



**NORTH MIAMI PLANNING COMMISSION**

**AGENDA**

**Tuesday, March 5, 2013, 7:00PM**

**Council Chambers**

**776 NE 125<sup>th</sup> Street, North Miami, FL 33161**

**I. ASSEMBLY AND ORGANIZATION:**

- A. Call to Order
- B. Pledge of Allegiance
- C. Roll Call of Board Members
- D. Amendments to the Agenda

**II. APPROVAL OF MINUTES:** January 17, 2013

**III. COMMUNICATIONS:** None

**IV. CONTINUED PUBLIC HEARINGS:** None

**V. PUBLIC HEARINGS:**

PC 01-13: A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING APPROVAL OF THE CONDITIONAL USE PERMIT, IN SUBSTANTIALLY THE ATTACHED FORM, TRANSFERRING TWENTY SEVEN (27) BONUS UNITS FROM OUTSIDE THE NEIGHBORHOOD REDEVELOPMENT OVERLAY (NRO) DISTRICT SECONDARY POOL OF ONE THOUSAND (1000) FLOATING RESIDENTIAL UNITS FOR THE PROPERTY KNOWN AS PARKVIEW VILLAS, GENERALLY LOCATED ON THE NORTH SIDE OF NORTHEAST 135TH STREET AT APPROXIMATELY FIVE THOUSAND TWO HUNDRED EIGHTY NINE FEET (5,289') EAST OF BISCAYNE BOULEVARD, IN ACCORDANCE WITH ARTICLE 4, SECTION 4-204 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

- 1. Staff Report
- 2. Commission Action

PC 06-13: A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING THE ISSUANCE OF A CONDITIONAL USE PERMIT FOR THE CONCEPTUAL MASTER DEVELOPMENT PLAN FOR TRACT A OF BISCAYNE LANDING PLAT, IN ACCORDANCE WITH ARTICLE 3, SECTION 3-405 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT

REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

1. Staff Report
2. Commission Action

**VI. COMMITTEE REPORTS:** None

**VII. OLD BUSINESS:** None

**VIII. NEW BUSINESS:** None

**IX. ADJOURNMENT**

Interested parties may appear at the meeting and be heard with respect to the matter. Any person wishing to appeal the recommendations of the Planning Commission will need a verbatim record of the meetings proceedings, which record includes the testimony and evidence upon which the appeal is to be based (Chapter 286.0105 F.S.)

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the Community Planning & Development Department no later than four (4) days prior to the proceeding. Telephone (305) 893-6511, Ext. 12252, for assistance. If hearing impaired, telephone our TDD line at (305) 893-7936 for assistance.

**MINUTES**  
**NORTH MIAMI PLANNING COMMISSION**  
**7:00 P.M.**  
**SPECIAL MEETING**  
**Thursday, January 17, 2013**  
**COUNCIL CHAMBERS**

The meeting was called to order at 7:00 p.m. After the pledge of allegiance, a roll call of the members was taken.

	<b>Name</b>	<b>Present:</b>	<b>Excused</b>	<b>Absent</b>
1	Kevin Siefried	X		
2	Charles Ernst	X		
3	Arrie Fils-Aime		X	
4	Maureen Harwitz	X		
5	Kenny Each	X		
6	Jean Castor	X		
7	William Prevatel	X		
8	Bonnie Schwartzbaum		X	

**Staff was represented by:**

Tanya Wilson-Sejour, City Planner  
 Roland Galdos, Deputy City Attorney  
 Arceli Redila, Board Secretary/Planning Technician  
 Dunia Sanzetenea, Information Technology

**I-D. Assembly and Organization – Amendments to the Agenda:**

Item PC 01-13 was continued to the next Planning Commission meeting at the request of the applicant.

**II. Approval of Minutes:**

The minutes of the December 4, 2012 meeting were unanimously approved as presented. The motion was made by Commissioner Each, seconded by Commissioner Prevatel.

**III. Continued Public Hearings:** None

**V. Public Hearings:**

PC 02-13: AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, ADOPTING A SMALL SCALE LAND USE AMENDMENT TO THE CITY OF NORTH MIAMI COMPREHENSIVE PLAN FUTURE LAND USE MAP, FOR THE

PROPERTY GENERALLY LOCATED ON THE NORTHWEST QUADRANT OF NORTHEAST 135TH STREET AND 6TH AVENUE, CONSISTING OF FIVE CONTIGUOUS LOTS TOTALING APPROXIMATELY 1.1 ACRES IN SIZE, FROM A MEDIUM DENSITY RESIDENTIAL LAND USE DESIGNATION TO A HIGH DENSITY RESIDENTIAL LAND USE DESIGNATION, AND TO EXPAND THE NEIGHBORHOOD REDEVELOPMENT OVERLAY (NRO) DISTRICT BOUNDARY, DEPICTED ON THE FUTURE LAND USE MAP, TO INCLUDE THE SUBJECT PROPERTY IN ORDER TO ALLOW FOR THE PROPOSED REDEVELOPMENT OF THE VACANT SITE, CONSISTENT WITH THE INTENT OF THE CITY COMPREHENSIVE PLAN; FURTHER AUTHORIZING THE CITY MANAGER TO DO ALL THINGS NECESSARY TO EFFECTUATE THE SUBJECT LAND USE AMENDMENT, AS REQUIRED BY FLORIDA LAW; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

Before the staff report was read into the record, Commissioner Harwitz expressed her objection to the city's method of advertising the public notices and the city's continued use of the newspaper Daily Business Review for publication.

Ms. Tanya Wilson-Sejour from Community Planning and Development Department gave the staff report stating that staff is recommending approval of the proposed ordinance to amend the Comprehensive Plan, Future Land Use Map (FLUM) for the subject lots, from medium density residential to high density residential land use and expand the Neighborhood Redevelopment Overlay (NRO) district boundary, to include the subject lots and forward to City Council for final consideration.

The applicant, Conestoga Holdings owns 8 (eight) contiguous lots (i.e. lots 1, 2, 3, 11, 12, 13, 14 and 15, Block 1, Smallwood Manor Subdivision). The five (5) subject lots consisting of 47,993 square feet (or 1.1 acres) in size, is a subset of a larger development containing approximately 91,476 square feet or 2.1 acres. The site currently has two different residential land use designations reflected on the Future Land Use Map. Three (3) of the eight (8) lots have a land use designation of high density residential and are located inside the City's NRO District. However the remaining 5 lots have a land use designation of medium density residential and are located outside the NRO boundary. The applicant filed a Small Scale Land Use Application with the Community Planning & Development Department on December 12, 2012 requesting to amend the future land use designation of the five (5) subject lots from medium density to high density residential land use, in an effort to homogenize the land use designation across the entire site. Additionally the applicant is requesting that the City expands the western boundary of the NRO to include the 5 subject lots in order to take full advantage of the bonuses and incentives across the entire development as opposed to a portion of the development as is currently the case.

The applicant proposes to partner with the Carrfour Supportive Housing Services to construct a mixed use complex to include residential, community use and retail/office use. The applicant

envisions that the residential portion being created mainly for elderly veterans and the other complimentary uses serving the residents as well as the surrounding community.

Staff believes that the current request meets the requirements of Article 3; Section 3-1105 of the City's Land Development Regulations and recommends approval of the proposed Ordinance with the following conditions:

1. Submit a draft declaration of restrictive covenant to the office of the City Attorney at least 30 days from final Council approval date for review prior to final recordation. The applicant will also furnish a copy of the recorded document to the Director of Community Planning & Development once the instrument has been recorded with the County.
2. The applicant shall consolidate all 8 lots as well as any abandoned alleyways in the proposed development through a waiver of plat and submit said document to the office of City Attorney for approval prior to final recordation. The applicant will also furnish a copy of the recorded document to the Director of Community Planning & Development once the instrument has been recorded with the County.
3. The applicant is required to obtain site plan review and approval for the proposed new development prior to obtaining final building permits. As such the applicant shall contact the City's Zoning Administrator in order to obtain submittal instructions and subsequently file a site plan application.

Mr. John Dellagloria of 9155 South Dadeland Blvd. Suite 1014, Miami, was present representing the applicant, Conestoga Holdings. Also present were Tony Rey and Paola Roman of Carrfour Supportive Housing Services. Mr. Dellagloria presented comparable development projects that Carrfour has done in the past. He also stated that they intend to make this proposed development a signature building in the neighborhood for other developers to follow in terms of development standards.

#### Public Discussion:

Kevin Burns, a resident of 2065 Alamanda Drive spoke in favor of the proposed ordinance stating that when the Land Development Regulations were adopted everybody thought it would open the floodgates and turn North Miami into Brickell Avenue but it did not happen. This might be what NE 6<sup>th</sup> Avenue needed, a catalyst for change that is beneficial to the neighborhood.

Paola Roman a North Miami resident of 110 NE 131 Street spoke in favor of the item, stating that she would love nothing more than to see this kind of development in her neighborhood.

## Commission Discussion:

The Planning Commission reviewed the proposed ordinance and engaged in a lengthy discussion regarding the potential impacts to the adjacent neighborhood west of the subject site. Although the Commission generally supported the idea of redeveloping the site, several concerns were expressed about establishing proper transition standards at the site plan level to buffer the proposed high density development from the surrounding low density neighborhood. The majority of the Board members were optimistic that the proposed text amendment would help to advance the development of the vacant site and possibly spur redevelopment in other blighted areas along NE 6<sup>th</sup> Avenue.

Commissioner Each made a motion to recommend approval of the proposed Ordinance. The motion was seconded by Commissioner Ernst, and the Commission rendered a vote of 5-1 recommending approval of the proposed Ordinance. The one (1) dissenting vote was cast by Commissioner Harwitz.

PC 03-13: AN ORDINANCE OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AMENDING CHAPTER 29 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, ENTITLED "LAND DEVELOPMENT REGULATIONS", BY AMENDING THE CITY OF NORTH MIAMI OFFICIAL ZONING MAP, REFERENCED IN ARTICLE 1, SECTION 1-106, TO REFLECT THE REZONING OF AN AREA CONSISTING OF EIGHT (8) CONTIGUOUS LOTS, LOCATED ON THE NORTHWEST QUADRANT OF NORTHEAST 135TH STREET AND NORTHEAST 6TH AVENUE TOTALING APPROXIMATELY 2.1 ACRES IN SIZE AND GENERALLY IDENTIFIED AS LOTS 1, 2, 3, 11 AND 12, CURRENTLY ZONED R-5, AND LOTS 13, 14 AND 15, CURRENTLY ZONED R-4, OF BLOCK 1, SMALLWOOD MANOR SUBDIVISION, FROM THE CURRENT R-4 AND R-5 MULTIFAMILY RESIDENTIAL DESIGNATION TO AN R-6 MULTIFAMILY RESIDENTIAL DESIGNATION; AND TO FURTHER EXPAND THE NEIGHBORHOOD REDEVELOPMENT OVERLAY (NRO) DISTRICT BOUNDARY DEPICTED ON THE OFFICIAL ZONING MAP, TO INCLUDE THE SUBJECT LOTS 1, 2, 3, 11 AND 12, IN ORDER TO ALLOW FOR THE FUTURE REDEVELOPMENT OF THE VACANT SITE, CONSISTENT WITH THE INTENT OF THE CITY OF NORTH MIAMI COMPREHENSIVE PLAN; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY AND PROVIDING FOR AN EFFECTIVE DATE.

Ms. Tanya Wilson-Sejour from Community Planning and Development Department gave the staff report stating that staff is recommending approval of the proposed ordinance to rezone the subject site, located on the northwest quadrant of NE 135 Street and NE 6<sup>th</sup> Avenue from R-4 and R-5 to R-6 zoning as well as expand the western boundary of the Neighborhood Redevelopment Overlay District to include lots 1, 2, 3, 11 and 12.

The previous item discussed was for the amendment to the Future Land Use Map, this item is the request to amend the Zoning Map.

The site currently has a “split zone” with lots 1,2,3,11 and 12 zoned R-5, Multifamily Residential with a density of 16.3 dwelling units per acre and the remaining lots 13,14 and 15 zoned R-4, Multifamily Residential with a density of 12 dwelling units per acre. The request if approved would allow the entire site to be zoned R-6 and homogenize the zoning across the entire site.

Staff is of the opinion that the proposed rezoning request is consistent with the zoning guidelines in the City’s Land Development regulations and is compatible with the future land use goals objectives and policies identified in the City’s adopted Comprehensive Plan. Therefore the Community Planning and Development Department request that the Planning Commission recommend approval of the attached ordinance, amending the zoning map of the City of North Miami for the subject property from R-4 and R-5 to R-6 zoning as well as expand the western boundary of the Neighborhood Redevelopment Overlay District to include lots 1, 2, 3, 11 and 12 with the following conditions:

1. The applicant shall consolidate all 8 lots as well as any abandoned alleyways in the proposed development through a waiver of plat. The applicant will also furnish a copy of the recorded document to the Director of Community Planning & Development once the instrument has been recorded with the County.
2. The applicant is required to obtain site plan review and approval for the proposed new development prior to obtaining final building permits. As such the applicant shall contact the City’s Zoning Administrator in order to obtain submittal instructions and subsequently file a site plan application.
3. Applicant shall comply with all conditions listed in Exhibit 1, of the approved Conditional Use Permit.

Mr. John Dellagloria of 9155 South Dadeland Blvd. Suite 1014, Miami, was present representing the applicant, Conestoga Holdings.

Public Discussion: There was no member of the public who came and spoke on the item.

Commission Discussion:

The Planning Commission reviewed the proposed Ordinance and echoed similar concerns as those mentioned with the previously approved land use amendment application. The Commission emphasized the need for staff to ensure the inclusion of safeguards to minimize adverse impacts to the adjacent neighborhood west of the subject site. Although the Commission generally supported the idea of redeveloping the site, several concerns were shared regarding the need to apply adequate transition standards at the site plan level to buffer the proposed high

density development from the surrounding low density R-2 neighborhood. The majority of the Board members were optimistic that the proposed rezoning would help to advance the development of the vacant site and possibly spur redevelopment in other blighted areas along NE 6<sup>th</sup> Avenue.

Commissioner Harwitz made a motion to recommend approval of the rezoning request from R-4 and R-5 to R-6 zoning but not to the expansion of the Neighborhood Overlay District. The motion was seconded by Commissioner Prevatel. Motion failed due to lack of support.

Commissioner Each made a motion to recommend approval of the proposed Ordinance with staff's recommendation. The motion was seconded by Commissioner Ernst, and the Commission rendered a vote of 4-2 recommending approval of the proposed Ordinance. The two (2) dissenting vote was cast by Commissioner Harwitz and Commissioner Prevatel.

PC 04-13: A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING APPROVAL OF THE CONDITIONAL USE PERMIT, IN SUBSTANTIALLY THE ATTACHED FORM, TRANSFERRING ONE HUNDRED THIRTY EIGHT (138) BONUS UNITS FROM THE NEIGHBORHOOD REDEVELOPMENT OVERLAY (NRO) DISTRICT PRIMARY RESIDENTIAL POOL OF TWO THOUSAND TWO HUNDRED (2,200) FLOATING RESIDENTIAL UNITS, AND FURTHER APPROVE A BONUS HEIGHT OF THIRTY FIVE (35') FEET FOR A PROPOSED DEVELOPMENT GENERALLY LOCATED ON THE NORTHWEST CORNER OF THE INTERSECTION OF NORTHEAST 135TH STREET AND NORTHEAST 6TH AVENUE, SITUATED WITHIN THE NRO DISTRICT, IN ACCORDANCE WITH ARTICLE 4, SECTION 4-405 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

Ms. Tanya Wilson-Sejour from Community Planning and Development Department gave the staff report stating that staff is recommending approval of the proposed resolution and conditional use permit requesting a transfer of one hundred and thirty eight (138) bonus units from the neighborhood redevelopment overlay (NRO) district primary residential pool of two thousand two hundred (2,200) floating residential units, and further approve a bonus height of thirty five (35') feet for the proposed development, located on the northwest quadrant of NE 135 Street and NE 6<sup>th</sup> Avenue and forward said conditional use permit to City Council for final consideration.

Policy 1.12.1 of the Comprehensive Plan established a primary pool of five thousand (5,000) floating residential units to encourage redevelopment in designated areas within the City. As such, the primary pool consists of two thousand two hundred (2,200) floating residential units have been set aside for use within the Neighborhood Redevelopment Overlay ("NRO") District ("Primary Pool"); one thousand eight hundred (1,800) floating residential units for the Central City District; and a secondary pool of one thousand (1,000) floating residential units for

development outside the NRO District. To that end, Section 4-405 of the LDRs, further provides a height bonus of an additional thirty five feet (35’) for future developments within the NRO subject to the requirements of Section 4-405 of the City’s LDR.

Additionally, in Section 4-204 of the City’s land Development Regulations (“LDRs”), provides that requests for residential density bonuses may be granted through a Conditional Use Permit along with the following conditions:

1. That this approval is subject to the formal adoption and approval of the associated Rezoning and Future Land Use Plan Amendments.
2. That the applicant submits final precise plans and applicable landscape plans to the City’s Community Planning & Development Department, Development Review Committee (DRC) for review and approval prior to obtaining building permits.
3. That the applicant shall file an application for a waiver of plat with the Community Planning & Development Department to unify the eight (8) lots and the vacated and abandoned alleyways into one consolidated parcel.
4. That the applicant shall provide registration receipt from the United States Green Building Council (USGBC) showing intent to achieve LEED Silver designation prior to Council consideration.
5. That the applicant shall provide a copy of LEED Silver Certification from the USGBC to validate the proposed “green” elements of the development prior to obtaining final Certificate of Occupancy.
6. That the applicant shall record a Restrictive Covenant against the property for the purpose of maintaining the affordable/workforce housing for a term not less than twenty (20) years. The applicant shall also give first preference to North Miami residents by selecting clients from the City’s Housing Division’s current Neighborhood Stabilization Program (NSP) Rental Waiting list. No less than 25% of the units (or a total of 48 units) must be set aside for workforce housing.
7. Comply with all other City/County regulations as it relates to zoning, parking, landscaping, school concurrency and utilities.
8. **Density bonuses** – the applicant shall be granted additional bonus density through conditional use based on the project incorporating all the following elements:

Mandatory Elements	Density Bonus Earned
<b>Green &amp; Sustainable:</b>	
Designed to meet LEED silver rating –	18 du/acre
<b>Transit Oriented Development:</b>	
<b>4 of 8 selected</b>	
Improved pedestrian way with wayfinding signage	

Sheltered Bus Stop within ¼ mile of the development	
Provision of bike racks	
Connection to planned bike trail on NE135 Street	
Total for 4 of 8	2 du/acre
<b>Optional Elements – Mixed Use &amp; Open Space:</b>	
Project Open Space –	5 du/acre
Structured Parking (Pedestal) -	10 du/acre
Underground Utilities -	5 du/acre
Public Art - 2.5 du/acre	2.5 du/acre
Design Excellence - 5 du/acre	5 du/acre
Major Corridor	25 du/acre
Affordable/Workforce Housing 25% set aside	20 du/acre
<b>Total Overall Bonus Units Earned</b>	<b>92.5</b>
Note: Maximum Density Bonus Allowed is 90 du/acre	

9. Height bonus – the applicant shall be granted additional height bonus through conditional use based on the project incorporating all the following elements

<b>Density</b>	<b>Designed to Achieve LEED Silver</b>
Height Bonus with > 25 du/ac density bonus	35 feet

10. A building permit shall be filed within one year of the date of the conditional use approval or the approval shall be null and void.

Based on staff’s analysis, staff is of the opinion that the proposed conditional use application is consistent with the requirements of Section 3-405 of the City’s Land Development regulations and is compatible with the future land use goals objectives and policies identified in the City’s adopted Comprehensive Plan. Therefore the Community Planning and Development Department request that the Planning Commission recommend approval of the attached resolution, approving a transfer of one hundred and thirty eight (138) bonus units from the neighborhood redevelopment overlay (NRO) district primary residential pool of two thousand two hundred (2,200) floating residential units, and further approve a bonus height of thirty five (35’) feet for the proposed development.

Mr. John Dellagloria of 9155 South Dadeland Blvd. Suite 1014, Miami, was present representing the applicant, Conestoga Holdings. This development will greatly complement the surrounding neighborhood as it offers a mixture of residential, retail and community facilities. He informed the Commission that their request of 191 bonus units is dependent upon their meeting the requirements listed on the Conditional Use Permit and it could be that less than 191 units will be built.

Paola Roman of Carrfour Supportive Housing Services stated that affordable housing developments have specific requirements depending on the funding sources. Carrfour has application intake requirements to ensure that the funds that were intended to support specific income brackets are used appropriately.

Public Discussion:

Kevin Burns, a resident of 2065 Alamanda Drive spoke in favor of the proposed resolution.

Commission Discussion:

The Commission reviewed and discussed the proposed resolution and conditional use permit request. Staff pointed out that the current request for bonus units from the pool was the first since the creating of the NRO Boundary by City Council in 2007. As such many Board members were cautious about applying additional units to the subject site and expressed concerns about potential impacts to the adjacent neighborhood west of the subject site. Despite the apprehension with regard to applying units from the NRO Pool in order to maximize the density on the site, the majority of the Commission supported the idea of redeveloping the site, several concerns were shared regarding the need to apply adequate transition standards at the site plan level to buffer the proposed high density development from the surrounding low density R-2 neighborhood.

Commissioner Each made a motion to recommend approval of the proposed resolution with staff's recommendation. The motion was seconded by Commissioner Ernst, and the Commission rendered a vote of 4-2 recommending approval of the proposed Ordinance. The two (2) dissenting vote was cast by Commissioner Harwitz and Commissioner Preatel.

PC 05-13: A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, APPROVING THE VACATION, ABANDONMENT, CLOSURE AND SALE OF TWO (2) FIFTEEN FEET (15') WIDE ALLEYWAYS LOCATED BETWEEN NORTHEAST 135TH STREET AND NORTHEAST 136TH STREET, LYING WEST OF NORTHEAST 6TH AVENUE; FURTHER AUTHORIZING THE CITY MANAGER TO NEGOTIATE THE SALE OF THE SUBJECT ALLEYWAYS, IN ACCORDANCE WITH CHAPTER 29, ARTICLE 3, DIVISION 9, CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS, AND TO TAKE ALL NECESSARY STEPS TO EFFECTUATE SAME; PROVIDING FOR EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

Ms. Tanya Wilson-Sejour from Community Planning and Development Department gave the staff report stating that staff recommends approval of the proposed resolution, with conditions, for the vacation, abandonment, closure, and sale of two 15 feet alleyways, for the segment lying between Northeast 135th Street and Northeast 136th Street, west of Northeast 6th Avenue.

The applicant owns eight (8) contiguous and abutting lots located on the northwest corner of the intersection of Northeast 135<sup>th</sup> Street and Northeast 6<sup>th</sup> Avenue. The Applicant is requesting the abandonment of two (2) fifteen feet (15') wide alleyways that intersect at right angles across the subject site, consisting of approximately seven thousand four hundred twenty five (7,425) square feet, or approximately 0.17 acres in size. The applicant proposes to consolidate all 8 lots as well as the alleyways in order to develop a new LEED Silver certified mixed use project containing a mixture of residential, retail and community facility uses.

Staff believes the current request meets the requirements of Section 3-903 of the City's Land Development Regulations and recommends approval of the proposed resolution subject to the following conditions:

1. That the applicant agrees to work with City staff and the City's approved Real Estate Appraiser to determine the fair market price for the proposed segment and compensate the City for the subject right-of-way.
2. That the City effectuates the conveyance by virtue of a Deed.
3. That the property owner applies for a waiver of plat to consolidate the 8 lots in addition to the abandoned right of way segment. Upon obtaining City approval, said request shall also be filed with the Miami Dade County Plat Section for final review and approval. The final approved waiver of plat must be recorded by the applicant in the public records of Miami Dade County with a final receipt furnished to the Community Planning and Development Department within forty five (45) days of Council approval.
4. That the applicant obtains final letters from all utility and telecommunications companies with regard to the provision of easements in order to maintain access to any existing facilities that may presently be located within the alleyway.

Mr. John Dellagloria of 9155 South Dadeland Blvd. Suite 1014, Miami, was present representing the applicant, Conestoga Holdings. He suggested to the Commission to approved the request on the condition that if the City deems it necessary to relocate the easement for any type of utility service then he would accept that condition. He also stated that they would agree to any type of landscaping to clearly protect the properties to the west in a way that is aesthetically pleasing to the neighborhood.

Public Discussion:

Kevin Burns, a resident of 2065 Alamanda Drive spoke in favor of the proposed resolution. This is a good way of preventing people from dumping trash on the alleyways.

Commission Discussion:

The Planning Commission reviewed and discussed the proposed resolution to abandon the two 15 feet wide alleyways and consolidate the 8 lot site. Commissioner Prevatel led the charge to add an easement or additional buffer to the western boundary of the property to create additional separation from the subject site and the neighboring single family homes to the west. Staff pointed out that the NRO provisions in Section 4-405D.4.b includes additional setback requirements to encourage a compatible buffer between the proposed high density development from the surrounding low density neighborhood. The majority of the Board members were optimistic that the proposed request would help to advance the development of the vacant site and possibly spur redevelopment in other blighted areas along NE 6<sup>th</sup> Avenue.

Commissioner Ernst made a motion to recommend approval of the proposed resolution with staff's recommendation. The motion was seconded by Commissioner Each, and the Commission rendered a vote of 4-2 recommending approval of the proposed Ordinance. The two (2) dissenting vote was cast by Commissioner Harwitz and Commissioner Prevatel.

**VI. Committee Reports:** None

**VII. Old Business:** None

**VIII. New Business:** None

**IX. Communications:** None

**X. Adjournment:**

There being no further business to come before the Planning Commission, the meeting adjourned at 10:26 p.m.

Respectfully submitted:

Attest:

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Commissioner Kevin Seifried, Chair  
Planning Commission

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Tanya Wilson-Sejour, AICP, City Planner  
Community Planning & Development

Prepared by:

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Arceli Redila, LEED AP, Board Secretary  
Community Planning & Development



**NORTH MIAMI PLANNING COMMISSION  
AGENDA  
TUESDAY, MARCH 5, 2013, 7:00PM  
COUNCIL CHAMBERS  
776 NE 125TH STREET,  
NORTH MIAMI, FL 33161**

**MIAMI DAILY BUSINESS REVIEW**

Published Daily except Saturday, Sunday and  
Legal Holidays  
Miami, Miami-Dade County, Florida

**STATE OF FLORIDA  
COUNTY OF MIAMI-DADE:**

Before the undersigned authority personally appeared O.V. FERBEYRE, who on oath says that he or she is the VICE PRESIDENT, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, a daily (except Saturday, Sunday and Legal Holidays) newspaper, published at Miami in Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NORTH MIAMI PLANNING COMMISSION  
AGENDA - MARCH 5, 2013

in the XXXX Court,  
was published in said newspaper in the issues of

02/22/2013

Affiant further says that the said Miami Daily Business Review is a newspaper published at Miami in said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Miami-Dade County, Florida, each day (except Saturday, Sunday and Legal Holidays) and has been entered as second class mail matter at the post office in Miami in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this

22 day of FEBRUARY, A.D. 2013

(SEAL)



O.V. FERBEYRE personally known to me

**I. ASSEMBLY AND ORGANIZATION:**

- A. Call to Order
- B. Pledge of Allegiance
- C. Roll Call of Board Members
- D. Amendments to the Agenda

**II. APPROVAL OF MINUTES:** January 17, 2013

**III. COMMUNICATIONS:** None

**IV. CONTINUED PUBLIC HEARINGS:** None

**V. PUBLIC HEARINGS:**

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- 2. Commission Action

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**VIII. NEW BUSINESS:** None

**IX. ADJOURNMENT**

Interested parties may appear at the meeting and be heard with respect to the matter. Any person wishing to appeal the recommendations of the Planning Commission will need a verbatim record of the meetings proceedings, which record includes the testimony and evidence upon which the appeal is to be based (Chapter 286.0105 F.S.)

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the Community Planning & Development Department no later than four (4) days prior to the proceeding. Telephone (305) 893-6511, Ext. 12252, for assistance. If hearing impaired, telephone our TDD line at (305) 893-7936 for assistance.

Date: March 5, 2013

To: Planning Commission

From: Maxine Caloway,  Director, Community Planning & Development

Re: Conditional Use Permit Requesting 27 Bonus Units From NRO Secondary Pool

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING APPROVAL OF THE CONDITIONAL USE PERMIT, IN SUBSTANTIALLY THE ATTACHED FORM, TRANSFERRING TWENTY SEVEN (27) BONUS UNITS FROM OUTSIDE THE NEIGHBORHOOD REDEVELOPMENT OVERLAY (NRO) DISTRICT SECONDARY POOL OF ONE THOUSAND (1000) FLOATING RESIDENTIAL UNITS FOR THE PROPERTY KNOWN AS PARKVIEW VILLAS, GENERALLY LOCATED ON THE NORTH SIDE OF NORTHEAST 135TH STREET AT APPROXIMATELY FIVE THOUSAND TWO HUNDRED EIGHTY NINE FEET (5,289') EAST OF BISCAYNE BOULEVARD, IN ACCORDANCE WITH ARTICLE 4, SECTION 4-204 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.**

### **Recommendation**

That the Planning Commission recommends approval of the proposed resolution and Conditional Use Permit requesting a transfer of twenty seven (27) bonus units from outside the Neighborhood Redevelopment Overlay (NRO) District secondary pool of one thousand (1000) floating residential units for the property known as Parkview Villas, generally located on the north side of Northeast 135th Street, approximately five thousand two hundred and eighty nine feet (5,289') east of Biscayne Boulevard and forward said conditional use permit to City Council for final consideration.

### **Purpose & intent**

Policy 1.12.1 of the Comprehensive Plan established a primary pool of five thousand (5,000) floating residential units to encourage redevelopment in designated areas within the City. As such, the primary pool consisting of two thousand two hundred (2,200) floating residential units have been set aside for use within the Neighborhood Redevelopment Overlay ("NRO") District ("Primary Pool"); one thousand eight hundred (1,800) floating residential units for the Central City District; and a secondary pool of one thousand (1,000) floating residential units for development outside the NRO District.

**The Subject Site**



Additionally, Article 4, Section 4-204 of the City's land Development Regulations ("LDRs"), provides that requests for residential density bonuses may be granted through a Conditional Use Permit approved by the City Council, in accordance with Section 3-401, 3-405 and Section 4-405 of the LDRs.

**Background**

The applicant 135 Biscayne, LLC owns a 1.2 acre site containing fifteen (15) platted lots, located on the north side of Northeast 135<sup>th</sup> Street, at approximately 5,289 feet east of Biscayne Boulevard. The Subject Property is located outside the NRO District and has a medium density residential land use category with an R-5 zoning designation, which permits a maximum building height of seventy five feet (75') and a density of 16.3 residential units per acre.

The current R-5 zoning designation allows for twenty one (21) residential units as of right. However, on December 10<sup>th</sup> 2012 the property owner filed a Conditional Use Permit application with the City's Community Planning & Development Department, requesting that the City transfer twenty seven (27) additional bonus residential units from the existing Secondary pool of 1000 units in order to construct a 48 unit garden apartment green, transit oriented (16 one bedroom and 32 two bedroom) development on the subject site.

**Analysis**

Article 3, Section 3-405 of the City's Land Development Regulations requires that all requests for Conditional Use approval demonstrate compliance with the following standards:

- 1. The application is consistent with the comprehensive land use plan;**

The proposed conditional use request is consistent with the goals, objectives and policies of the Comprehensive Plan, specifically Policy 1.12.1 that promotes the transfer of up to 1000 units to areas outside the NRO in order to encourage redevelopment of new residential units in areas such as the subject site. Additionally Objective 3B.4 requires that the City “ensure an adequate balance of housing that will ensure a range of housing options by providing the appropriate densities, intensities, height, type, and size that encourage the creation of new housing units.”

- 2. The application is in compliance with the district regulations applicable to the proposed development, including the bonus provisions in section 4-204, if applicable;**

The proposed conditional use application is in compliance with the LDRs as outlined in Section 4-204 which allows parcels of land designated low, medium or high density residential land use outside the NRO boundary to receive bonus densities of up to 25 dwelling units per acre through conditional use approval.

- 3. The application is consistent with the applicable development standards in these LDRs;**

Based on the information provided staff believes the proposed development is in compliance with the development standards outlined in the LDRs.

- 4. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use or adequate mitigation is provided;**

The subject site is located on NE 135 Street, a roadway classified as a locally owned arterial. The City’s Transportation Master Plan indicates that the roadway segment currently operates at a Level of Service B which is an acceptable level. It should be noted that Policy 2A 1.1 of the City’s Comprehensive Plan requires that all roadways in the City shall operate at or above LOS standard E. Additionally the city of North Miami is designated as a Transportation Concurrency Exemption Area and Objective 2A.2 and Policy 2A.2.7 of the City’s Comprehensive Plan requires that the City actively pursue multimodal strategies to encourage a more transit friendly development. As such staff is therefore requiring the applicant to propose multi modal transportation alternatives such as bicycle parking, connections to the existing bicycle path on NE 135 Street and carpooling to alleviate any additional traffic generated from the site.

- 5. The proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures.**

Staff believes the proposed garden apartments will greatly complement the surrounding Arch Creek residential neighborhood as well as provide additional quality housing for faculty/staff

at the neighboring Miami Dade County Schools as well as Florida International University. Additionally per Section 4-405 of the LDRs the site is subject to certain development restrictions governing the building, scale, setback and parking to ensure a compatible transition with the existing residential neighborhoods surrounding the subject site.

**6. The parcel proposed for development is adequate in size and shape to accommodate all development features;**

At 1.2 acres and situated on a local arterial, staff believes the subject parcel is suitable in size and shape to accommodate the proposed multifamily development.

**7. The proposed use will not have an adverse impact on use, livability, value and development of adjacent properties;**

The proposed development is consistent in use and character with the surrounding residential areas and is anticipated to complement the adjacent properties. The applicant proposes to develop the vacant lot into modern market rate garden apartments with one and two bedroom units ranging between 750 to 950 square feet in size. As proposed it is not anticipated to adversely impact the use, livability, value and development of adjacent properties.

**8. The nature of the proposed development is not detrimental to the public health, safety and general welfare of the community;**

As proposed, the current request is not anticipated to adversely impact the public health, safety and general welfare of the community. Staff believes the proposed development satisfies the intent of the City's land use vision as defined in Goal 1, (Future Land Use Element) of the Comprehensive Plan which requires that the City "Encourage redevelopment in order to enhance the economic base of the City, improve the aesthetic quality of the built environment and provide a range of housing and employment opportunities to accommodate, serve and employ the projected population, while protecting established single family neighborhoods.

**9. The design of the use creates a form and function which enhances the community character of the immediate vicinity of the parcel proposed for development; and**

The proposed design is not only architecturally pleasing but is also environmentally sustainable. In fact, Policy 3B.4.3 of the Comprehensive Plan indicates that that "In the redevelopment process the City shall require developers of both market rate and affordable/workforce housing to utilize principles of sustainable design by implementing environmentally friendly and green building design standards as further defined in the LDR. Furthermore Section 5-805 of the City's LDR requires that all new construction shall incorporate LEED standards or the City's alternative green standards as part of its new development in order to support the City's environmental initiatives. In lieu of LEED certification the applicant proposes to construct a sustainable building under the Florida Green Building Coalition rating system and incorporate energy efficient elements as part of the future design and landscaping.

**10. Flexibility in regard to development standards is justified by the benefits to community character and the immediate vicinity of the parcel proposed for development.**

The site has been underutilized and left vacant for many years. The applicant has expressed a desire for bonus units in order to create a successful multifamily development that maximizes the use of the site and is also financial feasible. Staff believes the flexibility in standards is necessary for the successful development of the site.

CONCLUSION

Based on our analysis, staff is of the opinion that the proposed conditional use application is consistent with the requirements of Section 3-405 of the City's Land Development regulations and is compatible with the future land use goals objectives and policies identified in the City's adopted Comprehensive Plan. Therefore the Community Planning and Development Department requests that the Planning Commission recommend approval of the attached Resolution, approving a transfer of twenty seven (27) bonus units from the secondary pool of 1000 floating residential units. Said transfer being subject to the applicant designing a product that achieves the Florida Green Building Coalition (FGBC) certification or equivalent.

1. The applicant shall consolidate all 15 lots in the proposed development through a waiver of plat. The applicant will also furnish a copy of the recorded document to the Director of Community Planning & Development once the instrument has been recorded with the County.
2. The applicant is required to obtain site plan review and approval for the proposed new development prior to obtaining final building permits. As such the applicant shall contact the City's Zoning Administrator in order to obtain submittal instructions and subsequently file a site plan application.
3. In lieu of LEED Certification rating the applicant agrees to obtain certification from the Florida Green Building Coalition to validate the proposed "green" elements of the future development prior to obtaining final Certificate of Occupancy. The applicant shall provide registration receipt from the Florida Green Building Coalition (FGBC) showing intent to achieve FGBC Gold (or equivalent) designation prior to final Council consideration.
4. Applicant shall comply with all conditions listed in Exhibit 1, of the approved Conditional Use Permit.
5. Comply with all other City/County regulations as it relates to zoning, parking, landscaping, school concurrency and utilities.

TS/mc

- Attachments:
1. Proposed Resolution
  2. Conditional Use Permit (Exhibit 1)
  3. Location Map & Survey
  4. Letter of intent

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING APPROVAL OF THE CONDITIONAL USE PERMIT, IN SUBSTANTIALLY THE ATTACHED FORM, TRANSFERRING TWENTY SEVEN (27) BONUS UNITS FROM OUTSIDE THE NEIGHBORHOOD REDEVELOPMENT OVERLAY (NRO) DISTRICT SECONDARY POOL OF ONE THOUSAND (1000) FLOATING RESIDENTIAL UNITS FOR THE PROPERTY KNOWN AS PARKVIEW VILLAS, GENERALLY LOCATED ON THE NORTH SIDE OF NORTHEAST 135TH STREET AT APPROXIMATELY FIVE THOUSAND TWO HUNDRED EIGHTY NINE FEET (5,289') EAST OF BISCAYNE BOULEVARD, IN ACCORDANCE WITH ARTICLE 4, SECTION 4-204 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.**

**WHEREAS**, on December 11, 2007, the Mayor and City Council of the City of North Miami ("City"), adopted the City's Comprehensive Plan ("Comprehensive Plan"), consistent with the requirements of Chapter 163, Florida Statutes; and

**WHEREAS**, Policy 1.12.1 of the Comprehensive Plan established a pool of five thousand (5,000) floating residential units for development, as follows: two thousand two hundred (2,200) floating residential units for use within the Neighborhood Redevelopment Overlay ("NRO") District; One thousand Eight Hundred (1,800) floating residential units for the Central City District; and a secondary pool of one thousand (1,000) floating residential units for development outside the NRO District ("Secondary Pool"); and

**WHEREAS**, Section 4-204 of the City Land Development Regulations ("LDRs"), provides that requests for residential density bonuses may be granted through a Conditional Use Permit, approved by the Mayor and City Council in accordance with Section 3-401 and Section 4-405 of the LDRs; and

**WHEREAS**, 135 Biscayne, LLC (“Applicant”), is the owner of a 1.2 acre site containing fifteen (15) platted lots, located on the north side of Northeast 135<sup>th</sup> Street, at approximately 5,289 feet east of Biscayne Boulevard (“Subject Property”); and

**WHEREAS**, the Subject Property is located outside the NRO District and has a medium density residential land use category with an R-5 zoning designation, which permits a maximum building height of seventy five feet (75’) and a density of 16.3 residential units per acre; and

**WHEREAS**, the R-5 zoning designation allows for twenty one (21) residential units as of right, for development on the Subject Property; and

**WHEREAS**, the Applicant filed a Conditional Use Permit application with the City Community Planning & Development Department, requesting that the City allocate twenty seven (27) additional bonus residential units from the existing Secondary Pool of available units in order to construct a total of forty eight (48) multifamily units on Subject Property; and

**WHEREAS**, the approval and transfer of Twenty Seven (27) units from the Secondary Pool will reduce the pool of unassigned units from one thousand (1,000) residential units to nine hundred seventy three (973) residential units; and

**WHEREAS**, the City administration reviewed the proposed request and found that it is consistent with Policy 1.12.1 of the Comprehensive Plan and satisfies the requirements of Section 4-405 of the LDRs; and

**WHEREAS**, the Planning Commission, after a duly noticed public hearing held on January 17, 2013, reviewed the proposed request and found it in harmony with the goals, objectives and policies of the Comprehensive Plan, and recommended approval of the Conditional Use Permit to the Mayor and City Council; and

**WHEREAS**, the Mayor and City Council of the City of North Miami have determined that the proposed request is in the best interest of the City and does not adversely affect the

health, safety, and welfare of residents and thereby, approve the Conditional Use Permit allocating the requested number of units from the Secondary Pool.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA:**

**Section 1. Approval of Conditional Use Permit.** The Mayor and City Council of the City of North Miami, Florida, hereby, approve the Conditional Use Permit, in substantially the attached form, transferring twenty seven (27) bonus units from outside the Neighborhood Redevelopment Overlay (NRO) District secondary pool of One Thousand (1000) floating residential units, for the property known as Parkview Villas, generally located on the north side of Northeast 135th Street at approximately Five Thousand Two Hundred Eighty Nine feet (5,289') east of Biscayne Boulevard, in accordance with Article 4, Section 4-204 of the City of North Miami Code of Ordinances, Land Development Regulations.

**Section 2. Effective Date.** This resolution shall be effective immediately upon adoption.

**PASSED AND ADOPTED** by a \_\_\_\_\_ vote of the Mayor and City Council of the City of North Miami, Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
ANDRE D. PIERRE, ESQ.  
MAYOR

ATTEST:

\_\_\_\_\_  
MICHAEL A. ETIENNE, ESQ.  
CITY CLERK

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:

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REGINE M. MONESTIME  
CITY ATTORNEY

SPONSORED BY: CITY ADMINISTRATION

Moved by: \_\_\_\_\_

Seconded by: \_\_\_\_\_

**Vote:**

Mayor Andre D. Pierre, Esq.	_____ (Yes)	_____ (No)
Vice Mayor Marie Erlande Steril	_____ (Yes)	_____ (No)
Councilperson Michael R. Blynn, Esq.	_____ (Yes)	_____ (No)
Councilperson Scott Galvin	_____ (Yes)	_____ (No)
Councilperson Jean R. Marcellus	_____ (Yes)	_____ (No)

## EXHIBIT I

### CONDITIONAL USE PERMIT FOR PARVIEW VILLAS, LLC

**WHEREAS**, 135 Biscayne LLC owns 1.27 acres of real property more particularly described in attached Exhibit "A", Survey Drawing of Property (the "Property"); and

**WHEREAS**, The property is zoned R-5 which allows for twenty one (21) residential units as of right.

**WHEREAS**, in accordance with Section 4-204 of the City's LDR (governing density bonus requests in areas outside the NRO) the applicant requests that in addition to the 21 permitted as of right units, the City grant Conditional Use Approval, for allocation of 27 bonus units, from the established primary pool of secondary floating residential units to create 48 multifamily units on site with a maximum height of 75 feet; and

**WHEREAS**, staff has reviewed the proposed application and finds that it complies with the requirements of Section 4-204 of the LDRs; and

**WHEREAS**, on March 5<sup>th</sup>, 2013 the Planning Commission voted to recommend that the City Council grant Conditional Use Approval for the transfer of **27 bonus units** from outside Neighborhood Redevelopment Overlay (NRO) secondary residential pool of one thousand (1000) units; and

**WHEREAS**, said transfer of 27 units from the "outside the NRO" secondary residential pool of one thousand (100) units would reduce the secondary pool of units to Nine Hundred and Seventy Three (973) units; and

**WHEREAS**, on April 9<sup>th</sup> 2013, the City Council reviewed the request and determined that it is consistent with the intent of the City's Comprehensive Plan, allows for redevelopment of a currently vacant site and will further advance the public health, safety and welfare of the City.

**NOW, THEREFORE**, the City Council approves this Conditional Use Permit along with the following findings and conditions:

1. That the applicant submits final precise plans and applicable landscape plans to the City's Community Planning & Development Department, Development Review Committee (DRC) for review and approval prior to obtaining building permits.
2. That the applicant shall file a waiver of plat with the Community Planning & Development Department to unify the fifteen (15) lots into one consolidated parcel.
3. That the applicant shall provide registration receipt from the Florida Green Building Coalition (FGBC) showing intent to achieve FGBC Gold (or equivalent) designation prior to Council consideration.
4. That the applicant shall provide a copy of appropriate certification from the FGBC to validate the proposed "green" elements of the development prior to obtaining final Certificate

of Occupancy.

5. Comply with all other City/County regulations as it relates to zoning, parking, landscaping, school concurrency and utilities.
6. **Density bonuses** – Pursuant to Sect 4-204 the applicant shall be granted additional bonus density through conditional use based on the project incorporating all the following elements:

Mandatory Elements	Density Bonus Earned
<b>Green &amp; Sustainable:</b>	
Designed to meet LEED gold or greater rating – or FGBC equivalent of LEED gold.	15 du/acre
<b>Transit Oriented Development:</b>	
<b>4 of 8 selected</b>	
Improved pedestrian way connecting to nearest arterial	
Internal bike and pedestrian circulation	
Provision of bike racks	
Showers for cyclists	
Connection to planned bike trail on NE135 Street	
Total for 5 of 7	10 du/acre
<b>Total Overall Bonus Units Earned</b>	
Note: Maximum <u>Density Bonus</u> Allowed Outside NRO is 25 du/acre	<b>25 du/acre</b>

7. A building permit shall be filed within one year of the date of the conditional use approval or the approval shall be null and void.
8. **NRO POOL INVENTORY**

Total units in secondary pool outside the NRO	Requested units	Remaining units
1000	27	973



SYNALOVSKI ROMANIK SAYE  
*Architecture • Planning • Interior Design*

Parkview Villas  
Letter of Intent  
December 10<sup>th</sup>, 2012

Parkview Villas is requesting a Conditional Use Permit for a Residential Density Bonus to increase our current R-5 Zoning from 16.3 units/acre to 41.3 units/acre (25 units/acre).

Based on a site area of  $\pm 53,386$  sq. ft. (1.2714 acres), the requested bonus would allow the development of up to 52 apartments in lieu of the 15 townhomes previously planned for development.

The proposed 48 apartments would include 16 one (1) bedroom/one (1) bath units and 32 two (2) bedroom/two (2) bathroom units. The areas of these units would vary from  $\pm 750$  sq. ft. to  $\pm 950$  sq. ft.

The proposed development would provide 76 required parking spaces, required green areas and a pool/deck amenity.

The building height would remain below 75' and front and side setbacks would be provided. A reduction in the rear setback would be requested.

In order to satisfy the requested bonus, Parkview Villas would satisfy sustainability and transit oriented (TOD) requirements.

In lieu of LEED Certification, Parkview Villas proposes compliance with either the NHBA or FGBC rating system(s).

SYNALOVSKI ROMANIK SAYE  
*Architecture • Planning • Interior Design*

1800 Eller Drive, Suite 500 • Fort Lauderdale, FL 33316  
T 954.961.6806 • F 954.961.6807 • www.synalovski.com

387.87 - S89°20'30"E (REC.)  
388.03 - S89°20'30"E (MEA.)

148.949 - N00°39'30"E (REC.)  
150.06 - N00°38'13"E (MEA.)

127.66 - S4°29'30"E (REC.)  
127.75 - S4°29'14"E (MEA.)

R=5,667.15 D=4°02'39"  
A=400.00 M=400.16

CONC.



