' OF 'NISA PLAT', ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 147, PAGE 14, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



LOCATION SKETCH  
1"=300'  
SECTION 26 - TOWNSHIP 50 - RANGE 42

PREPARED BY:



CIVIL ENGINEERS | LAND SURVEYORS CA#87 | LB#87

TEL: (954)435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 www.SHISKIN.com

| REVISIONS |                                   |
|-----------|-----------------------------------|
| No.       | DESCRIPTION                       |
| 1         | BROWARD COUNTY DAVIS              |
| 2         | DANIA BEACH DAVIS                 |
| 3         | REVISED DRAINAGE WELL CONNECTIONS |
| 4         | BROWARD COUNTY DAVIS              |
| 5         | DANIA BEACH DAVIS                 |
| 6         | DANIA BEACH DAVIS                 |

SSA

SCHWEBKE SHISKIN + ASSOCIATES

CIVIL ENGINEERS | LAND SURVEYORS CA#87 | LB#87

TEL: (954)435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 www.SHISKIN.com

PANATTONI DANIA BEACH SITE

COVER SHEET

CITY OF DANIA BEACH, FLORIDA

SECTION 26, TOWNSHIP 50, RANGE 42

|                 |                    |                     |                  |                   |                 |
|-----------------|--------------------|---------------------|------------------|-------------------|-----------------|
| FILE No. B-2044 | DESIGNED BY: D.C.T | DESIGNED DATE: 2/20 | DRAFTED BY: S.J. | CHECKED BY: L.F.L | SCALE: SEE PLAN |
|-----------------|--------------------|---------------------|------------------|-------------------|-----------------|



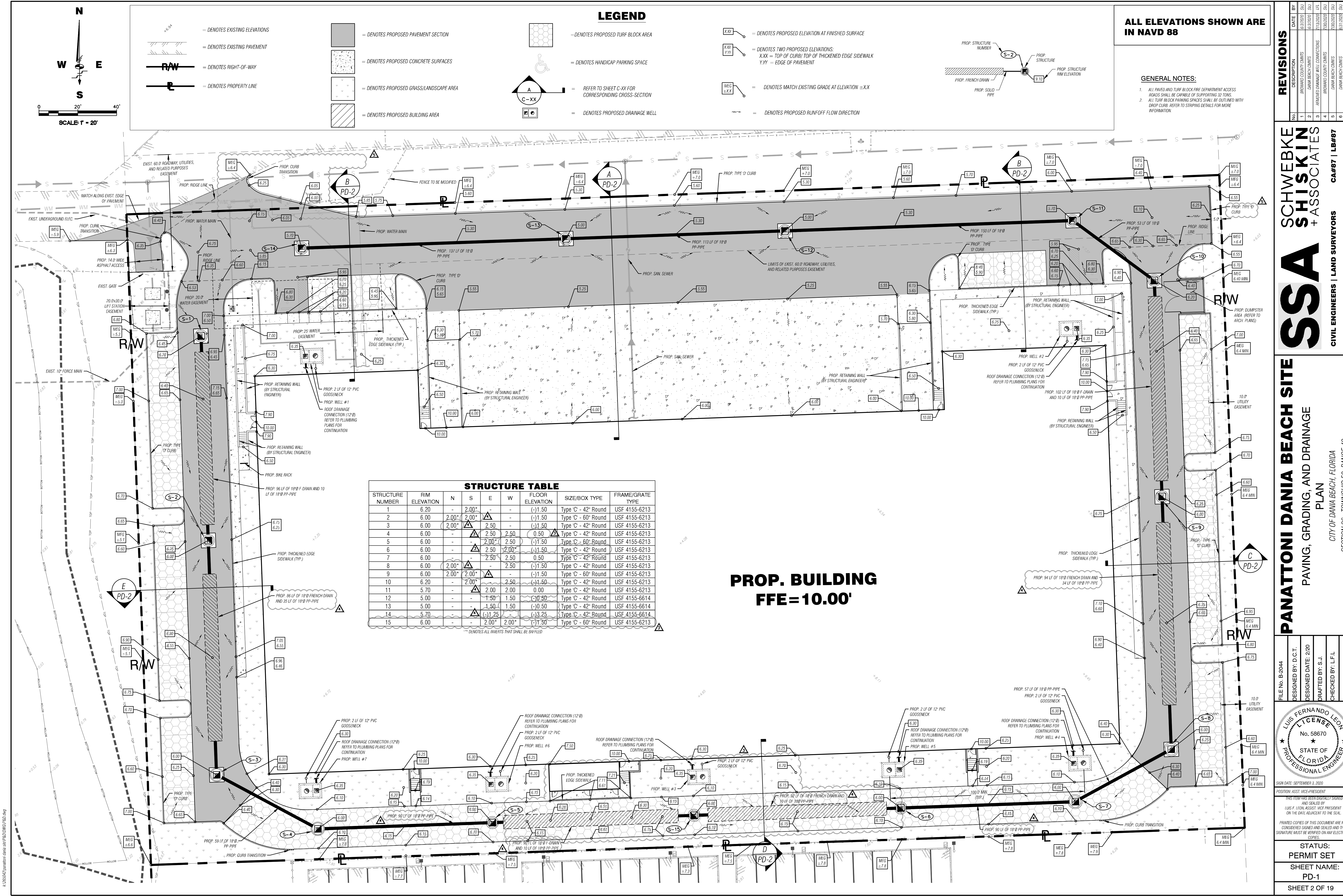
SIGN DATE: SEPTEMBER 3, 2020  
POSITION: ASSIST. VICE PRESIDENT

THIS ITEM HAS BEEN ORIGINALLY SIGNED AND SEALED BY  
LUIS F. LEON, ASSIST. VICE PRESIDENT  
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.

|                            |
|----------------------------|
| STATUS:<br>PERMIT SET      |
| SHEET NAME:<br>COVER SHEET |
| SHEET 1 OF 19              |





LEGEND

- = DENOTES EXISTING ELEVATIONS
- = DENOTES EXISTING PAVEMENT
- = DENOTES RIGHT-OF-WAY
- = DENOTES PROPERTY LINE
- = DENOTES PROPOSED PAVEMENT SECTION
- = DENOTES PROPOSED CONCRETE SURFACES
- = DENOTES PROPOSED GRASS/LANDSCAPE AREA
- = DENOTES PROPOSED BUILDING AREA
- = DENOTES PROPOSED TURF BLOCK AREA
- = DENOTES HANDICAP PARKING SPACE
- = REFER TO SHEET C-XX FOR CORRESPONDING CROSS-SECTION
- = DENOTES PROPOSED DRAINAGE WELL
- = DENOTES PROPOSED ELEVATION AT FINISHED SURFACE
- = DENOTES TWO PROPOSED ELEVATIONS: XXX = TOP OF CURB/ TOP OF THICKENED EDGE SIDEWALK YYY = EDGE OF PAVEMENT
- = DENOTES MATCH EXISTING GRADE AT ELEVATION =XX
- = DENOTES PROPOSED RUNOFF FLOW DIRECTION

ALL ELEVATIONS SHOWN ARE IN NAVD 88

- GENERAL NOTES:
- ALL PAVED AND TURF BLOCK FIRE DEPARTMENT ACCESS ROADS SHALL BE CAPABLE OF SUPPORTING 32 TONS.
  - ALL TURF BLOCK PARKING SPACES SHALL BE OUTLINED WITH DROP CURB. REFER TO STRIPING DETAILS FOR MORE INFORMATION.

| STRUCTURE TABLE  |               |       |         |         |         |                 |                    |
|------------------|---------------|-------|---------|---------|---------|-----------------|--------------------|
| STRUCTURE NUMBER | RIM ELEVATION | N     | S       | E       | W       | FLOOR ELEVATION | SIZE/BOX TYPE      |
| 1                | 6.20          | -     | 2.00*   | -       | -       | (-)1.50         | Type C - 42" Round |
| 2                | 6.00          | 2.00* | 2.00*   | (-)1.50 | -       | (-)1.50         | Type C - 60" Round |
| 3                | 6.00          | 2.00* | 2.50    | (-)1.50 | -       | (-)1.50         | Type C - 42" Round |
| 4                | 6.00          | -     | 2.50    | 2.50    | 0.50    | 0.50            | Type C - 42" Round |
| 5                | 6.00          | -     | 2.00*   | 2.50    | (-)1.50 | (-)1.50         | Type C - 60" Round |
| 6                | 6.00          | -     | 2.50    | 2.00*   | (-)1.50 | (-)1.50         | Type C - 42" Round |
| 7                | 6.00          | -     | 2.50    | 2.50    | 0.50    | 0.50            | Type C - 42" Round |
| 8                | 6.00          | 2.00* | -       | -       | 2.50    | (-)1.50         | Type C - 42" Round |
| 9                | 6.00          | 2.00* | 2.00*   | (-)1.50 | -       | (-)1.50         | Type C - 60" Round |
| 10               | 6.20          | -     | 2.00*   | 2.50    | (-)1.50 | (-)1.50         | Type C - 42" Round |
| 11               | 5.70          | -     | 2.00    | 2.00    | 0.00    | 0.00            | Type C - 42" Round |
| 12               | 5.00          | -     | -       | 1.50    | 1.50    | (-)0.50         | Type C - 42" Round |
| 13               | 5.00          | -     | -       | 1.50    | 1.50    | (-)0.50         | Type C - 42" Round |
| 14               | 5.70          | -     | (-)1.25 | (-)3.25 | -       | (-)3.25         | Type C - 42" Round |
| 15               | 6.00          | -     | 2.00*   | 2.00*   | (-)1.50 | (-)1.50         | Type C - 60" Round |

PROP. BUILDING  
FFE=10.00'

REVISIONS

| NO. | DATE      | BY  | DESCRIPTION                       |
|-----|-----------|-----|-----------------------------------|
| 1   | 6/2/2020  | SUJ | BROWARD COUNTY DAWMS              |
| 2   | 6/2/2020  | SUJ | DANIA BEACH CAMS                  |
| 3   | 7/13/2020 | LET | REVISED DRAINAGE WELL CONNECTIONS |
| 4   | 7/20/2020 | SUJ | BROWARD COUNTY DAWMS              |
| 5   | 7/20/2020 | SUJ | DANIA BEACH CAMS                  |
| 6   | 8/7/2020  | SUJ | DANIA BEACH CAMS                  |

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CIVIL ENGINEERS | LAND SURVEYORS  
TEL: (954)435-1010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 www.shiskin.com

FILE NO. B-2044

DESIGNED BY: D.C.T.

DESIGNED DATE: 2/20

DRAFTED BY: S.J.

CHECKED BY: L.F.L.

SCALE: SEE PLAN

LUIS FERNANDO LEON  
LICENSE  
No. 58670  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

SIGN DATE: SEPTEMBER 3, 2020

POSITION: ASST. VICE-PRESIDENT

THIS SET OF PLANS IS HEREBY SHARED AND SEALED BY LUIS F. LEON, ASSIST. VICE-PRESIDENT ON THE DATE ADJUNCT TO THE SEAL.

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STATUS:  
PERMIT SET

SHEET NAME:  
PD-1

SHEET 2 OF 19

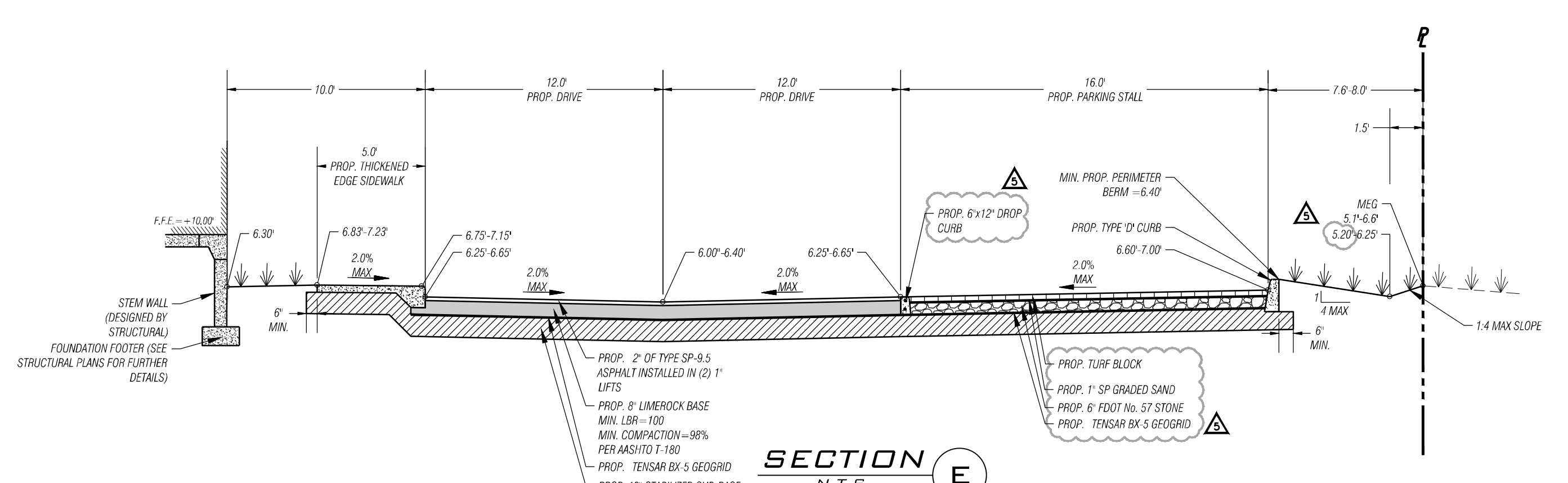
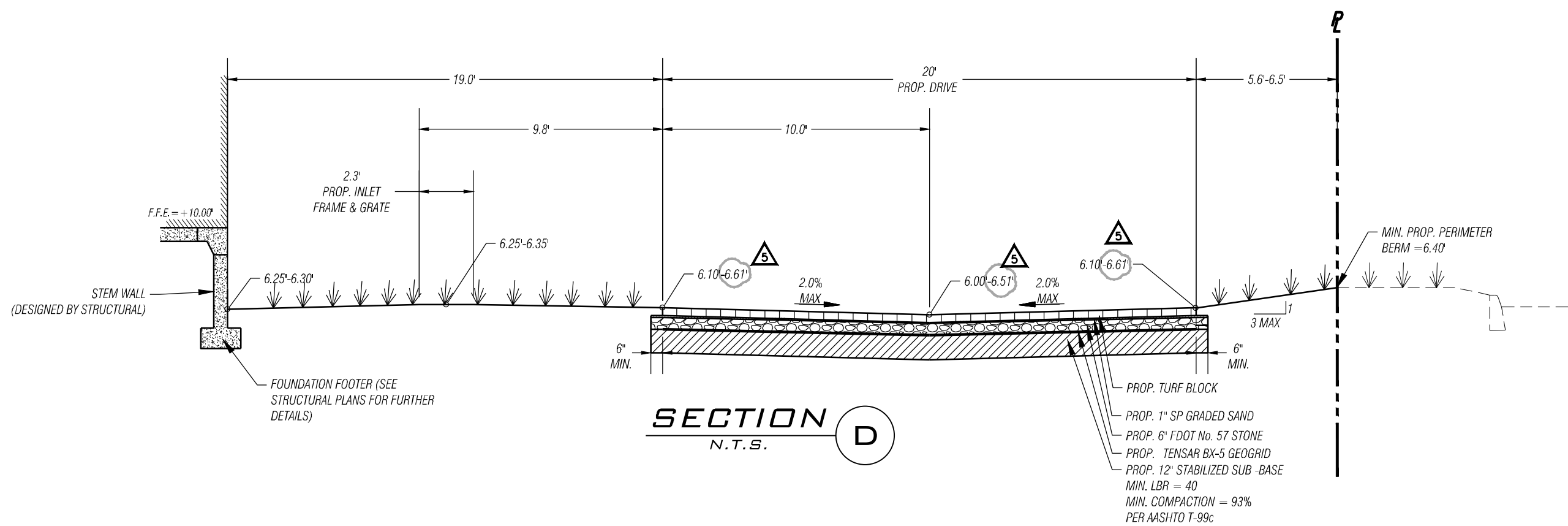
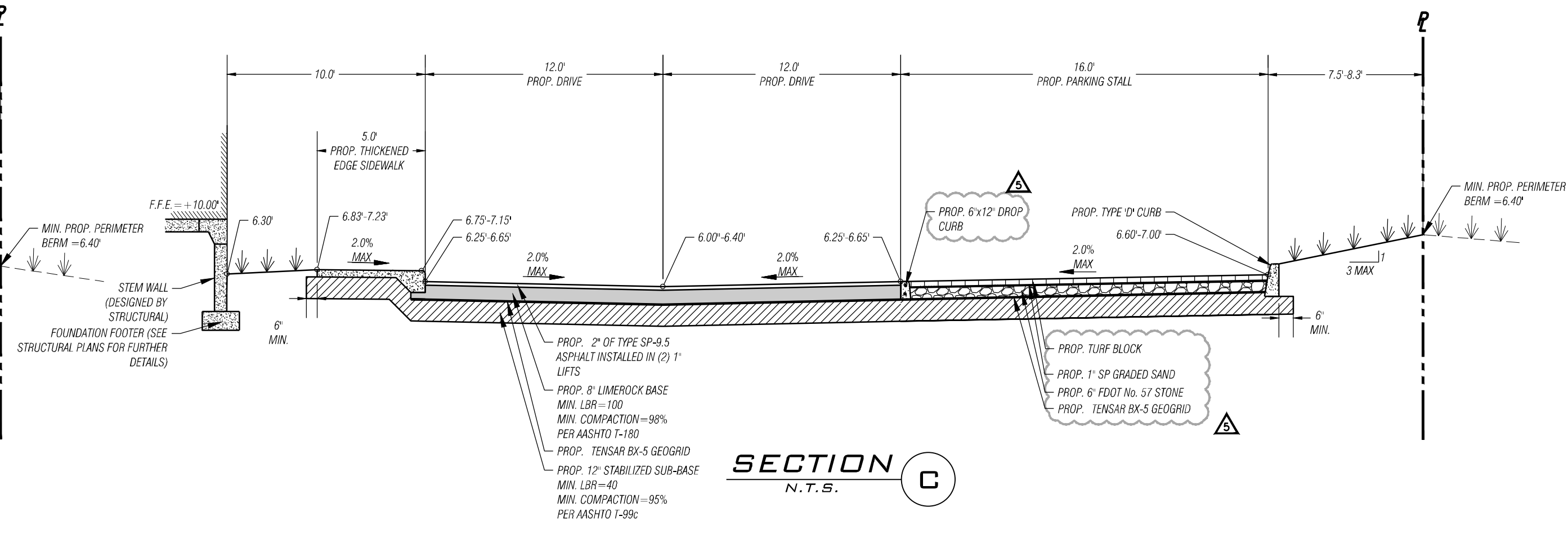
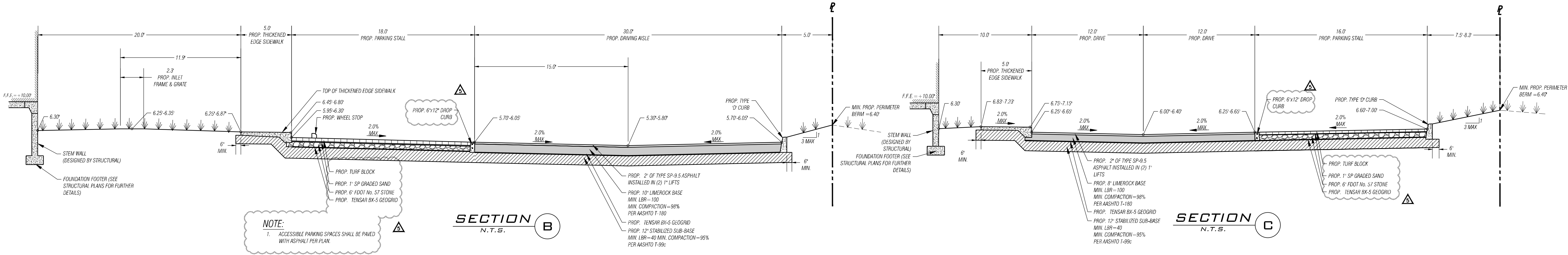
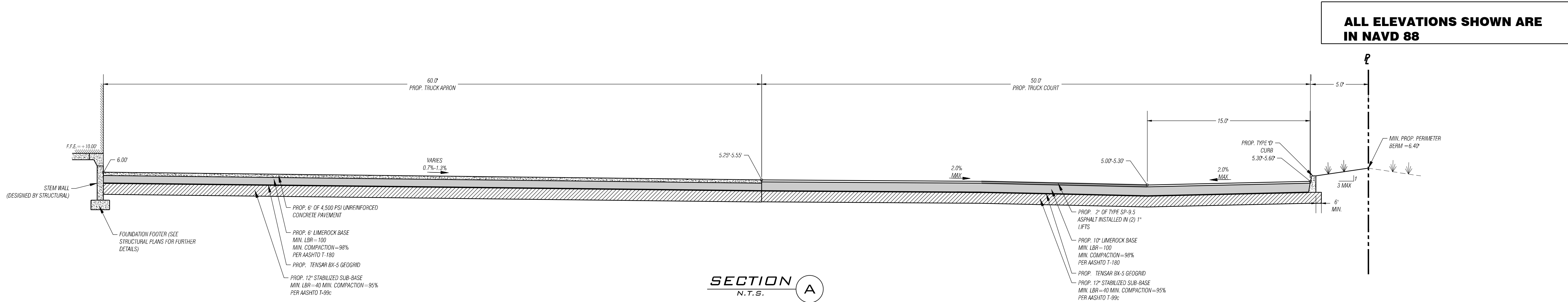
PANATTONI DANIA BEACH SITE

PAVING, GRADING, AND DRAINAGE PLAN

CITY OF DANIA BEACH, FLORIDA

SECTION 26, TOWNSHIP 30, RANGE 42





| REVISIONS |                     |
|-----------|---------------------|
| No.       | DESCRIPTION         |
| 1         | DESIGNED BY: D.C.T. |
| 2         | DESIGNED DATE: 2/20 |
| 3         | DRAFTED BY: S.J.    |
| 4         | CHECKED BY: L.F.L.  |
| 5         | SCALE: SEE PLAN     |
| 6         |                     |

FILE No. B-2044  
DESIGNED BY: D.C.T.  
DESIGNED DATE: 2/20  
DRAFTED BY: S.J.  
CHECKED BY: L.F.L.  
SCALE: SEE PLAN

**LUIS FERNANDO LEON**  
No. 58670  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

SIGN DATE: SEPTEMBER 3, 2020  
POSITION: ASST. VICE-PRESIDENT  
THIS SEAL HAS BEEN ORIGINALLY SIGNED AND SEALED BY  
LUIS F. LEON, ASSIST. VICE PRESIDENT  
ON THE DATE ADJACENT TO THE SEAL.  
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PD-2  
SHEET 3 OF 19

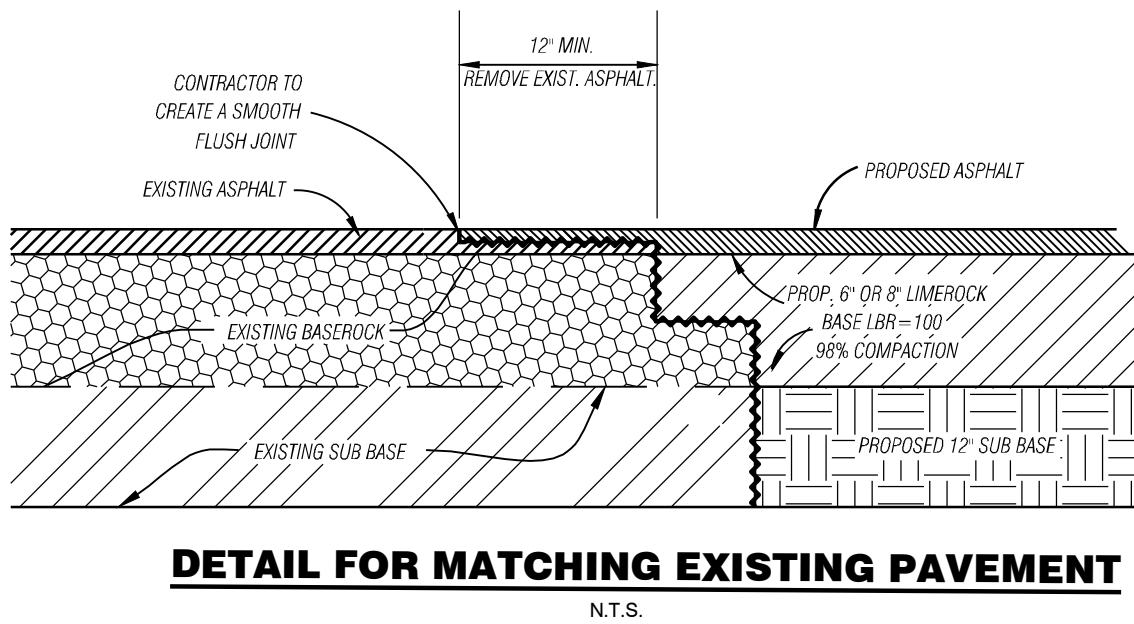
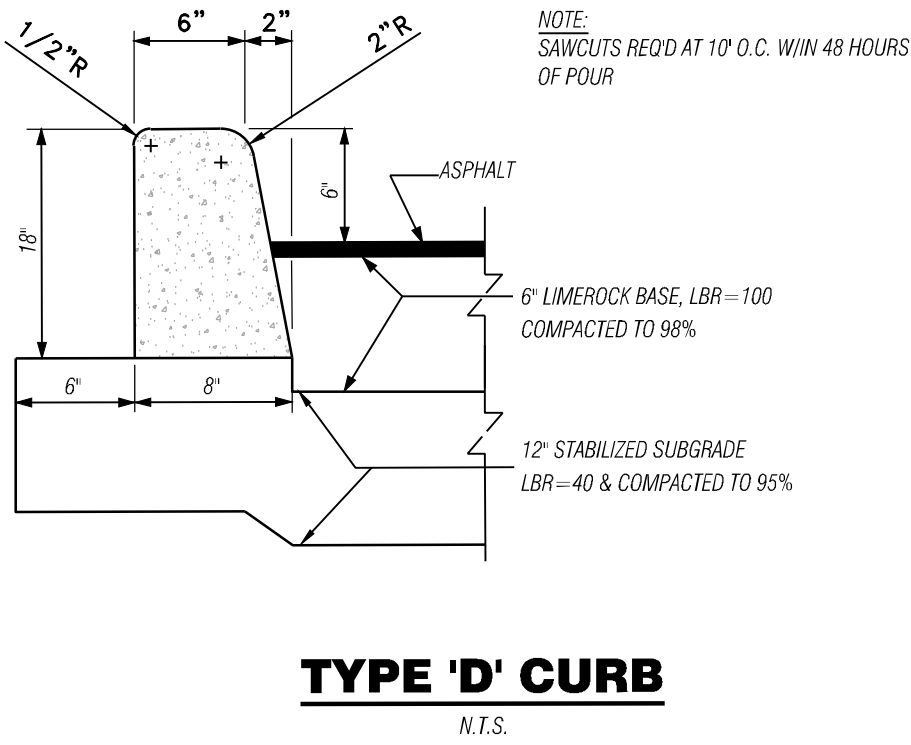
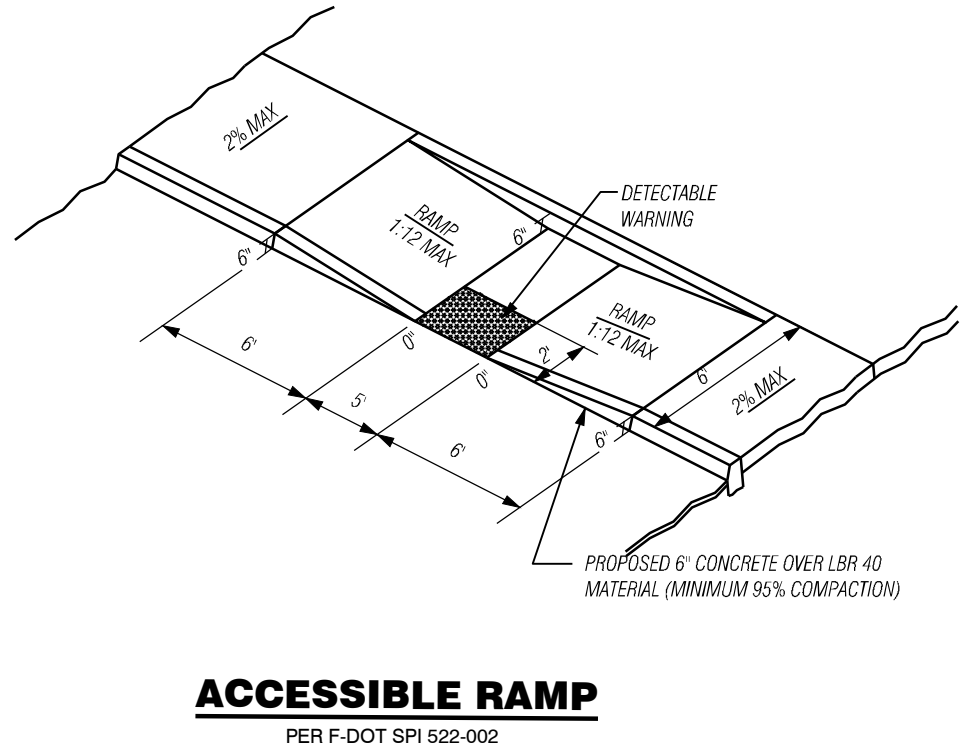
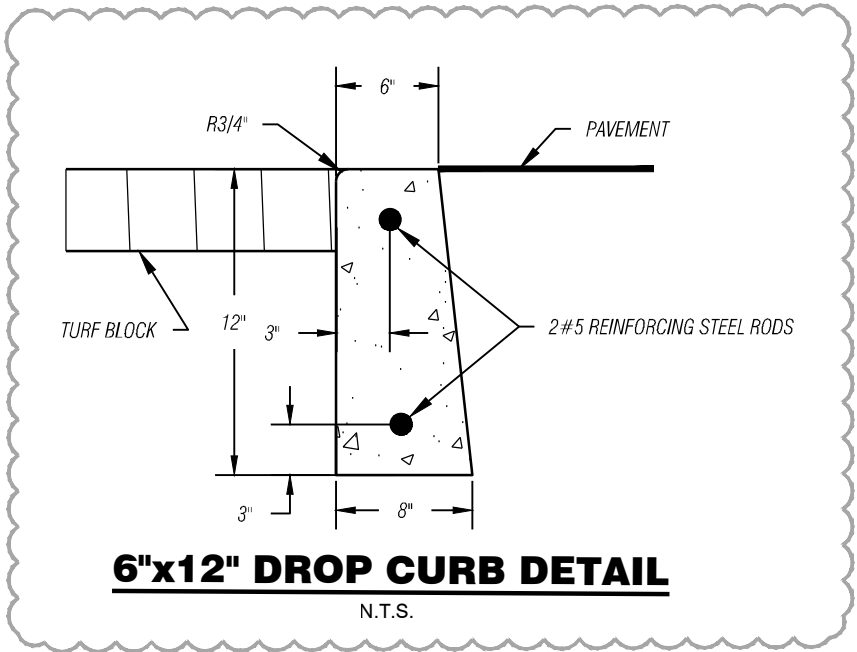
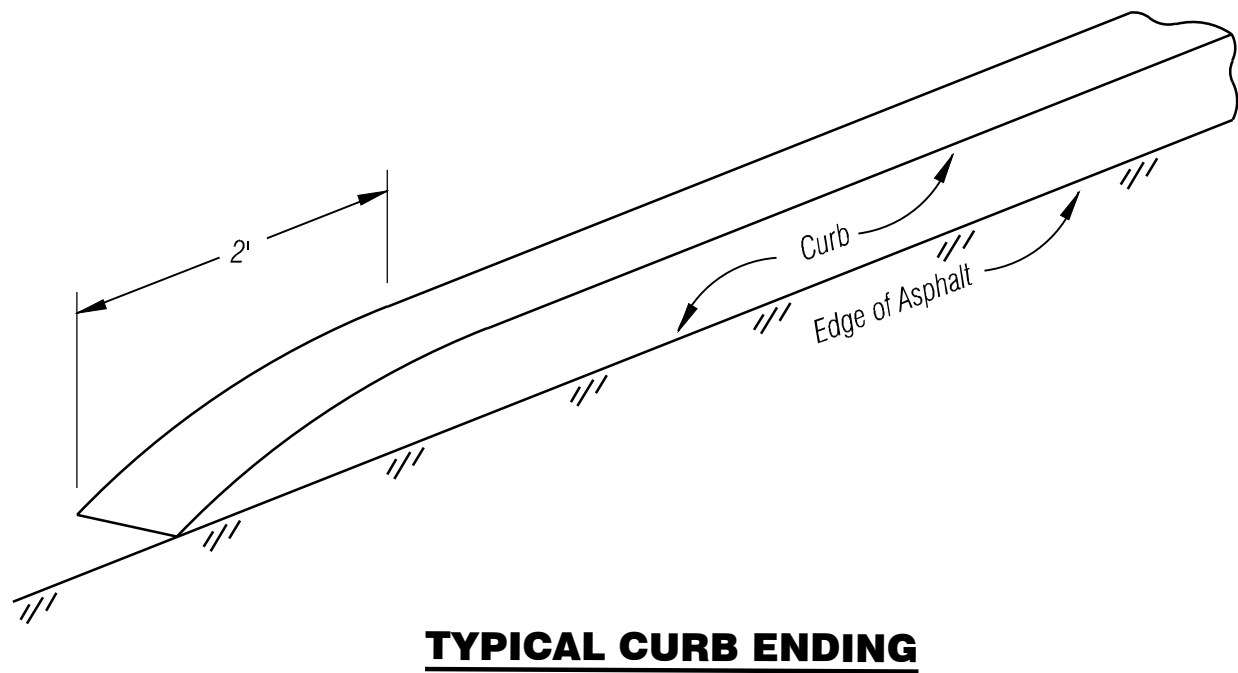
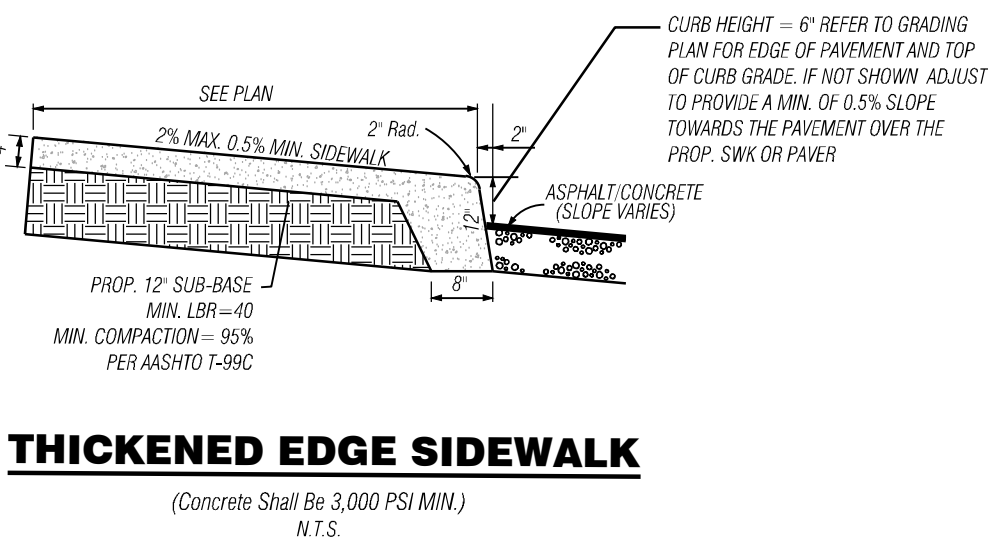
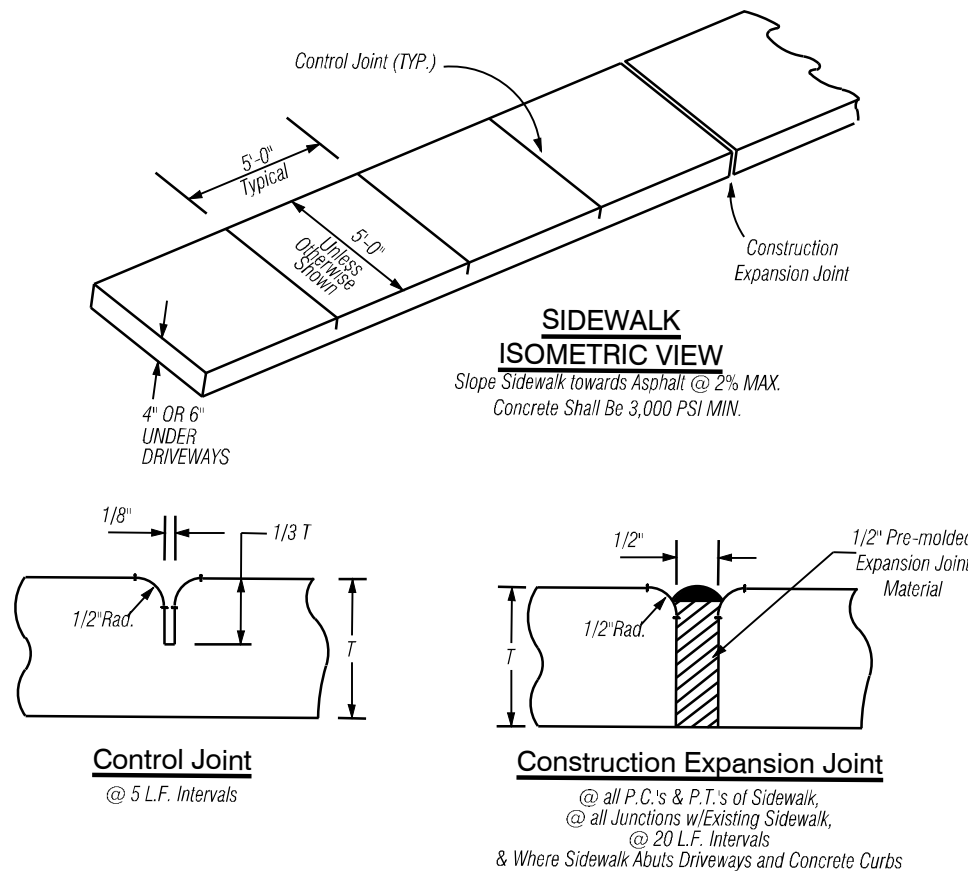
**PANATTONI DANIA BEACH SITE**  
PAVING, GRADING, AND DRAINAGE  
SECTIONS  
CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 50, RANGE 42

**SCHWEBKE SHISKIN + ASSOCIATES**  
CA#87 | LB#87  
CIVIL ENGINEERS | LAND SURVEYORS  
TEL: (954) 435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 www.shiskin.com



GENERAL NOTES:

- ALL ELEVATIONS REFER TO NAVD (1988).
- ALL WORK SHALL CONFORM TO THE CITY OF DANIA BEACH PUBLIC WORKS DEPARTMENT'S GRADING AND DRAINAGE REGULATIONS AND STANDARDS, BCDEP WATER MANAGEMENT REGULATIONS AND STANDARDS AND FLORIDA D.O.T. STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
- LIME ROCK BASE COURSE: AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 3.5" SIEVE AND NO MORE THAN 70% SHALL PASS A 3/4" SIEVE AND THE MATERIAL SHALL BE GRADED UNIFORMLY DOWN TO DUST. ALL CRUSHING WHICH MIGHT BE NECESSARY IN ORDER TO MEET SUCH SIZE REQUIREMENT SHALL BE DONE BEFORE THE MATERIAL IS PLACED ON THE PARKING & DRIVES AREA.
- MATERIAL HAVING A LIME ROCK BEARING RATIO (L.B.R.) LESS THAN 100 WILL NOT BE ALLOWED FOR BASE MATERIAL. STABILIZED SUB-BASE SHALL HAVE A MIN. L.B.R. = 40 UNDER ALL ASPHALT AREAS.
- BASE MATERIAL SHALL BE COMPACTED TO 98% OF THE MODIFIED PROCTOR COMPACTION TEST, PER AASHTO T-180 METHOD. SUB-BASE MATERIAL SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR COMPACTION TEST, PER AASHTO T-99C METHOD.
- PRIME COAT ON LIME ROCK BASE COURSE SHALL MEET FDOT STANDARD AS SET FORTH IN SECTION 300.
- ASPHALTIC CONCRETE SHALL BE 2 LIFTS OF 1" TYPE SP-9.5, TACK COATED BETWEEN LIFTS. TYPE SP-9.5 SHALL BEET FDOT STANDARD SPECIFICATIONS (2016) AS SET FORTH IN SECTION 334, UNLESS OTHERWISE SPECIFIED.
- THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY ELECTRONIC METHODS AND/OR BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND THE OWNER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS.
- TRAFFIC MARKING, STRIPING AND SIGNS TO BE IN CONFORMANCE WITH BROWARD COUNTY SPECIFICATIONS, MANUAL ON UNIFORM TRAFFIC DEVICES.
- IN THE EVENT THAT UNSUITABLE SOILS (MUCK) ARE FOUND WITHIN THE LIMITS OF THE PROPOSED PARKING LOT & DRIVES, THE CONTRACTOR SHALL REMOVE SAID SOILS TO ITS FULL DEPTH. THE EXCAVATED MATERIAL SHALL BE SUBSTITUTED WITH 40 LBR SOILS COMPACTED TO 95% IN 12" LAYERS.
- CONTRACTOR:
  - COORDINATE YOUR WORK WITH WATER & SEWER CONTRACTOR TO AVOID POTENTIAL CONFLICTS.
  - IF EXISTING IMPROVEMENTS ARE DAMAGED, RESTORE THEM TO THEIR CONDITION AT THE BEGINNING OF YOUR WORK.
  - NOTIFY ALL UTILITY COMPANIES BEFORE STARTING WORK.
  - YOU ARE SOLELY RESPONSIBLE FOR COORDINATING AND GIVING NOTICE OF REQUIRED INSPECTIONS. IN DOING THIS HONOR THE LEAD TIME NEEDS OF THE RESPECTIVE AGENCIES.
- ALL DISPOSAL MATERIAL, RUBBISH AND DEBRIS SHALL BE MADE AT LEGAL DISPOSAL SITE OR BY OTHER PRIOR APPROVED MANNER. MATERIAL CLEARED FROM THE SITE AND DEPOSITED ON ADJACENT OR NEARBY PROPERTY WILL NOT BE CONSIDERED AS HAVING BEEN DISPOSED SATISFACTORILY. NO SEPARATE PAYMENT WILL MADE FOR THIS.
- WORK PERFORMED UNDER THIS PROJECT WILL NOT BE CONSIDERED AS COMPLETE UNTIL THE FINAL ACCEPTANCE OF THE OWNER, ENGINEER, BROWARD COUNTY, AND CITY OF DANIA BEACH AS REQUIRED.
- DENSITY TESTS SHALL BE PERFORMED EVERY 2,500 S.F.T. FOR BASE AND SUB-BASE. SAID TEST SHALL BE SUBMITTED TO THE ENGINEER OF RECORD FOR APPROVAL.
- CORE DRILLED SAMPLES WILL BE PERFORMED TO INSURE THAT THE THICKNESS OF MATERIAL ARE MET AS CALLED FOR IN THIS PLANS. THE CONTRACTOR WILL BE RESPONSIBLE TO INSURE THAT THE DESIGN THICKNESS ARE MET.
- ALL DRAINAGE STRUCTURES SHALL HAVE A MIN. SUMP OF 24" MEASURED FROM LOWEST PIPE INVERT. ALL DRAINAGE STRUCTURES SHALL BE PLACED OVER 12" OF 3/4" LIMEROCK.
- ALL PIPE BEDDING SHALL BE OF GOOD GRANULAR QUALITY, FREE OF EXCESSIVE FINES. AN OPEN GRADED STONE, NOT LARGER THAN 3/4" IS RECOMMENDED. PIPE BEDDING SHALL BE A MINIMUM OF 12" THICK.
- TRENCHES SHALL BE BACK FILLED WITH APPROVED MATERIAL FREE OF LARGE LOGS, STONES OR ROCKS AND CAREFULLY DEPOSITED AND COMPACTED IN LAYERS NOT TO EXCEED 6" UNTIL ENOUGH FILL HAS BEEN PLACED TO PROVIDE A COVER OF NOT LESS THAN ONE FOOT ABOVE THE PIPE. THE REMAINDER OF BACK FILL MATERIAL SHALL BE PLACED IN 12" LAYERS MOISTENED AND COMPACTED TO A MINIMUM OF 95% OF THE MODIFIED PROCTOR TEST AS PER AASHTO T-180 METHOD.
- INLETS AND MANHOLE LOCATION DICTATE OVER CULVERTS LENGTHS; FOR EXACT LOCATION OF STRUCTURES.
- CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL DRAINAGE STRUCTURES, PIPES, GRATES AND RELATED MATERIAL TO THE ENGINEER OF RECORD FOR HIS APPROVAL PRIOR TO INSTALLATION.
- AT THE COMPLETION OF THE WORK THE CONTRACTOR SHALL CERTIFY THAT THE DRAINAGE SYSTEM IS CLEAN OF DEBRIS OR ANY OTHER FOREIGN OBJECT. THE SITE SHALL BE CLEAR OF ALL SURPLUS MATERIAL OR TRASH. THE PAVED AREAS SHALL BE SWEEPED BROOM CLEAN.
- ALL PIPE CALLED POLYPROPYLENE PIPE (PP-PIPE) TO BE HIGH STRENGTH WITH SMOOTH INTERIOR. FOR ALL PIPES 12 TO 60 IN, PIPE SHALL MEET ASTM F2881 AND AASHTO M330. PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM D2321.
- ALL STORM DRAINAGE STRUCTURES SHALL BE EQUIPPED WITH FLEXSTORM OR APPROVED EQUAL. THE INLET PROTECTION IS NOT TO BE REMOVED OR PERFORATED/DISTURBED FROM THE BASINS UNTIL LANDSCAPING, SOD INSTALLATION, PAVEMENT/CURBING INSTALLATION, STRIPING, AND SWEEPING IS COMPLETED ON THE ENTIRE SITE.
- ALL STRUCTURES WITHIN PROJECT SHALL BE VACUUMED CLEAN OF ALL SILT, SAND, AND DEBRIS BEFORE FINAL ACCEPTANCE BY THE ENGINEER AND THE OWNER.
- ALL STORM DRAINAGE PIPE (PERFORATED OR NON-PERFORATED) WILL BE INSTALLED AND MAINTAINED CLEAN AND CLEAR OF DEBRIS, ROCK, SAND AND SILT.
- CONTRACTOR(S) SHALL BE CAUTIONED THAT INTRODUCTION OF SUCH MATERIALS AS CONSTRUCTION MATERIALS, CONCRETE AND STUCCO SLURRY OR WASH-OFF MATERIALS FROM THESE OPERATIONS, PAINT AND PAINTING ACTIVITY, INGREDIENTS, OILS, HYDRAULIC FLUIDS, FUELS AND OR ANY OTHER SUCH DELETERIOUS MATERIALS, WHEN INTRODUCED INTO THE STORM DRAINAGE SYSTEM CAN AND WILL RENDER IT USELESS, POLLUTE THE SITE AND SURROUNDING SITES OR HARM THE SYSTEM'S PERFORMANCE LEVEL.



