

ATTACHMENT A
Application Package
Part IV

February 19, 2025

Mr. Raphael Schwartz
Senior Vice President
Development and Construction
KUSHNER
188 Bal Bay Drive
Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Parking Needs Study

Dear Rafi:

Per the City's request, Traf Tech Engineering, Inc. has determined the parking needs associated with the proposed 470-unit Hollywood Oaks residential development planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood in Broward County, Florida. As shown in the site plan contained in Attachment A, the project consists of the following mix of residential units and amenities:

470 residential units

- 80 studios
 - 132 one-bedroom units
 - 122 one-bedroom units with den
 - 52 two-bedroom units
 - 76 two-bedroom units with den
 - 8 three-bedroom units
- 470 units total (614 bedrooms)

812 parking spaces

- 785 parking spaces in the parking garage
- 27 surface parking spaces

Additionally, the project includes a clubhouse, an existing historic building and a community building (4,071 square-foot synagogue).

Parking Needs Based on City of Hollywood Code

According to the City of Hollywood Land Development Regulations, the following parking requirements apply to the Hollywood Oaks project:

Parking Requirements

- | | |
|--|----------------------------|
| o 470 residential units x 1.5 spaces per unit | = 705 parking spaces |
| o Residential guests (1/5 units) | = 94 parking spaces |
| o Synagogue (1/60 sf of floor area + 1/4seats) | = <u>69 parking spaces</u> |
| | = 868 parking spaces |

Parking Provided

- o 812 parking spaces

It is important to note that the synagogue is for Orthodox Jews and therefore, very little to no automobile traffic is expected. Additionally, many members of the synagogue will live in the residential building located within the same complex. Hence, only residents + guests will require parking spaces, or 799 parking spaces. **Therefore, parking is expected to be adequate for this development based on City Code by recognizing the low vehicular use of the Synagogue.**

Parking Needs Based on Traffic Engineering and Planning Industry Standards

The parking needs for this development using parking rates published by the Institute of Transportation Engineers (ITE) in their Parking Generation Manual (6th Edition) and by the Urban Land Institute in their Shared Parking (Third Edition) were developed.

Based on ITE's Parking Generation Manual (6th Edition), mid-rise multi-family developments (ITE's LUC 221) has the following conservative requirement¹ to determine the amount of parking spaces required for this type of residential development:

Parking Needs = 1.00 (X), where X = number of bedrooms

Using the above formula, the 614 bedrooms require 614 parking spaces. Adding the 94 parking stalls for guests + 69 parking spaces for the Synagogue (ultra conservative), the total parking needs are = 777 parking spaces. Since 812 parking stalls are proposed, **parking is projected to be adequate for the Hollywood Oaks development based on ITE.**

¹ Refer to Attachment B (used highest parking needs of 1.0 per bedroom)

Based on ULI's Shared Parking (Third Edition), residential developments with a mix of bedroom sizes have the following requirements to determine the number of parking spaces:

Parking Needs	0.85 x 80 studios	= 68 parking spaces
	0.9 x 254 one-bedroom units	= 229 parking spaces
	1.65 x 128 two-bedroom units	= 212 parking spaces
	2.5 x 8 three-bedroom units	= <u>20 parking spaces</u>
		= 529 parking spaces

Using the above formula, the 470 residential units require 529 parking spaces. Adding the 94 parking stalls for guests + 69 parking spaces for the Synagogue (ultra conservative), the total parking needs are = 692 parking spaces (529 + 94 + 69). Since 812 parking stalls are proposed, **parking is projected to be adequate for the Hollywood Oaks development based on ULI.**

Shared Parking Analysis

Shared parking principles were applied to Hollywood Oaks residential development. Shared parking is defined as parking spaces that are shared between different land uses, especially when the land uses have parking peaks that occur at different times of the day. Using the percent parking distribution (shared parking principles), by time of day, as published in the Urban Land Institute's (ULI) *Shared Parking* document, the maximum number of shared parking spaces required to serve the residential use (residents and guests) were determined.

Additional parking reductions to account for internal trips, and trips occurring via non-automobile modes of transportation (e.g. multimodal trips such as transit, walking and bicycle trips) were not considered for a conservative analysis.

Table 1 presents the results of the shared parking analysis using City of Hollywood parking requirements and ULI's time of day usage for residents and guests. For the Synagogue, the following assumptions were used based on parking analysis conducted by Traf Tech Engineering, Inc.

- o Friday Evening Service (6:00 PM to 10:00 PM at 100% parking usage). All other times assumed 50% parking usage (conservative approach).
- o Saturday morning Service (9:00 AM to 1:00 PM at 100 parking usage). All other times assumed 50% parking usage (conservative approach).

As indicated in Table 1, the Hollywood Oaks residential development requires 798 parking spaces on weekdays and 787 parking stalls on weekends. **Hence, a parking surplus of 14 parking spaces will be available using very conservative assumptions based on the shared parking analysis.**

Summary

In summary, the proposed 470-unit residential development and synagogue with 812 parking spaces provide sufficient parking spaces to accommodate the peak parking demand of the Hollywood Oaks development.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 1 Hollywood Oaks (Weekday) Shared Parking Analysis (Using CityParking Requirements and ULI Shared Parking by Time of Day)									
Hour of Day	Spaces = 705		Spaces = 94		Spaces = 69		Spaces = 0		868
	Residential (Residents)	Utilization	Residential (Guests)	Utilization	Synagogue (Attendee)	Utilization	Synagogue (Other)	Utilization	Total
6:00 AM	95%	670	0%	0	50%	35	0%	0	704
7:00 AM	85%	599	10%	9	50%	35	0%	0	643
8:00 AM	75%	529	20%	19	50%	35	0%	0	582
9:00 AM	65%	458	20%	19	50%	35	0%	0	512
10:00 AM	60%	423	20%	19	50%	35	0%	0	476
11:00 AM	55%	388	20%	19	50%	35	0%	0	441
12:00 PM	50%	353	20%	19	50%	35	0%	0	406
1:00 PM	50%	353	20%	19	50%	35	0%	0	406
2:00 PM	50%	353	20%	19	50%	35	0%	0	406
3:00 PM	55%	388	20%	19	50%	35	0%	0	441
4:00 PM	60%	423	20%	19	50%	35	0%	0	476
5:00 PM	65%	458	40%	38	50%	35	0%	0	530
6:00 PM	70%	494	60%	56	100%	69	0%	0	619
7:00 PM	75%	529	100%	94	100%	69	0%	0	692
8:00 PM	80%	564	100%	94	100%	69	0%	0	727
9:00 PM	85%	599	100%	94	100%	69	0%	0	762
10:00 PM	95%	670	100%	94	50%	35	0%	0	798
11:00 PM	97%	684	80%	75	50%	35	0%	0	794
12:00 AM	100%	705	50%	47	50%	35	0%	0	787

Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				Max Parking =	798
				Available Parking =	812
				Surplus Parking =	14
Land Use	Size	Pkg Rate	Total Parking Spaces		
Residential	470 units		799 Spaces		
- Tenant	470 units	1.50 /unit	705 Spaces		
- Guest	470 units	1.00 /5 units	94 Spaces		
Synagogue			69 Spaces		
Total			868.00 Spaces		

TABLE 2 Hollywood Oaks (Saturday) Shared Parking Analysis (Using CityParking Requirements and ULI Shared Parking by Time of Day)									
Hour of Day	Spaces = 705		Spaces = 94		Spaces = 69		Spaces = 0		868
	Residential (Residents)	Utilization	Residential (Guests)	Utilization	Synagogue (Attendee)	Utilization	Synagogue (Other)	Utilization	Total
6:00 AM	90%	635	0%	0	50%	35	0%	0	669
7:00 AM	85%	599	20%	19	50%	35	0%	0	653
8:00 AM	80%	564	20%	19	50%	35	0%	0	617
9:00 AM	75%	529	20%	19	100%	69	0%	0	617
10:00 AM	70%	494	20%	19	100%	69	0%	0	581
11:00 AM	69%	486	20%	19	100%	69	0%	0	574
12:00 PM	68%	479	20%	19	100%	69	0%	0	567
1:00 PM	67%	472	20%	19	50%	35	0%	0	526
2:00 PM	66%	465	20%	19	50%	35	0%	0	519
3:00 PM	55%	388	20%	19	50%	35	0%	0	441
4:00 PM	60%	423	20%	19	50%	35	0%	0	476
5:00 PM	55%	388	40%	38	50%	35	0%	0	460
6:00 PM	50%	353	60%	56	50%	35	0%	0	443
7:00 PM	55%	388	100%	94	50%	35	0%	0	516
8:00 PM	65%	458	100%	94	50%	35	0%	0	587
9:00 PM	75%	529	100%	94	50%	35	0%	0	657
10:00 PM	85%	599	100%	94	50%	35	0%	0	728
11:00 PM	90%	635	80%	75	50%	35	0%	0	744
12:00 AM	100%	705	50%	47	50%	35	0%	0	787

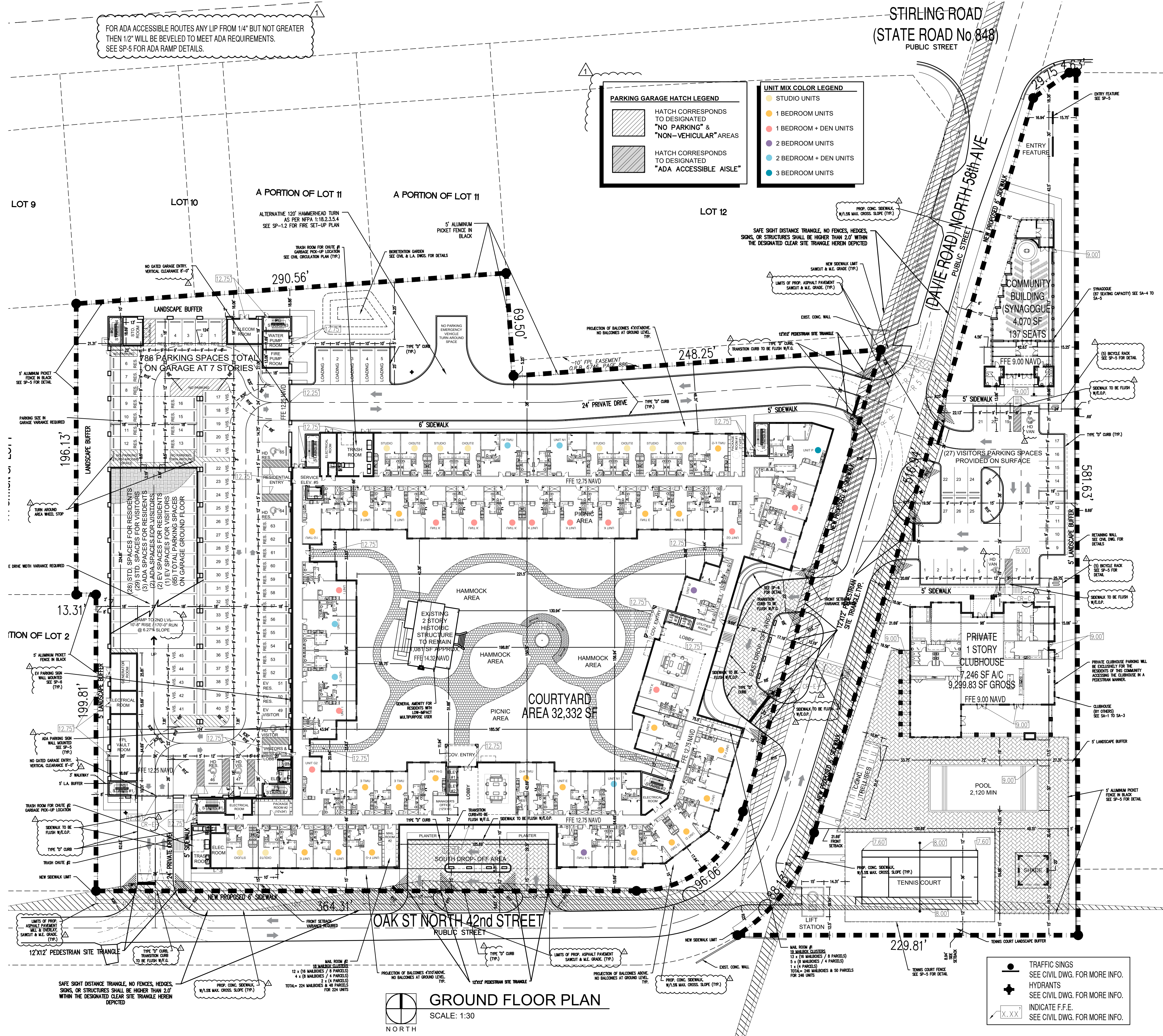
Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				Max Parking =	787
				Available Parking =	812
				Surplus Parking =	26
Land Use	Size	Pkg Rate	Total Parking Spaces		
Residential	470 units		799 Spaces		
- Tenant	470 units	1.50 /unit	705 Spaces		
- Guest	470 units	1.00 /5 units	94 Spaces		
Synagogue			69 Spaces		
Total			868.00 Spaces		