SCALE: 1/32" = 1'-0"

### PARKVIEW VILLAS NORTH MIAMI, FLORIDA



PARKVIEW VILLAS  
NORTH MIAMI, FLORIDA



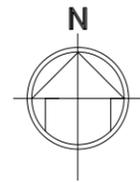
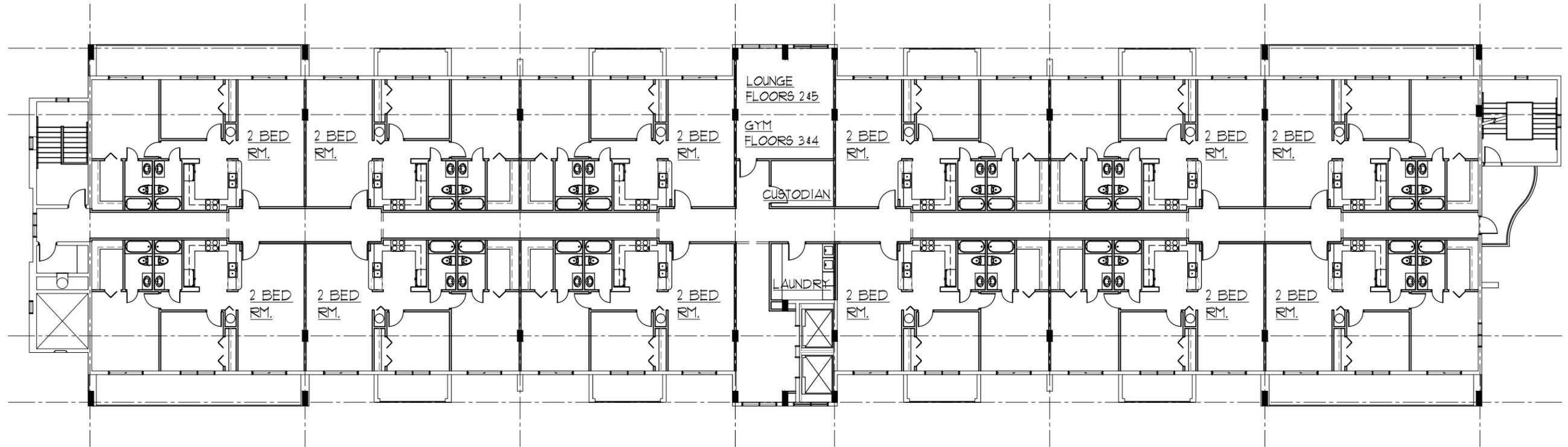
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PARKVIEW VILLAS  
NORTH MIAMI, FLORIDA



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TYPICAL FLOOR (FLOORS 2-5)  
SCALE: 1" = 20'-0"



## Staff Report

Date: March 5, 2013  
To: Planning Commission  
From: Maxine Calloway,  Director, Community Planning & Development  
Re: Biscayne Landing Master Plan & Conditional Use Permit

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING THE ISSUANCE OF A CONDITIONAL USE PERMIT FOR THE CONCEPTUAL MASTER DEVELOPMENT PLAN FOR TRACT A OF BISCAYNE LANDING PLAT, IN ACCORDANCE WITH ARTICLE 3, SECTION 3-405 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.**

### **RECOMMENDATION**

That the Planning Commission recommends approval and issuance of the proposed Conditional Use Permit for the Conceptual Master Development Plan with conditions for the Biscayne Landing Plat (subject development) in accordance with Article 3, Section 3-405 of the City's Land Development Regulations (LDR) and forward said resolution to City Council for final consideration.

### **PURPOSE & INTENT**

The subject development is a mixed use project proposed for master plan development on a 184 acre City owned site and former landfill, located on the southeastern quadrant of the intersection of NE 151 Street and Biscayne Boulevard. The site is currently zoned Planned Development (PD) with a land use of Mixed Use Medium (allowing a density of 40 dwelling units per acre) and is also located within the boundaries of the City's Regional Activity Center (RAC). The RAC is a State designated district, intended to encourage regionally significant developments that promote mass transit, bicycle paths and pedestrian connectivity within the vicinity of Florida International University (FIU), Oleta State Park and the Biscayne Boulevard corridor, *in order to create an attractive, functionally integrated community that provides: living, working, shopping, educational and recreational opportunities.*

On May 23, 2012, the Mayor and Council of the City of North Miami adopted Resolution Number R-2012-67, authorizing the execution of a Lease Agreement between the City and Oleta Partners, LLC (the Developer) for the master development of the Biscayne Landing plat, consisting of approximately 184 acres in size. As such, the agreement calls for a Conceptual Master Plan, which identifies all the proposed phases and uses of the development which includes a mix of: 4,315 residential units, 150 hotel rooms and 750,000

square feet of retail use, 9,880 square feet restaurant, 10,000 sq feet community center, 202,760 square feet auto mall, 7.2 acre active park and 43 acres of open space.

Additionally, consistent with the zoning requirements in Section 3-401.B of the City's LDRs, all Planned Developments are required to obtain a Conditional Use Permit to establish guidelines and development standards (as established by the Council) for the implementation of the proposed development consistent with the terms of the executed Lease Agreement, and the LDRs . As such, in January 2013, the Developer filed an application with the Community Planning & Development Department requesting approval of the Conceptual Master Development Plan (Attached as Exhibit A ), by virtue of the issuance of a Conditional Use Permit (Attached as Exhibit B) for the Biscayne Landing Site .

Subject Site Location



Biscayne Landing Development Plan  
in Miami, Florida



0 100 200 400 600 800 Feet

**Article 3, Section 3-405 of the City's Land Development Regulations requires that all requests for Conditional Use approval must demonstrate compliance with the following standards:**

- 1. The application is consistent with the comprehensive land use plan;**

The proposed master development plan and conditional use request is consistent with the goals, objectives and policies of the Comprehensive Plan, specifically Policy 1.13.12 that promotes redevelopment efforts within Regional Activity Center (RAC) that "promote large-scale development and redevelopment as well as small parcel infill development and redevelopment that facilitate a balanced mix of land uses by providing maximum flexibility for development and redevelopment activities. In addition, the Land Use designation and the uses proposed are consistent with the Mixed Use designation of the Comprehensive Plan.

**2. The application is in compliance with the district regulations applicable to the proposed development, including the bonus provisions in section 4-405, if applicable;**

The proposed application does not include a request for bonus units. As proposed the Master Plan & Conditional Use are in compliance with the land use, Planned Development, and RAC District regulations.

**3. The application is consistent with the applicable development standards in these LDRs;**

Based on the information provided staff believes the proposed development is in compliance with the development standards outlined in the LDRs. In addition, the City Council will apply those development standards not established by the LDRs through the Conditional Use Permit process.

**4. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use or adequate mitigation is provided;**

The applicant provided a traffic report dated February 25, 2013 which indicates that the proposed development is anticipated to generate 2929 AM and 3718 PM trips. Based on the traffic report findings, there are concerns regarding the operational efficiency of the signals at US-1 and NE 151 Street, Royal Oak Lane and NE 143 Street, It is therefore recommended that these areas be further assessed and mitigation strategies be developed in an effort to provide adequate access and mobility for residents, customers and visitors. Staff is particularly concerned about the intersection of NE 151 Street and Biscayne Boulevard which is currently operating at a Level of Service (LOS) F, and is collectively used by commuters to the North Miami Stadium, FIU, David Lawrence Elementary and Alonzo & Tracy Mourning High School. Staff is therefore requesting that the applicant propose multi modal transportation alternatives such as bicycle parking, public transportation and carpooling to alleviate the added traffic anticipated from the site.

**5. The proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures.**

A 373 unit residential multifamily development known as *The Oaks* currently abuts the northeast corner of the site and serves as the only new residential development created within the RAC since its establishment in 2003. Staff believes the proposed mixed use development further implements the redevelopment goals of the RAC and is anticipated to attract quality retailers to the currently vacant site. Staff believes the proposed development will enhance the surrounding neighborhood as it offers a mixture of residential, retail, hotel, auto and community facilities uses which greatly complement the existing regional centers at neighboring FIU Biscayne Bay Campus, Kovens Center and Oleta State Park.

**6. The parcel proposed for development is adequate in size and shape to accommodate all development features;**

At 184 acres and situated on two major corridors, staff believes the subject parcel is suitable in size and

shape to accommodate the proposed mixed use development.

**7. The proposed use will not have an adverse impact on use, livability, value and development of adjacent properties;**

With the majority of the City's housing stock being over 40 years old, the proposed development will make way for the first major mixed use redevelopment project to occur along the Biscayne Boulevard corridor in many years. As proposed, the redevelopment of the currently vacant site is anticipated to generate major fiscal and economic benefits to the adjacent properties as well as the City and the Region. As indicated in the Market and Economic Impact Report prepared by FOCUS Real Estate Advisors dated February 2013 (see attached report), *"the proposed community parks, new high end residential units, open space amenities, retail component coupled with the auto dealership, and new hotel facility will represent a critical mass with strong regional drawing power that is likely to attract other development interest to the area."*

**8. The nature of the proposed development is not detrimental to the public health, safety and general welfare of the community;**

As proposed the future development is not anticipated to adversely impact the public health, safety and general welfare of the community. In fact based on the findings of the Economic Impact Report referenced in the preceding section the proposed development is anticipated to create the following positive City and Regional impacts:

Figure 1 -

<b>FISCAL BENEFITS</b>	
City of North Miami:	
<p><b>Non- Recurring</b></p> <ol style="list-style-type: none"> <li>1. \$15,060,900 in Impact Fees</li> <li>2. \$6,667,700 in Building Permit Fees</li> <li>3. \$194,800 in Zoning Services Fees</li> <li>4. \$273,900 for Occupancy Certificates</li> <li>5. \$25.3 million in Lease transaction fees and City reimbursements (\$17.5 million plus \$7.8 million for initial rent, tax and other City cost reimbursements)</li> <li>6. \$6,650,000 Community Parks and Community Center Facilities</li> </ol>	<p><b>Recurring</b></p> <ol style="list-style-type: none"> <li>1. Lease Payments               <ol style="list-style-type: none"> <li>a. Annual - \$1,500,000 (increasing each ten year period of the Lease)</li> <li>b. Total 99 year lease term - \$226,950,000</li> </ol> </li> <li>2. Participation Rent               <ul style="list-style-type: none"> <li>Residential Sales/Rentals (2016-2022) - \$1,190,000</li> <li>Retail Big Box Subleases (2014) - \$268,800</li> <li>Hotel Sublease (2016) - \$88,200</li> <li>Auto Dealership Sublease (2015) - \$2,825,300</li> </ul> </li> <li>3. Park and Community Center maintenance               <ol style="list-style-type: none"> <li>a. Park maintenance - \$140,000 per year</li> <li>b. Community Center - \$40,000 per year/two full-time employees</li> </ol> </li> <li>4. Ad Valorem Taxes (City of North Miami portion – General Fund and CRA)               <ol style="list-style-type: none"> <li>a. Annual, upon Project completion - \$7.7 million</li> <li>b. Total 99 year Lease term - \$744.2 million</li> </ol> </li> <li>5. Ad Valorem Taxes (Other jurisdictions/authorities (i.e. County, School Board, Children's Trust, S.F.W.M District)</li> </ol>

	<ul style="list-style-type: none"> <li>a. Annual, upon Project completion - \$16.3 million</li> <li>b. Total 99 year Lease term - \$1.6 billion</li> <li>6. Increased business and occupational license fees</li> </ul>
<p><b>ESTIMATED ECONOMIC BENEFITS</b></p> <p><b>Non-Recurring</b></p> <ul style="list-style-type: none"> <li>1. \$966.5 million in construction-related expenditures within Miami-Dade County</li> <li>2. Construction labor expenditures equivalent to annual wages of \$386.6 million</li> <li>3. 8,370 full-time equivalent jobs (development/construction related)</li> </ul>	<p><b>Recurring</b></p> <ul style="list-style-type: none"> <li>1. \$266.2 million annually in on-site retail sales</li> <li>2. 2,850 on-site permanent jobs with annual wages and salaries of approximately \$85.2 million</li> <li>3. \$81 million in resident retail and services expenditures</li> <li>4. \$8.2 million in tourist expenditures</li> </ul>

To that end, staff believes the proposed development not only provides economic but also environmental benefits as it represents a great example of how an environmentally challenged site can be transformed into an economic engine.

**9. The design of the use creates a form and function which enhances the community character of the immediate vicinity of the parcel proposed for development; and**

Per Section 5-805 of the City’s LDR all new construction is required to incorporate LEED standards or an alternate City approved green standards as part of its new development in order to support the City’s environmental initiatives. The applicant proposes to construct a LEED or similar designation mixed use project with energy saving fixtures to sustainably reduce the water and energy consumption of the future development.

**10. Flexibility in regard to development standards is justified by the benefits to community character and the immediate vicinity of the parcel proposed for development.**

As a PD zoned site, the project is entitled to greater flexibility in the development standards than all other zoning districts. As it is evident from the economic impact report that that the anticipated benefits far outweigh the expected costs to the community or the City. Staff believes the flexibility in standards is necessary for the successful development of the site.

**CONCLUSION**

Based on our analysis, staff is of the opinion that the proposed Conceptual Master Plan and conditional use application is consistent with the requirements of Section 3-405 of the City’s Land Development regulations and is compatible with the future land use goals, objectives and policies identified in the City’s adopted Comprehensive Plan. Therefore the Community Planning and Development Department requests that the Planning Commission recommend approval of the attached resolution, subject to the following conditions:

1. Applicant shall comply with all conditions listed in Exhibit B, of the approved Conditional Use Permit.
2. Applicant shall coordinate with the City Attorney's office to amend the Lease Agreement dated May 29<sup>th</sup>, 2012 to replace "Exhibit B" with the approved Conceptual Master Development Plan.
3. Applicant shall submit draft Development Agreement to the Community Planning and Development Department outlining commitment to capital facilities planning to ensure the provision of adequate public facilities for the master development.
4. Submit an amended conditional use permit application and precise plan for each phase of the development in accordance with the City's zoning regulations.
5. Coordinate with City of North Miami Beach regarding gaining access via the proposed extension of NE 146 Street to Biscayne Boulevard since that portion lies inside the jurisdiction of the City of North Miami Beach.
6. Comply with utility recommendations of the City Engineer based on comments provided in the DRC report dated January 8, 2013 to ensure water and sewer lines are appropriately sized.
7. Bonding or financial guarantee. Prior to the issuance of a building permit, the applicant shall deposit with the department of community planning and development a cash bond, surety bond, or time-deposit bond in an amount equal to one hundred ten (110) percent of the estimated cost of any and all improvements which may be required within dedicated rights-of-way and/or public facility easements to insure the placing thereof.
8. Developer will pay applicable impact fees to the City prior to the issuance of building permits for each phase of the development
9. Applicant agrees to provide a supplemental traffic analysis of NE 151 Street & Biscayne Blvd from 1:15pm to 3:15pm to accurately assess the currently failing intersection and work with all partners involved (FIU, County, FDOT, Miami Dade School District and City) to develop a fair share solution to resolve or alleviate the failing intersection.
10. Demand Management Program (DMP) – The applicant shall submit a Transportation Demand Management (TDM) Program to the City, for each "vertical construction" phase of development. Said Plan to be submitted also to Miami Dade Transit and Florida Department of Transportation in accordance with Policy 1.1.4 and 1.2.6 of the City's Comprehensive Plan. The TDM program shall be appropriate to the size, scale and location of the proposed development and shall demonstrate that every effort will be made to ensure the proposed transportation strategies will reduce the traffic impacts anticipated from the proposed development. The DMP shall propose multi modal transportation alternatives such as connected sidewalks, bicycle parking, transit facilities for bus/shuttle stops and carpooling to alleviate the added traffic anticipated from the site.
11. Prior to submittal of each conditional use permit for individual phases, the applicant shall provide an updated traffic analysis to the Director of Community Planning & Development with proposed mitigation strategies to alleviate the anticipated impacts.

12. Traffic Impact Analysis - Applicant must comply with recommendations provided by contract engineers with Kittleson and Associates dated January 22, 2013.
13. Within 30 days of Council adoption work with City staff to establish a Brownfield program and explore possible tax credit opportunities that may be available.
14. School Impact Report– Applicant shall work with the City and with the Miami Dade County School District to obtain an updated report based on the new unit mix and overall unit count since classroom seats and area schools are reserved based on a given student generation number.
15. Comply with all requirements stipulated in City’s executed lease agreements.

TWS/mc

- Attachments:
1. Proposed Resolution
  2. Master Plan Map & Associated Impact Reports (Exhibit A)
  3. Conditional Use Permit (Exhibit B)

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, AUTHORIZING THE ISSUANCE OF A CONDITIONAL USE PERMIT FOR THE CONCEPTUAL MASTER DEVELOPMENT PLAN FOR TRACT A OF BISCAYNE LANDING PLAT, IN ACCORDANCE WITH ARTICLE 3, SECTION 3-405 OF THE CITY OF NORTH MIAMI CODE OF ORDINANCES, LAND DEVELOPMENT REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.**

**WHEREAS**, on May 23, 2012, the Mayor and Council of the City of North Miami (“City”) passed and adopted Resolution Number R-2012-67, authorizing the execution of a Lease Agreement between the City and Oleta Partners, LLC (“Developer”), for the master development of real property consisting of approximately 183.8 acres of land known as “Biscayne Landing”, as legally described in “Exhibit A”, attached hereto (“Development”); and

**WHEREAS**, the Developer filed an application with the Community Planning & Development Department requesting issuance of a Conditional Use Permit and approval of the Conceptual Master Development Plan for the Development, pursuant to the requirements of Article 3, Division 4 of the City Land Development Regulations (“LDRs”); and

**WHEREAS**, the proposed Conceptual Master Development Plan includes a mixture of residential, hotel and commercial uses; and

**WHEREAS**, the Planning Commission, after a duly noticed public hearing held on March 5, 2013, reviewed the proposed request and found it in harmony with the goals, objectives and policies of the Comprehensive Plan and LDRs, and recommended approval of the Conditional Use Permit and Conceptual Master Development Plan, to the Mayor and City Council; and

**WHEREAS**, the Mayor and Council of the City of North Miami have determined that the proposed requests are in the best interest of the City and will not adversely affect the health,

safety, and welfare of residents; and thereby, approve the issuance of the Conditional Use Permit in conjunction with the Conceptual Master Development Plan.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA:**

**Section 1. Approval of Conceptual Master Development Plan.** The Mayor and City Council of the City of North Miami, Florida, hereby, approve the Conceptual Master Development Plan as described in "Exhibit A", attached hereto.

**Section 2. Issuance of Conditional Use Permit.** The Mayor and City Council of the City of North Miami, Florida, hereby, approve and issue a Conditional Use Permit, in substantially the attached form.

**Section 3. Effective Date.** This resolution shall be effective immediately upon adoption.

**PASSED AND ADOPTED** by a \_\_\_\_\_ vote of the Mayor and City Council of the City of North Miami, Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
ANDRE D. PIERRE, ESQ.  
MAYOR

ATTEST:

\_\_\_\_\_  
MICHAEL A. ETIENNE, ESQ.  
CITY CLERK

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:

\_\_\_\_\_  
REGINE M. MONESTIME  
CITY ATTORNEY

SPONSORED BY: CITY ADMINISTRATION

Moved by: \_\_\_\_\_

Seconded by: \_\_\_\_\_

**Vote:**

Mayor Andre D. Pierre, Esq.	_____	(Yes)	_____	(No)
Vice Mayor Marie Erlande Steril	_____	(Yes)	_____	(No)
Councilperson Michael R. Blynn, Esq.	_____	(Yes)	_____	(No)
Councilperson Scott Galvin	_____	(Yes)	_____	(No)
Councilperson Jean R. Marcellus	_____	(Yes)	_____	(No)

## EXHIBIT B

### **CONDITIONAL USE PERMIT FOR THE BISCAYNE LANDING CONCEPTUAL MASTER DEVELOPMENT PLAN.**

**WHEREAS**, City is the owner of the real property more particularly described in the legal description contained in Exhibit "A" (the "Property"); and

**WHEREAS**, on May 23, 2012, the Mayor and Council of the City of North Miami ("City") passed and adopted Resolution Number R-2012-67, authorizing the execution of a Lease Agreement between the City and Oleta Partners, LLC ("Developer"), for the master development of said real property consisting of approximately 183.8 acres of land known as "Biscayne Landing"; and

**WHEREAS**, the Developer filed an application with the Community Planning & Development Department requesting issuance and approval of a Conditional Use Permit for the Conceptual Master Development Plan for the Development, pursuant to the requirements of Article 3, Division 4 of the City Land Development Regulations ("LDRs"); and

**WHEREAS**, the proposed Conceptual Master Development Plan includes a mixture of residential, hotel, community/open space, and commercial uses; and

**WHEREAS**, the Planning Commission, after a duly noticed public hearing held on March 5, 2013, reviewed the proposed request and found it in harmony with the goals, objectives and policies of the Comprehensive Plan and LDRs, and recommended the issuance and approval of the Conditional Use Permit and Conceptual Master Development Plan, to the Mayor and City Council; and

**WHEREAS**, the Mayor and Council of the City of North Miami have determined that the proposed requests are in the best interest of the City and will not adversely affect the health, safety, and welfare of residents; and thereby, approve the issuance of the Conditional Use Permit in conjunction with the Conceptual Master Development Plan

**NOW, THEREFORE**, the Mayor and City Council hereby approve this Conditional Use Permit, along with the following findings and conditions:

1. Submit an amended conditional use permit application and precise plan for each phase of the development in accordance with the City's zoning regulations.
2. Developer agrees that all plans submitted to the Building Division for building permits shall be consistent with the spirit and intent of the Approved Conceptual Master Development Plan.
3. That the overall Development Master Plan for the site is approved for the following uses:
  - 4,315 residential units
  - Minimum of 3 star hotel containing 150 hotel rooms (equivalent to 75 units)
  - 750,000 square feet of retail use
  - 9,880 square feet restaurant
  - 10,000 square feet community center
  - 202,760 square feet auto mall
  - 7.2 acre active park

- 13.7 acre passive park
  - No less than 35.7 acres of open space
4. The Developer agrees to apply and diligently pursue permits from the County and (FDOT) Florida Department of Transportation for improvements of 143rd Street and Biscayne Landing Boulevard. At such time as the County may approve, the Developer will construct the improvements at its own cost and expense.
  5. Comply with the City's development standards, with particular emphasis on Article 4, Section 4-402 (Planned development) and Article 5, Division 12 (Landscaping), Division 14 (Parking & Parking Garage Standards) and Division 15 (Signage) of the LDR.
  6. Bonding or financial guarantee. Prior to the issuance of a building permit, the applicant shall deposit with the Department Of Community Planning And Development a cash bond, surety bond, or time-deposit bond in an amount equal to one hundred ten (110) percent of the estimated cost of any and all improvements which may be required within dedicated rights-of-way and/or public facility easements to ensure the placing thereof.
  7. **The Conditional Use Permit for Conceptual Master Development Plan shall be developed substantially in accordance with the following development standards.**
    - A. Setbacks
      1. Minimum 30' setback from property lines to buildings of 2 stories or less;
      2. Minimum 45' setback from property lines to buildings of more than 2 stories.
    - B. Building Height:
      1. Maximum of 25 residential stories above grade at building entrance or above provided parking decks;
      2. Parking garages with 6 parking levels elevated above grade and amenity decks and building above parking.
    - C. Fences:
      1. A combination of hedges, walls and fences will be used in combination with landscape material to create a gated, secure environment. Specific perimeter treatments will be provided prior to obtaining building permits.
    - D. Hedges and Walls:
      1. A combination of hedges, walls and fences will be utilized. All final colors and finishes will be provided for the City of North Miami review and approval prior to obtaining building permits.
    - E. Signs:
      1. A series of signage elements will be included for project identity, wayfinding and neighborhood identity subject to Article 5, Division 15 Section 5-1506 of the City's LDRs. Specific signage treatments will be provided prior to obtaining building permits. .
      2. A comprehensive Signage Program shall be developed for the entire project site subject to the administrative approval of the City's Community Planning & Development Department.

- F. Lighting:
  - 1. Exterior lighting to be included that is consistent with the City of North Miami code.
  
- G. Bike & Pedestrian Circulation:
  - 1. Promenades and public spaces adjacent to a street and transit stops should be welcoming to the pedestrian with landscaping, benches, bicycle parking, public art and other attractive features.
  - 2. Roadways should be designed to maximize bicycle, pedestrian and transit connections, internally and to adjacent or nearby compatible schools or developments, by allowing movement in any direction to minimize travel distance. Sidewalks shall be provided on both sides of NE 143<sup>rd</sup> Street.
  - 3. All bicycle parking facilities should be placed in areas that are well-lighted and such spaces should be identified with a permanent and properly maintained aboveground "Bicycle Parking" sign.
  
- H. Open Space:
  - 1. Open Space within the site will take on a series of roles, including passive and active recreation areas, landscape, and retention. The public open space will include a pedestrian pathway to accommodate multiple modes of recreation.
  
- I. Grading and Drainage:
  - 1. All Grading and Drainage for the site shall adhere to the Standards and Regulations of the Miami-Dade County Department of Environmental Resources Management (DERM), South Florida Water Management District (SFWMD), and the City of North Miami.
  
- J. Sanitation:
  - 1. Solid Waste amounts will be calculated based on the city of North Miami's generation rates.
  
- K. That Developer shall comply with minimum parking requirements as determined at each subsequent phase of the master development plan submittals consistent with the City's parking standards established in Article 5, Division 14 of the LDRs.
  
- L. Public Utilities:
  - 1. Design and installation of water lines, force mains and lift stations shall be in compliance with the Code of Ordinances of the City of North Miami. Design and installation shall meet the criteria, set forth by the Florida Department of Environmental Protection (FDEP), DERM and the Miami-Dade County Health Department.
  
- M. Common Area:
  - 1. Common areas within the private development will match the character set forth by the individual development. These areas will provide aesthetic and functional qualities to the development.

- N. Landscaping:
1. The intent of the landscaping is to provide the site with a "natural" look throughout the majority of the site. It is the intention to create only pockets of formal planting at the main entrance and focal points throughout the project. Subsequently plant spacing, heights, and massing will be irregular to achieve this effect.
- O. Construction Phasing: Shall be consistent with the approved phasing schedule as referenced in Section 5.5 of the approved Master Development Plan
- P. All ground level and roof top mechanical equipment will be enclosed or obscured from public view at ground level and at roof level
- Q. Parking shall be in compliance with City's Parking requirements outlined in Article 5, Division 14.
- R. All utility construction and vehicle/pedestrian paths construction shall be coordinated through the of Director of City's Public Works Department
- S. Developer will pay applicable impact fees to the City prior to the issuance of building permits for each phase of the development
- T. Applicant agrees to provide a supplemental traffic analysis of NE 151 Street & Biscayne Blvd from 1:15 to 3:15pm to accurately assess the currently failing intersection and work with all partners involved (FIU, County, FDOT, Miami Dade School District and City) to develop a fair share solution to resolve or alleviate the failing intersection.
- U. Demand Management Program (DMP) – The applicant shall submit a Transportation Demand Management (TDM) Program for each phase of "vertical" construction to the City, Miami Dade Transit and Florida Department of Transportation in accordance with Policy 1.2.6 of the City's Comprehensive Plan. The TDM program shall be appropriate to the size, scale and location of the proposed development and shall demonstrate that every effort will be made to ensure the proposed transportation strategies will reduce the traffic impacts anticipated from the proposed development. The DMP shall propose multi modal transportation alternatives such as connected sidewalks, bicycle parking, public transportation and carpooling to alleviate the added traffic anticipated from the site.
- V. The applicant shall propose transportation mitigation strategies in accordance with the requirements of Policy 1.1.4 of the City's Comprehensive Plan to alleviate any additional traffic impacts that will be generated by the proposed development.
- W. Prior to submittal of each amended conditional use permit application for individual phases, the applicant shall provide an updated traffic analysis to the Director of Community Planning & Development with proposed mitigation strategies to alleviate the anticipated impacts.
- X. Traffic Impact Analysis - Applicant must comply with recommendations provided by contract engineers with Kittleson and Associates dated January 22, 2013.



March 25, 2013

Ms. Tanya Wilson-Sejour, AICP  
City of North Miami  
12400 NE 8<sup>th</sup> Avenue  
North Miami, Florida 33161

Re: Letter of Intent

Ms. Wilson-Sejour

We, Oleta Partners LLC, are proposing a revision to the Biscayne Landing master plan included in the Lease with the City of North Miami dated August 21, 2012. The revised master plan includes the following uses;

- Retail
- High Density Residential
- Medium Density Residential
- Three Star Hotel
- Auto Dealerships (additional use)
- Community Center
- Parks, Passive and Active.

The following uses are no longer indicated in the master plan;

- Four Star Hotel / Office
- Elderly / Medical
- Office Research and Development

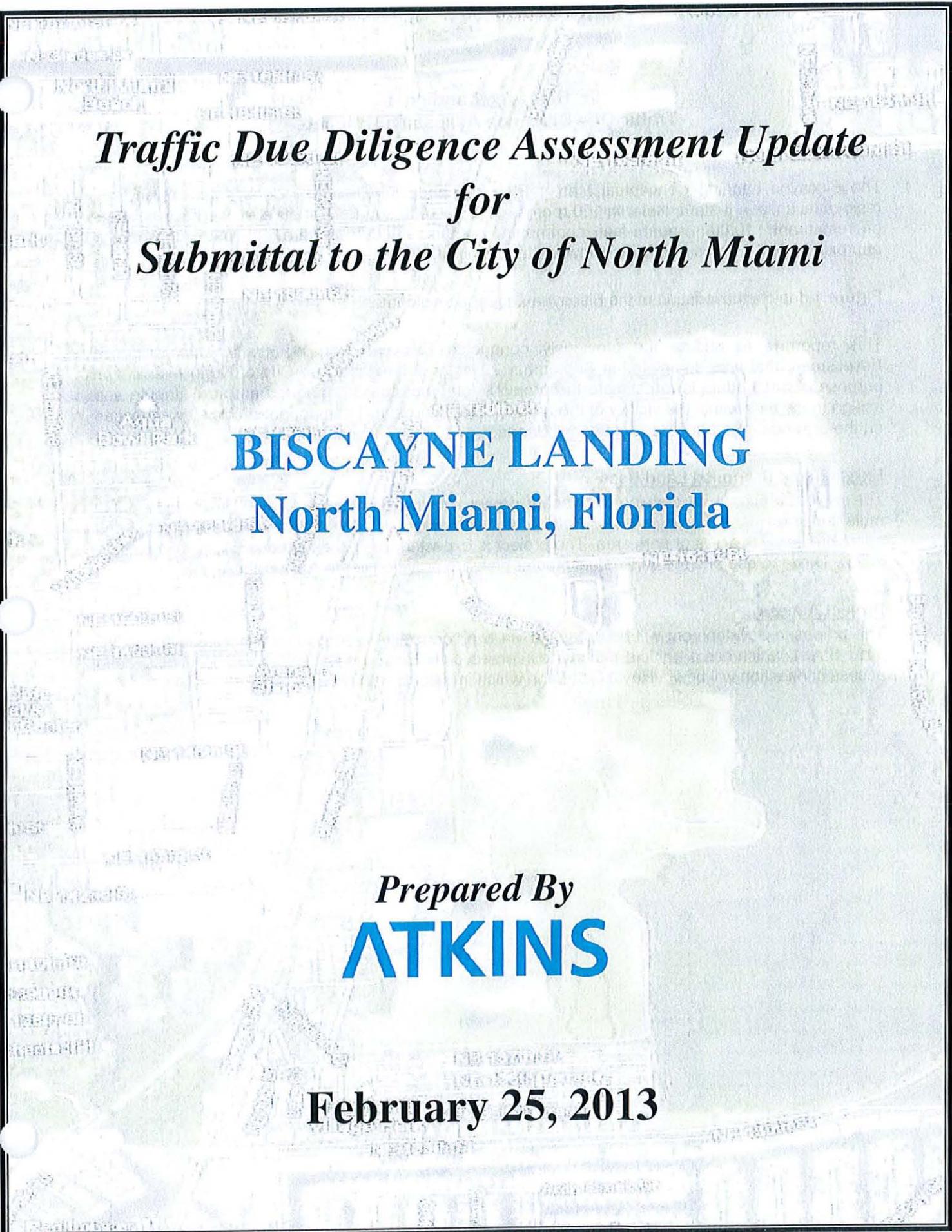
We look forward to presenting to the Planning Commission on March 5, 2013 and have attached a copy of our responses to City comments.

Thank You,

Herbert Tillman, Vice President  
Oleta Partners

*Corporate Location: 3390 Mary Street · Coconut Grove, Florida · 33133 Tel 305-476-0100 Fax 305-476-0108*

*Biscayne Landing Location: 15045 Biscayne Boulevard Street · North Miami, Florida · 33181 Tel 786 629 3132*



*Traffic Due Diligence Assessment Update  
for  
Submittal to the City of North Miami*

**BISCAYNE LANDING  
North Miami, Florida**

*Prepared By*  
**ATKINS**

**February 25, 2013**

## **Biscayne Landing Traffic Due Diligence Assessment Update**

The Biscayne Landing Conceptual Master Plan has been modified to include 4,390 multi-family residential units, a 3-star Hotel with 150 rooms, up to 750,000 square-feet of retail, 9,880 square-feet of restaurant, 10,000 square-feet community center, 368,060 square-feet auto dealer and approximately 7.2 acres of park as shown in the **Appendix A**.

**Figure 1** depicts the location of the Biscayne Landing development.

This report is to update the previously conducted Biscayne Landing Traffic Due Diligence Assessment that was completed in September 2011 for submittal to the City of North Miami. The purpose of this update is to estimate the project's total trips to be generated and to distribute and assign those trips within the vicinity of the area of study. The transit component of this study is based on the previous report and has not been changed.

### **Existing and Proposed Land Uses**

The project proposes to develop the vacant parcel known as Biscayne Landing to include 4,390 multi-family residential units, a 3-star Hotel of 150 rooms, up to 1,270,940 square-feet of retail and approximately 7.2 acres of park area. The project is expected to be completed and fully occupied by 2021. The land use and the conceptual master plan are provided in the **Appendix A**.

### **Project Access**

The proposed development will be accessed via two connections. The main access will be via NE 143<sup>rd</sup> Street, which has a traffic signal at the intersection of Biscayne Boulevard (US 1). The second access connection will be via Royal Oak Lane which intersects with NE 151<sup>st</sup> Street.



NOT TO SCALE



**ATKINS**

STUDY AREA

Figure 1

### Trip Generation

The AM and PM peak hour traffic volumes were estimated for the adjacent roads to Biscayne Landing based on the trips that will be generated by the proposed development. Trip generation for the project was calculated using equations and rates contained in the Institute of Transportation Engineer's (ITE) *Trip Generation, 9<sup>th</sup> Edition*. To calculate the number of trips generated for the proposed land uses, the following ITE Land Use Codes were used: 220 (Residential Apartments), 310 (Hotel), 820 (Shopping Center), 841 (Auto Dealer), 931 (Quality Restaurant), 932 (High-Turnover Restaurant), 495 (Recreational Community Center) and 411 (Active Park). Projects trips were estimated for the A.M. and P.M. peak hours. **Table 1** presents the estimated number of trips generated during both, A.M. and P.M peak hours. Detailed calculations are contained in the **Appendix B**.

### Internal Capture Volumes

Because Biscayne Landing will be a multi-use development, internal capture is expected between each pair of land uses within the project. Internal capture trips were determined based upon values contained in the ITE *Trip Generation Handbook, 2<sup>nd</sup> Edition* and the *National Cooperative Highway Research Program, NCHRP Report 684*. The internal capture rate for the project is 4.98 percent (4.98%) during the A.M. peak hour and 15.99 percent (15.99%) during the P.M peak hour. The percentage reductions were applied to the gross volume estimated to account for trips internal from site to site. Internal capture volumes were subtracted from the gross project trips to determine the external trips. The detailed calculations for the internal capture rates are shown in the **Appendix B**. The applied internal capture percentages are depicted in **Table 1**.

### Pass-By Capture Volumes

Retail oriented developments, such as a shopping centre attracts a portion of the whole development trips from traffic passing the site on the way to a destination. These retail trips may not add new traffic to the adjacent streets. A 34 percent (34%) average pass-by trip percentage for shopping centres (ITE Land Use 820) as summarized in the ITE *Trip Generation Handbook, 2<sup>nd</sup> Edition* was used for both the A.M. and P.M peak hours. The applied pass-by percentage is depicted in **Table 1**.

### New Project Trips

Net new project trips are equal to the gross project trips minus internal capture volumes and pass-by trips reduction. The net new project trips represent volume of vehicles added to the roadway network. As depicted in **Table 1**, the new development is expected to generate 2,494 net new trips during the A.M peak hour and 3,647 net new trips during the P.M peak hour.

### Transit Reduction

A detailed study of transit and bus services in this area was conducted in September 2011 by Kimley-Horn and Associates, Inc which was also the basis for their transit trip reduction. A summary of this effort conducted is included in the **Appendix C**.

**Table 1: A.M. and P.M. PEAK HOUR TRIP GENERATION**

Proposed Land Use	ITE Code	Quantity	Gross Project Trips			Internal Capture Trips			Pass-by Capture		Net New Project Trips			Transit 10% Reduction Factor		Net Trips		
			Enter	Exit	Total	IN %	OUT %	Trips	%	Trips	Enter	Exit	Total	%	Trips	Enter	Exit	Total
			A.M. Peak Hour															
P.M. Peak Hour																		
Shopping Center	820	750,000 SF	330	203	533	7.58%	7.39%	40	34%	168	201	124	325	10%	33	185	108	293
			1,109	1,202	2,311	21.91%	1.25%	258	34%	698	572	783	1355	10%	135	504	716	1,220
Residential	230	4,390 Units	431	1,724	2,155	3.02%	2.32%	53	0.00%	0	418	1,684	2102	10%	210	313	1,579	1,892
			1,581	851	2,432	0.82%	20.68%	189	0.00%	0	1,568	675	2243	10%	224	1,456	563	2,019
Hotel	310	150 Rooms	47	33	80	2.13%	36.36%	13	0.00%	0	46	21	67	10%	7	43	18	61
			46	44	90	52.17%	38.64%	41	0.00%	0	22	27	49	10%	5	20	25	45
Auto Dealer	841	368,060 SF	530	177	707	4.72%	7.36%	38	0%	0	505	164	669	10%	67	472	131	603
			291	436	727	37.46%	52.06%	336	0%	0	182	209	391	10%	39	162	189	351
Restaurant	931 & 932	9,880 SF	31	26	57	93.10%	33.33%	38	0%	0	2	17	19	10%	2	1	16	17
			54	32	86	83.33%	100.00%	77	0%	0	9	0	9	10%	1	9	0	9
Community Center	495	10,000 SF	14	7	21	0.00%	0.00%	0	0%	0	14	7	21	10%	2	13	6	19
			13	14	27	69.23%	64.29%	18	0%	0	4	5	9	10%	1	4	5	9
Park	411	7.2 Acre	24	24	48	0.00%	0.00%	0	0%	0	24	24	48	10%	5	22	22	44
			37	36	73	0.00%	0.00%	0	0%	0	37	36	73	10%	7	33	32	65
NET NEW PEAK HOUR TRIPS			1,407	2,194	3,601	1.92%		182		168	1,210	2,041	3,252		325	1,048	1,879	2,929
			3,131	2,615	5,746	16.80%		919		698	2,394	1,735	4,129		413	2,187	1,529	3,718

### Trip Distribution and Assignment

The trip distribution was based on the cardinal trip distribution obtained from the *Miami-Dade 2035 Long Range Transportation Plan* for the project site's traffic analysis zone (TAZ) 191. The cardinal trip distribution percentages for 2021 were obtained by interpolation, please refer to **Table 2**. The detailed cardinal trip distribution is included in the **Appendix D**.

**Table 2. Cardinal Trip Distribution (2021)**

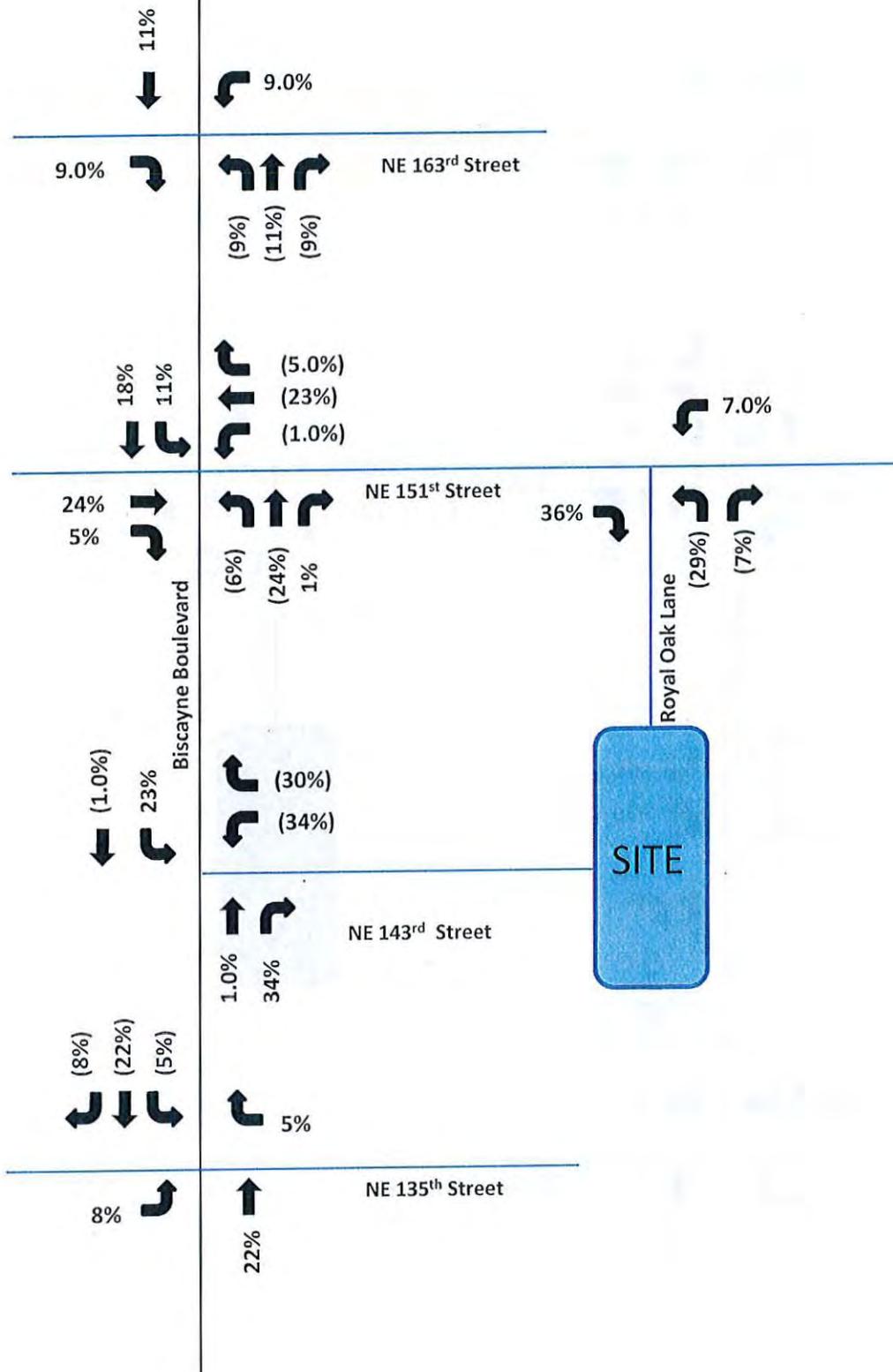
Cardinal Direction	Percentage of Trips
North-Northeast	22%
East-Northeast	5%
East-Southeast	2%
South-Southeast	5%
South-Southwest	27%
West-Southwest	18%
West-Northwest	12%
North-Northwest	9%
<b>Total</b>	<b>100%</b>

**Figures 2 through 4** show the project trip distribution at the project access connections for the A.M and P.M peak hours. To assign the project trips to the adjacent roadway network was assumed fifty percent (50%) pass-by entering and 50% exiting the site using the NE 143<sup>rd</sup> Street access.



NOT TO SCALE

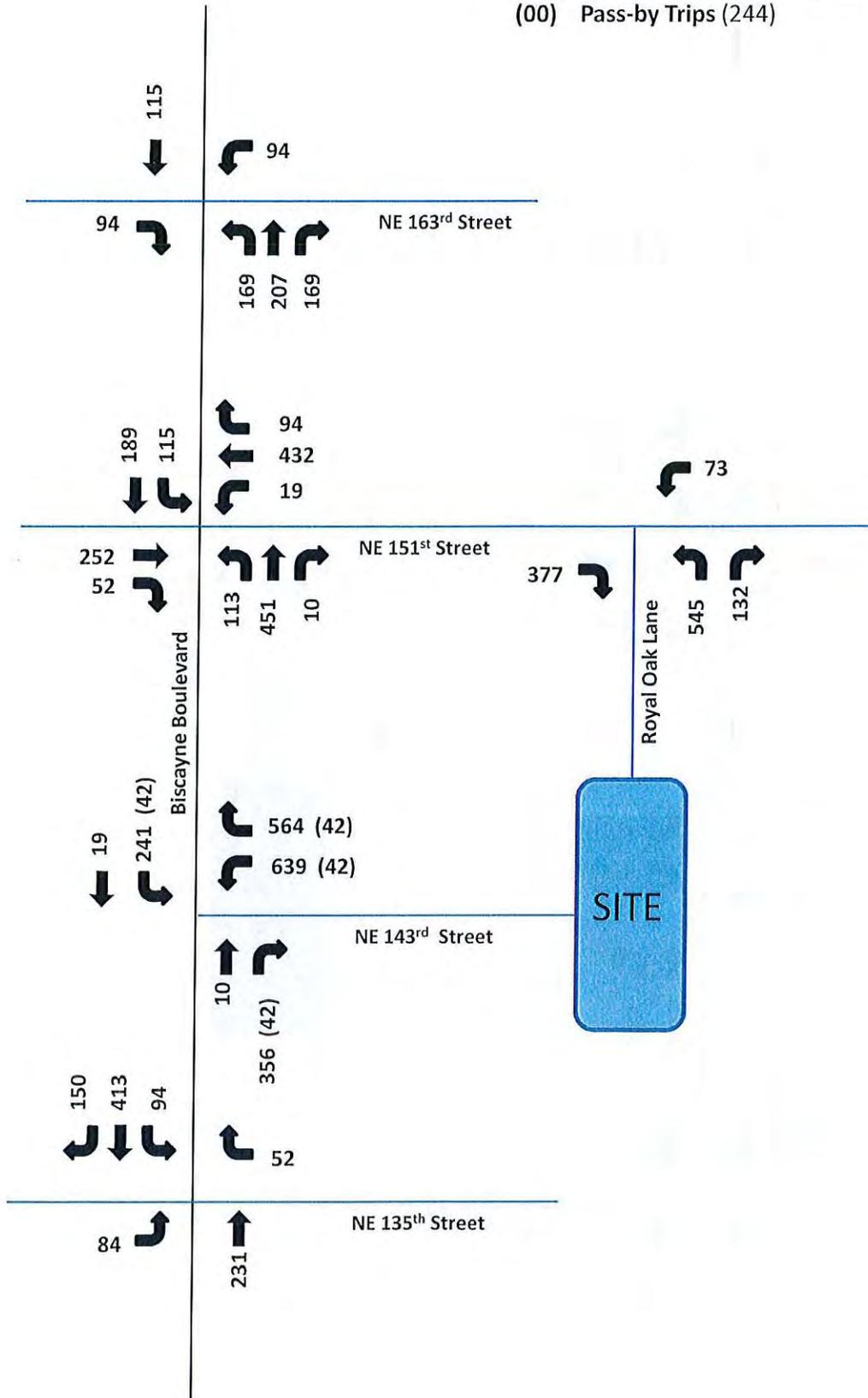
00% Entering Project Distribution  
(00%) Exiting Project Distribution





NOT TO SCALE

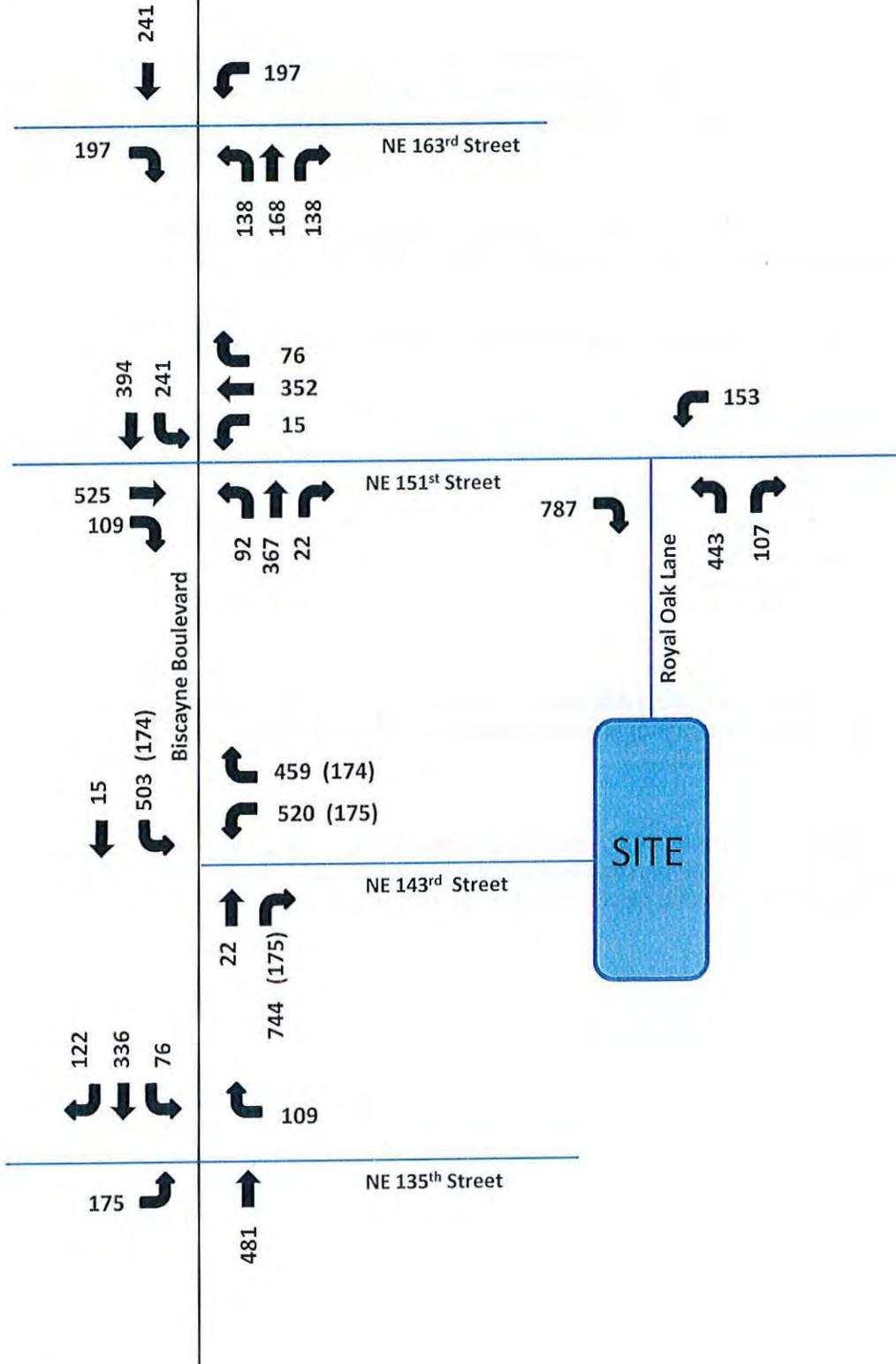
00 Net New Trips Entering 423 Exiting 829  
(00) Pass-by Trips (244)





NOT TO SCALE

00 Net New Trips Entering 1,337 Exiting 1,093  
(00) Pass-by Trips (994)



## FUTURE TRANSPORTATION ANALYSIS

The proposed development impact on the traffic volumes and the operational efficiency of the signal system in the vicinity of this project needs to be assessed and addressed in an effort to provide adequate access and mobility for residents, customers and visitors.