ALL ELEVATIONS SHOWN ARE IN NAVD-1988

| REVISIONS |                                  | DATE      | BY  |
|-----------|----------------------------------|-----------|-----|
| No.       | DESCRIPTION                      |           |     |
| 1         | BROWARD COUNTY CAMS              | 6/2/2020  | SJ  |
| 2         | DANIA BEACH CAMS                 | 6/2/2020  | SJ  |
| 3         | REVISED DRAINAGE P&I CONNECTIONS | 7/13/2020 | LFL |
| 4         | BROWARD COUNTY CAMS              | 7/20/2020 | SJ  |
| 5         | DANIA BEACH CAMS                 | 7/20/2020 | SJ  |
| 6         | DANIA BEACH CAMS                 | 8/27/2020 | SJ  |

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**CA#87 | LB#87**

**PANATTONI DANIA BEACH SITE**  
PAVING, GRADING, AND DRAINAGE  
DETAILS

CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 30, RANGE 42

|                 |                   |                     |                  |                    |                 |
|-----------------|-------------------|---------------------|------------------|--------------------|-----------------|
| FILE NO. B-2044 | DESIGNED BY: S.J. | DESIGNED DATE: 2/20 | DRAFTED BY: S.J. | CHECKED BY: L.F.L. | SCALE: SEE PLAN |
|-----------------|-------------------|---------------------|------------------|--------------------|-----------------|

**LUIS FERNANDO LEON**  
LICENSED  
No. 58670  
STATE OF  
FLORIDA  
PROFESSIONAL ENGINEER

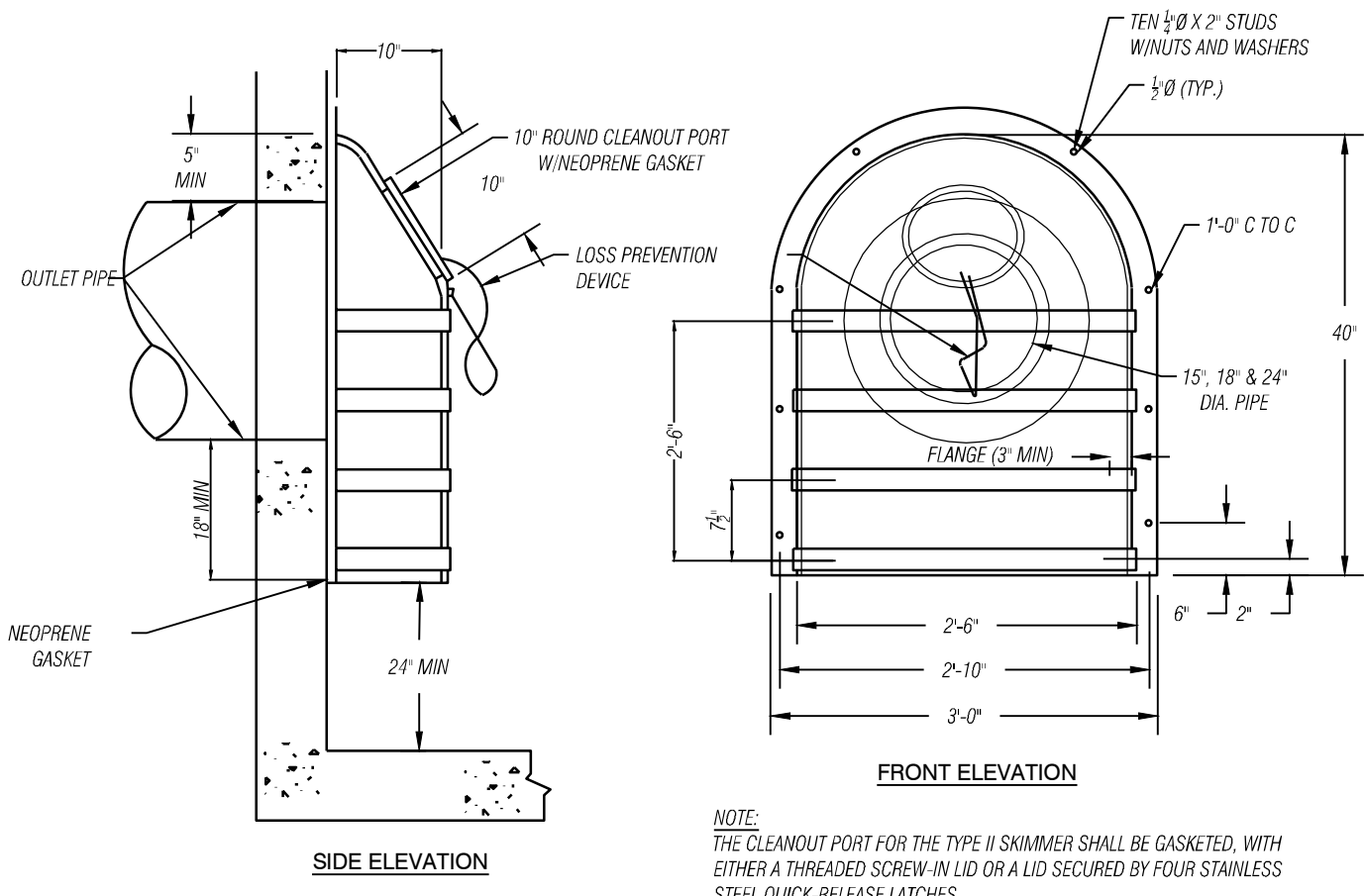
SIGN DATE: SEPTEMBER 3, 2020  
POSITION: ASST. VICE-PRESIDENT  
THIS SET OF PLANS IS HEREBY ORIGINALLY SIGNED AND SEALED BY  
LUIS F. LEON, ASSIST. VICE PRESIDENT  
ON THE DATE ADJACENT TO THE SEAL.  
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SHEET 4 OF 19



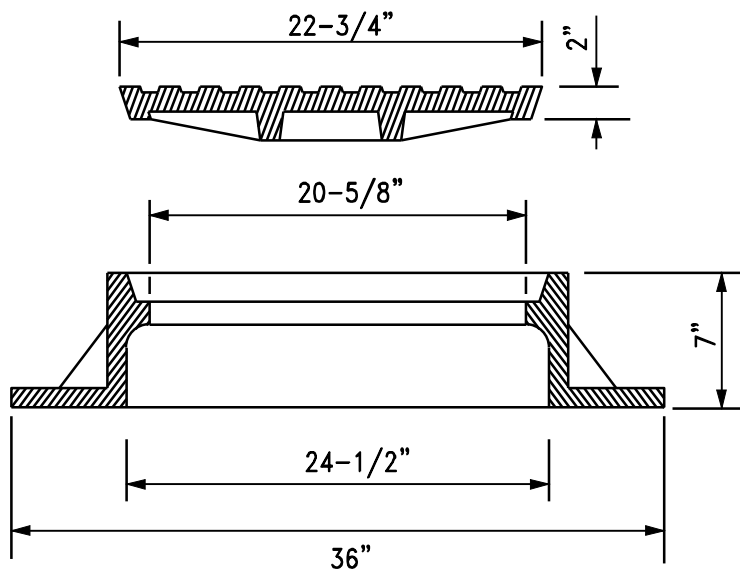


TYPE II SKIMMER - GENERAL NOTES

1. THE FRENCH DRAIN SKIMMER IS A HOODED COVER, MOUNTED OVER AN OUTLET IN A CATCH BASIN, THAT PREVENTS OIL AND FLOATING DEBRIS FROM EXITING THE BASIN. USE THIS SKIMMER IN FRENCH DRAIN CONNECTED CATCH BASINS AND IN OTHER LOCATIONS WHERE THERE IS A NEED TO PREVENT OIL, DEBRIS OR OTHER FLOATING CONTAMINANTS FROM EXITING CATCH BASINS THROUGH OUTLET PIPES.
2. PLACE THE NEOPRENE GASKET MATERIAL BETWEEN THE SKIMMER AND THE CATCH BASIN AT ALL POINTS OF CONTACT. TRIM THE GASKET NEATLY TO EXTEND  $\frac{1}{2}$  BEYOND THE JOINT.
3. SKIMMER BAFFLE, CLEANOUT PIPE, AND ANGLES SHALL BE PRIMARILY CONSTRUCTED OF EITHER GALVANIZED STEEL, ALUMINUM, POLYVINYL CHLORIDE, POLYETHYLENE, OR ACRYLONITRILE BUTADIENE STYRENE. ALL STEEL COMPONENTS, OTHER THAN STAINLESS, SHALL BE HOT-DIP GALVANIZED.
4. MOUNTING HARDWARE, HINGES, AND LATCHES SHALL ALL BE STAINLESS STEEL. THE LOSS PREVENTION DEVICE SHALL BE EITHER A STAINLESS STEEL CHAIN OR RIVETED WELON STRAP.
5. MATERIAL USED IN CONSTRUCTION OF SKIMMER BODIES (BAFFLES) AND CLEANOUT PIPE SHALL COMPLY WITH STANDARD SPECIFICATION #943 FOR STEEL, #945 FOR ALUMINUM, OR #948 FOR PLASTICS.
6. ALL COSTS FOR PURCHASING AND INSTALLING A FRENCH DRAIN SKIMMER SHALL BE INCLUDED IN THE COST OF THE CATCH BASIN IN WHICH IT IS INSTALLED. RETROFIT SKIMMERS SHALL BE PAID FOR AS MODIFICATION OF EXISTING STRUCTURE.
7. PLASTIC SKIMMERS SHALL CONTAIN A MINIMUM OF 1.5% BY WEIGHT, CARBON BLACK FOR UV PROTECTION.

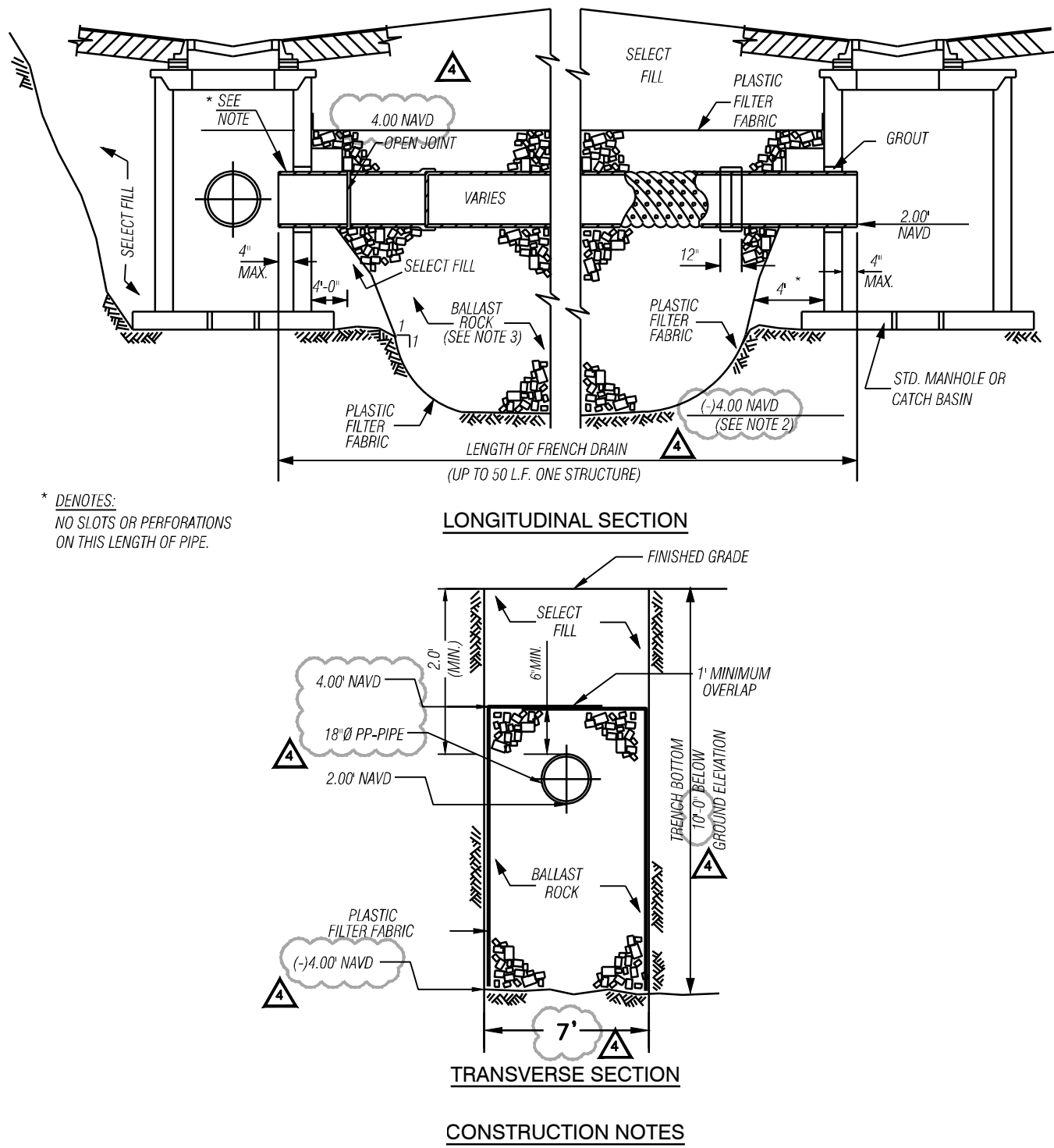
FDOT TYPE II SKIMMER (BAFFLE DETAIL)

N.T.S.



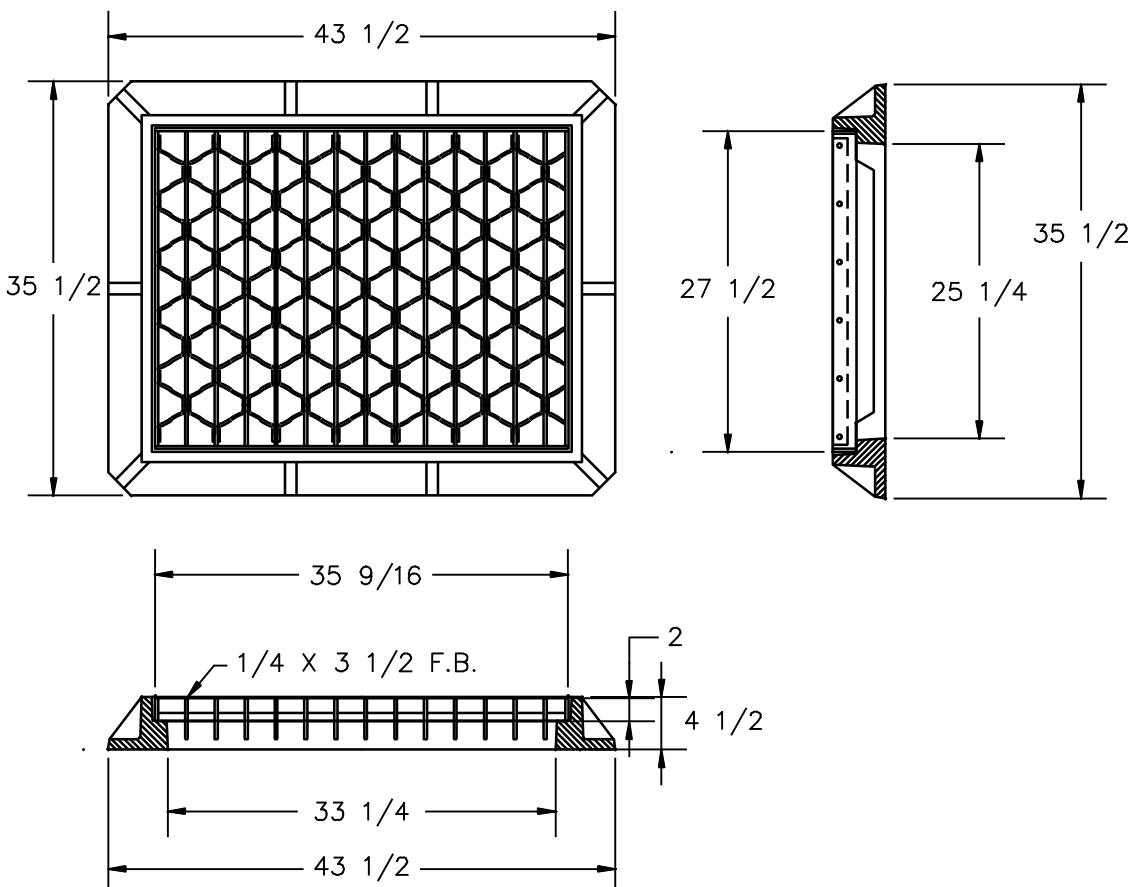
USF #420-C  
RING AND COVER

N.T.S.



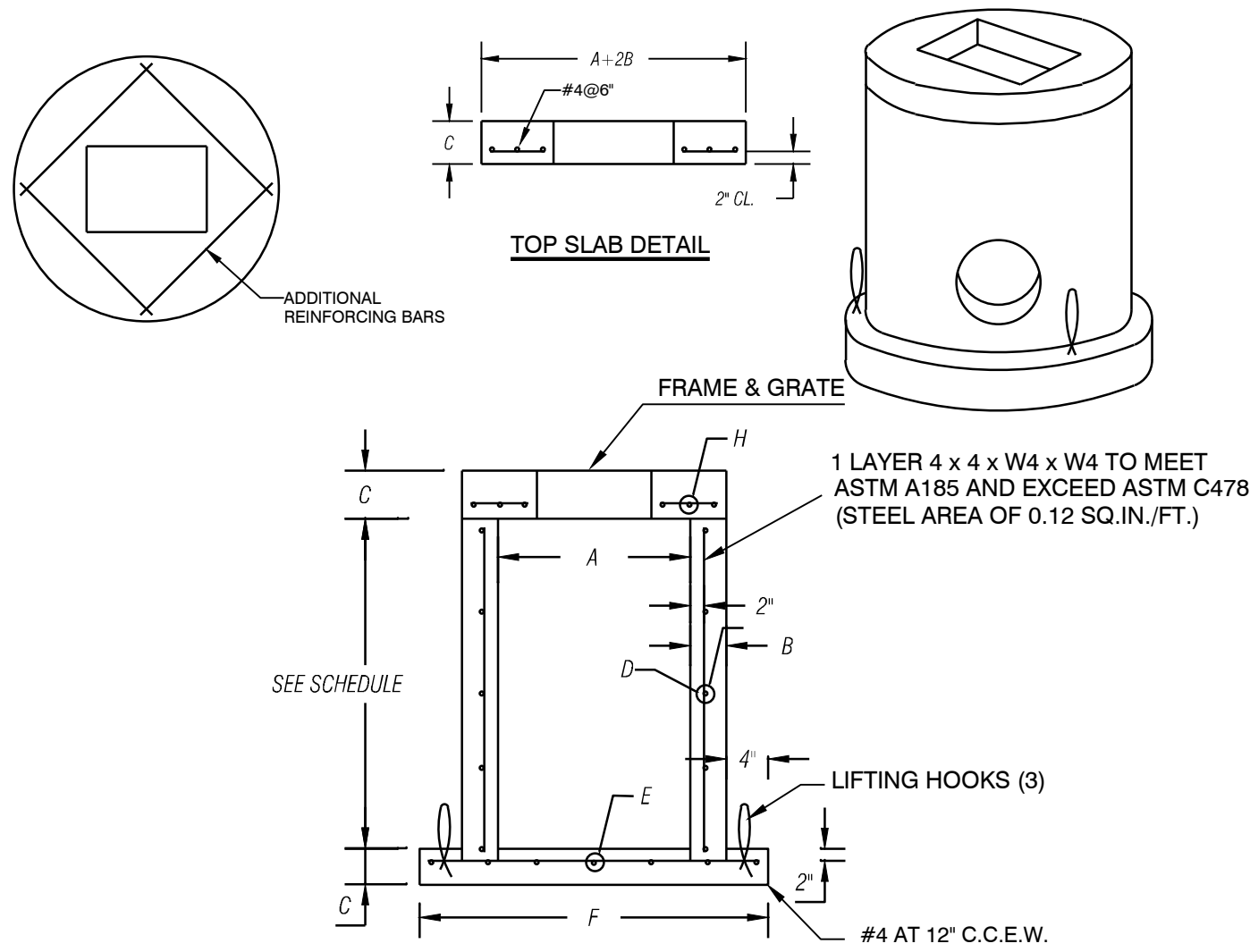
EXFILTRATION TRENCH

N.T.S.



USF #4155-6614  
FRAME & GRATE DETAIL

N.T.S.

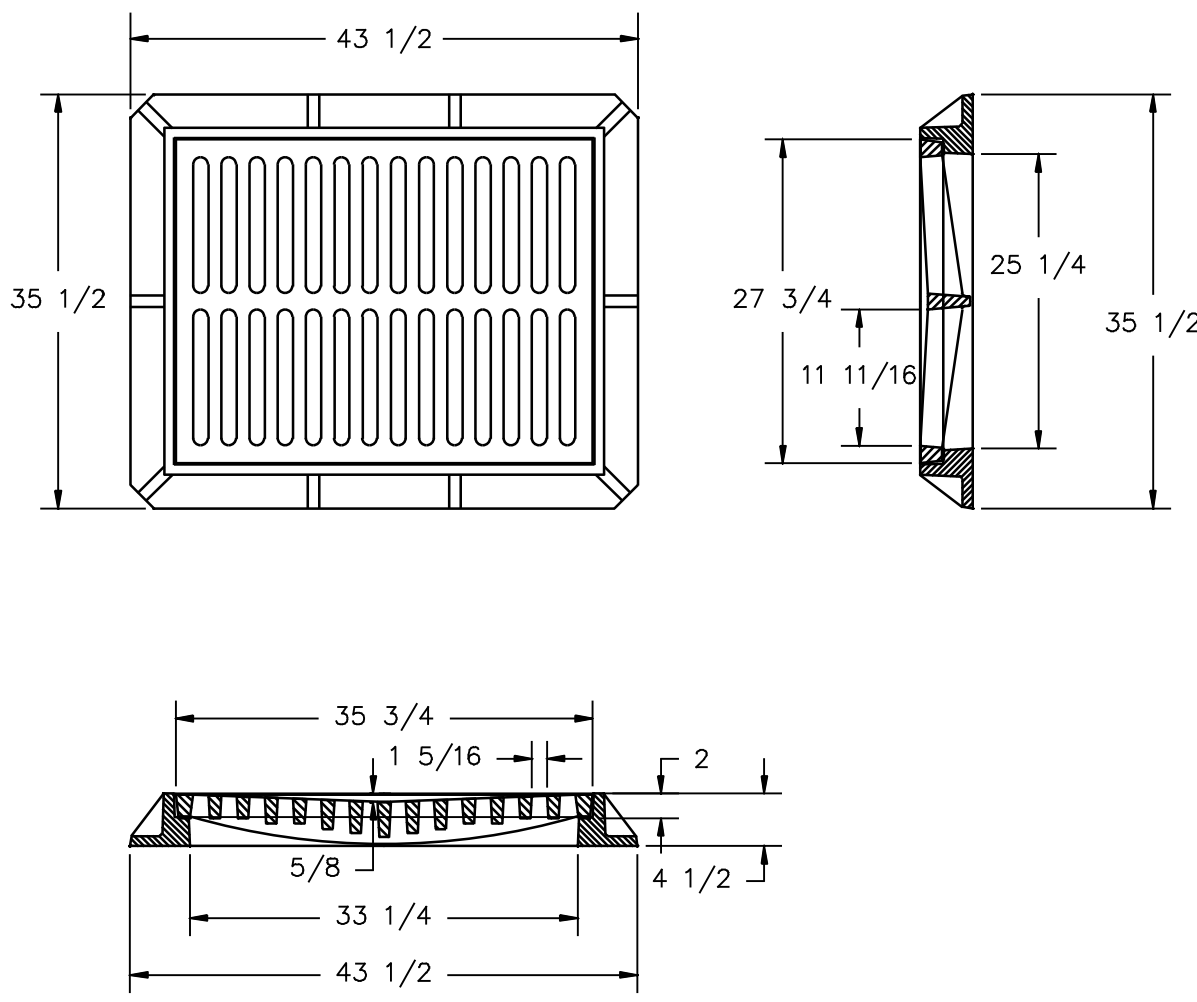


| TABLE OF DIMENSIONS |    |    |            |             |       |       |             |                               |
|---------------------|----|----|------------|-------------|-------|-------|-------------|-------------------------------|
| AØ                  | B  | C  | D          | E* C.C.E.W. | FØ    | GØ    | H* C.C.E.W. | HOLDING CAPACITY (gpm/sv ft.) |
| 3'-6"               | 6" | 8" | ASTM C-478 | #4 AT 12"   | 5'-0" | 4'-6" | #4 AT 6"    | 72                            |
| 4'-0"               | 6" | 8" | ASTM C-478 | #4 AT 12"   | 6'-0" | 5'-0" | #4 AT 6"    | 94                            |
| 4'-0"               | 8" | 8" | ASTM C-478 | #4 AT 12"   | 6'-4" | 5'-4" | #4 AT 6"    | 94                            |
| 5'-0"               | 8" | 8" | ASTM C-478 | #5 AT 12"   | 7'-4" | 6'-4" | #5 AT 6"    | 147                           |
| 6'-0"               | 6" | 8" | ASTM C-478 | #5 AT 6"    | 8'-0" | 7'-0" | #5 AT 6"    | 211                           |
| 6'-0"               | 8" | 8" | ASTM C-478 | #5 AT 6"    | 8'-4" | 7'-4" | #5 AT 6"    | 211                           |

\*GRADE 40, OR FOR EQUIVALENT STEEL DESIGNS.

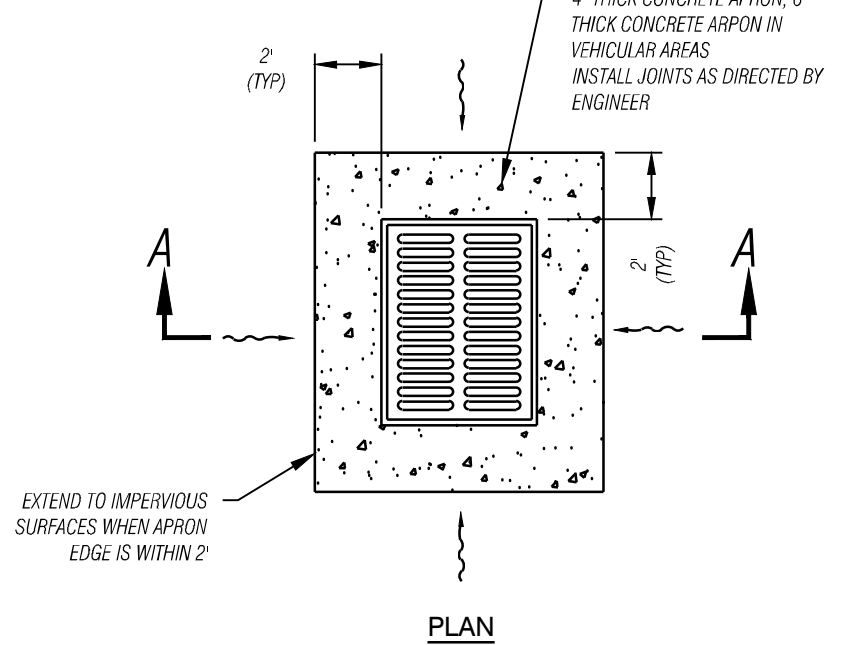
TYPE "C" CATCH BASIN 42"-120"  
ROUND STRUCTURE

N.T.S.



USF #4155-6213  
FRAME & GRATE DETAIL

N.T.S.



TYPICAL CONCRETE APRON

N.T.S.

REVISIONS

| No. | DESCRIPTION                      | DATE      | BY  |
|-----|----------------------------------|-----------|-----|
| 1   | BROWARD COUNTY CAMS              | 6/2/2020  | SJL |
| 2   | DANIA BEACH CAMS                 | 6/2/2020  | SJL |
| 3   | REVISED DRAINAGE WFL CONNECTIONS | 7/13/2020 | LFL |
| 4   | BROWARD COUNTY CAMS              | 7/20/2020 | SJL |
| 5   | DANIA BEACH CAMS                 | 7/20/2020 | SJL |
| 6   | DANIA BEACH CAMS                 | 8/17/2020 | SJL |

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CA#97 | LB#97  
www.shiskin.com

PANATTONI DANIA BEACH SITE

PAVING, GRADING AND DRAINAGE  
DETAILS

CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 50, RANGE 42

FILE No. B-2044  
DESIGNED BY: D.C.T.  
DESIGNED DATE: 2/20  
DRAFTED BY: S.J.  
CHECKED BY: L.F.L.  
SCALE: SEE PLAN

LUIS FERNANDO LEON  
LICENSE  
No. 58670  
STATE OF  
FLORIDA  
PROFESSIONAL ENGINEER

SIGN DATE: SEPTEMBER 3, 2020  
POSITION: ASST. VICE-PRESIDENT  
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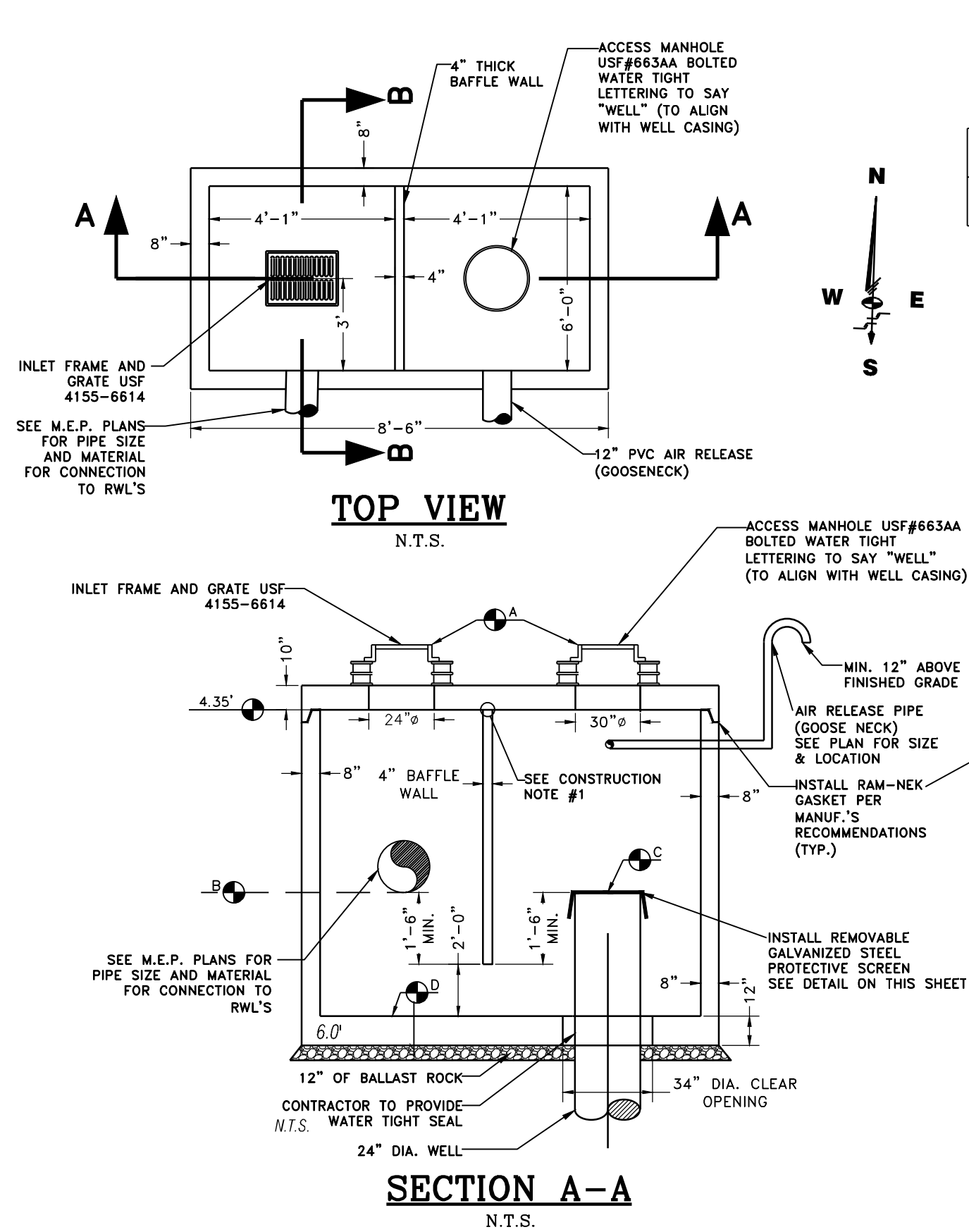
STATUS:  
PERMIT SET

SHEET NAME:  
PD-4

SHEET 5 OF 19



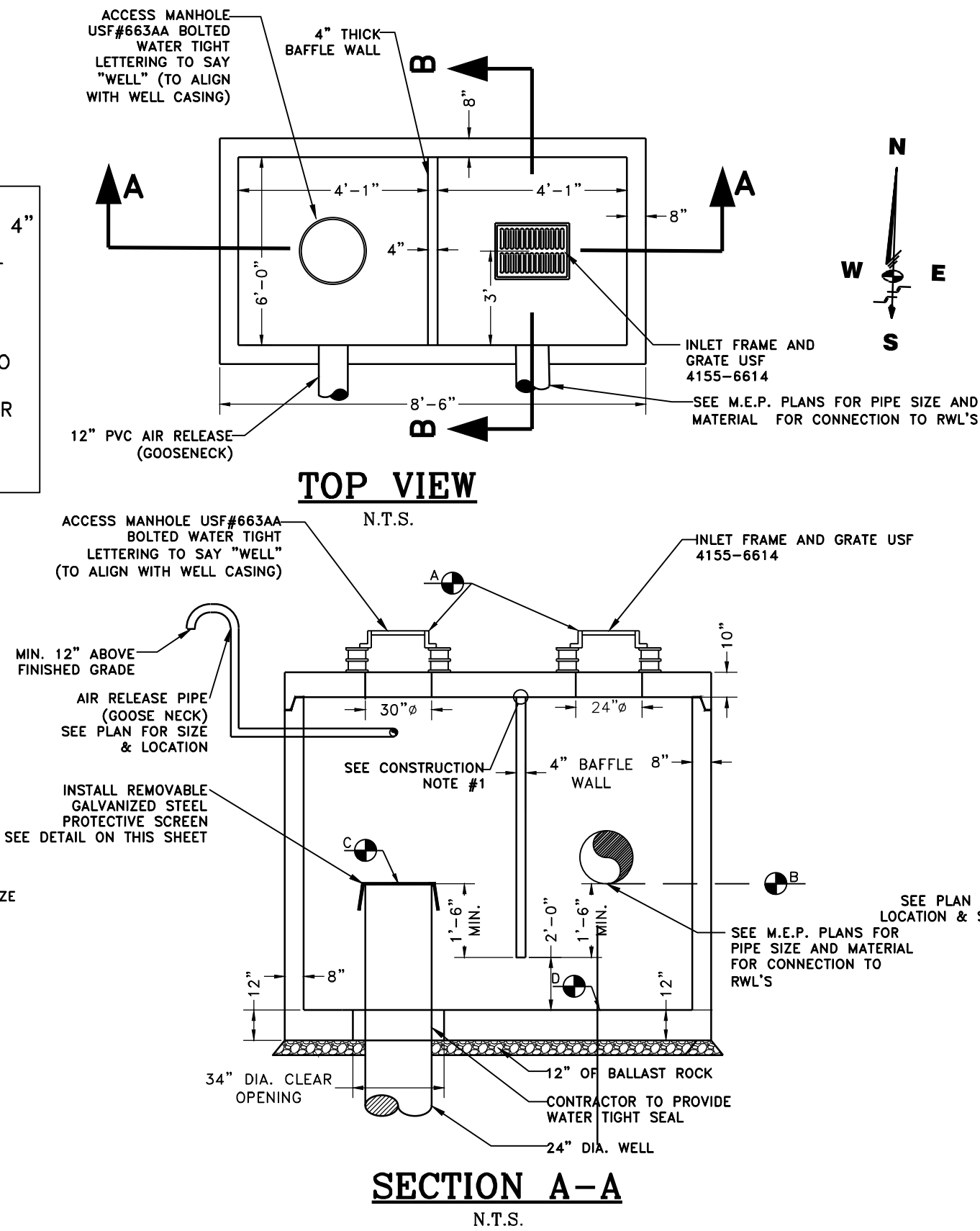
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| WELL # | A     | B     | C     | D        |
|--------|-------|-------|-------|----------|
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**WELL NOTES:**

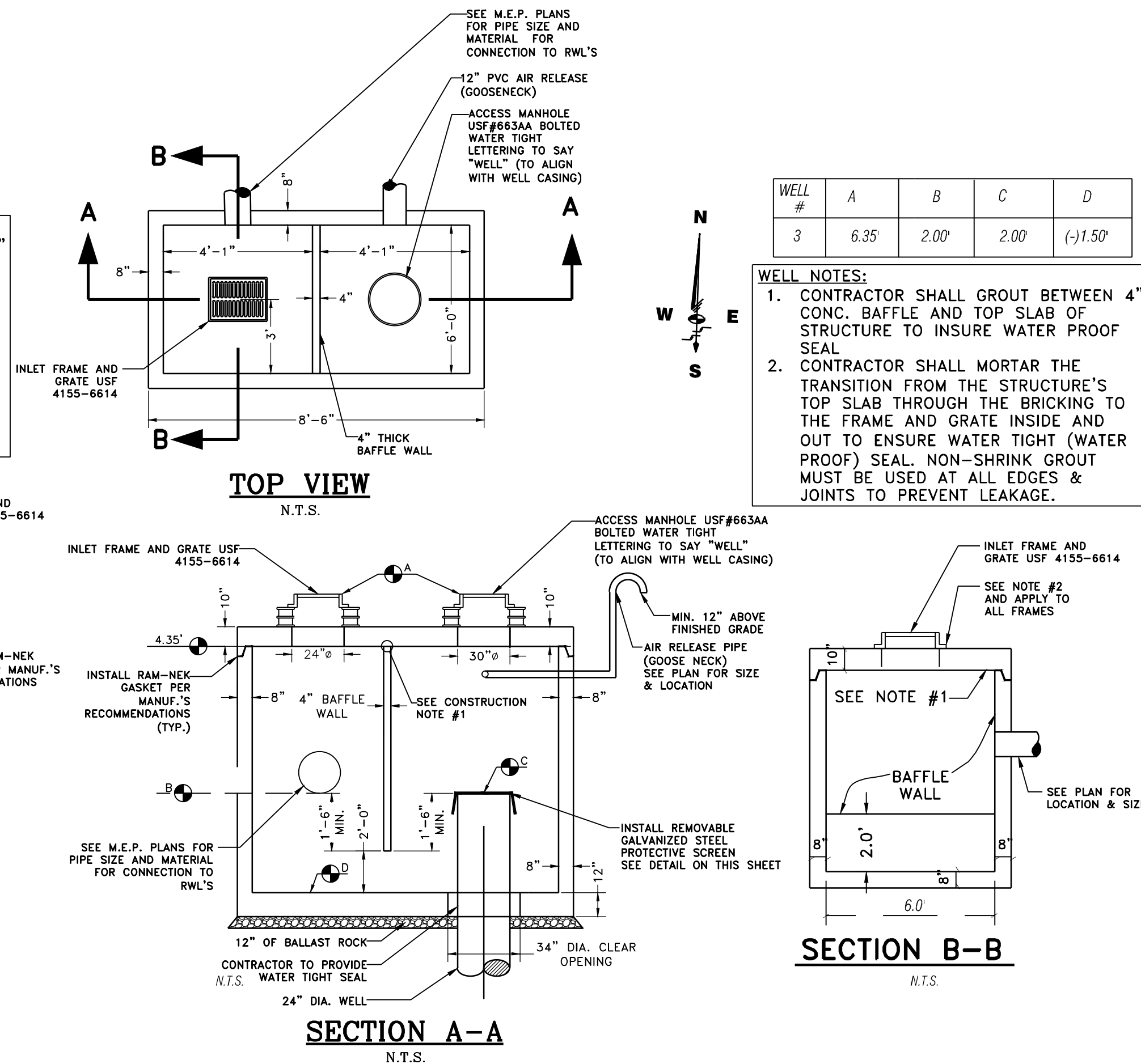
- CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND TOP SLAB OF STRUCTURE TO INSURE WATER PROOF SEAL
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.



| WELL # | A     | B     | C     | D        |
|--------|-------|-------|-------|----------|
| 2      | 6.35' | 2.00' | 2.00' | (-1.50') |

**WELL NOTES:**

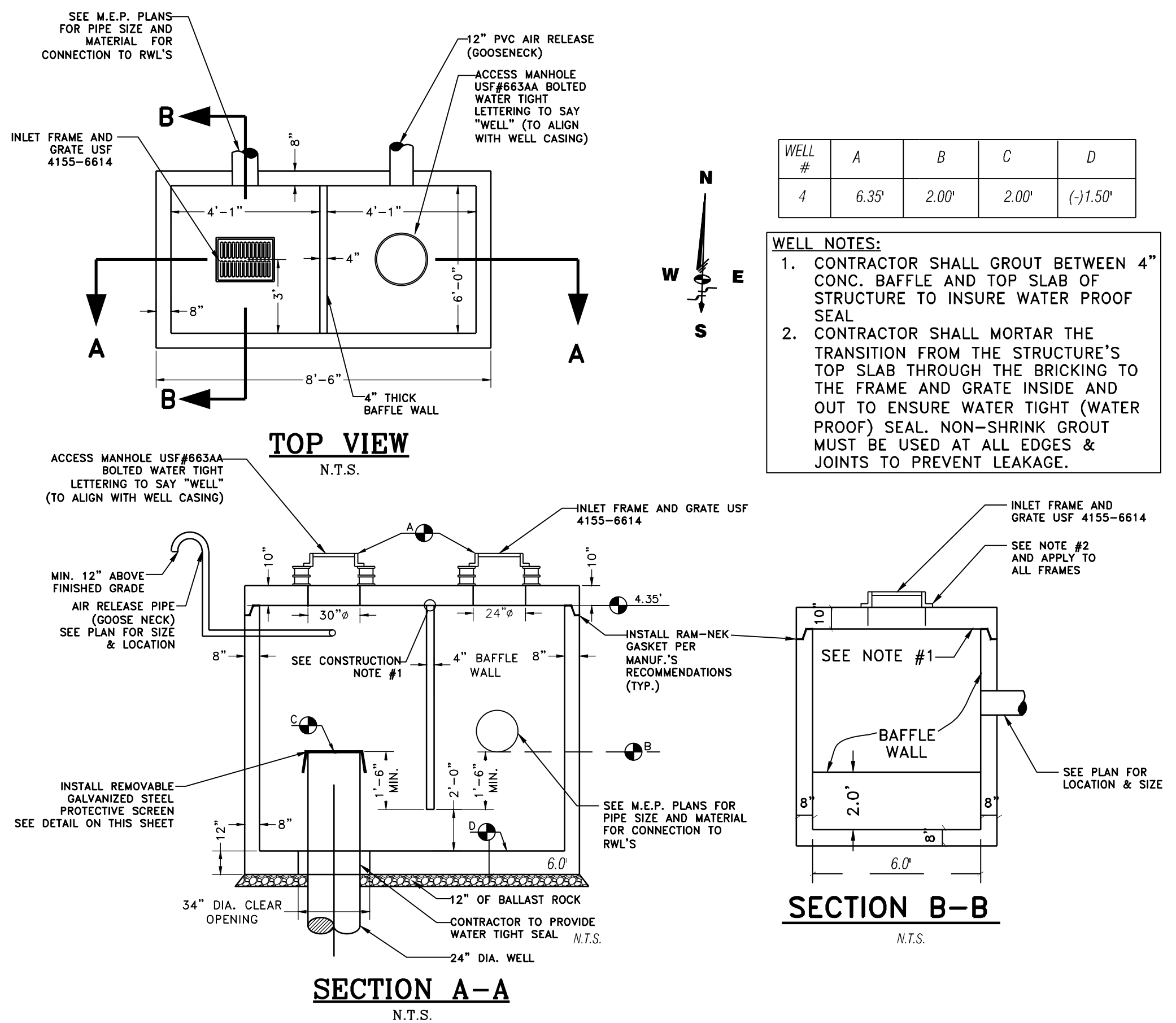
- CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND TOP SLAB OF STRUCTURE TO INSURE WATER PROOF SEAL
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.