ATTACHMENT A

**Site Plan for
Hollywood Oaks - By Kushner**

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FOR FIRE SET-UP PLAN SEE FP-1
FOR LIFE SAFETY PLAN SEE LS-1 TO LS-5
FOR PERVIOUS/ IMPERVIOUS DIAGRAM SEE SP-1.2
FOR SITE PLAN NOTES SEE SP-2
FOR UNIT BREAKDOWN TABLE SEE SP-3
FOR SITE PLAN DETAILS SEE SP-5 & SP-6

SITE DATA		
ZONING: PDD - PLANNED DEVELOPMENT DISTRICT	SF	ACRES
GROSS AREA	249,853.00	5.74
NET AREA	249,853.00	5.74
DENSITY PROVIDED	# OF UNITS	DUA (GROSS)
8 STORIES BLDG	470	81.94
MINIMUM UNIT SIZE	650 SF REQUIRED	540 SF PROVIDED
UNIT BREAKDOWN	TOTAL	
STUDIO	80	
1 BEDROOM	132	
1 BEDROOM + DEN	122	
2 BEDROOM	52	
2 BEDROOM + DEN	76	
3-BEDROOM	8	
TOTAL UNITS PROVIDED	470	
PARKING BREAKDOWN	ALLOWED/REQUIRED (BY REQUEST)	PROVIDED (NO REQUEST)
RESIDENTIAL PARKING 1.5 PER UNIT (470 UNITS)	705	718
SYNAGOGUE - PLACE OF WORSHIP (1 PER 80 SF OF FLOOR AREA AVAILABLE FOR SEATING AND 1 PER 4 FIXED SEATS)	69	0
TOTAL	868	812
TOTAL MISSING SPACES	56	
SPACES PROVIDED ON GARAGE	785	
SPACES PROVIDED ON SURFACE	27	
HANDICAP SPACES (2%)	17	19
HANDICAP VAN SPACES	2	2
E.V.S.E. SPACES (2%)	17	17
LOADING ZONES	5	5
BICYCLE RACK (5% OF PARKING SPACES)	41	52
AREA CALCULATIONS	SF	%
RESIDENTIAL BLDG. FOOTPRINT	56,838.89	
GARAGE BLDG. FOOTPRINT	39,734.86	
CLUBHOUSE FOOTPRINT	9,299.83	
COMMUNITY BLDG. (SYNAGOGUE)	4,070.51	
EXISTING HISTORIC BLDG FOOTPRINT	1,081.00	
TOTAL BUILDING FOOTPRINTS	111,025.09	44.44%
STREETS & PAVED AREAS	29,607.75	11.85%
PEDESTRIAN SIDEWALKS	15,804.23	6.33%
COURTYARD	32,332.58	12.94%
POOL & POOL DECK	13,120.44	5.25%
TENNIS COURT	6,037.25	2.42%
LIFT STATION	299.02	0.12%
UNENCUMBERED GREEN OPEN SPACE	41,626.64	16.68%
TOTAL	249,853.00	100.00%
LOT COVERAGE	ALLOWED/REQUIRED	PROVIDED
MAX LOT COVERAGE SF	BY CITY COMMISSION	111,025.09
MAX LOT COVERAGE %	BY CITY COMMISSION	44.4%
OPEN SPACE (LANDSCAPED OPEN SPACE AT GRADE / COURTYARD / POOL DECK & TENNIS COURT)	ALLOWED/REQUIRED	PROVIDED
MINIMUM OPEN SPACE SF	BY CITY COMMISSION	93,116.91 SF
MINIMUM OPEN SPACE %	BY CITY COMMISSION	37.3%
PERVIOUS / IMPERVIOUS AREA	ALLOWED/REQUIRED	PROVIDED
PERVIOUS AREA SF	BY CITY COMMISSION	67,469.15
PERVIOUS AREA %	BY CITY COMMISSION	27.00%
IMPERVIOUS AREA SF	BY CITY COMMISSION	182,383.85
IMPERVIOUS AREA %	BY CITY COMMISSION	73.00%
SETBACKS	ALLOWED/REQUIRED	PROVIDED
INTERNAL STREETS	25'-0"	15'-0"
EXTERNAL STREETS	25'-0"	15'-0"
MIN. DISTANCE BETWEEN BLDGS	NOT REQUIRED	N/A
MAX BUILDING HEIGHT	ALLOWED	PROVIDED
RESIDENTIAL BLDG (TOP OF ROOF SLAB)	NOT REQUIRED	84'-10"
CLUBHOUSE (TOP OF PARAPET)	NOT REQUIRED	26'-8"
COMMUNITY BLDG SYNAGOGUE (TOP OF PARAPET)	NOT REQUIRED	24'-0"
EXISTING HISTORIC STRUCTURE (TOP OF ROOF SLAB)	EXISTING	EXISTING
NOTE: THE MAXIMUM FOOT - CANDLE LEVEL AT ALL PROPERTY LINES (MAXIMUM 0.5 IF ADJACENT TO RESIDENTIAL)		
SAFE SIGHT DISTANCE TRIANGLE DIAGRAMS		
RIGHT PEDESTRIAN TRIANGLE AS PER SEC. 155.12 (4) OF THE CITY OF HOLLYWOOD CODE OF ORDINANCE AND LANDSCAPE MANUAL		

PASQUAL PEREZ KILIDDJIAN STARR

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REVISIONS:

1 TAC - REV. 1 - 2024.01.20

OWNER:

KUSHNER

188 BAL BAY DRIVE

BAL HARBOUR, FL 33154

HOLLYWOOD OAKS

BY KUSHNER

4220 & 4231 N 58TH AVE.

HOLLYWOOD, FLORIDA

SEAL:

SITE PLAN

GROUND FLOOR

DATE: 2024-01-20

SCALE: AS SHOWN

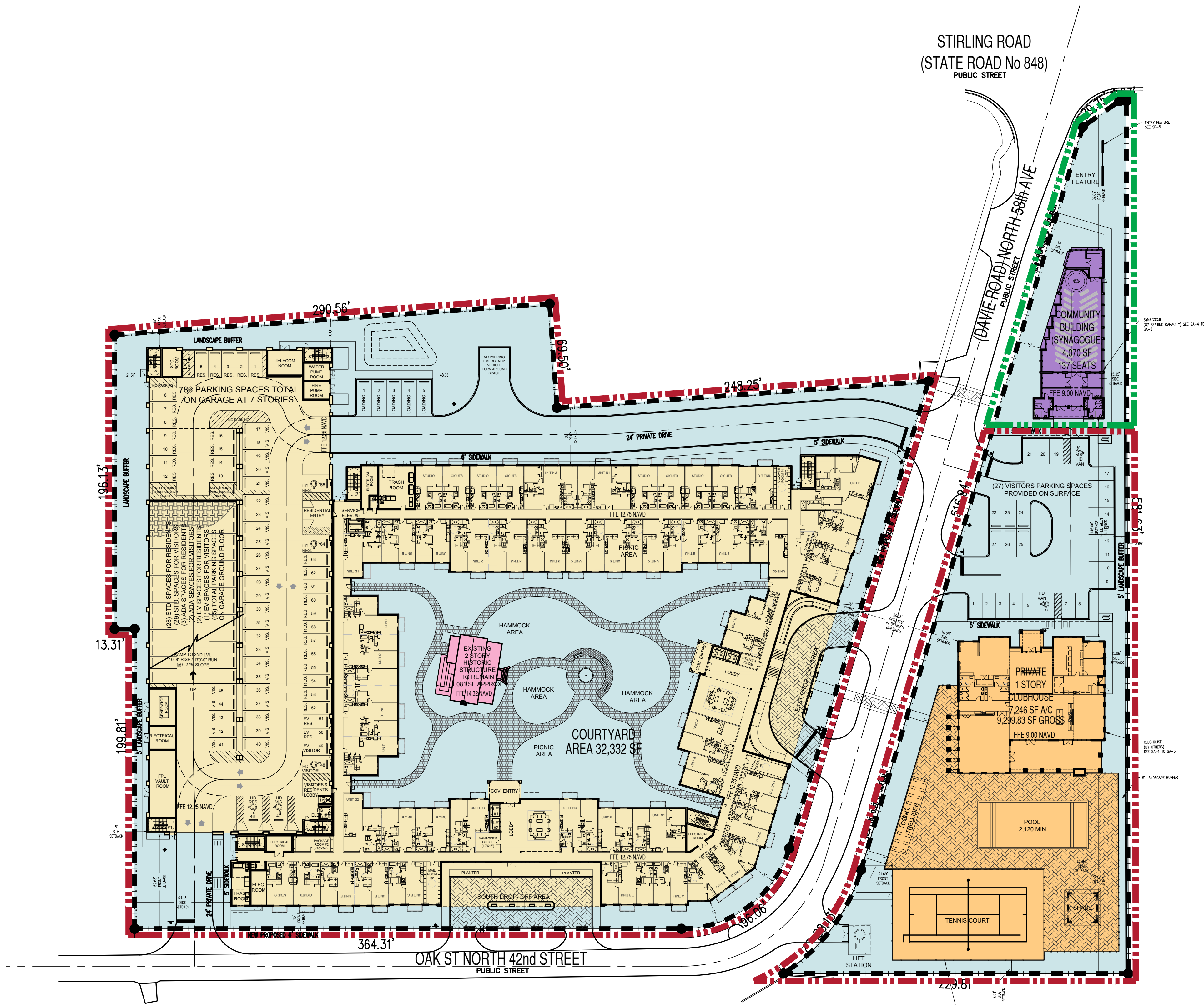
DRAWN: SJ

CHECK BY: MP / PK

JOB NO.: 24-26

SP-1.1

SHEET NO.:



MASTER SITE PLAN

SCALE: 1:40

PHASING PLAN LEGEND

- PHASE 1
- PHASE 2

NOTE: PHASING DOESN'T REPRESENT CONSTRUCTION SEQUENCE.

LAND USE PLAN LEGEND

- OPEN SPACE
- RESIDENTIAL USE
- RESIDENTIAL USE RECREATIONAL AREA
- COMMUNITY FACILITY
- HISTORY STRUCTURE

PERMITTED USES:

AS PER SEC. 4.15 PD PLANNED DEVELOPMENT DISTRICT (D.)

- ALL RESIDENTIAL USES PERMITTED BY THE CITY OF HOLLYWOOD COMPREHENSIVE PLAN.
- BUSINESS USES LOCATED IN A PLANNED DEVELOPMENT WHICH IS INTENDED TO BE PREDOMINANTLY RESIDENTIAL OR INTENDED TO MEET THE NEIGHBORHOOD SHOPPING AND SERVICE NEEDS OF THE PLANNED DEVELOPMENT AND NOT THE GENERAL NEEDS OF THE SURROUNDING AREA.
- BUSINESS USES IN A PLANNED DEVELOPMENT WHICH IS INTENDED TO BE PREDOMINANTLY COMMERCIAL, OFFICE OR RESORT TO INCLUDE ALL COMMERCIAL USES CONSISTENT WITH MEDIUM HIGH-HIGH RESIDENTIAL, GENERAL BUSINESS AND OFFICE CATEGORIES OF THE CITY OF HOLLYWOOD COMPREHENSIVE PLAN.
- RESORT USES IN A PLANNED DEVELOPMENT MAY INCLUDE ENTERTAINMENT AND RECREATIONAL USES PERMITTED IN THE CENTRAL BEACH AND RECREATIONAL DISTRICTS AS WELL AS THOSE USES PERMITTED BY THE CITY OF HOLLYWOOD COMPREHENSIVE PLAN.
- USES AND STRUCTURES WHICH ARE CUSTOMARILY ACCESSORY AND CLEARLY INCIDENTAL TO PRINCIPAL USES AND STRUCTURES MAY BE PERMITTED.

PROHIBITED USES:

- ANY USE NOT DESCRIBED IN SEC. 4.15 PD PLANNED DEVELOPMENT DISTRICT OF THE CITY OF HOLLYWOOD PLAN DEVELOPMENT CODE.

DESIGN REGULATIONS:

AS PER SEC. 4.15 PD PLANNED DEVELOPMENT DISTRICT (E.)