At a minimum, a detailed operational and capacity analysis is recommended to include the following corridors: Biscayne Boulevard/US-1, NE 151<sup>st</sup> Street, Royal Oak Lane, and NE 143<sup>rd</sup> Street.

At a minimum, the following intersections should be included in the analysis:

1. 156<sup>th</sup> Street and US 1
2. 151<sup>st</sup> Street and US 1
3. Royal Oak Lane and 151<sup>st</sup> Street
4. 146<sup>th</sup> Street and US 1
5. 143<sup>rd</sup> Street and US 1
6. 140<sup>th</sup> Street and US 1

The operational analysis for future AM peak period (7:00 to 9:00 AM) and PM peak period (4:00 to 6:00 PM) conditions should be prepared to determine the impacts associated with peak hour conditions within the area of study.

With the right-of-way conditions being extremely limited in the area of study, non-traditional improvements that improve on person movement capacity should be considered including improvements to pedestrian and bicycle facilities as well as transit.

## SUMMARY

A comprehensive traffic impact study is recommended to be prepared for the Biscayne Landing development. Capacity and operational improvements should be considered within the area of study for corridors and intersections. All modes of transportation feasible within the area should be evaluated and closely examined with focus on pedestrian, bicycle and transit facilities to increase personal mobility.

At a minimum, the study area should include the following roadways/corridors:

- Biscayne Boulevard/US-1,
- NE 151<sup>st</sup> Street,
- Royal Oak Lane,
- NE 143<sup>rd</sup> Street.

The following intersections should be evaluated at a minimum in the traffic impact study:

- 156<sup>th</sup> Street and US 1
- 151<sup>st</sup> Street and US 1
- Royal Oak Lane and 151<sup>st</sup> Street
- 146<sup>th</sup> Street and US 1
- 143<sup>rd</sup> Street and US 1
- 140<sup>th</sup> Street and US 1

# **Appendix A**

## **Conceptual Masterplan**

# Biscayne Landing

North Miami, Florida

**S W A**  
 SWA GROUP  
 1245 BRANT ST. SUITE 1000  
 MIAMI, FL 33131  
 TEL: 773.885.1676  
 FAX: 773.885.1678  
 WWW.SWAGROUP.COM

### Consultants

Lead Architect: Siskin Architects  
 200 Collins Road  
 Coral Gables, FL 33134  
 PH: 305.442.0700  
 FAX: 305.442.0701

PA, Architecture - Design P.A.  
 AutoCAD Support  
 10000 SW 15th Street, Suite 330  
 Miami, Florida 33157  
 PH: 305.442.2015  
 FAX: 305.442.2016

### Key Plan

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

### Revisions



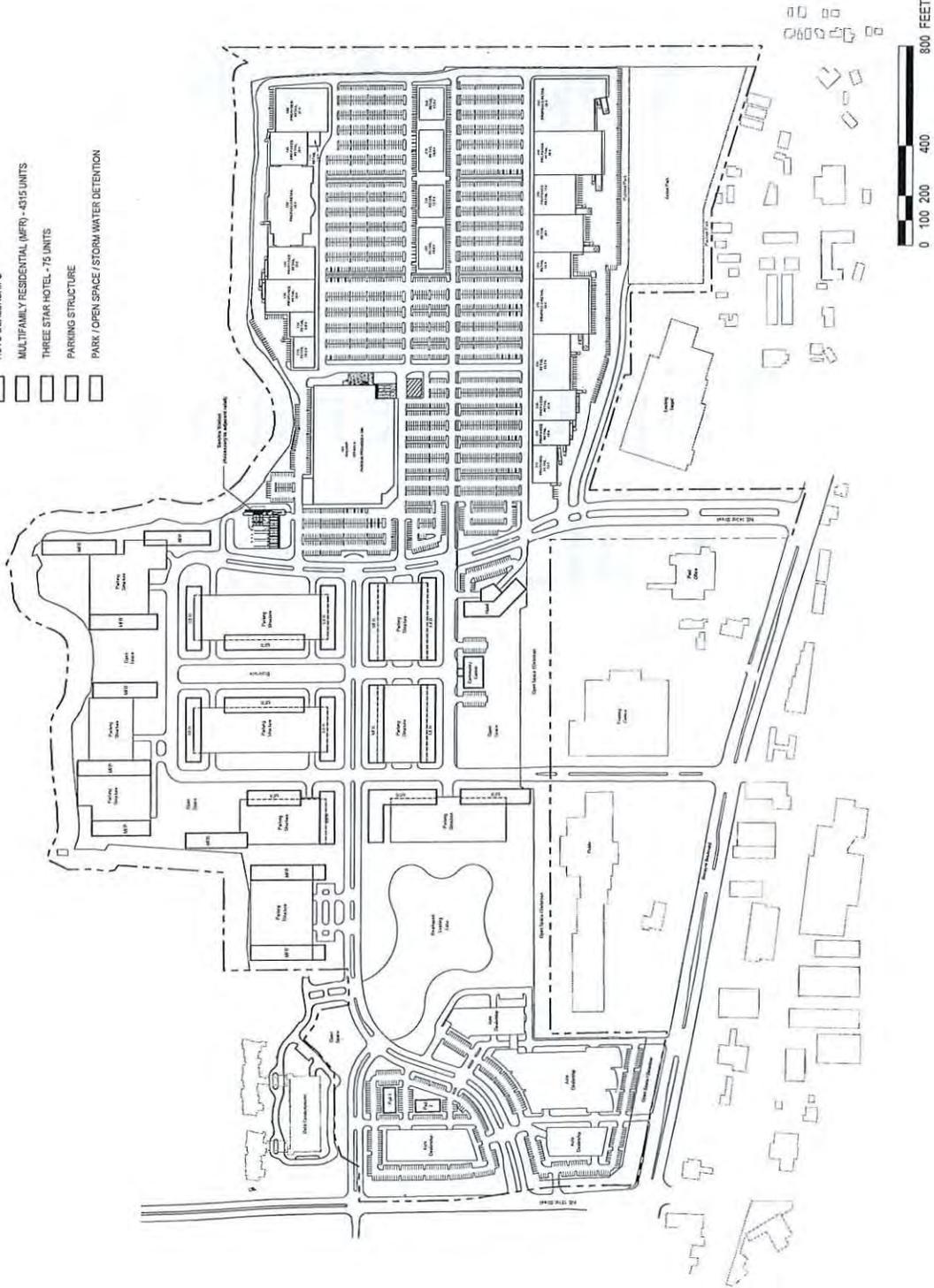
Date: 27 February, 2013  
 Project: Biscayne Landing  
 Drawing Title: Conceptual Site Plan  
 Job Number: 13-0001  
 Designer: [Signature]

Drawing Title: Conceptual Site Plan  
 Master Plan

Drawing Number: SP-1  
 NOT FOR CONSTRUCTION

### LEGEND

- RETAL
- AUTO DEALERSHIPS
- MULTIFAMILY RESIDENTIAL (MFR) - 4315 UNITS
- THREE STAR HOTEL - 75 UNITS
- PARKING STRUCTURE
- PARK / OPEN SPACE / STORM WATER DETENTION



# **Appendix B**

## **Trip Generation Calculations**

## TRIP GENERATION CALCULATIONS

### AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY TRIPS			NET NEW EXTERNAL TRIPS			10 PERCENT TRANSIT		NET EXTERNAL TRIPS			
					IN	OUT	TOTAL	PERCENT		IC TRIPS	IN	OUT	TOTAL	PERCENT	IN	OUT	TOTAL	IN	OUT	TOTAL	PERCENT	TRANSIT TRIPS	IN	OUT			
IN	OUT	IN	OUT																								
Shopping Center	9	820	750	1,000 SF	62%	38%	330	203	533	7.58%	7.39%	40	305	188	493	34%	104	64	168	201	124	325	10%	33	185	108	
Residential/Condominium/Townhouse	9	220	4,390	Dwelling Unit	20%	80%	431	1724	2,155	3.02%	2.32%	53	418	1,684	2,102	0%	0	0	0	418	1,684	2,102	10%	210	313	1,579	
Hotel	9	310	150	Rooms	59%	41%	47	33	80	2.13%	36.36%	13	46	21	67	0%	0	0	0	46	21	67	10%	7	43	18	
Auto Dealer	9	841	368.06	1,000 SF	75%	25%	530	177	707	4.72%	7.36%	38	505	164	669	0%	0	0	0	505	164	669	10%	67	472	131	
Restaurante	9	931 & 932	9.88	1,000 SF	55%	45%	31	26	57	93.10%	33.33%	38	2	17	19	0%	0	0	0	2	17	19	10%	2	1	16	
Community Center	9	495	10	1,000 SF	66%	34%	14	7	21	0.00%	0.00%	0	14	7	21	0%	0	0	0	14	7	21	10%	2	13	6	
Park	9	411	7.2	Acre	50%	50%	24	24	48	0.00%	0.00%	0	24	24	48	0%	0	0	0	24	24	48	10%	5	22	22	
<b>TOTAL</b>							<b>1,407</b>	<b>2,194</b>	<b>3,601</b>	<b>1.92%</b>		<b>182</b>	<b>1,314</b>	<b>2,105</b>	<b>3,419</b>					<b>168</b>	<b>1,210</b>	<b>2,041</b>	<b>2,494</b>		<b>325</b>	<b>1,048</b>	<b>1,879</b>

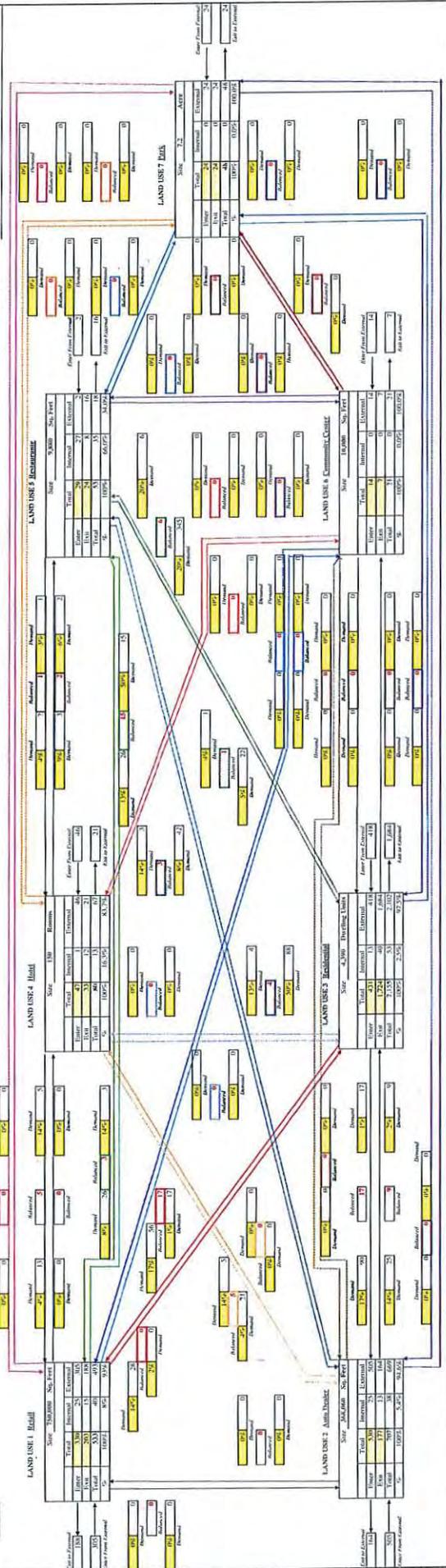
### PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE			EXTERNAL TRIPS			PASS-BY TRIPS			NET NEW EXTERNAL TRIPS			10 PERCENT TRANSIT					
					IN	OUT	TOTAL	PERCENT		IC TRIPS	IN	OUT	TOTAL	PERCENT	IN	OUT	TOTAL	PERCENT	IN	OUT	TOTAL	IN	OUT	TOTAL	PERCENT	TRANSIT TRIPS	IN
IN	OUT	IN	OUT																								
Shopping Center	9	820	750	1,000 SF	48%	52%	1,109	1,202	2,311	21.91%	1.25%	258	866	1,187	2,053	34%	294	404	698	572	783	1,355	10%	135	504	716	
Residential/Condominium/Townhouse	9	220	4,390	Dwelling Unit	65%	35%	1581	851	2,432	0.82%	20.68%	189	1,568	675	2,243	0	0	0	0	1,568	675	2,243	10%	224	1,456	563	
Hotel	9	310	150	Rooms	51%	49%	46	44	90	52.17%	38.64%	41	22	27	49	0	0	0	0	22	27	49	10%	5	20	25	
Auto Dealer	9	841	368.06	1,000 SF	40%	60%	291	436	727	37.46%	52.06%	336	182	209	391	0	0	0	0	182	209	391	10%	39	162	189	
Restaurante	9	931 & 932	9.88	1,000 SF	63%	37%	54	32	86	83.33%	100.00%	77	9	0	9	0	0	0	0	9	0	9	10%	1	9	0	
Community Center	9	495	10	1,000 SF	49%	51%	13	14	27	69.23%	64.29%	18	4	5	9	0	0	0	0	4	5	9	10%	1	4	5	
Park	9	411	7.2	Acre	50%	50%	37	36	73	0.00%	0.00%	0	37	36	73	0	0	0	0	37	36	73	10%	7	33	32	
<b>TOTAL</b>							<b>3,131</b>	<b>2,615</b>	<b>5,746</b>	<b>16.80%</b>		<b>919</b>	<b>2,688</b>	<b>2,139</b>	<b>4,827</b>					<b>698</b>	<b>2,394</b>	<b>1,735</b>	<b>3,647</b>		<b>413</b>	<b>2,187</b>	<b>1,529</b>

Internet Capture Calculations for Mixed Use Development

Analyst: AJS/SL  
Date: 02/27/11

Project Name: Biscayne Landing  
Time Period: AM Peak Hour

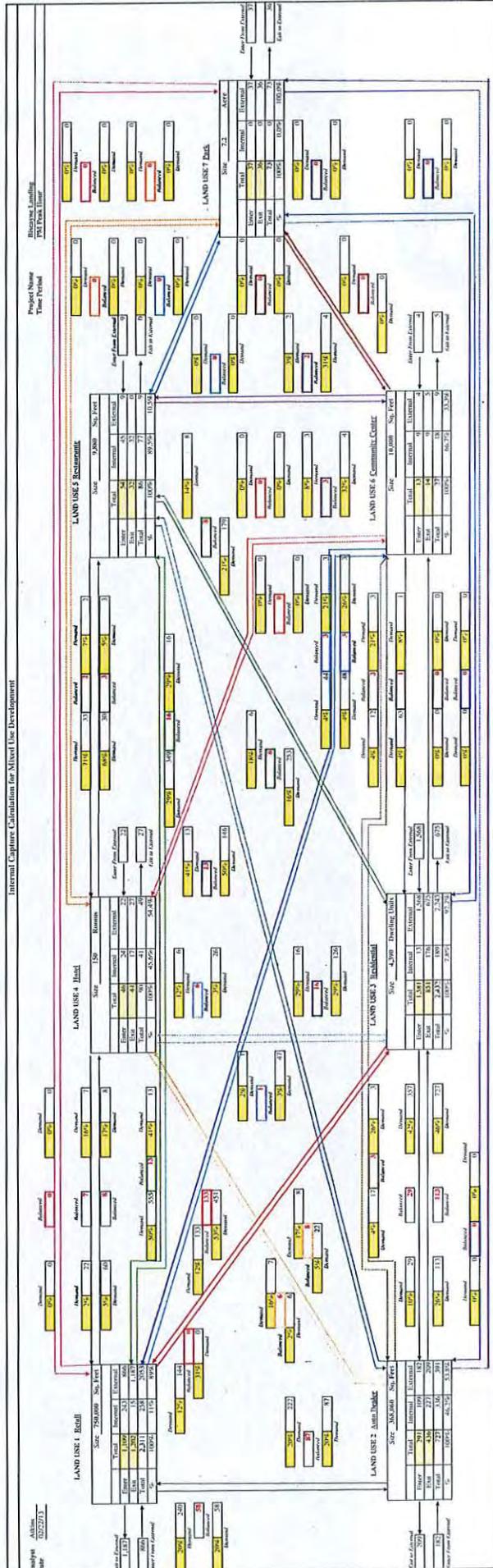


**NET INTERNALIZATION OF TRIPS FOR MULTIPLE DEVELOPMENT**

Zone	Auto Drive		Retail		Community Center		Park		TOTAL	
	Internal	External	Internal	External	Internal	External	Internal	External	Internal	External
Zone 1	100	100	100	100	100	100	100	100	100	100
Zone 2	200	200	200	200	200	200	200	200	200	200
Zone 3	300	300	300	300	300	300	300	300	300	300
Zone 4	400	400	400	400	400	400	400	400	400	400
Zone 5	500	500	500	500	500	500	500	500	500	500
<b>TOTAL</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>



Internal Capture Calculation for Mixed Use Development



**RECAPITULATION OF TRIPS FOR MIXED USE DEVELOPMENT**

Category	Total	Demand	Balanced	Unbalanced	Total Demand	Total Balanced	Total Unbalanced
Internal Capture	11,127	11,127	11,127	0	11,127	11,127	0
External Capture	0	0	0	0	0	0	0
<b>Total</b>	<b>11,127</b>	<b>11,127</b>	<b>11,127</b>	<b>0</b>	<b>11,127</b>	<b>11,127</b>	<b>0</b>



# NCHRP

REPORT 684

## Enhancing Internal Trip Capture Estimation for Mixed-Use Developments

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

NATIONAL  
COOPERATIVE  
HIGHWAY  
RESEARCH  
PROGRAM

**Table 105. Estimator updated ITE Trip Generation Handbook (1, p. 93) Table 7.1 with proximity adjustment (sheet 3 of 4).**

Land Use Pairs		Weekday		Proximity Adjustment	
		AM Peak Hour	PM Peak Hour	AM	PM
From OFFICE	To Office	0%	0%	1.000	1.000
	To Retail	28%	20%	1.000	1.000
	To Restaurant	63%	4%	1.000	1.000
	To Cinema/Entertainment	0%	0%	1.000	1.000
	To Residential	1%	2%	1.000	1.000
	To Hotel	0%	0%	1.000	1.000
From RETAIL	To Office	29%	2%	1.000	1.000
	To Retail	0%	0%	1.000	1.000
	To Restaurant	13%	29%	1.000	1.000
	To Cinema/Entertainment	0%	4%	1.000	1.000
	To Residential	14%	26%	1.000	1.000
	To Hotel	0%	5%	1.000	1.000
From RESTAURANT	To Office	31%	3%	1.000	1.000
	To Retail	14%	41%	1.000	1.000
	To Restaurant	0%	0%	1.000	1.000
	To Cinema/Entertainment	0%	8%	1.000	1.000
	To Residential	4%	18%	1.000	1.000
	To Hotel	3%	7%	1.000	1.000
From CINEMA/ ENTERTAINMENT	To Office	0%	2%	1.000	1.000
	To Retail	0%	21%	1.000	1.000
	To Restaurant	0%	31%	1.000	1.000
	To Cinema/Entertainment	0%	0%	1.000	1.000
	To Residential	0%	8%	1.000	1.000
	To Hotel	0%	2%	1.000	1.000
From RESIDENTIAL	To Office	2%	4%	1.000	1.000
	To Retail	1%	42%	1.000	1.000
	To Restaurant	20%	21%	1.000	1.000
	To Cinema/Entertainment	0%	0%	1.000	1.000
	To Residential	0%	0%	1.000	1.000
	To Hotel	0%	3%	1.000	1.000
From HOTEL	To Office	75%	0%	1.000	1.000
	To Retail	14%	16%	1.000	1.000
	To Restaurant	9%	68%	1.000	1.000
	To Cinema/Entertainment	0%	0%	1.000	1.000
	To Residential	0%	2%	1.000	1.000
	To Hotel	0%	0%	1.000	1.000

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

**Table 106. Estimator updated ITE Trip Generation Handbook Table 7.2 with proximity adjustment (sheet 4 of 4).**

Land Use Pairs		Weekday		Proximity Adjustment	
		AM Peak Hour	PM Peak Hour		
To OFFICE	From Office	0%	0%	1.000	1.000
	From Retail	4%	31%	1.000	1.000
	From Restaurant	14%	30%	1.000	1.000
	From Cinema/Entertainment	0%	6%	1.000	1.000
	From Residential	3%	57%	1.000	1.000
	From Hotel	3%	0%	1.000	1.000
To RETAIL	From Office	32%	8%	1.000	1.000
	From Retail	0%	0%	1.000	1.000
	From Restaurant	8%	50%	1.000	1.000
	From Cinema/Entertainment	0%	4%	1.000	1.000
	From Residential	17%	10%	1.000	1.000
	From Hotel	4%	2%	1.000	1.000
To RESTAURANT	From Office	23%	2%	1.000	1.000
	From Retail	50%	29%	1.000	1.000
	From Restaurant	0%	0%	1.000	1.000
	From Cinema/Entertainment	0%	3%	1.000	1.000
	From Residential	20%	14%	1.000	1.000
	From Hotel	6%	5%	1.000	1.000
To CINEMA/ ENTERTAINMENT	From Office	0%	1%	1.000	1.000
	From Retail	0%	26%	1.000	1.000
	From Restaurant	0%	32%	1.000	1.000
	From Cinema/Entertainment	0%	0%	1.000	1.000
	From Residential	0%	0%	1.000	1.000
	From Hotel	0%	0%	1.000	1.000
To RESIDENTIAL	From Office	0%	4%	1.000	1.000
	From Retail	2%	46%	1.000	1.000
	From Restaurant	5%	16%	1.000	1.000
	From Cinema/Entertainment	0%	4%	1.000	1.000
	From Residential	0%	0%	1.000	1.000
	From Hotel	0%	0%	1.000	1.000
To HOTEL	From Office	0%	0%	1.000	1.000
	From Retail	0%	17%	1.000	1.000
	From Restaurant	4%	71%	1.000	1.000
	From Cinema/Entertainment	0%	1%	1.000	1.000
	From Residential	0%	12%	1.000	1.000
	From Hotel	0%	0%	1.000	1.000

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

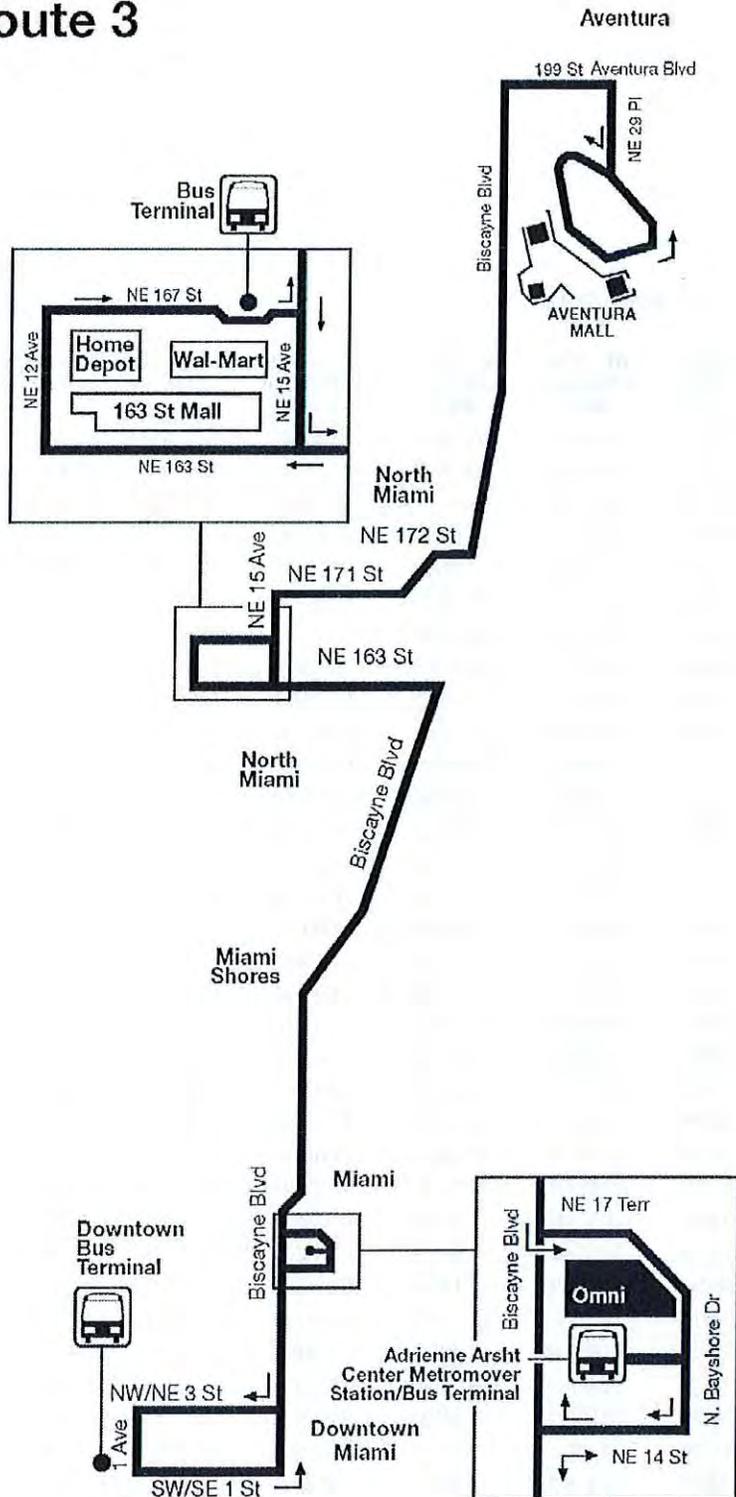
# Appendix C

## Transit Data

*Per Kimley-Horn and Associates, Inc.'s  
Traffic Due Diligence Assessment Report  
Dated September 2011*

# Miami-Dade Transit Data

# Route 3





### 3 Schedule

[Back to previous page](#)

Service: WEEKDAY

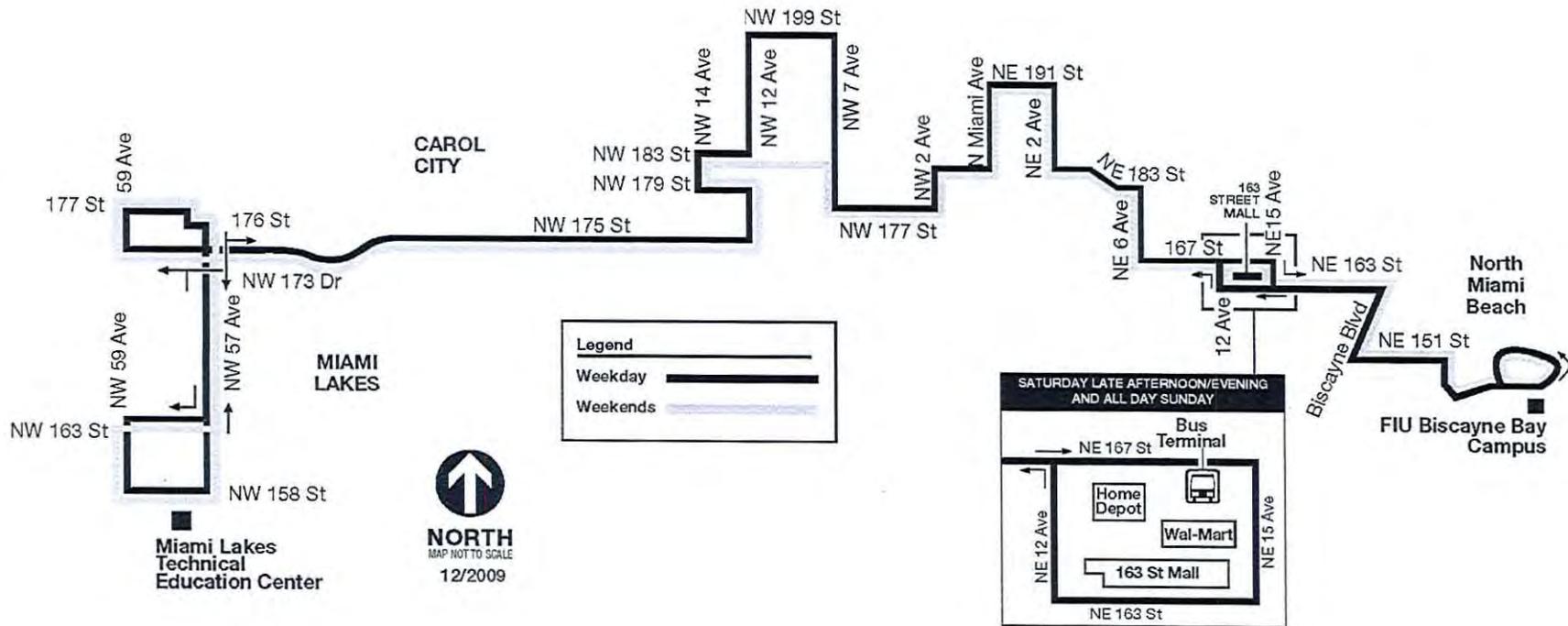
Direction: NORTHBOUND

Downtown Bus Terminal	A Arshrt Mover/Bus Terminal	NE 36 St & Biscayne Blvd	NE 79 St & Biscayne Blvd	NE 123 St & Biscayne Blvd	NE 163 St & Biscayne Blvd	163 Street Mall	Aventura Mall
05:15AM	05:24AM	05:31AM	05:40AM	05:51AM	06:01AM	06:11AM	06:28AM
05:35AM	05:44AM	05:51AM	06:03AM	06:17AM	06:27AM	06:37AM	06:54AM
05:56AM	06:08AM	06:18AM	06:30AM	06:44AM	06:54AM	07:07AM	07:26AM
06:16AM	06:28AM	06:38AM	06:50AM	07:06AM	07:17AM	07:30AM	07:49AM
06:36AM	06:48AM	06:58AM	07:11AM	07:27AM	07:38AM	07:51AM	08:13AM
06:56AM	07:09AM	07:20AM	07:33AM	07:49AM	08:01AM	08:14AM	08:36AM
07:14AM	07:27AM	07:38AM	07:51AM	08:07AM	08:19AM	08:32AM	08:54AM
07:32AM	07:45AM	07:56AM	08:10AM	08:26AM	08:38AM	08:51AM	09:13AM
07:50AM	08:03AM	08:14AM	08:28AM	08:44AM	08:56AM	09:09AM	09:31AM
08:08AM	08:21AM	08:32AM	08:46AM	09:02AM	09:14AM	09:27AM	09:49AM
08:26AM	08:39AM	08:50AM	09:04AM	09:20AM	09:32AM	09:45AM	10:07AM
08:44AM	08:57AM	09:08AM	09:22AM	09:38AM	09:50AM	10:03AM	10:25AM
09:02AM	09:15AM	09:26AM	09:40AM	09:56AM	10:08AM	10:21AM	10:43AM
09:20AM	09:33AM	09:44AM	09:58AM	10:14AM	10:26AM	10:39AM	11:01AM
09:38AM	09:51AM	10:02AM	10:17AM	10:33AM	10:45AM	10:58AM	11:20AM
09:56AM	10:09AM	10:20AM	10:35AM	10:51AM	11:03AM	11:16AM	11:38AM
10:14AM	10:27AM	10:38AM	10:53AM	11:09AM	11:21AM	11:34AM	11:56AM
10:32AM	10:45AM	10:56AM	11:11AM	11:27AM	11:39AM	11:52AM	12:14PM
10:50AM	11:03AM	11:14AM	11:29AM	11:45AM	11:57AM	12:10PM	12:32PM
11:08AM	11:21AM	11:32AM	11:47AM	12:03PM	12:15PM	12:28PM	12:50PM
11:26AM	11:39AM	11:50AM	12:05PM	12:21PM	12:33PM	12:46PM	01:08PM
11:44AM	11:57AM	12:08PM	12:23PM	12:39PM	12:51PM	01:04PM	01:26PM
12:02PM	12:15PM	12:26PM	12:41PM	12:57PM	01:09PM	01:22PM	01:44PM
12:20PM	12:33PM	12:44PM	12:59PM	01:15PM	01:27PM	01:40PM	02:02PM
12:38PM	12:51PM	01:02PM	01:17PM	01:33PM	01:45PM	01:58PM	02:20PM
12:56PM	01:09PM	01:20PM	01:35PM	01:51PM	02:03PM	02:16PM	02:38PM
01:14PM	01:27PM	01:38PM	01:53PM	02:11PM	02:23PM	02:36PM	02:58PM
01:32PM	01:45PM	01:56PM	02:11PM	02:29PM	02:41PM	02:54PM	03:16PM
01:50PM	02:04PM	02:15PM	02:30PM	02:48PM	03:01PM	03:15PM	03:37PM
02:08PM	02:22PM	02:33PM	02:48PM	03:06PM	03:19PM	03:33PM	03:55PM
02:26PM	02:40PM	02:51PM	03:08PM	03:26PM	03:39PM	03:53PM	04:15PM
02:44PM	02:58PM	03:11PM	03:28PM	03:46PM	03:59PM	04:13PM	04:35PM
03:02PM	03:17PM	03:30PM	03:47PM	04:06PM	04:19PM	04:33PM	04:55PM
03:20PM	03:35PM	03:48PM	04:05PM	04:24PM	04:37PM	04:51PM	05:13PM
03:38PM	03:53PM	04:06PM	04:23PM	04:42PM	04:55PM	05:09PM	05:31PM
03:56PM	04:11PM	04:24PM	04:41PM	05:00PM	05:13PM	05:27PM	05:49PM

04:14PM	04:29PM	04:42PM	04:59PM	05:18PM	05:31PM	05:45PM	06:07PM
04:32PM	04:47PM	05:00PM	05:17PM	05:36PM	05:49PM	06:03PM	06:25PM
04:50PM	05:05PM	05:18PM	05:35PM	05:54PM	06:07PM	06:20PM	06:42PM
05:08PM	05:23PM	05:36PM	05:53PM	06:12PM	06:25PM	06:38PM	07:00PM
05:26PM	05:41PM	05:54PM	06:11PM	06:28PM	06:41PM	06:54PM	07:16PM
05:44PM	05:59PM	06:12PM	06:28PM	06:43PM	06:56PM	07:09PM	07:29PM
06:02PM	06:16PM	06:29PM	06:43PM	07:00PM	07:10PM	07:22PM	07:42PM
06:20PM	06:34PM	06:47PM	07:01PM	07:17PM	07:27PM	07:39PM	07:59PM
06:38PM	06:52PM	07:05PM	07:18PM	07:34PM	07:44PM	07:56PM	08:16PM
06:56PM	07:10PM	07:21PM	07:34PM	07:50PM	08:00PM	08:09PM	08:26PM
07:14PM	07:26PM	07:37PM	07:50PM	08:06PM	08:16PM	08:25PM	08:42PM
07:32PM	07:44PM	07:55PM	08:08PM	08:22PM	08:32PM	08:41PM	08:58PM
07:50PM	08:02PM	08:11PM	08:22PM	08:36PM	08:46PM	08:55PM	09:12PM
08:20PM	08:31PM	08:40PM	08:51PM	09:05PM	09:15PM	09:24PM	09:41PM
08:50PM	09:01PM	09:10PM	09:21PM	09:35PM	09:45PM	09:54PM	10:11PM
09:20PM	09:31PM	09:40PM	09:51PM	10:05PM	10:15PM	10:24PM	10:41PM
09:50PM	10:01PM	10:10PM	10:21PM	10:35PM	10:45PM	10:54PM	11:11PM
10:30PM	10:41PM	10:50PM	11:01PM	11:12PM	11:21PM	11:27PM	11:41PM
11:10PM	11:20PM	11:27PM	11:38PM	11:49PM	11:58PM	12:04AM	12:18AM
11:40PM	11:50PM	11:57PM	12:08AM	12:19AM	12:28AM	12:34AM	12:48AM
12:10AM	12:20AM	12:27AM	12:38AM	12:49AM	12:58AM	01:04AM	01:18AM
01:10AM	01:20AM	01:27AM	01:38AM	01:49AM	01:58AM	02:04AM	02:18AM
02:10AM	02:20AM	02:27AM	02:38AM	02:49AM	02:58AM	03:04AM	03:18AM
03:10AM	03:19AM	03:26AM	03:35AM	03:46AM	03:55AM	04:01AM	04:15AM
04:10AM	04:19AM	04:26AM	04:35AM	04:46AM	04:55AM	05:01AM	05:15AM

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# Route 75





**Transit**

**75 Schedule**

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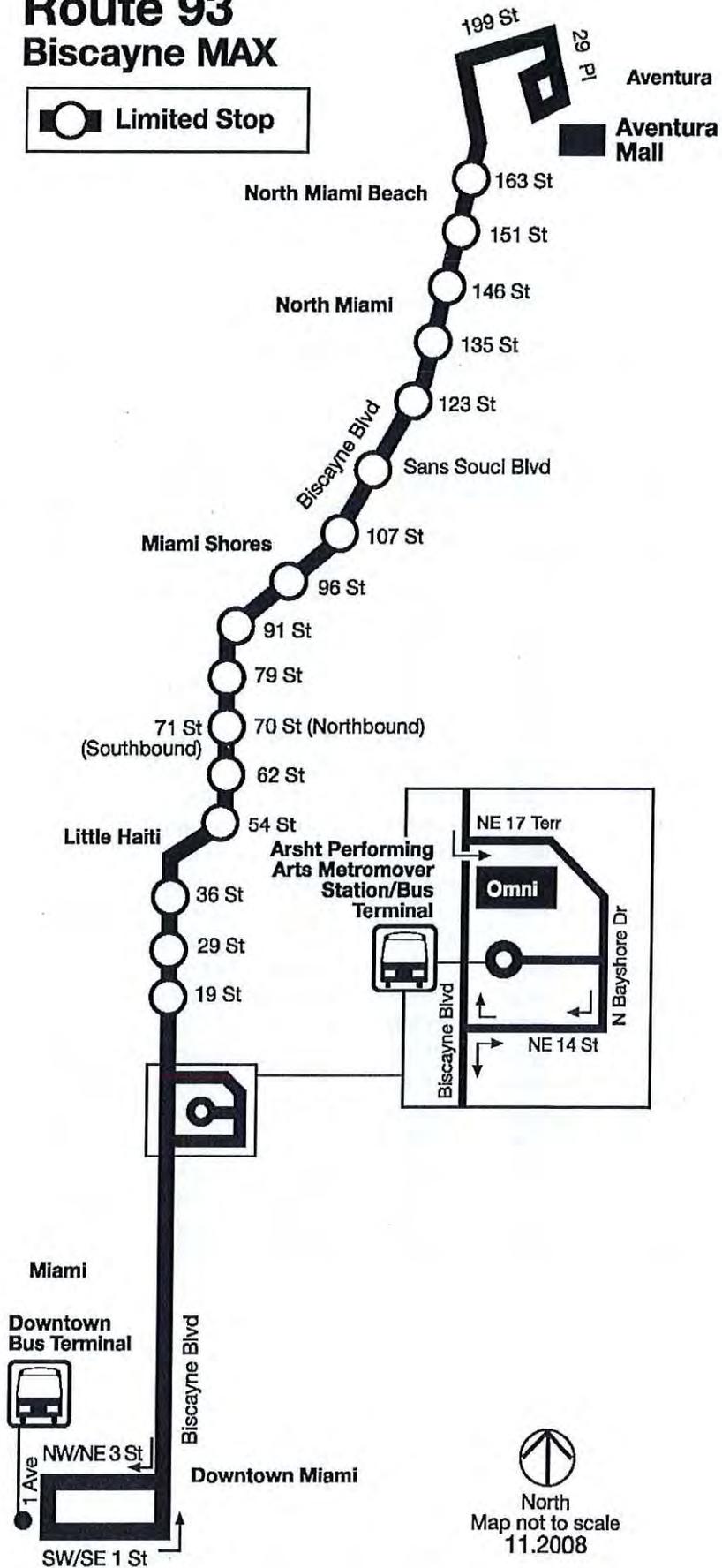
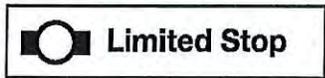
**Service:** WEEKDAY

**Direction:** EASTBOUND

NW 163 St & 57 Ave	NW 176 St & 57 Ave	NW 175 St & 27 Ave	NW 183 St & 12 Ave	NW 183 St & 7 Ave	NE 183 St & 2 Ct	163 Street Mall	FIU Bisc Bay Campus
05:27AM	05:36AM	05:48AM	05:55AM	06:03AM	06:15AM	06:25AM	06:37AM
05:53AM	06:02AM	06:15AM	06:25AM	06:33AM	06:45AM	06:55AM	07:08AM
06:20AM	06:29AM	06:42AM	06:52AM	07:00AM	07:14AM	07:25AM	07:38AM
06:47AM	06:56AM	07:10AM	07:22AM	07:30AM	07:44AM	07:55AM	08:09AM
07:16AM	07:26AM	07:40AM	07:52AM	08:00AM	08:14AM	08:25AM	08:39AM
07:52AM	08:02AM	08:16AM	08:27AM	08:35AM	08:49AM	09:00AM	09:14AM
08:22AM	08:32AM	08:46AM	08:57AM	09:05AM	09:20AM	09:30AM	09:44AM
08:55AM	09:05AM	09:18AM	09:27AM	09:35AM	09:50AM	10:00AM	10:14AM
09:26AM	09:36AM	09:49AM	09:58AM	10:06AM	10:20AM	10:30AM	10:44AM
09:57AM	10:07AM	10:20AM	10:29AM	10:36AM	10:50AM	11:00AM	11:15AM
10:27AM	10:37AM	10:50AM	10:59AM	11:06AM	11:20AM	11:30AM	11:45AM
10:56AM	11:06AM	11:20AM	11:29AM	11:36AM	11:50AM	12:00PM	12:15PM
11:26AM	11:36AM	11:50AM	11:59AM	12:06PM	12:20PM	12:30PM	12:45PM
11:54AM	12:04PM	12:18PM	12:27PM	12:34PM	12:48PM	01:00PM	01:15PM
12:24PM	12:34PM	12:48PM	12:57PM	01:04PM	01:18PM	01:30PM	01:45PM
12:54PM	01:04PM	01:18PM	01:27PM	01:34PM	01:48PM	02:00PM	02:15PM
01:21PM	01:31PM	01:45PM	01:54PM	02:02PM	02:16PM	02:30PM	02:45PM
01:48PM	01:58PM	02:12PM	02:23PM	02:31PM	02:47PM	03:00PM	03:15PM
:	:	:	02:45PM	02:53PM	03:09PM	03:21PM	:
02:18PM	02:28PM	02:42PM	02:53PM	03:01PM	03:17PM	03:30PM	03:45PM
02:48PM	02:58PM	03:12PM	03:23PM	03:31PM	03:47PM	04:00PM	04:14PM
03:16PM	03:28PM	03:42PM	03:53PM	04:01PM	04:17PM	04:30PM	04:44PM
03:46PM	03:58PM	04:12PM	04:23PM	04:31PM	04:47PM	05:00PM	05:14PM
04:16PM	04:29PM	04:43PM	04:54PM	05:02PM	05:18PM	05:30PM	05:44PM
04:46PM	05:00PM	05:14PM	05:24PM	05:32PM	05:48PM	06:00PM	06:13PM
05:20PM	05:34PM	05:48PM	05:58PM	06:06PM	06:19PM	06:30PM	06:43PM
05:51PM	06:05PM	06:18PM	06:28PM	06:36PM	06:49PM	07:00PM	07:12PM
07:00PM	07:10PM	07:22PM	07:31PM	07:37PM	07:50PM	08:00PM	08:12PM
08:00PM	08:10PM	08:22PM	08:31PM	08:37PM	08:50PM	09:00PM	09:11PM
09:05PM	09:14PM	09:25PM	09:33PM	09:39PM	09:50PM	10:00PM	10:11PM