| WELL # | A     | B     | C     | D        |
|--------|-------|-------|-------|----------|
| 3      | 6.35' | 2.00' | 2.00' | (-1.50') |

**WELL NOTES:**

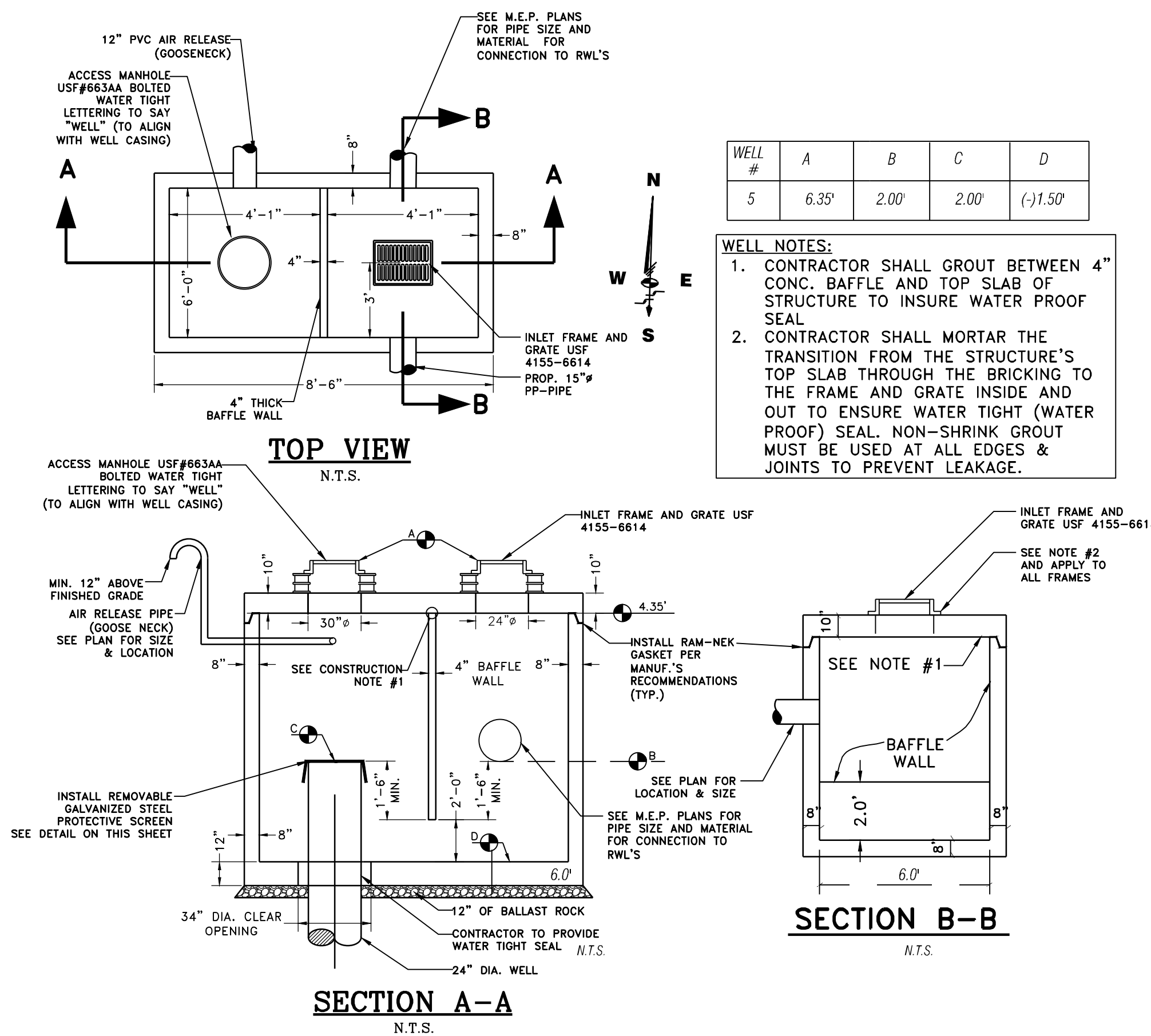
- CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND TOP SLAB OF STRUCTURE TO INSURE WATER PROOF SEAL
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.



| WELL # | A     | B     | C     | D        |
|--------|-------|-------|-------|----------|
| 4      | 6.35' | 2.00' | 2.00' | (-1.50') |

**WELL NOTES:**

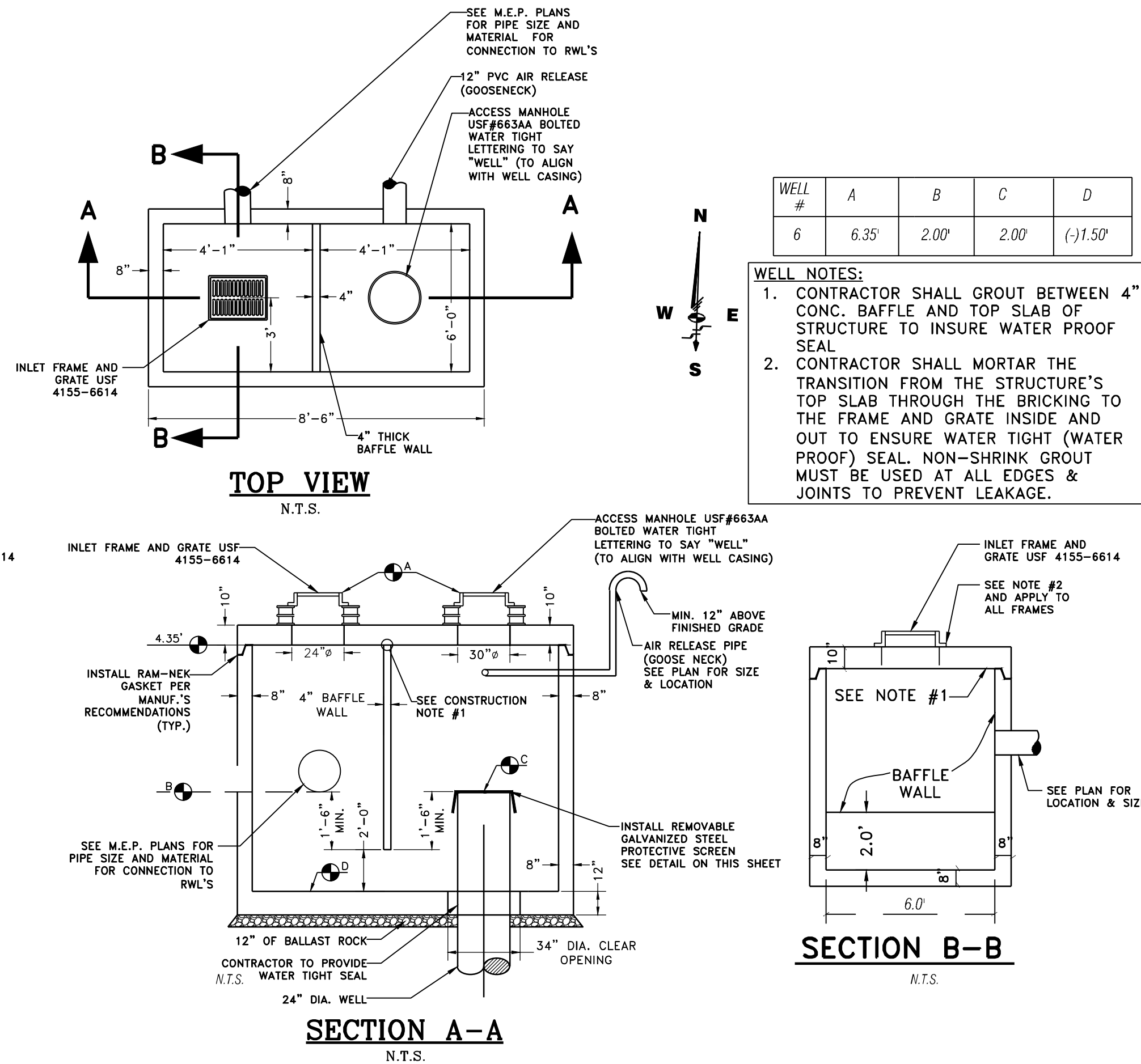
- CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND TOP SLAB OF STRUCTURE TO INSURE WATER PROOF SEAL
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.



| WELL # | A     | B     | C     | D        |
|--------|-------|-------|-------|----------|
| 5      | 6.35' | 2.00' | 2.00' | (-1.50') |

**WELL NOTES:**

- CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND TOP SLAB OF STRUCTURE TO INSURE WATER PROOF SEAL
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.



| WELL # | A     | B     | C     | D        |
|--------|-------|-------|-------|----------|
| 6      | 6.35' | 2.00' | 2.00' | (-1.50') |

**WELL NOTES:**

- CONTRACTOR SHALL GROUT BETWEEN 4" CONC. BAFFLE AND TOP SLAB OF STRUCTURE TO INSURE WATER PROOF SEAL
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.

ALL ELEVATIONS SHOWN ARE IN NAVD-1988

REVISIONS

| NO | DATE      | DESCRIPTION                       |
|----|-----------|-----------------------------------|
| 1  | 6/2/2020  | BROWARD COUNTY DAVIS              |
| 2  | 6/2/2020  | DANIA BEACH DAVIS                 |
| 3  | 7/13/2020 | REVISED DRAINAGE WELL CONNECTIONS |
| 4  | 7/20/2020 | BROWARD COUNTY DAVIS              |
| 5  | 7/20/2020 | DANIA BEACH DAVIS                 |
| 6  | 8/7/2020  | DANIA BEACH DAVIS                 |

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PANATTONI DANIA BEACH SITE

DRAINAGE WELLS  
DETAILS

CITY OF DANIA BEACH, FLORIDA

SECTION 26, TOWNSHIP 50, RANGE 42

FILE NO. B-2044

DESIGNED BY: S.J.

DESIGNED DATE: 2/20

DRAFTED BY: S.J.

CHECKED BY: L.F.L.

SCALE: SEE PLAN

LUIS FERNANDO LEON

FLORIDA

PROFESSIONAL ENGINEER

No. 58670

SIGN DATE: SEPTEMBER 3, 2020

POSITION: ASST. VICE-PRESIDENT

THIS SET OF DRAWINGS IS HEREBY CERTIFICATEDLY SIGNED AND SEALED BY  
LUIS F. LEON, ASSIST. VICE-PRESIDENT  
ON THE DATE ADJACENT TO THE SEAL.

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STATUS:

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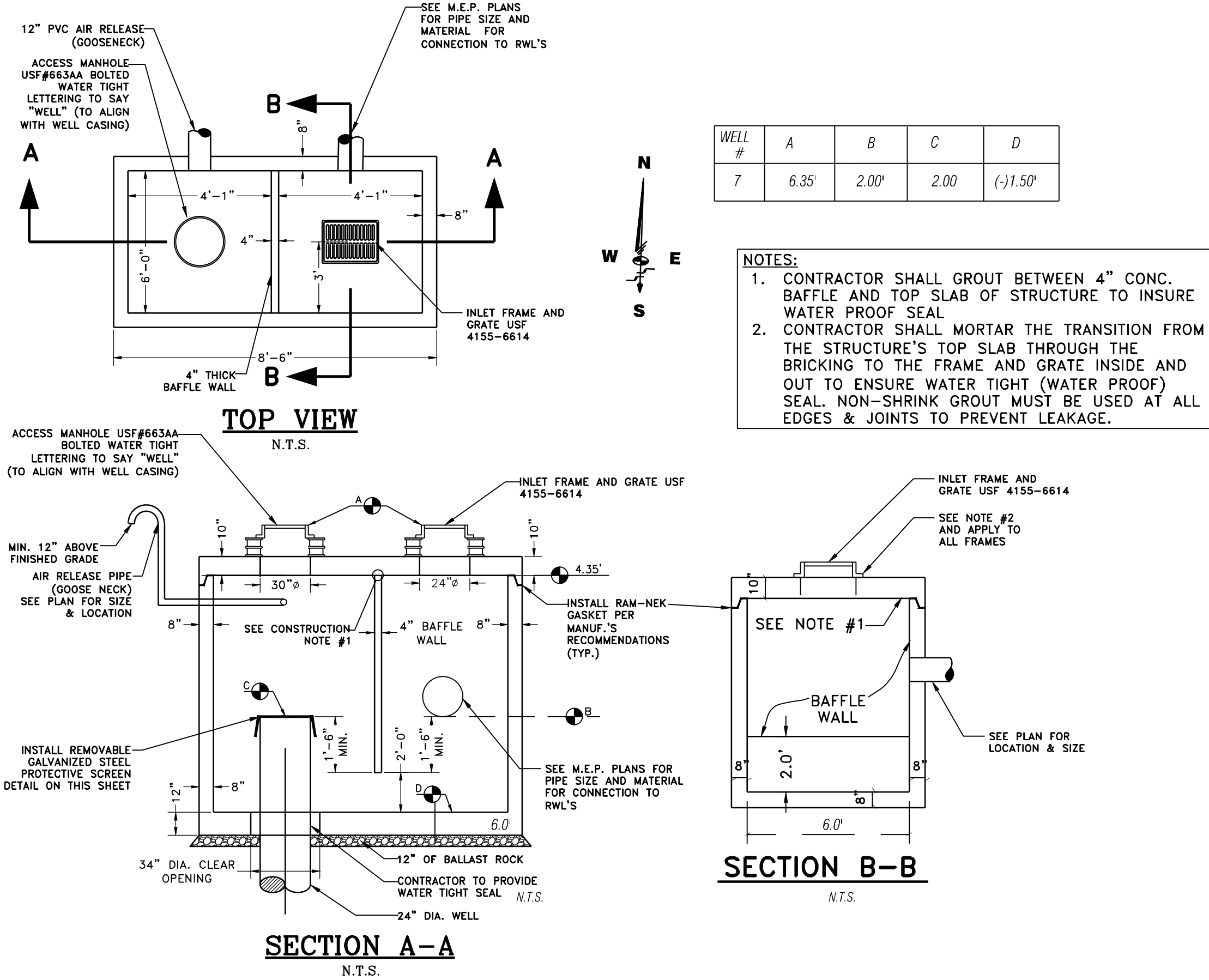
PD-5

SHEET 6 OF 19



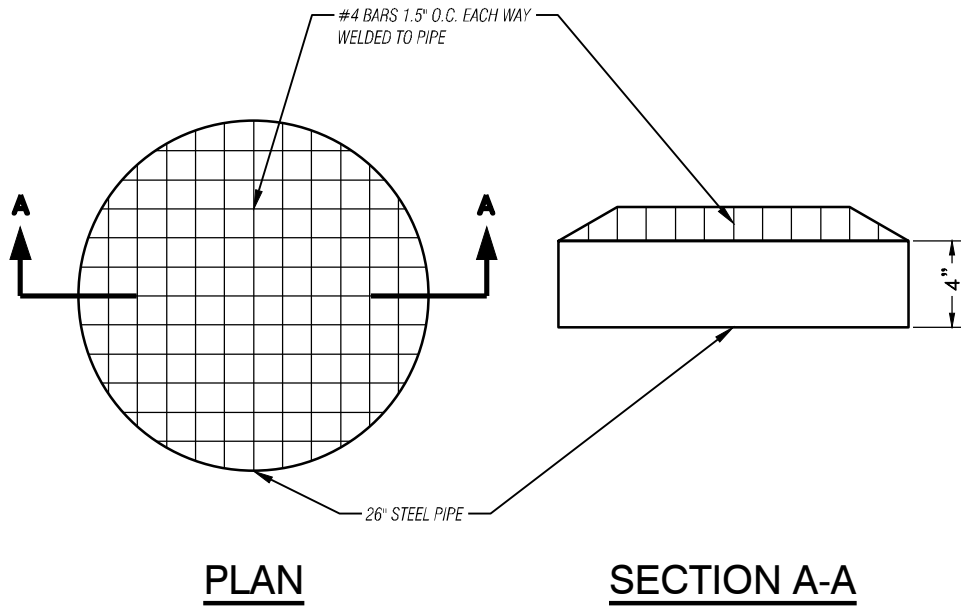
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ALL ELEVATIONS SHOWN ARE IN NAVD-1988



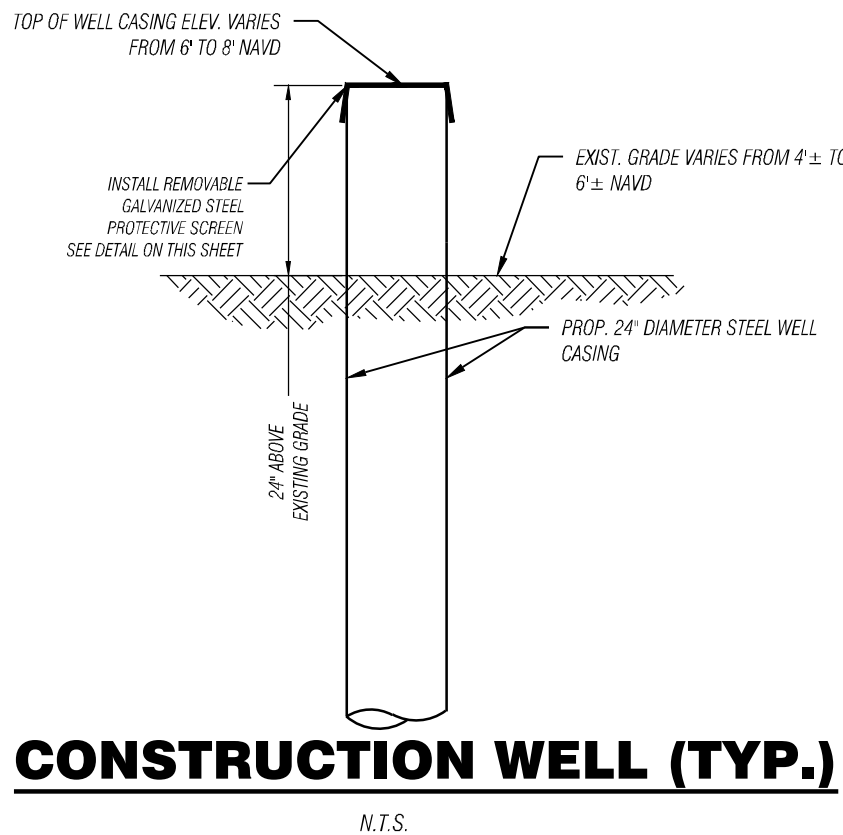
**DRAINAGE WELL #7  
W/ STRUCTURE**

N.T.S.



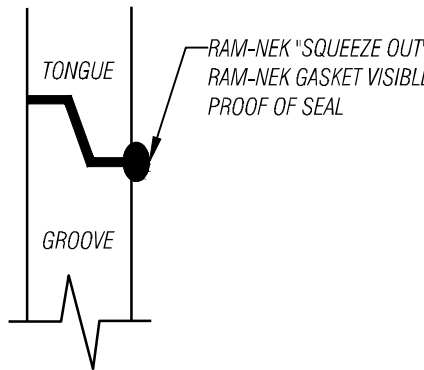
**REMOVABLE GALVANIZED STEEL  
PROTECTIVE SCREEN DETAIL**

N.T.S.



**CONSTRUCTION NOTES:**

- CONTRACTOR SHALL USE NON-SHRINK GROUT BETWEEN 4" CONC. BAFFLE AND LID OF STRUCTURE TO ENSURE WATER PROOF SEAL.
- CONTRACTOR SHALL MORTAR THE TRANSITION FROM THE STRUCTURE'S TOP SLAB THROUGH THE BRICKING TO THE FRAME AND GRATE INSIDE AND OUT TO ENSURE WATER TIGHT (WATER PROOF) SEAL. NON-SHRINK GROUT MUST BE USED AT ALL EDGES & JOINTS TO PREVENT LEAKAGE.



**DRAINAGE WELL GENERAL NOTES:**

- THE DRAINAGE WELLS SHOWN HEREON SHALL BE CASED TO THE DEPTH NECESSARY TO DEVELOP THE REQUIRED DISCHARGE AND SUFFICIENT TO ACHIEVE A MINIMUM OF 10,000 PPM OF TOTAL DISSOLVED SOLIDS. AN OPEN HOLE SHALL BE DEVELOPED BELOW CASING AS REQUIRED TO ACHIEVE REQUIRED MINIMUM CAPACITY OF 333 GPM PER FOOT OF HEAD.
- WELLS ARE TO BE AS PLUMB AND TRUE TO LINE AS GOOD WORKMANSHIP PERMITS.
- COMPLETED WELLS ARE TO BE THOROUGHLY DEVELOPED.
- EACH COMPLETED WELL SHALL MEET OR EXCEED THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATIONS.
- THE CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT FOR CONDUCTING WELL TESTS AND PROPERLY DISPOSING OF THE WATER PUMPED FROM THE WELL. THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND THE ENGINEER OF RECORD A MINIMUM OF 48 HOURS PRIOR TO THE INITIATION OF SUCH TESTING. PLEASE REFER TO NOTE #8 FOR FINAL TESTING PRIOR TO ENGINEER'S ACCEPTANCE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SECURE ALL NECESSARY PERMITS AND TO COMPLY WITH THE PROVISIONS THEREOF. THE WELL CONTRACTOR SHALL PROVIDE DEP WITH SOIL REPORT BY GEOLOGIST AS WELL AS ANY STUDIES REQUIRED BY DEP AS PART OF PERMITTING PROCESS. (REASONABLE ASSURANCE REGARDING IMPACTS TO USDW, AND SURFACE WATER BODIES) WELL CONTRACTOR SHALL INCLUDE IN HIS PRICE ANY FEES TO BE PAID TO GEOLOGIST. THERE WILL BE NO EXTRAS ALLOWED FOR COMPLIANCE WITH DEP.
- TEMPORARY SOLID LIDS SHALL BE WELDED ON THE TOP OF EACH COMPLETED WELL TO PREVENT FOREIGN MATERIALS AND/OR CONSTRUCTION WASTE FROM ENTERING THE WELL. THESE LIDS SHALL BE REMOVED AFTER THE INSTALLATION OF THE MANHOLE STRUCTURE AND THE BAFFLES ON INLETS.
- ONCE THE WELL IS CERTIFIED AND ACCEPTED BY D.E.P. THE CONTRACTOR SHALL TEST EACH WELL BY PUMPING WATER A MINIMUM RATE OF 2,000 GPM. THE CONTRACTOR SHALL PROVIDE ALL OF THE EQUIPMENT REQUIRED FOR SAID TEST INCLUDING FLOW METER DEVICE, PUMPS AND HOSES. THE WATER SOURCE SHALL ALSO BE PROVIDED BY THE CONTRACTOR.
- ALL PIPE PENETRATIONS IN AND OUT OF THE WELL BOXES SHALL BE WATER TIGHT TO THE STATIC PRESSURE INDUCED BY THE WATER LEVEL REACHING THE RIM ELEVATION OF THE WELL BOXES OR ELEVATION 6.5' NAVD, WHICHEVER IS HIGHER.
- THE WELL BOX SHALL BE TESTED FOR LEAKAGE BY PLUGGING ALL PENETRATIONS, WITH THE EXCEPTION OF THE GOOSE NECK, AND FILLING EACH BOX WITH WATER TO ITS MINIMUM RIM ELEVATION OR ELEVATION 6.5' NAVD, WHICHEVER IS HIGHER. PRIOR TO TESTING, EACH BOX SHALL BE SATURATED. SATURATION SHALL BE ACCOMPLISHED BY KEEPING A CONSTANT HEAD ON THE WELL BOXES TO ITS RIM FOR A PERIOD OF NO LESS THAN TWO HOURS PRIOR TO THE LEAKAGE TEST. THE LEAKAGE TEST SHALL BE CONDUCTED AFTER ATTAINING SATURATION FOR AN ADDITIONAL TWO HOURS. THE MAXIMUM ALLOWABLE LEAKAGE SHALL NOT EXCEED 2 GALLONS IN 2 HOURS.
- IN THE EVENT THAT THE WELL IS USED FOR DEWATERING, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REDEVELOP THE WELL, RETEST AND CERTIFY TO THE ENGINEER OF RECORD THAT THE WELL IS BACTERIA FREE AFTER THE DEWATERING OPERATION. CONTRACTOR SHALL PROVIDE LABORATORY TESTING INDICATING THAT THE WELL IS FREE OF SULFUR BACTERIA, OR ANY OTHER ORGANIC ORGANISM THAT WILL HINDER THE PERFORMANCE OF THE WELL. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DELIVER ALL WELLS WITH A MINIMUM CAPACITY OF 333 GPM PER FOOT OF HEAD.
- WELL BOX REINFORCEMENT SHALL BE DESIGNED BY PRE-CASTER TO MEET CURRENT FDOT STANDARDS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL DRILL THE PROPOSED WELL(S) AT A MINIMUM 20' BELOW THE END OF THE CASING

**PANATTONI DANIA BEACH SITE**

PAVING, GRADING, AND DRAINAGE

DETAIL

CITY OF DANIA BEACH, FLORIDA

SECTION 26, TOWNSHIP 50, RANGE 42

|                     |
|---------------------|
| FILE No. B-2044     |
| DESIGNED BY: D.C.T. |
| DESIGNED DATE: 2/20 |
| DRAFTED BY: S.J.    |
| CHECKED BY: L.F.L.  |
| SCALE: SEE PLAN     |



|                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------|
| SIGN DATE: SEPTEMBER 9, 2020                                                                                                               |
| POSITION: ASST. VICE-PRESIDENT                                                                                                             |
| THIS SEAL HAS BEEN ORIGINALLY SIGNED AND SEALED BY<br>LUIS F. LEON, ASSIST. VICE PRESIDENT<br>ON THE DATE ADJACENT TO THE SEAL.            |
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| STATUS:<br>PERMIT SET                                                                                                                      |
| SHEET NAME:<br>PD-6                                                                                                                        |
| SHEET 6 OF 19                                                                                                                              |

| REVISIONS | No. | DESCRIPTION                       | DATE      | BY     |
|-----------|-----|-----------------------------------|-----------|--------|
|           | 1   | BROWARD COUNTY DAVIS              | 6/2/2020  | S.J.   |
|           | 2   | DANIA BEACH DAVIS                 | 6/2/2020  | S.J.   |
|           | 3   | REVISED DRAINAGE WELL CONNECTIONS | 7/13/2020 | L.F.L. |
|           | 4   | BROWARD COUNTY DAVIS              | 7/20/2020 | S.J.   |
|           | 5   | DANIA BEACH DAVIS                 | 7/20/2020 | S.J.   |
|           | 6   | DANIA BEACH DAVIS                 | 8/17/2020 | S.J.   |

**SCHWEBKE SHISKIN + ASSOCIATES**

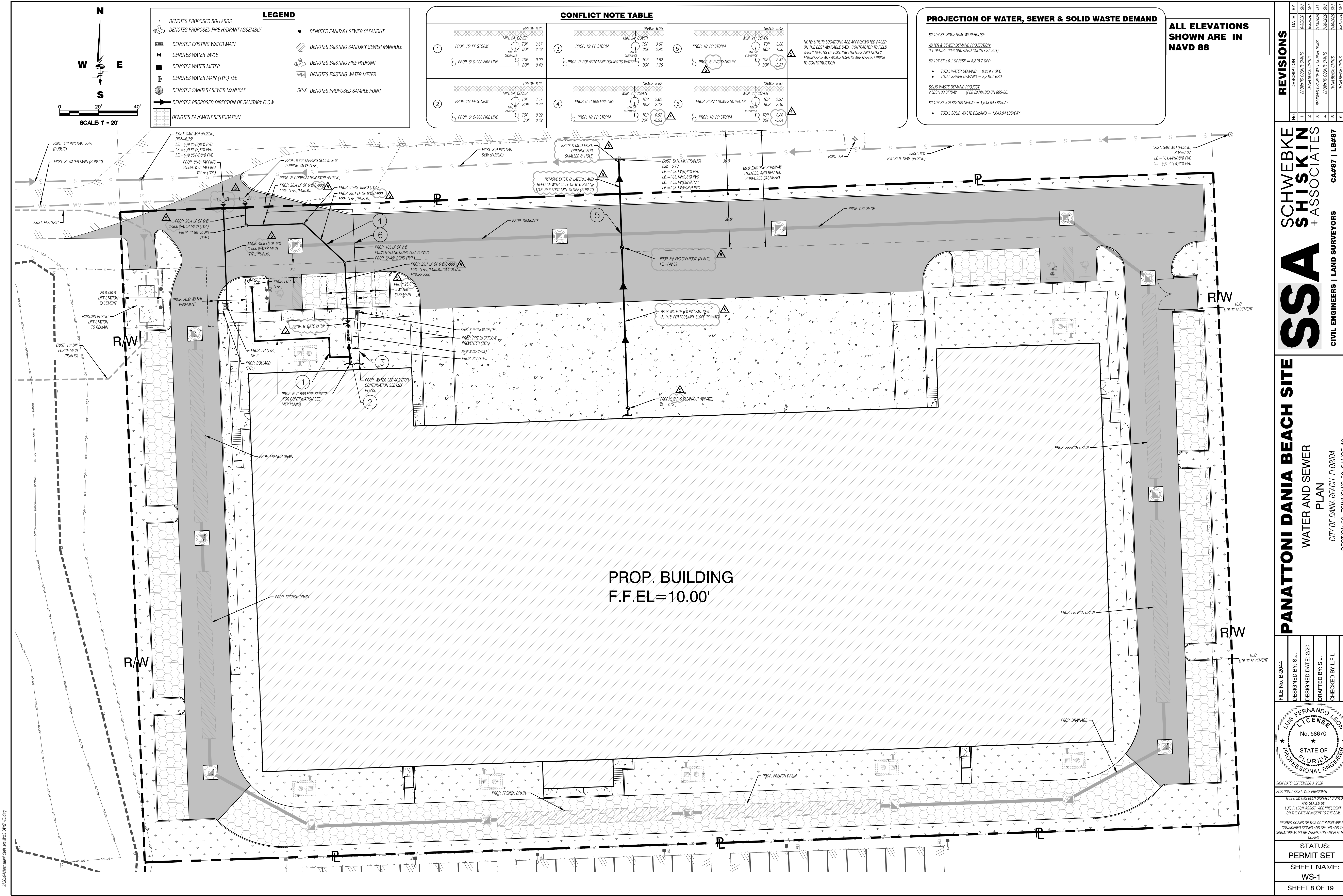
**SSA**

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CA#87 | LB#87

TEL: (954)435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 www.SHSKIN.com





**LEGEND**

• DENOTES PROPOSED BOLLARDS

• DENOTES PROPOSED FIRE HYDRANT ASSEMBLY

— DENOTES EXISTING WATER MAIN

— DENOTES WATER WAVE

— DENOTES WATER METER

— DENOTES WATER MAIN (TYP.) TEE

• DENOTES SANITARY SEWER MANHOLE

→ DENOTES PROPOSED DIRECTION OF SANITARY FLOW

■ DENOTES PAVEMENT RESTORATION

• DENOTES SANITARY SEWER CLEANOUT

• DENOTES EXISTING SANITARY SEWER MANHOLE

• DENOTES EXISTING FIRE HYDRANT

• DENOTES EXISTING WATER METER

SP-X DENOTES PROPOSED SAMPLE POINT

| CONFLICT NOTE TABLE |                                                                                                              |   |                                                                                                                          |
|---------------------|--------------------------------------------------------------------------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------|
| 1                   | GRADE 6.25<br>PROP. 15" PP STORM<br>TOP 3.67<br>BOP 2.42<br>PROP. 6" C-900 FIRE LINE<br>TOP 0.90<br>BOP 0.40 | 3 | GRADE 6.25<br>PROP. 15" PP STORM<br>TOP 3.67<br>BOP 2.42<br>PROP. 2" POLYETHYLENE DOMESTIC WATER<br>TOP 1.92<br>BOP 1.75 |
| 2                   | GRADE 6.25<br>PROP. 15" PP STORM<br>TOP 3.67<br>BOP 2.42<br>PROP. 6" C-900 FIRE LINE<br>TOP 0.92<br>BOP 0.42 | 4 | GRADE 5.62<br>PROP. 6" C-900 FIRE LINE<br>TOP 2.62<br>BOP 2.12<br>PROP. 18" PP STORM<br>TOP 0.57<br>BOP -0.93            |
| 5                   | GRADE 5.42<br>PROP. 18" PP STORM<br>TOP 3.00<br>BOP 1.50<br>PROP. 6" PVC SANITARY<br>TOP 2.37<br>BOP -2.87   | 6 | GRADE 5.57<br>PROP. 2" PVC DOMESTIC WATER<br>TOP 2.57<br>BOP 2.40<br>PROP. 18" PP STORM<br>TOP 0.86<br>BOP -0.64         |

NOTE: UTILITY LOCATIONS ARE APPROXIMATED BASED ON THE BEST AVAILABLE DATA. CONTRACTOR TO FIELD VERIFY DEPTHS OF EXISTING UTILITIES AND NOTIFY ENGINEER IF ANY ADJUSTMENTS ARE NEEDED PRIOR TO CONSTRUCTION.

**PROJECTION OF WATER, SEWER & SOLID WASTE DEMAND**

82,197 SF INDUSTRIAL WAREHOUSE

WATER & SEWER DEMAND PROJECTION:  
0.1 GPD/SF (PER BROWARD COUNTY 27-201)

82,197 SF x 0.1 GPD/SF = 8,219.7 GPD

- TOTAL WATER DEMAND = 8,219.7 GPD
- TOTAL SEWER DEMAND = 8,219.7 GPD

SOLID WASTE DEMAND PROJECTION:  
2 LBS/100 SF/DAY (PER DANIA BEACH 805-80)

82,197 SF x 2 LBS/100 SF/DAY = 1,643.94 LBS/DAY

- TOTAL SOLID WASTE DEMAND = 1,643.94 LBS/DAY

**ALL ELEVATIONS SHOWN ARE IN NAVD 88**

**REVISIONS**

| No. | DESCRIPTION                            | DATE      | BY  |
|-----|----------------------------------------|-----------|-----|
| 1   | BROWARD COUNTY COMMENTS                | 6/8/2020  | SUJ |
| 2   | DANIA BEACH COMMENTS                   | 6/8/2020  | SUJ |
| 3   | REVISED DRAINAGE & UTILITY CONNECTIONS | 7/13/2020 | LEL |
| 4   | BROWARD COUNTY COMMENTS                | 7/20/2020 | SUJ |
| 5   | DANIA BEACH COMMENTS                   | 7/20/2020 | SUJ |
| 6   | DANIA BEACH COMMENTS                   | 8/31/2020 | SUJ |

**PANATTONI DANIA BEACH SITE**

**WATER AND SEWER PLAN**

CITY OF DANIA BEACH, FLORIDA

SECTION 26, TOWNSHIP 50, RANGE 42

FILE NO. B-2044

DESIGNED BY: S.J.

DESIGNED DATE: 2/20

DRAFTED BY: S.J.

CHECKED BY: L.F.L.

SCALE: SEE PLAN

LUIS FERNANDO LEON

PROFESSIONAL ENGINEER

No. 58670

STATE OF FLORIDA

SIGN DATE: SEPTEMBER 3, 2020

POSITION: ASSIST. VICE PRESIDENT

THIS SEAL HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY LUIS F. LEON, ASSIST. VICE PRESIDENT ON THE DATE ADJACENT TO THE SEAL.

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STATUS: PERMIT SET

SHEET NAME: WS-1

SHEET 8 OF 19

**SSA**

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CA#87 | LB#87

TEL: (954) 435-1010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025

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1. ALL ELEVATIONS ON THE PLANS ARE BASED ON THE NATIONAL AMERICAN VERTICAL DATUM (NAVD 1988) UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL LABOR AND MATERIALS UNDER THIS PROJECT SHALL BE IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF DANIA BEACH UTILITY DEPARTMENT AND BROWARD COUNTY WATER & WASTEWATER SERVICES STANDARDS AND SPECIFICATIONS.
3. THE LOCATION OF THE EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE BASED UPON THE MOST RELIABLE INFORMATION AVAILABLE TO THE ENGINEER AND ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF THE UTILITIES LOCATED IN THE AREA OF THE PROPOSED WORK PRIOR TO COMMENCING CONSTRUCTION. (I.E. UNDERGROUND ELECTRIC, TELEPHONE, WATER, ETC.). THE ENGINEER TAKES NO RESPONSIBILITY FOR THE ACCURACY OF THE LOCATION OF ALL EXISTING UTILITIES OR FOR THOSE NOT SHOWN ON THE DRAWINGS.
4. DEPTH OF COVER
  - A. MINIMUM WATER COVER SHALL BE 36 INCHES FOR PVC AND 30 INCHES FOR DIP.
  - B. MINIMUM SERVICE LINE COVER SHALL BE 24 INCHES AND SLEEVED UNDER PAVED AREAS WITH SCHEDULE 40 PVC CONDUIT. SLEEVE IS TO BE PLUGGED WITH ELASTOMERIC CAULK AND LOCATED IN SAND BEDDING.
5. ALL WATER MAINS, FIRE HYDRANTS, AND SERVICES LINES SHALL BE CHLORINATED IN ACCORDANCE WITH ANSI/AWWA C-651-05 STANDARD. THE CONTRACTOR SHALL CONTACT THE LOCAL HEALTH DEPARTMENT AND REQUEST BACTERIOLOGICAL SAMPLES BE OBTAINED WITH RESULTS BEING FORWARDED TO THE ENGINEER.
6. MAXIMUM DISTANCE BETWEEN SAMPLING POINTS SHALL BE AS FOLLOWS OR AS INDICATED ON THE BROWARD COUNTY HEALTH DEPARTMENT:
  - A) TRANSMISSION MAINS: EVERY 1,200 ft.
  - B) BRANCH MAINS: EVERY 1,000 ft.
  - C) INSULATED MAINS: < 1,000 ft. ~ 2 SAMPLE POINTS  
> 1,000 ft. ~ 3 SAMPLE POINTS
  - D) EVERY FIRE HYDRANT

$$\frac{LD \sqrt{P}}{148,000}$$

Q = LEAKAGE IN GALLONS PER HOUR  
 L = LENGTH OF PIPE IN FEET  
 D = DIAMETER OF PIPE IN INCHES  
 P = AVERAGE TEST PRESSURE IN POUNDS PER SQUARE INCH

MAXIMUM LENGTH OF PIPE SECTION SHALL BE 2000 FEET.  
RE-PUMPING OF WATER MAIN DURING PRESSURE TEST IS NOT ALLOWED.

- ALL PIPE DENOTED "ABANDON, PLUG AND GROUT" SHALL BE EMPTIED, FLUSHED OUT AND COMPLETELY FILLED WITH GROUT.
9. COUNTY TO BE ADVISED IN WRITING 48 HOURS PRIOR TO THE FOLLOWING ACTIVITIES:
  - A) WET CONNECTIONS
  - B) PRESSURE TESTS
  - C) FILLING/FLOWING
  - D) CHLORINATION
  - E) BACTERIOLOGICAL SAMPLES
10. THE FULL DEPTH OF ALL EXISTING ORGANIC AND DELETERIOUS MATERIAL WITHIN THE RIGHT-OF-WAY AND UTILITY/DRAINAGE EASEMENTS SHALL BE REMOVED. NO MATERIAL OF FOOT CLASS A-5, A-7 OR A-8 SHALL BE ALLOWED.
- IN THE EVENT UNSUITABLE MATERIAL IS ENCOUNTERED AT THE DEPTH OF THE PROPOSED WATER AND SEWER FACILITIES, THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD FOR PROPER DIRECTION PRIOR TO CONTINUANCE OF CONSTRUCTION.
11. ALL CONSTRUCTION SHALL BE DONE IN A SAFE MANNER, SPECIFICALLY THE RULES AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), THE NATIONAL UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND CHAPTER 90-16 (CS/BS 2626) THE FLORIDA TRENCH SAFETY ACT SHALL BE STRICTLY ENFORCED.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE FOR OR SUPPLY TEMPORARY WATER SERVICES, SANITARY FACILITIES AND ELECTRICITY TO HIS EMPLOYEES AND SUBCONTRACTORS FOR THEIR USE DURING CONSTRUCTION.
13. MAINTENANCE OF TRAFFIC IN THE PUBLIC RIGHT-OF-WAYS SHALL BE IN ACCORDANCE WITH THE CITY OF DANIA BEACH'S PUBLIC WORKS DEPARTMENT AND/OR BROWARD COUNTY PUBLIC WORKS.
14. DUCTILE IRON PIPE (DIP) IS REQUIRED IT SHALL CONFORM TO ANSI/AWWA C151/A21.51. MINIMUM THICKNESS CLASS SHALL BE CLASS 51 DUCTILE IRON, OR PRESSURE CLASS 350 MAY BE SUBSTITUTED. PUSH-IN JOINTS SHALL CONFORM TO ANSI/AWWA C111/A21.11. 6 TO 12 IN. S&W, NEOPRENE THE LINING SHALL BE CEMENT MORTAR CEMENT TO ANSI/AWWA C104/A214 AND OUTSIDE COATING OF EITHER COAL TAR EPOXY OR ASPHALT SHALL BE APPLIED. POLYETHYLENE WRAP SHALL BE INSTALLED WHERE REQUIRED. ALL WATER MAINS 12" OR ABOVE MUST BE DIP.
15. PIPE, FITTINGS AND APPURTENANCES IN METER VAULTS SHALL BE FLANGED. ALL FLANGED DUCTILE IRON PIPE SHALL BE CLASS 53.
- (WHERE POLYVINYL CHLORIDE PIPE (PVC) IS REQUIRED, IT SHALL BE A DIMENSION RATIO OF 18 (OR 18-1/2) WITH CAST IRON PIPE. D.O.'S SHALL CONFORM TO ANSI/AWWA C-900-97 FOR 6 TO 12 INCHES AND ANSI/AWWA C-900-97 FOR 14 INCHES AND LARGER. WATER MAIN PVC SHALL BE IMPREGNATED WITH BLUE PIGMENT).
17. ALL PIPE INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 82-555.320(21)(b)3, F.A.C.
18. ALL MECHANICAL JOINTS SHALL BE RESTRAINED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND IN COMPLIANCE WITH AWWA STANDARDS. ALL FITTINGS AND PIPE JOINTS REQUIRING TO BE RESTRAINED SHALL USE MEGALUG RESTRAINER.
19. WHERE AN EXISTING WATER OR FORCE MAIN REQUIRES DEFLECTION TO CONNECT WITH OR PASS BY PROPOSED PIPE, THE AMOUNT OF DEFLECTION PER PIPE JOINT SHALL CONCUR WITH THE STANDARD UTILITY CROSSING DETAIL. THE LENGTH OF EXISTING PIPE TO BE DEFLECTED SHALL BE APPROVED BY THE ENGINEER.
20. ALL VALVE BOXES AND MANHOLE RIMS SHALL BE SET TO MATCH PROPOSED GRADES AS PER THE PAVING AND DRAINAGE PLANS PREPARED BY SCHWEDKE-SHINKIN & ASSOCIATES, INC.
21. NEW AVERAGE SEWER MAINS INSTALLED SHALL NOT EXFILTRATE AT A RATE IN EXCESS OF 50 GALLONS PER DAY PER INCH DIAMETER PER MILE OF PIPE.

1. SANITARY SEWERS AND FORCE MAINS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. SANITARY SEWERS AND FORCE MAINS CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE WHENEVER POSSIBLE.

WHERE SANITARY SEWERS OR FORCE MAIN MUST CROSS A WATER MAIN WITH LESS THAN 18 INCHES VERTICAL DISTANCE, THE GRAVITY SEWER MUST BE SDR26 PVC AND THE WATER MAIN MUST BE OF DUCTILE IRON PIPE (DIP) AT THE CROSSING. SUFFICIENT LENGTHS OF PVC AND DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 10 FEET OF THE CROSSING MUST BE MECHANICALLY RIVETED. A MINIMUM VERTICAL CLEARANCE OF 12 INCHES MUST BE MAINTAINED AT ALL CROSSINGS. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN WATER MAINS AND FORCE MAINS.

ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND THE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPE CENTERED ON CROSSING).

WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, THE NEW PIPE SHALL BE ARRANGED TO MEET THE CROSSING REQUIREMENTS ABOVE.

2. A MINIMUM 10 FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF SEWER AND WATER MAIN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10 FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER.

WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 18 INCHES IN PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE GRAVITY SANITARY SEWER SHALL BE CONSTRUCTED OF SDR26 PVC WITH A MINIMUM VERTICAL DISTANCE OF 12 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER. JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS). THE MINIMUM VERTICAL SEPARATION BETWEEN A WATER MAIN AND A FORCE MAIN SHALL BE 18".