- MINIMUM SIZE OF PLANNED DEVELOPMENT:**
REQUIRED = 10.0 ACRES OF LAND UNDER UNIFIED CONTROL; EXCEPT WITHIN THE DOWNTOWN DISTRICT OF THE COMMUNITY REDEVELOPMENT AGENCY WHERE PLANNED DEVELOPMENTS SHALL CONTAIN A MINIMUM OF TWO ACRES OF LAND UNDER UNIFIED CONTROL. THIS MINIMUM MAY BE WAIVED BY THE CITY COMMISSION UPON THE RECOMMENDATION OF THE PLANNING AND DEVELOPMENT BOARD.
PROVIDED = 5.74 ACRES
- MAXIMUM DENSITY:**
THE TOTAL NUMBER OF DWELLING UNITS PERMITTED IN A PLANNED DEVELOPMENT SHALL NOT EXCEED THE TOTAL NUMBER OF UNITS PERMITTED BY THE CITY OF HOLLYWOOD COMPREHENSIVE PLAN.
PROVIDED = 470 UNITS (81.94 DUA)
- MINIMUM LOT SIZE**
- NO MIN. LOT SIZE SHALL BE REQUIRED WITHIN A PLANNED DEVELOPMENT.**
- DISTANCE BETWEEN STRUCTURES:**
NO MINIMUM DISTANCE REQUIRED, EXCEPT AS REQUIRED BY THE FLORIDA BUILDING CODE.
PROVIDED = NOT APPLICABLE
- SETBACKS**
INTERNAL STREETS = 25' REQUIRED
= 15' PROVIDED (VARIANCE REQUESTED)
EXTERNAL STREETS = 25' REQUIRED
= 15' PROVIDED (VARIANCE REQUESTED)
OTHER SETBACKS PROVIDED:
MIN. SETBACK FROM PARKING GARAGE TO PL. = 8'
MIN. SETBACK FROM SURFACE PARKING TO PL. = 8.69'
MIN. SETBACK FROM TENNIS COURT TO PL. = 8.84'
- MAXIMUM HEIGHT OF STRUCTURES:**
NO MAXIMUM HEIGHT OF STRUCTURES REQUIRED
PROVIDED = 8 STORIES RESIDENTIAL BUILDING AT 84'-10" TO TOP OF ROOF SLAB = CLUBHOUSE (1 STORY) AT 24'-6" = SYNAGOGUE (1 STORY) AT 24'-0"
- TOTAL SITE COVERAGE:**
BY CITY COMMISSION UPON RECOMMENDATION OF THE PLANNING AND DEVELOPMENT BOARD.
PROVIDED = 111,025.09 SF (44.4%)
- LANDSCAPING**
SHALL MEET THE REQUIREMENTS OF ARTICLE 9 OF THE CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT REGULATIONS UNLESS EXPRESSLY MODIFIED BY THE CITY COMMISSION.
SEE LANDSCAPE PLANS.
- UNDERGROUND UTILITIES**
ALL UTILITIES INCLUDING TELEPHONE, TELEVISION CABLE AND ELECTRICAL SYSTEMS SHALL BE INSTALLED UNDERGROUND.
- PERMITTED ABOVE GROUND UTILITIES SHALL BE SCREEN WITH ADEQUATE LANDSCAPING WITH SHRUBS AND PLANTS.**
- INTERNAL CIRCULATION:**
A PLANNED DEVELOPMENT SHALL PROVIDE AN INTERNAL CIRCULATION SYSTEM FOR USE BY BOTH MOTORIZED AND NON-MOTORIZED TRANSPORTATION MODES THAT IS ORDERLY.
SEE SHEETS MSP-2 & MSP-3 FOR VEHICULAR AND PEDESTRIAN CIRCULATION PLANS.

PARKING AND LOADING REQUIREMENTS:

OFF-STREET PARKING AND LOADING REQUIREMENTS- OFF-STREET PARKING AND LOADING REQUIREMENTS SHALL MEET ALL THE REQUIREMENTS OF ARTICLE 7 OF THE CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT REGULATIONS UNLESS EXPRESSLY MODIFIED BY THE CITY COMMISSION.

PARKING BREAKDOWN	ALLOWED/REQUIRED (AS SHOWN)	PROVIDED (AS REQUESTED)
RESIDENTIAL PARKING (1.5 PER UNIT (470 UNITS))	705	718
GUEST PARKING (1 PER UNIT)	94	94
SYNAGOGUE - PLACE OF WORSHIP (1 PER 60 SF OF FLOOR AREA AVAILABLE FOR SEATING AND 1 PER 4,000 SEATS)	69	0
TOTAL	868	812
TOTAL MISSING SPACES	56	
SPACES PROVIDED ON GARAGE	785	
SPACES PROVIDED ON SURFACE	27	
HANDICAP SPACES (2%)	17	19
HANDICAP VAN SPACES	2	
E.V.S.E. SPACES (2%)	17	17
LOADING ZONES	5	5
BICYCLE RACK (5% OF PARKING SPACES)	41	52

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STARR

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EDGARDO PEREZ, PETER KILIDDJIAN, ANDREW STARR, ARCHITECTS - PLANNERS

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1 TAC - REV. 1 - 2024.01.20

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BAL HARBOUR, FL 33154

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BY KUSHNER
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HOLLYWOOD, FLORIDA

SEAL:

MASTER SITE PLAN

PLAN DEVELOPMENT

DATE: 2024-01-20

SCALE: AS SHOWN

DRAWN: SJ

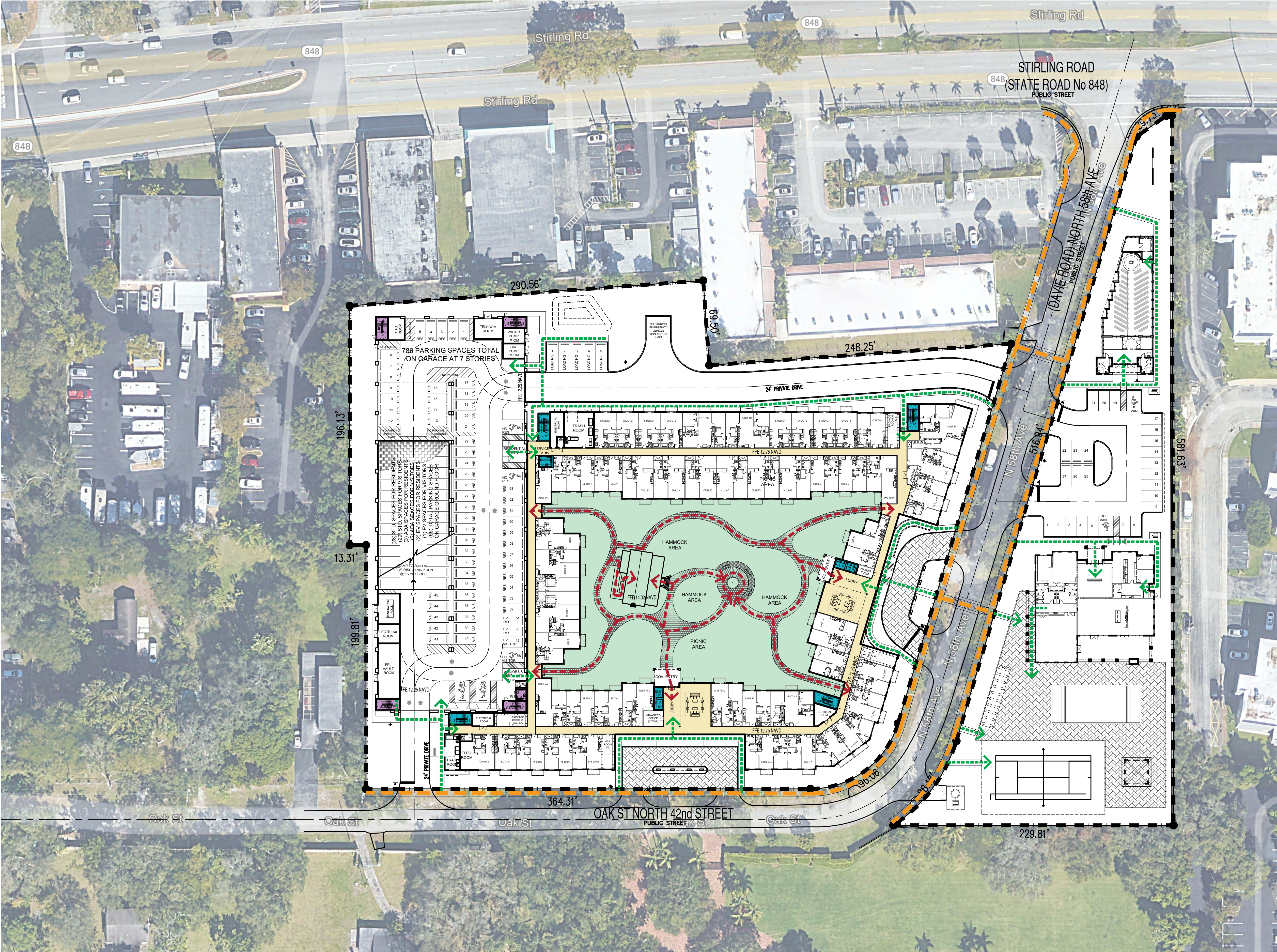
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SHEET NO.:

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PEDESTRIAN CIRCULATION LEGEND

- COURTYARD PEDESTRIAN CONNECTIVITY
- INTERIOR PROPERTY PEDESTRIAN CIRCULATION
- PUBLIC PEDESTRIAN CIRCULATION
- PRIVATE PEDESTRIAN CIRCULATION
- EGRESS STAIRS AND/OR ELEVATOR FOR RESIDENTIAL BUILDING
- EGRESS STAIRS AND/OR ELEVATOR FOR PARKING GARAGE
- GROUND LEVEL RESIDENTIAL BUILDING PEDESTRIAN CIRCULATION



PEDESTRIAN CIRCULATION

SCALE: 1:40

PASCUAL
PEREZ
KILIDDJIAN
STARR
ARCHITECTS + PLANNERS

LICENSE # AA 26001357
EDGARDO PEREZ, AIA
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MARIO P. PASQUAL, AIA, LEED AP
PETER KILIDDJIAN, RA
ANDREW STARR, RA
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BAL HARBOUR, FL 33154

HOLLYWOOD OAKS
BY KUSHNER
4220 & 4231 N 58TH AVE.
HOLLYWOOD, FLORIDA

SEAL:

MASTER SITE PLAN

PEDESTRIAN CIRCULATION

DATE: 2024-01-20
SCALE: AS SHOWN
DRAWN: SJ
CHECK BY: MP / PK
JOB NO.: 24-26

MSP-3

SHEET NO.:

ATTACHMENT B

ITE Parking Generation



A Community of Transportation Professionals

Institute of Transportation Engineers



Parking Generation Manual

6th Edition

October 2023

Multifamily Housing - 2+ BR (Mid-Rise) Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Bedrooms

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

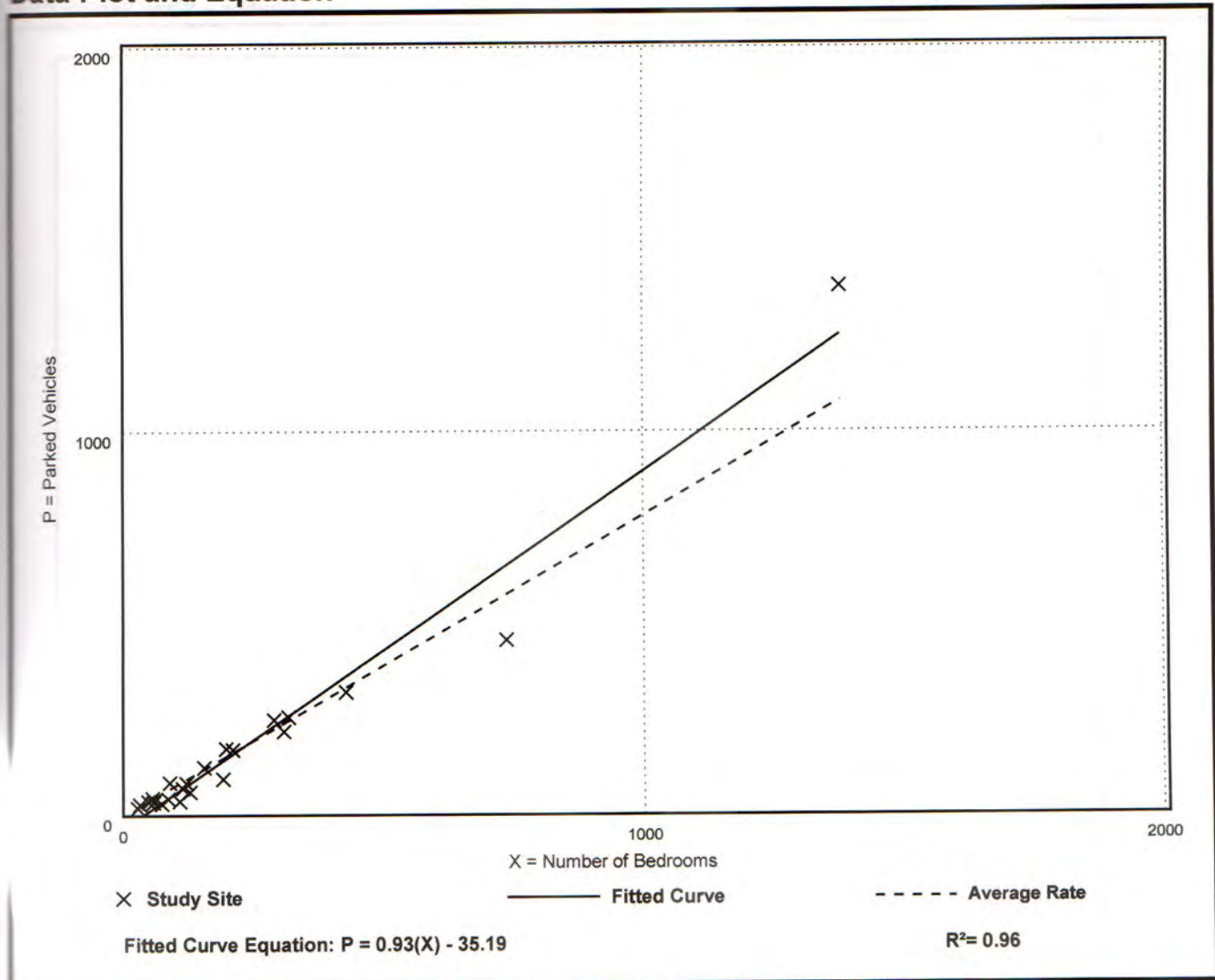
Number of Studies: 23

Avg. Num. of Bedrooms: 226

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.78	0.34 - 1.00	0.62 / 0.88	0.71 - 0.85	0.18 (23%)