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# Route 93 Biscayne MAX





Transit

## 93 Biscayne MAX Schedule

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Service: WEEKDAY

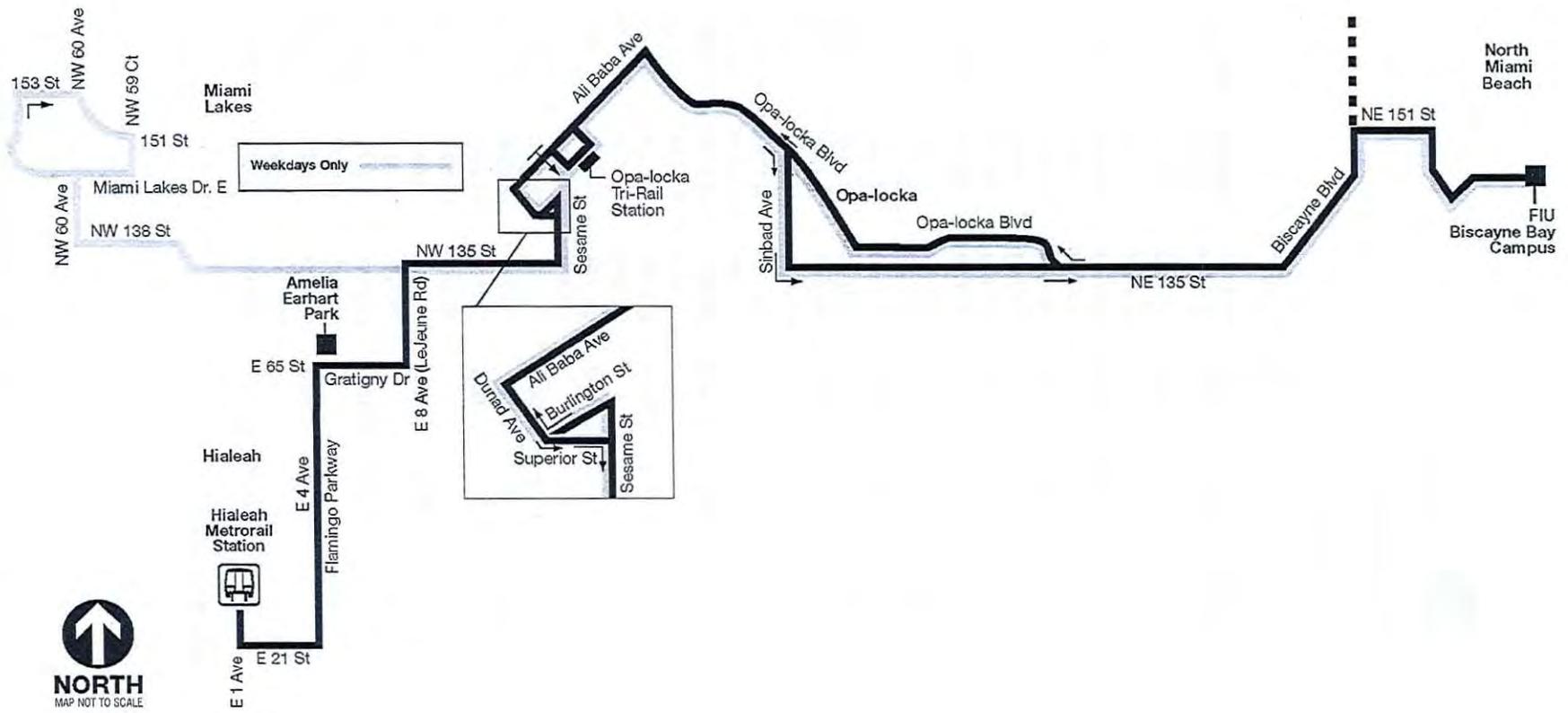
Direction: NORTHBOUND

Downtown Bus Terminal	A Arsh Mover/Bus Terminal	NE 36 St & Biscayne Blvd	NE 79 St & Biscayne Blvd	NE 123 St & Biscayne Blvd	NE 163 St & Biscayne Blvd	Aventura Mall
05:45AM	05:54AM	06:01AM	06:08AM	06:19AM	06:28AM	06:38AM
06:03AM	06:13AM	06:20AM	06:27AM	06:38AM	06:47AM	06:57AM
06:21AM	06:31AM	06:38AM	06:45AM	06:56AM	07:05AM	07:15AM
06:39AM	06:49AM	06:56AM	07:05AM	07:17AM	07:26AM	07:36AM
06:57AM	07:09AM	07:17AM	07:26AM	07:38AM	07:47AM	07:57AM
07:15AM	07:27AM	07:35AM	07:44AM	07:56AM	08:05AM	08:15AM
07:33AM	07:45AM	07:53AM	08:02AM	08:14AM	08:23AM	08:33AM
07:51AM	08:03AM	08:12AM	08:21AM	08:33AM	08:42AM	08:52AM
08:09AM	08:21AM	08:30AM	08:39AM	08:51AM	09:00AM	09:10AM
08:27AM	08:39AM	08:48AM	08:57AM	09:09AM	09:18AM	09:28AM
08:45AM	08:57AM	09:06AM	09:15AM	09:26AM	09:35AM	09:45AM
09:03AM	09:15AM	09:24AM	09:33AM	09:44AM	09:53AM	10:03AM
09:21AM	09:33AM	09:42AM	09:51AM	10:02AM	10:11AM	10:21AM
09:39AM	09:51AM	10:00AM	10:09AM	10:20AM	10:29AM	10:39AM
09:57AM	10:09AM	10:18AM	10:27AM	10:38AM	10:47AM	10:57AM
10:15AM	10:27AM	10:36AM	10:45AM	10:56AM	11:05AM	11:15AM
10:33AM	10:45AM	10:54AM	11:03AM	11:14AM	11:23AM	11:33AM
11:03AM	11:15AM	11:24AM	11:33AM	11:44AM	11:53AM	12:03PM
11:33AM	11:45AM	11:54AM	12:03PM	12:15PM	12:24PM	12:34PM
12:03PM	12:15PM	12:24PM	12:33PM	12:45PM	12:54PM	01:04PM
12:33PM	12:45PM	12:54PM	01:03PM	01:15PM	01:24PM	01:34PM
01:03PM	01:15PM	01:25PM	01:34PM	01:46PM	01:55PM	02:05PM
01:33PM	01:45PM	01:55PM	02:04PM	02:16PM	02:25PM	02:35PM
02:03PM	02:15PM	02:25PM	02:34PM	02:46PM	02:55PM	03:07PM
02:23PM	02:35PM	02:45PM	02:54PM	03:08PM	03:18PM	03:30PM
02:43PM	02:55PM	03:06PM	03:16PM	03:30PM	03:40PM	03:52PM
03:02PM	03:14PM	03:25PM	03:35PM	03:49PM	03:59PM	04:11PM
03:20PM	03:32PM	03:43PM	03:53PM	04:08PM	04:19PM	04:31PM
03:38PM	03:50PM	04:01PM	04:11PM	04:26PM	04:37PM	04:49PM
03:58PM	04:12PM	04:23PM	04:33PM	04:48PM	04:59PM	05:11PM
04:17PM	04:31PM	04:42PM	04:52PM	05:07PM	05:18PM	05:30PM
04:36PM	04:50PM	05:01PM	05:11PM	05:26PM	05:37PM	05:49PM
04:54PM	05:08PM	05:19PM	05:29PM	05:44PM	05:55PM	06:07PM
05:12PM	05:26PM	05:37PM	05:47PM	06:02PM	06:13PM	06:24PM
05:30PM	05:44PM	05:55PM	06:05PM	06:19PM	06:30PM	06:41PM
05:48PM	06:02PM	06:13PM	06:22PM	06:36PM	06:47PM	06:58PM

06:06PM	06:18PM	06:29PM	06:38PM	06:52PM	07:03PM	07:13PM
06:24PM	06:36PM	06:47PM	06:56PM	07:10PM	07:19PM	07:29PM
06:42PM	06:54PM	07:05PM	07:13PM	07:26PM	07:35PM	07:45PM
07:00PM	07:11PM	07:20PM	07:28PM	07:41PM	07:50PM	08:00PM
07:20PM	07:31PM	07:40PM	07:48PM	08:01PM	08:09PM	08:18PM

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# Route 135





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Service: WEEKDAY

Direction: EASTBOUND

Miami Lks Dr & NW 60 Ave	Hialeah Station	E 49 St & 4 Ave	NW 135 St & 42 Ave	Opa Locka Tri-Rail Station	NW 135 St & 7 Ave	NE 135 St & W Dixie Highway	FIU Bisc Bay Campus
:	06:00AM	06:08AM	06:16AM	06:19AM	06:32AM	06:41AM	06:53AM
06:32AM	:	:	06:43AM	06:47AM	07:00AM	07:09AM	07:21AM
:	06:56AM	07:05AM	07:13AM	07:17AM	07:30AM	07:39AM	07:51AM
07:32AM	:	:	07:43AM	07:47AM	08:00AM	08:09AM	08:21AM
:	07:50AM	07:59AM	08:07AM	08:11AM	08:24AM	08:33AM	08:45AM
08:16AM	:	:	08:27AM	08:31AM	08:44AM	08:53AM	09:05AM
:	08:30AM	08:39AM	08:47AM	08:51AM	09:04AM	09:11AM	09:23AM
09:07AM	:	:	09:18AM	09:22AM	09:34AM	09:41AM	09:53AM
:	09:30AM	09:39AM	09:48AM	09:52AM	10:04AM	10:11AM	10:23AM
10:07AM	:	:	10:18AM	10:22AM	10:34AM	10:41AM	10:53AM
:	10:30AM	10:39AM	10:48AM	10:52AM	11:04AM	11:11AM	11:23AM
11:07AM	:	:	11:18AM	11:22AM	11:34AM	11:41AM	11:53AM
:	11:30AM	11:39AM	11:48AM	11:52AM	12:04PM	12:11PM	12:23PM
12:07PM	:	:	12:18PM	12:22PM	12:34PM	12:41PM	12:53PM
:	12:30PM	12:39PM	12:48PM	12:52PM	01:04PM	01:11PM	01:23PM
01:07PM	:	:	01:18PM	01:22PM	01:34PM	01:41PM	01:53PM
:	01:30PM	01:39PM	01:48PM	01:52PM	02:05PM	02:13PM	02:26PM
02:07PM	:	:	02:18PM	02:22PM	02:35PM	02:43PM	02:56PM
:	02:33PM	02:43PM	02:52PM	02:56PM	03:09PM	03:17PM	03:30PM
03:11PM	:	:	03:22PM	03:26PM	03:39PM	03:47PM	04:00PM
:	03:33PM	03:43PM	03:52PM	03:56PM	04:09PM	04:17PM	04:30PM
04:11PM	:	:	04:22PM	04:26PM	04:39PM	04:47PM	05:00PM
:	04:23PM	04:33PM	04:42PM	04:46PM	04:59PM	05:07PM	05:20PM
04:51PM	:	:	05:02PM	05:06PM	05:19PM	05:27PM	05:40PM
:	05:03PM	05:13PM	05:22PM	05:26PM	05:39PM	05:47PM	06:00PM
05:44PM	:	:	05:55PM	05:59PM	06:12PM	06:19PM	06:30PM
:	06:03PM	06:12PM	06:20PM	06:24PM	06:36PM	06:43PM	06:54PM
06:40PM	:	:	06:50PM	06:54PM	07:06PM	07:13PM	07:24PM
:	07:03PM	07:12PM	07:20PM	07:24PM	07:36PM	07:43PM	07:54PM
07:40PM	:	:	07:50PM	07:54PM	08:06PM	08:13PM	08:24PM
:	08:09PM	08:18PM	08:26PM	08:30PM	08:42PM	08:49PM	09:00PM
08:56PM	:	:	09:06PM	09:09PM	09:20PM	09:27PM	09:35PM
:	09:27PM	09:35PM	09:43PM	09:46PM	09:57PM	10:04PM	10:12PM

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### *Transit Reduction*

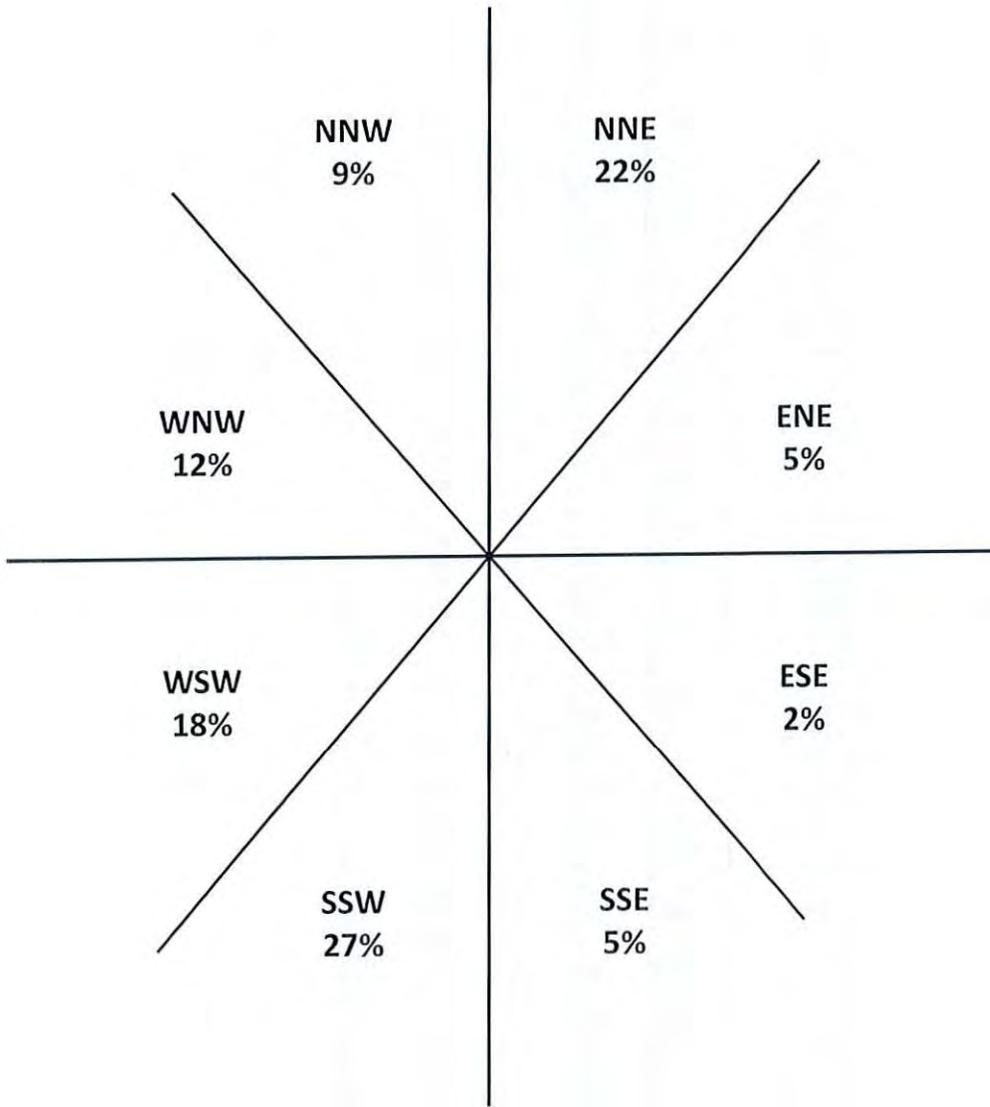
In order to account for the urban environment in which the project site is located, a transit reduction of 10 percent (10%) was applied to the site. It is expected that a significant portion of the trips, including employee trips, will utilize transit. Miami-Dade County Transit provides bus service via four (4) routes in the vicinity of the site. The City of North Miami NOMI Express also provides bus service in the vicinity of the site. Route information is provided below:

- MDT Route 3 operates on Biscayne Boulevard adjacent to the site. This route serves the Adrienne Arsht Center Metromover Station/Bus Terminal, Downtown Bus Terminal, 163rd Street Mall, and Aventura Mall. This route operates at 20-minute headways throughout the day and provides connecting service to 30 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover.
- MDT Route 75 operates on NE 151st Street and accesses the FIU Biscayne Bay Campus. This route serves the 163rd Street Mall, Carol City, and Miami Lakes. This route operates at 30-minute headways throughout the day.
- MDT Route 93/Biscayne MAX operates on Biscayne Boulevard adjacent to the site. This route serves the Adrienne Arsht Center Metromover Station/Bus Terminal, Downtown Bus Terminal, and Aventura Mall. This limited-stop route operates at 20-minute headways throughout the day and provides connecting service to 25 additional Miami-Dade Transit bus routes.
- MDT Route 135 operates on NE 151st Street and accesses the FIU Biscayne Bay Campus. This route serves NE 135th Street, Opa-Locka Tri-Rail Station, and Hialeah Metrorail Station, and operates at 30-minute headways throughout the day.
- The NOMI Express operates on NE 151st Street and accesses the FIU Biscayne Bay Campus. This route is operated by the City of North Miami and provides service throughout the City operating at 60-minute headways. This route also shares approximately 18 bus stops with Miami-Dade Transit.

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

# **Appendix D**

## **Cardinal Trip Distribution**

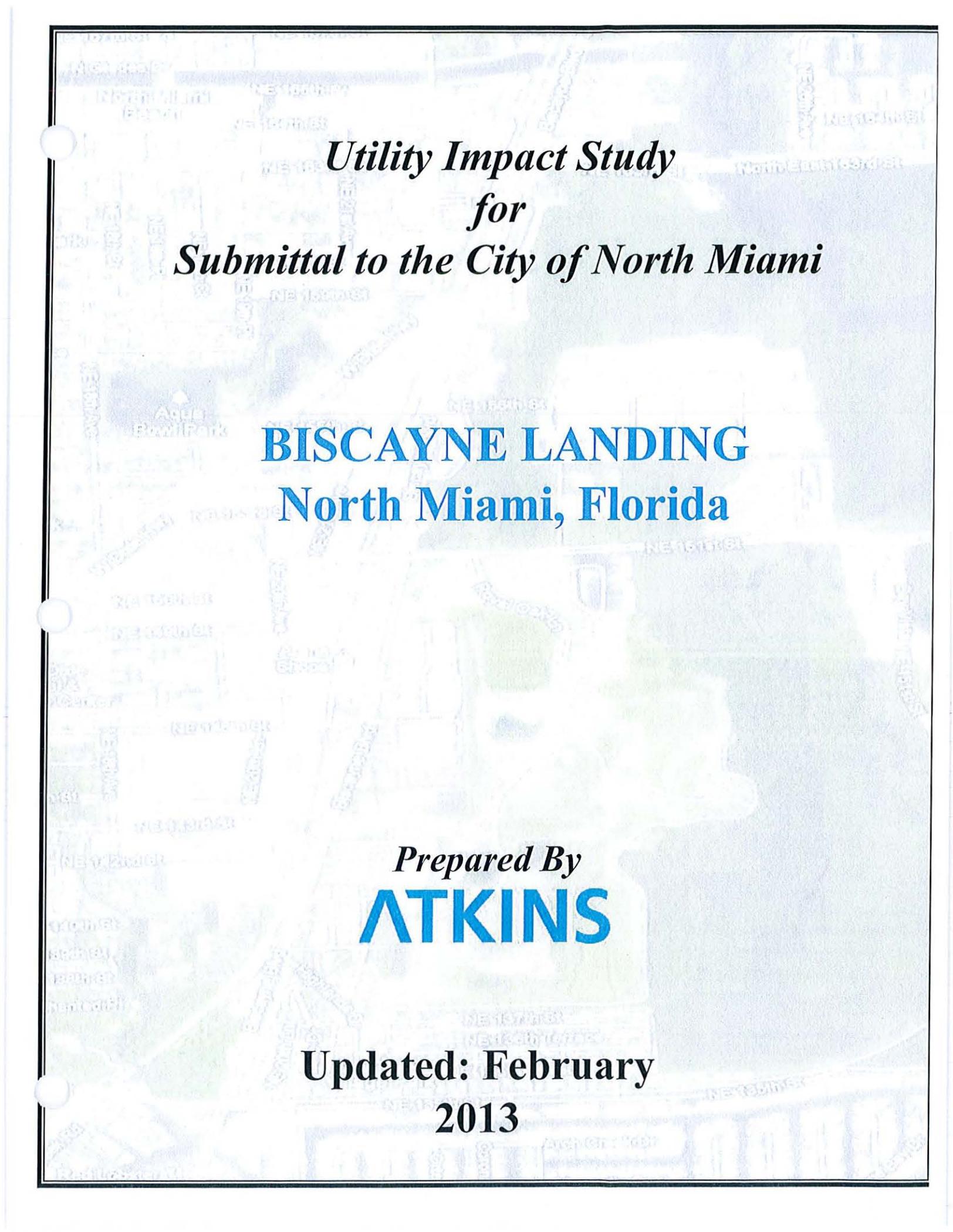


MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS										
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL	
		PERCENT	16.4	19.64	12.46	18.53	15.31	4.81	5.59	7.26		
164	2864	TRIPS	999	1168	645	1250	1297	419	135	808	6,721	
		PERCENT	14.86	17.38	9.6	18.6	19.3	6.23	2.01	12.02		
165	2865	TRIPS	404	398	186	417	469	186	134	325	2,519	
		PERCENT	16.04	15.8	7.38	16.55	18.62	7.38	5.32	12.9		
166	2866	TRIPS	592	470	429	670	821	276	221	467	3,946	
		PERCENT	15	11.91	10.87	16.98	20.81	6.99	5.6	11.83		
167	2867	TRIPS	1250	790	622	1090	1382	559	378	1042	7,113	
		PERCENT	17.57	11.11	8.74	15.32	19.43	7.86	5.31	14.65		
168	2868	TRIPS	312	261	208	294	311	231	169	243	2,029	
		PERCENT	15.38	12.86	10.25	14.49	15.33	11.38	8.33	11.98		
169	2869	TRIPS	552	399	308	372	309	528	628	549	3,645	
		PERCENT	15.14	10.95	8.45	10.21	8.48	14.49	17.23	15.06		
170	2870	TRIPS	497	574	264	570	566	388	353	358	3,570	
		PERCENT	13.92	16.08	7.39	15.97	15.85	10.87	9.89	10.03		
171	2871	TRIPS	400	537	194	443	446	367	292	365	3,044	
		PERCENT	13.14	17.64	6.37	14.55	14.65	12.06	9.59	11.99		
172	2872	TRIPS	273	274	126	320	356	682	248	267	2,546	
		PERCENT	10.72	10.76	4.95	12.57	13.98	26.79	9.74	10.49		
173	2873	TRIPS	69	97	36	75	71	144	34	50	576	
		PERCENT	11.98	16.84	6.25	13.02	12.33	25	5.9	8.68		
174	2874	TRIPS	3053	1756	1051	1850	2209	2420	2386	2467	17,192	
		PERCENT	17.76	10.21	6.11	10.76	12.85	14.08	13.88	14.35		
175	2875	TRIPS	10	12	6	9	4	5	8	7	61	
		PERCENT	16.39	19.67	9.84	14.75	6.56	8.2	13.11	11.48		
176	2876	TRIPS	659	632	242	918	602	342	276	225	3,896	
		PERCENT	16.91	16.22	6.21	23.56	15.45	8.78	7.08	5.78		
177	2877	TRIPS	20	32	19	23	28	29	16	14	181	
		PERCENT	11.05	17.68	10.5	12.71	15.47	16.02	8.84	7.73		
178	2878	TRIPS	903	728	477	744	947	685	506	543	5,533	
		PERCENT	16.32	13.16	8.62	13.45	17.12	12.38	9.15	9.81		
179	2879	TRIPS	383	495	173	429	391	302	222	266	2,661	
		PERCENT	14.39	18.6	6.5	16.12	14.69	11.35	8.34	10		
180	2880	TRIPS	895	867	389	914	908	801	499	632	5,905	
		PERCENT	15.16	14.68	6.59	15.48	15.38	13.56	8.45	10.7		
181	2881	TRIPS	504	511	215	444	529	439	275	394	3,311	
		PERCENT	15.22	15.43	6.49	13.41	15.98	13.26	8.31	11.9		
182	2882	TRIPS	536	496	200	334	716	535	473	560	3,850	
		PERCENT	13.92	12.88	5.19	8.68	18.6	13.9	12.29	14.55		
183	2883	TRIPS	847	315	250	346	638	452	412	633	3,893	
		PERCENT	21.76	8.09	6.42	8.89	16.39	11.61	10.58	16.26		
184	2884	TRIPS	1576	524	144	671	1527	1229	1136	1420	8,227	
		PERCENT	19.16	6.37	1.75	8.16	18.56	14.94	13.81	17.26		
185	2885	TRIPS	522	127	37	137	640	505	429	546	2,943	
		PERCENT	17.74	4.32	1.26	4.66	21.75	17.16	14.58	18.55		
186	2886	TRIPS	67	21	0	18	65	60	43	61	335	
		PERCENT	20	6.27	0	5.37	19.4	17.91	12.84	18.21		
187	2887	TRIPS	295	65	22	71	330	264	232	296	1,575	
		PERCENT	18.73	4.13	1.4	4.51	20.95	16.76	14.73	18.79		
188	2888	TRIPS	159	45	4	45	187	201	165	173	979	
		PERCENT	16.24	4.6	0.41	4.6	19.1	20.53	16.85	17.67		
189	2889	TRIPS	5	0	0	1	0	4	4	5	19	
		PERCENT	26.32	0	0	5.26	0	21.05	21.05	26.32		
190	2890	TRIPS	776	11	1	305	835	1972	1730	1752	7,382	
		PERCENT	10.51	0.15	0.01	4.13	11.31	26.71	23.44	23.73		
191	2891	TRIPS	10	3	0	2	5	6	7	2	35	
		PERCENT	28.57	8.57	0	5.71	14.29	17.14	20	5.71		
192	2892	TRIPS	150	24	10	32	130	163	111	131	751	
		PERCENT	19.97	3.2	1.33	4.26	17.31	21.7	14.78	17.44		
193	2893	TRIPS	727	75	61	165	716	727	573	845	3,889	
		PERCENT	18.69	1.93	1.57	4.24	18.41	18.69	14.73	21.73		
194	2894	TRIPS	521	52	53	145	512	458	348	559	2,648	
		PERCENT	19.68	1.96	2	5.48	19.34	17.3	13.14	21.11		
195	2895	TRIPS	274	31	24	68	227	213	245	237	1,319	
		PERCENT	20.77	2.35	1.82	5.16	17.21	16.15	18.57	17.97		

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS									TOTAL
		NNE	ENE	ESE	SSE	SSW	WSW	WNN	NNW		
		PERCENT	10.64	13.82	5.34	14.23	18.18	16.2	10.93	10.66	
171	2871	TRIPS	449	598	188	456	616	601	397	464	3,769
		PERCENT	11.91	15.87	4.99	12.1	16.34	15.95	10.53	12.31	
172	2872	TRIPS	269	265	118	269	460	817	277	234	2,709
		PERCENT	9.93	9.78	4.36	9.93	16.98	30.16	10.23	8.64	
173	2873	TRIPS	55	59	65	83	76	135	68	41	582
		PERCENT	9.45	10.14	11.17	14.26	13.06	23.2	11.68	7.04	
174	2874	TRIPS	4370	2117	1331	2439	3155	3633	3737	3891	24,673
		PERCENT	17.71	8.58	5.39	9.89	12.79	14.72	15.15	15.77	
175	2875	TRIPS	22	14	9	11	7	5	12	11	91
		PERCENT	24.18	15.38	9.89	12.09	7.69	5.49	13.19	12.09	
176	2876	TRIPS	544	702	326	1007	893	535	392	335	4,734
		PERCENT	11.49	14.83	6.89	21.27	18.86	11.3	8.28	7.08	
177	2877	TRIPS	48	52	36	69	63	53	38	47	406
		PERCENT	11.82	12.81	8.87	17	15.52	13.05	9.36	11.58	
178	2878	TRIPS	1083	761	268	870	1183	935	879	981	6,960
		PERCENT	15.56	10.93	3.85	12.5	17	13.43	12.63	14.09	
179	2879	TRIPS	390	488	218	617	540	423	191	268	3,135
		PERCENT	12.44	15.57	6.95	19.68	17.22	13.49	6.09	8.55	
180	2880	TRIPS	1032	871	234	830	1631	1297	791	937	7,623
		PERCENT	13.54	11.43	3.07	10.89	21.4	17.01	10.38	12.29	
181	2881	TRIPS	542	574	217	463	809	530	395	425	3,955
		PERCENT	13.7	14.51	5.49	11.71	20.46	13.4	9.99	10.75	
182	2882	TRIPS	927	399	70	408	730	733	783	932	4,982
		PERCENT	18.61	8.01	1.41	8.19	14.65	14.71	15.72	18.71	
183	2883	TRIPS	790	426	40	338	1220	714	679	961	5,168
		PERCENT	15.29	8.24	0.77	6.54	23.61	13.82	13.14	18.6	
184	2884	TRIPS	1753	731	123	469	2413	1591	1492	2013	10,585
		PERCENT	16.56	6.91	1.16	4.43	22.8	15.03	14.1	19.02	
185	2885	TRIPS	828	387	24	248	1260	769	709	842	5,067
		PERCENT	16.34	7.64	0.47	4.89	24.87	15.18	13.99	16.62	
186	2886	TRIPS	83	44	4	16	85	41	50	76	399
		PERCENT	20.8	11.03	1	4.01	21.3	10.28	12.53	19.05	
187	2887	TRIPS	394	158	11	90	484	383	424	516	2,460
		PERCENT	16.02	6.42	0.45	3.66	19.67	15.57	17.24	20.98	
188	2888	TRIPS	146	0	0	52	166	370	326	349	1,409
		PERCENT	10.36	0	0	3.69	11.78	26.26	23.14	24.77	
189	2889	TRIPS	1	1	0	1	1	3	1	3	11
		PERCENT	9.09	9.09	0	9.09	9.09	27.27	9.09	27.27	
190	2890	TRIPS	1468	177	25	328	1224	1704	1812	2116	8,854
		PERCENT	16.58	2	0.28	3.7	13.82	19.25	20.47	23.9	
191	2891	TRIPS	365	38	98	86	833	439	130	244	2,233
		PERCENT	16.35	1.7	4.39	3.85	37.3	19.66	5.82	10.93	
192	2892	TRIPS	253	22	7	37	156	128	190	225	1,018
		PERCENT	24.85	2.16	0.69	3.63	15.32	12.57	18.66	22.1	
193	2893	TRIPS	1362	71	73	198	911	733	627	1098	5,073
		PERCENT	26.85	1.4	1.44	3.9	17.96	14.45	12.36	21.64	
194	2894	TRIPS	904	62	45	124	553	462	454	642	3,246
		PERCENT	27.85	1.91	1.39	3.82	17.04	14.23	13.99	19.78	
195	2895	TRIPS	297	3	28	67	299	357	248	399	1,698
		PERCENT	17.49	0.18	1.65	3.95	17.61	21.02	14.61	23.5	
196	2896	TRIPS	804	51	108	197	567	482	486	893	3,588
		PERCENT	22.41	1.42	3.01	5.49	15.8	13.43	13.55	24.89	
197	2897	TRIPS	404	23	63	96	394	394	461	565	2,400
		PERCENT	16.83	0.96	2.62	4	16.42	16.42	19.21	23.54	
198	2898	TRIPS	1886	180	154	302	1172	941	847	1652	7,134
		PERCENT	26.44	2.52	2.16	4.23	16.43	13.19	11.87	23.16	
199	2899	TRIPS	886	90	121	171	692	421	345	604	3,330
		PERCENT	26.61	2.7	3.63	5.14	20.78	12.64	10.36	18.14	
200	2900	TRIPS	1195	173	90	380	1445	954	815	889	5,941
		PERCENT	20.11	2.91	1.51	6.4	24.32	16.06	13.72	14.96	
201	2901	TRIPS	1262	94	164	242	1200	893	721	1000	5,576
		PERCENT	22.63	1.69	2.94	4.34	21.52	16.02	12.93	17.93	
202	2902	TRIPS	1106	137	117	265	1197	806	804	1058	5,490
		PERCENT	20.15	2.5	2.13	4.83	21.8	14.68	14.64	19.27	
203	2903	TRIPS	1776	239	358	531	1371	1068	1082	1293	7,718
		PERCENT	23.01	3.1	4.64	6.88	17.76	13.84	14.02	16.75	
204	2904	TRIPS	435	95	70	254	1080	615	271	367	3,187



*Utility Impact Study*  
*for*  
*Submittal to the City of North Miami*

**BISCAYNE LANDING**  
**North Miami, Florida**

*Prepared By*  
**ATKINS**

**Updated: February**  
**2013**

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**1. BACKGROUND**

The Biscayne Landing project is a proposed mixed use development that will cover approximately 180 acres within the City of North Miami.

The site lies between Biscayne Boulevard and Biscayne Bay, south of the Oleta River and west of the Haulover Inlet.

South Florida Water Management District (SFWMD) and Florida Department of Environmental Protection (FDEP) have previously issued conceptual permits for the overall Biscayne Landing Site (a.k.a Munisport Landfill Closure and End Use). The SFWMD and FDEP conceptual permit numbers are 13-02206-P and 0219514-001 –SF respectively. The methodologies and proposed utilities and stormwater collection systems are consistent with the Landfill Closure and End Use terms and regulations.

The property is zoned under the City of North Miami (CNM) Planned Development District (PD) and has an underlying land use of Mixed Use. The Charter of the City of North Miami limits the height of the proposed structures specific to this site, to 25 stories, with a maximum permissible density of 40 dwelling units per acre with allowable bonus density to 50 dwelling units per acre. A summary of the proposed build-out composition is shown in **Table 1.1**. Program tabulations are found in **2.4 – Program Tabulation**.

DESCRIPTION	Quantity	Unit
<b>RETAIL</b>		
Retail	750,000.00	sqft
Auto Dealer (Sales and Support Services)	368,060.00	sqft
Restaurant	9,880.00	sqft
<b>RESIDENTIAL</b>	4,390.00	Dweling Unit
<b>HOTEL</b>		
3 Star Hotel	150	Rooms
<b>OPEN SPACE</b>	<b>43.3</b>	<b>Acre</b>
Community Center	10,000.00	sqft
Active Park	7.2	Acre
Passive Park	13.7	Acre
Detention	22.4	Acre

**Table 1.1- Conceptual Master Plan Biscayne Landing Program Tabulation**

(Source: Biscayne Landing, Development Concepts February 2013)

### **1.1 APPLICABLE PERMITS**

Permits for site related work within Biscayne Landing shall be obtained from the City of North Miami Public Works and Building Department, and other jurisdictional agencies.

The proposed stormwater management system and right-of-way improvements will require approval from:

- City of North Miami Public Works Department
- Miami-Dade County Regulatory and Economic Resources (RER) Department
- South Florida Water Management District (SFWMD)
- Florida Department of Environmental Protection (FDEP)
- Florida Department of Transportation District VI

Proposed water distribution, fire protection, and sanitary sewer collection systems will require approval from:

- City of North Miami Public Works Department
- Miami-Dade County Water and Sewer Department (MDWASD)
- Miami-Dade County Regulatory and Economic Resources (RER) Department
- Florida Department of Environmental Protection (FDEP)
- Miami-Dade County Fire Department
- State of Florida Department of Health

## **2. PROJECT MAPS AND PROGRAM TABULATION**

Biscayne Landing is located at Township 52 E, Range 42 E Sections 16 and 21 as shown at **Map 2.1 - Quadrangle**. Project vicinity is shown in **Map 2.2 – Aerial Map** and an overall preliminary master plan can be seen in **Map 2.3 – Preliminary Master Plan**.

## 2.1 QUADRANGLE MAP



## 2.2 AERIAL MAP



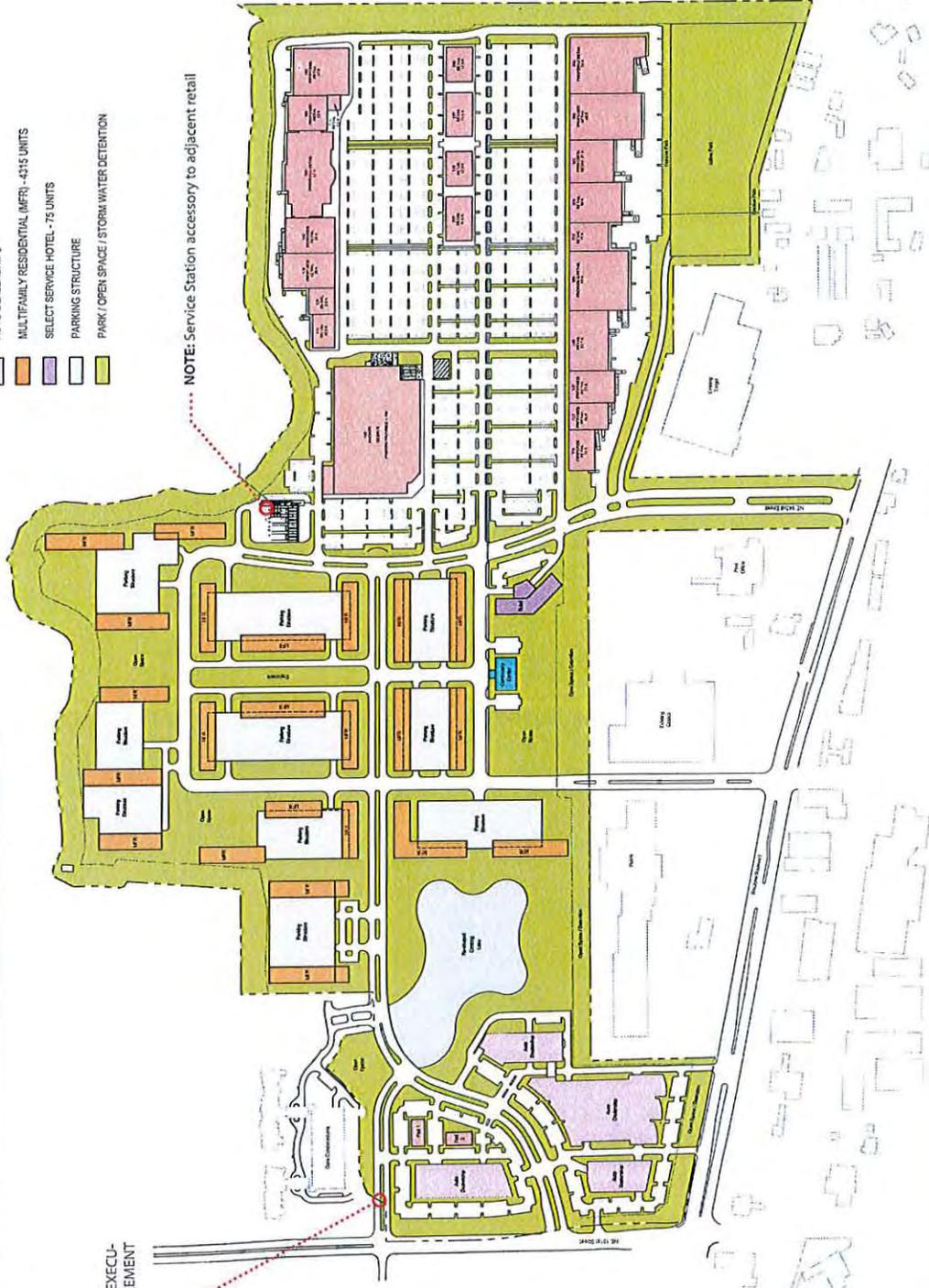
<b>ATKINS</b> 2001 NW 107th Avenue Miami, FL 33172 305.582.7275 11811 Certificate of Accreditation No. 74	<b>CLIENT</b> <b>OLETTA PARTNERS, LLC</b> 3390 MARY STREET, STE 200 MIAMI, FL 33133	<b>DATE</b> 12/04/2012	<b>PROJECT</b> <b>BISCAYNE LANDINGS</b> <b>SHEET TITLE</b> <b>AERIAL MAP - FIGURE 2.2</b>	<b>SHEET</b> <b>8</b>

## **2.3 PRELIMINARY MASTER PLAN**

## 2.2 BUILDING USE

### LEGEND

- RETAIL
- AUTO DEALERSHIPS
- MULTIFAMILY RESIDENTIAL (MFR) - 415 UNITS
- SELECT SERVICE HOTEL - 75 UNITS
- PARKING STRUCTURE
- PARK / OPEN SPACE / STORM WATER DETENTION



NOTE: FUTURE ACCESS PENDING EXECUTION OF EASEMENT AGREEMENT

NOTE: Service Station accessory to adjacent retail



## 2.4 PROGRAM TABULATION

5.4

PROGRAM TABULATION BY BLOCK

Block Designation	ID (FL)	Residential Components			Hotel / Community Center			TOTAL UNITS
		Multifamily Residential (Shown Average Unit Size of 1200 sf.)			Hotel / Community Center			
Residential		Number of Units	Total Residential BUA (in sf)	Parking Spaces	Number of Units	Footprint Area (in sf)	Parking Spaces	
Block 1	1 - A (25)	221	380,000	442				
	1 - B (25)	276	450,000	552				
	1 - C (25)	242	394,700	484				
Block 2	2 - A (25)	255	416,550	511				
	2 - B (25)	276	450,000	552				
	2 - C (25)	248	405,000	497				
Block 3	3 - A (25)	276	450,000	552				
	3 - B (25)	276	450,000	552				
Block 4	4 - A (25)	230	375,000	460				
	4 - B (18)	138	232,200	275				
	4 - C (18)	134	226,800	269				
Block 5	5 - A (18)	163	275,400	326				
	5 - B (14)	154	269,122	308				
	5 - C (14)	122	214,200	245				
Block 6	6 - A (18)	163	275,400	326				
	6 - B (14)	154	269,122	308				
	6 - C (14)	122	214,200	245				
Block 7	7 - A (14)	204	357,826	409				
	7 - B (12)	113	204,000	227				
Block 8	8 - A (14)	149	260,484	298				
	8 - B (12)	124	223,272	248				
Block 9	9 - A (14)	149	260,484	298				
	9 - B (12)	124	223,272	248				
Block CC					10,000	29		
Hotel								
Block H					75	17,090	90	
<b>SUBTOTAL</b>		<b>4315</b>		<b>8630</b>	<b>75</b>		<b>119</b>	<b>4390</b>

Block Designation	ID	Retail/Commercial Components	
		Footprint Area(in sf)	Parking Spaces
Block C (RETAIL)	C - 100	153,041	700
	C - 110	10,500	30
	C - 120	9,800	28
	C - 130	26,000	74
	C - 140	25,000	71
	C - 150	50,000	143
	C - 160	20,000	57
	C - 170	2,900	8
	C - 180	37,000	106
	C - 200	16,600	47
	C - 220	16,600	47
	C - 230	12,900	37
	C - 240	12,900	37
	C - 310	15,000	43
	C - 320	15,000	43
	C - 330	21,000	60
	C - 340	33,700	96
	C - 350	50,000	143
	C - 360	16,000	46
	C - 370	30,000	86
	C - 380	27,000	77
	C - 390	48,000	137
	C - 400	55,000	157

Block Designation	ID	Commercial Retail / Auto Mall				
		Footprint Area(in sf)	Total BUA (in sf.)	Parking Spaces		
Block C-P1	C - P1	5,000		66		
Block C-P2	C - P2	4,880		66		
Block D (AUTO DEALERSHIP)	D - 900	43,500	143,500	100,000		
	D - 920	26,500	106,500	80,000		
	D - 940	100,200	417,193	316,993		
	D - 940A	32,560	135,567	103,007		
				Display Parking (in sf.)	Display Parking Stalls	Grade Parking
					310	154
					200	95
					900	102
					292	35

### 3. STORM WATER MANAGEMENT SYSTEM

Based on previous cut and fill analysis provided by the City of North Miami in the Request For Proposal (RFP) for Biscayne Landing, the average existing site grade will range from 15' – 18' NGVD.

The proposed project site grade elevations will be designed to meet floodplain criteria according to City of North Miami, Miami Dade County, SFWMD and Federal regulations.

City of North Miami Code requires that new construction shall have the lowest floor at least one foot above the base flood elevation or the crown of road abutting the property. Since the average grade elevation ranges between 15' – 18' there are not constraints to achieve minimum site grade elevations according to Miami–Dade County Flood Criteria map, estimated at 7.5' NGVD and FEMA estimated at 8' as shown in **Appendix A – FEMA Maps**, Panel 141 of 1031 of Community Panel Number 12086C0141L through Panel 144 of 1031 of Community Panel Number 12086C0144L of the FEMA Flood Insurance Rate Map (4 panels). The property is located within Flood Zones X and AE (8')

For preliminary stormwater master plan prepared by SCS ES Consultants see **Appendix E – Stormwater Master Plan**.

#### 3.1 WATER QUALITY

Under post-development conditions, stormwater runoff will require pretreatment to satisfy SFWMD water quality requirements.

The treatment volume shall be the greater of 1- inch of runoff over the entire area or 2.5- inches from the impervious area. Pollution control devices are not considered by SFWMD for water quality credit, therefore all quality treatment will be provided at perimeter swales with enough capacity to retain 15.608 ac/feet required for quality purposes (see **Appendix B - Drainage Calculations**), swales will be provided with injection wells and control structures/outfall to dispose runoff in excess of the required by quality purposes to the wetlands located at the east side of the property. **Figure 3.1** depicts a preliminary sketch of the swale/ outfall condition.

## **FIGURE 3.1 – PERIMETER SWALE**



In order to decrease the volume required at perimeter berms it was discussed and accepted as Best Management Practice (BMP) by SFWMD the use of Bio-retention basins which are shallow planted depressions designed to retain or detain stormwater before it is infiltrated or discharged downstream. Further considerations will determine if some of these areas will be connected to the outfall system. Bio retention qualifies for LEED credit 6.2 Stormwater Design Water Quality Control. Bio-retention basins/rain gardens retain, filter and treat stormwater runoff using shallow depression of conditioned soil topped with a layer of mulch or high carbon soil layer and vegetation tolerant to short-term flooding. Depending on the design they can provide retention or detention of stormwater run-off, trap and remove suspended solids, and filter or absorb pollutants to soil and plant material. **Figure 3.2** shows a typical bio-retention area.

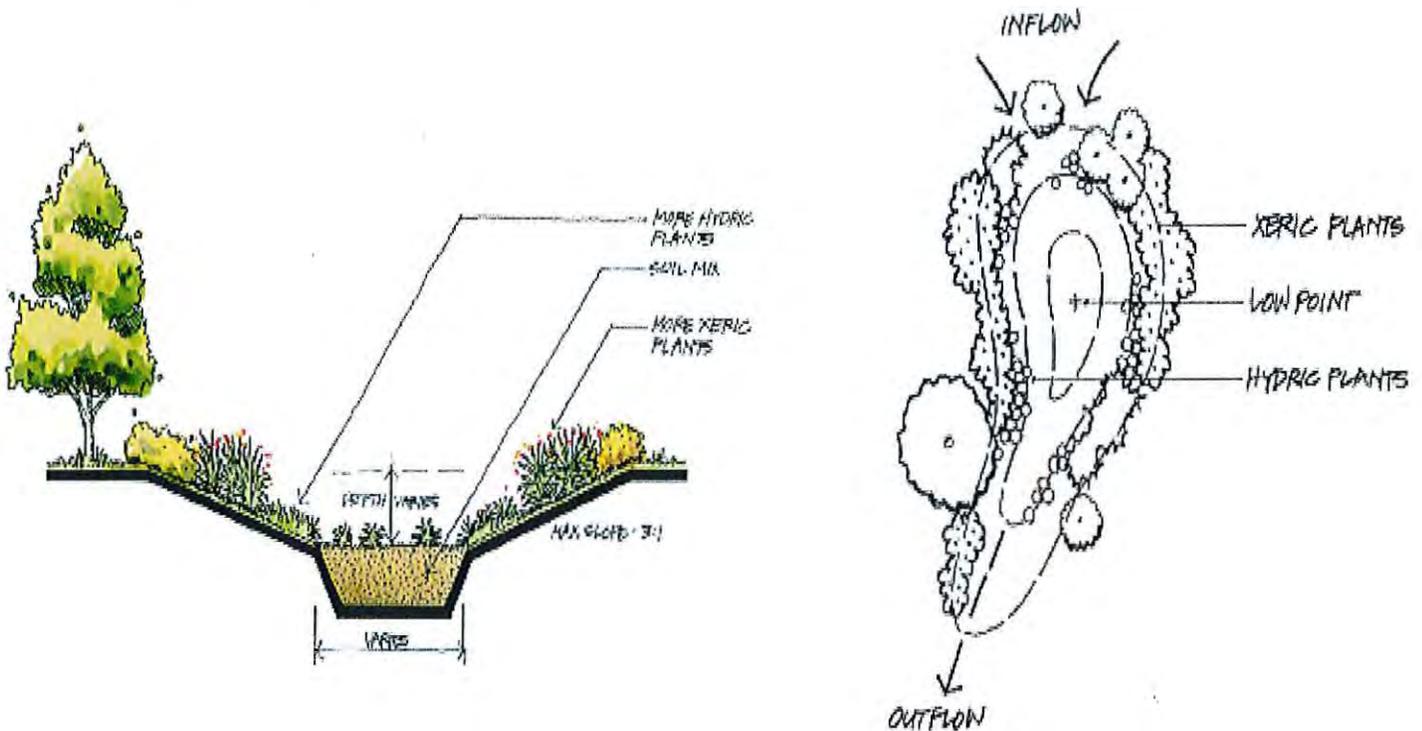


FIGURE 3.2 – TYPICAL BIO-RETENTION AREA (Source: Florida Field Guide to Low Impact Development, FIU)

### **3.2 WATER QUANTITY**

The 25-year 72-hour storm event will be used to design the stormwater management system in accordance with the SFWMD. The proposed stormwater management system will convey the runoff to drainage injection wells for on-site disposal.

The proposed crown of road shall meet or exceed the peak stage during the 10-year, 24-hour storm event and the proposed Finish Floor Elevation will meet or exceed the peak stage during the 100-year, 72-hour design storm event. The perimeter berm shall meet or exceed the peak stage during the 25-year, 72-hour design event.

According to a previous Utility Impact Study performed by KHA, drainage well reports for existing wells located in the nearby Biscayne Commons development, Florida International University, and previous developments located at the north portion of Biscayne Landing show well capacities ranged from 180 gpm/ft-head to 2000 gpm/ft-head, with some of the higher capacities happening within Biscayne Landing.

A design capacity of 800 gpm/ft-head per well has been assumed to complete the preliminary drainage analysis. Previous design performed by Atkins related to the first phase of the spinal road stormwater management system were permitted including drainage wells. It is anticipated that FDEP will grant a variance allowing greater than 8 feet of hydraulic head to act on the proposed wells. Wells will be considered shallow injection wells assuming a 200-foot well casing depth for calculation purposes.

### **4. WATER DISTRIBUTION AND FIRE PROTECTION**

Biscayne Landing is located within the potable water and fire protection service boundaries of the City of North Miami (CNM). Both services will be provided by the City.

An existing 16-inch water main owned and operated by the CNM is currently running along NE 151st Street, the north boundary of the site, providing potable water to the existing buildings located at the northeast corner of the Biscayne Landing property. The existing 16-inch water main is currently stubbed out along Biscayne Landing Boulevard. The water main is approximately 200' of 16-inch DIP and approximately 1,200' of 12-inch High Density Polyethylene (HDPE) pipe.