3. ALL DIP SHALL BE CLASS 51 OR HIGHER. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN.

**BROWARD COUNTY**  
**PUBLIC WORKS DEPARTMENT**

WATER & WASTEWATER SERVICE  
ENGINEERING DIVISION  
1335 WEST COASTWAY DRIVE  
FORT LAUDERDALE, FL 33304  
PHONE NO. 954-361-0705  
FAX: 954-361-0700

# STANDARD DETAIL

**WATER MAIN SEPARATION IN ACCORDANCE WITH F.A.C. RULE 62-555.314**

| OTHER PIPE                                                                      | SEWER/STORM SEPARATION                                                                                         | CROSSINGS (1) (4)                                                                                              | JOINT SPACINGS (FULL JOINT CONTIGUOUS)                                                                         |                                                                                                                |
|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| STEEL PIPE<br>STONE WATER FORCE MAIN<br>RICHARD WATERS (2)                      | <p style="text-align: center;">Water Main<br/>3 ft. minimum<br/>Sewer Main</p>                                 | <p style="text-align: center;">Water Main<br/>3 ft. minimum<br/>Sewer Main</p>                                 | <p style="text-align: center;">Water Main<br/>3 ft. minimum<br/>Sewer Main</p>                                 | <p style="text-align: center;">Water Main<br/>3 ft. minimum<br/>Sewer Main</p>                                 |
| VACUUM SANITARY SEWER                                                           | <p style="text-align: center;">Water Main<br/>10 ft. preferred<br/>8 ft. minimum<br/>Vacuum Sanitary Sewer</p> | <p style="text-align: center;">Water Main<br/>10 ft. preferred<br/>8 ft. minimum<br/>Vacuum Sanitary Sewer</p> | <p style="text-align: center;">Water Main<br/>10 ft. preferred<br/>8 ft. minimum<br/>Vacuum Sanitary Sewer</p> | <p style="text-align: center;">Water Main<br/>10 ft. preferred<br/>8 ft. minimum<br/>Vacuum Sanitary Sewer</p> |
| GRAVITY SANITARY SEWER (3)<br>GRAVITY SANITARY FORCE MAIN<br>RICHARD WATERS (2) | <p style="text-align: center;">Water Main<br/>6 ft. minimum<br/>Gravity Sanitary Sewer</p>                     | <p style="text-align: center;">Water Main<br/>6 ft. minimum<br/>Gravity Sanitary Sewer</p>                     | <p style="text-align: center;">Water Main<br/>6 ft. minimum<br/>Gravity Sanitary Sewer</p>                     | <p style="text-align: center;">Water Main<br/>6 ft. minimum<br/>Gravity Sanitary Sewer</p>                     |
| ON-SITE SEWER TREATMENT<br>OR EFFLUENT SYSTEM                                   | 10 ft. minimum                                                                                                 | —                                                                                                              | —                                                                                                              | —                                                                                                              |

(1) WATER MAIN SHOULD CROSS ABOVE OTHER PIPE. WHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 12 INCHES.

(2) IF TOP OF GRAVITY SANITARY SEWER NEEDED TO BE BELOW THE BOTTOM OF THE WATER MAIN IS Laid IN LEAST 6 INCHES ABOVE THE TOP OF THE GRAVITY

(3) 18" VERTICAL MINIMUM SEPARATION REQUIRED BY WWS. OTHERWISE APPROVED.

(4) 18" VERTICAL MINIMUM SEPARATION REQUIRED BY WWS. OTHERWISE APPROVED.

REPLACES FORMER  
DWG NO. 105

REVISED  
5/14/2018

## WATER MAIN SEPARATION

FIGURE

# 105

[illegible]

1. ALL CONSTRUCTION AND MATERIALS SHALL COMPLY WITH BROWARD COUNTY WATER AND WASTEWATER SERVICES (WWS) "MINIMUM DESIGN AND CONSTRUCTION STANDARDS" AND APPLICABLE LOCAL AND NATIONAL CODES.
2. MINIMUM REQUIREMENTS FOR PRODUCTS USED IN BROWARD COUNTY DISTRIBUTION AND COLLECTION SYSTEMS ARE DEFINED IN "PRODUCT SPECIFICATION SHEETS".
3. FOR ALL WATER & WASTEWATER "MINIMUM DESIGN AND CONSTRUCTION STANDARDS" AND "PRODUCT SPECIFICATION SHEETS" REFER TO: [WWW.BROWARD.ORG/WATERSERVICES/PAGES/MINIMUMDESIGNANDCONSTRUCTIONSTANDARDS.ASPX](http://WWW.BROWARD.ORG/WATERSERVICES/PAGES/MINIMUMDESIGNANDCONSTRUCTIONSTANDARDS.ASPX)
4. WHENEVER A MATERIAL, ARTICLE OR PIECE OF EQUIPMENT IS IDENTIFIED IN THE PROJECT MANUAL INCLUDING DRAWINGS (PLANS) AND SPECIFICATIONS BY REFERENCE TO MANUFACTURER'S OR VENDOR'S NAME, TRADE NAMES, CATALOG NUMBERS, OR OTHERWISE, IT IS REQUIRED TO BE SPECIFICALLY IDENTIFIED BY WORDS INDICATING THAT NO SUBSTITUTION IS PERMITTED. IF ANY OTHER MATERIAL, ARTICLE, OR EQUIPMENT OF OTHER MANUFACTURERS AND VENDORS WHICH WILL PERFORM OR SERVE THE REQUIREMENTS OF THE GENERAL DESIGN WILL BE CONSIDERED EQUALLY ACCEPTABLE, PROVIDE THE MATERIAL, ARTICLE OR EQUIPMENT SO PROPOSED IS, IN THE OPINION OF THE WWS, OF AN EQUAL OR BETTER PERFORMANCE, QUALITY, AND FUNCTION. REFER TO PRODUCT SPECIFICATION SHEETS AT [WWW.BROWARD.ORG/WATERSERVICES/PAGES/MINIMUMDESIGNANDCONSTRUCTIONSTANDARDS.ASPX](http://WWW.BROWARD.ORG/WATERSERVICES/PAGES/MINIMUMDESIGNANDCONSTRUCTIONSTANDARDS.ASPX)
5. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO COMPLETE THE WORK AS SPECIFIED.
6. COMPLIANCE TO "TRENCH SAFETY ACT" IS REQUIRED FOR ALL EXCAVATIONS IN EXCESS OF 5 FEET DEEP. CONTRACTOR SHALL COMPLY WITH THE U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATIONS STANDARDS OSHA 29 CFR 1910.146, "PERMIT-REQUIRED CONFINED SPACES" AND OSHA 29 CFR 1926, "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION."
7. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL NOTIFY:

SUNSHINE STATE 1 CALL ..... 811  
BCWWS NETWORK ..... (954)-831- 0838  
BCWWS INSPECTOR..... (954)-831- 0901

8. ALL VALVES ARE TO BE TAGGED, STATING TYPE OF VALVE AND NUMBER OF TURNS TO OPERATE. IF THE VALVE IS BURIED, A BRASS PLATE WILL BE CAST IN THE CONCRETE APRON AROUND THE VALVE COVER. IF THE VALVE IS LOCATED IN A PIT, THE TAG SHALL BE HUNG FROM THE VALVE WITH A PLASTIC STRAP.
9. ALL VALVE BOXES SHALL HAVE LOCKING LIDS.
10. DUCTILE IRON PIPE AND FITTINGS SHALL CONFORM TO BCWWS PRODUCT SPECIFICATION SHEETS.
11. ALL JOINTS SHALL BE RESTRAINED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND IN COMPLIANCE WITH AWWA STANDARDS.
12. COMPLETE "AS-BUILT" INFORMATION RELATIVE TO VALVES, FITTINGS, LENGTH OF PIPE AND THE LIKE, SHALL BE ACCURATELY RECORDED ON THE CONTRACT DOCUMENTS SUBMITTED TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE WORK. ALL ELEVATIONS SHALL BE TAKEN BY AN INDEPENDENT REGISTERED LAND SURVEYOR OR PROFESSIONAL SURVEYOR AND MAPPER AND INCLUDED IN THE "AS-BUILT" INFORMATION FURNISHED BY THE CONTRACTOR. FINAL APPROVAL OF THE PROJECT IS SUBJECT TO THE FINAL REVIEW AND APPROVAL OF THE "AS-BUILT" INFORMATION FURNISHED TO THE REGULATORY AGENCIES AND WWS.
13. ALL ELEVATIONS SHOWN ON THE CONSTRUCTION DRAWINGS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988. (N.A.V.D. 88). HORIZONTAL DATUM NAD83 (HARN) FLORIDA EAST 0901 -- US FOOT, UNLESS OTHERWISE NOTED.

|                                                  |                                                                                                                                            |                                             |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|
| <b>BROWARD COUNTY</b><br>PUBLIC WORKS DEPARTMENT | NATURAL GAS SERVICE<br>WATER SUPPLY DIVISION<br>300 WEST GARDEN ROAD<br>FORT LAUDERDALE, FL 33305<br>PHONE: 954-362-4555 FAX: 954-362-4555 | <h1 style="margin: 0;">STANDARD DETAIL</h1> |
|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|

The diagram illustrates a standard utility crossing detail. It shows a plan view of a road surface with a water main running horizontally. A force main, reclaimed main, or restrained joint crosses over the water main at a right angle. The water main is supported by ductile iron pipes. The diagram includes labels for various components and dimensions:

- FINISH GRADE**: Indicated by a dashed line above the water main.
- SEE FIG. 105**: Reference to another figure.
- WATER MAIN**: The horizontal pipe being crossed.
- DISTANCE AS REQUIRED**: Dimension between the water main and the crossing point.
- FORCE MAIN, RECLAIMED MAIN**: The crossing pipe.
- DUCTILE IRON PIPE**: The support structure for the crossing pipe.
- RESTRAINED JOINTS**: Points where the crossing pipe is restrained.
- ONE LENGTH OF JOINT (MIN 4') / ONE LENGTH OF MECHANICAL JOINT (MIN 12')**: Dimensions for the joint sections.
- NOTE**: JOINTS SHALL NOT BE DEFLECTED MORE THAN 50% OF MANUFACTURER'S RECOMMENDED DEFLECTION.

|                             |                                  |                   |
|-----------------------------|----------------------------------|-------------------|
| REPLACES FORMER DWG NO. 16B | <b>STANDARD UTILITY CROSSING</b> | <b>FIGURE 106</b> |
| REVISED<br>5/14/2018        |                                  |                   |

**BROWARD COUNTY**  
**PUBLIC WORKS DEPARTMENT**

**WATER & WASTEWATER DIVISION**  
**ENGINEERING DIVISION**  
1330 WEST CHURCH ROAD  
FORTLAUDERDALE, FL 33604  
PHONE NO. 954-851-0748  
FAX: 954-851-0850

FIGURE  
123

LOCKING LID

VALVE COLLAR (FIG. 121)

FINISHED GRADE

IDENTIFICATION MARKER

30" MIN COVER

ADJUSTABLE SCREW TYPE VALVE BOX AND COVER

VALVE BOX SHALL REST ON BEDDING

RESTRAINED JOINT

MAIN

6" BEDDING ROCK

1. WHEN VALVE IS NOT LOCATED IN PAVEMENT, PLACE A WHITE REFLECTIVE RAISED PAVEMENT MARKER IN THE DRIVE LANE, ADJACENT TO THE VALVE.
2. OPERATOR, EXTENSION SHAFT SHALL BE PROVIDED WHEN OPERATING BUT IS MORE THAN 24" BELOW TOP OF VALVE BOX.
3. PVC PIPE OR DUCTILE IRON PIPE IS NOT ACCEPTABLE FOR VALVE BOX RISER.

REPLACES FORMER  
**DWG NO.123**

REVISED  
5/14/2018

**VALVE BOX DETAIL**

**FIGURE**  
**123**

[illegible]

**BROWARD COUNTY**  
PUBLIC WORKS DEPARTMENT

**WATER & WASTEWATER SERVICES**  
INSTALLATION SPECIFICATIONS  
JOSE MITCHELL CIPRIANO RAS  
1000 N. W. 10TH AVENUE  
FLOOR 10, SUITE 400-0104  
MIAMI, FL 33136-4001

# STANDARD DETAIL

TRAFFIC TYPE FRAME & COVER (SEE NOTE 6)

BRICK OR GRADE RINGS

316 STAINLESS STEEL PIPING AS REQUIRED

2" INFLUX PREVENTER (POTABLE WATER ONLY) PER MANUFACTURER'S INSTALLATION SPECIFICATIONS (SECURED TO WALL)

3" CORROSION STOP WITH 316 STAINLESS STEEL NIPPES

STAINLESS STEEL DOUBLE STRAP SERVICE SADDLE

PIPE OBTUSE DIAMETER PLUS .4"

4" ALL AROUND WITH REINFORCED PRECAST MAINTENANCE ACCESS STRUCTURE (ONLY)

6" PRECAST CONCRETE STRUCTURE (400 PSI MIN) - 8" MIN.

8" CONCRETE SLAB CAST WITH WALLS INTERLOCK WITH WALLS

WASHED PEA GRAVEL

1. LIFT HOLES ARE TO BE SEALED WITH MORTAR INSIDE AND OUTSIDE AFTER INSTALLATION.

2. MAINTENANCE ACCESS STRUCTURE WALLS TO BE COATED INSIDE AND OUTSIDE WITH 16 MIL THICKNESS COAT TAPCOAT.

3. ALL CORONERS SHALL BE SEALED WITH A WATERPROOF, EXPANDING GROUT ACTUAL LOCATION AND MAINTENANCE ACCESS STRUCTURE ELEVATION SHALL BE DETERMINED BY ENGINEER BASED ON AS-BUILT SURVEY DATA.

4. THE CHIMNEY AREA SHALL BE MINIMUM OF 8" AND A MAXIMUM OF 12" IN HEIGHT. A MINIMUM OF 3 COURSES OF BRICK SHALL BE INSTALLED.

5. GRADE RINGS ARE AN ACCEPTABLE ALTERNATIVE TO BRICK. A MINIMUM OF 3 GRADE RINGS SHALL BE INSTALLED, SET IN TWO SPURS OF JOINTANT ADHESIVE COMPOUND ON EACH SEALING FACE.

6. SET MAINTENANCE ACCESS STRUCTURE FRAME ON A BED OF PORTLAND CEMENT AND SCLAS SAND. BRICKING MORTAR OVER FRAME.

REPLACES FORMS  
DWG NO.11

REVISED  
5/14/2018

AIR RELEASE VALVE WITH  
MAINTENANCE ACCESS STRUCTURE

FIGURE  
**127**

**BROWARD COUNTY**  
PUBLIC WORKS DEPARTMENT

WATER & WASTEWATER SERVICES  
ENGINEERING DIVISION  
3001 WEST COFFEE ROAD  
FORT LAUDERDALE, FL 33309  
PHONE NO. 954-616-0144  
FAX NO. 954-616-0248

# STANDARD TRENCH

**BOTTOM OF ROADWAY BASE COURSE (LIMERICK)  
OR EXISTING GROUND**

**PIPE O.D. PLUS 24 INCHES  
BENCH WIDTH MINIMUM**

**32"**

**WASTEWATER**

**18"**

**REFER TO HANDBOOK  
RESTORATION DETAILS**

**SUITABLE BACKFILL PLACED AND  
COMPACTED TO AT LEAST 100%  
OF MAXIMUM DENSITY, 6" MAXIMUM  
SIZE, 6" LIFTS, PER  
ASPHOTO SPEC. NO. T-99C**

**SELECT BACKFILL PLACED AND  
COMPACTED TO AT LEAST 100%  
OF MAXIMUM DENSITY PER ASPHOTO T-99C IN  
LAYERS NOT TO EXCEED 6" THICKNESS WITH 2"  
MAXIMUM PARTICLE SIZE.**

**BEDDING MATERIAL, SEE NOTE  
NO. 1**

**FOUNDATION REQUIRED IN UNSTABLE  
SOILS. SEE NOTE NO. 3**

## NOTES:

- UNLESS OTHERWISE SPECIFIED, BEDDING MATERIAL SHALL CONSIST OF SELECT BACKFILL MATERIAL, 2" MAXIMUM PARTICLE SIZE, COMPACTED TO AT LEAST 100% OF MAX. DENSITY, 6" LIFTS, PER ASPHOTO SPEC. NO. T-99C.
- WHERE REQUIRED, SHEETING AND SHORING SHALL BE IN ACCORDANCE WITH OSHA REQUIREMENTS.
- WHERE UNSTABLE SOILS ARE ENCOUNTERED, INCLUDING FILL, HUCK OR OTHER ORGANIC SOILS, SILT AND CLAYS, A FOUNDATION IS REQUIRED AS DETERMINED BY THE ENGINEER OF RECORD.

REPLACES FORMER  
DWG NO.180

REVISED  
5/14/2018

## TYPICAL TRENCH BACKFILL

**FIGURE**  
**180**

**BROWARD COUNTY**  
PUBLIC WORKS DEPARTMENT

ENGINEERING DEPARTMENT  
1000 N.W. 35th STREET  
FORT LAUDERDALE, FL 33309  
PHONE: 954-346-6000  
FAX: 954-346-0928

# STANDARD DETAILS

**STRAIGHT REDUCER**

| DUCTILE IRON PIPE |     | SMALL SIZE |     |
|-------------------|-----|------------|-----|
| DIAMETER          |     | 6"         | 8"  |
| 4"                | 15' | 27'        | 30' |
| 6"                | 30' | 36'        | 40' |
| 8"                | 45' | 15'        | 28' |
| 10"               |     |            |     |
| PVC PIPE          |     | SMALL SIZE |     |
| DIAMETER          |     | 6"         | 8"  |
| 4"                | 28' | 43'        | 58' |
| 6"                | 20' | 44'        | 61' |
| 8"                | 24' |            |     |
| 10"               |     |            |     |

**TEE REDUCER**

| DUCTILE IRON PIPE |     | BRANCH SIZE |     |
|-------------------|-----|-------------|-----|
| DIAMETER          |     | 6"          | 8"  |
| 4"                | 15' | 1'          | 1'  |
| 6"                | 30' | 1'          | 1'  |
| 8"                | 45' | 15'         | 10' |
| 10"               |     |             | 23' |
| PVC PIPE          |     | BRANCH SIZE |     |
| DIAMETER          |     | 6"          | 8"  |
| 4"                | 1'  | 1'          | 1'  |
| 6"                | 1'  | 1'          | 1'  |
| 8"                | 31' | 25'         |     |
| 10"               |     |             | 44' |

THE NOTED REQUIREMENTS WERE CALCULATED IN ACCORDANCE WITH THRUST RESTRAINT CALCULATOR V 9.2 FOR EBAA IRON WITH THE FOLLOWING ASSUMPTIONS:  
 SOIL CONDITIONS: SW OR G.O. LENGTH ALONG RUN EQUALS 4 FEET  
 LAYING CONDITION: 4. SAND BEDDING, BACKFILL COMPACTED > 80%  
 MINIMUM COVER: 1.0 FT (SAFETY FACTOR: 1.5, 1.5 MANDIP PIPE) (NO HOLE WEAR)  
 IF FIELD CONDITIONS DIFFER FROM THE ABOVE TABLE, CONTRACTOR SHALL NOTIFY WFO. FOR PIPE LARGER THAN INCLUDED IN THE ABOVE TABLE, ENGINEER OF RECORD SHALL SUBMIT CALCULATIONS FOR EACH JOINT REQUIRING RESTRAINT.

## RESTRAINED REDUCING FITTING 150 PSI TEST PRESSURE

RESTRAINED JOINT  
REQUIRES REDUCING FITTINGS

FIGURE  
**112**

REPLACES FORMER  
DWG NO. 112

REVISED

5/14/2008

**BROWARD COUNTY**  
PUBLIC WORKS DEPARTMENT

WATER & WASTEWATER SERVICES  
ENGINEERING DIVISION  
3201 WEST GARDEN BLVD.  
FORTLAUDERDALE, FL 33309  
PHONE: 904.620-6116  
FAX: 904.620-6108

# STANDARD DETAIL

**PLAN**

**SECTION**

Labels in diagram:

- VARIES
- EXISTING MAIN, (RESTRAINED)
- TAPPING VALVE, NON-RISING STEM (RESTRAINED)
- TAPPING SLEEVE (RESTRAINED)
- 90° BEND
- BEND AS REQUIRED (ANCHOR NOT SHOWN)
- TEE OR CROSS (RESTRAINED)
- PROPOSED MAIN (RESTRAINED)
- PLUG
- 18"

ALL JOINTS TO BE RESTRAINED BY APPROVED METHODS.

REPLACES FORMER  
DWG NO.131  
REVISED  
5/14/2018

**TYPICAL CONNECTION  
TO EXISTING MAIN**

**FIGURE  
131**

**BROWARD COUNTY**  
**PUBLIC WORKS DEPARTMENT**

**WATER & WASTEWATER SERVICES**  
 BROWARD COUNTY  
 3000 WEST GORDON ROAD  
 FORTLAUDERDALE, FL 33602  
 PHONE NO. 954-620-6100  
 FAX NO. 954-620-6100

# STANDARD DETAIL

The diagram illustrates a standard detail for a bollard. It shows a cross-section of a bollard consisting of a Schedule 40 steel pipe filled with concrete, set within a 3000 PSI concrete base. The bollard has a total height of 3'-0" and a width of 2'-0". The base is 3'-0" deep. The top of the bollard is finished with a coat of OSHA safety yellow reflective paint. The base is also finished with a coat of OSHA safety yellow reflective paint. The diagram includes callouts for 'ROUND EXCESS CONCRETE TO SHED RAINWATER', 'SCHEDULE 40 STEEL PIPE FILLED WITH CONCRETE (MIN. 4" DIAMETER)', 'COLOR OF FINISH COAT SHALL BE OSHA SAFETY YELLOW (REFLECTIVE)', and '3000 PSI CONCRETE'.

REPLACES FORMER  
DWG NO. 194

REVISED  
5/14/2018

## BOLLARD

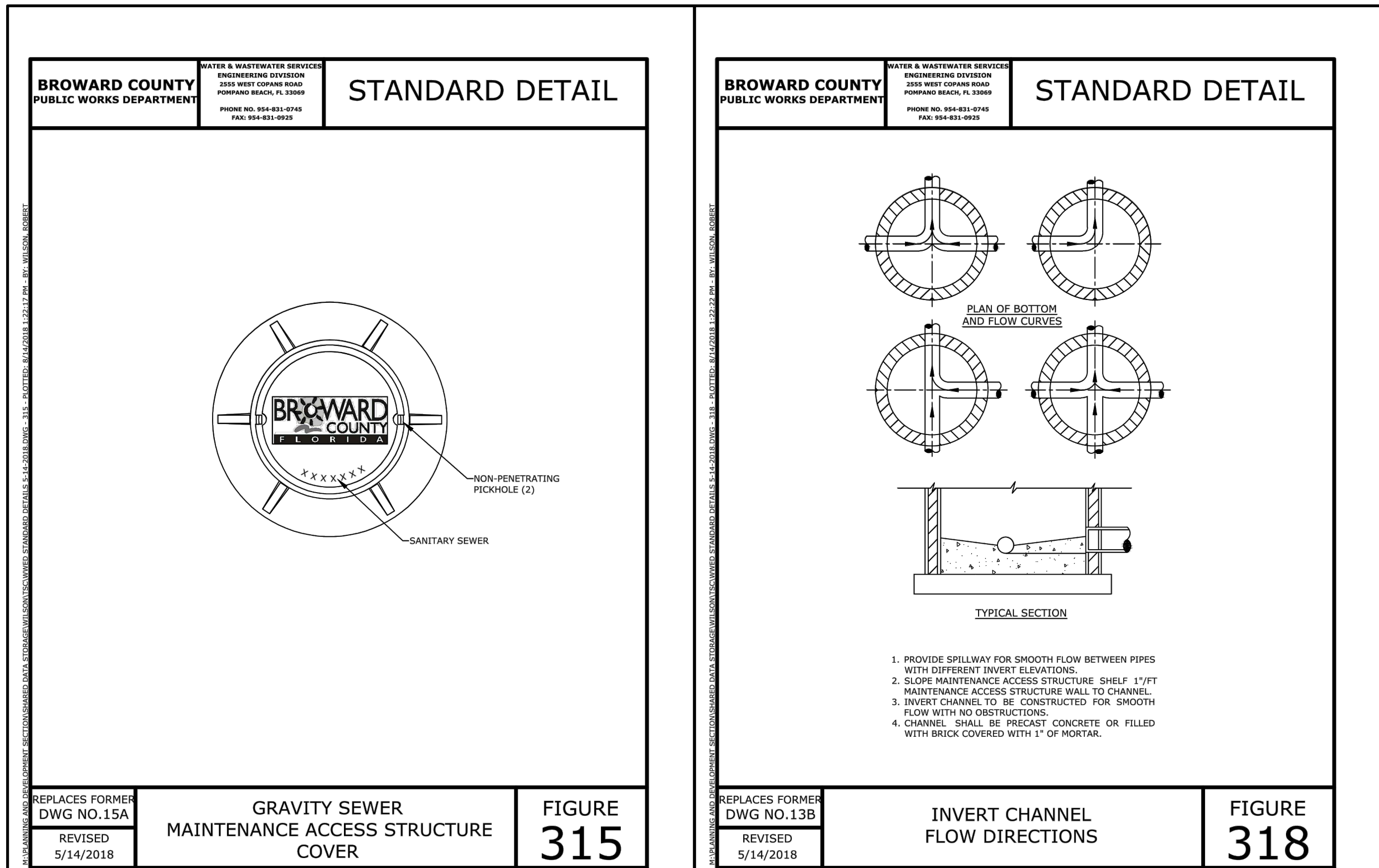
# FIGURE 194

[illegible]





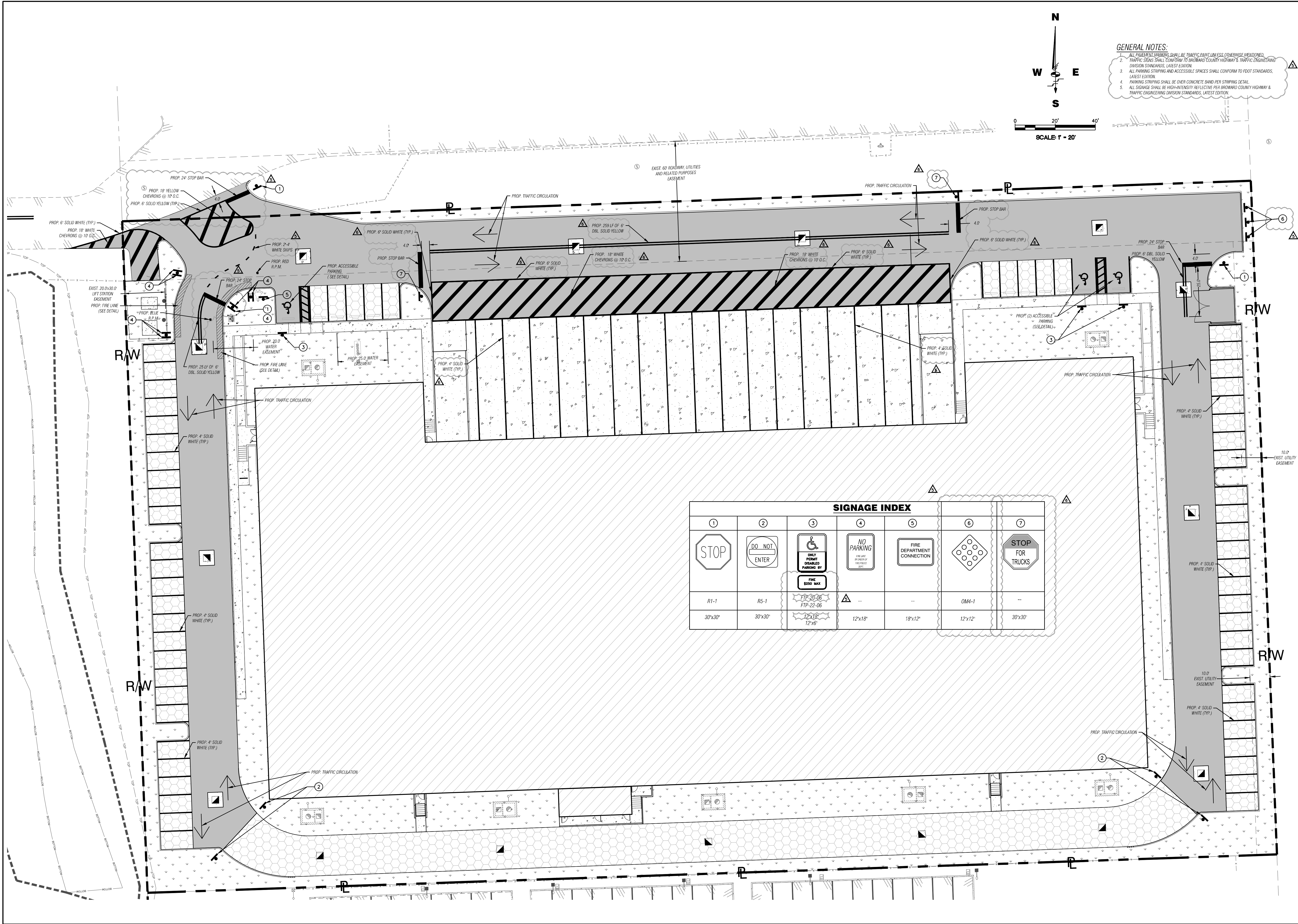




|                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------|
| SIGN DATE: SEPTEMBER 3, 2020                                                                                                               |
| POSITION: ASST. VICE-PRESIDENT                                                                                                             |
| THIS ITEM HAS BEEN DIGITALLY SIGNED<br>AND SEALED BY<br>LUIS F. LEON, ASST. VICE PRESIDENT<br>ON THE DATE ADJACENT TO THE SEAL.            |
| PRINTED COPIES OF THIS DOCUMENT ARE NOT<br>CONSIDERED SIGNED AND SEALED AND THE<br>SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC<br>COPIES. |
| STATUS:<br>PERMIT SET                                                                                                                      |
| SHEET NAME:<br>WS-4                                                                                                                        |
| SHEET 11 OF 19                                                                                                                             |



K:\2024\Danatoni dania beach site\PAVING AND PLANNING



- GENERAL NOTES:**
- ALL PAVEMENT MARKING SHALL BE TRAFFIC PAINT UNLESS OTHERWISE MENTIONED.
  - TRAFFIC SIGNS SHALL CONFORM TO BROWARD COUNTY HIGHWAY & TRAFFIC ENGINEERING DIVISION STANDARDS, LATEST EDITION.
  - ALL PARKING STRIPING AND ACCESSIBLE SPACES SHALL CONFORM TO FDOT STANDARDS, LATEST EDITION.
  - PARKING STRIPING SHALL BE OVER CONCRETE BAND PER STRIPING DETAIL.
  - ALL SIGNAGE SHALL BE HIGH-INTENSITY REFLECTIVE PER BROWARD COUNTY HIGHWAY & TRAFFIC ENGINEERING DIVISION STANDARDS, LATEST EDITION.

| SIGNAGE INDEX |         |                        |         |         |         |         |
|---------------|---------|------------------------|---------|---------|---------|---------|
| ①             | ②       | ③                      | ④       | ⑤       | ⑥       | ⑦       |
|               |         |                        |         |         |         |         |
| R1-1          | RS-1    | FTP-20-06<br>FTP-22-06 | ---     | ---     | OM4-1   | ---     |
| 30"x30"       | 30"x30" | 12"x18"<br>12"x6"      | 12"x18" | 18"x12" | 12"x12" | 30"x30" |

| REVISIONS |                                        | DATE      | BY  |
|-----------|----------------------------------------|-----------|-----|
| No.       | DESCRIPTION                            |           |     |
| 1         | BROWARD COUNTY DAVIS                   | 6/2/2020  | SJL |
| 2         | DANIA BEACH DAVIS                      | 6/2/2020  | SJL |
| 3         | REVISED DRAINAGE & UTILITY CONNECTIONS | 7/13/2020 | LFL |
| 4         | BROWARD COUNTY DAVIS                   | 7/20/2020 | SJL |
| 5         | DANIA BEACH DAVIS                      | 7/20/2020 | SJL |
| 6         | DANIA BEACH DAVIS                      | 8/31/20   | SJL |

**SCHWEBKE**  
**SHISKIN**  
+ ASSOCIATES

**SSA**

CIVIL ENGINEERS | LAND SURVEYORS  
TEL: (954)435-1010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 www.shskin.com

**PANATTONI DANIA BEACH SITE**  
PAVEMENT MARKING AND SIGNAGE  
PLAN

CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 30, RANGE 42

|                     |                   |
|---------------------|-------------------|
| FILE No. B-2044     | DESIGNED BY: S.J. |
| DESIGNED DATE: 2/20 | DRAFTED BY: S.J.  |
| CHECKED BY: L.F.L.  | SCALE: SEE PLAN   |

LUIS FERNANDO LEON

LICENSE

No. 58670

STATE OF FLORIDA

PROFESSIONAL ENGINEER

SIGN DATE: SEPTEMBER 3, 2020  
POSITION: ASST. VICE-PRESIDENT  
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:  
LUIS F. LEON, ASST. VICE PRESIDENT  
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.

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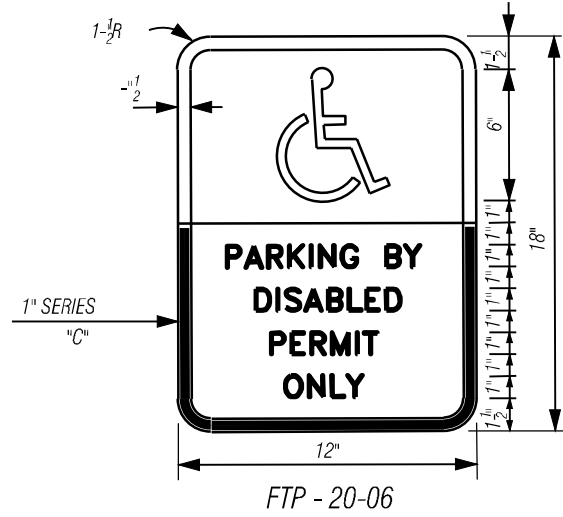
PERMIT SET

SHEET NAME:

PM-1

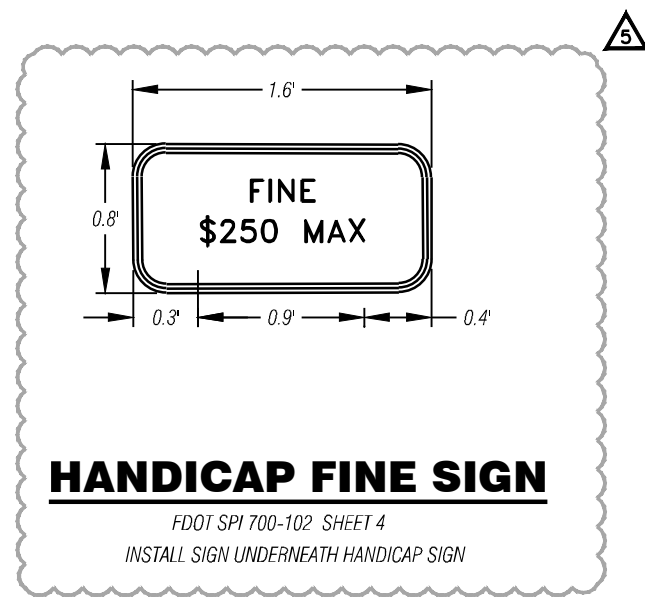
SHEET 12 OF 19



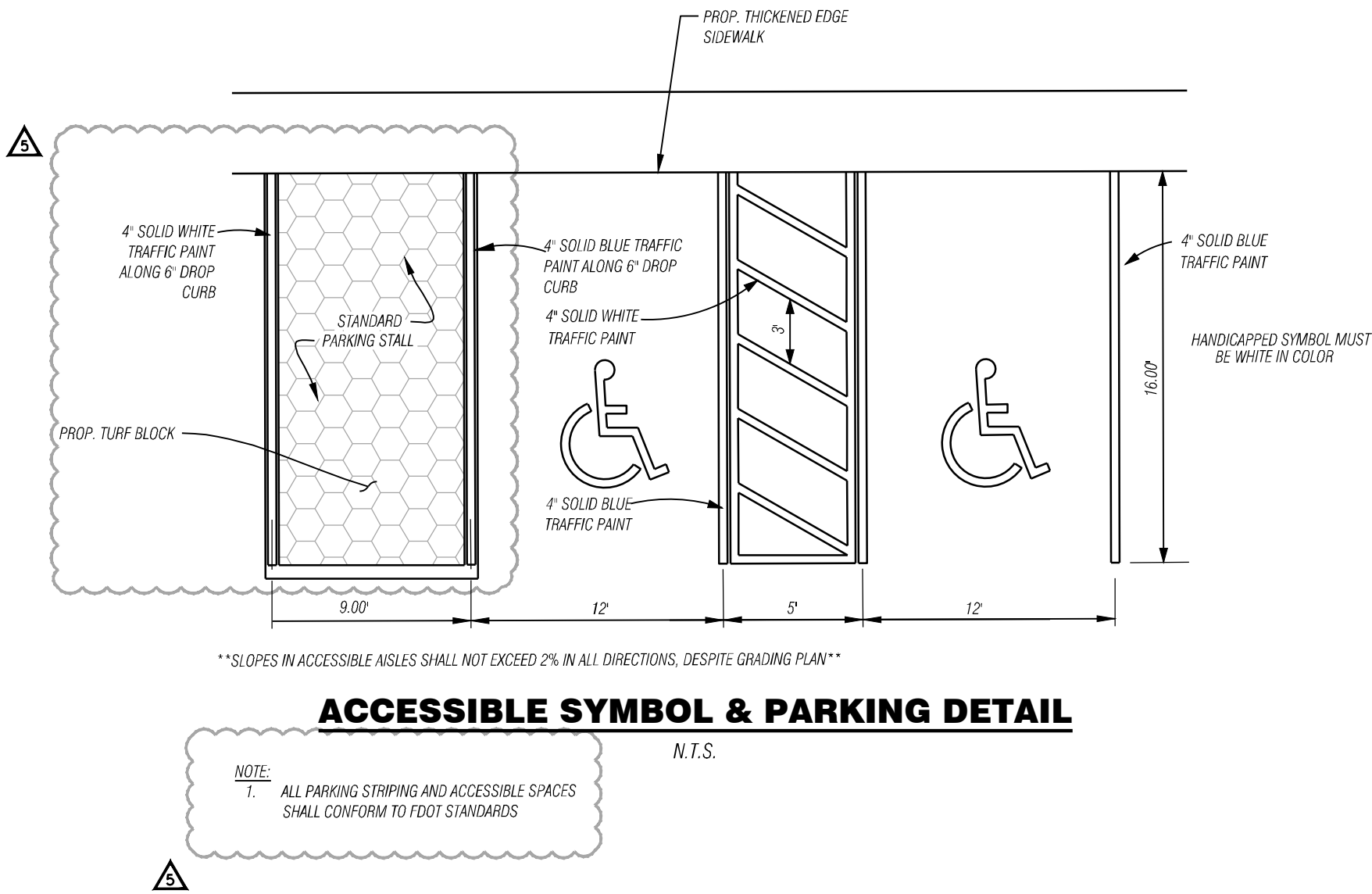


- NOTES:
1. TOP PORTION OF FTP-25 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
  2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
  3. FTP-26 MAY BE FABRICATED ON ONE PANEL OR TWO.
  4. FTP-25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.

**HANDICAP SIGN**  
FOOT SPI 700-102 SHEET 4  
INSTALL SIGN IN FRONT OF HANDICAP SPACE

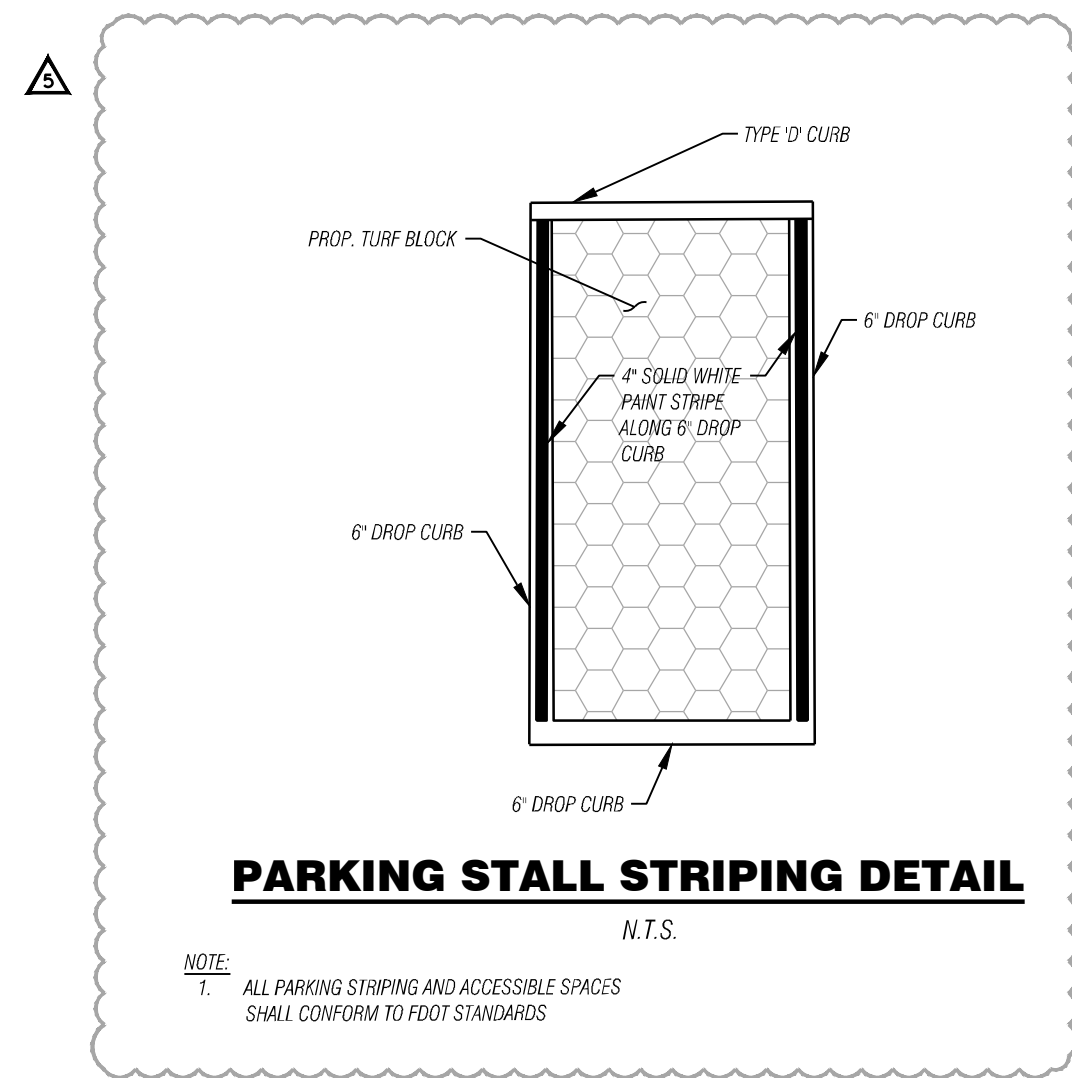


**HANDICAP FINE SIGN**  
FOOT SPI 700-102 SHEET 4  
INSTALL SIGN UNDERNEATH HANDICAP SIGN



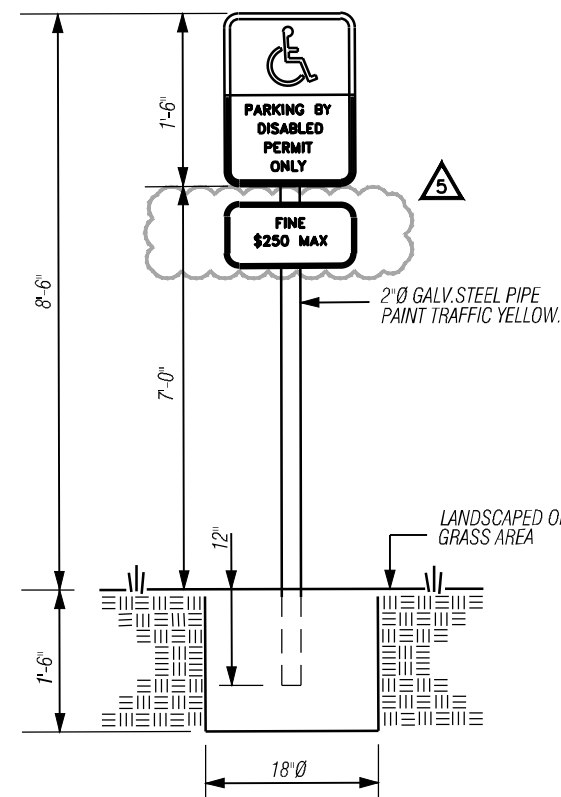
**ACCESSIBLE SYMBOL & PARKING DETAIL**

NOTE:  
1. ALL PARKING STRIPING AND ACCESSIBLE SPACES SHALL CONFORM TO FOOT STANDARDS

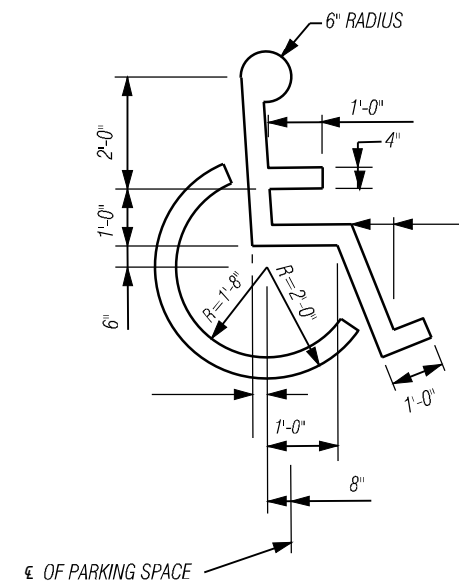


**PARKING STALL STRIPING DETAIL**

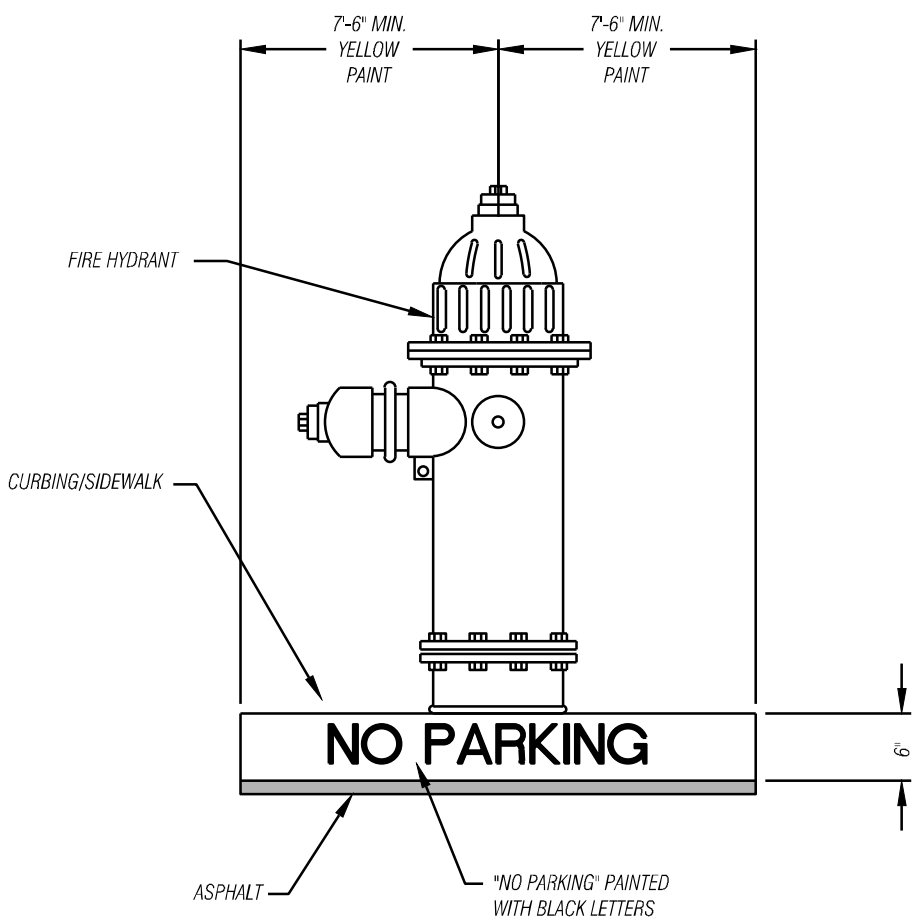
NOTE:  
1. ALL PARKING STRIPING AND ACCESSIBLE SPACES SHALL CONFORM TO FOOT STANDARDS



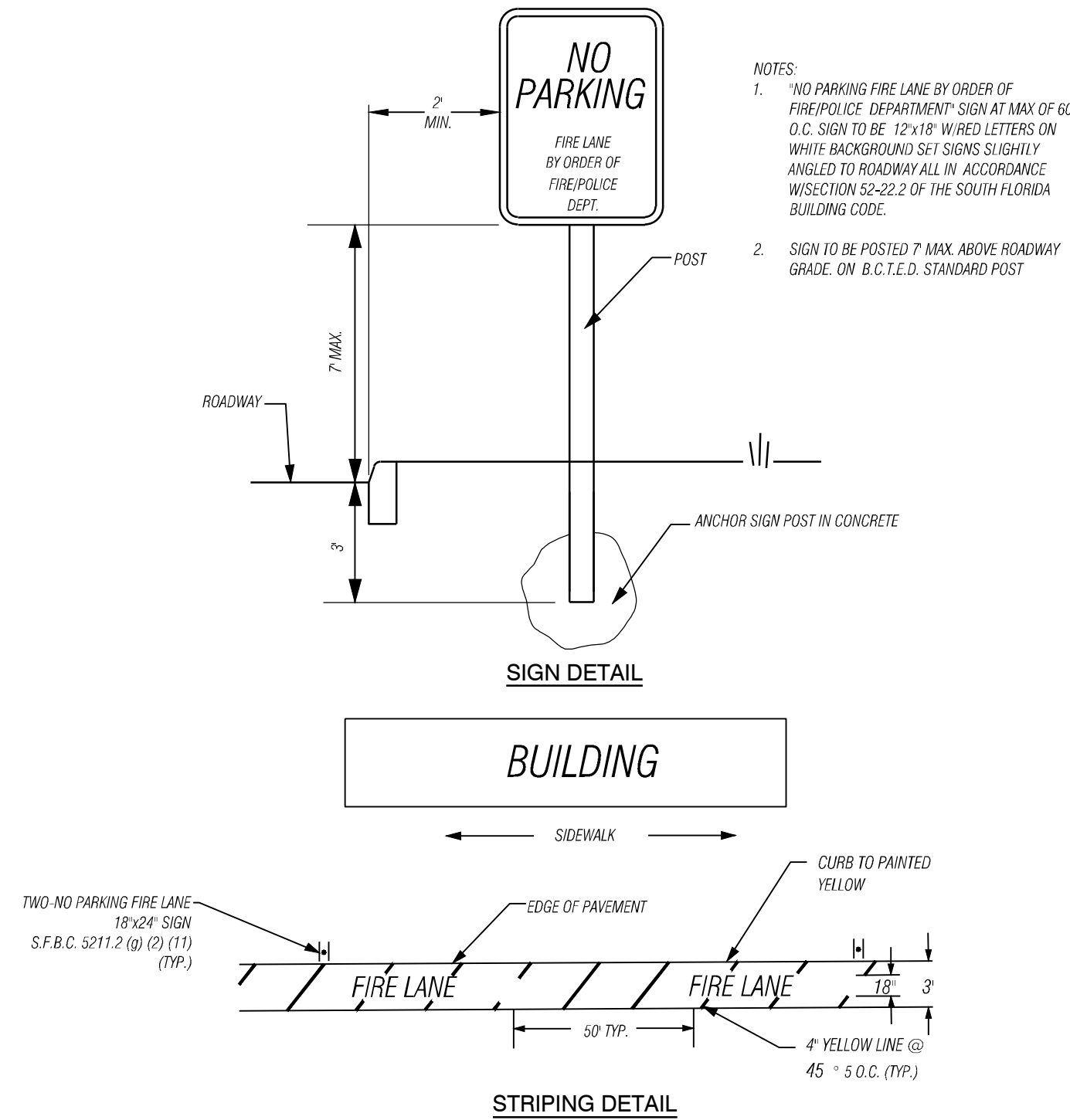
**HANDICAPPED SIGN**  
N.T.S.