Data Plot and Equation

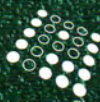


ATTACHMENT C

ULI Parking Rates

SHARED PARKING

THIRD EDITION

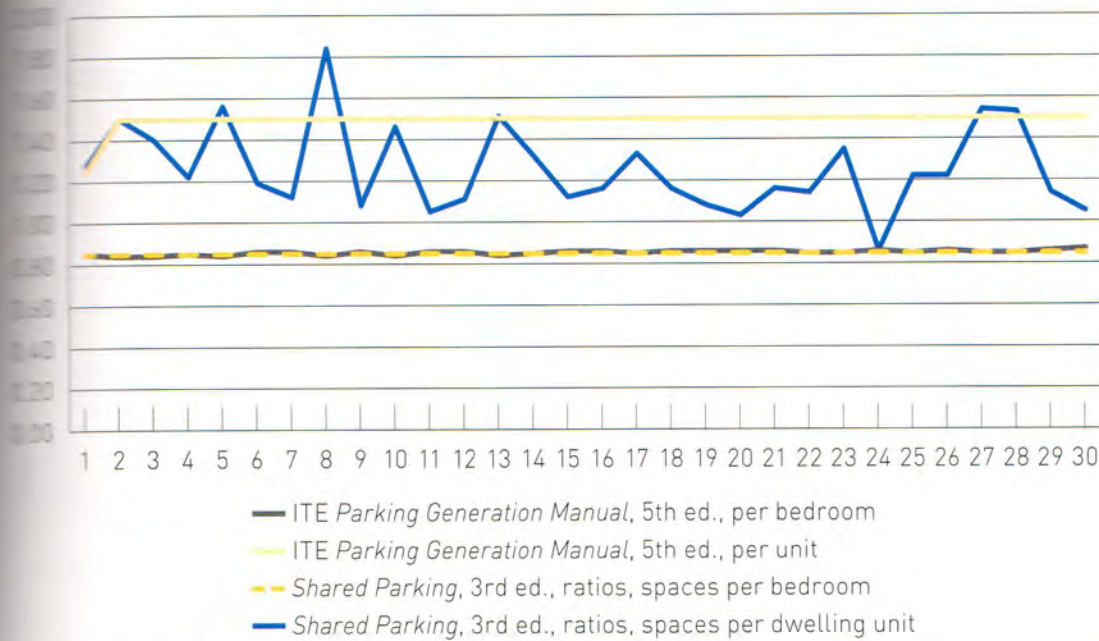


NATIONAL
PARKING
ASSOCIATION



Urban Land
Institute

FIGURE 4-21 Comparison of Ratios per Bedroom versus Spaces per Unit



ended to capture the typical mix of units in residential components of shared parking projects today. The ratios were calibrated to result in an overall 0.85 spaces per total bedrooms (dotted yellow line in figure 4-21) across the 30 projects.

The average number of bedrooms per unit was 1.43 for these 30 projects. The recommended ratios for resident parking with an example calculation are as seen in figure 4-22.

The distribution of bedrooms in figure 4-22 is rounded from that for the 30 projects.

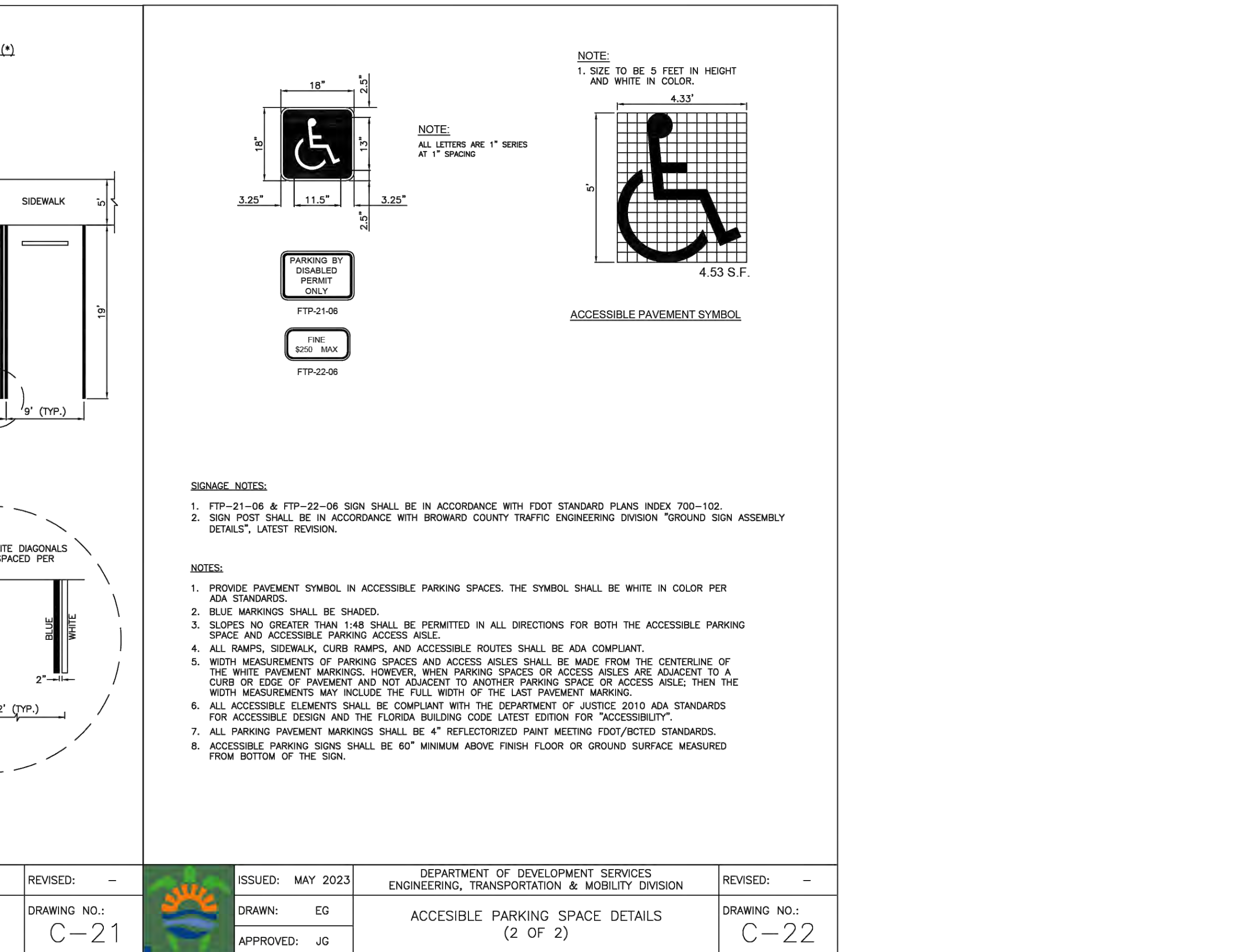
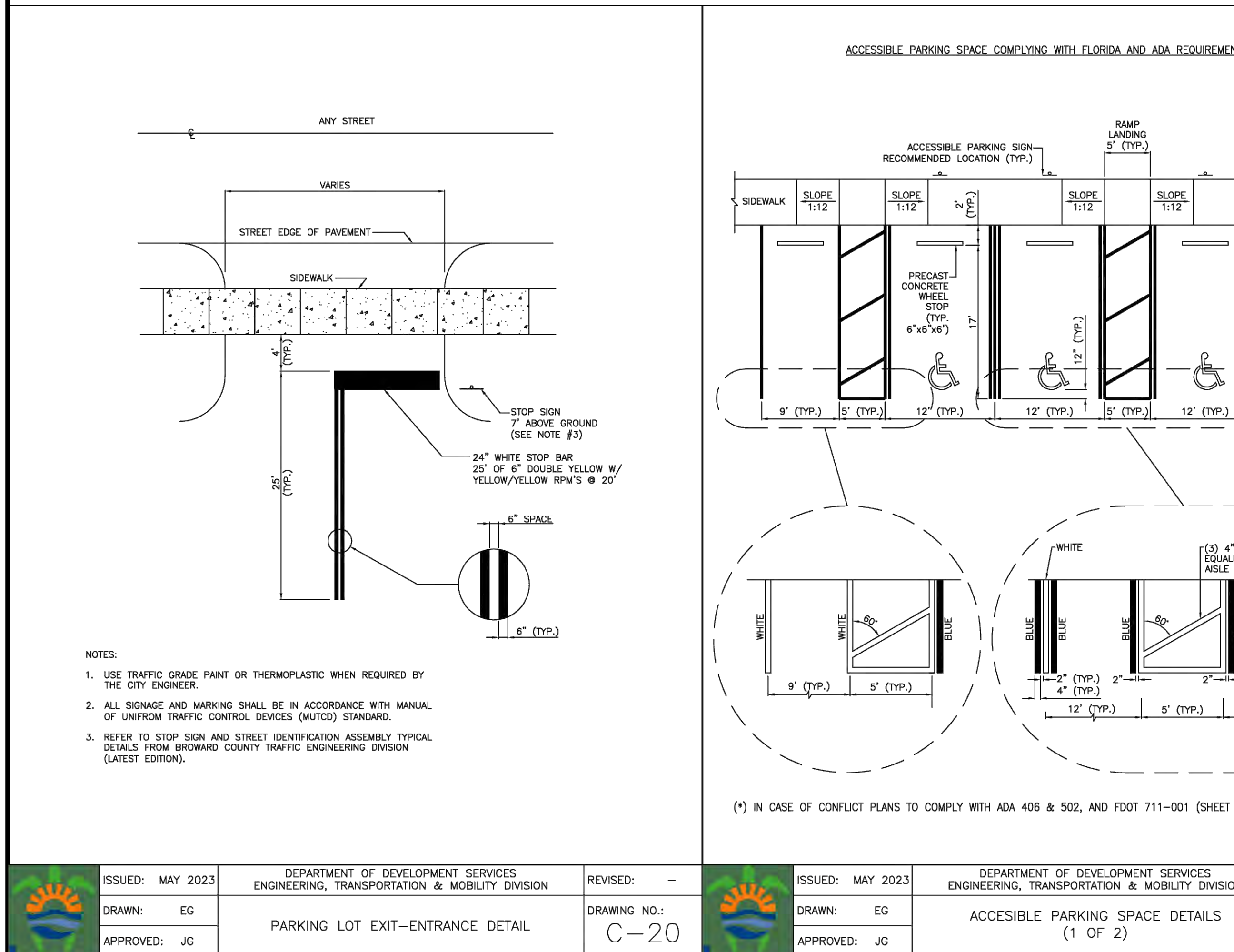
The recommended ratios for this edition are based on data collected overnight when there is little or no visitor parking. They are presumed to be the resident ratios; 0.10 spaces per unit on weekdays and 0.15 spaces per unit on weekends are added for visitor parking. The visitor components are the same as in the second edition, and were based on information provided by the team and residential developers.

Overall therefore for the example project, a total of 1.39 spaces per unit would be recommended.

The exercise also clearly demonstrates that the projection for an individual project will be more

FIGURE 4-22 Residential Parking Ratios

Type of unit	Base ratio	Example calculation	
		Number of units	Parking demand
Studio	0.85	10	9
1 bedroom	0.9	50	45
2 bedroom	1.65	35	58
3 or more bedrooms	2.5	5	13
Resident spaces	1.25	100	125
Visitors	0.15	100	15
Total spaces	1.40	100	140



Sunshine

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

Check positive response codes before you dig!



TAC SUBMITTAL

PROJECT No.: _____ DRAWN BY: _____ CHECKED BY: _____ DATE: _____ CAD ID: _____	F240042 CAD DATE: 05/06/2025 F240042 PMS
---	--

PROJECT:

HOLLYWOOD OAKS

4220 & 4231 N 58th Ave.