There is also an existing 16-inch water main running along NE 139th Street, owned and operated by the CNM, stubbed out towards Biscayne Landing. The proposed system will interconnect the above mentioned dead ends to provide a closed loop system. At this time,

it is anticipated that a 16-inch HDPE water main will be installed along approximately 3,800' of the spinal road. Internal loops to serve the rest of the project are also anticipated to be 16-inch HDPE. See **Appendix D** for preliminary potable water transmission system.

The National Fire Protection Association and Miami-Dade County require fire hydrants to be located within commercial developments no more than 300' of drivable distance from buildings and other structures. No portion of the exterior walls of the building shall be more than 150' from a hydrant, where vehicular access is provided. Each building will be provided with backflow preventers in accordance with City of North Miami and Miami-Dade County Standards. **Appendix D** shows the preliminary location of the fire hydrants to meet the requirements.

## **5. SANITARY SEWER COLLECTION SYSTEM**

Biscayne Landing is within the CNM service area for sanitary sewer collection. The City conveys the sewer effluent to Miami –Dade County's North District Waste Water Treatment Plant.

There is an existing sanitary sewer system that serves the existing buildings in the northeast corner of the Biscayne Landing development consisting of gravity sewer mains and a private lift station. The same concept will be applied to the rest of the development, a partial gravity collection system connected to private lift stations.

Approximately 1,200' of 12-inch HDPE pipe is located along Biscayne Landing Boulevard. According to a previous design performed by Atkins, the 12-inch HDPE force main has a capacity to convey 1.40 million gallons per day, sufficient to attend the projected flow of 0.83 million gallons per day as shown in **Table 5.1**. Six private lift stations are anticipated as part of the design and will be connected to the proposed 12-inch extension of HDPE force main. **Appendix D** shows the preliminary collection system and the tentative location for the private lift stations.

	# of Rooms or Units	Area sq. ft.	Usage Rate		Projected Generated Flow	
Retail		750,000.00	10	gpd/100 sq.ft	75,000	gpd
Auto Dealer (Sales and Support Services)		368,060.00	10	gpd/100 sq.ft	36,806	gpd
Hotel	150		100	gpd/room	15,000	gpd
Residential (Apartments)	4,390		150	gpd/unit	658,500	gpd
Community Center		10,000.00	5	gpd/100 sq.ft	500	gpd
Parks		910,404.00	5	gpd/person	45,520	gpd
<b>TOTAL PROJECTED GENERATED FLOW:</b>					<b>831,326</b>	<b>gpd</b>
<b>PROJECTED FLOW OF TOTAL BUILDOUT:</b>					<b>831,326</b>	<b>gpd</b>

**NOTES**

1. Usage rates are based on Miami-Dade Water and Sewer Department schedule of daily rates.
2. Assumed 1 person for 100/sqft park

Table 5.1 - Biscayne Landing Projected Flow

**6. SOLID WASTE GENERATION**

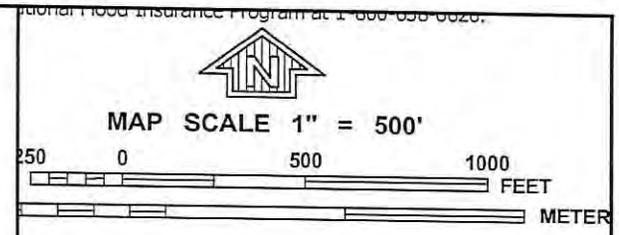
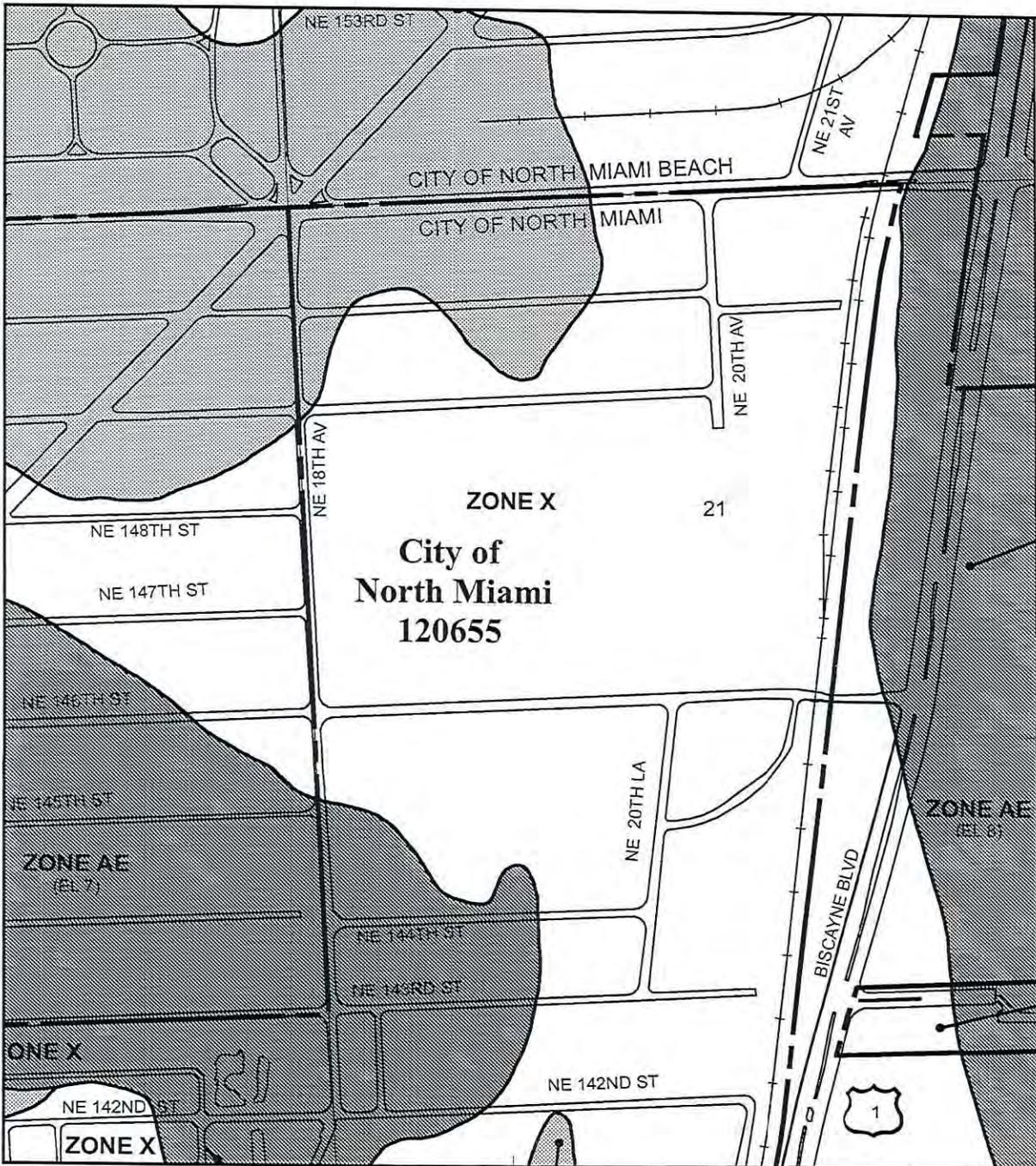
The solid waste generated at the Biscayne Landing Project will be collected via on-site containers. Pickup, transportation and all sanitation services are provided by Waste Pro, Inc. for the City of North Miami Solid Waste Department. Final disposal is anticipated at the Miami–Dade County Solid Waste disposal and recycling facilities. The anticipated volumes to be generated for a full build-out are shown in **Table 6.1**.

DESCRIPTION	Quantity	UNIT	Usage Rate	Waste Generated ( tons/day)
RETAIL	750,000	sqft	7.5 LB/1000 sqft/day	2.81
AUTO DEALER (Sales and Support Services)	368,060	sqft	7.5 LB/1000 sqft/day	1.38
RESIDENTIAL	4,390	Unit	5 LB/Unit/day	10.98
HOTEL	150	Room	5 LB/room/day	0.4
COMMUNITY CENTER	10,000	sqft	7.5 LB/1000 sqft/day	0.04
PARK	20.2	Acre	.5 LB/person/day	2.2
<b>Total</b>				<b>17.81</b>

1. Assumed 1 person for 100/sqft of park

**Table 6.1 – Solid Waste Generation**

**APPENDIX A –FEMA MAPS**



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0141L

**FIRM**  
FLOOD INSURANCE RATE MAP

**MIAMI-DADE COUNTY,  
FLORIDA  
AND INCORPORATED AREAS**

**PANEL 141 OF 1031**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MIAMI - DADE COUNTY	120635	0141	L
NORTH MIAMI BEACH, CITY OF	120656	0141	L
NORTH MIAMI, CITY OF	120655	0141	L

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

**MAP NUMBER**  
12086C0141L

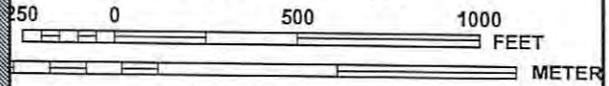
**MAP REVISED**  
SEPTEMBER 11, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



MAP SCALE 1" = 500'



NFIP  
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0142L

**FIRM**  
FLOOD INSURANCE RATE MAP

MIAMI-DADE COUNTY,  
FLORIDA  
AND INCORPORATED AREAS

PANEL 142 OF 1031

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
AVENTURA, CITY OF	120676	0142	L
MIAMI - DADE COUNTY	120635	0142	L
NORTH MIAMI BEACH, CITY OF	120656	0142	L
NORTH MIAMI, CITY OF	120655	0142	L
SUNNY ISLES BEACH, CITY OF	120698	0142	L

- NOTE -  
THIS MAP INCLUDES BOUNDARIES OF THE COASTAL BARRIER RESOURCES SYSTEM ESTABLISHED UNDER THE COASTAL BARRIER RESOURCES ACT OF 1982 AND/OR SUBSEQUENT ENABLING LEGISLATION.

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER  
12086C0142L

MAP REVISED  
SEPTEMBER 11, 2009

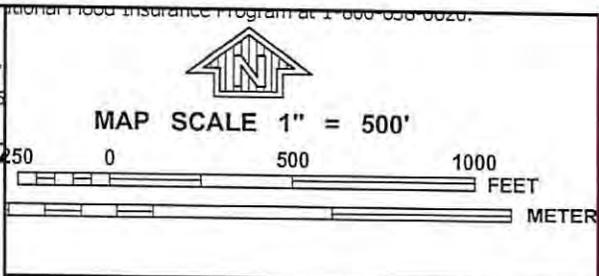
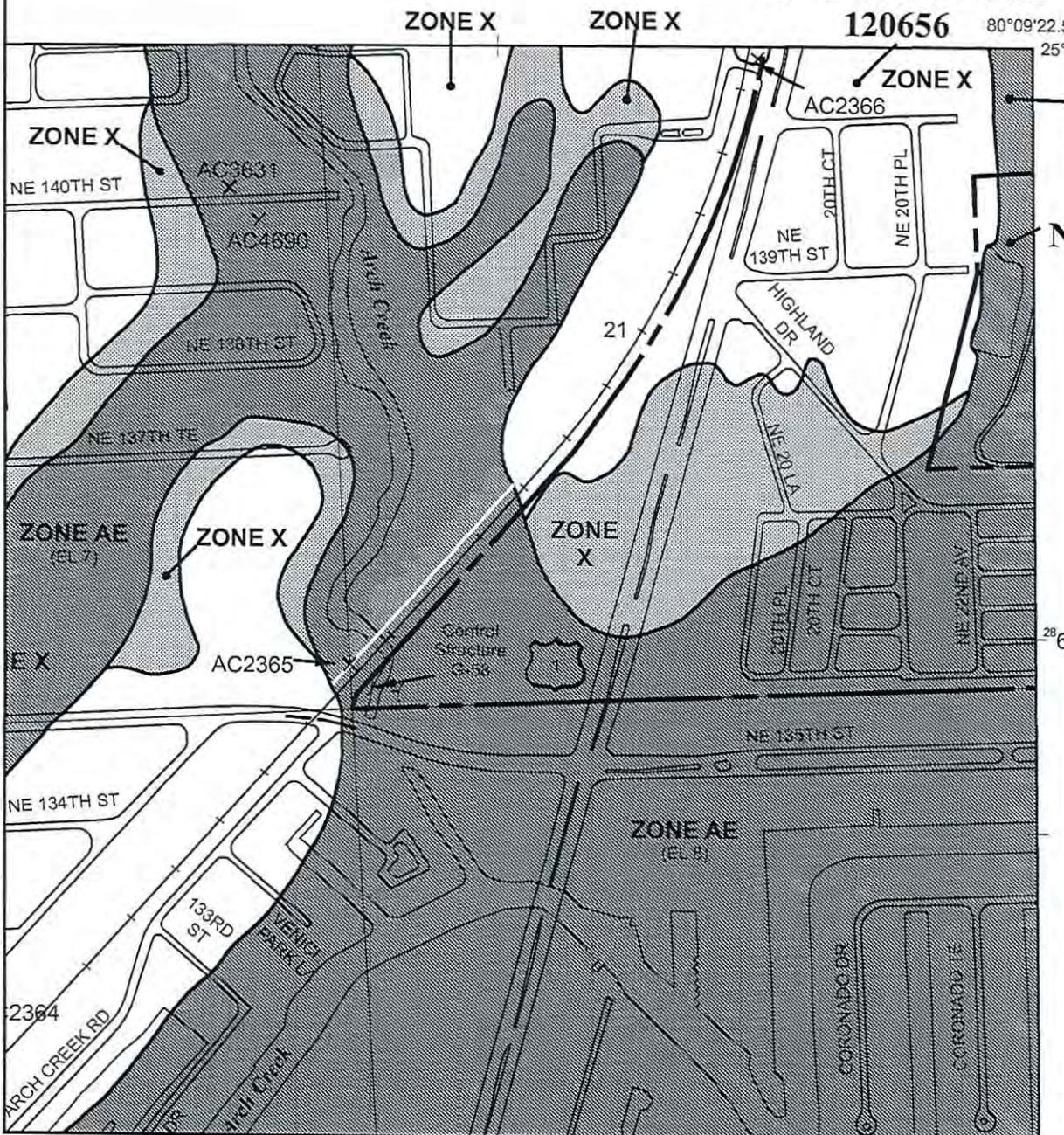
Federal Emergency Management Agency

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# North Miami Beach

120656

80°09'22.5"  
25°5'



**PANEL 0143L**

**FIRM**  
FLOOD INSURANCE RATE MAP

**MIAMI-DADE COUNTY,  
FLORIDA**  
AND INCORPORATED AREAS

**PANEL 143 OF 1031**  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

**CONTAINS:**

COMMUNITY	NUMBER	PANEL	SUFFIX
BISCAYNE PARK, VILLAGE OF	120656	0143	L
MIAMI - DADE COUNTY	120655	0143	L
NORTH MIAMI BEACH, CITY OF	120656	0143	L
NORTH MIAMI, CITY OF	120655	0143	L

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



**MAP NUMBER**  
12086C0143L

**MAP REVISED**  
SEPTEMBER 11, 2009

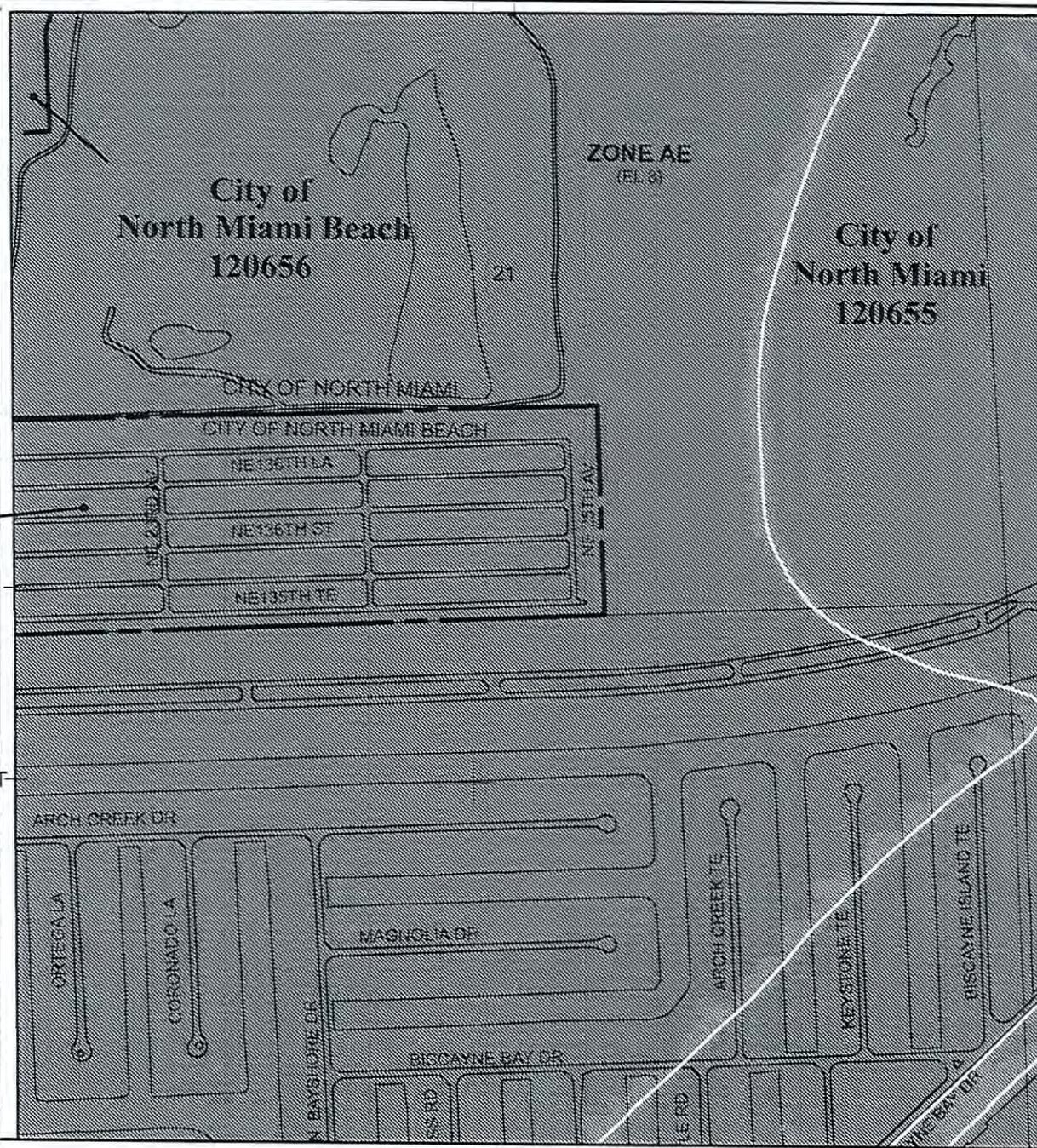
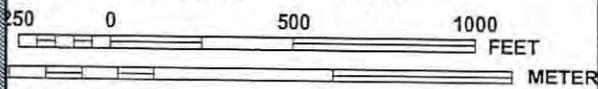
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

National Flood Insurance Program at 1-800-358-0620.



MAP SCALE 1" = 500'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0144L

**FIRM**  
FLOOD INSURANCE RATE MAP

MIAMI-DADE COUNTY,  
FLORIDA  
AND INCORPORATED AREAS

PANEL 144 OF 1031

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BAL HARBOUR VILLAGE,	120636	0144	L
TOWN OF			
BAY HARBOR ISLANDS, TOWN OF	120637	0144	L
INDIAN CREEK VILLAGE,	120646	0144	L
VILLAGE OF			
MIAMI-DADE COUNTY	120635	0144	L
NORTH MIAMI BEACH, CITY OF	120636	0144	L
NORTH MIAMI, CITY OF	120655	0144	L
SURFSIDE, TOWN OF	120659	0144	L

- NOTE  
THIS MAP INCLUDES BOUNDARIES OF THE COASTAL BARRIER RESOURCES SYSTEM ESTABLISHED UNDER THE COASTAL BARRIER RESOURCES ACT OF 1982 AND/OR SUBSEQUENT ENABLING LEGISLATION.

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MAP NUMBER  
12086C0144L

MAP REVISED  
SEPTEMBER 11, 2009

Federal Emergency Management Agency

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## **APPENDIX B – Preliminary Drainage Calculations**

## Post Development Stage Storage Calculation

Data to be used for running Routing Program

### 1. Post Development Site Data:

Area Description	Areas (S.F.)	Areas (Acre)
Total Area	7,831,865.00	179.8
Building	1,787,110.00	41.0
Lake	0.00	0.0
Pavement Area /Sidewalk	2,518,800.00	57.8
Mirror lake	0.00	0.0
Grass Area	3,525,955.00	80.9

<b>Impervious Area</b>	<b>98.850</b>
------------------------	---------------

<b>Pervious</b>	<b>80.945</b>
-----------------	---------------

	Quantity Unit	%
<b>A. Total Site Area</b>	<b>179.8 [ACRE]</b>	<b>100.00%</b>
<b>B. Impervious Surfaces:</b>		
• Building (Roof) Area	41.026 [ACRE]	22.82%
• Lakes	0.000 [ACRE]	0.00%
• Roads and Parking	57.824 [ACRE]	32.16%
<b>Total Impervious</b>	<b>98.850 [ACRE]</b>	<b>54.98%</b>
<b>C. Pervious Surfaces (Green areas):</b>	<b>80.945 [ACRE]</b>	<b>45.02%</b>

### 2. Cumulative Storm Water Runoff for a 25 year storm event (Inflow Mass Diagram)

#### Weighted runoff coefficient

The runoff coefficient (impervious) ; (C1)

= 0.9

The runoff coefficient (pervious) ; (C2)

= 0.3

$C = [(A1) \cdot (C1) + (A2) \cdot (C2)] / [(A1) + (A2)] ;$

**C = 0.629876217**

**3. Time required to generate one inch of Runoff (DERM Water Control - Section D-4)**

Where, Intensity (I) =  $308.5 / (48.6F^{-0.11} + t(0.5895 + F^{-2/3}))$   
Frequency 25 years - Frequency Curve

$Q = C \times I \times A$  ,  $V = Q \times t$  ;  $V-(1in) = Q \times t$  &  $t =$  Time to generate 1in of runoff

$V-(1in) = C \times I \times A \times t$

$1" \times A = C \times I \times A \times t$

Solving for t,  $t = 1" / I \times C$

Time to Generate one inch of run-off t(in)

Time to reach the inlet (tc.)

**Total Time required to generate 1 in of runoff:**

13 Min.

10 Min.

---

---

**23 Min.**

***Design for Water Quality***

**A. First inch of runoff**

$$\text{Volume} = 1 \text{ in.} \times \text{Total Area} / 12 =$$

$$\mathbf{V[\text{Ac.-Ft.}] = 14.983}$$

**B. 2.5 inches times the percentage of imperviousness**

$$\text{Pervious} / \text{Impervious} = \text{Total area} - \text{Coverage} =$$

$$\text{Pervious} / \text{Impervious} = 138.768$$

$$\text{Impervious Area for water quality} = \text{Pervious} / \text{Impervious} - \text{Area Pervious} =$$

$$\text{Impervious Area for water quality} = 57.824$$

$$\text{Percentage of imperviousness} = \frac{\text{Impervious Area for water quality}}{\text{Pervious} / \text{Impervious}} = 41.67\%$$

$$\text{Inches to be treated} = 2.5 \text{ in.} \times \text{Percentage of imperviousness}$$

$$\text{Inches to be treated [INCHES]} = 1.04$$

$$\text{Volume require} = \text{Inches to be treated} \times (\text{total site}) [\text{Ac. -Ft.}] = 15.608$$

$$\mathbf{\text{Volume to be treated [Ac. -Ft.] = 15.608}}$$

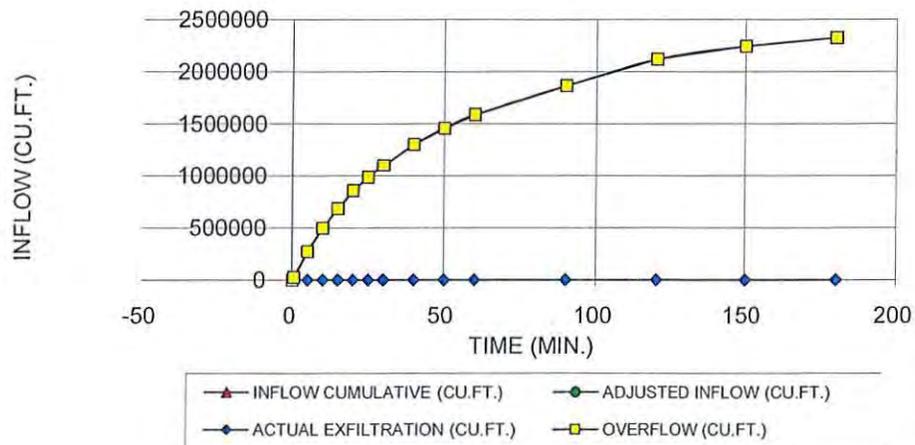
$$\mathbf{V[\text{Acre-Inches}] = 187.298}$$

**Length of Trench Required For Water Quality L [Feet] = n/a Treatment will be provided at perimeter swales and bio retention areas**

### DESIGN CURVE FOR 25-YR FREQUENCY STORM (MIAMI)

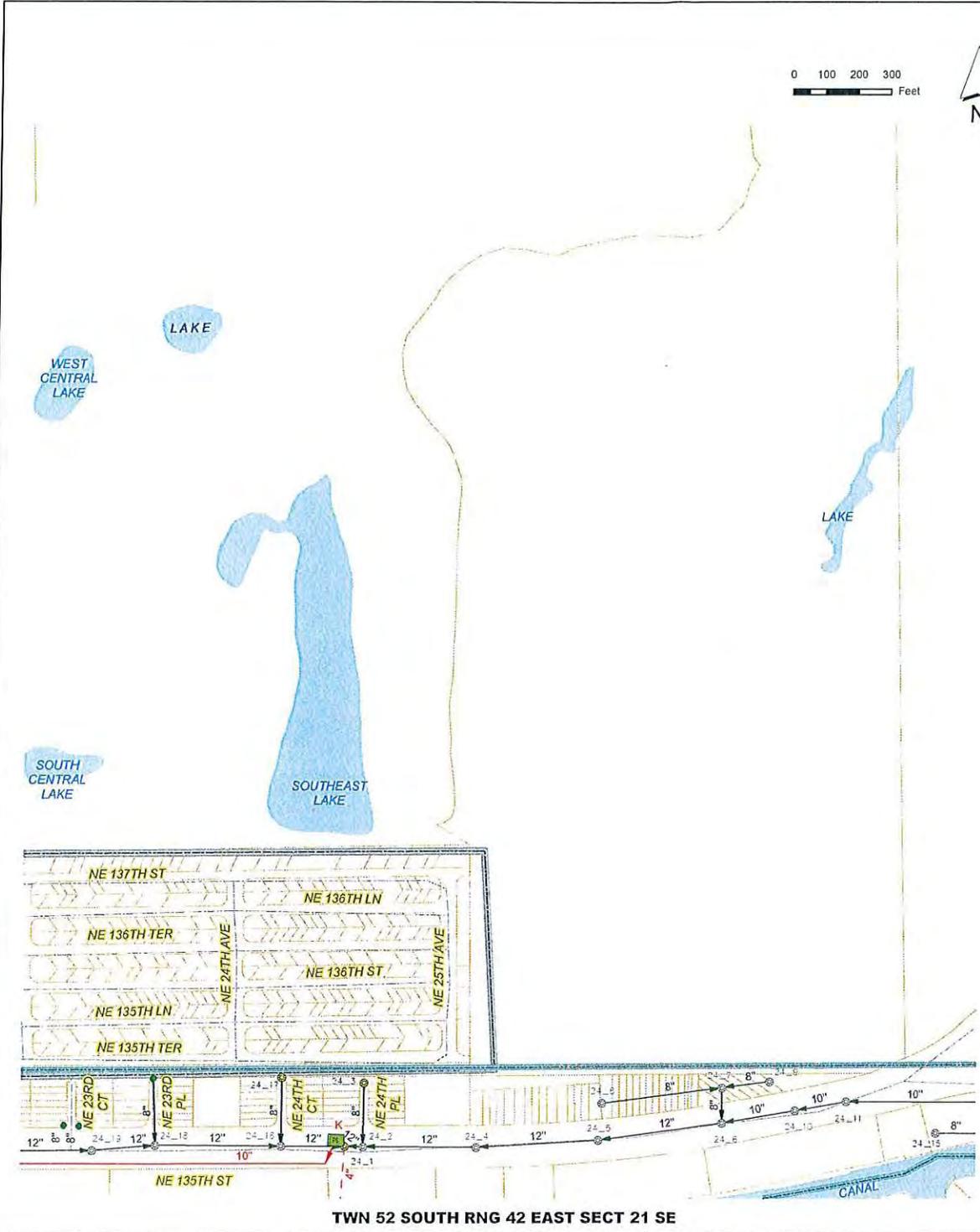
TIME [MIN.] (t)	INTENSITY [IN./HR.] (i)	INFLOW [C.F.S.] (Q=CIA)	INFLOW CUMULATIVE [CU. FT.] (Q=CIA)	STORAGE [CU. FT.] (S)	ADJUSTED INFLOW [CU. FT.] (Q-S)	Trench EXFILTRA. [CU. FT.] (n/a)
0	0.00	0.00	0	0	0	0
0.5	8.15	922.98	27689	0	27689	0
5	8.00	905.99	271796	0	271796	0
10	7.30	826.71	496029	0	496029	0
15	6.70	758.77	682889	0	682889	0
20	6.30	713.47	856159	0	856159	0
25	5.80	656.84	985262	0	985262	0
30	5.40	611.54	1100776	0	1100776	0
40	4.80	543.59	1304623	0	1304623	0
50	4.30	486.97	1460906	0	1460906	0
60	3.90	441.67	1590009	0	1590009	0
90	3.05	345.41	1865203	0	1865203	0
120	2.60	294.45	2120012	0	2120012	0
150	2.20	249.15	2242321	0	2242321	0
180	1.90	215.17	2323860	0	2323860	0

#### DESIGN CURVES (25-YR FREQ.)



## **APPENDIX C – As-Built Utility Information**

0 100 200 300 Feet

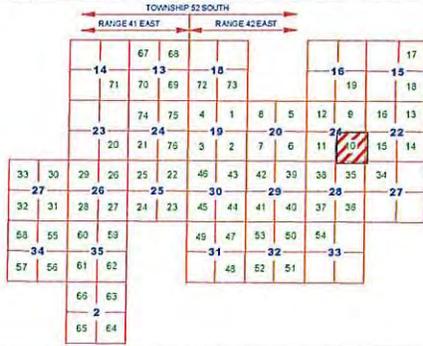


TWN 52 SOUTH RNG 42 EAST SECT 21 SE

### CNM SANITARY SEWER ATLAS

**Legend**

- CNM Pump Stations
- CNM Sewer Meters
- Private Pump Stations
- MH
- Clean-out
- Sewer Gravity Lines
- Forcemain
- Abandoned Gravity Lines
- Abandoned Forcemain
- Basin Boundary
- City Limits

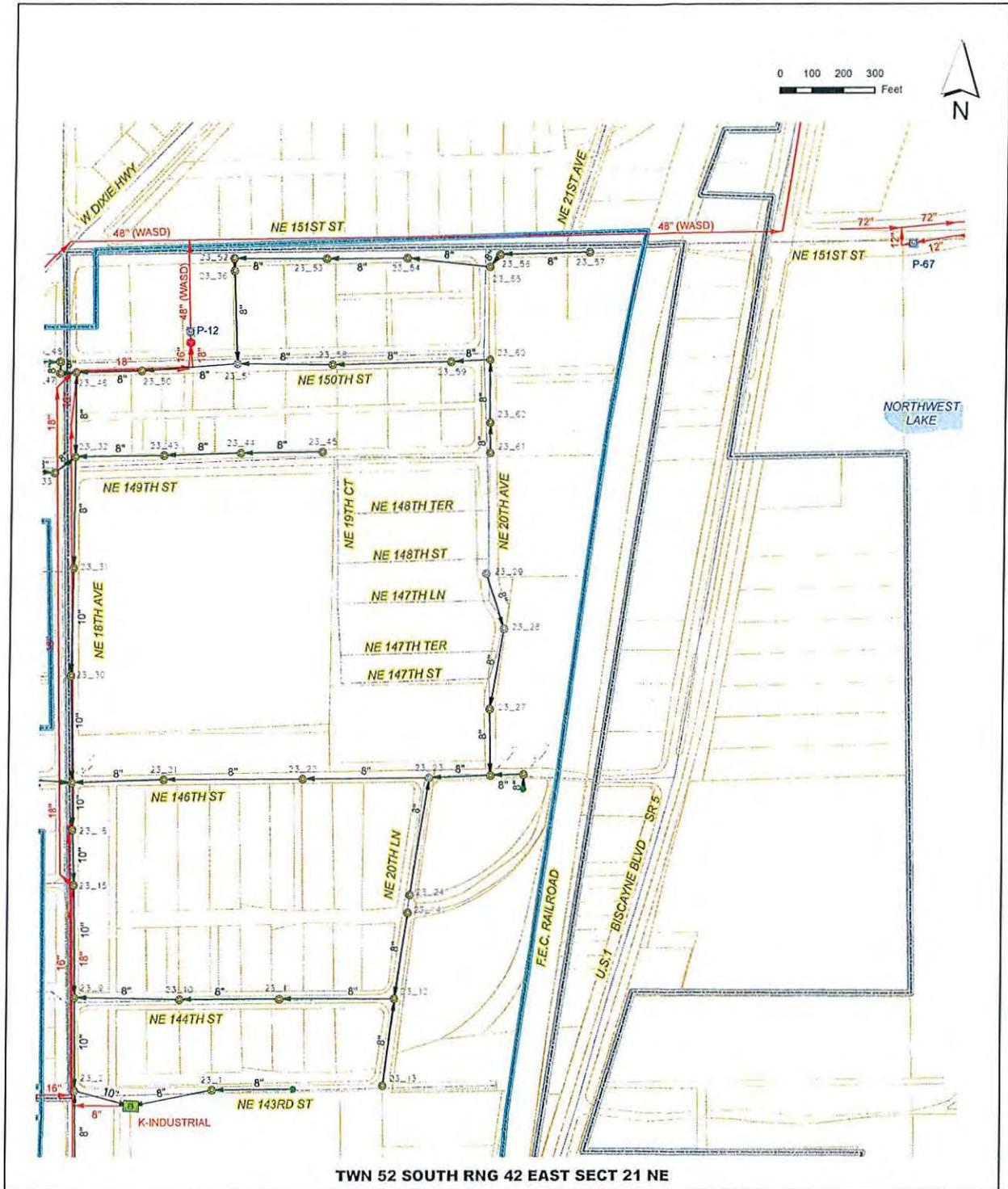


DATE	DESCRIPTION	BY
REVISIONS		

PAGE: 10 OF 76

**CITY OF NORTH MIAMI**  
 PUBLIC WORKS DEPARTMENT  
 WATER AND SEWER DIVISION  
 NORTH MIAMI, FLORIDA

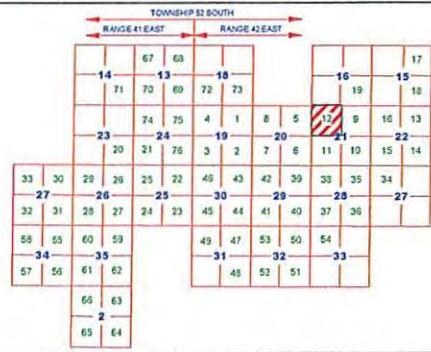
PREPARED BY: W. FARYNA  
 CHECKED BY: A.A. GHANY, P.E.  
 DATE: MAY, 2010



### CNM SANITARY SEWER ATLAS

**Legend**

- CNM Pump Stations
- WASD\_PS
- CNM Sewer Meters
- Private Pump Stations
- MH
- Clean-out
- Sewer Gravity Lines
- Forcemain
- Gravity Lines Abandoned
- Abandoned Forcemain
- Basin Boundary
- City Limits



08/31/11	New MHs in Basin K-Industrial	WFA
DATE	DESCRIPTION	BY
<b>REVISIONS</b>		
<b>PAGE: 12 OF 76</b>		
 CITY OF NORTH MIAMI PUBLIC WORKS DEPARTMENT WATER AND SEWER DIVISION NORTH MIAMI, FLORIDA		
PREPARED BY:	W. FARYNA	
CHECKED BY:	A.A. GHANY, P.E.	
DATE:	MAY, 2009	

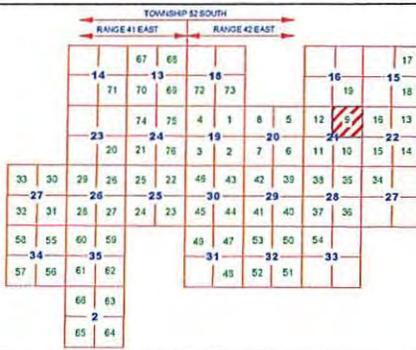


TWN 52 SOUTH RNG 42 EAST SECT 21 NE

### CNM SANITARY SEWER ATLAS

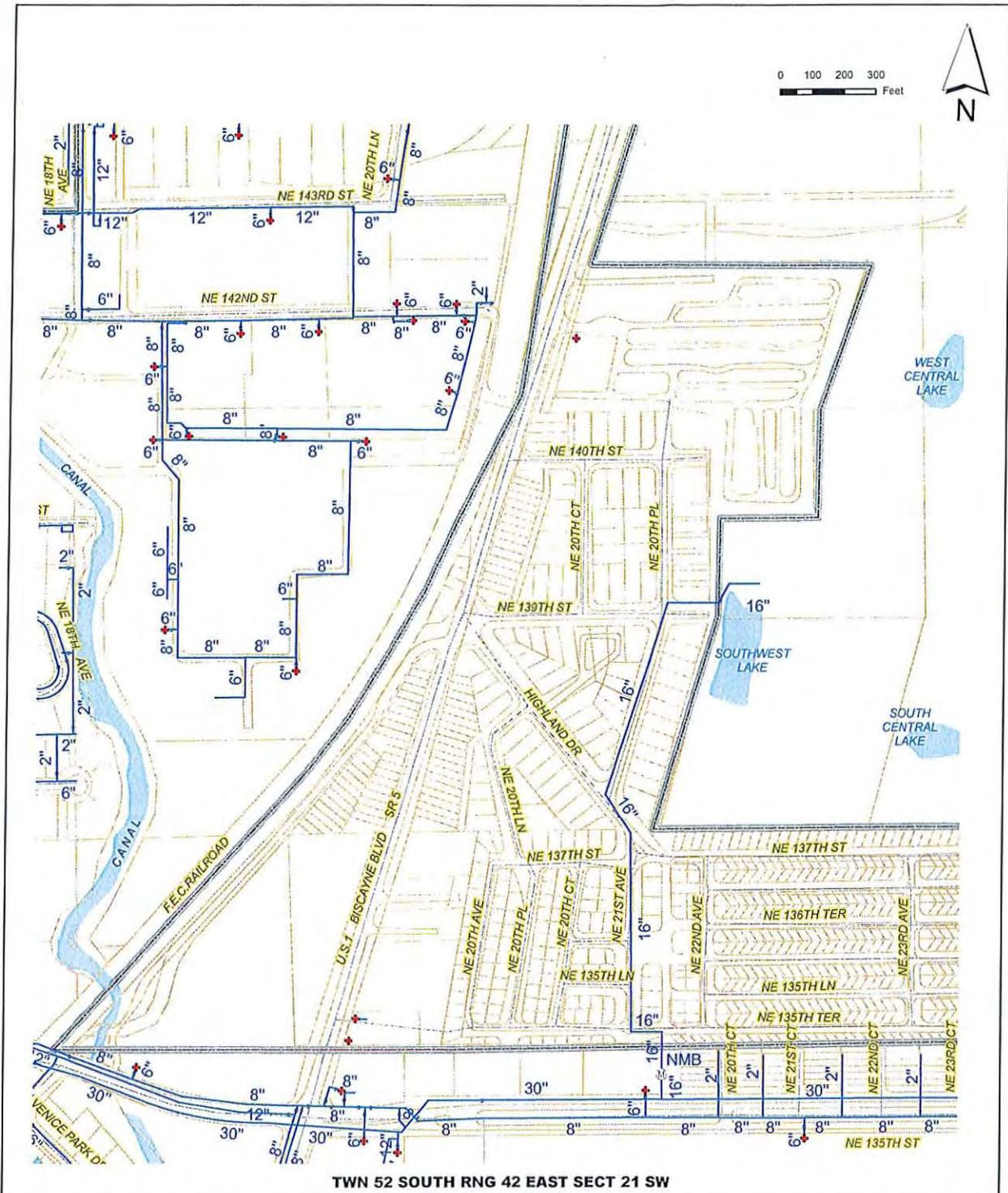
**Legend**

- CNM Pump Stations
- CNM Sewer Meters
- Private Pump Stations
- MH
- Clean-out
- Sewer Gravity Lines
- Forcemain
- Abandoned Gravity Lines
- Abandoned Forcemain
- Basin Boundary
- City Limits



DATE	DESCRIPTION	BY
<b>REVISIONS</b>		
<b>PAGE: 9 OF 76</b>		
<b>CITY OF NORTH MIAMI PUBLIC WORKS DEPARTMENT WATER AND SEWER DIVISION NORTH MIAMI, FLORIDA</b>		
PREPARED BY:	W. FARYNA	
CHECKED BY:	A.A. GHANY, P.E.	
DATE:	MAY, 2010	

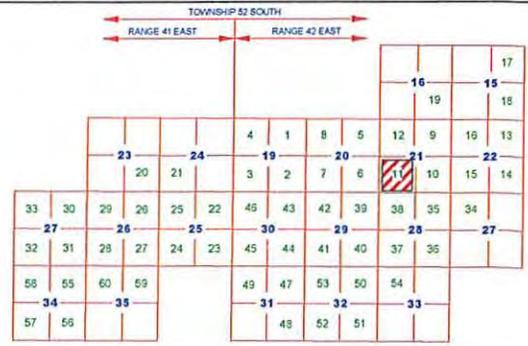




TWN 52 SOUTH RNG 42 EAST SECT 21 SW

### CNM WATER ATLAS

- Legend**
- WASD Interconnection
  - Existing Valve
  - Existing Hydrant
  - Existing Water Line
  - Abandoned Water Lines
  - City Limits

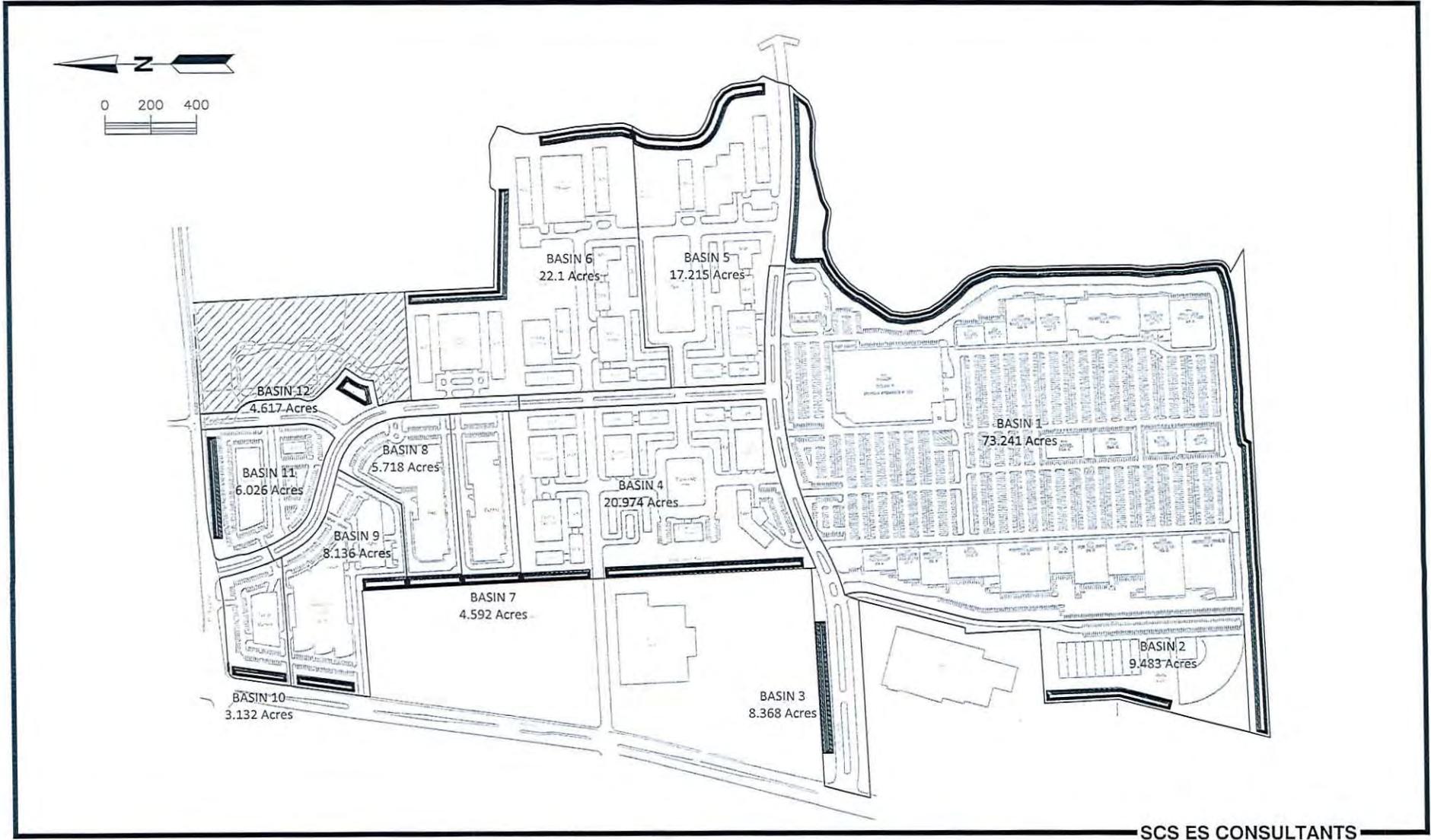


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<b>REVISIONS</b>		
<b>PAGE: 11 OF 60</b>		
<b>CITY OF NORTH MIAMI PUBLIC WORKS DEPARTMENT WATER AND SEWER DIVISION NORTH MIAMI, FLORIDA</b>		
PREPARED BY: CHECKED BY: DATE:	<b>W. FARYNA A.A. GHANY, P.E. NOVEMBER, 2009</b>	



## **APPENDIX D – Preliminary Water and Sewer Systems**

## **APPENDIX E – Stormwater Master Plan**



SCS ES CONSULTANTS

BISCAYNE LANDING SITE PLAN

---

# Biscayne Landing

## Market and Economic Impact Analysis Update

Prepared for:  
Oleta Partners, LLC

FEBRUARY 2013

focus

REAL ESTATE ADVISORS

Craig A. Werley, CRE, FRICS  
President  
305.441-6438

---

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## SECTION I. - EXECUTIVE SUMMARY

### INTRODUCTION

Oleta Partners, LLC engaged Focus Real Estate Advisors, LLC to prepare independent professional market and economic impact analyses for the revised Biscayne Landing Development situated in the City of North Miami, Florida. The Biscayne Landing site encompasses 183.8 acres of undeveloped land located east of Biscayne Boulevard, between N.E. 135<sup>th</sup> Street and N.E. 151<sup>st</sup> Street. The proposed mixed-use Development is anticipated to include a retail shopping center complex, automobile dealerships, multifamily residential housing, and a hotel, along with approximately 43-acres of planned open-space, including two parks. This Report presents evaluation of the Project's fiscal and economic impacts/benefits, as well as market analyses relating to the major components of the proposed Development.

### SUMMARY OF MAJOR CONCLUSIONS

#### Fiscal and Economic Impacts/Benefits

The Biscayne Landing Development, as planned, will generate major fiscal and economic impacts/benefits to the City of North Miami and Miami-Dade County. These impacts/benefits will include non-recurring impacts generated during the development/construction process, as well as recurring impacts associated with the ongoing operation of on-site commercial and residential facilities. Major impacts/benefits are summarized below with additional detail presented in a later Section of this Report.