**ADA SYMBOL**  
N.T.S.



**TYPICAL CURB MARKINGS  
AT HYDRANT LOCATIONS  
/FIRE DEPT. CONNECTION LOCATIONS**  
N.T.S.



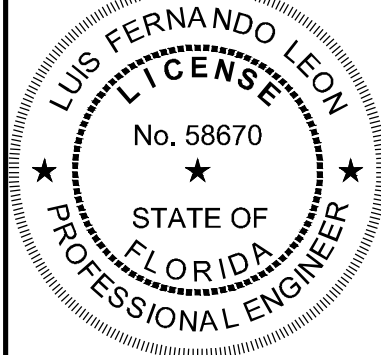
**FIRE LANE SIGNAGE AND MARKING DETAIL**  
ALL PAVEMENT MARKING SHALL BE OF THERMOPLASTIC PAINT

| REVISIONS |                                 | DATE      | BY  |
|-----------|---------------------------------|-----------|-----|
| No.       | DESCRIPTION                     |           |     |
| 1         | BROWARD COUNTY CAMPS            | 6/8/2020  | SJL |
| 2         | DANIA BEACH CAMPS               | 6/8/2020  | SJL |
| 3         | REMOVED SPANISH WFL CONNECTIONS | 7/13/2020 | LFL |
| 4         | BROWARD COUNTY CAMPS            | 7/20/2020 | SJL |
| 5         | DANIA BEACH CAMPS               | 7/20/2020 | SJL |
| 6         | DANIA BEACH CAMPS               | 8/31/20   | SJL |

**SCHWEBKE SHISKIN + ASSOCIATES**  
**SSA**  
CIVIL ENGINEERS | LAND SURVEYORS  
TEL: (954) 435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025  
CA#87 | LB#87  
www.shiskin.com

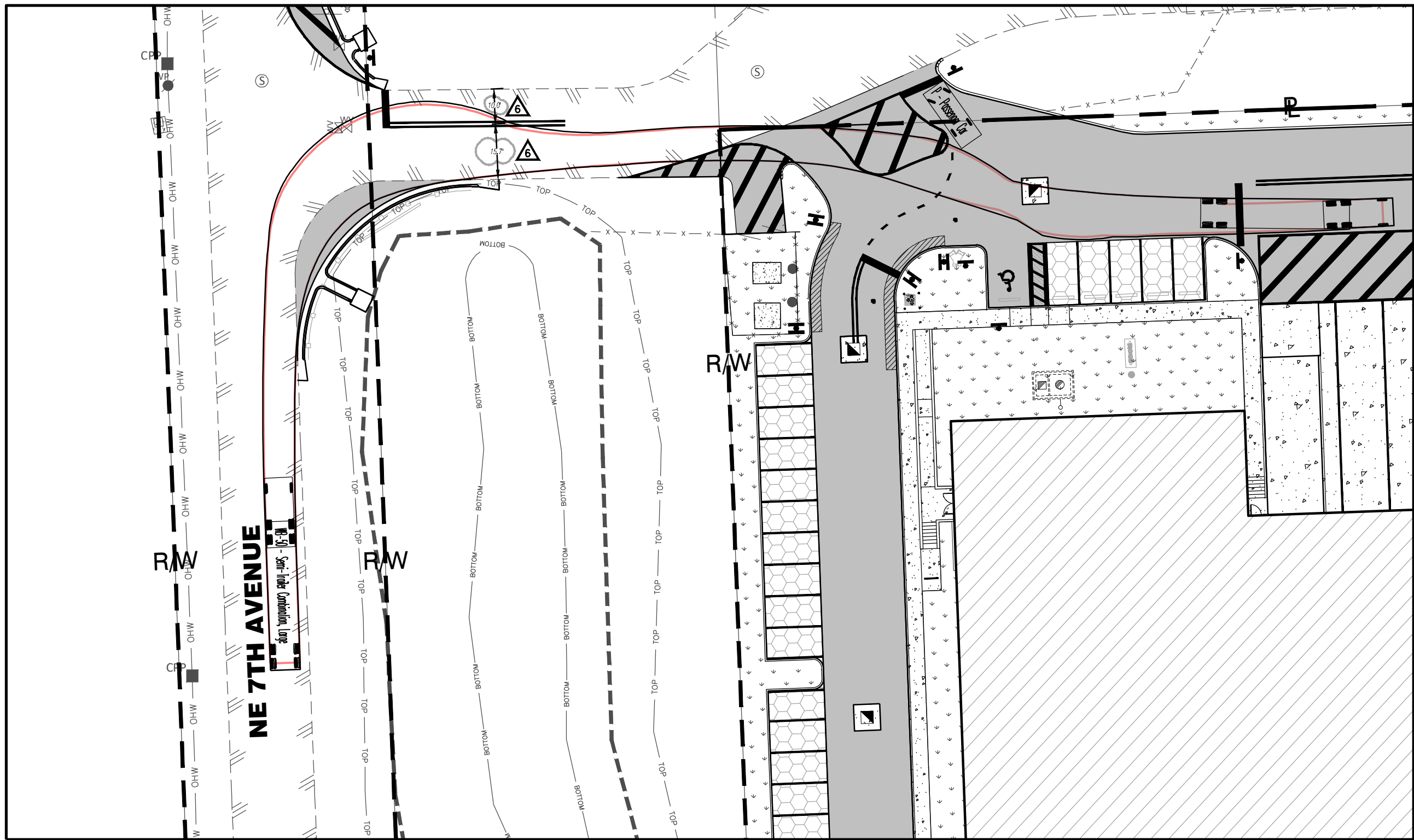
**PANATTONI DANIA BEACH SITE**  
PAVEMENT MARKING AND SIGNAGE  
DETAILS  
CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 30, RANGE 42

|                 |                   |                     |
|-----------------|-------------------|---------------------|
| FILE No. B-2044 | DESIGNED BY: S.J. | DESIGNED DATE: 2/20 |
|                 | DRAFTED BY: S.J.  | CHECKED BY: L.F.L.  |
|                 |                   | SCALE: SEE PLAN     |

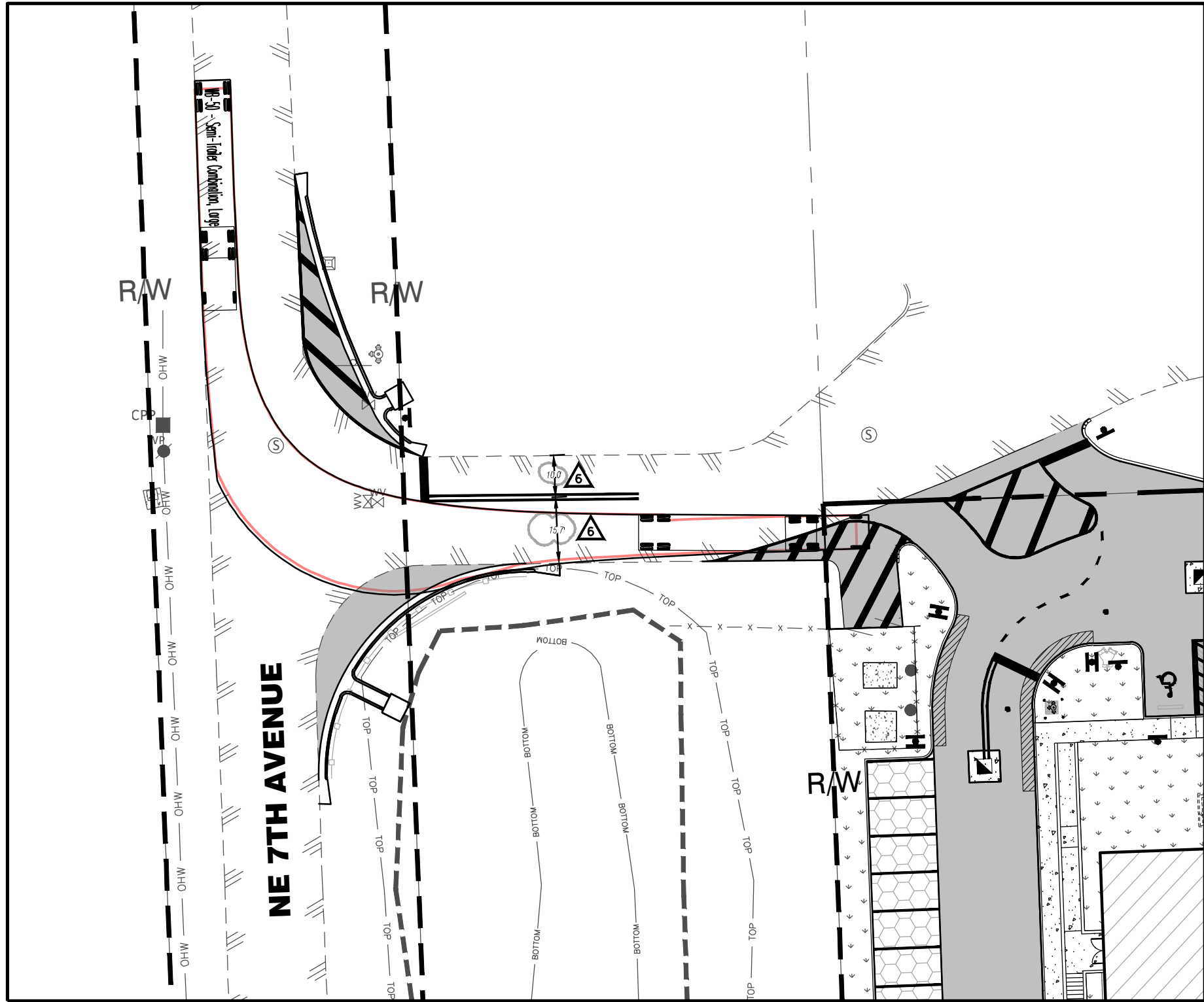


|                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------|
| SIGN DATE: SEPTEMBER 3, 2020                                                                                                      |
| POSITION: ASST. VICE-PRESIDENT                                                                                                    |
| THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:<br>LUIS F. LEON, ASSIST. VICE PRESIDENT<br>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. |
| STATUS:<br>PERMIT SET                                                                                                             |
| SHEET NAME:<br>PM-2                                                                                                               |
| SHEET 13 OF 19                                                                                                                    |

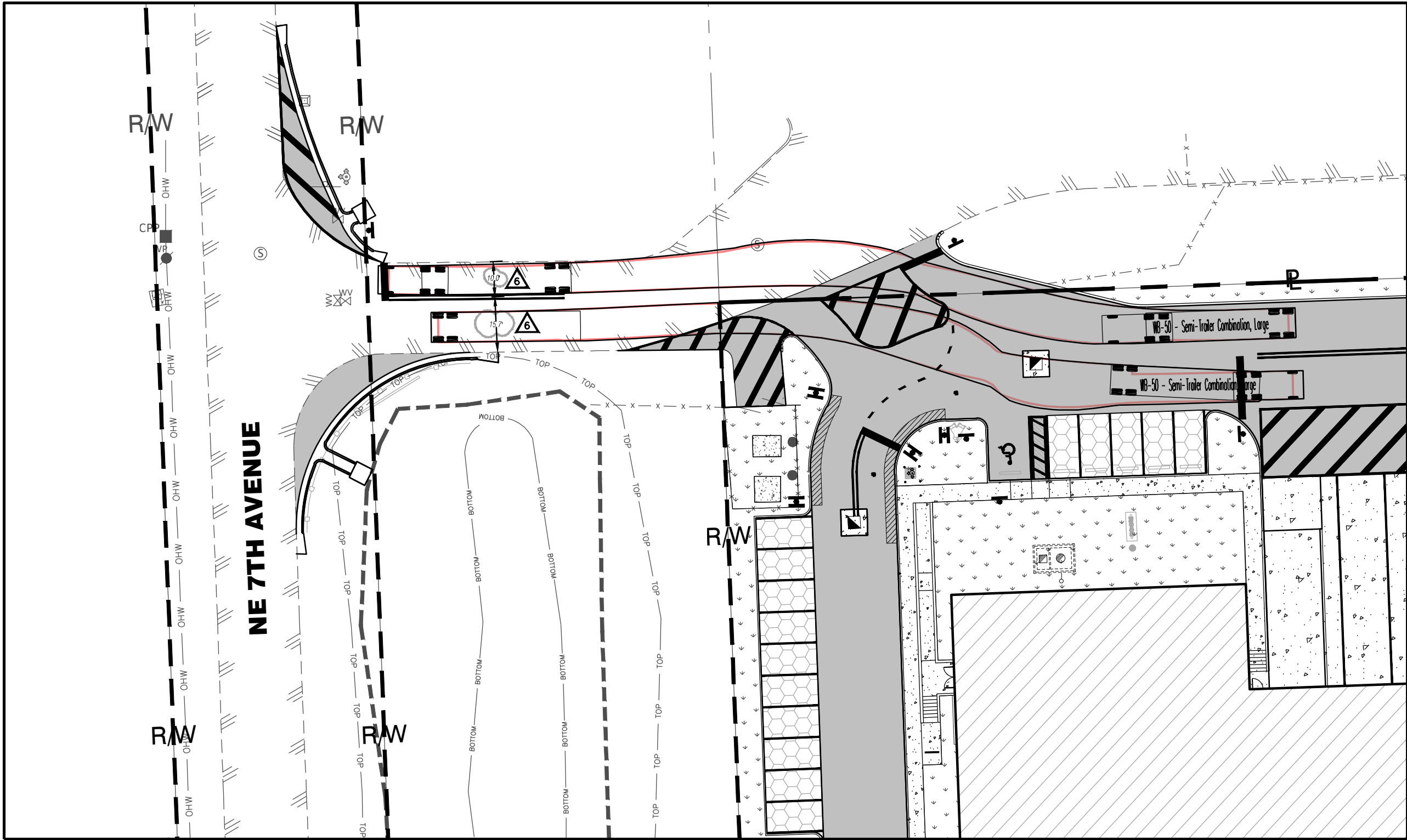




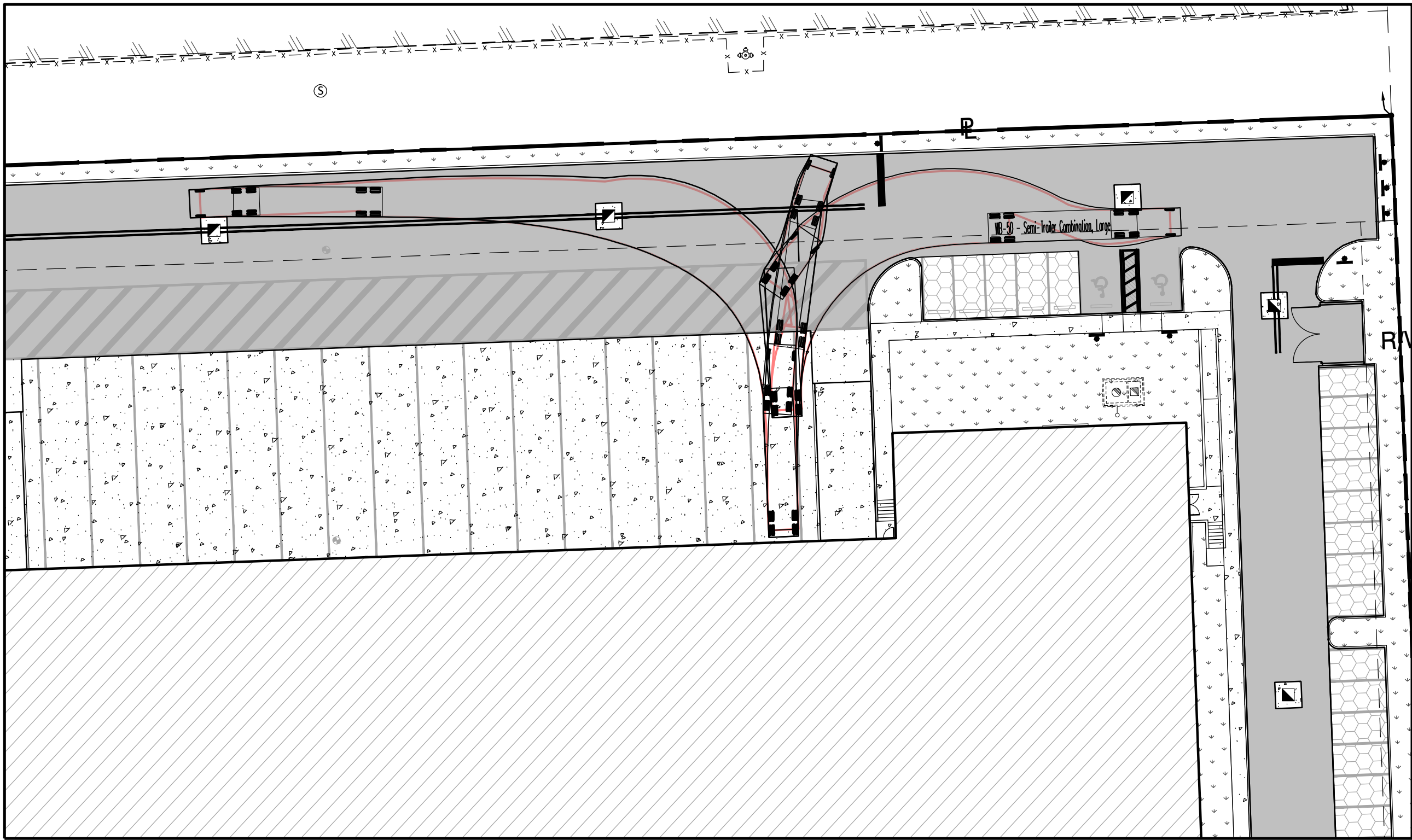
**WB-50 TURN ANALYSIS**  
**NORTHBOUND TRAFFIC ENTERING SITE**  
SCALE: 1" = 30'



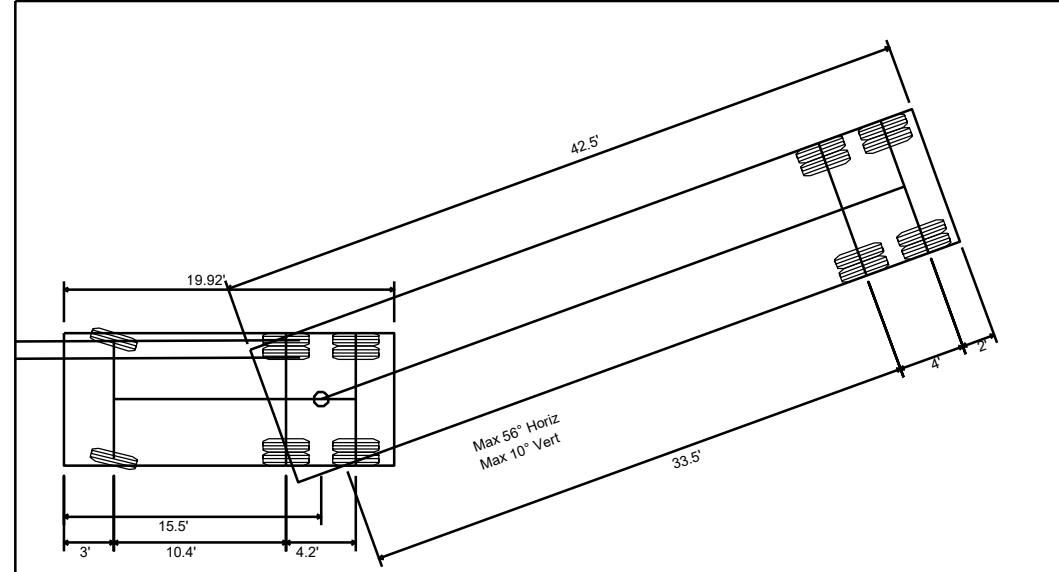
**WB-50 TURN ANALYSIS**  
**SOUTHBOUND TRAFFIC ENTERING SITE**  
SCALE: 1" = 30'



**WB-50 TURN ANALYSIS**  
**EXITING SITE**  
SCALE: 1" = 30'

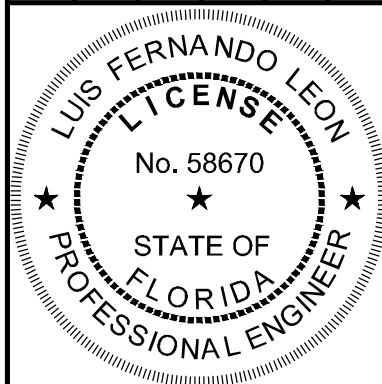
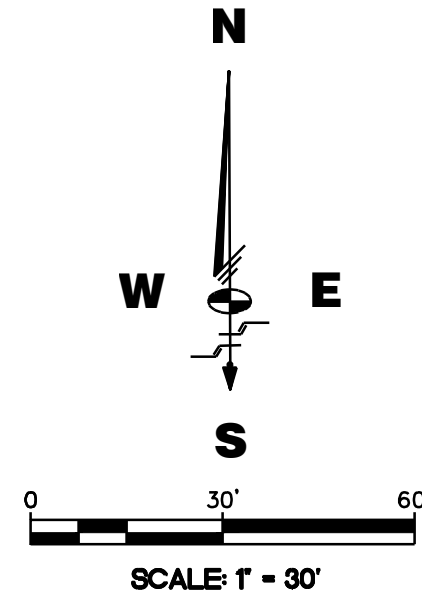


**WB-50 TURN ANALYSIS**  
**DOCKING AND DEPARTURE**  
SCALE: 1" = 30'



WB-50 - Semi-Trailer Combination, Large  
Overall Length 55.000ft  
Overall Width 8.500ft  
Overall Body Height 12.052ft  
Min Body Ground Clearance 1.334ft  
Max Track Width 8.500ft  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 45.000ft

**WB-50 TURN ANALYSIS DETAIL**  
N.T.S.



SIGN DATE: SEPTEMBER 3, 2020  
POSITION: ASST. VICE-PRESIDENT  
THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY LUIS F. LEON, ASST. VICE PRESIDENT ON THE DATE ADJACENT TO THE SEAL.  
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STATUS:  
PERMIT SET  
SHEET NAME:  
VT-1  
SHEET 14 OF 19

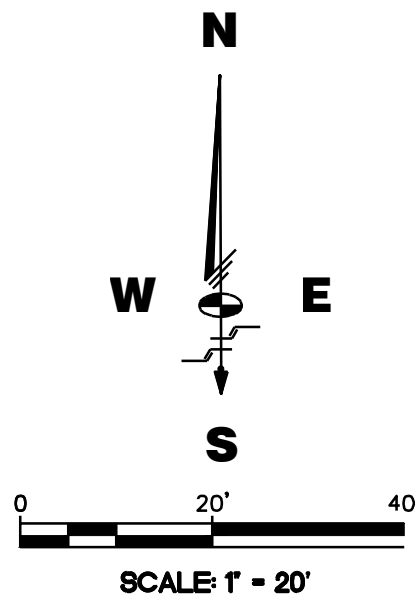
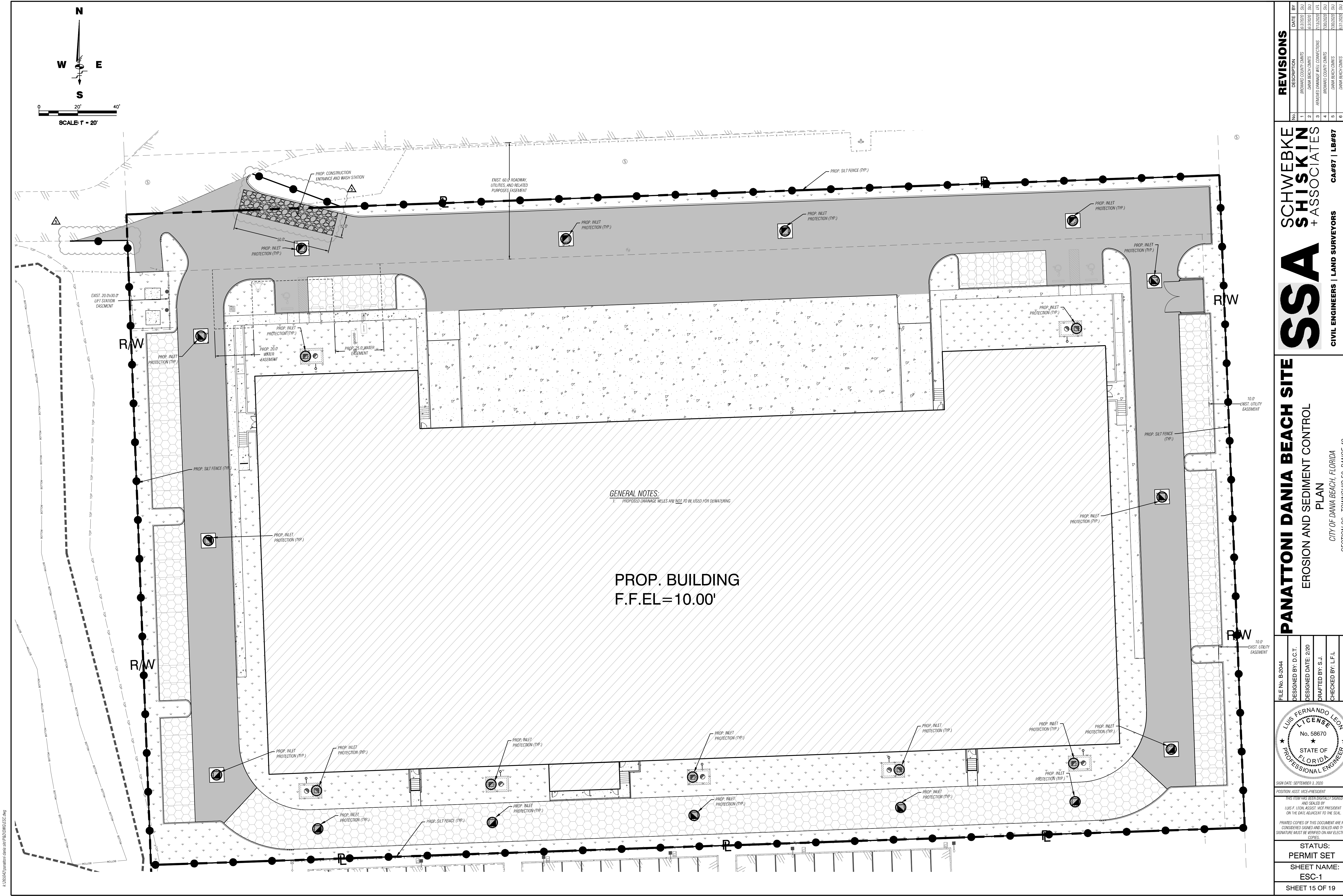
**PANATTONI DANIA BEACH SITE**  
VEHICLE TRACKING  
ANALYSIS SHEET  
CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 50, RANGE 42

FILE NO. B-2044  
DESIGNED BY: S.J.  
DESIGNED DATE: 2/20  
DRAFTED BY: S.J.  
CHECKED BY: L.F.L.  
SCALE: SEE PLAN

**SSA**  
**SCHWEBKE SHISKIN + ASSOCIATES**  
CIVIL ENGINEERS | LAND SURVEYORS  
TEL: (954) 435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025  
CA#87 | LB#87  
WWW.SHISKIN.COM

| NO. | DESCRIPTION                      | DATE      | BY  |
|-----|----------------------------------|-----------|-----|
| 1   | BROWARD COUNTY DAVIS             | 8/8/2021  | SU  |
| 2   | DANIA BEACH DAVIS                | 8/8/2021  | SU  |
| 3   | REMOVED CHANGES WILL CONNECTIONS | 7/19/2021 | LFL |
| 4   | BROWARD COUNTY DAVIS             | 7/19/2021 | SU  |
| 5   | DANIA BEACH DAVIS                | 7/19/2021 | SU  |
| 6   | DANIA BEACH DAVIS                | 8/17/20   | SU  |





GENERAL NOTES:  
1. PROPOSED DRAINAGE WELLS ARE NOT TO BE USED FOR DEWATERING

PROP. BUILDING  
F.F.EL=10.00'

| REVISIONS |                                   |
|-----------|-----------------------------------|
| No.       | DESCRIPTION                       |
| 1         | BROWARD COUNTY CAMS               |
| 2         | DANIA BEACH CAMS                  |
| 3         | REMOVED DRAINAGE WELL CONNECTIONS |
| 4         | BROWARD COUNTY CAMS               |
| 5         | DANIA BEACH CAMS                  |
| 6         | DANIA BEACH CAMS                  |

**SSA**  
CIVIL ENGINEERS | LAND SURVEYORS  
TEL: (954) 435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025

**SCHWEBKE**  
**SHISKIN**  
+ ASSOCIATES  
CA#87 | LB#87  
www.SHISKIN.com

**PANATTONI DANIA BEACH SITE**  
EROSION AND SEDIMENT CONTROL  
PLAN  
CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 50, RANGE 42

|                     |
|---------------------|
| FILE No. B-2044     |
| DESIGNED BY: D.C.T. |
| DESIGNED DATE: 2/20 |
| DRAFTED BY: S.J.    |
| CHECKED BY: L.F.L.  |
| SCALE: SEE PLAN     |



|                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------|
| SIGN DATE: SEPTEMBER 3, 2020                                                                                                              |
| POSITION: ASST. VICE-PRESIDENT                                                                                                            |
| THIS SET OF PLANS IS HEREBY SHARED AND SEALED BY<br>LUIS F. LEON, ASST. VICE PRESIDENT<br>ON THE DATE ADJACENT TO THE SEAL                |
| PRINTED COPIES OF THIS DOCUMENT ARE NOT<br>CONSIDERED SIGNED AND SEALED AND THE<br>SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC<br>COPIES |
| STATUS:<br>PERMIT SET                                                                                                                     |
| SHEET NAME:<br>ESC-1                                                                                                                      |
| SHEET 15 OF 19                                                                                                                            |



**FLEXSTORM**  
INLET FILTERS

1. Remove the grate from the casting or concrete drainage structure.
2. Clean the ledge (lip) of the casing frame or drainage structure to ensure it is free of stone and dirt.
3. Drop in the FLEXSTORM Inlet Filter through the clear opening and be sure the suspension hangers rest firmly on the inside ledge (lip) of the casing.
4. Replace the grate and confirm it is elevated no more than 1/8" which is the thickness of the steel hangers.

1. Construction site inspection should occur following each ½" or more rain event.
2. Post Construction inspections should occur three times per year (every four months) in areas with mild year round rainfall and four times per year (every three months Feb-Nov) in areas with summer rains before and after the winter snowfall season.
3. Industrial application site inspections (loading ramps, wash racks, maintenance facilities) should occur on a regularly scheduled basis no less than three times per year.

1. Empty the sediment or bag if more than half filled with sediment and debris, or as directed by the Engineer.
2. Remove the gauges, engage the lifting bars or handles with the OSHA 1910.23 Removal Tool, and lift from the sediment.
3. Dispose of the sediment or debris as directed by the Engineer or the Contract Engineer in accordance with the guidelines.
4. As an alternative, an industrial vacuum may be used to collect the accumulated sediment.
5. The sediment placed into the sediment bag and reverse flush the bag with medium spray for optimal filtration.
6. Replace the bag in order to purvey to 10" diameter or greater.
7. Post Construction PC Bags must: At 5% saturation, the average 2' x 2' Adsorbent-filled PC filter will retain approximately 60% of the suspended solids and debris that are not centrifuged or caught by a sump or receiver to lower the oil or the sump receiver to 5% to 30% efficiency. It may also be used to absorb spilled oil or other liquids.
8. M/C/S: Sorbent Pouches The sponges is styrofoam in color and will gradually turn brown as it becomes saturated.
9. The sponges for use in place of the sediment bags will absorb approximately 89 cc of (5 lbs) of oil before requiring replacement.
10. Dispose of all oil contaminated products in accordance with EPA regulations.

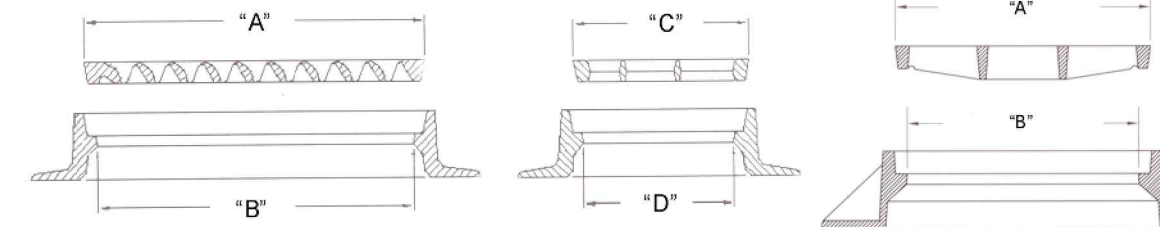
1. Remove the bag by loosening or cutting off the clamping band.
2. Take the new sediment bag, which is equipped with a stainless steel worm drive clamping band, and use a screw driver to tighten the bag around the frame channel.
3. Ensure the bag is secure and that there is no slack around the perimeter of the band.

[illegible]

| STYLE         | FRAME STYLE AND SIZE                                                             | Frame P/N: |
|---------------|----------------------------------------------------------------------------------|------------|
| ROUND         | Small Round (up to 20.0" dia grates (A) dim)                                     | 62SRD      |
|               | Med Round (20.1" - 26.0" dia grates (A) up to 25" dia openings (B))              | 62MRD      |
| RECT / SQUARE | Large Round (26.1" - 32.0" dia grates (A) up to 30" openings (B))                | 62LRD      |
|               | XL Round (32.1" dia - 39" dia grates (A) up to 37" dia openings (B))             | 62XLRD     |
|               | Small Rect / Square (up to 16" (B) x 16" (D) openings or 64" perimeter)          | 62SSQ      |
|               | Med Rect / Square (up to 24" (B) x 24" (D) openings or 96" perimeter)            | 62MSQ      |
|               | Large Rect / Square (up to 36" (B) x 24" (D) openings or 120" perimeter)         | 62LSQ      |
|               | XL Rect / Square (side by side 2 pc set to fit up to 48" (B) x 36" (D) openings) | 62XLSQ     |
| COMBO INLETS  | Small Rect / Square (ref Rect sizing; shipped with Magnetic Curb Flaps)          | 62SCB      |
|               | Med Rect / Square (ref Rect sizing; shipped with Magnetic Curb Flaps)            | 62MCB      |
|               | Large Rect / Square (ref Rect sizing; shipped with Magnetic Curb Flaps)          | 62LCB      |
| NYLOPLAST     | XL Rect / Square (ref Rect sizing; shipped with Magnetic Curb Flaps)             | 62XLCB     |
|               | 12" diameter Nyloplast castings (Stainless Steel Framing standard)               | 6212NY     |
|               | 15" diameter Nyloplast castings (Stainless Steel Framing standard)               | 6215NY     |
|               | 18" diameter Nyloplast castings (Stainless Steel Framing standard)               | 6218NY     |
|               | 24" diameter Nyloplast castings (Stainless Steel Framing standard)               | 6224NY     |
|               | 30" diameter Nyloplast castings (Stainless Steel Framing standard)               | 6230NY     |
| WALL MOUNT    | Open Throat Gutters - Curb Opening Size                                          |            |
|               | Up to 4" (1 Filter and Mounting Hardware)                                        | 62WM1      |
|               | Between 4" and 8" (2 Filters and Mounting Hardware)                              | 62WM2      |
|               | Between 8" and 12" (3 Filters and Mounting Hardware)                             | 62WM3      |
|               | Between 12" and 16" (4 Filters and Mounting Hardware)                            | 62WM4      |

|                                                                |       |
|----------------------------------------------------------------|-------|
| CHROME PLATED FRAMING FOR HIGH SALT EXPOSURE                   | - CHR |
| STAINLESS STEEL FRAMING FOR HIGH SALT AND/OR CHEMICAL EXPOSURE | - SS  |

| FLEXSTORM FILTER BAGS     | (22" depth)<br>STD Bag P/N | (12" depth)<br>Short Bag P/N | Clean Water Flow<br>Rate (GPM/SqFt) | Min A.O.S.<br>(US Sieve) |
|---------------------------|----------------------------|------------------------------|-------------------------------------|--------------------------|
| FX: Standard Woven Bag    | FX                         | FX-S                         | 200                                 | 40                       |
| FXO: Woven w/ MyCexl      | FXP                        | FXP-S                        | 200                                 | 40                       |
| FXO: Woven w/ Oil Boom    | FXO                        | FXO-S                        | 200                                 | 40                       |
| PC: Post Construction Bag | PC                         | PC-S                         | 137                                 | 140                      |
| PC+: PC Bag w/ MyCexl     | PCP                        | PCP-S                        | 137                                 | 140                      |
| LL: Litter and Leaf Bag   | LL                         | LL-S                         | High                                | 3.5                      |
| IL: IDOT Non-Woven Bag    | IL                         | IL-S                         | 145                                 | 70                       |



|                        |                             |   |                  |
|------------------------|-----------------------------|---|------------------|
|                        |                             | - |                  |
| Frame P/N from Step 1. | Filter Bag P/N from Step 2. |   | Framing Material |

DIVERSION RIDGE CROSS-SECTION WHERE GRADE EXCEEDS 2%  
 2% OR GREATER

EXISTING PAVED ROADWAY  
 FILTER FABRIC

**SECTION A - A**

NOTE:  
 USE SANDBAGS, STRAW BALES  
 OR OTHER APPROVED METHODS  
 TO CHANNELIZE RUNOFF TO BASIN  
 AS REQUIRED.

SPILLWAY  
 SEDIMENT BARRIER  
 (STRAW BALE TYPE SHOWN)  
 SUPPLY WATER TO WASH  
 WHEELS IF NECESSARY.

EXISTING PAVED ROADWAY  
 2'-3" COURSE  
 AGGREGATE  
 MIN. 6" THICK  
 DIVERSION RIDGE  
 50' MIN.

12' MIN.

PLAN

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

If conditions on the site are such that most of the mud is not removed by the vehicles traveling over the gravel, then the tires of the vehicles must be washed before entering a public road. Wash water must be carried away from the entrance to a settling area to remove sediment (See Plate 4.03b). A wash rack may also be used to make washing more convenient and effective (See Plate 4.03c).

The entrance should be located to provide for maximum utility by all construction vehicles.

The area of the entrance should be cleared of all vegetation, roots, and other objectionable material. A geotextile should be laid down to improve stability and simplify maintenance. The gravel shall then be placed over the geotextile to the specified dimensions.

Any drainage facilities required because of washing should be constructed according to approved specifications. If wash racks are used, they should be installed according to manufacturer's specifications.

The entrance shall be maintained in a condition which will prevent tracking or flow of mud onto public rights-of-way. This may require periodic top dressing with 2-inch (5 cm) stone, as conditions demand, and repair and/or clean out of any structures used to trap sediments. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately. Look for signs of trucks and trailered equipment "cutting corners" where the gravel meets the roadway. Sweep the paved road daily for sediments and stones.