HOLLYWOOD, FL 33021

FOR _____

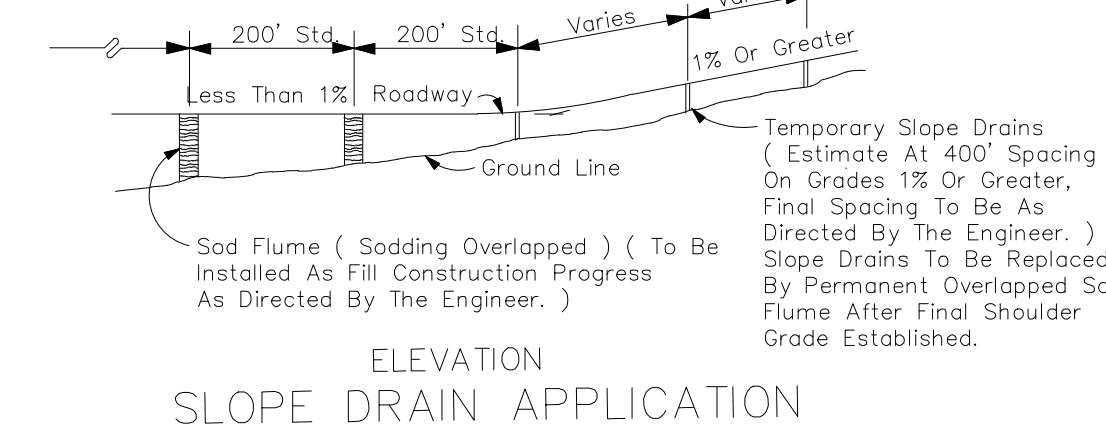
KUSHNER

188 BAL BAY DRIVE

BAL HARBOUR, FL 33154

Troxell
Date: 2025.06.30 15:45:25
-04'00'

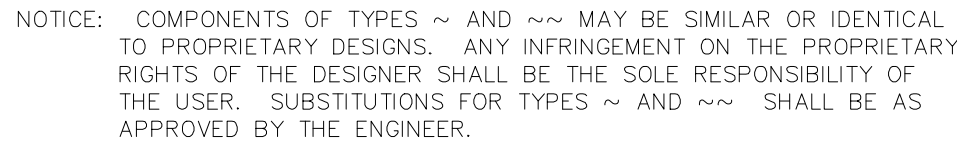
Troxell



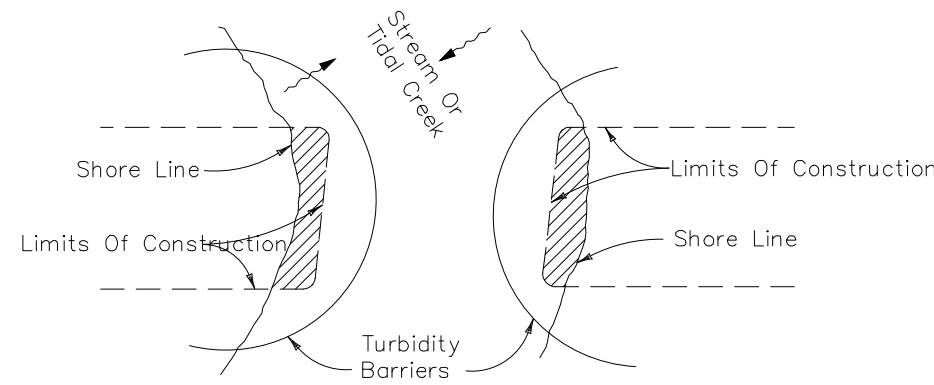
1. Fence materials shall be aluminum or concrete only.
2. Aluminum posts shall be 3" diameter minimum. Aluminum rail braces shall be in accordance with Index 452. Concrete posts and rail braces shall be in accordance with Index 451. All posts to be set in concrete.
3. Fabric shall be installed to inside of posts and rail braces, and tied to posts and braces at 4' intervals.
4. For additional details on fencing, see Index Nos. 451 and 452.
5. All basin slopes to be 1:1 unless detailed otherwise in the plans.
6. Sediment basins to be constructed prior to commencement of upland construction. Maintenance and clean out to be by the Contractor until acceptance of project by the Engineer.

INTENDED FOR USE WHEN THE STORM SEWER OUTFALLS IN AN OPEN DITCH

TYPE B



- Pile Locations
-  Dredge Or Fill Area
- Mooring Buoy w/Anchor
- Anchor
-  Barrier Movement Due To Current Action



NOTES:

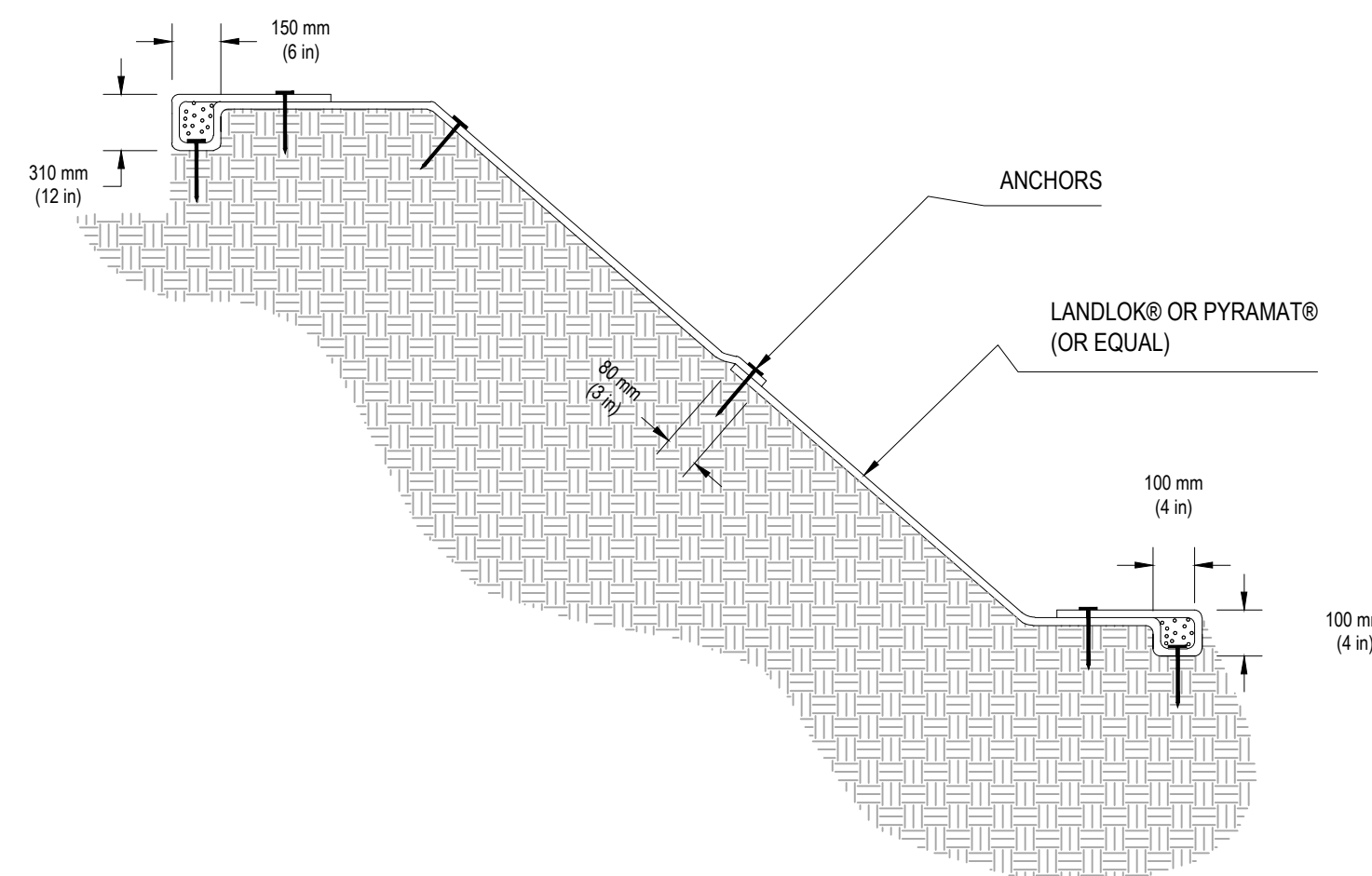
1. Turbidity barriers are to be used in all permanent bodies of water regardless of water depth.
2. Number and spacing of anchors dependent on current velocities.
3. Deployment of barrier around pile locations may vary to accommodate construction operations.
4. Navigation may require segmenting barrier during construction operations.
5. For additional information see Section 104 of the Standard Specifications.

Note: Turbidity barriers for flowing streams and tidal creeks may be either floating, or staked types or any combinations of types that will suit site conditions and meet erosion control and water quality requirements. The barrier type(s) will be at the Contractors option unless otherwise specified in the plans, however payment will be under the pay item(s) established in the plans for Floating Turbidity Barrier and/or Staked Turbidity Barrier. Posts in staked turbidity barriers to be installed in vertical position unless otherwise directed by the Engineer.

TURBIDITY BARRIER APPLICATIONS

TURBIDITY BARRIERS

SCALE: NONE



NOTES:

1. UTILIZE CORRECT ANCHOR PATTERN FOR SLOPE GRADIENT (See Anchor Pattern Details)
2. INSTALL LANDLOK® OR PYRAMAT® TURF REINFORCEMENT MAT (OR EQUAL) AND SOIL FILL (OPTIONAL)

TYPICAL SLOPE CROSS-SECTION

SCALE: NONE

TRASH RETAINER AND SEDIMENT BASIN

SCALE: NONE

[illegible]

Sunshine 811

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

Check positive response codes before you dig

TAC SUBMITTAL

PROJECT No.: F240042
DRAWN BY: CAD
CHECKED BY: MAT
DATE: 05/06/2025
CAD I.D.: F240042 SWPP

PROJECT:

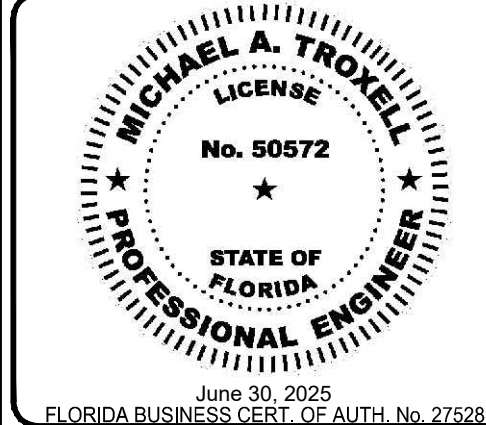
HOLLYWOOD OAKS
4220 & 4231 N 58th Ave.
HOLLYWOOD, FL 33021

- FOR

**KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 3315**



6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com



STORMWATER POLLUTION PROVENTION PLAN

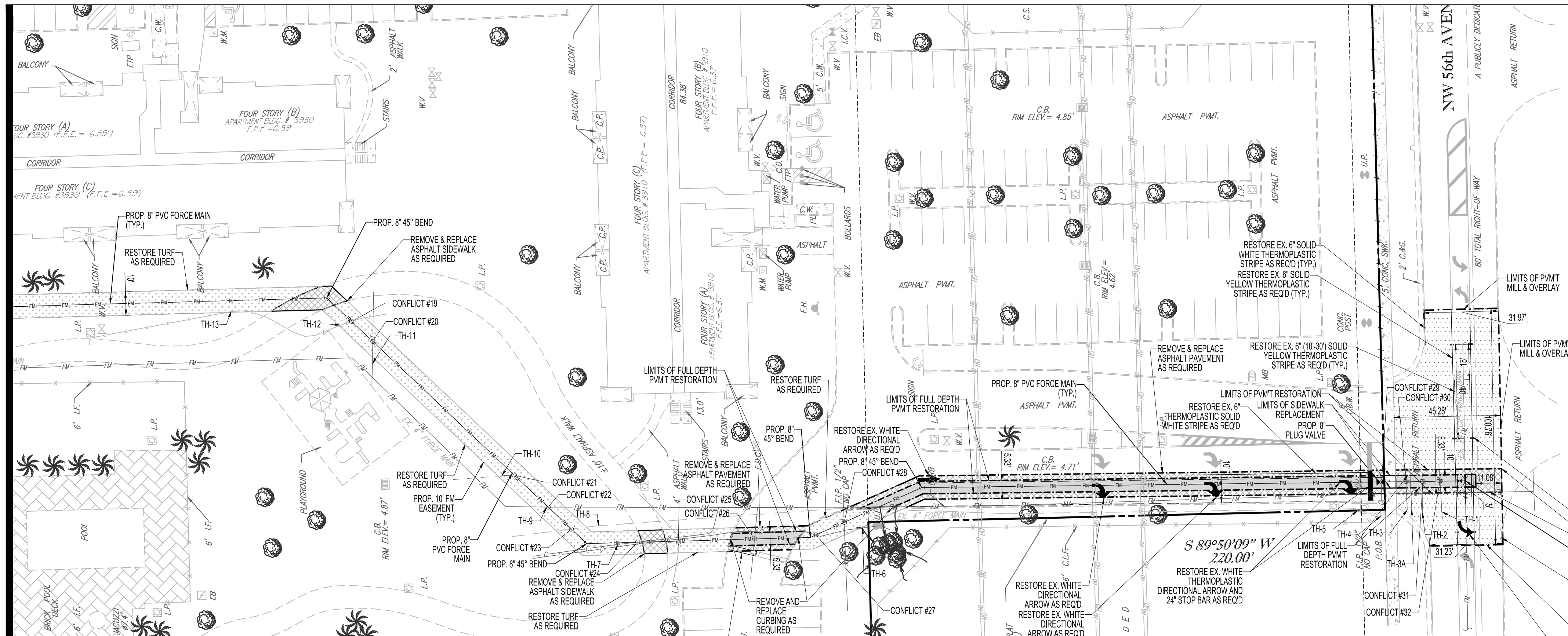
SHEET NUMBER

SWPP-4.0

Printed on Monday, June 30, 2025, 4:39 PM by Corey Sprusonsky

MATCH LINE SEE SHEET ABOVE

SHOWN FOR REFERENCE, SCOPE
OF WORK SHOWN IS CURRENTLY
BEING PERMITTED UNDER CITY OF
HOLLYWOOD PERMIT # B25-100557

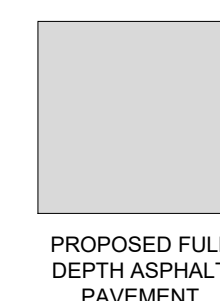
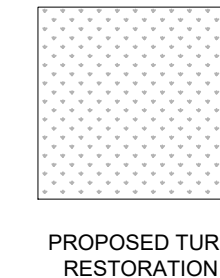
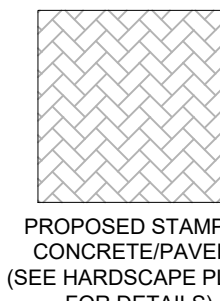