- **EMPLOYMENT** – Implementation of the proposed program will generate large numbers of jobs and payrolls both during the Project's development and construction phase, as well as the ongoing operation of on-site facilities and businesses. Job generation the Project, estimated in terms of full-time equivalent positions, are as follows:
  - Non-Recurring, Construction Related Jobs – **8,400**
  - Recurring Permanent On-Site Operational Jobs – **2,850**
- **NON-RECURRING FISCAL IMPACTS/BENEFITS – CITY OF NORTH MIAMI** – Non-recurring fiscal impacts/benefits to the City of North Miami, including the City's receipt of impact fees, zoning service fees, building permits, occupancy certifications, and reimbursement of City expenditures related to the creation of public infrastructure, including parks and a Community Center, are estimated to total approximately \$42 million.
- **RECURRING FISCAL IMPACTS/BENEFITS** – Expenditures for maintenance of the park facilities and community center in accordance with the terms of the adopted lease agreement are estimated at \$140,000 and \$40,000 respectively, per year including two full-time employees. Major recurring impacts including lease payments and ad valorem taxes individually noted in the following bullets.
- **LEASE PAYMENTS AND PARTICIPATION RENT** – Direct payments to the City of North Miami based on the proposed terms of the Development's Ground Lease include pre-defined amounts paid at Lease inception (i.e. \$17.5 million plus \$7.8 million for initial rent, tax and other City cost reimbursements) and throughout the development and construction period, as well as additional amounts, in the form of participation rent, based upon the location of the completed improvements leased to third parties. Estimated annual payments (upon completion of

development and construction and thereafter) for the entire 99-year initial term of the Lease by component are:

- **\$1,500,000** (Annual payments commencing in year six subject to annual rent increases of \$150,000 for each 10 year period during the term of the lease.)
  - **\$226,950,000** (Total 99-year lease period)
  - **\$1,190,000** Participation Rent – Residential Sales/Rentals
  - **\$268,800** Participation Rent – Big Box Sublease Rentals
  - **\$88,200** Participation Rent – Hotel Sublease Rentals
  - **\$2,825,300** Participation Rent – Auto Dealership Sublease Rentals
- **AD VALOREM TAXES** - The phased build-out of the proposed Biscayne Landing Development is estimated to add \$944.9 million to the County’s real estate tax roll. The portion of Ad Valorem taxes going to the City of North Miami, including allocation between the City’s general fund and the CRA are estimated as follows (annual and total lease period).
    - **\$7.7 million** (City of North Miami’s portion of estimated ad valorem taxes generated)
    - **\$744 million** (City of North Miami portion for total 99-year lease period)

**Other Potential Economic/Community Benefits**

A diverse range of Community Benefits are incorporated in the Lease with the City of North Miami in addition to the requirement to construct a Community Center facility, parks and public open space, as noted previously. These include financial investments such as a \$2.5 million occupational training fund for City of North Miami residents, a \$300,000 annual investment for the first five years from the Lease Commencement Date for a Local Preference Program, \$750,000 in contributions to the North Miami Educational Foundation, Inc. (NMEF) along with a variety of programs designed to maximize employment opportunities for City residents and local businesses.

The proposed retail component of Biscayne Landing, coupled with the Development’s proposed, adjacent automobile dealership and hotel facilities and the existing, adjacent major retail facilities, will represent a critical mass with strong regional drawing power that is likely to attract other development/redevelopment interest to the area.

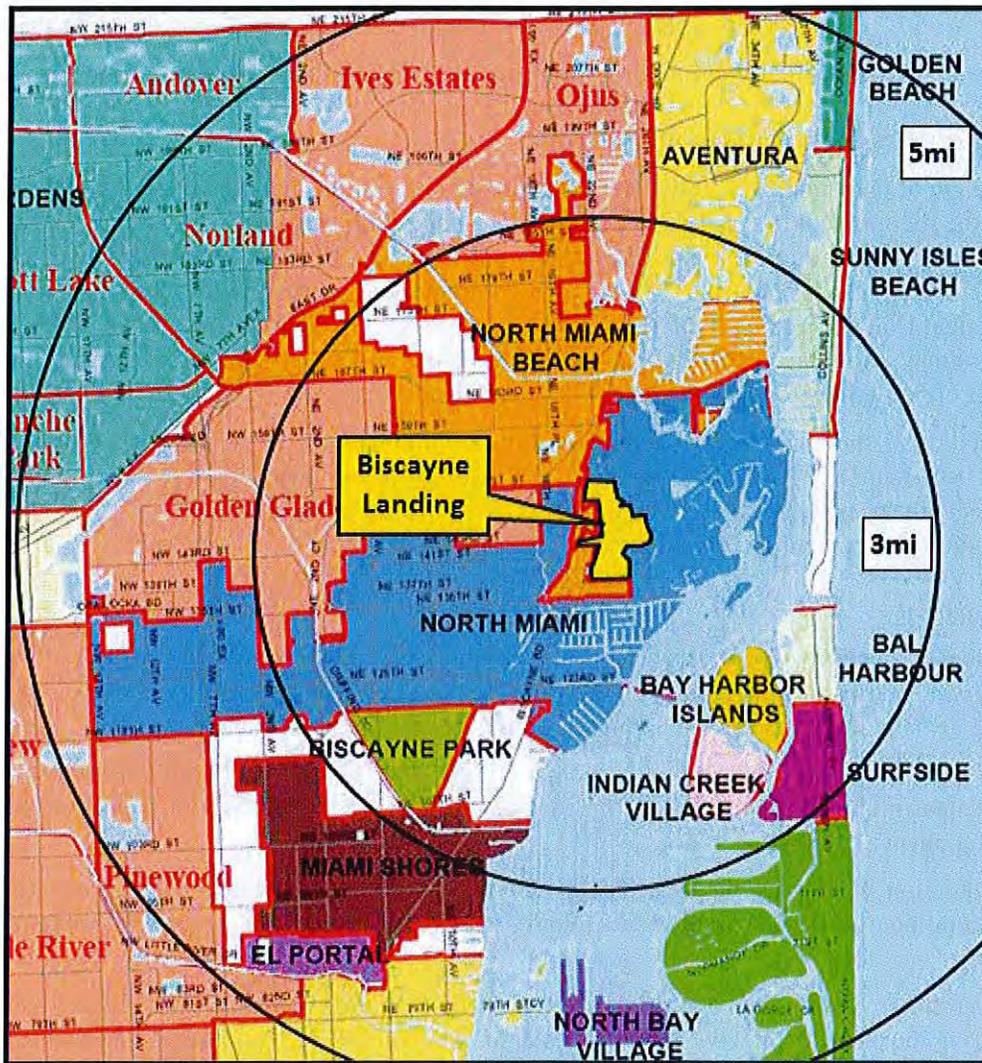
**Market Potential**

- Biscayne Landing’s location within North Miami’s Biscayne Boulevard Corridor affords exceptional opportunity for mixed-use development based on economic and demographic growth and demand in the northeast Miami-Dade County coastal submarket.
- Overall site and location attributes include: regional accessibility, orientation and proximity to the areas pristine beaches support the viability of the proposed residential, retail and hotel components.
- Population and household growth coupled with historically low new housing production is generating pent-up demand for new rental product development in the current economic recovery cycle.
- Consistent with regional and national trends following the collapse of housing and credit markets during the period from 2006 through 2008, market conditions support near and long-term rental housing demand potentials within the primary competitive market area.

- The inventory of multifamily housing inventory, particularly newer, high quality products, was materially reduced by the wave of condominium conversion activity from 2001 through 2006, both county-wide and particularly within the coastal submarket.
- Rental market trends both county-wide and in the North Miami Biscayne Corridor East submarket area during the past twelve months reflect declining vacancies, currently at or below normal frictional vacancy levels, coupled with increasing rental rates

**North Miami Biscayne Corridor Submarket**

The primary trade area for commercial components of the Project encompass municipalities and unincorporated areas within a three to five mile radius of the Biscayne Landing site, corresponding to a ten to fifteen minute drive-time area, including all or portions of the City of North Miami, Miami Shores, North Miami Beach, Aventura and adjacent Beach Communities. The primary competitive market area for residential components encompasses the Biscayne Corridor and areas east of Biscayne Boulevard.



**EXHIBIT I.1 BISCAYNE LANDING SITE ORIENTATION MAP**

## **NORTH MIAMI BISCAZYNE CORRIDOR RESIDENTIAL RENTAL MARKET**

The multifamily residential component of Biscayne Landing will be designed and built as condominiums; however, based on the current strength of the rental market, residential units will initially be marketed as high-end rentals. Accordingly, financial impact calculations are based on rental assumptions with a sales program subject to evolving market conditions. The Biscayne Landing Competitive Market Area, referred to hereafter as the Biscayne Landing CMA, includes three primary housing product segments including: 1) rental apartment complexes ranging from small, stand-alone buildings with few or no amenities to institutional grade 'branded' projects with 100+ units including both garden-type and mid-rise buildings; 2) condominium units available for rent that were built within the past ten to twelve years, as well as older buildings converted from rental apartments to condominiums during the 2001 to 2006 period; and 3) single-family homes and townhouses.

The first two segments represent the primary existing competitive framework and dominant factor in the consideration of potentials for any new multifamily rental program. The total inventory of active rental listings in the Biscayne Landing CMA, including all three segments, has declined sharply during the past 24-months as discussed in a later Section of this Report.

Tightening rental market conditions indicated by recent absorption and rental rate trends provide evidence of residential market stabilization and recovery in Miami-Dade County and the Biscayne Landing CMA, particularly for quality multifamily housing. The subject site, location and potential timing of development afford an opportunity to fill an emerging void in the existing, multifamily rental housing market in the Biscayne Landing CMA.

### **COMMERCIAL RETAIL FACILITIES**

A number of national retailers have made tentative commitments for retail space in the Development's retail (shopping center) facilities.

### **AUTO MALL/DEALERSHIPS**

Major Southeast Florida automobile dealers representing multiple leading auto brands have made tentative commitments to occupy the Development's proposed Auto Mall.

## SECTION II –DEMAND FACTORS

### MARKET DRIVERS - ECONOMIC AND DEMOGRAPHIC FACTORS

Fundamental factors influencing demand for residential and commercial components proposed for the Project include employment, demographic and socio-economic conditions and trends. This Section presents an overview analysis of these factors along with housing market demand-supply conditions for Miami-Dade County and the Biscayne Landing Submarket area.

#### Economic/Employment Overview

The Miami-Dade County economy benefits from extensive international linkages including international trade and commerce, as well as an expansive foreign national market for real estate investment. While unemployment rates for Miami-Dade County and the State of Florida have been above national levels, employment is now stabilizing with job gains recorded in recent months. Miami-Dade County is expected to lead Southeast Florida in projected job growth during the next five years, all as illustrated in Exhibit II.1.

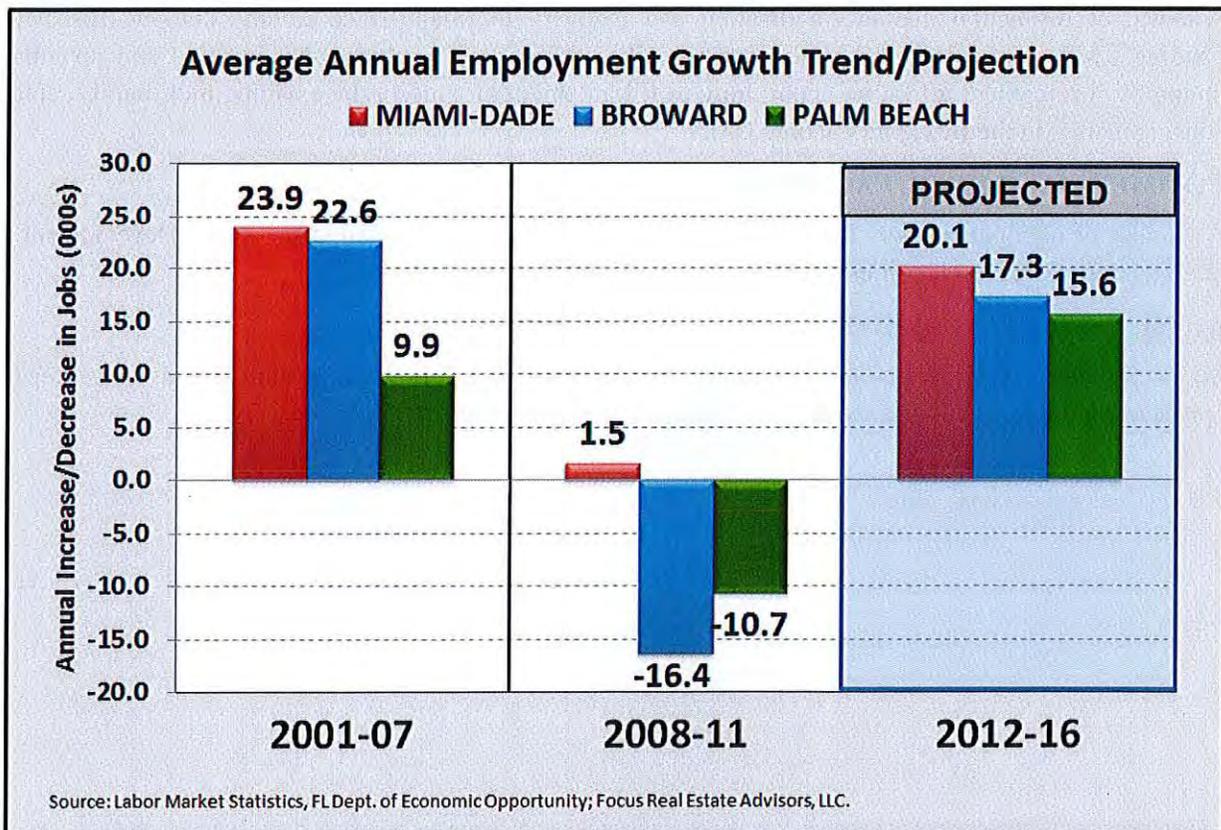
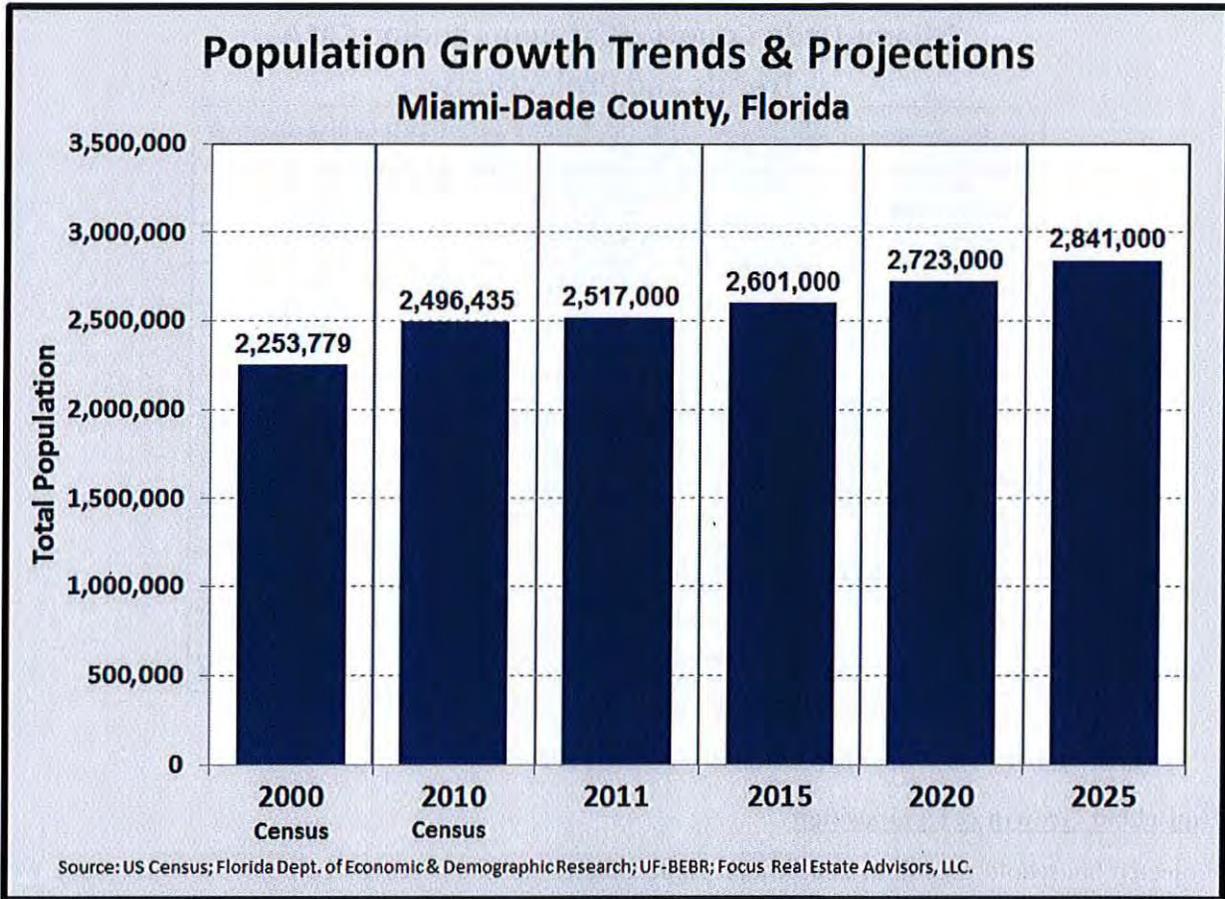


EXHIBIT II.1 EMPLOYMENT TRENDS/PROJECTIONS, SE FLORIDA TRI-COUNTY AREA

**Population**

Population growth historically has been the lifeblood of Florida’s real estate demand. The release of 2010 Census counts and current estimates and projections by Florida’s Bureau of Economic and Business Research (BEBR) and the Florida Demographic Estimating Conference continue to forecast long-term population growth in Miami-Dade County, Southeast Florida and the State of Florida. BEBR’s medium forecast scenario indicates a resumption of reasonably strong and steady population growth in Miami-Dade County through 2025.



**EXHIBIT II.2 MIAMI-DADE COUNTY POPULATION TREND/PROJECTION**

Medium range growth projections for Miami-Dade County indicate average annual gains ranging from 20,000 to 22,000 persons per year through the next 1.5 decades. These projections reinforce increasing demand potential for both rental and owner housing.

**Demographic Trends and Profile**

Total current estimated population in the Biscayne Landing trade area (submarket) includes approximately 172,000 individuals within a 3-mile radius and approximately 391,000 individuals within a 5-mile radius, representing approximately 16% of the total population in Miami-Dade County. The Biscayne Landing CMA encompassing the Northeast Miami-Dade County area east of Biscayne Boulevard contained a population of 128,381 according to the 2010 U.S. Census. Net population growth

in the Biscayne Landing CMA during the past decade out-paced countywide growth. The projected growth rate in this area is expected to continue to exceed countywide growth based on the area's location attributes, including proximity to beaches and other coastal amenities and regional accessibility. As shown below, the residential population of the Biscayne Landing CMA grew by approximately 14,000 persons during the past decade and is projected to grow by over 9,500 persons during the next five years, which may be a conservative estimate depending on actual expansion of residential inventory.

**Population Growth  
Miami-Dade County/Biscayne Landing CMA  
Trends and Projections**

Year/Period	Miami-Dade Co.		Biscayne Ldg CMA	
	Number	%	Number	%
<b>2000 Census</b>	2,253,779		113,980	
<b>2010 Census</b>	2,496,435		128,381	
<b>2012 Estimate</b>	2,540,172		132,435	
<b>2017 Projection</b>	2,682,044		141,990	
<b>Period Change</b>				
2000-2010 (10yrs)	242,656	10.8%	14,401	12.6%
2010-2012 (2yrs)	43,737	1.8%	4,054	3.2%
2012-2017 (5yrs)	141,872	5.6%	9,555	7.2%
<b>Annual Avg Change</b>				
2000-2010	24,266	1.1%	1,440	1.3%
2010-2012	21,869	0.9%	2,027	1.6%
2012-2017	28,374	1.1%	1,911	1.4%

Source: U.S. Census; ESRI; Focus Real Estate Advisors, LLC.

**EXHIBIT II.3 POPULATION TREND/PROJECTION**

**Household Growth & Composition**

Projected household growth in both Miami-Dade County and the Biscayne Landing submarket area will be slower than the rate of growth during the past decade, but is expected to remain steady over the next 10 to 15 years with little change in average household size. Estimated current and projected average household size in the Biscayne Landing CMA is slightly smaller than the countywide average. The average annual net increase in households in the Biscayne Landing submarket area is projected to be in the range of 800 to 900 per year, with county-wide households increasing at an average rate of 10,000 to 11,000 per year. These estimates are highly subject to the distribution and timing of new housing production.

Household size and composition in the CMA reflects a more mature population than that of the county as a whole, with the median age in the 46 to 47 year range compared to 37+ county-wide. Family households represent approximately 50% of total households in the Biscayne Landing CMA compared to nearly 70% county-wide.

**Household Growth  
Miami-Dade County/Biscayne Landing CMA  
Trends and Projections**

Year/Period	Miami-Dade Co.		Biscayne Ldg CMA	
	Number	%	Number	%
2000 Census	776,774		55,632	
2010 Census	867,352		61,643	
2012 Estimate	881,810		63,273	
2017 Projection	933,668		67,734	
<b>Period Change</b>				
2000-2010 (10yrs)	90,578	11.7%	6,011	10.8%
2010-2012 (2yrs)	14,458	1.7%	1,630	2.6%
2012-2017 (5yrs)	51,858	5.9%	4,461	7.1%
<b>Annual Avg Change</b>				
2000-2010	9,058	1.2%	601	1.1%
2010-2012	7,229	0.8%	815	1.3%
2012-2017	10,372	1.2%	892	1.4%

Source: U.S. Census; ESRI; Focus Real Estate Advisors, LLC.

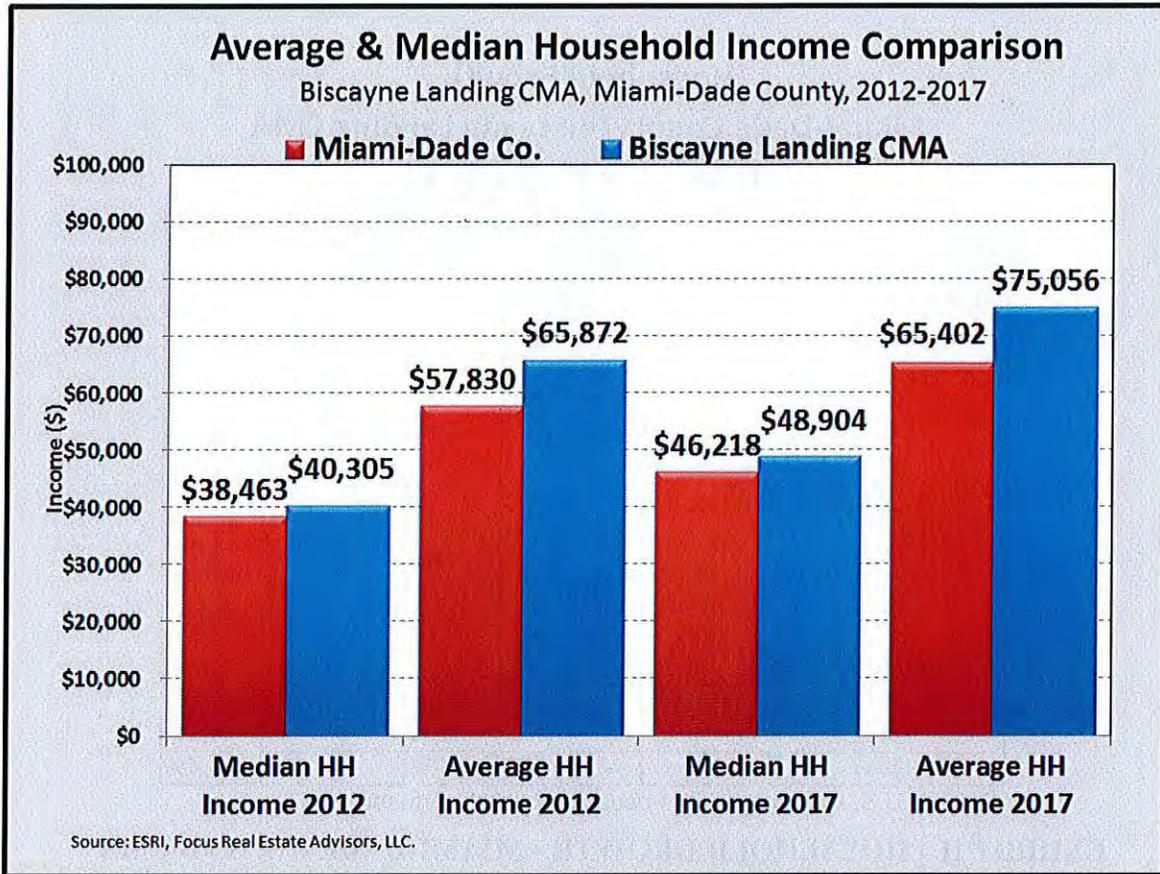
**EXHIBIT II.4 HOUSEHOLD GROWTH - MIAMI-DADE CO. AND CMA**

**Race & Ethnicity**

County-wide, approximately 71% of the population is white compared to about 86% of residents in the Biscayne Landing CMA. Hispanic residents represent about 40% of the CMA population compared to approximately 64% of the total county population. Growth in the Hispanic population in the Biscayne Landing area is expected to out-pace that in most other parts of the county, increasing to approximately 53% by 2015. The Haitian-American community in the City of North Miami represents one of the highest concentrations of this population segment in the United States with 33% of the population claiming Haitian ancestry according to the U.S. Census.

**Personal Income**

Per Capita and average household income levels in the CMA are well above Miami-Dade County-wide levels. Current per capita income in the Biscayne Landing CMA is more than 77% higher than that of Miami-Dade County overall. Income levels in the larger retail trade area are generally in line with county-wide levels.



**EXHIBIT II.5 PERSONAL INCOME MIAMI-DADE CO. AND CMA**

As shown above, Biscayne Landing residents’ average household income is about 14% higher than that of resident households throughout Miami-Dade County. The current average household income in the Biscayne Landing CMA is estimated to be approximately \$65,872, as compared to \$57,830 for Miami-Dade County. Median household income in the CMA is within approximately 5% above the countywide level.

The distribution of households by income range for Miami-Dade County and the Biscayne Landing submarket area is presented in Exhibits II.6 and II.7. The table and the corresponding graph show that the percentage of households in the CMA in the highest income brackets is higher than the county, while the percentage of CMA households with average annual incomes below \$50,000 closely approximates the countywide level. As shown, about 42 percent of Biscayne Landing resident households have household incomes of \$50,000 or more compared to less than 40% percent countywide.

Household Income Distribution and Trends												
Miami-Dade County/Biscayne Landing CMA, 2000 - 2017												
Income Bracket	Miami-Dade County, FL						Biscayne Landing CMA					
	2000 Census	%	2012 Estimate	%	2017 Projection	%	2000 Census	%	2012 Estimate	%	2017 Projection	%
Less than \$15,000	165,453	21.3%	168,572	19.1%	170,274	18.2%	12,295	22.1%	11,782	18.6%	11,889	17.6%
\$15,000 to \$24,999	111,855	14.4%	127,157	14.4%	101,271	10.8%	8,567	15.4%	9,329	14.7%	7,517	11.1%
\$25,000 to \$34,999	100,981	13.0%	106,674	12.1%	87,169	9.3%	6,676	12.0%	6,869	10.9%	5,898	8.7%
\$35,000 to \$49,999	121,954	15.7%	130,067	14.8%	134,836	14.4%	8,067	14.5%	8,519	13.5%	9,062	13.4%
\$50,000 to \$74,999	128,944	16.6%	142,160	16.1%	185,246	19.8%	8,400	15.1%	9,499	15.0%	12,187	18.0%
\$75,000 to \$99,999	62,919	8.1%	74,548	8.5%	99,690	10.7%	3,839	6.9%	4,831	7.6%	6,416	9.5%
\$100,000 to \$149,999	48,160	6.2%	76,621	8.7%	89,795	9.6%	3,894	7.0%	6,335	10.0%	7,640	11.3%
\$150,000 to \$199,999	15,535	2.0%	27,768	3.1%	33,702	3.6%	1,391	2.5%	2,668	4.2%	3,403	5.0%
\$200,000 +	20,973	2.7%	28,243	3.2%	31,685	3.4%	2,615	4.7%	3,441	5.4%	3,722	5.5%
<b>Total</b>	<b>776,774</b>	<b>100.0%</b>	<b>881,810</b>	<b>100.0%</b>	<b>933,668</b>	<b>100.0%</b>	<b>55,632</b>	<b>100.0%</b>	<b>63,273</b>	<b>100.0%</b>	<b>67,734</b>	<b>100.0%</b>
<b>Median HH Income</b>	\$35,995		\$38,463		\$46,218		\$35,435		\$40,305		\$48,904	
<b>Average HH Income</b>	\$52,753		\$57,830		\$65,402		\$60,741		\$65,872		\$75,056	

Source: U.S. Census; ESRI; Focus Real Estate Advisors, LLC.

EXHIBIT II.6 HOUSEHOLDS BY INCOME RANGE

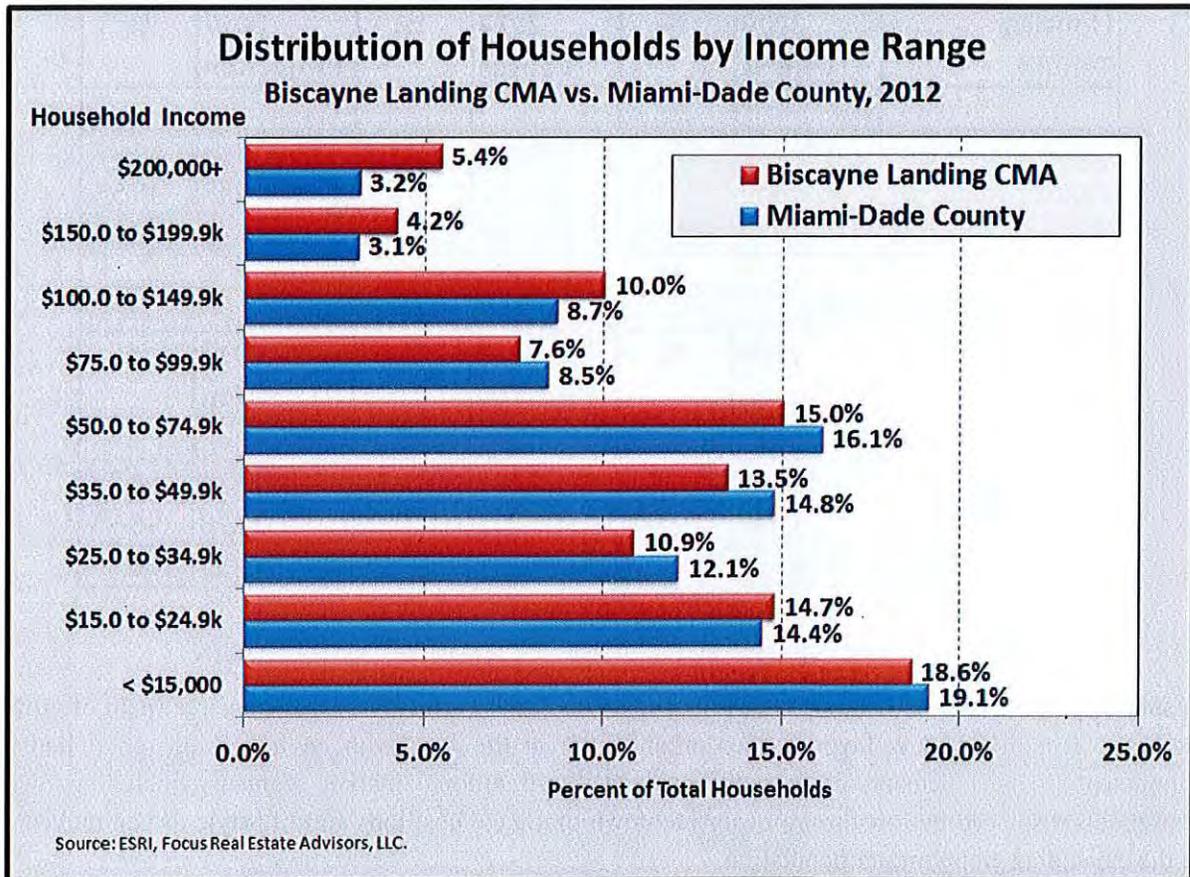


EXHIBIT II.7 HOUSEHOLD DISTRIBUTION BY INCOME RANGE GRAPH

**Housing Tenure**

Housing Tenure – Renters account for approximately 46.2% of all households in Miami-Dade County, representing an estimated total of about 407,700 households in 2012. The ratio of renter households in the Biscayne Landing CMA was estimated at just over 49% in 2012 and is estimated to remain at approximately 49% through 2017, as shown below.

Gradual urbanization of the Biscayne Landing CMA coupled with economic and market conditions adversely impacting the ownership housing sector are contributing to current gains in the renter segment of this market. This trend is expected to continue as projected over the next five years. An increase in the renter segment of the population is projected over the next five years as shown below. This projection may be conservative subject to home mortgage financing availability and terms in future years and the pace of economic recovery/expansion.

**Housing Tenure  
Miami-Dade County & Biscayne Landing CMA  
2000 - 2017**

<b>Miami-Dade County</b>						
<b>Housing Tenure</b>	<b>2000 Census</b>	<b>%</b>	<b>2012 Census</b>	<b>%</b>	<b>2017 Projection</b>	<b>%</b>
Owner-Occupied	449,325	66.0%	474,158	53.8%	509,213	54.5%
Renter-Occupied	327,449	34.0%	407,652	46.2%	424,455	45.5%
TOTAL	776,774	100.0%	881,810	100.0%	933,668	100.0%
<b>Biscayne Landing CMA</b>						
<b>Housing Tenure</b>	<b>2000 Census</b>	<b>%</b>	<b>2012 Estimate</b>	<b>%</b>	<b>2017 Projection</b>	<b>%</b>
Owner-Occupied	30,224	54.3%	32,182	50.9%	34,864	51.5%
Renter-Occupied	25,407	45.7%	31,091	49.1%	32,870	48.5%
TOTAL	55,631	100.0%	63,273	100.0%	67,734	100.0%

Source: U.S. Census; ESRI; Focus Real Estate Advisors, LLC.

**EXHIBIT II.8 HOUSEHOLD TENURE – TREND/COMPARISON**

In summary, the Biscayne Landing area is a primary suburban residential expansion area (path of growth market). Conditions now favor further urbanization in the area with an increasing rental housing component to meet demand from traditional and non-traditional market segments, including owner households displaced by foreclosure or upside-down mortgage positions and life-style driven movement of the expanding empty-nester population.

### SECTION III – MULTIFAMILY RESIDENTIAL MARKET

The multifamily residential component of Biscayne Landing will be designed and built as condominiums; however, based on the current strength of the rental market, residential units will initially be marketed as high-end rentals. This Section addresses general apartment market trends and conditions in Miami-Dade County and the Biscayne Landing CMA. Accordingly, financial impact calculations are based on rental assumptions with a sales program subject to evolving market conditions. This overview analysis includes data and surveys conducted by Focus Real Estate Advisors, LLC and REIS (a nationally recognized data service specializing in multifamily sector research).

#### Miami-Dade apartment market overview and trends

Vacancy rates for market-rate rental apartments in Miami-Dade County trended upward from 2007 through 2009, increasing from below 4% to 6.3% in the 1st quarter of 2010. The increase in the vacancy rate during that period reflected the combined effect of increased shadow inventory and lack of growth in market segments traditionally representing a major share of rental apartment demand. Steady declines in the overall vacancy rate during the past two years as illustrated by REIS Reports quarterly surveys reflect cyclical reversal of the above noted factors.



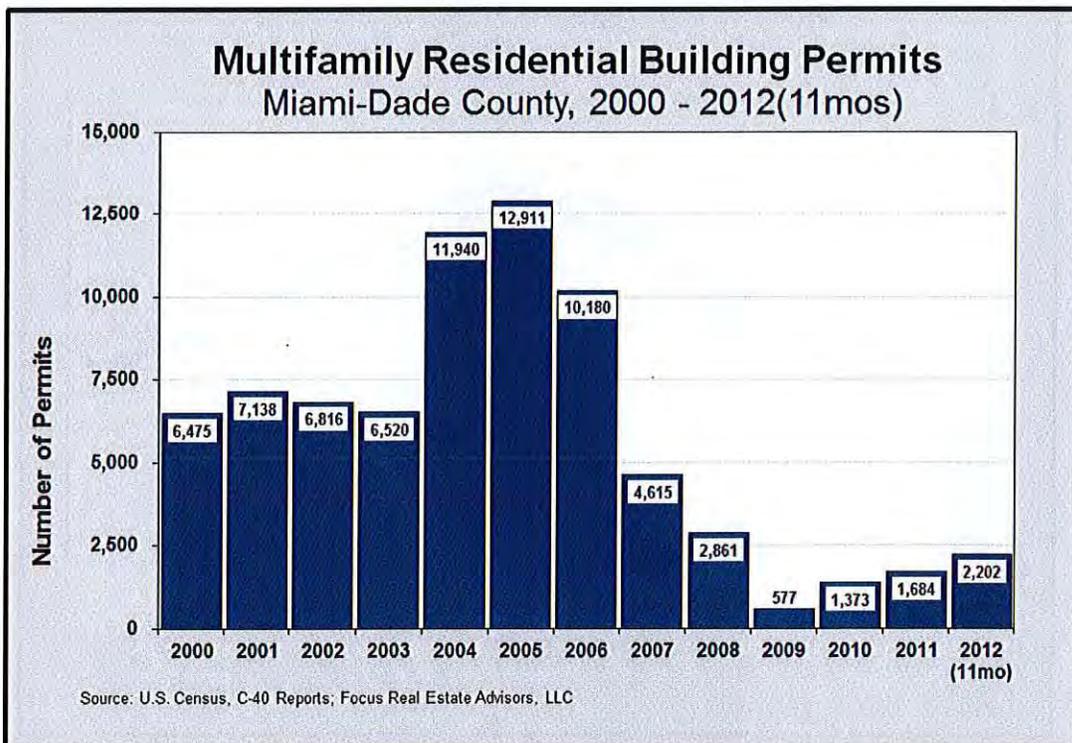
**EXHIBIT III.1 RENTAL APARTMENT VACANCY TREND, MIAMI-DADE CO.**

Analyses of selected comparable/competitive properties within the Biscayne Landing CMA indicate current vacancy rates below the countywide average. Area rental market surveys from multiple sources confirm the declining vacancy trend and indicate vacancy levels well below a normal equilibrium level of about 5% (current surveys indicate a countywide average vacancy factor of less than 3% for stabilized buildings). Recent rental market research also indicates that vacancy factors among selected competitive

Class A properties in the Biscayne Landing CMA are generally below the countywide average and secondary competitive apartment inventory in less desirable inland neighborhoods. All research cited here reinforces a tightening market for rental apartments countywide and in the Biscayne Landing CMA. Vacancy factors in both Miami-Dade County and the Biscayne Landing CMA are projected to continue to decrease and remain in the 2.0% to 4.0% range through 2017 based on current and anticipated inventory levels.

**New Multifamily Production/Pipeline**

New multifamily construction in Miami-Dade County dropped to record low levels during the past four years as illustrated by new multifamily residential construction permits issued in Exhibit III.2 below. As shown, total new multifamily residential unit construction permitted in 2009 dropped to less than 600 units. This includes all buildings with two or more units including owner and rental product. The limited active new construction pipeline is contributing to stabilization and decline in vacancy rates previously shown. The lack of new production represents a supply pipeline gap resulting in pent-up demand that should support rapid absorption and favorable rental rate trends for new product in the initial stage of the emerging recovery/expansion cycle in this market.



**EXHIBIT III.2 MULTIFAMILY NEW CONSTRUCTION PERMITS – MIAMI-DADE COUNTY**

New rental apartment development trends including occupancy of new units, unit completions and unit starts over the past nine years indicate that rental apartment construction activity bottomed in 2006. While occupancy of new rental product during the past 24 months has increased, recent historical production levels amount to only a fraction of rental units converted to condominiums during the past decade and, therefore, are not expected to meet emerging demand volume evidenced in recent trends.

The surplus shadow market inventory that contributed to vacancy increases in the 2007-2009 period has been substantially depleted and represents a declining influence on overall rental inventory availability. However, shadow market inventory is not evenly distributed among geographic submarkets and price point with the greatest impact concentrated at the top-end of the market-rate rental market in concentrations such as the downtown area and beaches. Accordingly, impacts on the rental market in areas such as the Biscayne Landing submarket area are less significant in terms of new conventional rental housing production.

REIS construction activity survey reports indicated that projects with a total of just under 1,600 units were in planning county-wide as of their most recent surveys. In summary, the pipeline inventory of new construction product represents a small fraction of estimated annual rental apartment demand in Miami-Dade County and the CMA.

**Rental Rate Trends**

Average effective apartment rental rates in Miami-Dade County increased from \$994 in the first quarter of 2006 to a cycle peak of \$1,056 in the first quarter of 2008 based on REIS quarterly surveys. The countywide average effective rental rate dropped back to a low point of \$993 in the fourth quarter of 2009 (-6.0%). As illustrated below, the average effective rental rate had climbed back to a new peak level of \$1,083 as of the fourth quarter of 2012, reinforcing other evidence of overall market improvement. (Exhibit III.3)

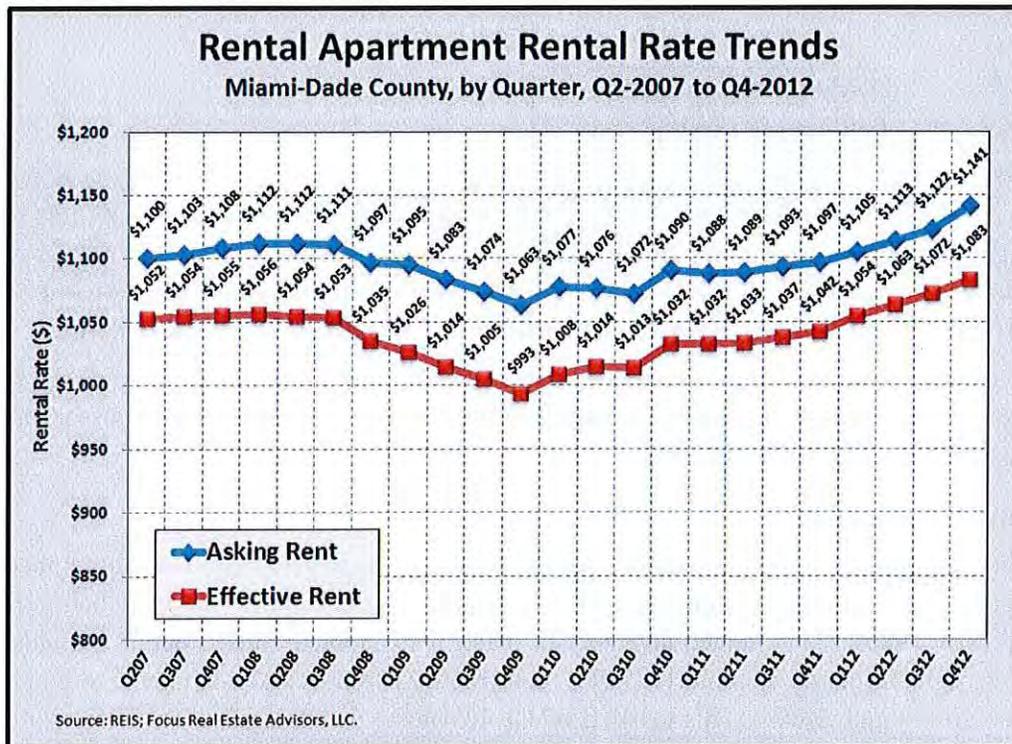


EXHIBIT III.3 RENTAL APARTMENT MONTHLY RENTAL RATE TRENDS

Corresponding rental rate trends including projects outside the Biscayne Landing CMA as defined in this study reflect a market trough in the fourth of quarter of 2009 with effective average rents increasing since that time, as shown below.

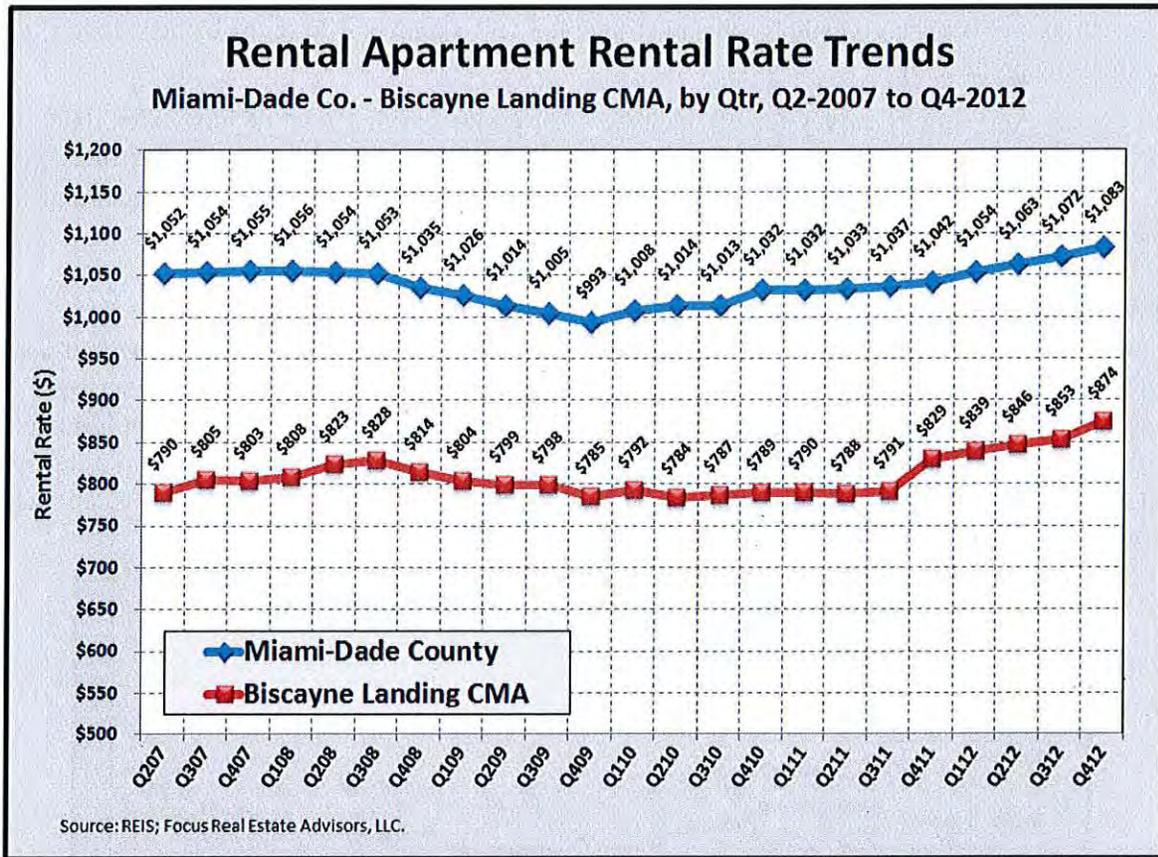


EXHIBIT III.4 RENTAL RATE TRENDS – BISCAYNE LANDING SUBMARKET AREA

Current average rental apartment occupancy in Miami-Dade County is estimated at over 97% based on fourth quarter 2012 surveys. Average occupancy in the Biscayne Landing CMA is also approximately 97% consistent with the countywide level.

**Competitive Environment**

The primary competitive market framework for the proposed Project includes a small number of major conventional rental apartment complexes with one hundred or more units and built between the mid-1960s and early 1980s. This limited inventory of major conventional rental stock is attributable to the extensive conversion of newer projects (1990+ construction) from rental apartments to condominiums during the early-to-mid 2000s. This existing rental inventory, which is all B or C class properties, is generally not competitive with new product. It is also notable that studio and one-bedroom units account for about 60 percent of this inventory.

Analysis of rental inventory and trends including condominium rentals in the CMA provides the most accurate assessment of the competitive environment and market potentials for new multifamily product at Biscayne Landing. Current active rental listings in the CMA total approximately 690 units representing

about 20 percent of active MLS rental listings countywide. Nearly 2,700 rental contracts were entered into for units located in the CMA during 2012, which was up approximately ten percent from the leasing volume in 2011. Accordingly, the CMA contains less than a three month inventory of units available for rental based on the average monthly rental velocity of approximately 250 units per month in the CMA in 2011 through the end of August.

**Unit Mix and Rental Rates**

Unit mix, sizing and rental rate profiles for conventional rental apartments and condominium rentals in the CMA are shown in Exhibit III.5. As noted previously, the mix of one-bedroom units is significantly higher in the conventional rental apartment market segment. While average unit sizes are significantly larger among condominium rentals, average rents on a per square foot basis are reasonably comparable among the product classes.