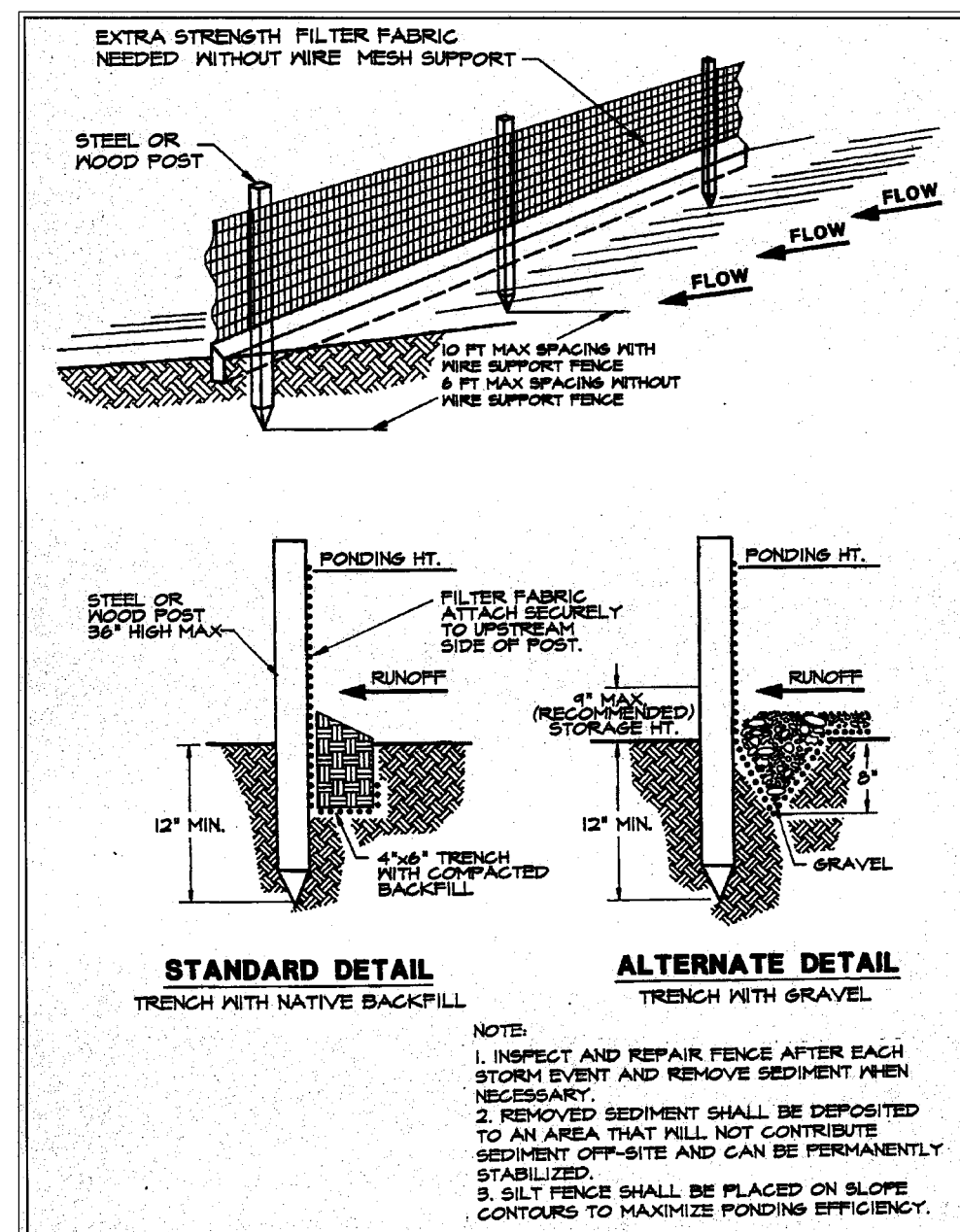
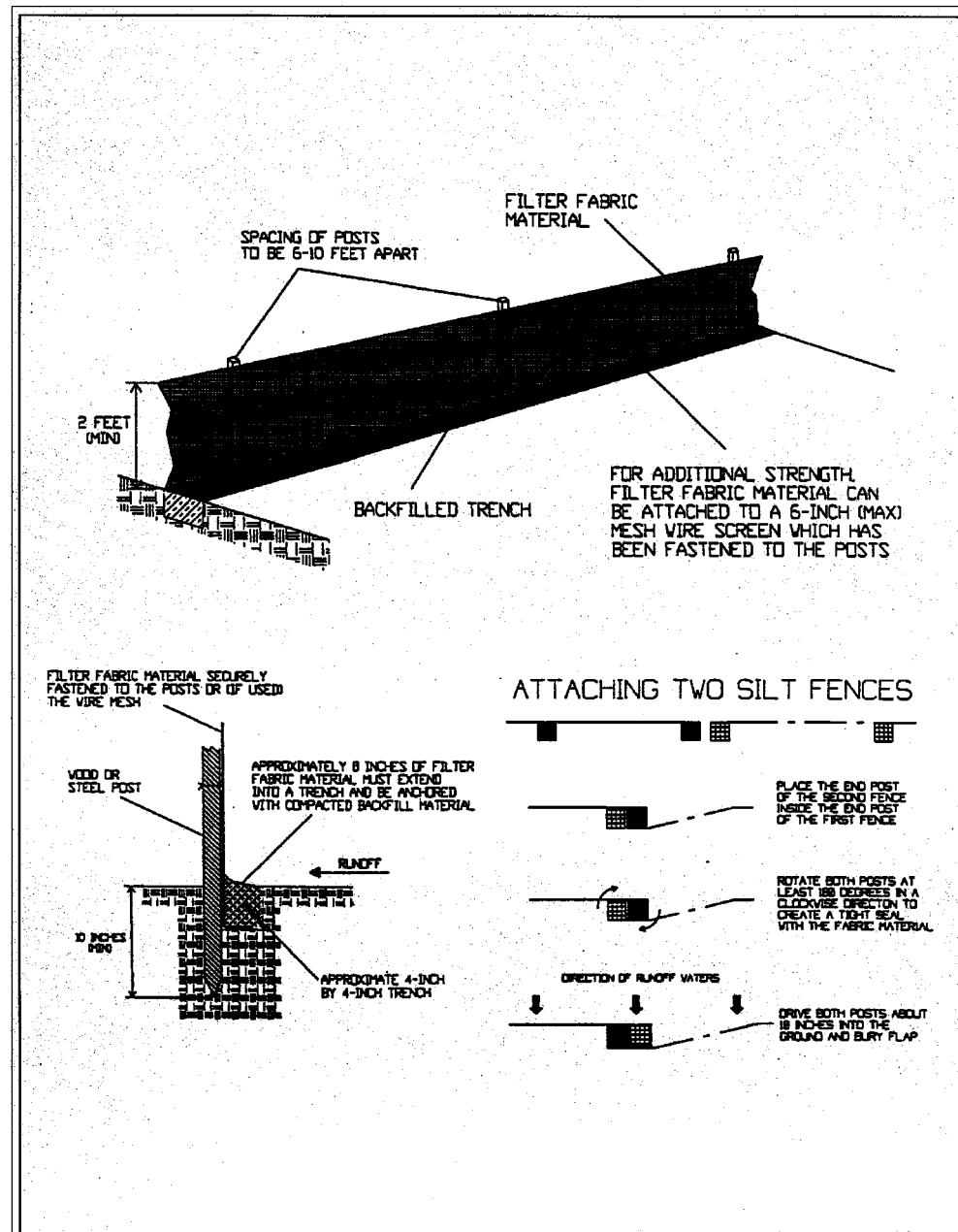
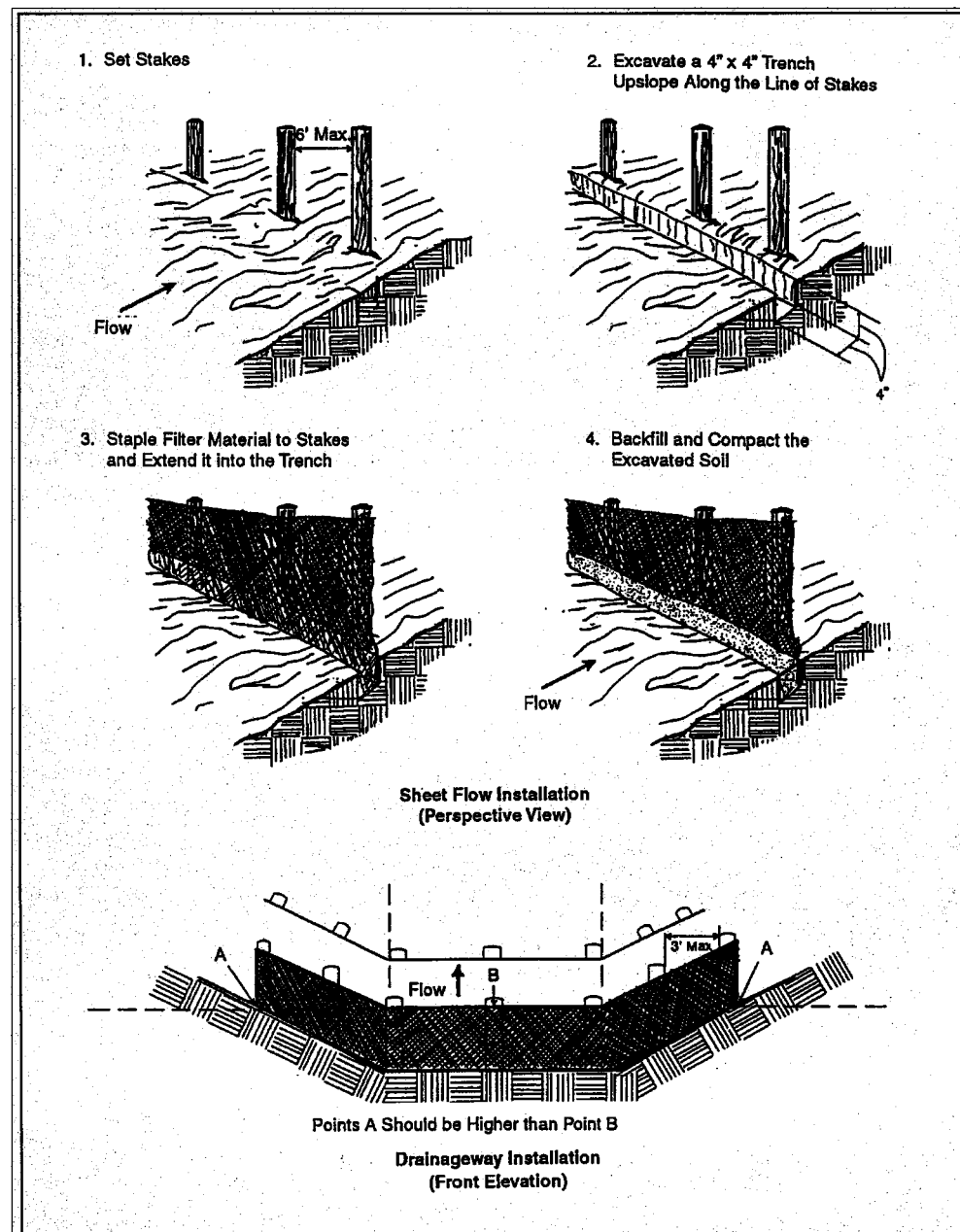
1. CONTRACTOR IS TO SUBMIT THE NOTICE OF INTENT (NOI) APPLICATION PROVIDED ON THE DEP WEB SITE ALONG WITH THE APPLICATION FEE OF \$150.00 FOR SMALL CONSTRUCTION PROJECTS (LESS THAN 5 ACRES) OR \$300.00 FOR LARGE CONSTRUCTION PROJECTS (5 OR MORE ACRES) TO THE NOTICES CENTER. AUTHORIZATION IS GRANTED 48 HOURS AFTER THE DATE OF THE COMPLETE NOI APPLICATION IS POST-MARKED TO DEP. THE NOTICES CENTER WILL SEND AN ACKNOWLEDGMENT LETTER AFTER RECEIVING AND PROCESSING YOUR COMPLETE NOI APPLICATION AND FEE.

2. RESUBMIT NOI PACKAGE EVERY FIVE YEARS (IF CONSTRUCTION ACTIVITY EXCEEDS FIVE YEARS).

3. THE APPLICATION FEE IS \$100.00. CONTACT THE CENTER AT (866) 336-6312.

4. THE ADDRESS FOR NPDES STORMWATER NOTICES CENTER IS:  
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION  
2600 BLAIR STONE ROAD, MS #2510  
TALLAHASSEE, FL. 32399-2400

5. THE MAILING ADDRESS FOR SOUTH FLORIDA WATER MANAGEMENT DISTRICT IS:  
P.O. BOX 24680, WEST PALM BEACH, FL 33416-4680



| REVISIONS |                                    |           |     |
|-----------|------------------------------------|-----------|-----|
| No.       | DESCRIPTION                        | DATE      | BY  |
| 1         | BROWARD COUNTY CANVTS              | 6/30/2020 | SV/ |
| 2         | DANA BEACH CANVTS                  | 6/30/2020 | SV/ |
| 3         | REMOVED DAMAGE OF WELL CONNECTIONS | 7/13/2020 | U/1 |
| 4         | BROWARD COUNTY CANVTS              | 7/30/2020 | SV/ |
| 5         | DANA BEACH CANVTS                  | 7/30/2020 | SV/ |
| 6         | DANA BEACH CANVTS                  | 8/31/2020 | SV/ |

**SSA** SCHWEBKE  
**SHISKIN**  
+ ASSOCIATES

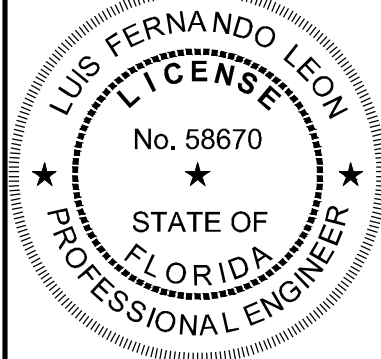
**CIVIL ENGINEERS | LAND SURVEYORS** CA#87 | LS#87  
TEL: (954) 435-7010 3240 CORPORATE WAY, MIAMI, FLORIDA 33125 [WWW.SHISKIN.COM](http://WWW.SHISKIN.COM)

# PANATTONI DANIA BEACH SITE

## EROSION AND SEDIMENT CONTROL DETAILS

CITY OF DANIA BEACH, FLORIDA  
SECTION 26, TOWNSHIP 50, RANGE 42

FILE No. B-2044  
DESIGNED BY: D.C.T.  
DESIGNED DATE: 2/20  
DRAFTED BY: S.J.  
CHECKED BY: L.F.L  
SCALE: SEE PLAN



SIGN DATE: SEPTEMBER 3, 2020

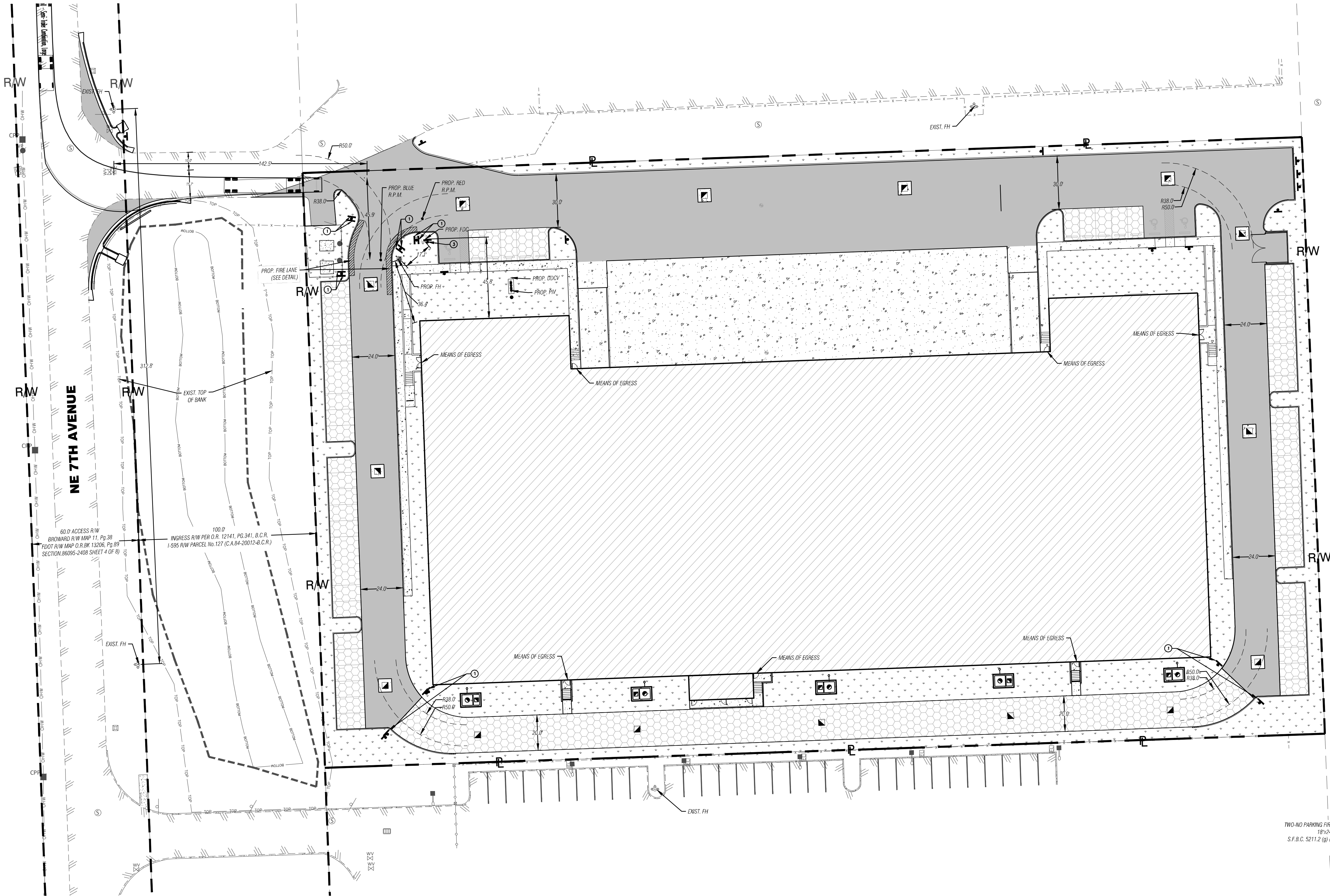
POSITION: ASST. VICE-PRESIDENT

THIS ITEM HAS BEEN DIGITALLY SIGNED  
AND SEALED BY  
LUIS F. LEON, ASSIST. VICE PRESIDENT  
ON THE DATE ADJACENT TO THE SEAL.

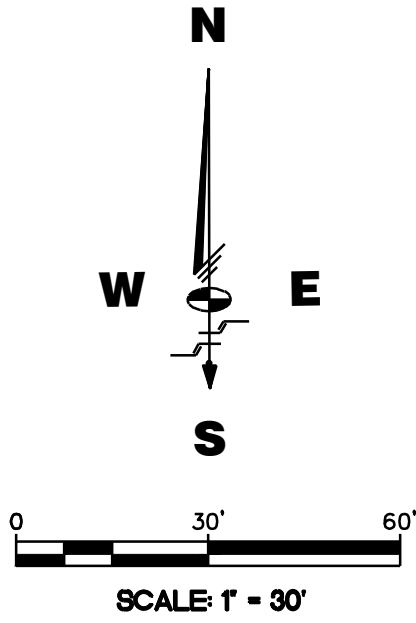
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COPIES.

|                       |
|-----------------------|
| STATUS:<br>PERMIT SET |
| SHEET NAME:<br>ESC-2  |



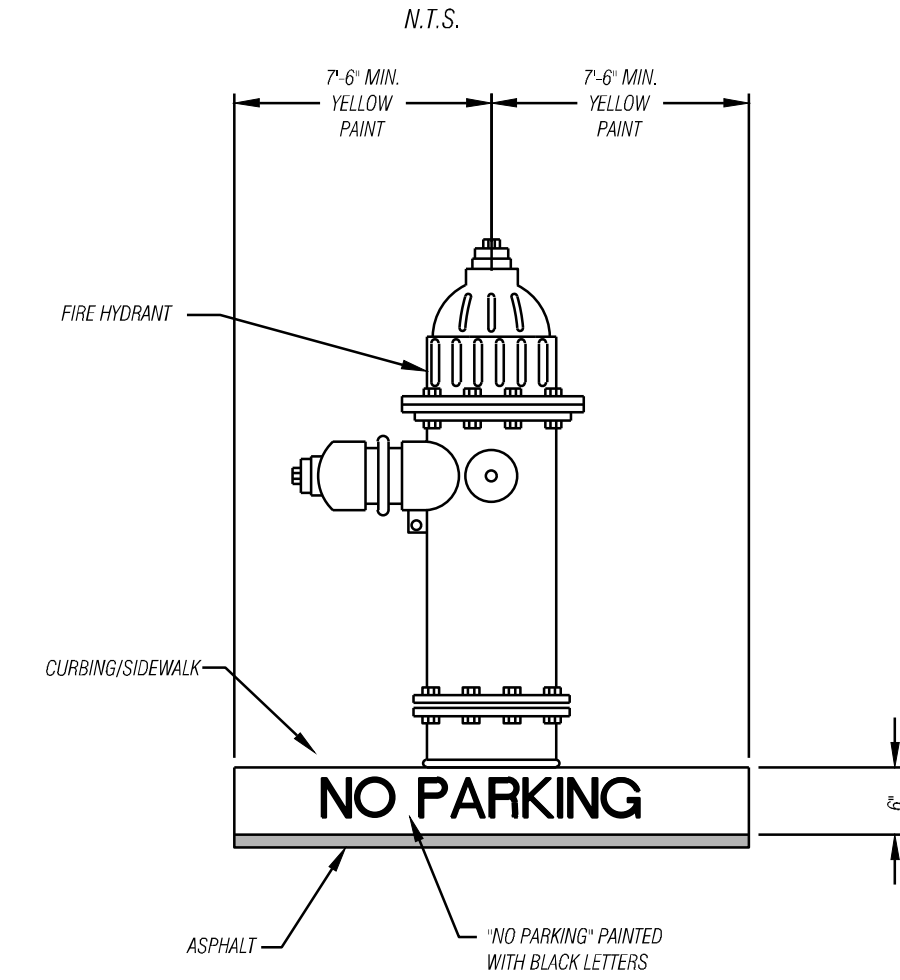


| SIGNAGE INDEX |         |         |
|---------------|---------|---------|
| ①             | ②       | ③       |
|               |         |         |
| RS-1          | ---     | ---     |
| 30"x30"       | 12"x18" | 18"x12" |



- NOTES:
- THE FDC MUST BE IDENTIFIED AS TO THE BUILDING (COMPLETE ADDRESS) OR PORTION OF THE BUILDING IT SERVES.
  - PROVIDE A PERMANENT TACTILE SIGN AT THE FDC TO MEET THE ABOVE REQUIREMENT [14.6.3.3.3].
  - A SIGN ALSO SHALL INDICATE THE PRESSURE REQUIRED AT THE INLETS TO DELIVER THE SYSTEM DEMAND. [14.6.3.5.2.2]
  - EACH FIRE DEPARTMENT CONNECT SHALL BE DESIGNATED BY A SIGN HAVING RAISED LETTERS, AT LEAST 1" IN HEIGHT, CAST ON A PLATE OR FITTING THAT READS "STANDPIPE," "STANDPIPE AND AUTOSPRK," OR "AUTOSPRK AND STANDPIPE" [14.6.3.3.2].

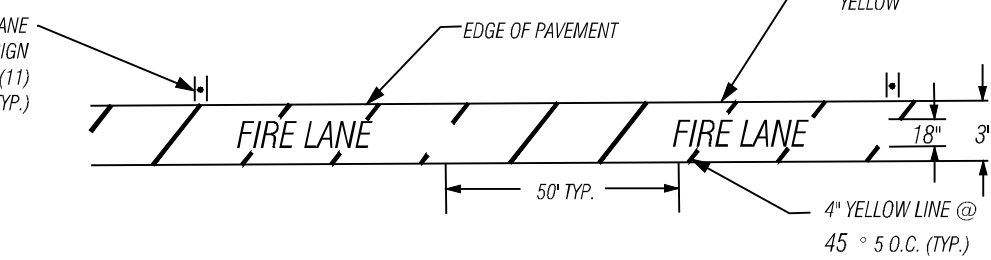
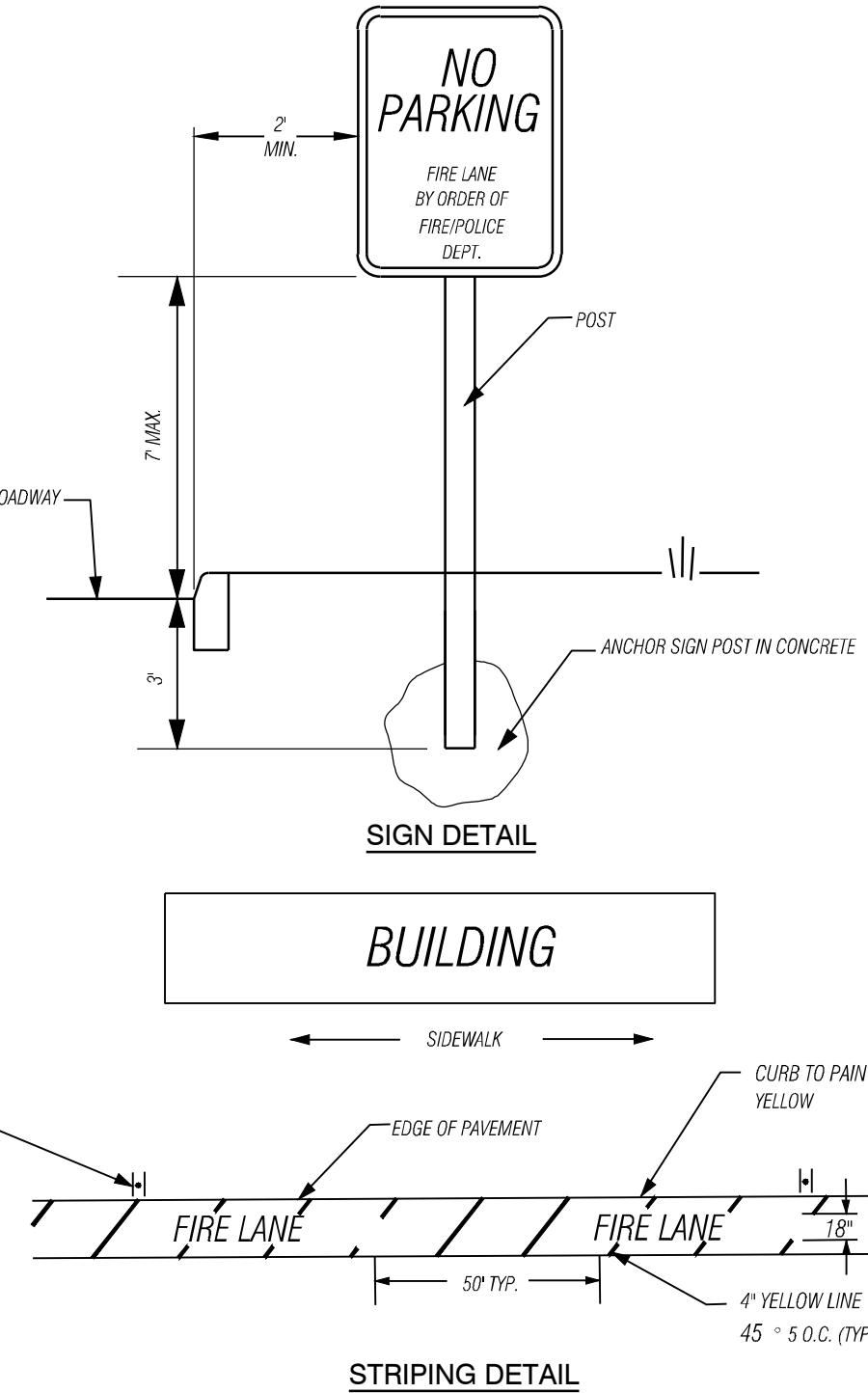
FIRE DEPARTMENT CONNECTION SIGN DETAIL



PLACE BLUE RPM DIRECTLY IN FRONT OF HYDRANT(OR RED RPM IN FRONT OF FDC) IN THE CENTER OF THE TRAVEL LANE

TYPICAL CURB MARKINGS  
AT HYDRANT LOCATIONS  
/FIRE DEPT. CONNECTION LOCATIONS

N.T.S.



FIRE LANE SIGNAGE AND MARKING DETAIL

ALL PAVEMENT MARKING SHALL BE OF THERMOPLASTIC PAINT

- NOTES:
- "NO PARKING FIRE LANE BY ORDER OF FIRE/ POLICE DEPARTMENT" SIGN AT MAX OF 60" O.C. SIGN TO BE 12-18" WIDED LETTERS ON WHITE BACKGROUND SET SIGNS SLIGHTLY ANGLED TO ROADWAY ALL IN ACCORDANCE W/SECTION 52-22.2 OF THE SOUTH FLORIDA BUILDING CODE.
  - SIGN TO BE POSTED 7" MAX ABOVE ROADWAY GRADE. ON B.C.T.E.D. STANDARD POST

| REVISIONS |                                  | DATE      | BY  |
|-----------|----------------------------------|-----------|-----|
| No.       | DESCRIPTION                      |           |     |
| 1         | BROWARD COUNTY CAMS              | 6/2/2020  | SJL |
| 2         | DANIA BEACH CAMS                 | 6/2/2020  | SJL |
| 3         | REVISED DRAWING WITH CONNECTIONS | 7/13/2020 | LFL |
| 4         | BROWARD COUNTY CAMS              | 7/20/2020 | SJL |
| 5         | DANIA BEACH CAMS                 | 7/20/2020 | SJL |
| 6         | DANIA BEACH CAMS                 | 8/27/2020 | SJL |

**SCHWEBKE SHISKIN + ASSOCIATES**

**SSA**

CIVIL ENGINEERS | LAND SURVEYORS

TEL: (954)435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025

CA#97 | LB#97

WWW.SHISKIN.COM

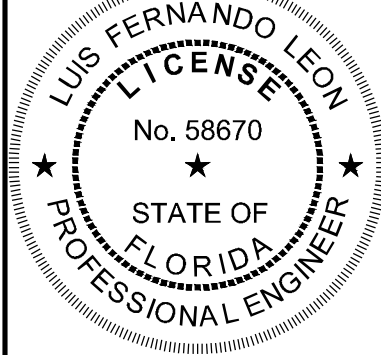
**PANATTONI DANIA BEACH SITE**

FIRE ACCESS  
SITE PLAN

CITY OF DANIA BEACH, FLORIDA

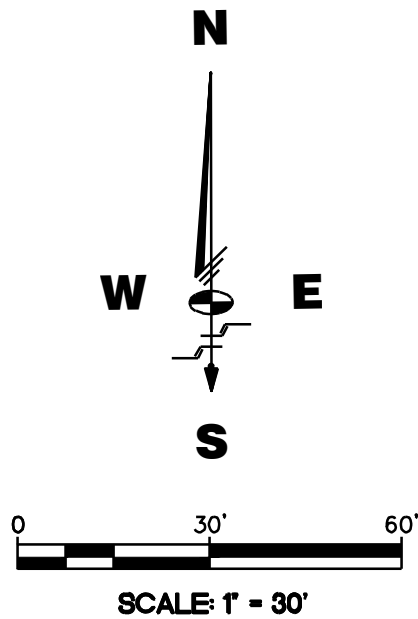
SECTION 26, TOWNSHIP 30, RANGE 42

|                     |                   |
|---------------------|-------------------|
| FILE NO. B-2044     | DESIGNED BY: S.J. |
| DESIGNED DATE: 2/20 | DRAFTED BY: S.J.  |
| CHECKED BY: L.F.L.  | SCALE: SEE PLAN   |

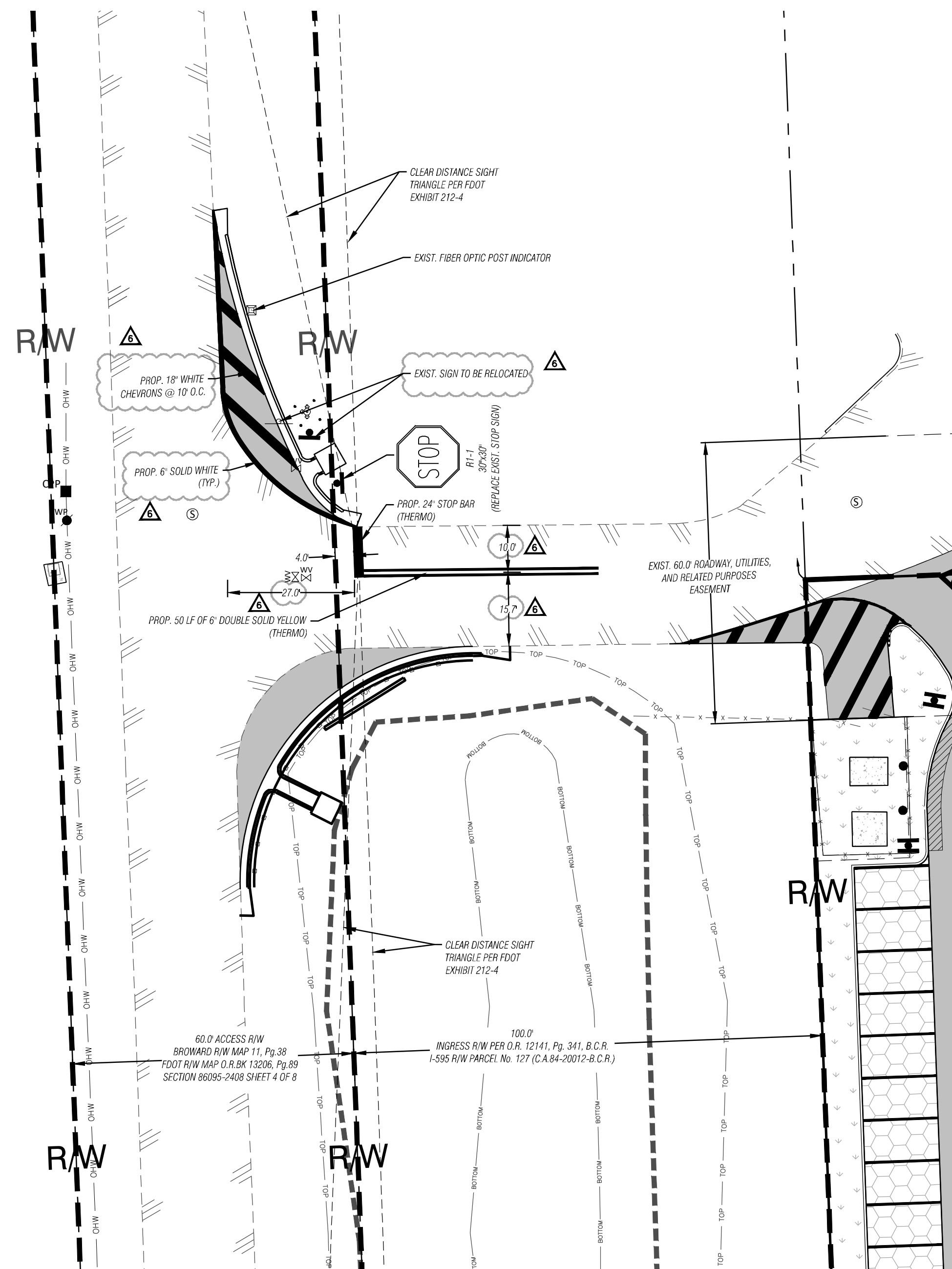
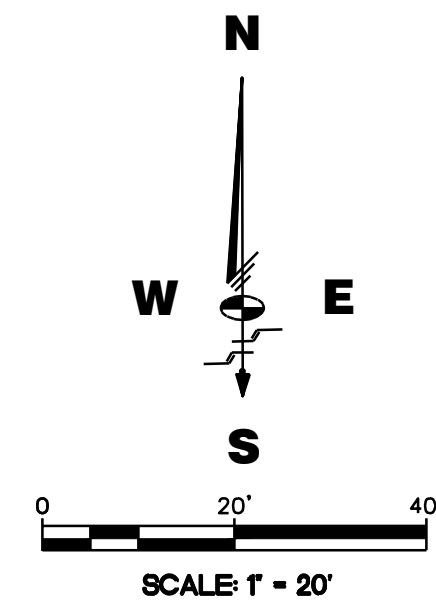
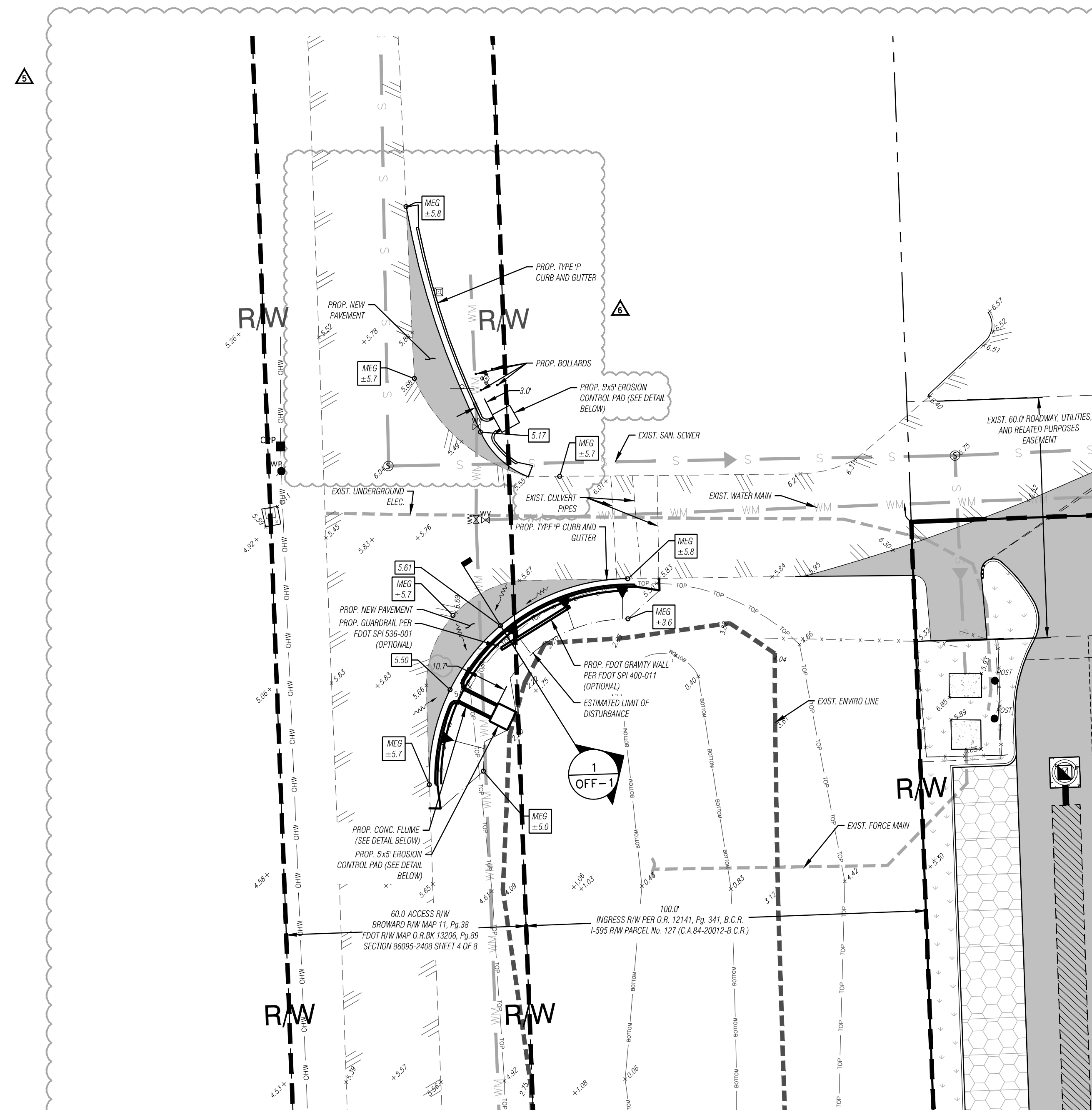


|                                                    |
|----------------------------------------------------|
| SIGN DATE: SEPTEMBER 3, 2020                       |
| POSITION: ASST. VICE-PRESIDENT                     |
| THIS SEAL HAS BEEN ORIGINALLY SIGNED AND SEALED BY |
| LUIS F. LEON, ASST. VICE PRESIDENT                 |
| 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                                             |
| STATUS:                                            |
| PERMIT SET                                         |
| SHEET NAME:                                        |
| FP-1                                               |
| SHEET 17 OF 19                                     |



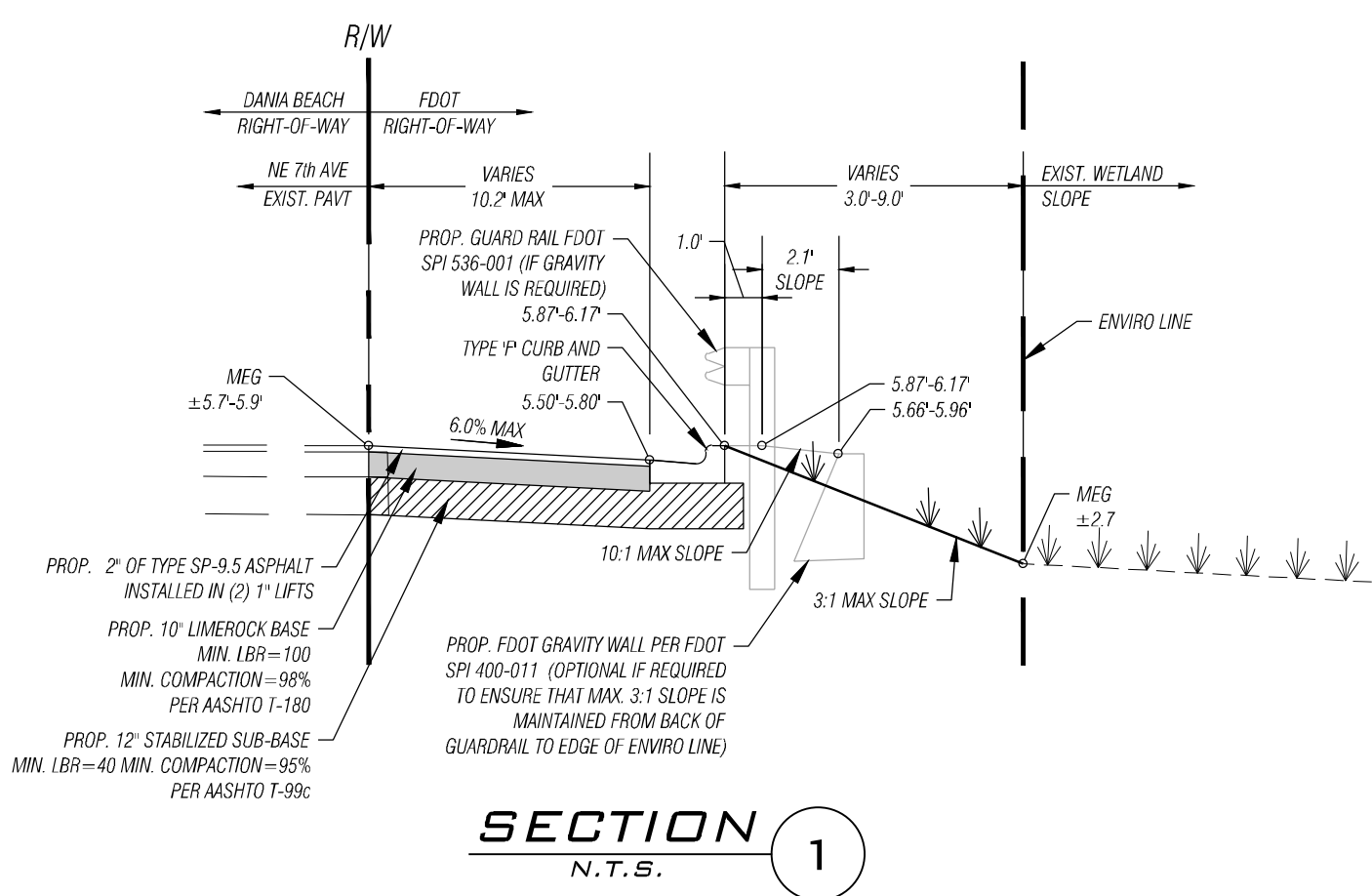
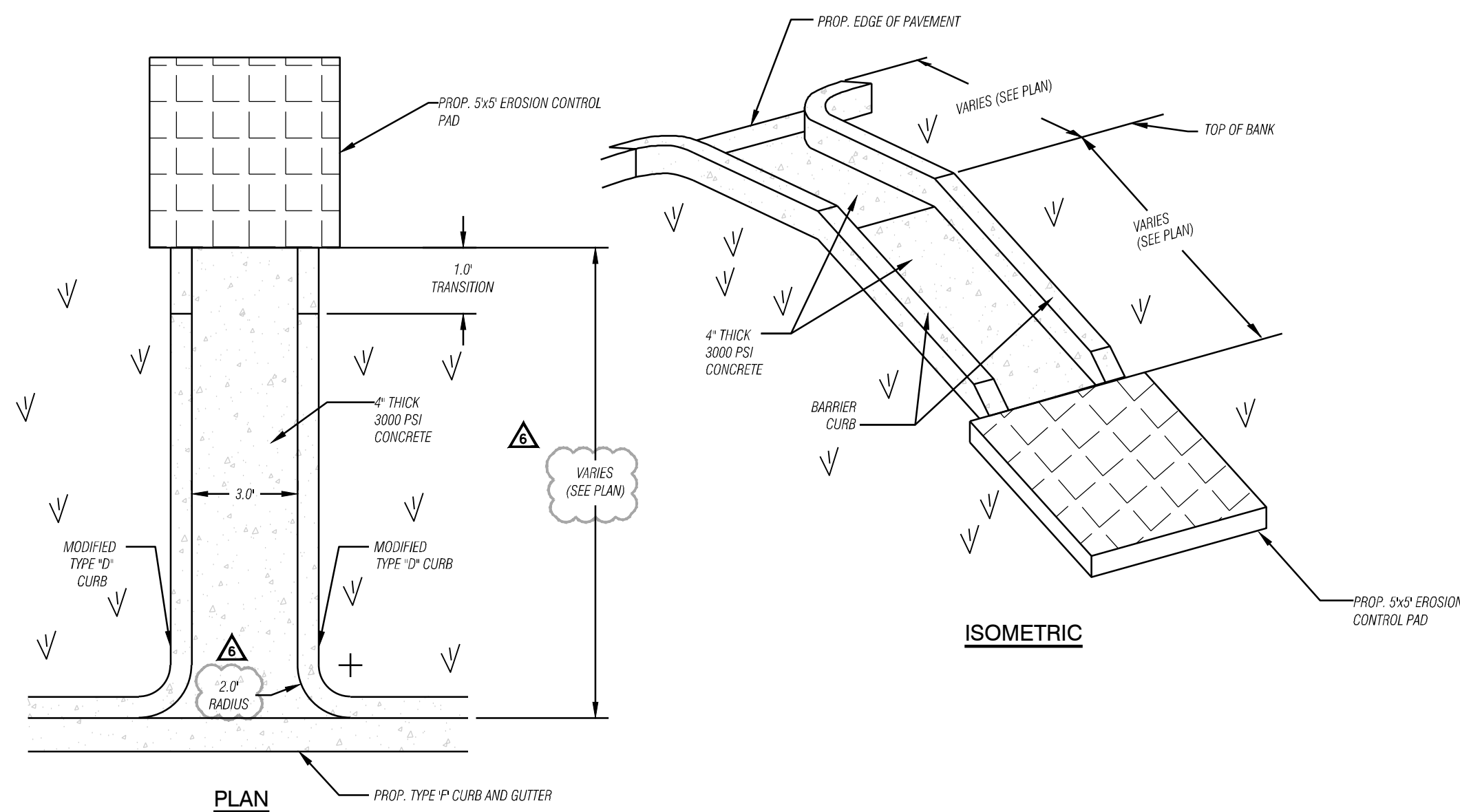
[illegible]





**PAVEMENT MARKING NOTES:**

1. ALL PAVEMENT MARKING SHALL BE TRAFFIC PAINT UNLESS OTHERWISE MENTIONED
2. TRAFFIC SIGNS SHALL MEET BROWARD COUNTY HIGHWAY & TRAFFIC ENGINEERING DIVISION STANDARDS (SEE PM-1).