FF-SITE PAVEMENT, CURB, MARKINGS & TURF

RIGHT-OF-WAY PAVEMENT, CURB, MARKINGS & TURF RESTORATION QUANTITIES

UTILITY CONFLICT TABLE

- RESTORE EX. MD/Y
RPMS AS REQ'D (TYP.)
- LIMITS OF P/VMT RESTORATION
- CONNECT TO EXIST. F.M.
WITH 24" x 8" TAPPING
SLEEVE & VALVE (P.O.C.)
- RESTORE EX. 6" SOLID
WHITE THERMOPLASTIC
STRIPE AS REQ'D (TYP.)
- LIMITS OF P/VMT
MILL & OVERLAY
- STORE EX. WHITE
THERMOPLASTIC DIRECTIONAL
ROW AS REQ'D

[illegible]

TAC SUBMITTAL

PROJECT:

FOR
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 3315

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
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SHEET TITLE:

UTILITY PLAN

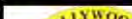
SHEET NUMBER: A

U-1.1

Digitally signed by
Michael Troxell
Date: 2025.06.30
16:47:54 -04'00'

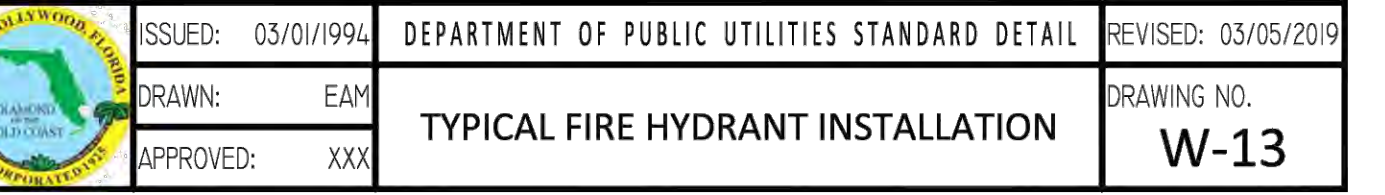
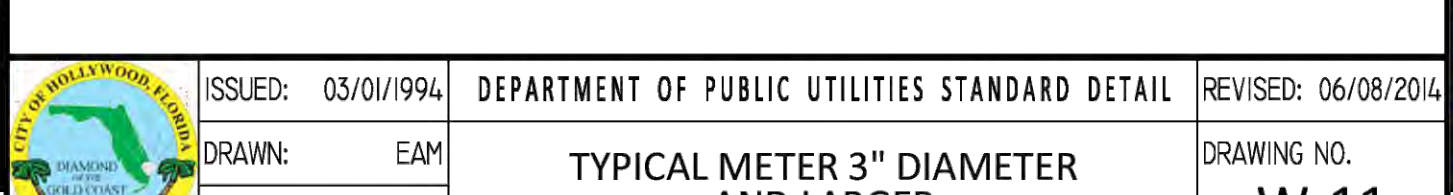
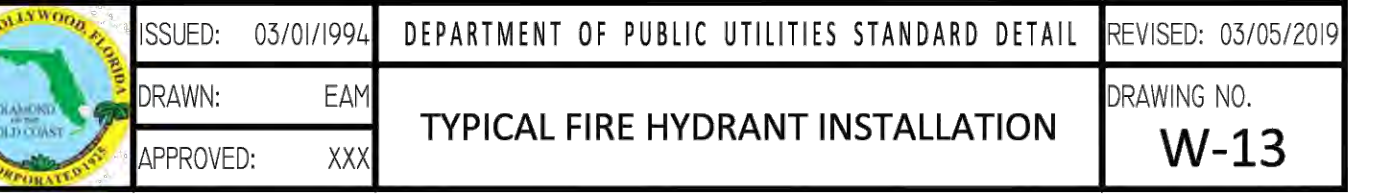
MICHAEL A. TROXELL, STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 50572. THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MICHAEL A. TROXELL, PE ON 6/30/2025. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

- Printed on Monday, June 30, 2025, 12:56 PM by Corey Sprusansky
G:\KUSHNER\F240042 58TH & OAK RESIDENTIAL\DWG\SITE\2025-05-06\F240042.WSU DTL1----->LAYOUT: WSU DTL1

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017	
	DRAWN: EAM	WATER METER SERVICE NOTES FOR 5/8" THROUGH 2" METERS	DRAWING NO. W-07	
	APPROVED: XXX			

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	WATER SYSTEM NOTES	DRAWING NO.
	APPROVED: XXX		W-02

- | | | | | |
|---|--------------------|---|---------------------|---|
|  | ISSUED: 03/01/1994 | DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL | REVISED: 11/06/2017 |  |
| | DRAWN: EAM | TYPICAL 2-INCH HDPE WATER SERVICE FOR SINGLE/DUAL 5/8" TO 1" METERS, AND ANY SINGLE 1-1/2" TO 2" METERS | | |



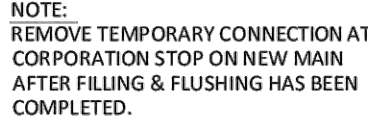
	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	DRAWN: EAM	WATER METER SERVICE NOTES FOR 5/8" THROUGH 2" METERS	DRAWING NO.
APPROVED: XXX	W-07		

1. THE WATER METER AND STRAINER IS PROVIDED BY THE CITY OF HOLLYWOOD.
2. THE CITY'S RESPONSIBILITY ENDS AT THE REDUCER PRECEDING THE BACKFLOW PREVENTER.
3. TAPPED OUT FLANGE SHOULD MATCH SIZE OF TEE AND STANDARD 2" CORP STOP OR BALL VALVE

[illegible][illegible]

1. IN ALL CASES, PROVIDE 4' UNOBSTRUCTED SIDEWALK CLEAR OF THE FIRE HYDRANT AND BOLLARDS
2. FIRE HYDRANTS SHALL BE LOCATED BETWEEN 4' AND 7' FROM THE FACE OF CURB.
3. FIRE HYDRANTS SHALL NOT BE LOCATED WITHIN A RADIUS OR WITHIN FOOT CLEAR DRIVING ZONE.
4. GUARD POSTS SHALL BE INSTALLED AS REQUIRED FOR SAFETY OR AS APPROVED BY THE DEPT. OF PUBLIC UTILITIES. IN SIDEWALK, LOCATE GUARD POSTS AT THE FACE OF THE PUMPER AND 2'-6" LEFT/RIGHT OF C. OF THE FIRE HYDRANT. EXTRA POSTS MAY BE REQUIRED IN INDUSTRIAL AND CONGESTED TRAFFIC AREAS. (4 POSTS MAX.)
5. FIRE HYDRANT CONCRETE SLAB AND CONCRETE GUARD POST FOOTINGS SHALL BE DIFFERENT POURS.
6. THE FIRE HYDRANT BONNET, OPERATING NUT, HOLD-DOWN NUT, PUMPER CAP AND HOSE CAPS SHALL BE PAINTED GREEN, AND THE HYDRANT UPPER BARREL SHALL BE PAINTED SILVER IN ACCORDANCE WITH CITY SPECIFICATIONS.

3. THE COMPLETE LENGTH OF THE PROPOSED WATER MAIN SHALL BE TESTED, IN LENGTHS NOT TO EXCEED 2,000 FEET PER TEST.
4. PROPOSED WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI/AWWA STANDARD C651 AND BACTERIOLOGICAL TESTED FOR TWO CONSECUTIVE DAYS IN ACCORDANCE WITH SPECIFICATION SECTION 1599S, "PIPELINE TESTING AND DISINFECTION".
5. BACTERIOLOGICAL TESTS SHALL BE REQUESTED AND PAID FOR BY THE CONTRACTOR.
6. THE CONTRACTOR SHALL DIRECTLY HIRE A TESTING LABORATORY CERTIFIED BY THE FLORIDA DEPARTMENT OF HEALTH IN ORDER TO COLLECT AND TEST WATER SAMPLES FROM THE WATER DISTRIBUTION SYSTEM TO BE PLACED INTO SERVICE. SAMPLE COLLECTION AND BACTERIOLOGICAL ANALYSES SHALL BE PERFORMED IN ACCORDANCE WITH RULES 62-555.315(6), 62-555.340 AND 62-555.330 (FAC), AS WELL AS ALL REQUIREMENTS OF THE BROWARD COUNTY HEALTH DEPARTMENT PERMIT.
7. THE WATER DISTRIBUTION SYSTEM SHALL NOT BE CONSIDERED COMPLETE AND READY FOR FINAL INSPECTION UNTIL SUCCESSFUL TEST RESULTS ARE OBTAINED FOR ALL TESTS DESCRIBED ABOVE.



NOTES:

SAMPLING POINT SHALL NOT BE REMOVED UNTIL APPROVAL IS OBTAINED FROM BROWARD COUNTY HEALTH DEPARTMENT.

Digitally signed by Michael
Troxell
Date: 2025.06.30 15:48:24
-04'00'

125 W. INDIANTOWN RD.
SUITE 206
JUPITER, FL 33458
P: 561-203-7503

[illegible]

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PROJECT No.:	F240042
DRAWN BY:	CAD
CHECKED BY:	MAT
DATE:	05/06/2025
CAD I.D.:	F240042 WSU DTL

PROJECT:

HOLLYWOOD OAKS
4220 & 4231 N 58th Ave.
HOLLYWOOD, FL 33021

— FOR —

KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 33154

THOMAS
ENGINEERING GROUP

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com

MICHAEL A. TROIELL
 LICENSE
 No. 50572
 STATE OF
 FLORIDA
 PROFESSIONAL ENGINEER

June 30, 2025
 FLORIDA BUSINESS CERT. OF AUTH. No. 27528

SHEET TITLE:

UTILITY DETAILS

SHEET NUMBER:

U-2.1

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	TYPICAL FIRE HYDRANT NOTES	DRAWING NO.
	APPROVED: XXX		W-13.1

1. THE INFORMATION PROVIDED IN THESE DRAWINGS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF CONDITIONS WHICH WILL BE ENCOUNTERED DURING THE COURSE OF THE WORK. THE CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSION REGARDING THE ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED, AND UPON WHICH BIDS WILL BE BASED.
2. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OF HOLLYWOOD DEPARTMENT OF PUBLIC UTILITIES, ENGINEERING AND CONSTRUCTION SERVICES DIVISION (ECSO), AND ALL OTHER LOCAL, STATE AND NATIONAL CODES, WHERE APPLICABLE.
3. LOCATIONS, ELEVATIONS, SIZES, MATERIALS, ALIGNMENTS, AND DIMENSIONS OF EXISTING FACILITIES, LOT LINES, AND UTILITY RIGHTS-OF-WAY SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE PLANS; AND DO NOT PURPORT TO BE ABSOLUTELY CORRECT. ALSO, THERE MAY HAVE BEEN OTHER IMPROVEMENTS, UTILITIES, ETC., WITHIN THE PROJECT AREA WHICH WERE NOT SHOWN OR NOT KNOWN AT THE TIME OF THE PREPARATION OF THESE PLANS AND/OR THE ORIGINAL SITE SURVEY. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, ELEVATIONS, AND OTHER FEATURES AFFECTING HIS/HER WORK PRIOR TO CONSTRUCTION, AND NOTIFY THE ENGINEER IMMEDIATELY WHEN CONFLICT BETWEEN DRAWINGS AND ACTUAL CONDITIONS ARE DISCOVERED. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ANY FACILITIES SHOWN OR NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO AVOID CONFLICT WITH EXISTING UTILITIES (NO ADDITIONAL COST SHALL BE PAID FOR THIS WORK). EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE RESPECTIVE UTILITY OWNER.
4. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITIES TO ARRANGE FOR THE RELOCATION AND TEMPORARY SUPPORT OF UTILITY FEATURES, ETC. AS NECESSARY TO COMPLETE THE WORK.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ANY AND ALL EXISTING UTILITIES ON THIS PROJECT, AND TO ENSURE THAT EXISTING UTILITIES ARE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS APPROVED OTHERWISE BY THE UTILITY OWNER.
6. CONTRACTOR SHALL ADJUST ALL EXISTING UTILITY CASTINGS INCLUDING VALVE BOXES, MANHOLES, HAND-HOLES, PULL-BOXES, STORMWATER INLETS, AND SIMILAR STRUCTURES IN CONSTRUCTION AREA TO BE OVERLAID WITH ASPHALT PAVEMENT.
7. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL APPLICABLE CONSTRUCTION AND ENVIRONMENTAL PERMITS PRIOR TO THE START OF CONSTRUCTION.
8. THE CONTRACTOR SHALL NOTIFY ECSO AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
9. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND INSTALLATION OF THE PROPOSED IMPROVEMENTS, SHOP DRAWINGS SHALL BE SUBMITTED TO ECSO IN ACCORDANCE WITH THE CONTRACT DOCUMENTS' REQUIREMENTS, FOR APPROVAL. IN ADDITION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY OTHER AGENCY SHOP DRAWING APPROVAL, IF REQUIRED.
10. THE CONTRACTOR SHALL NOTIFY ECSO IMMEDIATELY FOR ANY CONFLICT ARISING DURING CONSTRUCTION OF ANY IMPROVEMENTS SHOWN ON THESE DRAWINGS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
11. ELEVATIONS SHOWN ARE IN FEET AND ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	WATER MAIN TESTING AND DISINFECTION NOTES	DRAWING NO.
	APPROVED: XXX		W-14