**Biscayne Landing CMA - Rental Market Profile**

	Unit Type			
	1Bdr	2Bdr	3Bdr	Total
<b>Conventional Apartments (2012)</b>				
Mix (%)	55.8%	38.5%	5.8%	100.0%
Avg Size (Sq.Ft.)	781	1,041	1,202	906
Avg Rent	\$1,163	\$1,480	\$1,600	\$1,305
Avg Rent/Sq.Ft.	\$1.49	\$1.42	\$1.33	\$1.44
<b>Condominium Rentals (2011)</b>				
Mix (%)	35.9%	48.4%	15.7%	100.0%
Avg Size (Sq.Ft.)	871	1,322	2,014	1,269
Avg Rent	\$1,242	\$1,897	\$3,499	\$1,913
Avg Rent/Sq.Ft.	\$1.43	\$1.43	\$1.74	\$1.51
<b>Condominium Rentals (2012)</b>				
Mix (%)	36.6%	47.7%	15.7%	100.0%
Avg Size (Sq.Ft.)	873	1,339	2,103	1,288
Avg Rent	\$1,301	\$2,109	\$4,101	\$2,126
Avg Rent/Sq.Ft.	\$1.49	\$1.57	\$1.95	\$1.65

(a) Based on closed rental contracts Jan - Aug, 2011  
 Source: REIS; SFRegionalMLS; Focus Real Estate Advisors, LLC

**EXHIBIT III.5 SUMMARY PROFILE – RENTAL MARKET**

**Multifamily Program Assumptions**

The proposed Biscayne Landing development program includes a mix of low, mid-and high-density buildings planned and built as condominium quality product, to be initially marketed as high-end rentals based on current market conditions. As currently planned, approximately 60 percent of total units will be in high-density, high-rise buildings. Initial multifamily program assumptions for the purposes of this analysis, as well as an evaluation of current market trends include a mix of 33% one bedroom, 55% two

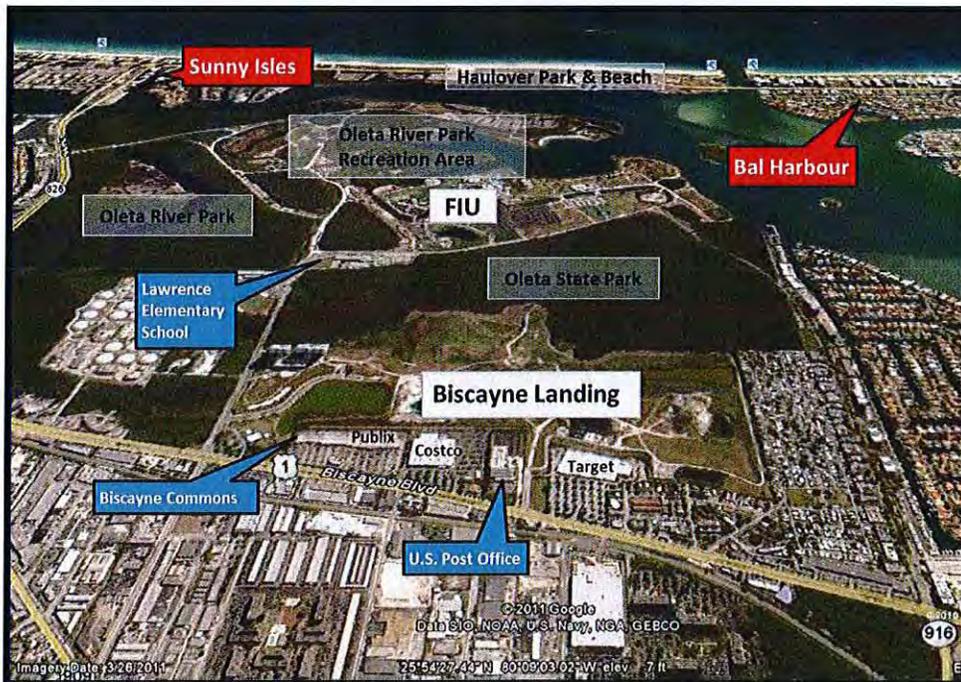
bedroom and 12% three bedroom units with average unit sizes ranging from 1,200 to 1,600 square feet for low/mid density, mid-and high-rise buildings, and about 1,800 square feet for planned townhomes.

**Absorption and Rents**

As noted previously, overall average occupancy among projects including both the primary and secondary competitive framework is in the 97% range. Allowing for frictional vacancy (move-ins/move-outs), the current market is effectively at or near full occupancy in the Biscayne Landing CMA. The program phasing over a ten year period corresponds to an effective average absorption rate of approximately 25 to 30 units per month and a market capture rate of 15% to 18% of the CMA market based on leasing velocity during the past twenty-four months, which is reasonable and achievable considering market growth expectations, lack of new competitive product pipeline and limited availability of development sites in this submarket. Achievable rental rate assumptions are based on current market rates averaging \$1.60 to \$1.80 per square foot, which is conservative considering the low to moderate quality of existing inventory and recent market trends showing high occupancy and increasing rents.

**Site Location**

The subject site has direct access and visibility from Biscayne Boulevard. The site’s location, which is adjacent to Oleta River State Park, affords permanent, unobstructed bay views for mid-rise and high-rise buildings as well as direct access to this 1,000+ acre park facility offering miles of off-road bicycling trails, mangrove forest preserves, canoeing, a 1,200 foot beach and picnic areas.



**EXHIBIT III.6 BISCAYNE LANDING SITE AREA**

In addition to the diverse range of planned retail facilities within the proposed Biscayne Landing Development, the site is adjacent to recently built convenience shopping facilities including a major Publix grocery store. A new elementary school was completed adjacent to the property in 2007 and the property borders the Biscayne Bay Campus of Florida International University, offering prospective residents' extraordinary proximity to high quality educational facilities.

The subject site is well positioned for development. Major development opportunity sites within Biscayne Landing area are limited. As noted in the preceding Section of this Report, the rental housing market in this area is characterized by expanding demand and existing/planned product supply constraints.

Historically dominated by families including a large concentration of foreign national immigrants, housing demand in this area reflects demographic change and will increasingly be driven by a broad cross-section of working-age population including family and non-family households, empty-nesters and part-time residents (domestic and international). Part-time residential demand in the area is primarily influenced by Miami's continually expanding role as a hub of international trade and commerce. Coast area orientation and regional access via South Florida's interstate highway system are key factors contributing to population and housing demand in this area.

Supply/demand conditions in the Biscayne Landing area coupled with site accessibility, size and other attributes afford an opportunity to offer competitively priced rental housing product representing good value relative to other Miami-Dade County submarkets.

## SECTION IV – RETAIL AND OTHER COMMERCIAL USES

This Section presents analyses of the market potential for commercial retail space and automotive dealerships within the proposed Biscayne Landing Development.

### **PROSPECTIVE TENANT INTEREST**

A number of potential major anchor tenants have made tentative commitments to locate stores in the proposed Biscayne Landing retail shopping center portion of the Development along with major automobile dealerships for the proposed Auto Mall complex area of the Project.

A number of national retailers have made tentative commitments for retail space in the Biscayne Landing retail facilities.

### **RETAIL ANALYSIS**

Retail is an obvious and logical potential land use for the subject property based on site location attributes, including major existing retail facilities adjacent to the site. The following retail analysis addresses retail market demand for the Biscayne Landing primary trade area.

#### **Retail Market Overview - Miami-Dade County**

The Miami retail market is showing signs of true recovery, especially when compared to other Florida markets, according to CBRE's most recent retail market profile. Similar to the multifamily sector, the slowdown in new development is contributing to potential opportunity for new product. According to CBRE's assessment, there are virtually no quality big box spaces over 20,000 square feet currently available in Miami-Dade County. Countywide, asking rents have increased by approximately \$0.28 per square foot since the end of 2010 due to limited supply and a decline in vacancy to a current estimated average rate of 5.2%.

#### **Retail Space Inventory Pipeline Under Construction, Planned and Proposed**

The retail space inventory in Miami-Dade County, including all single and multi-tenant facilities, is estimated at approximately 63.7 million square feet. The retail submarket encompassing the primary trade area of the subject site (as defined by REIS and other major commercial data sources) encompasses the area within a three to five mile radius of the Development. This area accounts for an important segment of Miami-Dade County's total retail space.

The County-wide inventory of retail space increased by less than 500,000 square feet in 2012, which represented a decrease from the 800,000 square foot inventory in 2009. New retail space currently under construction or planned in the northeast area of the County continues to be very limited.

The remainder of this Section focuses on the major factors influencing retail potentials. Key factors that drive retail site selection, specifically relating to the subject site, trade area and competitive environment, include the following:

- Market Conditions – retail demand-supply in terms of trade area spending, surplus/leakage and trends.

- Demographic Profile – retailers look for locations in communities with high population density and high disposable income. Population density and disposable incomes directly correlate to a retailer’s sales volumes.
- Neighborhood Environment – a clean, attractive community makes a difference to retailers. Safety and security are essential.
- Visibility/Accessibility – retailers look for sites that consumers can view from as far away as possible.
- Traffic Counts – retailers look closely at the number of vehicles passing in front of a location during a 24-hour period.
- Parking – adequate parking is a priority, notwithstanding public transportation access.
- Competition – Competitive positioning and the extent of overlapping trade areas are critical retail site selection considerations

#### DEMAND ANALYSIS

The retail demand forecast for one, three and five mile radial areas is based on the ESRI model providing profile of retail opportunity in terms of 2015 estimated sales potential within each respective segment of the Biscayne Landing primary market area. The North American Industry Classification System (NAICS) is utilized by ESRI to classify businesses by their primary type of economic activity as illustrated in this analysis. While retail gap analysis does not represent the only indicator of opportunity for specific product or project concepts, segment analysis supports the retail development strategy and potential for attracting retailers in targeted tenant categories defined in the proposed program.

**RETAIL INDUSTRY DEMAND ANALYSIS - SITE TRADE AREA SEGMENTS**

Total (All) Retail Industry Groups, 2015 Retail MarketPlace Forecast

INDUSTRY SUMMARY	NAICS	Demand/Retail Potential (Sales)		
		1mi Radius	3mi Radius	5mi Radius
Total Retail Trade and Food & Drink (a)	44-45,722	\$119,092,707	\$1,582,808,588	\$3,648,705,194
Total Retail Trade (b)	44-45	\$100,907,307	\$1,343,751,185	\$3,100,327,652
Total Food & Drink (c)	722	\$18,185,400	\$239,057,404	\$548,377,542
<b>INDUSTRY GROUP</b>				
Motor Vehicle & Parts Dealers	441	\$24,283,748	\$319,008,222	\$741,152,593
Furniture & Home Furnishings Stores	442	\$3,889,458	\$52,872,533	\$123,433,161
Electronics & Appliance Stores	4431	\$4,190,278	\$55,386,144	\$127,988,424
Bldg Materials, Garden Equip. & Supply Stores	444	\$3,735,097	\$54,480,124	\$129,080,244
Food & Beverage Stores	445	\$20,675,645	\$274,752,464	\$628,490,749
Beer, Wine & Liquor Stores	4453	\$571,396	\$7,535,406	\$17,282,900
Health & Personal Care Stores	446,4461	\$3,308,263	\$46,783,094	\$107,489,841
Gasoline Stations	447,4471	\$17,833,545	\$232,771,156	\$535,222,565
Clothing & Clothing Accessories Stores	448	\$5,749,367	\$75,064,190	\$171,983,695
Jewelry, Luggage & Leather Goods Stores	4483	\$495,654	\$6,742,580	\$15,579,569
Sporting Goods, Hobby, Book & Music Stores	451	\$1,137,388	\$14,558,419	\$33,391,102
General Merchandise Stores	452	\$11,196,285	\$149,118,932	\$341,989,562
Miscellaneous Store Retailers	453	\$1,791,177	\$24,520,200	\$57,077,278
Nonstore Retailers	454	\$3,117,055	\$44,435,706	\$103,028,436
Food Services & Drinking Places	722	\$18,185,400	\$239,057,404	\$548,377,542

(a) NAICS 44-45; (b) NAICS 44-45; (c) NAICS 722

Source: STDBOnline; ESRI; Infogroup; Focus Real Estate Advisors, LLC

**EXHIBIT IV.1 RETAIL DEMAND ANALYSIS, SUBJECT SITE, SELECTED TRADE AREAS**

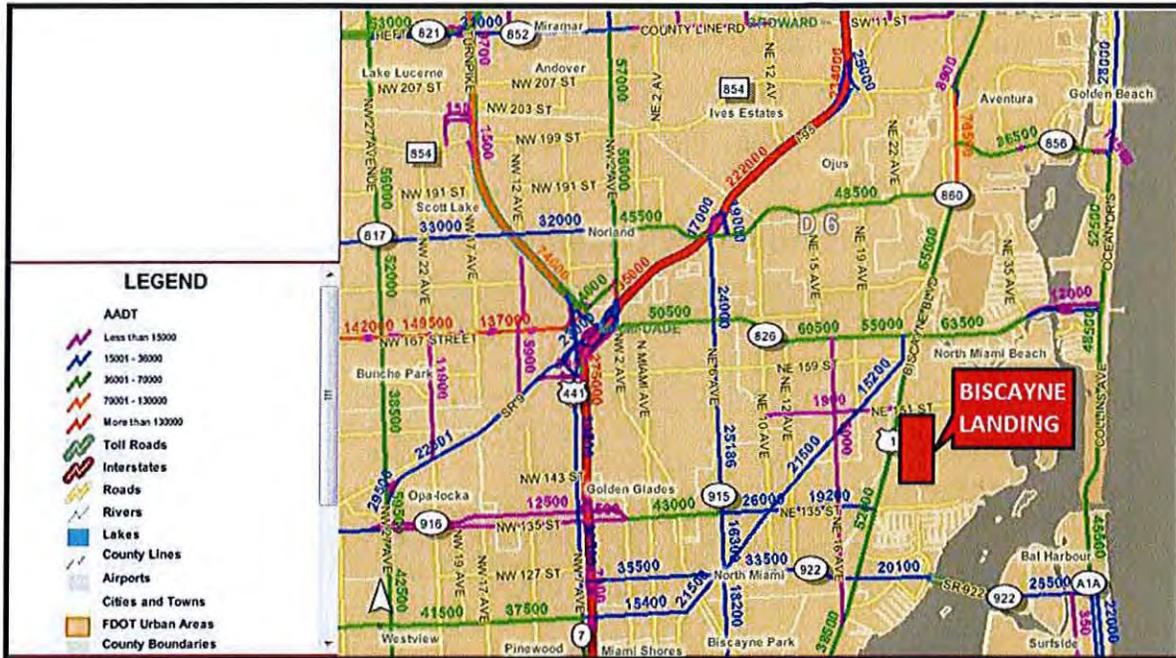
Retail establishments are classified into 12 major Retail Trade Groups comprising 27 industry sub-groups, as well as four industry groups within the Food Services & Drinking Establishments subsector.



**EXHIBIT IV.2 PRIMARY TRADE AREA MAP**

**TRAFFIC COUNTS**

As noted previously, average daily traffic exposure is a major factor impacting retail site locations. Traffic volumes on Interstate highways and major regional roadways in the northeast Miami-Dade County area range from the mid-100,000s to over 200,000 cars per day as illustrated by the Florida Department of Transportation traffic counts shown on the road map below (Exhibit IV.3).



**EXHIBIT IV.3 NE MIAMI-DADE AREA TRAFFIC COUNTS**

Traffic volumes on the majority of major arterial roads generally range from 20,000 to 50,000 cars per day. Accordingly, the average daily traffic count of 60,000+ cars per day on Biscayne Boulevard at the subject site and its immediate vicinity in North Miami is at the upper-end of the range for major arterial roads in the northeast Miami-Dade County area.

**SUMMARY – COMMERCIAL RETAIL & AUTOMOTIVE SPACE POTENTIAL**

The Miami-Dade County retail space market is showing signs of stabilization and initial recovery from the economic recession triggered by the collapse of the real estate and credit markets. Accordingly, available inventories of retail space have remained relatively flat, which is expected to support upward pressure on rents and new development during the next three to five years. Overall long-term growth potentials for the Miami-Dade County economy and retail market are strong based on the population growth outlook which is being driven, to a large extent, by international business, tourism and immigration.

In summary, the potential for retail and automobile dealership development at the subject site is strong based on the overall economic growth outlook for the region, county and Biscayne Landing’s primary trade area. This conclusion is based on trade area demographics, retail sales demand/supply and other major factors (i.e. competitive positioning) influencing retail site selection decisions.

## SECTION V – ECONOMIC IMPACT ANALYSIS

This Section presents an analysis of the economic and fiscal impacts of the proposed Biscayne Landing Development. The analysis includes estimates of both non-recurring economic and fiscal impacts generated during development-construction stages, and recurring impacts/benefits generated by ongoing annual operation of the Project’s businesses and facilities.

### BISCAYNE LANDING PROGRAM SUMMARY

The proposed Biscayne Landing Master Plan includes a phased mixed-use development program as summarized in Exhibit V.1 below.

### Biscayne Landing Proposed Master Plan Summary

<b>Residential</b>						
Building Type	Average Unit Size	# Buildings	# Floors	Total Units	Total Sq.Ft. (a)	Total Parking
High Density	1,267	10	25	2,628	3,330,782	5,255
Low-Mid Density	1,591	24	6-16	1,634	2,599,415	2,997
Townhouse	1,806	5	3	128	231,138	385
<b>Total Residential</b>		<b>39</b>	<b>3-25</b>	<b>4,390</b>	<b>6,161,334</b>	<b>8,636</b>
<b>Retail</b>						
		Units/Bldgs	# Floors	Tenants	Total Sq.Ft.	Parking
Retail Center (Parcel C1)		23	1	23	703,941	2,273
Retail Center (CP1,CP2)		2	1	2	9,880	132
Retail Stores/Units		25	1	25	713,821	2,405
<b>Auto Mall/Dealerships</b>						
		# Buildings	# Floors		Total Sq.Ft.	Parking
Auto Display Stalls		na	2-6		1,438,060	493
First Floor Automotive		na	1		9,880	132
Retail Stores/Units		6	1		1,447,940	625
<b>Hotel</b>						
		# Buildings	# Floors	Guestrooms	Total Sq.Ft.	Parking
Hotel Rooms/Structure		1	12	150	154,000	45
<b>Non-Commercial - Public Space</b>						
		# Buildings	# Floors		Total Sq.Ft.	Parking
Community Center		1	2		20,000	29

(a) Unit/Usable Interior Area

#### EXHIBIT V.1 BISCAYNE LANDING PROPOSED MASTER PLAN SUMMARY

As shown above, the proposed Master Plan includes a mix of low-, mid- and high-density multifamily residential components (4,390 units), 713,800 square feet of retail space, 10,000 square feet of non-retail space, a 150 room hotel and a Community Center. The Project also includes preserved open space along with active and passive parks. The proposed Project will be developed in three phases with Phase I commencing in 2013. The third and final phase of the planned program, including residential and hotel components is planned to commence development in 2015 with project completion by 2025.

## Biscayne Landing Proposed Building Development Phasing

Phase I (2013-2018)					
Building Type	# of Buildings	Total Units	Building Area (SF)	Parking Spaces	Site Area (Acres)
Commercial Retail	23	23	703,941	2,273	61.21
<b>Total Phase I Program</b>	<b>23</b>	<b>23</b>	<b>703,941</b>	<b>2,273</b>	<b>61.21</b>
Phase II (2014-2019)					
	# of Buildings	Total Units	Building Area (SF)	Parking Spaces	Site Area (Acres)
Auto Mall (Industrial)	6	na	1,070,000	493	20.16
Auto Mall (1st Floor Automotive)	(a)	na	368,060	(a)	(a)
Commercial Retail	2	2	9,880	132	1.89
Community Center	1	na	20,000	29	0.78
<b>Total Phase II Program</b>	<b>9</b>	<b>2</b>	<b>10,000</b>	<b>1,165</b>	<b>31.00</b>
Phase III (2015-2025)					
	# of Buildings	Total Units	Building Area (SF)	Parking Spaces	Site Area (Acres)
Residential	39	4,390	6,161,334	8,636	30.03
Hotel	1	150	153,900	45	1.56
<b>Total Phase III Program</b>	<b>40</b>	<b>4,540</b>	<b>6,315,234</b>	<b>8,681</b>	<b>22.00</b>
<b>Total Site</b>	<b>51</b>	<b>4,565</b>	<b>865,000</b>	<b>9,180</b>	<b>184.00</b>

(a) Included in Auto Mall Complex

### EXHIBIT V.2 BISCAZYNE LANDING PROPOSED DEVELOPMENT PHASING

While the residential components are being initially programmed as rental units based on market conditions and trends they will be designed and built to condominium standards. Subject to future market conditions, later phases of the proposed residential program may include repositioning for sale as condominiums. Total Project cost assumed for the purposes of this impacts/benefits analysis is approximately \$980 million including land, development and construction costs.

PROJECT FISCAL AND ECONOMIC IMPACTS/BENEFITS

Fiscal and economic benefits that will be generated by the development of Biscayne Landing include non-recurring expenditures and employment associated with the Project’s development and construction, as well as recurring factors associated with the ongoing operations including permanent employment, on-site and local area spending, ad valorem taxes and participation rents to become payable to the City of North Miami. Fiscal benefits are the direct impacts that the Project will have on the finances of the City and other governmental jurisdictions and public service agencies. Economic benefits are the positive impacts that the Project will have on the area economy. Estimated fiscal and economic impacts/benefits are presented below:

➤ Fiscal Benefits

- City of North Miami
  - Non- Recurring
    1. \$15,060,900 in Impact Fees
    2. \$6,667,700 in Building Permit Fees
    3. \$194,800 in Zoning Services Fees
    4. \$273,900 for Occupancy Certificates
    5. \$25.3 million in Lease transaction fees and City reimbursements (\$17.5 million plus \$7.8 million for initial rent, tax and other City cost reimbursements)
    6. \$6,650,000 Community Parks and Community Center Facilities
  - Recurring
    1. Lease Payments
      - a. Annual - \$1,500,000 (increasing each ten year period of the Lease)
      - b. Total 99 year lease term - \$226,950,000
    2. Participation Rent
      - Residential Sales/Rentals (2016-2022) - \$1,190,000
      - Retail Big Box Subleases (2014) - \$268,800
      - Hotel Sublease (2016) - \$88,200
      - Auto Dealership Sublease (2015) - \$2,825,300
    3. Park and Community Center maintenance
      - a. Park maintenance - \$140,000 per year
      - b. Community Center - \$40,000 per year/two full-time employees
    4. Ad Valorem Taxes (City of North Miami portion – General Fund and CRA)
      - a. Annual, upon Project completion - \$7.7 million
      - b. Total 99 year Lease term - \$744.2 million
    5. Ad Valorem Taxes (Other jurisdictions/authorities (i.e. County, School Board, Children’s Trust, S.F.W.M District)
      - a. Annual, upon Project completion - \$16.3 million
      - b. Total 99 year Lease term - \$1.6 billion
    6. Increased business and occupational license fees

- Estimated Economic Benefits

- Non-Recurring
  1. \$966.5 million in construction-related expenditures within Miami-Dade County
  2. Construction labor expenditures equivalent to annual wages of \$386.6 million
  3. 8,370 full-time equivalent jobs (development/construction related)
- Recurring
  1. \$266.2 million annually in on-site retail sales
  2. 2,850 on-site permanent jobs with annual wages and salaries of approximately \$85.2 million
  3. \$81 million in resident retail and services expenditures
  4. \$8.2 million in tourist expenditures

Selected information and calculations in addition to the Project's statistics presented at the beginning of this Section that support the foregoing impacts/benefits estimates are outlined below.

### **Employment**

Estimates of non-recurring (construction related jobs) and recurring (permanent) employment are based on employment ratios in the South Florida Regional Planning Council's (SFRPC) Fiscal Impact Analysis Model (FIAM), current wage levels by industry and occupation reported by the Florida Agency for Workforce Innovation in terms of full-time equivalent jobs, and review of recent major Applications for Development Approval (ADA) submissions to the SFRPC.

Non-recurring Fiscal Impacts

**ESTIMATED IMPACT FEES - BISCAYNE LANDING**  
**City of North Miami**

<b>Use/Building Type</b>			
<b>Residential</b>	<b>Units/Sq.Ft.</b>	<b>Fees per Unit/Sq.Ft.</b>	<b>Total Impact Fees</b>
Multifamily (2-19 units)	36	\$4,170.50	\$150,138
Multifamily (20-49 units)	407	\$3,398.00	\$1,382,986
Multifamily (50+ units)	3,947	\$3,155.50	\$12,454,759
<b>Non-residential</b>	<b>Square Footage</b>		
Shop 25,000 SF or less	204,080	\$0.94	\$191,835
Shop 25,001 - 50,000 SF	301,700	\$0.81	\$244,377
Shop 50,001 - 100,000 SF	55,000	\$0.68	\$37,400
Shop 100,001 - 200,000 SF	153,041	\$0.59	\$90,294
Shop 200,000 - 400,000 SF	368,060	\$0.52	\$191,391
AutoMall Facilities	1,070,000	\$0.28	\$299,600
<b>Other</b>	<b>Units</b>		
Lodging (Rooms)	150	\$120.50	\$18,075
<b>Total</b>			<b>\$15,060,855</b>

Source: City of North Miami

**EXHIBIT V.3 BISCAYNE LANDING IMPACT FEES**

Recurring Fiscal Impacts

Ad Valorem Tax estimates are based on a review of the County Appraiser’s tax roll database including tax assessment and current (2012) millage rates by taxing authority for the subject property and other properties containing some or all of the uses that will comprise the Biscayne Landing Development. Upon completion of the Project as planned, it is estimated that the assessed and taxable value of the Development will be approximately \$991.6 million for ad valorem tax purposes.

Application of current millage rates (2012) and corresponding taxes upon completion of each respective development phase are illustrated in Exhibit V.4 below.

**AD VALOREM TAXES BY PHASE  
BISCAYNE LANDING**

	Rate/\$1,000	Ad Valorem Taxes*		
Taxing Authority	Taxable Value	Phase 1	Phase 2	Phase 3
City of North Miami	8.1	\$660,764	\$1,616,329	\$7,653,842
Miami-Dade County	7.4512	\$607,837	\$1,486,863	\$7,040,779
School Board	7.998	\$652,443	\$1,595,976	\$7,557,461
F.I.N.D.	0.0345	\$2,814	\$6,884	\$32,600
Children's Trust	0.5	\$40,788	\$99,773	\$472,459
S.F.W.M. District	0.3676	\$29,987	\$73,353	\$347,352
Everglades CP	0.0613	\$5,001	\$12,232	\$57,924

\* Cumulative value as of phase completion.

Source: 2012 Tax Rates; Focus Real Estate Advisors, LLC.

**EXHIBIT V.4 MILLAGE RATES/AD VALOREM TAXES**

As noted previously, the multifamily residential component of Biscayne Landing will be designed and built as condominiums; however, based on the current strength of the rental market, residential units will initially be marketed as high-end rentals. Accordingly, financial impact calculations are based on rental assumptions with a sales program subject to evolving market conditions.

Both the City of North Miami and Miami-Dade County will collect occupational license fees from the businesses operating within the proposed Project. The amounts paid will vary based on the type and size of the businesses, hence cannot be calculated at this time.

**Other Potential Economic/Community Benefits**

The proposed retail component of Biscayne Landing in conjunction with adjacent existing major retail facilities will represent a commercial retail complex with critical mass resulting in strong regional drawing power that is likely to attract other development/redevelopment interest to the area.

## CONDITIONS FOR REAL ESTATE MARKET ANALYSIS STUDIES

The following Standard Conditions apply to real estate consulting engagements performed by Focus Real Estate Advisors, LLC ("FOCUS").

Reports may contain estimates of future sales/rental activity (e.g., absorption rates, sales values/rents, etc.) or other events that represent the Consultant's view of reasonable expectations at a particular point in time, but such activities or events are not offered as predictions or as assurances that absorption levels will be achieved, that events will occur, or that indicated prices/rents will be offered or accepted. Actual results achieved during the period covered by our analyses will vary from those described in this Report, and the variations may be material.

Information furnished by others is presumed to be reliable, and unless specified in this Report to the contrary, has not been verified; no responsibility, whether legal or otherwise, is assumed for its accuracy, and it cannot be guaranteed as being certain.

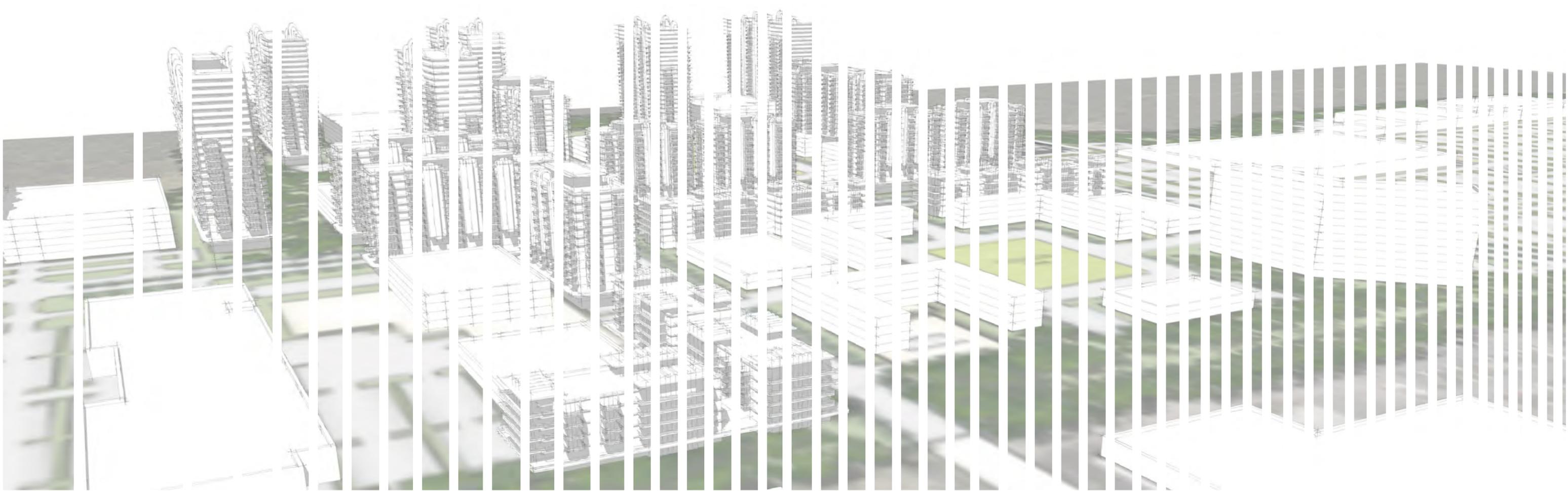
No investigation has been conducted by FOCUS with respect to property title; the existence of liens, encumbrances, encroachments, easements or other discrepancies affecting the property; the existence of flood plains and concealed or dubious conditions of the subsoil or subsurface waters; the existence of government restrictions on the use of the property; or the existence of any concealed or apparent hazards such as, but not limited to, asbestos, hazardous or contaminated substances, toxic waste or radioactivity. It is assumed that the Client will obtain legal, engineering or other professional advice from others with regard to the foregoing matters. It is further assumed that the property will not operate in violation of any applicable government regulations, codes, ordinances or statutes.

This Report and the conclusions included herein are intended for the information of the person or persons to whom they are addressed, solely for the purposes stated therein, and should not be relied upon for any other purpose. In the event that this Report is distributed to third parties, FOCUS shall be held harmless relative to their use of, or reliance on, this Report for any purpose. Neither this Report, nor its contents, nor any reference to the consultants of FOCUS, may be included or quoted in any offering circular or registration statement, prospectus, sales brochure, appraisal, loan or other agreement or document without our prior written permission. Generally, FOCUS acting in the role of a consultant, will not agree to the use of its name as a "named expert" within the meaning of the Securities Act of 1933 and the Securities Exchange Act of 1934.

Conclusions presented in this Report reflect our assessment of market conditions as observed as of the current date of our market research (stated in the letter of transmittal.) FOCUS assumes no liability for actual Project results influenced by changing market conditions and other variables.



OLETA PARTNERS



# BISCAYNE LANDING

## development plan

February 2013



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    - *3D Massing*



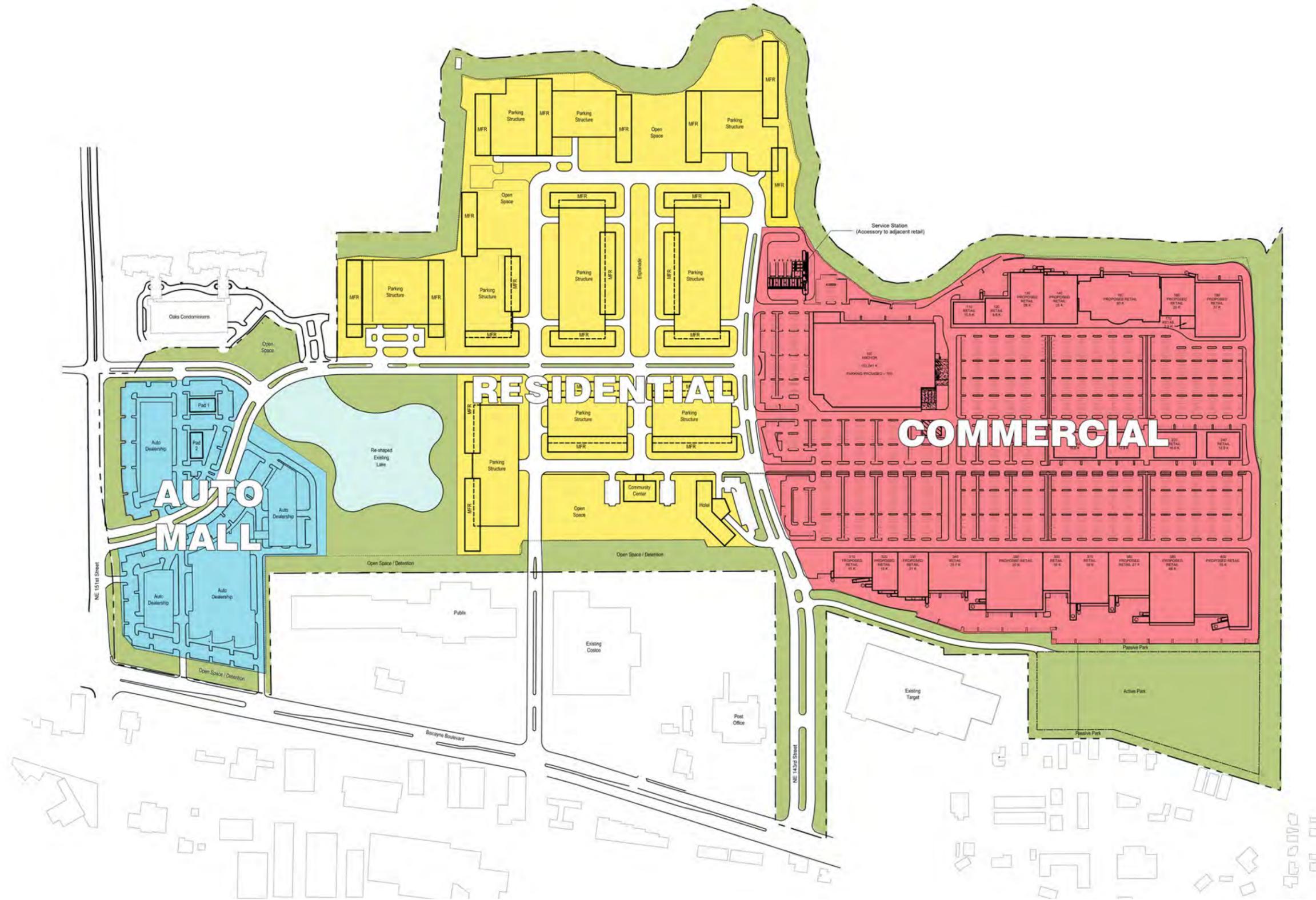
TRACT "A" of BISCAYNE LANDING, according to the Plat thereof, as recorded in Pl at Book 161, at Page 72, of the Public Records of Miami-Dade County, Florida, lying in Section 21, Township 52 North, Range 42 East, less (LESS OUT PARCEL "A"), and less (LESS OUT PARCEL "B"), also known as that piece of land depicted on "THE OAKS I CONDOMINIUMS" recorded in Official Records Book 25427 at Page 4674 of the Public Records of Miami-Dade County, Florida, said LESS OUT parcels being more particularly described as follows:

LESS OUT PARCEL "A": Commence at the Northeast corner of the West 1/2 of the Northeast 1/4 of Section 21, Township 52 South, Range 42 East, the same being the Northeast Corner of said Tract "A" of BISCAYNE LANDING; thence South 87°02'55" West along the North boundary line of said Tract "A" of BISCAYNE LANDING, and along the North line of the Northeast 1/4 of said Section 21, and along the South Right of Way Line of N.E. 151st Street for a distance of 396.01 feet to the POINT OF BEGINNING of the hereinafter described parcel of land; thence along the boundary of The Oaks Condominium as described in Official Record Book 25427 at page 4613 of the Public Records of Miami-Dade County, Florida, for the following (4) courses; (1) thence South 03°17'25" East for a distance of 522.10 feet; (2) thence North 86°42'35" East for a distance of 159.56 feet; (3) thence South 27°35'03" East for a distance of 138.47 feet; (4) thence South 83°13'18" East for a distance of 177.81 feet to a point on the West line of the NE 1/4 of the NE 1/4 of said Section 21, also being the East line of said Tract "A"; thence South 02°55'05" East along said line for a distance of 252.90 feet; thence South 87°09'14" West for a distance of 501.91 feet to a point on a circular curve concave to the west whose radius point bears North 82°36'35" West from said point; thence Northwesterly to the left along the arc of said curve having a radius of 352.64 feet, through a central angle of 23°27'40" for an arc distance of 144.40 feet; thence North 78°35'03" East for 122.19 feet to a point on a circular curve concave to the Southeast whose radius point bears North 85°51'34" East from said point; thence Northeasterly to the right along the arc of said curve having a radius of 100.00 feet, through a central angle of 38°22'29" for an arc distance of 66.98 feet to a point of tangency; thence North 34°14'03" East for 70.48 feet; thence North 51°25'22" West for 70.73 feet; thence North 43°42'31" West for 108.81 feet to a point of curvature with a circular curve concave to the east; thence Northeasterly to the right along the arc of said curve having a radius of 60.00 feet, through a central angle of 72°52'56" for an arc distance of 76.32 feet to a point of reverse curvature with a circular curve concave to the northwest; thence Northeasterly to the left along the arc of said curve having a radius of 25.00 feet, through a central angle of 31°32'21" for an arc distance of 13.76 feet to a point of tangency; thence North 02°21'55" West for a distance of 173.92 feet to a point of curvature with a circular curve concave to the southwest; thence Northwesterly to the left along the arc of said curve having a radius of 125.00 feet, through a central angle of 78°55'58" for an arc distance of 172.20 feet; thence North 02°57'01" West for a distance of 138.00 feet to a point on the North boundary line of said Tract "A" of BISCAYNE LANDING, and also being to the North line of the Northeast 1/4 of said Section 21, and also being to the South Right of Way Line of said N.E. 151st Street; thence North 87°02'55" East along said North boundary line of said Tract "A" of BISCAYNE LANDING, and along said North line of the Northeast 1/4 of said Section 21, and along said South Right of Way Line of N.E. 151st Street for a distance of 149.64 feet to the POINT OF BEGINNING; Said parcel contains 4.33 acres, more or less.

AND

LESS OUT PARCEL "B": Beginning at the most Northeasterly Corner of said Tract "A" of "BISCAYNE LANDING," said point being further described as being the Northeast Corner of the West 1/2 the Northeast 1/4 of Section 21, Township 52 South, Range 42 East; thence South 02°55'05" East, along the East Line of said Tract "A," a distance of 677.06 feet; thence North 83°13'18" West, a distance of 177.81 feet; thence North 27°35'03" West, a distance of 138.47 feet; thence South 86°42'35" West, a distance of 159.56 feet; thence North 03°17'25" West, a distance of 522.10 feet to a point on the North Line of said Tract "A"; thence North 87°02'55" East, along said North Line, a distance of 396.01 feet to the POINT OF BEGINNING. Said parcel contains 5.37 acres, more or less.



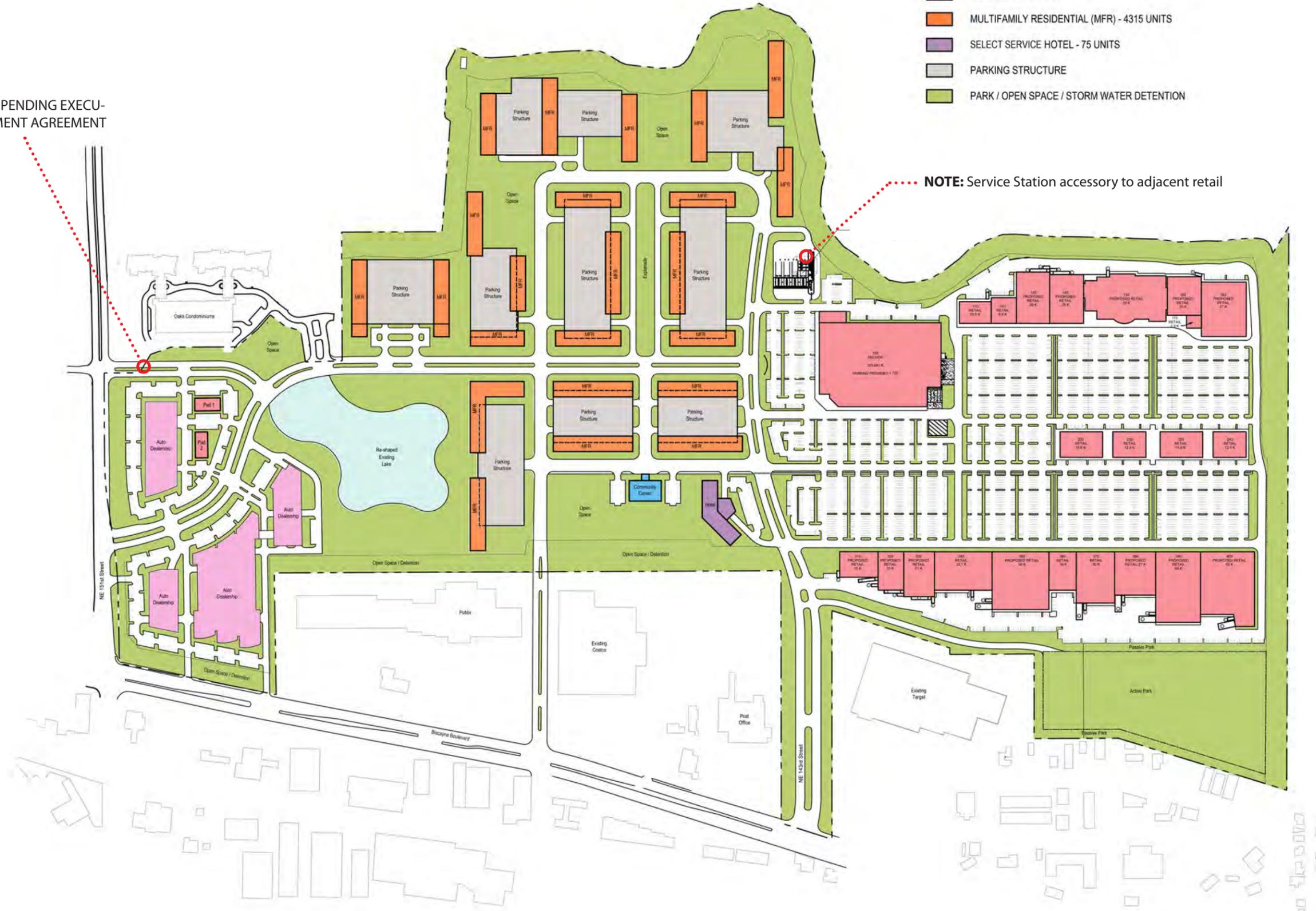


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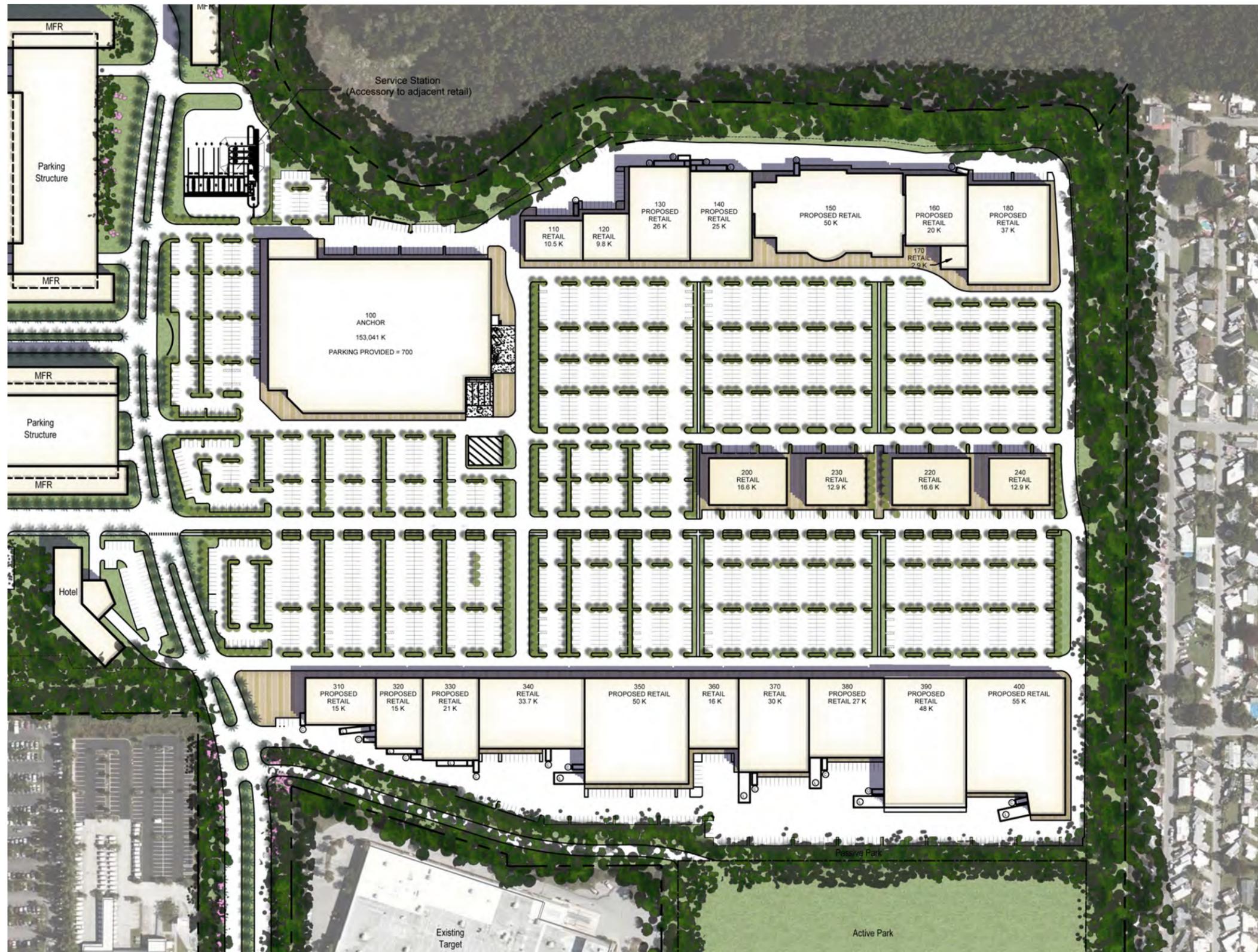
- RETAIL
- AUTO DEALERSHIPS
- MULTIFAMILY RESIDENTIAL (MFR) - 4315 UNITS
- SELECT SERVICE HOTEL - 75 UNITS
- PARKING STRUCTURE
- PARK / OPEN SPACE / STORM WATER DETENTION