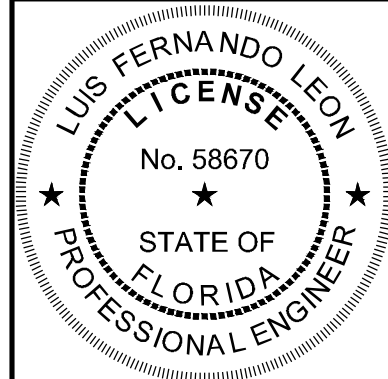
| REVISIONS |                                   |           |     |
|-----------|-----------------------------------|-----------|-----|
| No.       | DESCRIPTION                       | DATE      | BY  |
| 1         | BROWARD COUNTY CANTS              | 6/3/2020  | SVJ |
| 2         | DAMA BEACH CANTS                  | 6/3/2020  | SVJ |
| 3         | REMOVED DRAINAGE WELL CONNECTIONS | 7/13/2020 | UPJ |
| 4         | BROWARD COUNTY CANTS              | 7/30/2020 | SVJ |
| 5         | DAMA BEACH CANTS                  | 7/30/2020 | SVJ |
| 6         | DAMA BEACH CANTS                  | 8/31/2020 | SVJ |

**SSA** SCHWEBKE  
**SHISKIN**  
+ ASSOCIATES

**CIVIL ENGINEERS | LAND SURVEYORS** CA #87 | LB #87  
TEL: (954)435-7010 3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025  
[WWW.SHISKIN.COM](http://WWW.SHISKIN.COM)

**PANATTONI DANIA BEACH SITE**  
OFFSITE IMPROVEMENTS  
PLAN  
CITY OF DANIA BEACH, FLORIDA  
SECTION 26 - TOWNSHIP 50, RANGE 42

|                     |
|---------------------|
| FILE No. B-2044     |
| DESIGNED BY: S.J.   |
| DESIGNED DATE: 2/20 |
| DRAFTED BY: S.J.    |
| CHECKED BY: L.F.L   |
| SCALE: SEE PLAN     |



SIGN DATE: SEPTEMBER 3, 2020

POSITION: ASST. VICE-PRESIDENT

THIS ITEM HAS BEEN DIGITALLY SIGNED  
AND SEALED BY  
LUN F. LEON, ASSIST. VICE PRESIDENT  
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.

|                                     |
|-------------------------------------|
| <b>STATUS:</b><br><b>PERMIT SET</b> |
| <b>SHEET NAME:</b><br><b>OFF-1</b>  |
| <b>SHEET 19 OF 19</b>               |



City of Dania Beach, Florida  
Department of Community Development  
Planning and Zoning Division  
(954) 924-6805 X3643  
(954) 922-2687 Fax

## Standard Development Application

- ☐ Administrative Variance  
☐ Land Use Amendment  
☐ Plat  
☐ Rezoning  
☒ Site Plan  
☐ Special Exception  
☐ Variance  
☐ Other: \_\_\_\_\_

Date Rec'd: \_\_\_\_\_

Petition No.: \_\_\_\_\_

(SEE APPLICATION TYPE SCHEDULE ON PAGES 3 & 4)

**THIS APPLICATION WILL NOT BE ACCEPTED UNTIL IT IS COMPLETE AND SUBMITTED WITH ALL NECESARRY DOCUMENTS.** Refer to the application type at the top of this form and "Required Documentation" checklist to determine the supplemental documents required with each application. For after the fact applications, the responsible contractor of record shall be present at the board hearing. Their failure to attend may impact upon the disposition of your application. As always, the applicant or their authorized legal agent must be present at all meetings. All projects must also obtain a building permit from the City Building Division. For more information please reference the **Dania Beach Land Development Code Part 6, Development Review Procedures and Requirements.**

Location Address: 1900 NE 7th Ave.

Lot(s): \_\_\_\_\_ Block: \_\_\_\_\_ Subdivision: \_\_\_\_\_

Recorded Plat Name: Nisa Plat, Parcel B

Folio Number(s): 504226090020 Legal Description: Nisa Plat, 147-14 Parcel B

Applicant/Consultant/Legal Representative (circle one) Hope Calhoun - Dunay, Miskel, Backman, LLP

Address of Applicant: 90 Park Ave. 32nd Floor New York, NY 10016

Business Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Name of Property Owner: GPT Dania Beach Owner, LLC/Sonya A Huffman, COO

Address of Property Owner: Same as applicant

Business Telephone: \_\_\_\_\_ Home: \_\_\_\_\_ Fax: \_\_\_\_\_

**Explanation of Request:** Site plan to construct an 83,693 sq. ft. warehouse/industrial building  
*For Plats please provide proposed Plat Name for Variances please attach **Criteria Statement** as per Section 625.40 of the Land Development Code.*

Prop. Net Acreage: 4.33 Gross Acreage: 4.33 Prop. Square Footage: 188,864

Existing Use: Vacant land Proposed Use: General industrial warehouse use



Is property owned individually, by a corporation, association, or a joint venture? The property is owned by a limited liability company

**AUTHORIZED REPRESENTATIVE**

I/we are fully aware of the request being made to the City of Dania Beach. If I/We are unable to be present, I/we hereby authorize Hope Calhoun - Dunay, Miskel, Backman, LLP (individual/firm) to represent me/us in all matters related to this application. I/we hereby acknowledge that the applicable fee was established to offset administrative costs and is not refundable.

I/we are fully aware that all approvals automatically expire within 12 months of City of Dania Beach Planning and Zoning Board or City Commission approval, or pursuant to the expiration timeframe listed in Part 6 of the Dania Beach Land Development Code.

STATE OF FLORIDA NEW YORK  
COUNTY OF BROWARD KINGS  
The foregoing instrument  
was acknowledged

By: [Signature]  
(Owner / Agent signature\*)

BEFORE ME THIS 2<sup>th</sup> DAY OF April, 2020

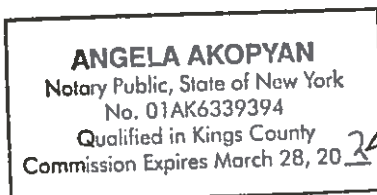
By:

Brian W. Hester  
(Print name of person acknowledging)

\_\_\_\_\_  
(Joint owner signature if applicable)

Notary

(Signature of Notary Public – State of NEW YORK)



Personally known ☒ or Produced Identification \_\_\_\_\_

Type of identification produced: \_\_\_\_\_ or Drivers License \_\_\_\_\_

**\*If joint ownership, both parties must sign. If partnership, corporation or association, an authorized officer must sign on behalf of the group. A notarized letter of authorization from the owner of record must accompany the application if an authorized agent signs for the owner(s).**

**NO APPLICATION WILL BE AUTOMATICALLY SCHEDULED FOR A MEETING.**

**ALL APPLICATIONS MUST BE DETERMINED COMPLETE BY STAFF  
BEFORE PROCESSING OCCURS.**





38-20

PLAN

ATTONI

h AVENUE

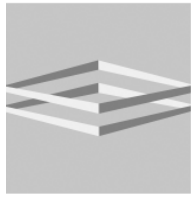
ER  
PROPERTY



BEACH  
T. LOVE IT.

Feet  
1,290 1,720





**GPT Dania Beach  
Site Plan Comment Responses  
SP-038-20  
Issue Date: May 29, 2020  
Response Date: July 2, 2020**

**Department:** Traffic Engineering  
**Reviewer:** Xavier R. Falconi, PE  
**Phone:** (954) 766-2735

1. The applicant's traffic engineer will be submitting a traffic impact study methodology for review and approval. After approval, the study will be submitted for review as part of this application.

**Response: The report has been provided with this submittal.**

**Department:** Engineering  
**Reviewer:** Mohammed Sharifuzzaman

**Tier One-Mandatory Comments**

1. Please provide copy of all recorded easements within the plat limits.

**Response: All recorded easements are shown on the survey/plat. Please refer to the survey/plat.**

2. Please provide a copy of Existing Plat or new Plat if available.

**Response: A copy of the existing plat has been included with this submittal.**

3. All existing and proposed easements shall be shown on proposed Site Plan, PGD plans, Water & Sewer Plan, and Pavement marking and Signage Plans.

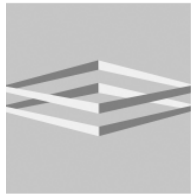
**Response: See sheet AD-1.1 for all existing and proposed easements.**

4. Please show all existing utilities including sanitary FM as applicable.

**Response: Location of existing utilities have been shown, based on ground penetrating radar, as requested.**

5. Please indicate existing private or public gravity sanitary main on the plans as applicable.

**Response: Private/Public utilities have been distinguished, as requested.**



6. Please show the existing Water Main to the full extent within the site and offsite as applicable. Indicate either private or public as applicable.

**Response: Water Main has been shown to the full extent possible based on field investigation and ground penetrating radar data. Per GoToMeeting with Mr. Sharifuzzaman on June 19, 2020, this configuration is acceptable.**

7. Additional asphalt pavement restoration will be required within the adjacent parcel and for lift station access. Please revise the plans accordingly.

**Response: Asphalt pavement restoration has been included to the plans, as requested. Please refer to sheet WS-1.**

8. 20' wide paved access for lift station shall be required. Access to existing lift station shall not be conflicting with proposed traffic movements. Revise the shared access drive accordingly.

**Response: Per GoToMeeting with Mr. Sharifuzzaman on June 19, 2020, the existing 14' wide (full width of the existing gate) x (+/-) 20' deep asphalt driveway will be restored, as requested. Please refer to sheet PD-1.**

9. Please address the existing chain link fence. Will the fences be modified?

**Response: See sheet AD-1.1 and Civil drawings, the chain link gate will be removed and fence will remain.**

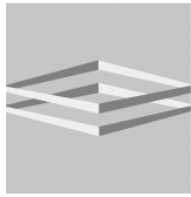
10. Please provide looped water main and eliminate the plug. Provide separate lines for the Fire Service and Water Service laterals.

**Response: Separate lines for the fire line and domestic water services were provided, as requested. Per GoToMeeting with Mr. Sharifuzzaman on June 19, 2020, we will tap the existing water main for the fire and domestic water service. A 6" main dead-end extension will be granted solely to service the fire hydrant.**

11. Please provide a copy of Wetland delineation map approved by Broward County or Florida Department of Environmental Protection. Please demonstrate that the proposed improvements will not impact the existing wetland or preserve areas.

**Response: A copy of the wetlands determination letter from Broward County has been provided, as requested.**





12. Please provide required buffer at the NE corner of the property. The asphalt pavement shall have buffer from east property line.

**Response: The required buffer at the NE corner of the property has been provided, as requested. Please refer to sheets PD-1 & AD-1.1.**

13. Limits of proposed Turf Block and Asphalt pavement are inconsistent between Site Plan and engineering plans.

**Response: The proposed turf block and asphalt pavement has been coordinated between the civil and architectural disciplines, as requested.**

14. The maximum slope shall be 4:1 for swale area. Maximum slope for all other areas green areas shall be 3:1 maximum.

**Response: Comment acknowledged. Swales have been modified, as requested. Please refer to sheet PD-2 for the modification.**

15. Provide drawing file (dwg or dgn) disk of the approved site plan in Florida State Plane Coordinate (NAD 83). This should be addressed as part of the final submittal.

**Response: Comment acknowledged. Upon site plan approval, a disk will be provided with the project in .dwg format in Florida State Plan Coordinates.**

16. A Preliminary PGD Plan was provided with a Preliminary Drainage Calculations missing. Please submit preliminary drainage report. BC future water table map shall be utilized for drainage design.

**Response: Drainage calculations have been provided, as requested. The Broward County Future Water Table of 2.0' NAVD was utilized for the design.**

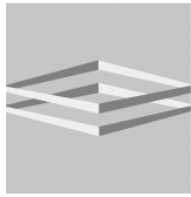
17. In compliance with article 805. CONCURRENCY OF DETERMINATIONS of the City Code of Ordinances, applicants shall provide projected water, sewage and solid waste generations amounts in tabular format.

**Response: Projected water, sewage, and solid waste general amounts were provided. Please refer to sheet WS-1.**

18. Identify Right of Way width dimensions, Property and Center Lines, swale and landscape areas, sidewalk, etc. along abutting roadways to the project.

**Response: See sheet AD-1.1 for identified Right of Way with dimensions.**





19. Please verify if any access easement will be required for the proposed project. Such access easements shall be included in the Site Plan and other engineering plans.

**Response: No access easement will be required for this project. Entrance is within an existing 60' access and utility easement.**

20. Please indicate traffic movement/pattern through the shared access easement and driveway. Please provide additional signs, stop bars as required.

**Response: Traffic circulation arrows have been added to the pavement marking plan for clarification. Please refer to sheet PM-1.**

21. All required off-street parking spaces shall be clearly delineated by a single four-inch wide, white, painted striping wherever a hard-paved parking surface is required, except that striping shall not be required for:
- Stacked parking, where permitted within residential driveways;
  - Brick-paved parking surfaces, in which case wheel stops or alternating paver colors shall be substituted for striping in order to clearly delineate parking space boundaries.

**Response: Off-street parking space detail has been revised, as requested. Please refer to sheet PM-2.**

**Tier Two-Must be Completed at Time of Building Permit**

1. Additional comments may apply and will need to be addressed prior to Building Permit approval.

**Response: Noted.**

**Department: Broward Sheriff's Office-Fire Rescue**

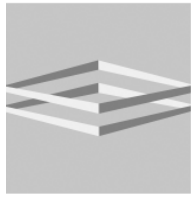
**Reviewer: Melissa Torres**

**Tier One-Mandatory Comments**

Deficiencies were identified on your plan during our plan review process. Please provide the following:

- Fire Department Access Information as follows:
  - All turning radii (demonstrated) –Sheet AD.1- Show the 38' / 50'- Entry and exit
  - Provide a note on sheet AD.1 that paved roads will hold 32 tons for the fire truck.
  - Show fire department entry and exit.

**Response: See sheet AD-1.1 for added turning radii, note regarding paved roads and fire department entry and exit. Fire department entry and exit to the site is through the existing access easement. Please refer to the fire site plan on sheet FP-1.**



2. Water Supply Information as follows:

- a. All existing and proposed water main sizes

**Response: All existing and proposed water main sizes have been labeled, as requested. Please refer to sheet WS-1.**

- b. Existing and proposed fire hydrant locations (Provide distances between hydrants)

**Response: All existing and proposed fire hydrant locations and distances have been provided. Please refer to the fire site plan on sheet FP-1.**

- c. Locations of all fire department connections (Siamese and Fire Hose Valves on standpipes) on the interior and exterior of the building or structure (for buildings or structures with fire sprinkler systems)

**Response: Locations of fire department connections have been provided, as requested. Please refer to the fire site plan on sheet FP-1.**

- d. FDC'S can't be more than 100 feet from the hydrant. NFPA 14: 6.4.5.4

**Response: Fire department connection is less than 100 feet from the hydrant. Please refer to the fire site plan on sheet FP-1.**

3. Proof of Water Supply & Fire Flow Demand as follows:

- a. Fire Hydrant Flow Test

**Response: A fire hydrant flow test has been provided, as requested.**

- b. Building Construction Type and Square Footage

**Response: Building is Type II(000). Square Footage of Building is 82,198 sf.**

- c. Fire Flow Demand Calculations Signed and Sealed by Licensed Engineer

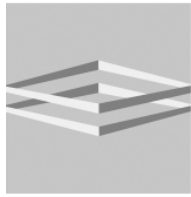
**Response: Fire Flow Demand Calculations have been provided and signed & sealed by a licensed professional engineer, as requested.**

- d. A completed Application for the Approval of the Fire Protection Water Supply Design (See the last page of this document)

**Response: A completed Application for the Approval of the Fire Protection Water Supply Design form has been provided, as requested.**

- e. Statement of verification from the design professional of record, on official company letterhead, that the proposed water main sizing, fire hydrant spacing, and fire hydrant locations, are in compliance with the Broward County Land Use Code and the Florida Fire Prevention Code. (This document shall bear the seal and signature of the engineer).

**Response: A statement of verification has been provided, as requested.**



**Tier Two Comments-Must be Completed at Time of Building Permit**

Deficiencies were identified on your plan during our plan review process. Please provide the following:

4. Additional Fire Department Access Information as follows:  
a. Fire Lane locations and striping detail (demonstrated)

**Response: Fire lane locations and striping detail have been provided, as requested. Please refer to the fire site plan on sheet FP-1.**

- b. "NO PARKING" sign locations and sign details demonstrated

**Response: "NO PARKING" sign locations and details have been provided, as requested. Please refer to the fire site plan on sheet FP-1.**

- c. A note or detail identifying the design load for surface compaction of all non-paved roadways and/or Fire Department Access Roads (where applicable)- Must be able to hold 32 tons

**Response: Note has been provided, as requested. Please refer to the fire site plan on sheet FP-1 and the paving and drainage plan on sheet PD-1.**

- d. Building Accessibility

**Response: Means of ingress/egress have been identified on the fire site plan, as requested. Please refer to sheet FP-1.**

- e. Fire Department Access Routes During Construction

**Response: A plan has been provided to demonstrate the fire department access route during construction. Please refer to sheet FP-2.**

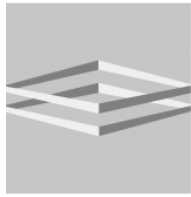
- f. Provide a note on the landscape plan that fire hydrants won't be blocked and visible.

**Response: Note has been added, as requested. Please refer to sheet L-1.**

5. Additional Water Supply Information as follows:

- a. Locations of all Post Indicating Valves or Underground Gate Valves, Double Detector Check Valves, etc.

**Response: Locations of all PIVs and DDCVs have been shown, as requested. Please refer to the fire site plan on sheet FP-1 and the water & sewer plan on sheet WS-1.**



6. A detail sheet accompanying the Civil Plans with the following details:
- a. Roadway Pavement Marker (RPM) Detail for Fire Hydrant Locations (Blue Reflective Markers) (Red for FDC'S)

**Response: Details for the RPMs and Fire Hydrant Locations have been provided, as requested. Please refer to the fire site plan on sheet FP-1.**

- b. Post Indicating Valve Detail (where applicable)

**Response: A PIV Detail has been provided, as requested. Please refer to sheet WS-3.**

- c. Underground Gate Valve Detail (where applicable)

**Response: A gate valve detail has been provided, as requested. Please refer to sheet WS-3.**

- d. Backflow Preventer / Double Detector Check Valve (DDCV) Detail (where applicable) that identifies the DDCV as being listed for Fire Use

**Response: DDCV detail has been provided, as requested. Please refer to sheet WS-3.**

- e. Signage Detail for the Fire Department Connections (where applicable)

**Response: A signage detail for the fire department connection has been provided, as requested. Please refer to the fire site plan on sheet FP-1.**

## **ATTENTION CONTRACTORS & DESIGN PROFESSIONALS**

### **EFFECTIVE IMMEDIATELY**

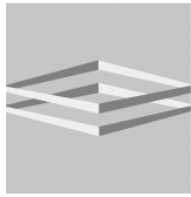
NFPA 1:11.10 Requires minimum radio signal strength for fire department communications to be maintained at a level determined by the AHJ for all new and existing buildings.

**Response: Noted.**

The Owner's Rep or GC shall conduct a Preliminary Initial Assessment to determine if the minimum radio signals strength for fire department communication is in compliance with Broward County standards.

**Response: Noted.**





Prior to any testing, the occupancy shall be structurally completed with all interior partitions, windows and doors installed.

**Response: Noted.**

An assessment will be conducted by the Owner's Rep or GC to determine if the minimum radio signals strength for fire department communication in the occupancy is in compliance, in accordance with NFPA 1: 11.10.1 and NFPA 72: 24.5.2.2.1 through 24.5.2.2.3.

**Response: Noted.**

Radio coverage shall be provided throughout the building as a percentage of floor area as specified below in accordance with NFPA 72: 14.4.12.1.2 through 14.4.12.1.4 and NFPA 24.5.2.3.

1. A test "grid" plan shall be produced to ensure testing throughout the building.
2. Signal levels shall be measured to ensure the system meets the criteria of 24.5.2.3 according to parameters as follows:
  - a. 24.5.2.3.1 Inbound.
  - b. A minimum inbound signal strength of -95 dBm, or other signal strength as required by the authority having jurisdiction, shall be provided throughout the coverage area.
  - c. 24.5.2.3.2 Outbound.

**Response: Noted.**

A minimum outbound signal strength of -95 dBm at the donor site, or other signal strength as required by the authority having jurisdiction, shall be provided for the coverage area.

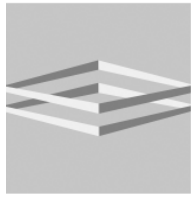
**Response: Noted.**

Critical areas, such as the emergency command center(s), the fire pump room(s), exit stairs, exit passageways, elevator lobbies, standpipe cabinets, sprinkler sectional valve locations, and other areas deemed critical by the authority having jurisdiction, shall be provided with 99 percent floor area radio coverage.

**Response: Noted.**

General building areas shall be provided with 90 percent floor area radio coverage.

**Response: Noted.**



#### **ACCEPTANCE**

1. If three nonadjacent areas fail the test with less than -95 decibels per milliwatt (-95 dBm), and /or a DAQ3 or below; or if two adjacent areas fail with less than -95 decibels per milliwatt (-95 dBm), and/or a DAQ3 or below, the GC will be required to pull separate plans and permit and install an IPSRES; In-Building Public Safety Radio Enhancement Systems; and/or

**Response: Noted.**

2. If there is less than 99 percent floor area radio coverage to all Critical areas, or less than 90 percent floor area radio coverage to all General building areas, the GC will be required to pull separate plans and permit and install an IPSRES; In-Building Public Safety Radio Enhancement Systems.

**Response: Noted.**

**THE FOLLOWING INFORMATION IS PROVIDED FOR EXPLANATORY PURPOSES ONLY. THE NOTES BELOW CONTAIN MORE SPECIFIC INFORMATION AS IT RELATES TO THE COMMENTS YOU MAY HAVE RECEIVED IN YOUR SITE PLAN REVIEW FROM THE FIRE MARSHAL'S OFFICE. FIRE DEPARTMENT ACCESS REQUIREMENTS**

#### **ADDRESS IDENTIFICATION**

New and existing buildings shall have approved address numbers placed in a position to be plainly legible and visible from the street or roadway fronting the property. [NFPA 1:10.12.1.1] The address shall be posted at the construction site upon the start of construction.

**Response: Noted.**

Address numbers shall contrast with their background. Numerals shall be not less than three inches in height for residential buildings, structures, or portions thereof, and at least six inches in height for all other buildings, structures, or portions thereof. [NFPA 1:10.12.1.2]

**Response: Noted.**

Where address identification is required by the fire official on other elevations of buildings, structures, or portions thereof, such numbers shall be not less than three inches in height for residential and at least six inches in height for all other buildings, structures, or portions thereof. [NFPA 1:10.12.1.2.1]

**Response: Noted.**

Address numbers shall be Arabic numerals or alphabet letters. [NFPA 1:10.12.1.3]

**Response: Noted.**

#### **GENERAL DRIVE AISLES WIDTH AND HEIGHT**

Drive aisles must be a minimum of 12 feet in width. [AHJ]

**Response: Noted.**

#### **VERTICAL CLEARANCES FOR APPARATUS**

Vertical clearances of 14 ft. minimum are required by AHJ.

**Response: Noted.**

#### **FIRE APPARATUS ACCESS ROADS IDENTIFIED AND MARKED**

Fire Apparatus Access Roads are required to be identified and delineated. [AHJ; 1:18.2]

**Response: Noted.**

#### **WIDTH REQUIREMENT FOR FIRE DEPARTMENT ACCESS ROADS**

Fire Department access roads shall have an unobstructed width of not less than 20 feet. [1:18.2.3.4.1.1]

**Response: Noted.**

#### **WIDTH & SIGNAGE REQUIREMENTS FOR CURBSIDE VEHICLE PARKING IN FIRE DEPARTMENT ACCESS LANES**

- Fire Department Access Roads 20 Ft. to 27 Ft. – “NO PARKING” Signs on both sides of the road.
- Fire Department Access Roads 28 Ft. to 35 Ft. – “NO PARKING” Signs on one side of the road
- Fire Department Access Roads 36 Ft. or greater – No signage required. [AHJ]

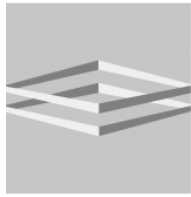
**Response: Noted.**

#### **“NO PARKING” SIGNAGE, PAINTED CURBS AND / OR FIRE LANE STRIPING REQUIRED FOR FIRE LANES, FIRE DEPARTMENT ACCESS ROADS AND IN FRONT OF FIRE DEPARTMENT CONNECTIONS**

Fire Lanes, Fire Department Access Roads and the areas in front of the fire department connections, shall be designated by yellow painting, striping, or markings on the curbs and roadways.

- Provide a curb detail note to indicate that all curbs are to be painted yellow.
- All pavement markings shall be of thermoplastic paint.
- Demonstrate that these areas are to be marked with freestanding signs with the wording, “**NO PARKING FIRE LANE BY ORDER OF THE FIRE DEPARTMENT**” or similar wording.
- Such signs shall be 12 inches by 18 inches with a white background and red letters.
- These signs shall be a maximum of seven feet in height from the roadway to the bottom of the sign.
- These signs shall be within sight of the traffic flow and be a **maximum of 60 feet apart**. [1:18.2.3.5]

**Response: Noted.**



#### **SURFACE COMPACTION**

- Demonstrate that the required Fire Department access road shall have a surface designed to:
- Accommodate fire apparatus with a minimum weight of 32 tons. [1:18.2.2.1.3]
- Have a surface suitable for all-weather driving capabilities. [1:18.2.2.5.2] – Examples: Turf Block,
- Concrete, Stone, etc.

**Response: Noted.**

#### **OBSTRUCTION OF FIRE DEPARTMENT ACCESS ROADS**

- The required width of a fire department access road shall not be obstructed in any manner.
- [1:18.2.4.1.1]

**Response: Noted.**

#### **GATES REQUIREMENT**

-Where gates are utilized, provide a Knox entry system to allow Fire Department Access [1:18.2.2.1] <https://www.knoxbox.com/store/chooseDepartment.cfm> and select Dania Beach District Fire Marshal's Office. Phone number for Knox Customer service is as follows: 800-552-5669.

**Response: Noted.**

#### **TURNING RADIUS**

Turning radii must be a minimum of 38 ft. inside radius and 50 ft. outside radius with a clear sweep of 12 ft. of drive aisle for all Fire Department access roads / lanes (Turning radius requirements for Rescue Apparatus

**Response: Noted.**

Access areas is 26' outside radius and 14' inside radius) [1:18.2.3.4.3]

**Response: Noted.**

When demonstrating Turning Radii, all parking spaces must be a minimum of 18' in length.

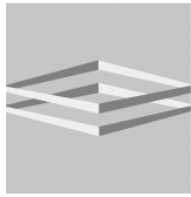
**Response: Noted.**

#### **CUL-DE-SACS**

Cul-de-sac turnarounds must be no less than 100 ft. in diameter.

**Response: Noted.**





#### **DEAD ENDS**

Dead-end fire department access roads in excess of 150 ft. in length shall be provided with approved provisions for the turning around of fire apparatus (Hammerhead "T" Turn-around, Cul-de-sacs, Alternative (Modified) "T" Turn-around, etc.). [1:18.2.3.4.4]

**Response: Noted.**

#### **BUILDING ACCESSIBILITY FROM FIRE DEPARTMENT ACCESS ROADS**

Any portion (furthest point) of any 1 Floor exterior wall must be:

- Not more than 150 ft. from Fire Department Access Roads – Un-sprinklered Buildings. [1:18.2.3.2.2]
- Not more than 450 ft. from Fire Department Access Roads – Sprinklered Buildings. [1:18.2.3.2.2.1]

**Response: Noted.**

#### **DISTANCE TO EXTERIOR DOORS OF BUILDINGS FROM FIRE DEPARTMENT ACCESS ROADS**

A single exterior door providing access to the interior of any building must be located within 50 feet of a fire department access road. [1:18.2.3.2.1]

**Response: Noted.**

#### **BRIDGES**

The bridge shall be designed for a live load sufficient to carry the imposed loads of fire apparatus with a minimum weight of 32 tons. [1:18.2.3.4.5.2]

**Response: Noted.**

#### **LOAD LIMITS TO BE POSTED**

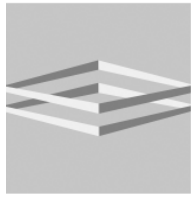
Vehicle load limits shall be posted at both entrances to bridges, ramps and elevated roadways where required by the AHJ. [1:18.2.3.4.5.3]

**Response: Noted.**

#### **GRADE**

The angle of approach and departure for any means of fire department access shall not exceed 1 foot drop in 20 feet (5%), and the design limitation of the fire apparatus of the fire department shall be subject to approval by the AHJ. [1:18.2.3.4.6.2\*]

**Response: Noted.**



**FIRE HYDRANTS & FIRE PROTECTION APPLIANCES REQUIREMENTS**

**HYDRANT DETAIL REQUIREMENTS**

Please provide fire hydrant detail in accordance with the following:

- The center of a hose outlet shall be not less than 18 inches above final grade, (or where located in a hose house, 12 inches above the floor) [24:7.3.3]
- The Steamer opening is to be 4 1/2 inches in size with four (4) National Standard Threads per inch.
- All fire hydrants shall be "traffic type" to break-away upon impact.
- The fire hydrant main body valve shall open against the flow and shall close with the flow.

**Response: Noted.**

**BLUE REFLECTIVE HYDRANT MARKERS**

Provide one (1) blue double-reflective department of transportation type road marker (Roadway Pavement Marker (RPM)) to be adhered to the hard surfaces of the roadway in the middle of the lane nearest to, and directly in front of each newly installed fire hydrants. [AHJ]

**Response: Noted.**

**IMPACT PROTECTION**

Provide bollards consisting of three inch steel pipe buried at three feet deep, with three feet of height above ground level and spaced three feet apart, These bollards are to be filled with concrete and capped are acceptable. [24:7.3.5] [24:7.3.6] [13:8.15.1.3.2]

**Response: Noted.**

**CLEARANCE REQUIREMENTS FOR FIRE HYDRANTS**

Provide clearances of 36" in circumference around all fire hydrants. [1:18.5.3]

**Response: Noted.**

**HYDRANT SPACING FOR COMMERCIAL PROPERTY**

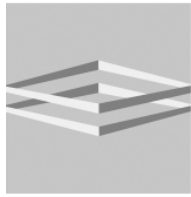
Hydrant spacing shall not exceed 350 feet linear separation (as the fire apparatus drives) for commercial properties (to also include apartment buildings, condominiums, townhouses, etc.) [24:7.2.1] [AHJ]

**Response: Noted.**

**HYDRANT SPACING FOR PRIVATE RESIDENTIAL PROPERTY**

Hydrant spacing shall not exceed 500 feet linear separation for residential one and two family dwellings. [24:7.2.1] [AHJ]

**Response: Noted.**



Hydrants shall be located not less than 40 ft. from the building or wall hydrants shall be permitted to be used where approved by the AHJ. [24:7.2.4]

**Response: Noted.**

#### **STANDPIPE SYSTEMS REQUIRED**

Provide a Class I standpipe system in accordance with the provisions of N.F.P.A. 1, Section 13.2.2.2 and NFPA 14, where any of the following conditions exist:

More than three stories above grade where the building is protected by an approved automatic sprinkler system.

More than two stories above grade where the building is not protected by an approved automatic sprinkler system.

More than 50 ft. above grade and containing intermediate stories or balconies

More than one story below grade

More than 20 ft. below grade

**Response: Noted.**

#### **LOCATIONS OF SIAMESE FIRE DEPARTMENT CONNECTIONS**

Fire department connections shall be located:

- On the street side of buildings.
- Where fully visible and recognizable from the street or nearest point of fire department apparatus accessibility.
- And arranged so that hose lines can be attached to the inlets without interference from nearby objects, including buildings, fences, posts, or other fire department connections. [14:6.3.5.1]
- Not more than 100 ft. from the nearest fire hydrant connected to an approved water supply. [14:6.3.5.4]
- On the same side of the roadway or fire lane as the nearest fire hydrant. [AHJ]
- Within three ft. (3') of the curb line of fire lanes, streets. [AHJ]
- In a place that will allow a space four feet (4') on both sides of the fire department connection centerline that must be kept open at all times.

**Response: Noted.**

#### **SIGNAGE FOR FIRE DEPARTMENT CONNECTIONS**

The FDC must be identified as to the building (complete address) or portion of the building it serves.

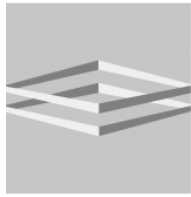
**Response: Noted.**

Provide a permanent tactile sign at the FDC to meet the above requirement. [14:6.3.5.3]

**Response: Noted.**

A sign also shall indicate the pressure required at the inlets to deliver the system demand. [14:6.3.5.2.2]

**Response: Noted.**



Each fire department connection shall be designated by a sign having raised letters, at least 1 inch in height, cast on a plate or fitting that reads “STANDPIPE”, “STANDPIPE AND AUTOSPKR” or “AUTOSPKR AND STANDPIPE”. [14:6.3.5.2]

**Response: Noted.**

#### **RED REFLECTIVE HYDRANT MARKERS**

Provide one (1) Red double-reflective department of transportation type road marker (Roadway Pavement Marker (RPM)) to be adhered to the hard surfaces of the roadway in the middle of the lane nearest to, and directly in front of each newly installed fire FDC. [AHJ]

**Response: Noted.**

#### **BACKFLOWS REQUIRED (See NFPA 13, Chapter 15, Section A.15.1.8 & Handbook)**

Provide a Backflow Prevention Assembly for the Fire Sprinkler System that meets the following requirements:

- All backflow preventors must be Accessible for service and maintenance [13:8.16.4.6]
- All backflow preventors must be Listed for fire protection service [24:5.4.2]
- All backflow preventors must be installed above ground [AHJ]

**Response: Noted.**

#### **WATER SUPPLY REQUIREMENTS**

**PRIVATE FIRE SERVICE MAINS CONNECTION FROM WATERWORKS SYSTEMS** By P.I.V. [24:5.5] or Underground Gate Valve [24:6.1.5]

**Response: Noted.**

**POST INDICATING VALVES TO BE LOCATED MIN. 40 FT. FROM BLDGS.**

Post indicating valves shall be located not less than 40 ft. from buildings [24:6.3.3.1]

**Response: Noted.**

#### **DISTRIBUTION SYSTEMS TO BE LOOPED**

All distribution systems shall be designed to reduce the dead-end mains and provide a loop for new and existing mains.

**Response: Noted.**





Gary Dunay

Bonnie Miskel

Scott Backman

Eric Coffman

Melanie Brill

Hope Calhoun

Dwayne Dickerson

Ele Zachariades

Matthew H. Scott

Christina Bilenki

Lauren G. Odom

### **FIRE SERVICE MAIN SIZE – 8”**

Hydrant mains must be sized in accordance with the requirements of the Public Services Department (typically requiring a minimum 8” diameter), and must be able to accommodate the fire flow demand for the project but in no case can be less than 6” in diameter [24:7.1.1]

**Response: Noted.**

### **SPRINKLER SYSTEM REQUIRED**

Buildings 3 or more stories in height and 3 or more units attached shall be equipped with a complete automatic fire sprinkler system. Completed engineered fire sprinkler drawings are required with construction document submittal. Please Note. [FBC 903.6.]

**Response: Noted.**

### **FIRE HYDRANT FLOW TEST REQUIREMENTS**

Fire Hydrant Flow Tests are required for all new projects to determine the available water supply in the area for your project. The Hydrant Flow Test must be in accordance with the Broward County Amendments (Effective February 13, 2016) to the Florida Fire Prevention Code (5 Edition), Section F-112. This test must be performed by a qualified company of the builder’s choice. In addition, the static pressure at the water main shall be determined by a recorded method (ie. water wheel) for a minimum twenty-four (24) hour period. The actual flow test must be witnessed by, and recorded data sent to the Broward Sheriff’s Office Fire Marshal’s Bureau, Dania Beach District in any area where water is being supplied by the City of Dania Beach Public Services.

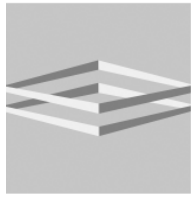
If the water is being supplied by Broward County, the entire hydrant flow test is to be performed by Broward County O.E.S. Please contact the Broward Sheriff’s Office Fire Marshal’s Bureau, Dania Beach District at (954)342-4262 for determination of where the water is being supplied from.

**Response: Noted.**

### **IDENTIFYING THE FIRE FLOW DEMAND FOR BUILDINGS AND STRUCTURES**

The Needed Fire Flow Requirements for all buildings / structures must be in accordance with N.F.P.A. 1 (2012 Ed.), Chapter 18, Section 18.4 for manual suppression efforts. Fire flow calculations must be prepared by a professional engineer currently licensed in the state of Florida **for each** newly constructed building or structure. Two original sets of signed and sealed calculations must be submitted to the Fire Marshal’s Office on the Engineer’s official letterhead for review and approval. Failure to follow the above requirements may result in delays for your project.

**Response: Noted.**



**REQUIREMENTS FOR THE FIRE FLOW TESTING OF WATER SUPPLY FOR AUTOMATIC FIRE PROTECTION SYSTEMS (AFPS) AND AUTOMATIC STANDPIPE SYSTEMS (ASS)**

The following are the requirements, as stipulated by the Broward County Amendments to the Florida Fire Prevention Code, for the Fire Flow Testing of the water supply for Automatic Fire Protection Systems (AFPS) and Automatic Standpipe Systems (ASS):

The fire flow requirement for buildings providing or requiring Automatic Fire Protection Systems (AFPS) and/or Automatic Standpipe Systems (ASS) must be in accordance with the Broward County Amendments (March 19, 2018) to the Florida Fire Prevention Code (6th Edition), Section F-112, NFPA 13 (2013 Ed.) and NFPA 14 (2013 Ed.)

**Response: Noted.**

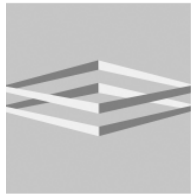
**Broward County Amendments to the Florida Fire Prevention Code  
Amendments Effective February 25, 2019**

**F-112 – Automatic Sprinklers Required**

**Response: Noted.**

F-112.1 – Fire flow testing of the Water Supply for Automatic Fire Protection Systems (AFPS) and Automatic Standpipe Systems (ASS) using water as an extinguishing agent for new buildings and structures and existing buildings and structures where the AFPS and ASS are altered by more than seventy-five (75) percent of their value shall be as follows:

- a) Fire flow test of the water supply for AFPS and ASS shall be in accordance with NFPA 291, Recommended Practice for Fire Flow Testing and Marking of Hydrants, Florida Administrative Code (FAC) 69A-60.
- b) The engineer of record (EOR) shall be responsible to review the fire flow results, potential drought impact and future demands to the water distribution system. Where the EOR determines that the water distribution system will be significantly impacted during drought conditions or as a result of anticipated future growth, the EOR shall provide a safety margin in the design of the AFPS/ASS. The EOR shall utilize NFPA 13 annex as a guide in reviewing water distribution systems. Design of the water flow for the AFPS and/or ASS shall be the same as that obtained from the fire flow test.
- c) The residual pressure at the required water flow at the connection to the water main for an AFPS and/or ASS shall not be less than 20 PSI.
- d) The static pressure at the water main shall be determined by a recorded method for a minimum twenty-four (24) hour period.



- e) Fire flow test data shall not be more than one (1) year prior to the plans, hydraulic calculations and submittals for the AFPS and/or ASS being submitted to AHJs for their review and acceptance. The results of the fire flow test shall be provided to the AHJ at the time of the submittal of the plans, hydraulic calculations and submittals for the water based AFPS and/or ASS.

**Response: Noted.**

**Department: Flood**

**Reviewer: Richard Benton**

**Tier One-Mandatory Comments**

1. Site Data Table should include flood zone information.

**Response: See sheet AD-1.1 Site Data table for added information. Current Flood Designation is a Zone X. A small corner clip at the SE corner of the property is within Zone AE 6. The future Flood Hazard for this site has not been assigned yet per the interactive tool on Broward County's GIS system. Please refer to Appendix B on the Stormwater Management Study.**

2. It is difficult to determine from the information provided whether the structure will fall within Zone AE 6 on the December 31, 2019 Preliminary FIRMs. Please delineate the flood zone boundary on this sheet or elsewhere in the plan set for reference.

**Response: A small corner clip at the SE corner of the property is within Zone AE 6. Please refer to survey/plat.**

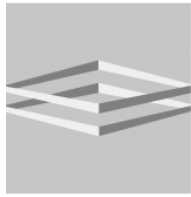
**Department: Landscape**

**Reviewer: Jake Ripp, Metric Engineering**

**Tier One-Mandatory Comments**

1. The tree disposition plan (sheet TD-1) only shows one existing tree resource on the site. A site inspection and aerial imagery review found the site to have a significant canopy coverage. Most of the existing canopy is a mixture of category I and II invasive species. The City of Dania Beach requires mitigation for both category I and II invasive species. Per Sec. 825-100(A)(6), the mitigation requirement for category I invasive species is 25% of the total category I invasive canopy removed. The mitigation requirement for category II invasive species is a one-to-one mitigation. Provide the total existing canopy area (SF) onsite, the canopy composition (i.e. percentage of category I invasive species and percentage of category II invasive species), and the mitigation calculations using the formulas listed above.

**Response: The existing canopy area, canopy composition, invasive species, and mitigation calculations have been updated. Please see sheet TD-1.**



2. Provide the canopy area (SF) for all trees to be removed.

**Response: Canopy area for all trees removed have been provided. Please see sheet TD-1.**

3. Per Sec. 825-100(A)(5), provide the 1.5 (150%) canopy mitigation multiplier to the non-invasive canopy to be removed. Update the mitigation calculations accordingly.

**Response: The mitigation calculations have been updated accordingly. Please see sheet TD-1.**

4. The site inspection revealed the presence of white mangroves along the western side of the property. The City of Dania Beach does not have the jurisdiction to approve the removal of mangroves. Either provide a note that no mangroves will be removed or provide the proper permit documentation from the appropriate agencies (i.e. Broward County, USACE).

**Response: A note has been provided that no mangroves will be removed. Please see sheet TD-1.**

5. Per Sec. 275-80(D), show all existing trees within 25 feet of the property lines on sheet TD-1 and the landscape plan in order to avoid potential canopy conflicts. If there are existing buffer trees on the property to the south, stagger the proposed buffer trees with the existing trees to avoid conflict.

**Response: Please see the updated tree report for locations of existing trees.**

6. Per Sec. 275-80(F), provide the location of all overhead and underground utilities on the landscape plan, if applicable, in order to avoid potential canopy or root conflicts.

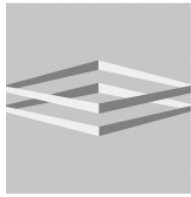
**Response: Overhead and underground utilities are shown on Landscape Plan. Please see sheets L-1 and L-2.**

7. Provide the total linear footage of the perimeter buffers to verify buffer requirements.
  - a. It appears all of the perimeter buffers on this site fall under Sec. 275-90(C) VUA perimeter buffers. Sec. 275-90(C) requires a minimum buffer width of 5 feet. Update the Buffer Requirements table accordingly.