12. CITY OF HOLLYWOOD SHALL NOT PROVIDE STAGING / STORAGE AREA. CONTRACTOR SHALL SECURE STAGING / STORAGE AREA AS NECESSARY FOR CONSTRUCTION WORK.
13. CONTRACTOR SHALL HAUL AWAY EXCESSIVE STOCKPILE OF SOIL FOR DISPOSAL EVERY DAY. NO STOCKPILE SOIL IS ALLOWED TO BE LEFT ON THE CONSTRUCTION SITE OVER NIGHT.
14. CONTRACTOR SHALL CLEAN / SWEEP THE ROAD AT LEAST ONCE DAY OR AS REQUIRED BY THE ENGINEER.
15. CONTRACTOR SHALL PROTECT CATCH BASINS WITHIN / ADJACENT TO THE CONSTRUCTION SITE AS REQUIRED BY NPDES REGULATIONS.
16. THE CITY OF HOLLYWOOD HAS A NOISE ORDINANCE (CHAPTER 100) WHICH PROHIBITS EXCAVATION AND CONSTRUCTION BEFORE 8:00 A.M. AND AFTER 6:00 P.M., MONDAY THROUGH SATURDAY AND ALL DAY SUNDAY.
17. SUITABLE EXCAVATED MATERIAL SHALL BE USED IN FILL AREAS. NO SEPARATE PAY ITEM FOR THIS WORK, INCLUDE COST IN OTHER ITEMS.
18. ALL ROAD CROSSINGS ARE OPEN CUT AS PER THE REQUIREMENTS OF THE ECSD UNLESS OTHERWISE NOTED ON THE DRAWINGS.
19. THE CONTRACTOR SHALL REPLACE ALL PAVING, STABILIZING EARTH, DRIVEWAYS, PARKING LOTS, SIDEWALKS, ETC. TO SATISFY THE INSTALLATION OF THE PROPOSED IMPROVEMENTS WITH THE SAME TYPE OF MATERIAL THAT WAS REMOVED DURING CONSTRUCTION OR AS DIRECTED BY ECSD FIELD ENGINEER.
20. THE CONTRACTOR SHALL NOT ENCRoACH INTO PRIVATE PROPERTY WITH PERSONNEL, MATERIAL OR EQUIPMENT. IN CASE WORK ON PRIVATE PROPERTY IS NEEDED, A CITY OF HOLLYWOOD "RIGHT OF ENTRY" FORM MUST BE SIGNED BY PROPERTY OWNER AND THE DIRECTOR OF PUBLIC UTILITIES. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ACCESS AT ALL TIMES TO PRIVATE HOMES/BUSINESSES.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE, REMOVAL OR MODIFICATION, CAUSED TO ANY IRRIGATION SYSTEM (PRIVATE OR PUBLIC) ACCIDENTALLY OR PURPOSELY. THE CONTRACTOR SHALL REPLACE ANY DAMAGED, REMOVED OR MODIFIED IRRIGATION PIPES, SPRINKLER HEADS OR OTHER PERTINENT APPURTENANCES TO MATCH OR EXCEED EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE CITY.
22. MAIL BOXES, FENCES OR OTHER PRIVATE PROPERTY DAMAGED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE REPLACED TO MATCH OR EXCEED EXISTING CONDITION.
23. CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH FDOT STANDARDS AND CITY OF HOLLYWOOD DEPARTMENT OF PUBLIC UTILITIES STANDARDS.
24. NO TREES ARE TO BE REMOVED OR RELOCATED WITHOUT PRIOR APPROVAL FROM THE ECSD FIELD ENGINEER.
25. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE NECESSARY TREE REMOVAL OR RELOCATION PERMITS FROM THE CITY OF HOLLYWOOD BUILDING DEPARTMENT FOR TREES LOCATED IN THE PUBLIC RIGHT OF WAY.
26. IT IS THE INTENT OF THESE PLANS TO BE IN ACCORDANCE WITH APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION. ANY DISCREPANCIES BETWEEN THESE PLANS AND APPLICABLE REGULATORY STANDARDS / REQUIREMENTS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF ECSD.

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2011
	DRAWN: EAM	FILLING AND FLUSHING DETAILS	DRAWING NO.
	APPROVED: XXX		W-15

27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF AND MAKING THE REPAIRS TO EXISTING PAVEMENT, SIDEWALKS, PIPES, CONDUITS, CURBS, CABLES, ETC., WHETHER OR NOT SHOWN ON THE PLANS DAMAGED AS A RESULT OF THE CONTRACTORS OPERATIONS AND/OR THOSE OF HIS SUBCONTRACTORS, AND SHALL RESTORE THEM PROMPTLY AT NO ADDITIONAL EXPENSE TO THE OWNER. CONTRACTOR SHALL REPORT ANY DAMAGE TO SIDEWALK, DRIVEWAY, ETC., PRIOR TO BEGINNING WORK IN ANY AREA.
28. WHERE NEW PAVEMENT MEETS EXISTING, CONNECTION SHALL BE MADE IN A NEAT STRAIGHT LINE AND FLUSH WITH EXISTING PAVEMENT TO MATCH EXISTING CONDITIONS.
29. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR LEAVE EXCAVATED TRENCHES, OR PARTS OF, EXPOSED OR OPENED AT THE END OF THE WORKING DAY, WEEKENDS, HOLIDAYS OR OTHER TIMES, WHEN THE CONTRACTOR IS NOT WORKING, UNLESS OTHERWISE DIRECTED. ALL TRENCHES SHALL BE COVERED, FIRMLY SECURED AND MARKED ACCORDINGLY FOR PEDESTRIAN / VEHICULAR TRAFFIC.
30. ALL EXCAVATED MATERIAL REMOVED FROM THIS PROJECT SHALL BE DISPOSED OF OFF THE PROPERTY BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
31. ALL DUCTILE IRON PRODUCTS SHALL BE DOMESTIC MADE HEAVY DUTY CLASSIFICATION SUITABLE FOR HIGHWAY TRAFFIC LOADS, OR 20,000 LB.
32. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RE-SODDED.
33. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION, INSTALLATION AND MAINTENANCE OF ALL TRAFFIC CONTROL AND SAFETY DEVICES, IN ACCORDANCE WITH SPECIFICATIONS OF THE LATEST REVISION OF FDOT DESIGN STANDARDS. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR THE RESETTING OF ALL TRAFFIC CONTROL AND INFORMATION SIGNAGE REMOVED DURING THE CONSTRUCTION PERIOD.
34. EXCAVATED OR OTHER MATERIAL STORED ADJACENT TO OR PARTIALLY UPON A ROADWAY PAVEMENT SHALL BE ADEQUATELY MARKED FOR TRAFFIC SAFETY AT ALL TIMES.
35. TEMPORARY PATCH MATERIAL MUST BE ON THE JOB SITE WHENEVER PAVEMENT IS CUT, OR THE CITY'S INSPECTOR WILL SHUT THE JOB DOWN.
36. CONTRACTOR MUST PROVIDE FLASHER ARROW SIGNAL FOR ANY LANE THAT IS CLOSED OR DIVERTED.
37. CONTRACTOR SHALL NOTIFY LAW ENFORCEMENT AND FIRE PROTECTION SERVICES TWENTY-FOUR (24) HOURS IN ADVANCE OF TRAFFIC DETOUR IN ACCORDANCE WITH SECTION 336.07 OF FLORIDA STATUTES.
38. CONTRACTOR TO RESTORE PAVEMENT TO ORIGINAL CONDITION AS REQUIRED.
39. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING DETERAERING PER SPECIFICATION SECTION 02140 DETERAERING.

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2010
	DRAWN: EAM	SAMPLING POINT DETAIL	DRAWING NO.
	APPROVED: XXX		W-16

4. THE CONTRACTOR SHALL GIVE AT LEAST 48 HOURS NOTICE TO UTILITY COMPANIES TO PROVIDE FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION. CONTACT UTILITIES NOTIFICATION CENTER AT 811 OR 1-800-432-4770 (SUNSHINE ONE-CALL OF FLORIDA).

Always call 811 two full business days before you dig



41. WHEN PVC PIPE IS USED, A METALLIZED MARKER TAPE SHALL BE INSTALLED CONTINUOUSLY 18" ABOVE THE PIPE. THE MARKER TAPE SHOULD BE IMPRINTED WITH A WARNING THAT THERE IS BURIED PIPE BELOW. THE TAPE SHALL BE MAGNA TEC, AS MANUFACTURED BY THOR ENTERPRISES INC. OR APPROVED EQUAL.

42. ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. WATER CONNECTIONS SHALL BE METERED, AND THE COST OF WATER AND TEMPORARY METER SHALL BE BORNE BY THE CONTRACTOR.

43. A COMPLETE AS-BUILT SURVEY SHALL BE ACCURATELY RECORDED OF THE UTILITY SYSTEM DURING CONSTRUCTION. AS-BUILT SURVEY SHALL BE SUBMITTED TO ECSD SIGNED AND SEALED BY A FLORIDA REGISTERED SURVEYOR PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF PROJECT. THE COST OF SIGNED AND SEALED AS-BUILTS SHALL BE COVERED IN OVERALL BID. THE AS-BUILT SURVEY SHALL INCLUDE:

- a. PLAN VIEW SHOWING THE HORIZONTAL LOCATIONS OF EACH MANHOLE, INLET, VALVE, FITTING, BEND AND HORIZONTAL PIPE DEFLECTIONS WITH COORDINATES AND IN REFERENCE TO A SURVEY BASELINE OR RIGHT-OF-WAY CENTERLINE.
- b. THE PLAN VIEW SHALL ALSO SHOW SPOT ELEVATIONS OF THE TOP OF THE MAIN (WATER MAIN AND FORCE MAIN) OR PIPE INVERTS (GRAVITY MAINS) AT INTERVALS NOT TO EXCEED 100 FEET AS MEASURED ALONG MAIN. THE PLAN VIEW SHALL ALSO INCLUDE SPOT ELEVATIONS AT EACH MANHOLE, INLET, VALVE, FITTING, BEND AND VERTICAL PIPE DEFLECTION.
- c. THE PLAN VIEW SHALL ALSO SHOW THE HORIZONTAL SEPARATION FROM UNDERGROUND UTILITIES IMMEDIATELY ADJACENT OR PARALLEL TO THE NEW MAIN.
- d. PROFILE VIEW WITH SPOT ELEVATIONS OF THE TOP OF THE MAIN (WATER MAIN AND FORCE MAIN) OR PIPE INVERT (GRAVITY MAIN) AND OF THE FINISHED GRADE OR MANHOLE RIM DIRECTLY ABOVE THE MAIN AT INTERVALS NOT TO EXCEED 100 FEET AS MEASURED ALONG THE MAIN. THE PROFILE VIEW SHALL ALSO INCLUDE SPOT ELEVATIONS AT EACH MANHOLE, INLET, VALVE, FITTING, BEND AND VERTICAL PIPE DEFLECTION.
- e. THE PROFILE VIEW SHALL SHOW ALL UNDERGROUND UTILITIES CROSSING THE NEW MAIN AND THE VERTICAL SEPARATION PROVIDED BETWEEN THAT UNDERGROUND UTILITY AND THE NEW MAIN.
- f. ALL CAD FILES MUST BE CREATED FOLLOWING THE CITY OF HOLLYWOOD "SURVEY / AS-BUILT CAD DRAWING STANDARDS"

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	GENERAL NOTES	DRAWING NO.
	APPROVED: XXX		G-00

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017	
	DRAWN: EAM	GENERAL NOTES (CONTINUED)	DRAWING NO.	
	APPROVED: XXX		G-00.1	

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017	
	DRAWN: EAM	GENERAL NOTES (CONTINUED)	DRAWING NO.	
	APPROVED: XXX		G-00.2	

 ISSUED: 03/01/1994 DRAWN: EAM APPROVED: XXX	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	GENERAL NOTES (CONTINUED)	DRAWING NO. G-00.3