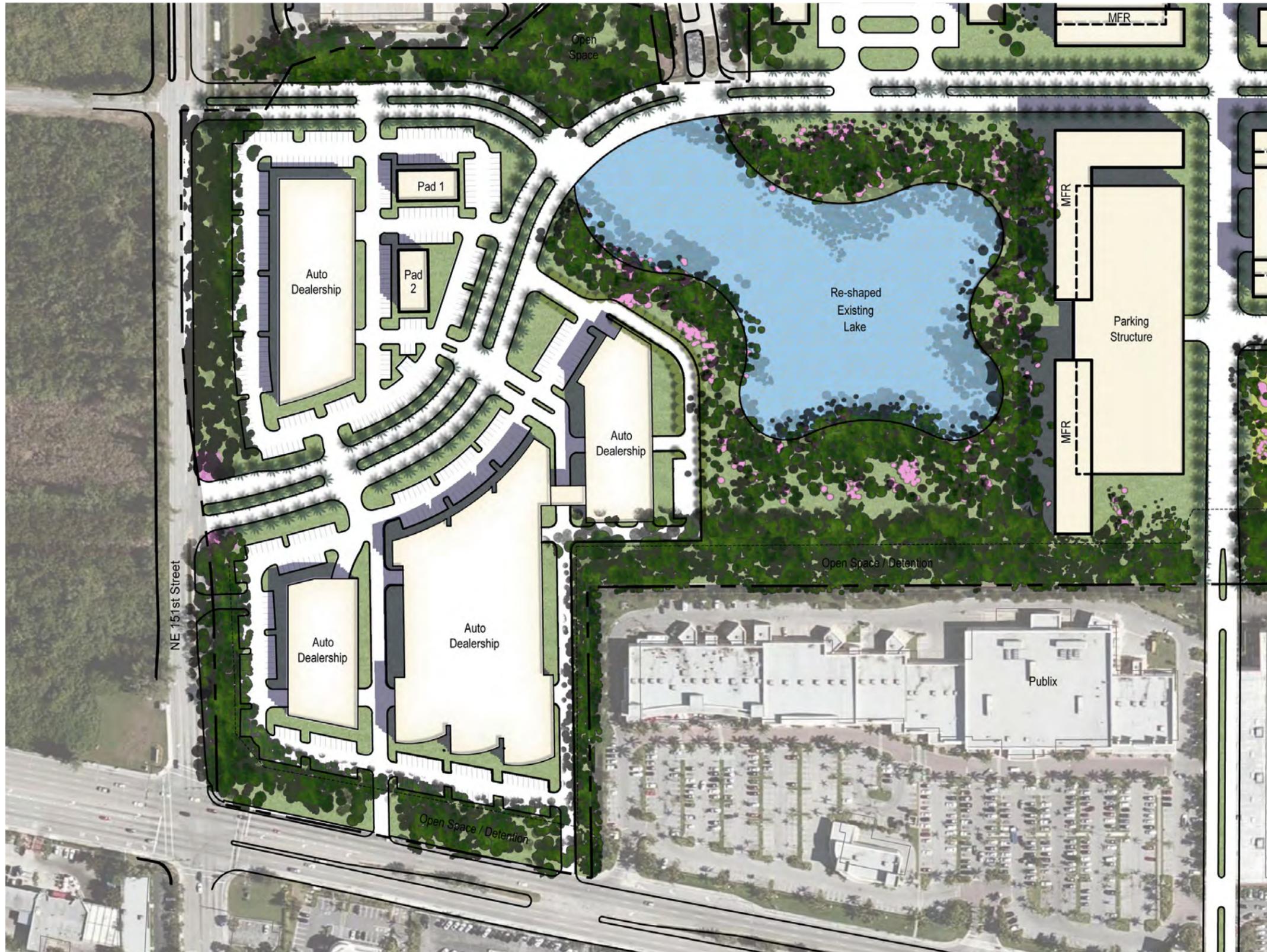
NOTE: FUTURE ACCESS PENDING EXECUTION OF EASEMENT AGREEMENT

NOTE: Service Station accessory to adjacent retail

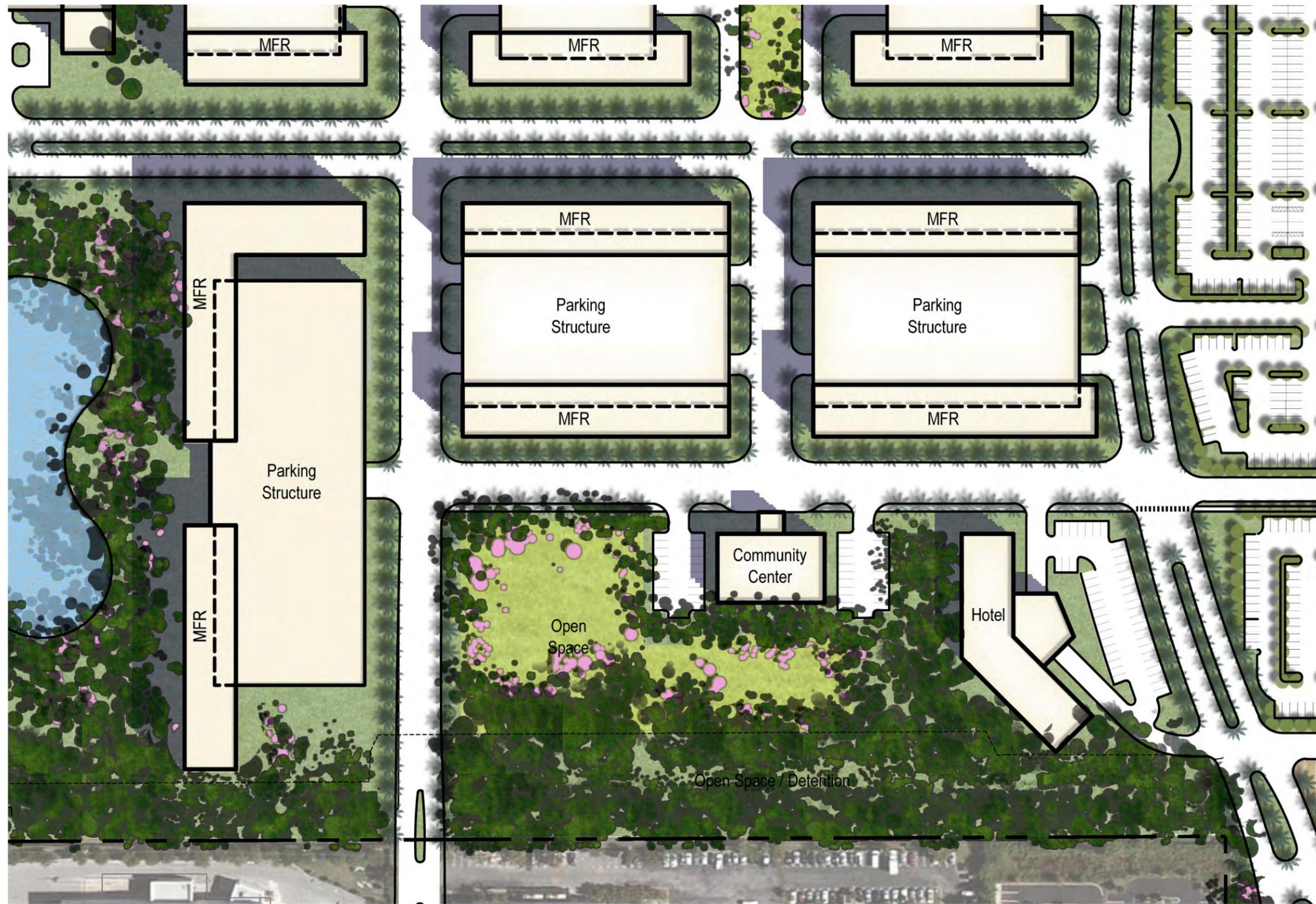


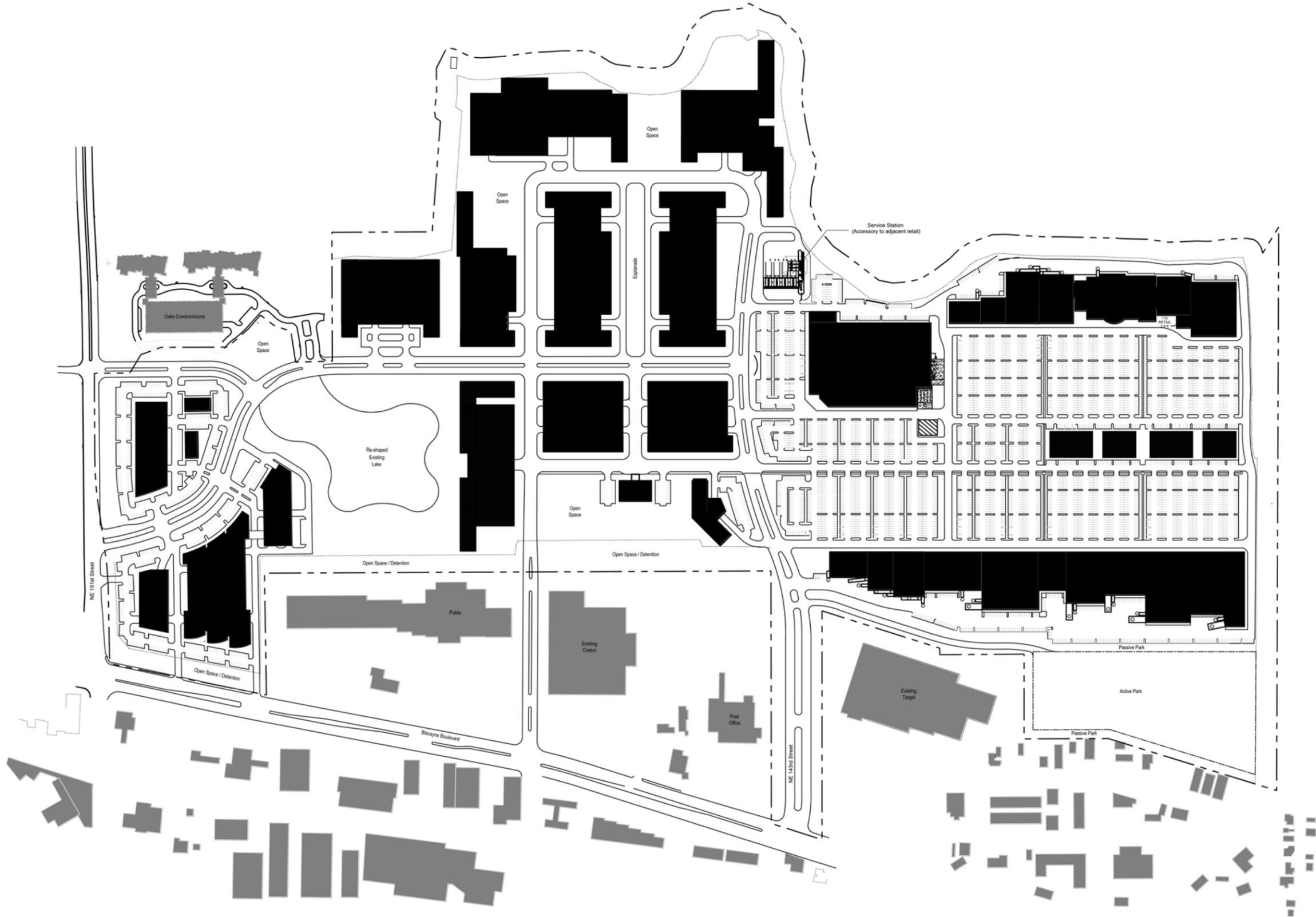




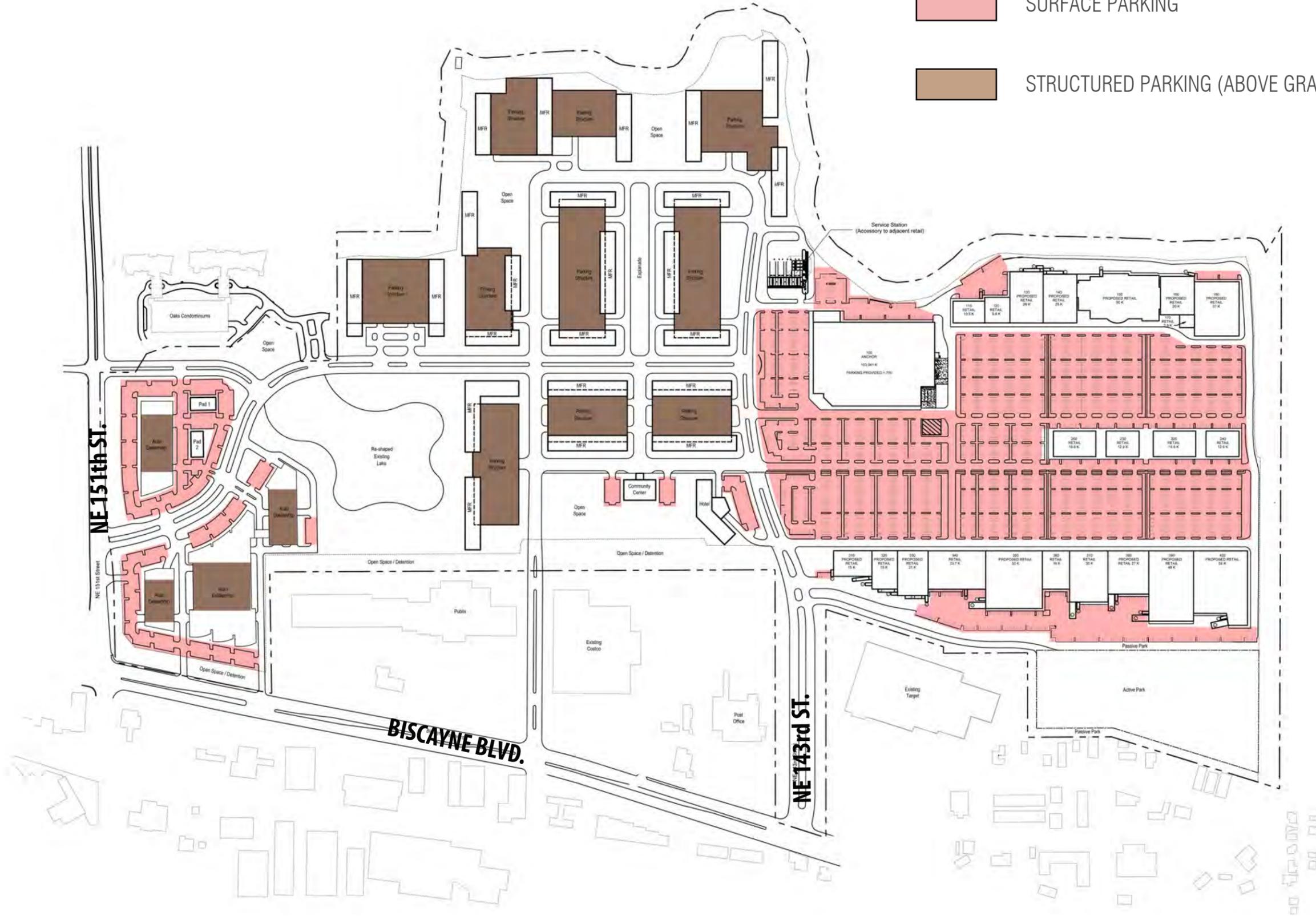


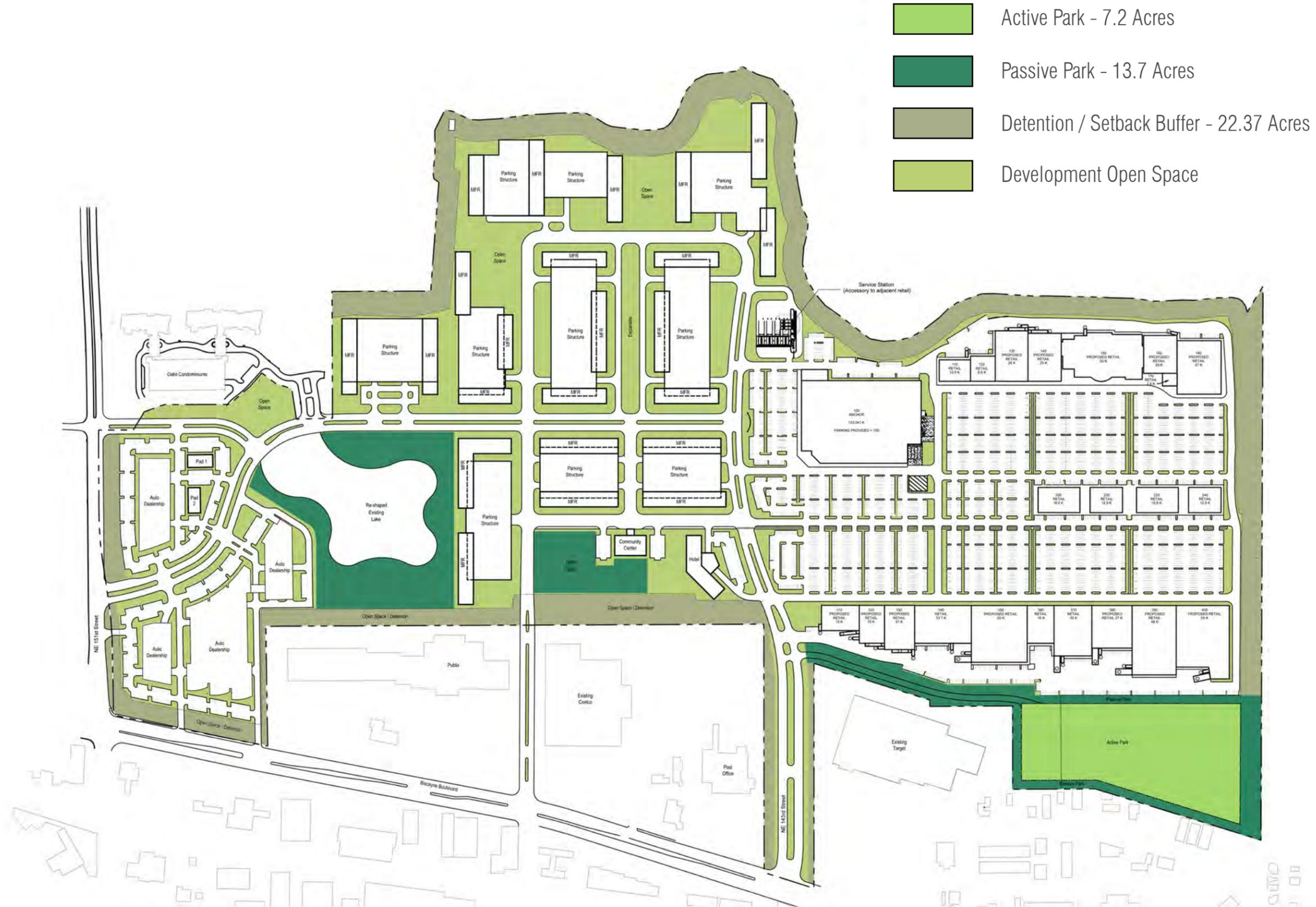






-  SURFACE PARKING
-  STRUCTURED PARKING (ABOVE GRADE)







Development Phasing	Parcel Designation	Catergory	Parcel Area	Total Area by Phase (Acres)	
Phase 1:Spine Road	-	Site Primary Access Road (4,695 Linear Feet)	-	-	
Phase 2: Commercial	C1	Commercial / Retail	61.21	83.48	
	CP1	Passive / Community Park	3.46		
	AP1	Active Park	7.20		
	-	Detention / Road ROW / Development Open Space	11.61		
Phase 3: Auto Mall	D1	Auto Mall / Dealership	2.78	20.97	
	D2		2.26		
	D3		6.54		
	C2	Commercial / Retail	1.03		
	C3		0.86		
	-	Detention / Road ROW / Development Open Space	7.50		
Phase 4: Residential	R1	Multi-Family Residential	5.13	79.55	
	R2		5.45		
	R3		3.61		
	R4		2.62		
	R5		4.36		
	R6		4.66		
	R7		4.04		
	R8		2.24		
	R9		2.29		
	R10		0.78		
	R11	Hospitality	1.56		
	CP2	Passive / Community Park	2.23		
	CP3		1.11		
	CP4		1.35		
	CP5		0.82		
	CP6		1.39		
	CP7		0.56		
	CP8		3.51		
	-		Dention / Open Space		10.02
	-	Re-shaped Existing Lake	4.89		
-	Road ROW / Development Open Space	16.93			
			Acres	Residential Units	DU/AC
<b>Total</b>			<b>184.00</b>	<b>4,390</b>	<b>23.86</b>

LEGEND

- Ⓒ COMMERCIAL / RETAIL
- Ⓓ AUTO MALL / DEALERSHIPS
- Ⓗ HOTEL
- ① - ⑩ RESIDENTIAL
- ⒸⒸ COMMUNITY CENTER



Block Designation	ID (FL)	Residential Components			Hotel / Community Center			TOTAL UNITS
		Multifamily Residential (Shown Average Unit Size of 1200 sf.)						
Residential		Number of Units	Total Residential BUA (in sf)	Parking Spaces	Number of Units	Footprint Area (in sf)	Parking Spaces	
Block 1	1 - A (25)	221	360,000	442				
	1 - B (25)	276	450,000	552				
	1 - C (25)	242	394,700	484				
Block 2	2 - A (25)	255	416,550	511				
	2 - B (25)	276	450,000	552				
	2 - C (25)	248	405,000	497				
Block 3	3 - A (25)	276	450,000	552				
	3 - B (25)	276	450,000	552				
Block 4	4 - A (25)	230	375,000	460				
	4 - B (18)	138	232,200	275				
	4 - C (18)	134	226,800	269				
Block 5	5 - A (18)	163	275,400	326				
	5 - B (14)	154	269,122	308				
	5 - C (14)	122	214,200	245				
Block 6	6 - A (18)	163	275,400	326				
	6 - B (14)	154	269,122	308				
	6 - C (14)	122	214,200	245				
Block 7	7 - A (14)	204	357,826	409				
	7 - B (12)	113	204,000	227				
Block 8	8 - A (14)	149	260,484	298				
	8 - B (12)	124	223,272	248				
Block 9	9 - A (14)	149	260,484	298				
	9 - B (12)	124	223,272	248				
Block CC					10,000	29		
Hotel								
Block H					75	17,090	90	
<b>SUBTOTAL</b>		<b>4315</b>		<b>8630</b>	<b>75</b>		<b>119</b>	<b>4390</b>

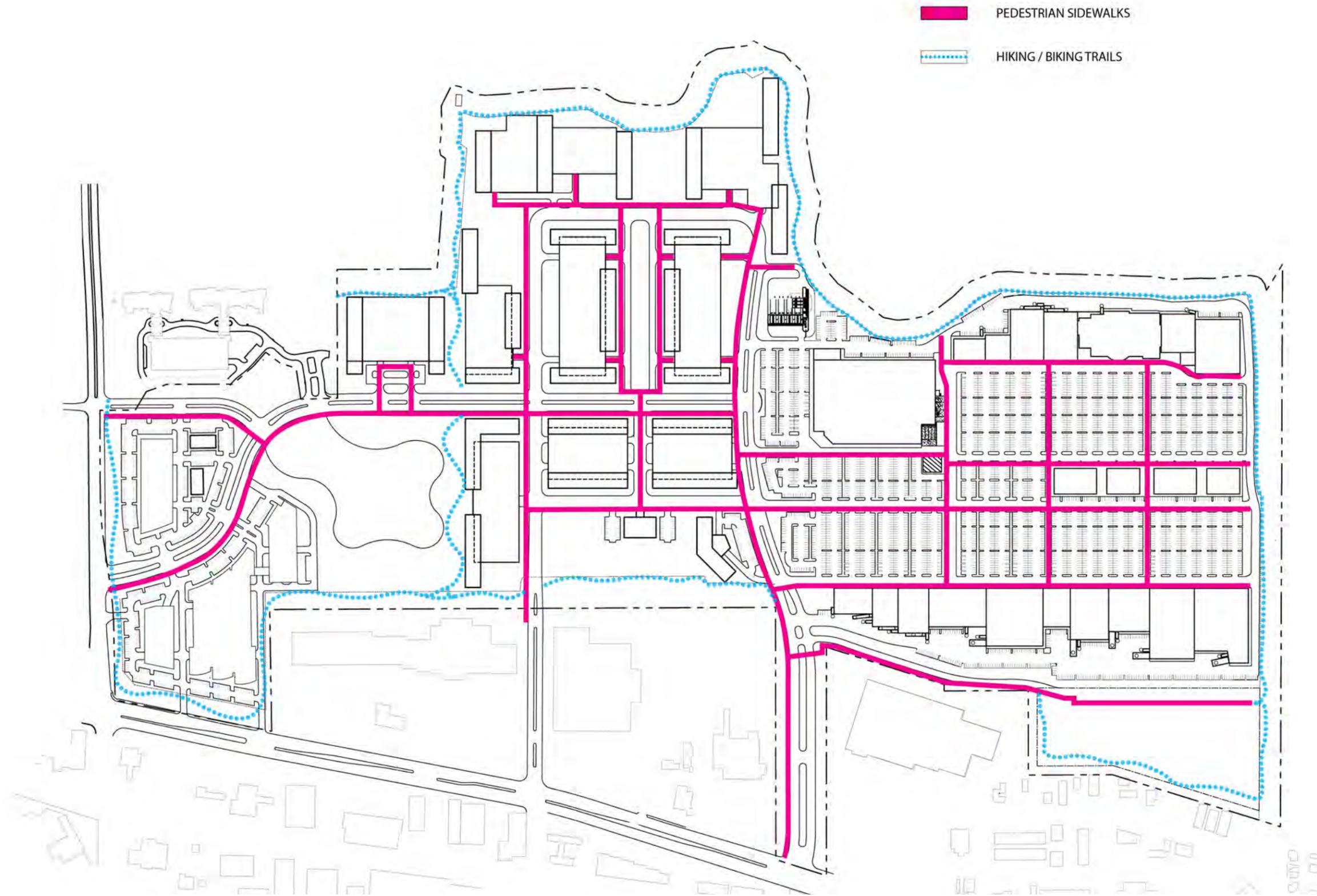
Block Designation	ID	Retail/Commercial Components	
		Footprint Area(in sf)	Parking Spaces
Block C (RETAIL)	C - 100	153,041	700
	C - 110	10,500	30
	C - 120	9,800	28
	C - 130	26,000	74
	C - 140	25,000	71
	C - 150	50,000	143
	C - 160	20,000	57
	C - 170	2,900	8
	C - 180	37,000	106
	C - 200	16,600	47
	C - 220	16,600	47
	C - 230	12,900	37
	C - 240	12,900	37
	C - 310	15,000	43
	C - 320	15,000	43
	C - 330	21,000	60
	C - 340	33,700	96
	C - 350	50,000	143
	C - 360	16,000	46
	C - 370	30,000	86
C - 380	27,000	77	
C - 390	48,000	137	
C - 400	55,000	157	

Block Designation	ID	Commercial Retail / Auto Mall		
		Footprint Area(in sf)	Total BUA (in sf.)	Parking Spaces
Block C-P1	C - P1	5,000		66
Block C-P2	C - P2	4,880		66
Block D (AUTO DEALERSHIP)	D - 900	43,500	143,500	100,000
	D - 920	26,500	106,500	80,000
	D - 940	100,200	417,193	316,993
	D - 940A	32,560	135,567	103,007

**Biscayne Landing  
Phasing Areas**

25 Feb, 2013

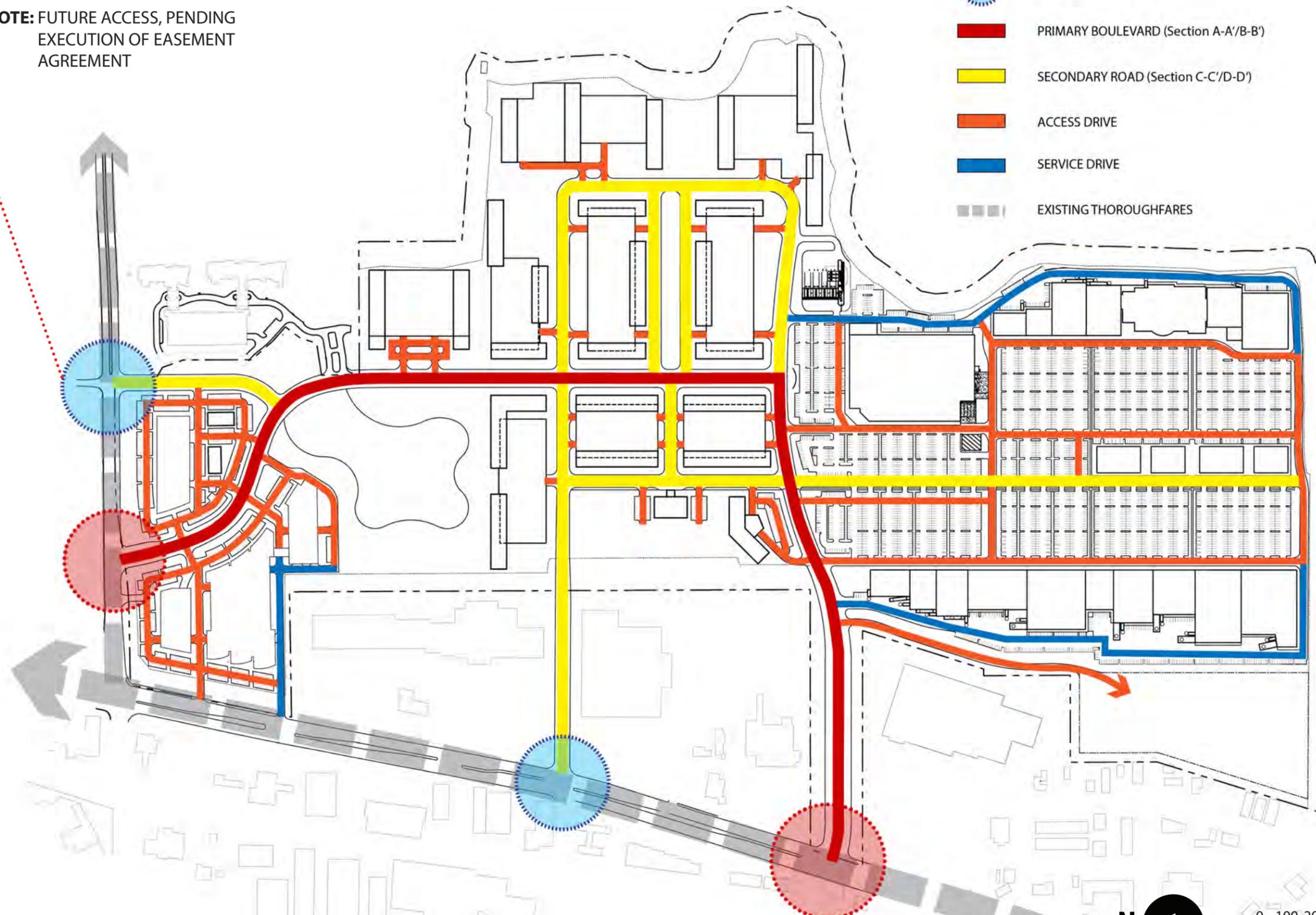
Description	RAC Approved Areas	Current RAC Consumption	Phase 1	Phase 2	Phase 3	Phase 4	Total	Unused	Comments
<b>Land Uses</b>									
Residential Units (Remaining)	5,000	610				4,315	4,315	0	
Hotel Rooms						75	75		50% of 150 rooms used for density calculation equals 75 units
Industrial (SF)	1,500,000	1,377,756					1,377,756	122,244	All floors above ground level for Auto Dealerships
Office (SF)	1,050,000							1,050,000	None Proposed
Commercial (SF)	1,500,000	44,316		750,000	212,640		962,640	537,360	Phase 2 = 9,880 SF restaurant parcels / 202,760 SF first floor auto dealers
<b>Total Proposed Commercial / Industrial Area (SF)</b>				750,000	212,640		962,640		
<b>Total Proposed Residential Units</b>						4,390	4,390		
Primary site access (Linear Footage)			4,695						
Implementation Phasing: Years			2013	2014	2015	2016			Phase 1 includes primary spine road only
				2018	2019	2025			



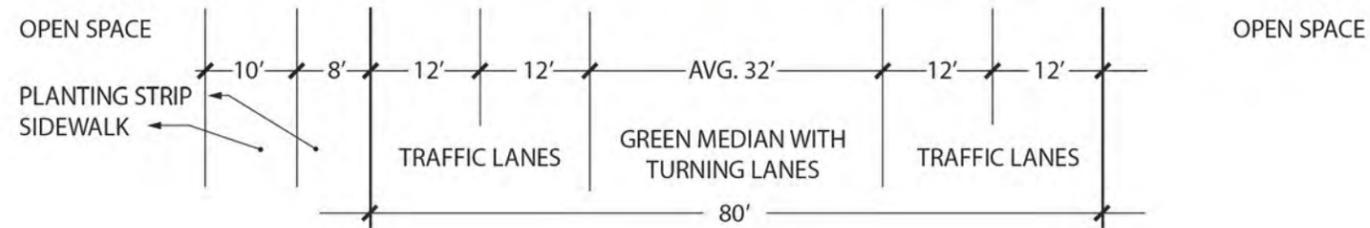
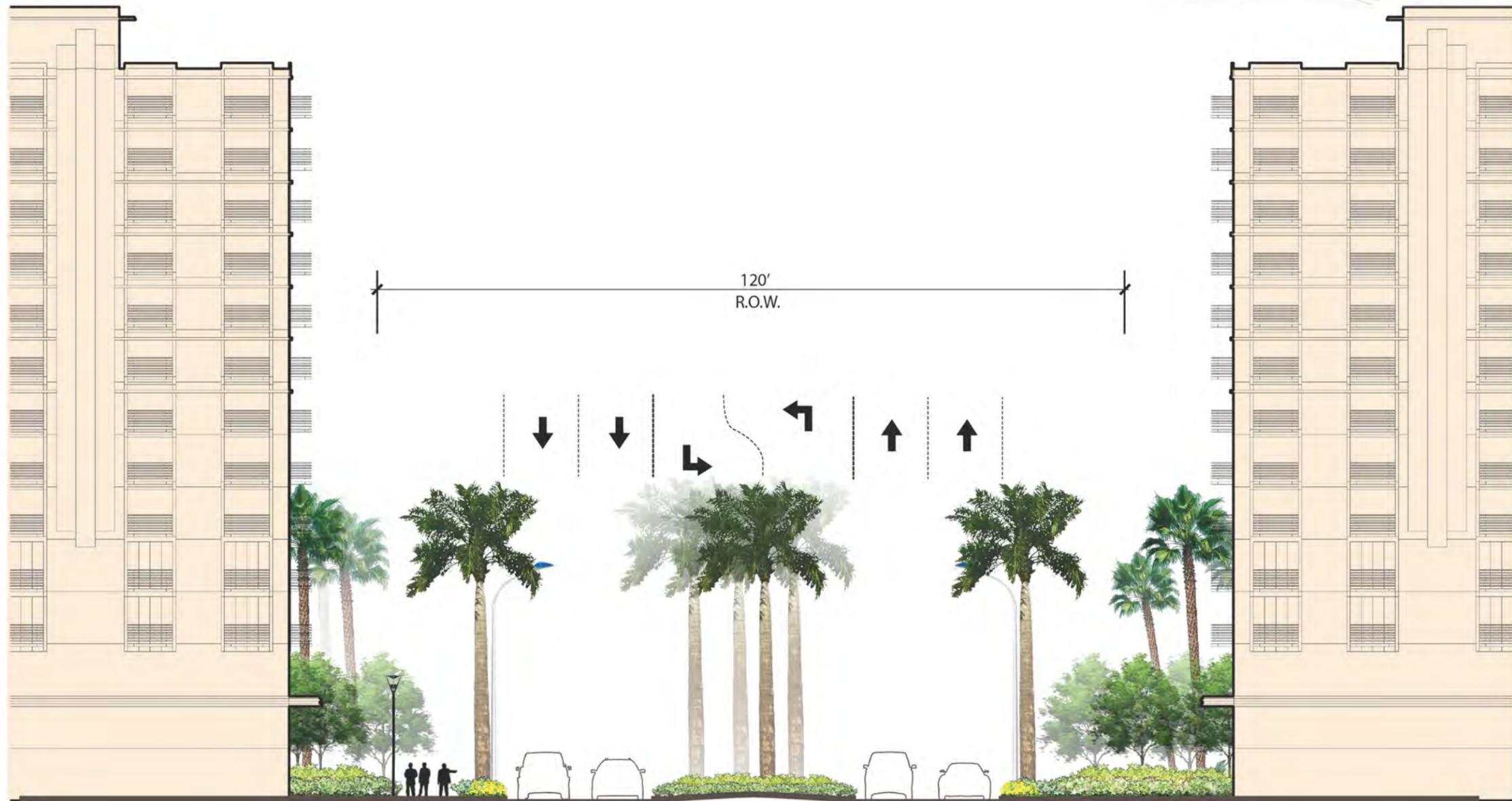
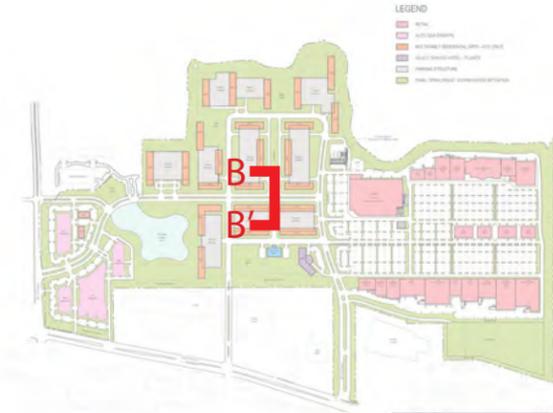
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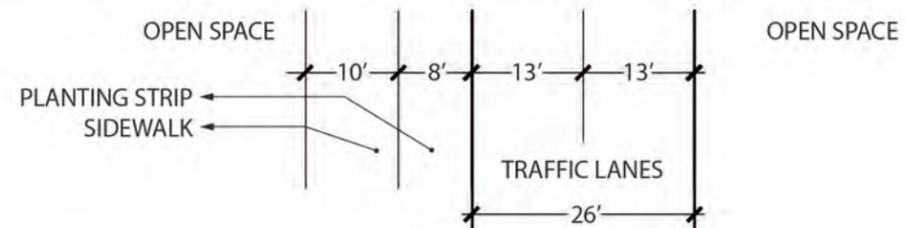
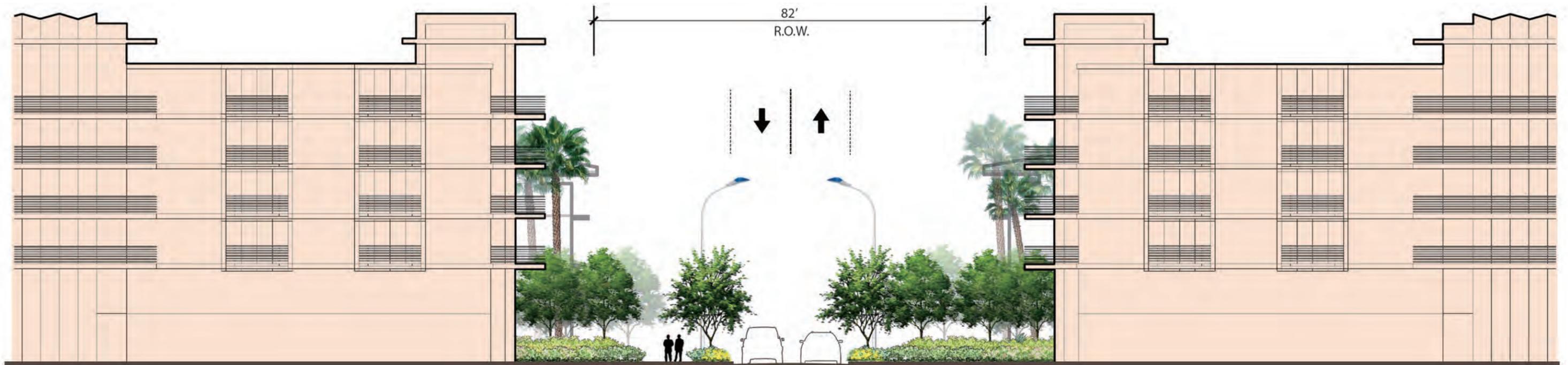
- PRIMARY SITE ACCESS
- SECONDARY SITE ACCESS
- PRIMARY BOULEVARD (Section A-A'/B-B')
- SECONDARY ROAD (Section C-C'/D-D')
- ACCESS DRIVE
- SERVICE DRIVE
- EXISTING THOROUGHFARES

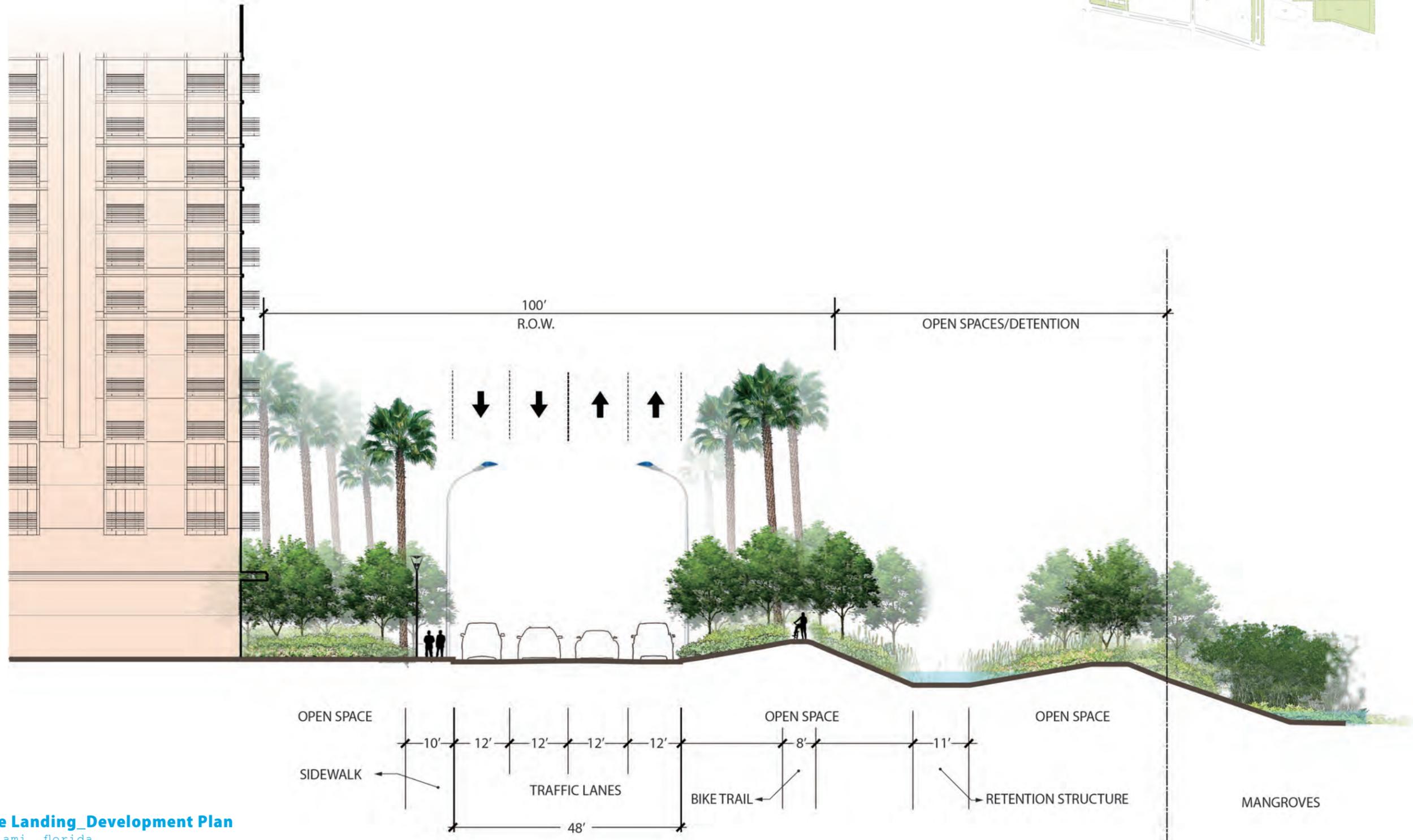
NOTE: FUTURE ACCESS, PENDING EXECUTION OF EASEMENT AGREEMENT

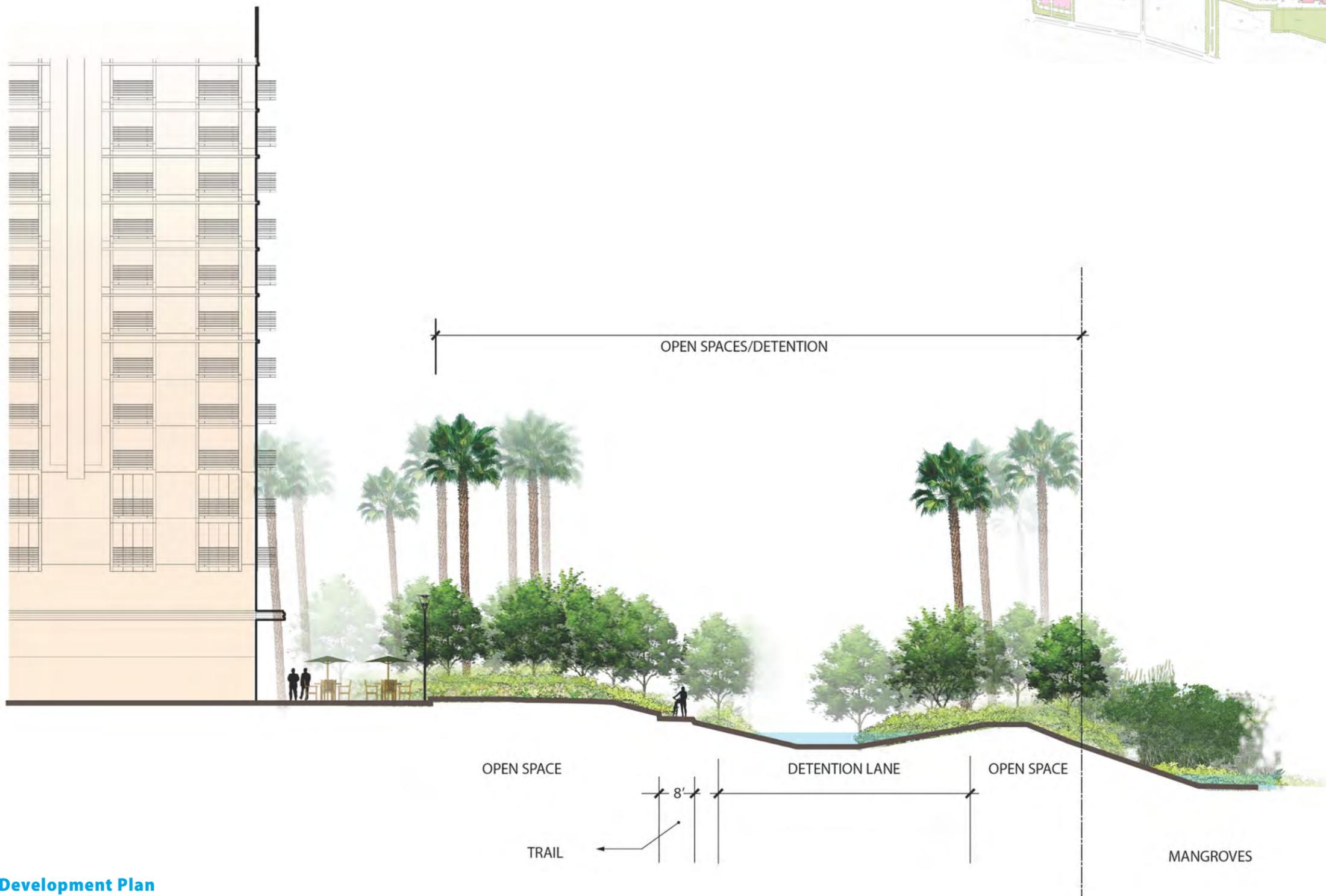




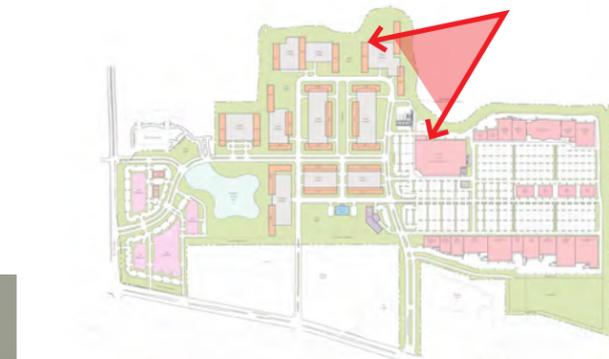








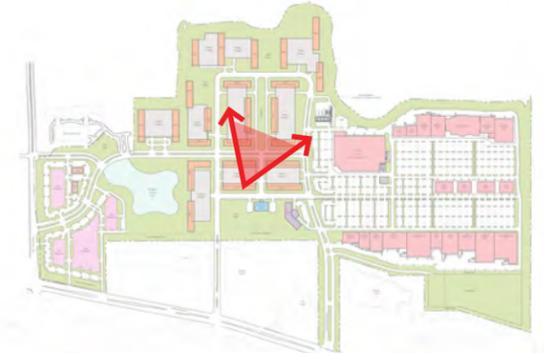












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