**Response: Total linear footage of the perimeter buffer has been added to Landscape Legend. Please see sheets L-1 and L-2.**

8. Provide the requirements of Sec. 275-90(E)(1), VUA landscape areas abutting buildings in the Interior Landscape Requirements table.

**Response: The Interior Landscape Requirements for the VUA landscape areas have been added to the Landscape Legend. Please see sheets L-1 and L-2.**



9. Per Sec. 275-170(B), equipment such as mechanical equipment and electrical transformers shall be screened with shrubs a minimum of 30" tall at the time of planting on a minimum of 3 sides. Such equipment appears to be proposed throughout the landscape areas of the site. Provide proper screening for these pieces of equipment.

**Response: The mechanical equipment and electrical transformers are screened with shrubs at a minimum of 30" tall. Please see sheets L-1 and L-2.**

10. The Overall Landscape Requirements table correctly says that triple palms, such as the triple Montgomery palm, are counted at a ratio of 3:1 and royal palms are counted at a ratio of 1:1. However, the Provided column does not take this into account. Update the provided column of palms to show 9 palms instead of 17.

**Response: The Triple Montgomery Palms have been removed. The Landscape Requirements and Landscape List has been updated. Please see sheets L-1 and L-2.**

11. Provide a callout on the plans that denotes the width/dimension of the landscape buffers (both perimeter buffers and VUA landscape buffers abutting buildings) throughout the property in order to verify buffer width requirements.

**Response: The dimensions of the landscape buffers have been added throughout the property. Please see sheets L-1 and L-2.**

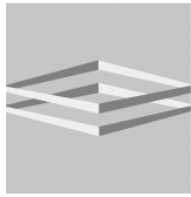
12. Provide a bar scale on the plans instead of a 1" = xx' scale since this is being reviewed as an electronic submittal and the current scale cannot be used.

**Response: A bar scale has been provided on all the sheets. Please see sheets TD-1, L-1, and L-2.**

13. *Colocasia esculenta* 'Black Magic' is currently proposed in the Landscape List. This riparian plant is considered an obligate wetland plant from the Department of Environmental Protection and a facultative wetland plant from the National Wetland Plant List. Therefore, this plant will require frequent irrigation and moist soils while the surrounding proposed vegetation is relatively drought and salt tolerant. Recommend switching to a dryer, more drought and salt tolerant species.

**Response: *Colocasia esculenta* 'Black Magic' has been replaced by *Philodendron bipinnatifidum*. Please see sheets L-1 and L-2.**





14. *Clusia guttifer* is not a native species to Florida. Update the Landscape List and native species calculations accordingly.

**Response: The Landscape List and native species calculations have been updated. Please see sheets L-1 and L-2.**

15. Provide the City of Dania Beach Standard Landscape Notes found in Appendix G of the City of Dania Beach Landscape Technical Manual.

**Response: The City of Dania Beach Standard Landscape Notes have been added to sheet L-3.**

16. Per Sec. 275-190(O), provide root barrier detail and a note that root barrier will be installed for any tree or palm planted within 10 feet of any sidewalk, parking area, or hardscape.

**Response: The root barrier detail has been added to sheet L-3. The root barrier note has been added; please see sheets L-1 and L-2.**

**Department: Planning & Zoning**

**Reviewer: Muriel Bryan**

**Tier One-Mandatory Comments**

1. Incomplete information was provided. Further review and comment will be conducted by staff after additional information is provided by the applicant. See comments below.

**Response: Noted, all required additional information has been provided with this submittal.**

2. APPLICATION: Confirm application was properly completed, signed, and proper application fee was paid.

**Response: The application form has been properly completed, signed and the application fee has been paid.**

3. RIGHT-OF-WAY: Identify if R-O-W dedication is required.

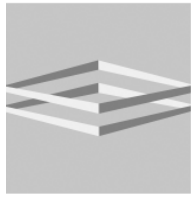
**Response: See sheet AD-1.1 for identified Right of Way with dimensions.**

4. TRAFFIC STUDY: per Section 605-30(K), a traffic study is required for all development generating in excess of 50 peak hour trips. If less than 50 trips a traffic statement is required. Provide estimated number of peak trips. Must be provided prior to Public Hearing.

**Response: The development will generate 38 trips during the PM peak hour.**

5. IMPACT FEES: Impact fees that will be required for the project were e-mailed to \_\_\_\_.

**Response: Noted.**



6. SIGNS: Provide copy of all signs for compliance review.

**Response: The location of the proposed signage is shown on the building elevations.**

7. The proximity to the airport will be required FAA/BCAD review and approval. Contact William Castillo, Airport Planner with Broward County Aviation Department, located at 2200 SW 45 Street, Suite 101, Dania Beach, FL 33315, (954) 359-6100.

**Response: Noted. Developer has reached out to the Broward County Aviation Department and will comply with applicable codes.**

8. PARKING: Update Table, calculations are incorrect.

**Response: Parking table calculations are correct. Parking for accessory use is being calculated as less than 20% of the main use.**

9. USE: Warehouse

**Response: Noted.**

10. WILDLIFE PROTECTION: Per Article 250, "the developer of any existing natural land area in excess of one-half (1/2) acre in the city must ..."

**Response: Noted. The application will comply with the standards provided in Article 250.**

11. Provide minimum bicycle parking requirements identified in Section 265-51.

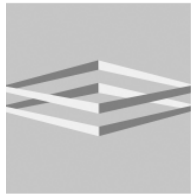
**Response: See sheet AD-1.1 for identified bicycle parking as required.**

12. ROOFTOP MECHANICAL EQUIPMENT: Must meet regulations in Section 220-60. Identify how equipment will be screened from view.

**Response: Roof top units will be placed far enough inside the building that due to it's height they are not visible from the street.**

13. Principal Arterial Design Standards/Industrial Design Standards in Section 510 and 511.  
a. Sec. 511-30 (I)  
b. Sec. 511-30 (L)

**Response: The building will be in compliance with subsections 511-30(I) & (L) as 25% of the primary elevation and ten 10% of the secondary elevation will contain glass windows and doors and canopies will be included above the office entry doors and truck court and the entrance will be framed by outdoor pedestrian features or enhanced landscaping.**



14. COST RERY: per Article 685, cost recovery funds may be utilized for various costs of the city's administrative and outside fee consultants for the processing and review of applications. Per City Attorney's request, please provide \$5,000 cost recovery fee with next submittal. The cost recovery money can be returned if not utilized, or additional fees may be requested if addition fees are incurred.

**Response: The cost recovery fee has been submitted.**

15. RAC TRAFFIC IMPACT MITIGATION: Provide an analysis, signed and sealed by a certified engineer, identifying the amount of CRA mitigation for traffic impact due based on resolution No. 2014-049 which established a rate of \$21.26 per p.m. peak hour trip.

**Response: Please refer to the attached Traffic Impact Study for a complete analysis. No mitigations measures are being recommended as part of the expected impact caused by the proposed warehouse development.**

16. Must provide latest revised set of plans on disk prior to going to public hearing.

**Response: Noted.**

17. The applicant is encouraged to contact neighbors adjacent to, as well as condominiums and neighborhood associations to advise of this property. Please provide acknowledgement and/or documentation of any public outreach.

**Response: Letters notifying property owners within a 450 foot radius of the property were mailed out on June 9<sup>th</sup>. A copy of the letter is included with this submittal.**

18. Applicant must obtain a statement from the City Engineer saying that the traffic study/statement submitted by the applicant is complete and accepted prior to public hearing.

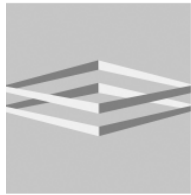
**Response: Traffic Study had been provided as per the approved methodology, please refer to the attached document.**

19. Please e-mail resolution and legal description, prepared by an attorney, for development approval in word format to mbryan@daniabeachfl.gov four (4) weeks prior to public hearing.

**Response: A draft of the resolution and legal description has been included with this submittal.**

20. Applicant must provide the results of a Municipal Lien Search Request from the Finance Department stating that there are not outstanding Code Violations or Liens on the property prior to the item being scheduled for a public hearing. The statement must be no older than 90 days prior to the public hearing date. Per Section 680-40, any property with outstanding Code Violations or Liens shall not be schedule for public hearing. The form is available on the City's Web site, cost \$100 and takes 5 days to process.

**Response: The results of the municipal lien search are included with this submittal. There are no open code violations or liens associated with the property.**



21. Per O-2017-022, for properties over an acre in size, the applicant must obtain and post property signs in accordance with the NEW City requirements. Please see the end of this document for guidelines.

**Response: Noted. The required signage will be posted on the property notifying the public of the application.**

22. Per O-2017-027, commercial properties under construction are required to provide security to fencing with screening showing project rendering when adjacent to ROW. Provide screen detail with next submittal.

**Response: In accordance with Code Section 8.7(3)(a) and (b) of the Code, the Applicant shall provide a canvas or mesh fence panel covering which provides identification of the name and intended use of the project, project rendering, project website address, and owner or agent, the telephone number for the owner or agent, and the name and an emergency contact telephone number of the general contractor.**

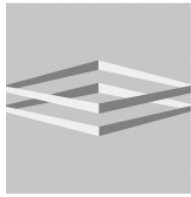
23. Must provide mailing list and labels for property owners within 450' of the development site to Community Development, consistent with regulations identified in the City's Code of Ordinances, Chapter 28, Section 610-30. The labels are needed 30 days prior to public hearing; information must be no older than 60 days. The City will prepare and mail the notices.

**Response: The mailing list and labels for all property owners 450 feet of the property have been included with this submittal.**

24. PUBLIC ART PROGRAM: Per O-2019-025, New development and redevelopment in non-residential, mixed-use and multi-family zoning districts shall provide fee for the creation, acquisition and installation of public art in the city.

- a. Pay In-Lieu Public Art Fee: Pay one-half of one percent (0.5%) of the cost of the proposed development project, as an "in-lieu" public art fee, with a minimum payment of \$5,000 and a maximum payment of \$250,000; or
- b. Combination of In-Lieu Public Art Fee and Placement of Art on Site: Placement of art on the site of the development project, which shall have a minimum value of one-quarter of one percent (0.25%) of the cost of the proposed development project combined along with a one-quarter of one percent (0.25%) payment of an "in-lieu" public art fee. The owner shall provide documentation to the City that the art fee has been deposited into an escrow account for said purpose prior to the issuance of a building permit. Prior to placement on the development site, the art must be approved by the Community Services Director or designed and conform to the adopted public art guidelines.

**Response: Noted.**



**NOTES:**

- Application fee pays for only 2 reviews of the project. Additional review by staff will require additional payment.

**Response: Noted.**

- Continuous and on-going site inspections will be conducted by staff throughout the entire building process.

**Response: Noted.**

- FLOOD PLAIN: Finished floor elevations, per Article 220-10(C) All structures shall be constructed with a lowest

**Response: Noted.**

- FFE of at least 1 foot above the 100 year flood elevation. Identify on plans.

**Response: Noted.**

- Prior to submittal of a building permit, please contact the Building Official (954-924-6085 X3650 to schedule a pre-application meeting.

**Response: Noted.**





**NOTICE OF PUBLIC HEARING  
CITY OF DANIA BEACH, FLORIDA**

**A Virtual Public Hearing will be conducted by the City of Dania Beach City Commission on the following date to consider the following application:**

DATE: Tuesday, October 13, 2020  
TIME: 7:00 p.m. or as soon thereafter as the same may be heard  
PLACE: City Commission Virtual Meeting  
Please visit [www.daniabeachfl.gov/virtualmeetings](http://www.daniabeachfl.gov/virtualmeetings) for detailed instructions and the specific requirements for participating in the City's virtual quasi-judicial land use meetings.

SUBJECT: **SP-038-20:** The applicant, Hope Calhoun of Dunay, Miskel, Backman, LLP, on behalf of the property owner GPT Dania Beach Owner, LLC/Sonya A Huffman, COO, is requesting approval of a Site Plan for general industrial warehouse use for the property located at 1900 NE 7th Ave.

The following is the proposed Resolution for the matter:

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, APPROVING THE SITE PLAN FOR THE CONSTRUCTION OF A 82,197 SQUARE FOOT WAREHOUSE BUILDING IN THE IRO (INDUSTRIAL RESEARCH OFFICE) ZONING DISTRICT (SP-038-20), SUBMITTED BY HOPE CALHOUN, ESQ., ON BEHALF OF THE PROPERTY OWNER GPT DANIA BEACH OWNER, LLC, FOR THE PROPERTY LOCATED AT 1900 NE 7<sup>TH</sup> AVENUE, IN THE CITY OF DANIA BEACH, FLORIDA; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

Copies of the proposed requests or applicable information are available on line. City Hall is closed due to the Corona Virus. For more information, please call the Planning Division at (954) 924-6805 Ext. 3704 and staff will direct you to the on-line project information.

Please be advised that if a person decides to appeal any decision made by Local Planning Agency, the Planning and Zoning Board or the City Commission with respect to any matter considered at this hearing, such person will need a verbatim record of the proceedings and for this purpose such person 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. The City does not provide or prepare such record pursuant to F.S. 286.0105.

In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's office, 100 West Dania Beach Boulevard, Dania Beach, Florida 33004, (954) 924-6800 Ext. 3624, at least 48 hours prior to the meeting.

## *Property Subject of Upcoming Hearing*



### **Application Information**

**Application Site:** 1900 NE 7<sup>TH</sup> Avenue

**Project:** To request Site Plan approval for the construction of a 82,197 square foot warehouse

**Application:** Site Plan

**Applicant:** Hope Calhoun of Dunay, Miskel, Backman, LLP, on behalf of the property owner  
GPT Dania Beach Owner, LLC/Sonya A Huffman, COO.

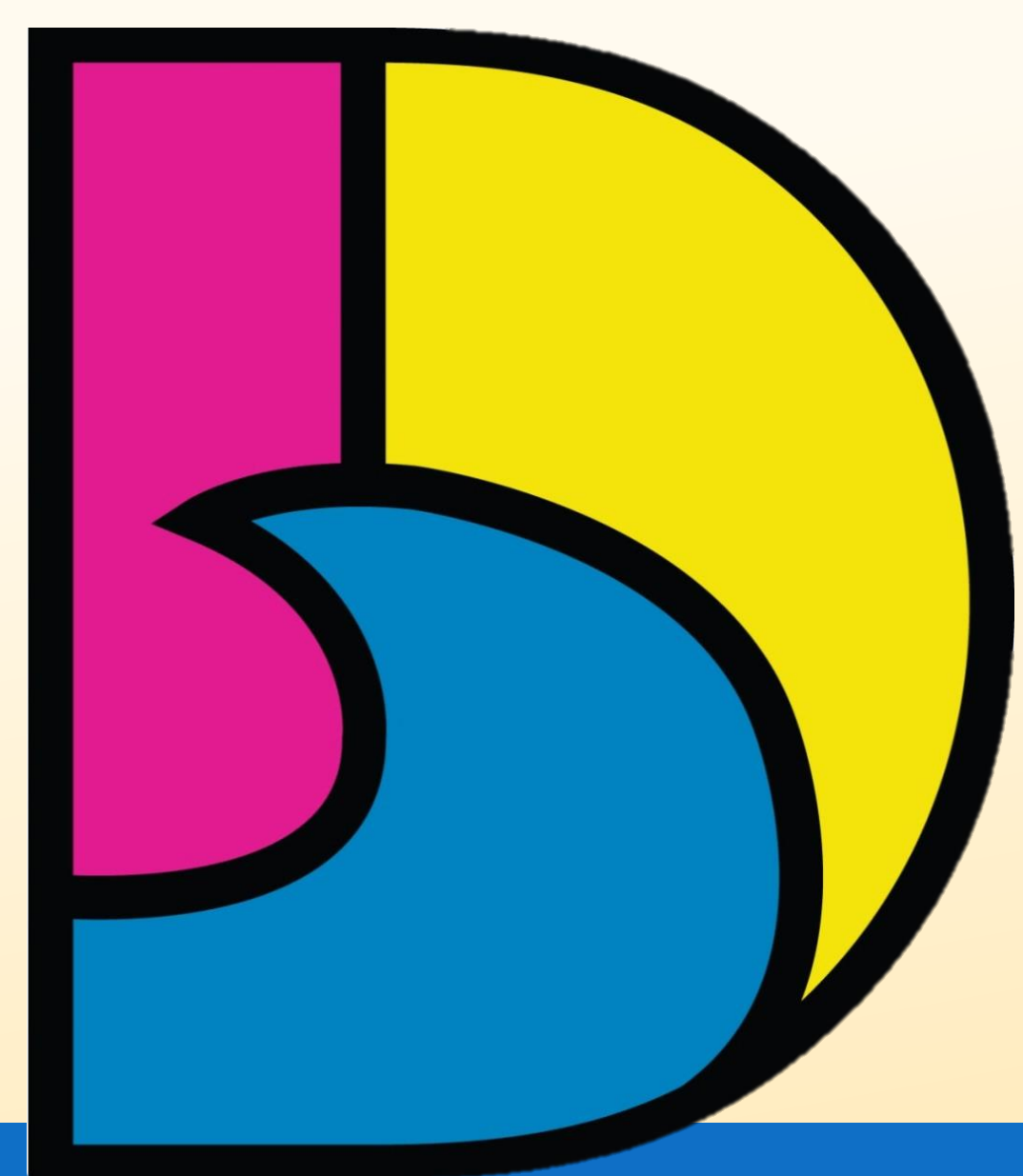
**Hearing Date & Time:** October 13, 2020 at 7:00 PM

**Hearing Location:** Virtual Meeting;

Please visit [www.daniabeachfl.gov/virtualmeetings](http://www.daniabeachfl.gov/virtualmeetings) for detailed instructions and the specific requirements for participating in the City's virtual quasi-judicial land use meetings.

**Contact Information:** Muriel Bryan, Senior Planner, (954) 924-6805 Ext. 3654





# City of Dania Beach

## PUBLIC HEARING NOTICE

### TUESDAY, OCTOBER 13, 2020

THIS PROPERTY IS THE SUBJECT OF UPCOMING  
PUBLIC HEARINGS

TIME | 7:00 p.m.

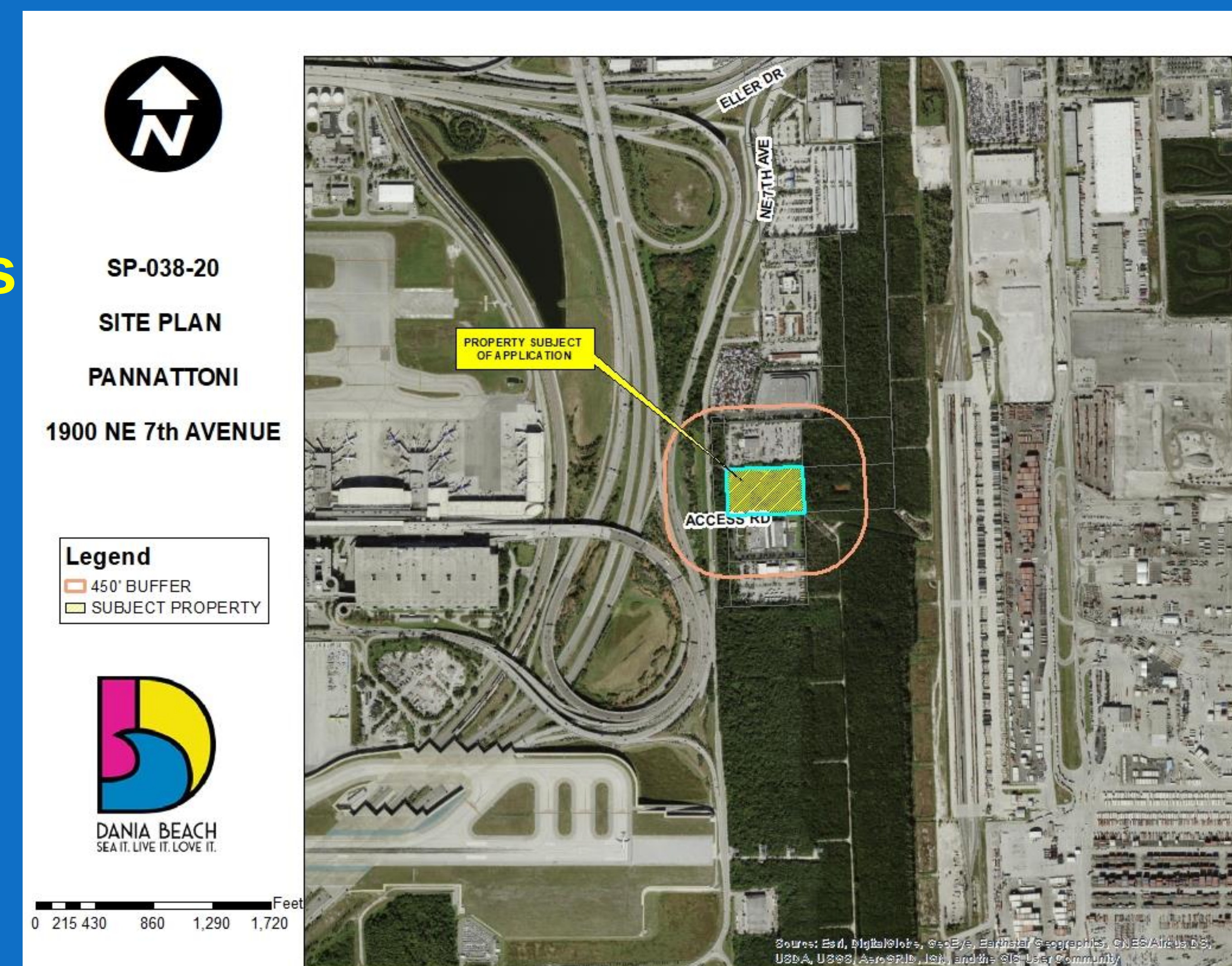
PLACE | City Commission Virtual Meeting  
Please visit [www.daniabeachfl.gov/virtualmeetings](http://www.daniabeachfl.gov/virtualmeetings)  
for detailed instructions on this meeting.

PROJECT | Pannattoni

LOCATION | 1900 NE 7<sup>TH</sup> AVENUE

REQUEST | Site Plan for the construction of a 82,197 Sq. Foot  
Warehouse building in the RO (Industrial Research Office) Zoning District.

FILE #: | SP-038-20



For more information, please visit our website <http://daniabeachfl.gov/Public-Hearings> or call (954) 924-6800 x 3643.



# CITY OF DANIA BEACH

## Agenda Request Item

**Type of Request:** Discussion

**Continued from:**

### Requested Action (Identify appropriate Action or Motion)

ADOPT RESOLUTION OPPOSING THE PROPOSED COUNTY CHARTER AMENDMENT THAT PURPORTS TO PREEMPT MUNICIPAL HOME RULE AUTHORITY FOR ZONING AND OTHER REGULATIONS ON COUNTY OWNED OR LEASED PROPERTY WITHIN MUNICIPAL BOUNDARIES; AUTHORIZING THE JOINING OF THE LAWSUIT FILED BY THE CITY OF WESTON AGAINST BROWARD COUNTY SEEKING TO REMOVE THE PROPOSED CHARTER AMENDMENT FROM THE NOVEMBER 2020 BALLOT; AUTHORIZING THE EXPENDITURE OF \$2,500.00 TO JOIN THE LAWSUIT

### Purchasing Requests ONLY

Dept:

Acct #:

Amt:

Fund:

### Fiscal Impact/Cost Summary

### Exhibits Attached

R-2020- Opposing Proposed County Charter Amendment that Preempts Municipal Home Rule and Joining Lawsuit

## **RESOLUTION NO. 2020-130**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, OPPOSING THE PROPOSED COUNTY CHARTER AMENDMENT THAT PURPORTS TO PREEMPT MUNICIPAL HOME RULE AUTHORITY FOR ZONING AND OTHER REGULATIONS ON COUNTY OWNED OR LEASED PROPERTY WITHIN MUNICIPAL BOUNDARIES; AUTHORIZING THE JOINING OF THE LAWSUIT FILED BY THE CITY OF WESTON AGAINST BROWARD COUNTY SEEKING TO REMOVE THE PROPOSED CHARTER AMENDMENT FROM THE NOVEMBER 2020 BALLOT; AUTHORIZING THE EXPENDITURE OF \$2,500.00 TO JOIN THE LAWSUIT; PROVIDING FOR CONFLICTS; FURTHER, PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, on November 6, 2018, the voters of Broward County approved a transportation surtax of one percent on all taxable transactions in Broward County to be used only for authorized transportation and transit purposes as set forth in Sections 212.054 and 212.055(1), Florida Statutes; and

**WHEREAS**, the City is supportive of traffic improvements to improve both local and regional transportation, so long as it is done cooperatively between the County and the municipalities and with due respect for the home rule authority of municipalities; and

**WHEREAS**, municipal elected officials are the closest to the residents and are best situated to determine the proper location for transportation improvements within their boundaries; and

**WHEREAS**, residents are able to vote for all members of the City Commission, while they can only vote for one member of the County Commission; and

**WHEREAS**, on August 20, 2020, the Board of County Commissioners of Broward County adopted Resolution 2020-361, which places a referendum question on the November 3, 2020 ballot to amend the County Charter which question purports to preempt municipal home rule authority for zoning and other regulations on the use of County owned or leased property within municipal boundaries that are used for surtax-funded transportation projects (the "Proposed Amendment"); and

**WHEREAS**, Broward County Resolution 2020-361 places the following ballot question (the "Ballot Question") on the November 3, 2020 ballot:



COUNTY REGULATION OF THE DEVELOPMENT OF SURTAX-FUNDED  
TRANSPORTATION IMPROVEMENTS ON COUNTY PROPERTY

To facilitate implementation of surtax-funded improvements to the countywide transportation system, shall the Broward County Charter be amended to provide that County ordinances regulating the development, including zoning, permitting, construction, operation, or administration, of transportation improvement projects that are (1) on County-owned or County-leased property and (2) funded in whole or in part with proceeds from the transportation surtax approved by the County’s voters in 2018, prevail over conflicting Municipal ordinances?”

YES: \_\_\_\_\_  
NO: \_\_\_\_\_; and

**WHEREAS**, under the Florida Constitution and Section 166.021, Florida Statutes, municipalities are given broad home rule powers; and

**WHEREAS**, Broward County has worked alongside the City and other cities in the County to repeatedly fight to protect local governments’ home rule power; and

**WHEREAS**, Section 11.01 of the County Charter provides that municipal ordinances generally prevail over conflicting County ordinances within municipal boundaries, except for limited areas (environmental standards, land use, and ethics); and

**WHEREAS**, the Proposed Amendment would add an additional exception to municipal home rule for surtax-funded transportation improvements on County property; and

**WHEREAS**, the County creating an additional exemption to municipal authority undermines the Home Rule power of the City and all municipalities in Broward County; and

**WHEREAS**, under Florida Law, a ballot question must be a summary not exceeding 75 words in length, that provides fair notice of the content of the proposed amendment so that the voter will not be misled as to its purpose, and can cast an intelligent and informed ballot; and

**WHEREAS**, a ballot question is defective if it fails to fairly inform voters of the chief purpose of the amendment or misleads the voters; and

**WHEREAS**, a ballot question is also defective if it contains political rhetoric; and

**WHEREAS**, the Ballot Question is defective because, among other things, it contains political rhetoric and is misleading; and

**WHEREAS**, the first twelve words of the Ballot Question (“To facilitate implementation of surtax-funded improvements to the countywide transportation system”) constitute political

rhetoric because that language does not advise the voter of the substance of the amendment but rather gives the voter a reason to vote for the amendment; and

**WHEREAS**, the first twelve words of the Ballot Question are also misleading because they suggest that the only time the County would have the newly created preemptive power over municipal zoning and other regulatory authority would be for improvements to the “countywide” transportation system, even though the actual amendment does not use the term “countywide” to limit the preemption, and would instead give the County the preemptive authority for any project utilizing surtax funding (in whole or in part), including projects that may not improve the “countywide” transportation system; and

**WHEREAS**, the voters should be properly and fairly advised of the proposed amendment and should not be misled into voting for the amendment by misleading, politically biased language in the Ballot Question; and

**WHEREAS**, on September 17, 2020, the City of Weston filed a lawsuit against the County and the Supervisor of Elections (Broward Circuit Court Case No. CACE 20-015373(08)) challenging the Ballot Question (the “Lawsuit”); and

**WHEREAS**, the City Commission opposes the Ballot Question as an infringement on the City’s Home Rule Authority and supports the Lawsuit; and

**WHEREAS**, the City Commission deems it to be in the best interests of the City to join the Lawsuit to challenge the Ballot Question and authorize the expenditure of \$2,500.00 for the Lawsuit;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DANIA BEACH, FLORIDA, AS FOLLOWS:**

**Section 1.** That the foregoing “Whereas” clauses are ratified and confirmed to be true and correct and they are made a part of and are incorporated into this Resolution by this reference.

**Section 2.** That the City Commission opposes the Ballot Question as an infringement on the City’s Home Rule Authority.

**Section 3.** That the City Commission authorizes the City to join the Lawsuit and authorizes the expenditure of Twenty-Five Hundred Dollars (\$2,500.00) for the Lawsuit to be paid to the City of Weston to cover a portion of the expense and that the funds shall be appropriated from Professional Services General Account No. 001-11-01-511-31-10.

**Section 4.** That the City Attorney and City Manager or designees are authorized to take all necessary steps to join the Lawsuit and implement the aims of this Resolution.

**Section 5.** That all resolutions or parts of resolutions in conflict with this Resolution are repealed to the extent of such conflict.

**Section 6.** That this Resolution shall be in force and take effect immediately upon its passage and adoption.

**PASSED** and **ADOPTED** on October 13, 2020.

ATTEST:

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THOMAS SCHNEIDER, CMC  
CITY CLERK

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LORI LEWELLEN  
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

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THOMAS J. ANSBRO  
CITY ATTORNEY

# CREATIVE ARTS COUNCIL ADVISORY BOARD MEMBERSHIP

**Tuesday, February 18, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                        | <b>Date<br/>Appointed</b> | <b>Term</b>                               | <b>Appointment</b>  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------------|---------------------|
| Henriette Kitte Arnold<br>101 SE 3 <sup>rd</sup> Avenue, #504<br>Dania Beach, FL 33004<br>954.303.3498<br><a href="mailto:hkitte@aol.com">hkitte@aol.com</a>                | January 10, 2017          | November 2016<br>through<br>November 2020 | Brandimarte         |
|                                                                                                                                                                             |                           | November 2016<br>through<br>November 2020 | Harris              |
| Lilli Schipper<br>716 SE 3 <sup>rd</sup> Court<br>Dania Beach, FL 33004<br>954-347-7402<br><a href="mailto:lilli@lillirachel.com">lilli@lillirachel.com</a>                 | January 14, 2020          | November 2018<br>through<br>November 2022 | Lewellen            |
| Roseprimevere Jacques<br>501 E Dania Beach Boulevard, 3J<br>Dania Beach, FL 33004<br>954.261.4325<br><a href="mailto:jroseprimevere@gmail.com">jroseprimevere@gmail.com</a> | September 23,<br>2019     | November 2018<br>through<br>November 2022 | Odman               |
| Heather Holmes<br>43 SE 12 <sup>th</sup> Street<br>Dania Beach, FL 33004<br>754.802.4217<br><a href="mailto:JohnHeatherHolmes@gmail.com">JohnHeatherHolmes@gmail.com</a>    | December 10,<br>2019      | November 2016<br>through<br>November 2020 | James               |
|                                                                                                                                                                             |                           |                                           | Ad Hoc<br>Committee |
|                                                                                                                                                                             |                           |                                           | Ad Hoc<br>Committee |



# CREATIVE ARTS COUNCIL ADVISORY BOARD MEMBERSHIP

**Tuesday, February 18, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                                                                     | <b>Date<br/>Appointed</b>      | <b>Term</b>                                       | <b>Appointment</b>                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------------------|------------------------------------|
| Laura Lombardo<br>1401 NW 10 <sup>th</sup> Street, Apt. South<br>Dania Beach, FL 33004<br>954.258.1985<br><a href="mailto:Laurarosey17@gmail.com">Laurarosey17@gmail.com</a>                                             | February 16, 2019              | February 16, 2019<br>through<br>February 16, 2021 | Ad Hoc<br>Committee                |
| Sandy Goldberg<br>421 SE 10th Street, #105 A<br>Dania Beach, FL 33004<br>954.290.3909<br><a href="mailto:flygirlphoto@aol.com">flygirlphoto@aol.com</a>                                                                  | March 20, 2018                 | March 20, 2018<br>through<br>March 20, 2020       | Ad Hoc<br>Committee                |
| Linda Wilson<br>1547 Adams Street<br>Hollywood, FL 33020<br>954.929.8712<br><a href="mailto:lb_wilson@bellsouth.net">lb_wilson@bellsouth.net</a>                                                                         | May 16, 2017                   | May 16, 2017<br>through<br>May 16, 2019           | Ad Hoc<br>Committee                |
| Tony Walsh<br>235 SE 9 <sup>th</sup> Street<br>Dania Beach, FL 33004<br>904.252.1118<br><a href="mailto:TWalshArts@aol.com">TWalshArts@aol.com</a>                                                                       | February 16, 2019              | February 16, 2019<br>through<br>February 16, 2021 | Ad Hoc<br>Committee                |
| Rose Lizana<br>Dania Beach Press<br>P.O. Box 128<br>Dania Beach, FL 33004<br>954.925.4227<br><a href="mailto:daniapress@aol.com">daniapress@aol.com</a>                                                                  | July 16, 2012<br>July 16, 2013 | July 16, 2013<br>through<br>July 16, 2014         | Associate<br>Member<br>1 Year Term |
| Executive Director of the Dania<br>Beach Chamber of Commerce<br>Randie Shane<br>P.O. Box 1017<br>Dania Beach, FL 33004<br>954.926.2323<br><a href="mailto:rshane@daniabeachchamber.org">rshane@daniabeachchamber.org</a> | NA                             | NA                                                | Associate<br>Member                |

# CREATIVE ARTS COUNCIL ADVISORY BOARD MEMBERSHIP

**Tuesday, February 18, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                                                                                 | <b>Date<br/>Appointed</b> | <b>Term</b> | <b>Appointment</b>  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|---------------------|
| President of the Dania Beach Paul<br>DeMaio Friends of the Library<br>Linda Wilson                                                                                                                                                   | NA                        | NA          | Associate<br>Member |
| President of the Dania Beach<br>Tourism Council<br>Joe Van Eron<br>1500 S.W. Second Ave.<br>Dania Beach, FL 33004-4209<br>954.925.6935 Cell: 954.383.5548<br><a href="mailto:info@visitdaniabeach.com">info@visitdaniabeach.com</a>  | NA                        | NA          | Associate<br>Member |
| Dania Beach Improvement<br>Committee Representative<br>Patricia Hart<br>954.922.8179 Cell: 954.895.8179<br><a href="mailto:pbubbahart@bellsouth.net">pbubbahart@bellsouth.net</a>                                                    | NA                        | NA          | Associate<br>Member |
| Director of the City Parks and<br>Recreation Department<br>Eric Brown, Director<br>100 W. Dania Beach Blvd.<br>Dania Beach, FL 33004<br>954.924.6800 x3730<br><a href="mailto:ebrown@daniabeachfl.gov">ebrown@daniabeachfl.gov</a>   | NA                        | NA          | Associate<br>Member |
| City of Dania Beach CRA<br>Economic Development Manager<br>Deandre Spradley<br>100 W. Dania Beach Blvd.<br>Dania Beach, FL 33004<br>954.924.6801 x3667<br><a href="mailto:dspradley@daniabeachfl.gov">dspradley@daniabeachfl.gov</a> | NA                        | NA          | Associate<br>Member |
| Don Mizell<br>187 NE 6 Ct.<br>Dania Beach, FL 33004<br>310.343.3547<br><a href="mailto:dmaceco@gmail.com">dmaceco@gmail.com</a>                                                                                                      | February 2013             | NA          | Honorary<br>Member  |

**CREATIVE ARTS COUNCIL ADVISORY BOARD  
MEMBERSHIP**

**Tuesday, February 18, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                       | <b>Date<br/>Appointed</b> | <b>Term</b> | <b>Appointment</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|--------------------|
| Carolyn Jones<br>722 SW 3 <sup>rd</sup> Street<br>P.O. Box 1242<br>Dania Beach, FL 33004<br>954.920.0727<br><a href="mailto:Cj2002@bellsouth.net">Cj2002@bellsouth.net</a> | March 2016                | NA          | Honorary<br>Member |

**DANIA BEACH HOUSING AUTHORITY**  
**MEMBERSHIP**  
**Monday, September 14, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                                                     | <b>Date Appointed</b> | <b>Term</b>                                     | <b>Mayor<br/>Appointment</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------|------------------------------|
| Rosalind Curry<br>235 NW 6 <sup>th</sup> Avenue<br>Dania Beach, FL 33004<br>954-864-8216 (Cell)<br><a href="mailto:rosalind.curry1951@gmail.com">rosalind.curry1951@gmail.com</a>                        | October 9, 2018       | November 1, 2018<br>through<br>October 31, 2022 | James                        |
| Celeste Oatman<br>710 SW 2nd Terrace<br>Dania Beach, FL 33004<br>954-920-4845<br>954-240-0133<br><a href="mailto:celesteloatman@yahoo.com">celesteloatman@yahoo.com</a>                                  | June 25, 2019         | June 1, 2019<br>through<br>May 31, 2023         | Lewellen                     |
| Bob Adams<br>330 SE 3 <sup>rd</sup> Terrace<br>Dania Beach, FL 33004<br>954-925-3958<br><a href="mailto:radams@bcpa.net">radams@bcpa.net</a><br><a href="mailto:bobaphoto@aol.com">bobaphoto@aol.com</a> | May 14, 2019          | June 1, 2019<br>through<br>May 31, 2023         | Lewellen                     |
| Bill Winkelholz<br>219 NE 2 <sup>nd</sup> Place<br>Dania Beach, FL 33004<br>954-921-8757<br>954-258-0728                                                                                                 | October 7, 2019       | November 1, 2019<br>through<br>October 31, 2023 | Lewellen                     |
| Gloria Black<br>802 NW 3 <sup>rd</sup> Street<br>Dania Beach, FL 33004<br>954-920-7159 (H)<br>954-608-9305 (Cell)<br><a href="mailto:Gloriablack58@yahoo.com">Gloriablack58@yahoo.com</a>                | September 27,<br>2016 | November 1, 2016<br>through<br>October 31, 2020 | Salvino                      |
| Ruth White<br>143 NW 7 <sup>th</sup> Avenue<br>Dania Beach, FL 33004<br>954-927-8611<br><a href="mailto:strmbc@bellsouth.net">strmbc@bellsouth.net</a>                                                   | September 27,<br>2016 | November 1, 2016<br>through<br>October 31, 2020 | Salvino                      |

**DANIA BEACH HOUSING AUTHORITY  
MEMBERSHIP**

**Monday, September 14, 2020**

|                                                                                                                                                                     |           |                                                 |       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------------------------------------------------|-------|
| Tamora Brown<br>1125 W Dania Beach Boulevard<br>Apt. C<br>Dania Beach, FL 33004<br>305-300-6687<br><a href="mailto:tamorabrown@gmail.com">tamorabrown@gmail.com</a> | 1/23/2018 | November 1, 2017<br>through<br>October 31, 2021 | James |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------------------------------------------------|-------|



**GENERAL EMPLOYEES PENSION BOARD**  
**MEMBERSHIP**  
**Friday, May 15, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                                           | <b>Date<br/>Appointed</b> | <b>Term</b>                                 | <b>Position</b>                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------------|-------------------------------------------------------------------|
|                                                                                                                                                                                                |                           | June 22, 2020<br>through<br>June 22, 2022   | Commission<br>Appointment                                         |
| Luis G. Rimoli<br>902 Natures Cove Road<br>Dania Beach, FL 33004<br>954-927-7161<br>954-478-0653<br><a href="mailto:luis@stagedrightevents.com">luis@stagedrightevents.com</a>                 | February 26, 2019         | March 22, 2019<br>through<br>March 22, 2021 | Commission<br>Appointment                                         |
| Adam Segal<br>City of Dania Beach<br>100 W. Dania Beach Boulevard<br>Dania Beach, FL 33309<br>954-924-6800 x 3620<br><a href="mailto:asegal@daniabeachfl.gov">asegal@daniabeachfl.gov</a>      | May 23, 2017              | Open                                        | Commission<br>Appointment<br>(Finance<br>Director or<br>Designee) |
| Leo Williams<br>8761 NW 10 <sup>th</sup> Street<br>Pembroke Pines, FL 33024<br>954-651-5031<br><a href="mailto:leosupt@aol.com">leosupt@aol.com</a>                                            | May 2, 2018               | June 21, 2018<br>through<br>June 21, 2021   | Employee<br>Elected                                               |
| Corinne Lajoie, Chair<br>3546 Coco Lake Drive<br>Coconut Creek, FL 33073<br>954-651-5016<br>954-924-6805 x3704<br><a href="mailto:corichurch.lajoie@gmail.com">corichurch.lajoie@gmail.com</a> | August 14, 2019           | June 21, 2019<br>through<br>June 21, 2022   | Employee<br>Elected                                               |

**GREEN ADVISORY BOARD  
MEMBERSHIP  
Wednesday, January 15, 2020**

| <b>Name/Address<br/>Phone Number</b>                                                                                                                                                 | <b>Date<br/>Appointed</b> | <b>Term</b>                               | <b>Commission<br/>Appointment</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------------|-----------------------------------|
|                                                                                                                                                                                      |                           | November 2018<br>through<br>November 2022 | Odman                             |
| Alexandra Hiley<br>1450 SE 3rd Avenue, Apt. 303<br>Dania Beach, FL 33004<br>603-769-0824<br><a href="mailto:alexandrahiley@gmail.com">alexandrahiley@gmail.com</a>                   | June 25, 2019             | November 2018<br>through<br>November 2020 | Brandimarte                       |
| Alexis Guillen<br>4410 SW 26 <sup>th</sup> Avenue<br>Dania Beach, FL 33312<br>305-804-3309<br><a href="mailto:alexis.guillen@miaminewtimes.com">alexis.guillen@miaminewtimes.com</a> | January 22, 2019          | November 2018<br>through<br>November 2020 | James                             |
| Patricia Chukerman<br>545 SE 4 <sup>th</sup> Court<br>Dania Beach, FL 33004<br>954-552-9996 (C)<br>954-929-8289 (H)<br><a href="mailto:bykermom@me.com">bykermom@me.com</a>          | November 21,<br>2016      | November 2016<br>through<br>November 2020 | Harris                            |
| Laura Lombardo<br>1401 NW 10 <sup>th</sup> Street, Apt. South<br>Dania Beach, FL 33004<br>954-258-1985<br><a href="mailto:Laurarosey17@gmail.com">Laurarosey17@gmail.com</a>         | January 14, 2020          | November 2018<br>through<br>November 2022 | Lewellen                          |
| David Simonetta<br>908 E Las Olas Boulevard<br>Fort Lauderdale, FL 33301<br>954-837-3090<br><a href="mailto:davidjsimonetta@gmail.com">davidjsimonetta@gmail.com</a>                 | January 8, 2019           | November 2018<br>through<br>November 2020 | Ad Hoc<br>(James)                 |



# CITY OF DANIA BEACH

## OFFICE OF THE CITY MANGER

100 West Dania Beach Blvd · Dania Beach, FL 33004 · (954) 924-6800 · (954) 921-2604 (fax)

### MEMORANDUM

Date: October 13, 2020

To: Mayor Lori Lewellen  
Vice Mayor Lauren Odman  
Commissioner Chickie Brandimarte  
Commissioner Bill Harris  
Commissioner Tamara James

From: Ana M. Garcia, ICMA-CM, City Manager

Subject: Manager's Report

Our ongoing efforts to facilitate services for our residents and all who do business in our City has led us to procure payment kiosks, allowing for the public to make payments both inside and outside of City Hall without contact with City staff. The kiosk has been fabricated and will be delivered and installed in the next two weeks and should be ready and operational by November 1.

The City Team is working closely with the interim CRA Executive Director and FDOT to relocate a couple of our new entryway signs. I have been working closely with my counterpart in Hollywood as well. The signs on Griffin and Dania Beach Boulevard will move further west. The sign on Dania Beach Boulevard will be installed in the vicinity of 8th Avenue and the sign on Griffin will be installed in the vicinity of 43rd Avenue. Our Deputy Director of Public Services is the lead with FDOT and our Interim Executive Director of CRA is lead with the sign contractor. Our landscaping team is ready to install the new landscaping for both signs. This challenge has turned into an opportunity as the Griffin sign will move significantly west, better aligned with our westernmost boundary.

The Purchase Order has been issued and we have started to work to implement the Holiday Lighting initiative plan for Dania Beach. We look forward to completion of all installation by Thanksgiving week.

Recently, we had a very successful drive-through book bag/ PPE giveaway event coordinated by our Parks and Recreation Department using the City Hall Parking Garage and teaming up with BSO to ensure the safest operation possible. In light of Covid19 and the challenges we continue to face, our Parks Department has planned another very exciting event scheduled for Friday the 30th of October. A Drive-Through Fall Festival event has been carefully and thoughtfully planned by our Parks Department and will take place from 5:00 p.m. – 8:00 p.m. at City Hall Parking Garage. Awards will be given to the top 3 decorated vehicles. Pre-packaged candy and snacks will be provided as well. We will be partnering with BSO on this endeavor as well.

We have hit the ground running in the New Fiscal Year with all the departments focusing on the priorities of the budget items approved for this year. We expect a year with many tangible and visible improvements in our City in the areas of safety, aesthetics, infrastructure improvements, professional development and investment in our human capital and the ongoing focus on the small details that lead to big improvements Citywide.