OTHER PIPE	HORIZONTAL SEPARATION	CROSSING (1), (4)	JOINT SPACING @ CROSSING (FULL JOINT CENTERED) (8)
STORM SEWER, STORM WATER FORCE MAIN, RECLAIMED WATER (2)	3 ft minimum	12 inches is the minimum except for storm sewer, then 6 inches is the minimum and 12 inches is preferred	Alternate 3 ft minimum
GRAVITY SANITARY SEWER, (3) SANITARY SEWER FORCE MAIN, RECLAIMED WATER	10 ft preferred 6 ft minimum	12 inches is the minimum except for gravity sewer, then 6 inches is the minimum and 12 inches is preferred	Alternate 6 ft minimum
ON-SITE SEWAGE TREATMENT & DISPOSAL SYSTEM	10 ft minimum	—	—

- NOTES:

- NOTES:

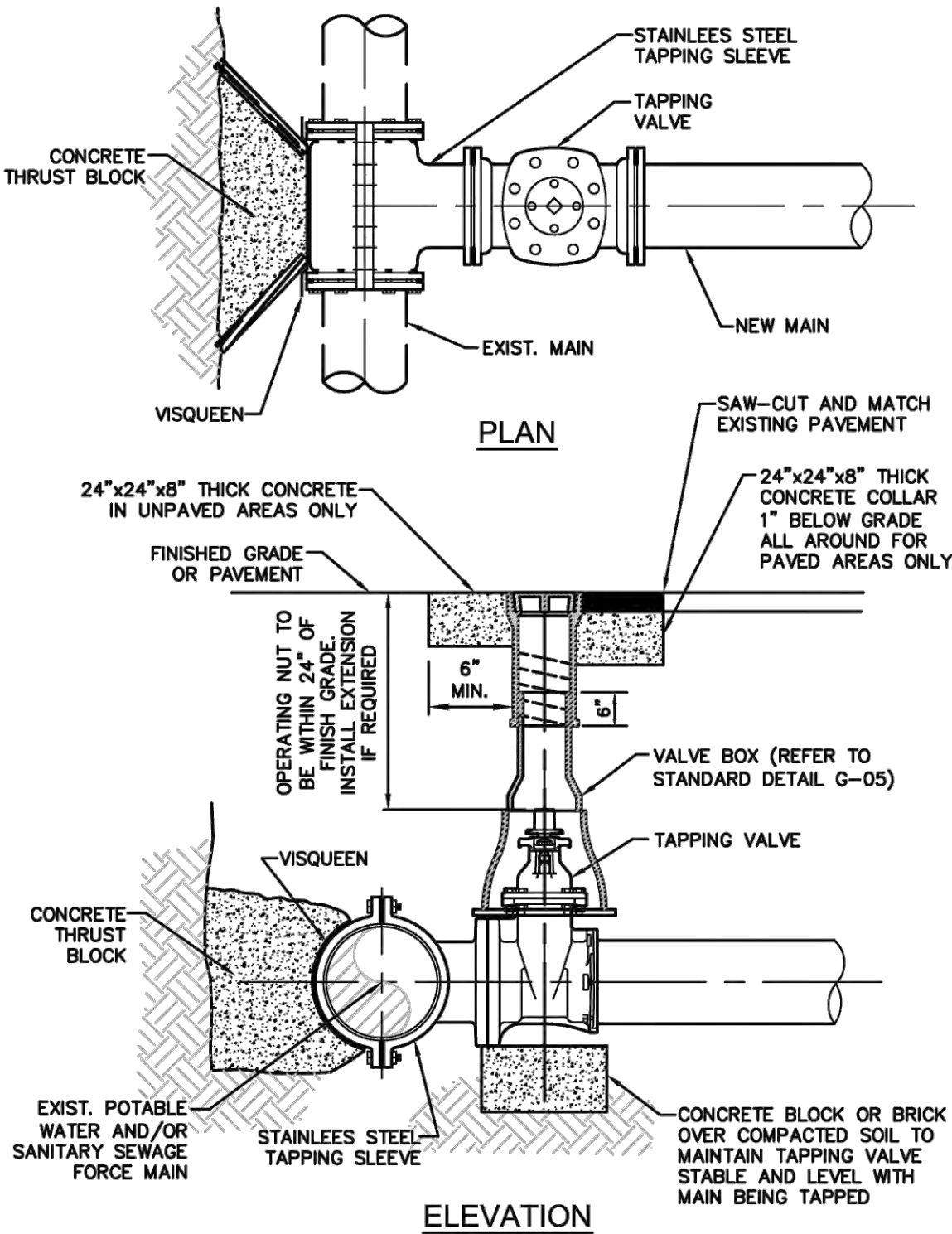
- ## UTILITY CROSSING USING FITTINGS

- ### UTILITY CROSSING USING JOINT DEFLECTIONS

- | | | | |
|---|--------------------|---|----------------------------|
|  | ISSUED: 03/01/1994 | DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL | REVISED: 06/08/2020 |
| | DRAWN: EAM | PIPE LAYING CONDITION TYPICAL
SECTION (D.I.P.) | DRAWING NO.
G-02 |
| | APPROVED: XXX | | |

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2012
	DRAWN: EAM	PIPE LAYING CONDITION TYPICAL SECTION (P.V.C.)	DRAWING NO. G-03
	APPROVED: XXX		

2014	 ISSUED: 03/01/1994 DRAWN: EAM APPROVED: XXX	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL UTILITY CROSSING DETAIL	REVISED: 06/08/2014 DRAWING NO. G-04
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- NOTES:

-
- 24"x24"x8" THICK CONCRETE COLLAR ALL AROUND FOR UNPAVED AREAS ONLY
- FINISHED GRADE OR PAVEMENT
- SAW-CUT AND MATCH EXISTING PAVEMENT
- 24"x24"x8" THICK CONCRETE COLLAR 1" BELOW GRADE ALL AROUND FOR PAVED AREAS ONLY
- 6" MIN.
- VALVE BOX (REFER TO STANDARD DETAIL G-05)
- GATE VALVE (MECHANICAL JOINTS)
- OPERATING NUT TO BE FINISH WITH "X" INSTALLED WITH GRADE. INSTALLATION EXTENSION IF REQUIRED

4" THROUGH 12" SIZE
(WATER AND FORCE MAIN)

1. GATE VALVES SHALL BE RESILIENT SEATED, MANUFACTURED TO MEET OR EXCEED THE REQUIREMENTS OF AWWA C509 (LATEST REVISION) AND IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
 - 1.1. VALVES SHALL HAVE AN UNOBSTRUCTED WATERWAY EQUAL TO OR GREATER THAN THE FULL NOMINAL DIAMETER OF THE VALVE.
 - 1.2. THE VALVES ARE TO BE NON-RISING STEM WITH THE STEM MADE OF CAST, FORGED OR ROLLED BRONZE SHOWN IN AWWA C509, TWO STEM SEALS SHALL BE PROVIDED AND SHALL BE OF THE O-RING TYPE, ONE ABOVE AND ONE BELOW THE THRUST COLLAR WITH LUBRICANT BETWEEN O-RING.
 - 1.3. THE STEM NUT, ALSO MADE OF BRONZE, MAY BE INDEPENDENT OF THE GATE OR CAST INTEGRALLY WITH THE GATE, IF THE STEM NUT IS CAST INTEGRALLY, THE THREADS SHALL BE STRAIGHT AND TRUE WITH THE AXIS OF THE STEM TO AVOID BINDING DURING THE OPENING OR CLOSING CYCLE.
 - 1.4. THE SEALING MECHANISM SHALL CONSIST OF A CAST IRON GATE HAVING A VULCANIZED SYNTHETIC RUBBER COATING OR A RUBBER SEAT MECHANICALLY RETAINED ON THE GATE, THE RESILIENT SEALING MECHANISM SHALL PROVIDE ZERO LEAKAGE AT THE WATER WORKING PRESSURE WHEN INSTALLED WITH THE LINE FLOW IN EITHER DIRECTION.
 - 1.5. A 2-INCH SQUARE WRENCH NUT SHALL BE PROVIDED FOR OPERATING THE VALVE.
 - 1.6. ALL VALVES ARE TO BE SUPPLIED COMPLETE AND READY FOR INSTALLATION INCLUDING, BUT NOT LIMITED TO ALL NUTS, BOLTS RINGS AND RUBBERS.
 - 1.7. ALL VALVES ARE TO BE TESTED IN STRICT ACCORDANCE WITH AWWA C509 LATEST REVISION).

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/20
	DRAWN: EAM	TYPICAL TAPPING SLEEVE AND VALVE SETTING	DRAWING NO.
	APPROVED: XXXX		G-06

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2018
	DRAWN: EAM	TYPICAL GATE VALVE AND VALVE BOX SETTING	DRAWING NO.
	APPROVED: XXX		G-07

2014	 ISSUED: 03/01/1994 DRAWN: EAM APPROVED: XXX	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL RESILIENT SEATED GATE VALVE SPECIFICATIONS	REVISED: 06/08/2014 DRAWING NO. G-07.1
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Check positive response codes before you dig!

TAC SUBMITTAL

PROJECT No.:	F240042
DRAWN BY:	CAD
CHECKED BY:	MAT
DATE:	05/06/2025
CAD I.D.:	F240042 WSU DTLS

PROJECT:

HOLLYWOOD OAKS
4220 & 4231 N 58th Ave.
HOLLYWOOD, FL 33021

FOR
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 33154



6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com

MICHAEL A. TROXELL
 LICENSE
 No. 50572
 ★
 STATE OF
 FLORIDA
 PROFESSIONAL ENGINEER

June 30, 2025
 FLORIDA BUSINESS CERT. OF AUTH. No. 27528

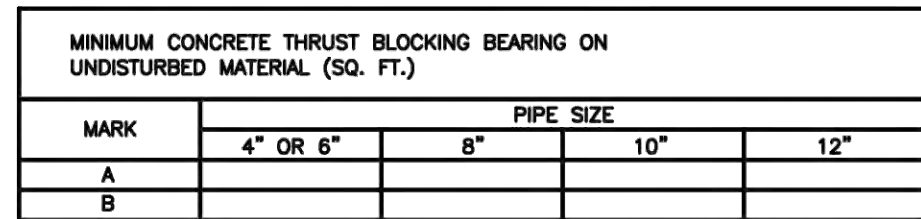
SHEET TITLE:

UTILITY DETAILS

SHEET NUMBER

U-2.2

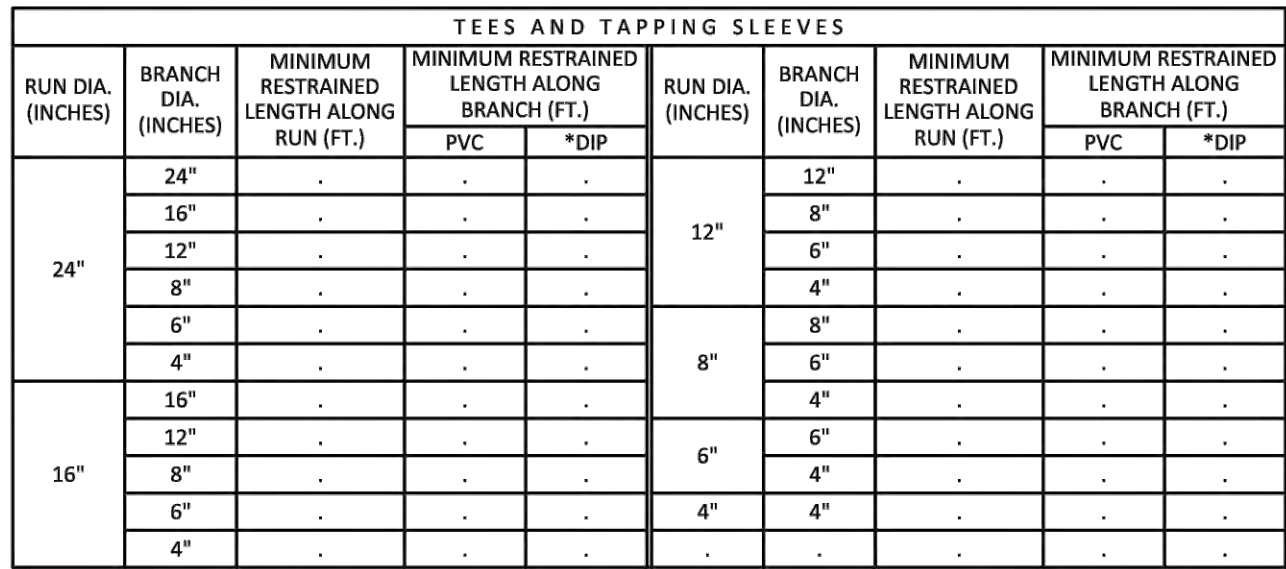
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Troxell
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1. THRUST BLOCKS ARE TO BE USED IN COMBINATION WITH, AND NOT IN LIEU OF, MECHANICAL JOINT RESTRAINTS AS REQUIRED BY THE CITY. REFER TO THRUST RESTRAINT DESIGN TABLE IN STANDARD DETAIL G-10.
2. THE AREAS IN THE TABLE ARE BASED ON _____ POUNDS PER SQUARE FOOT SOIL BEARING AGAINST THE UNDISTURBED TRENCH WALL AND ARE TO REPRESENT THE MINIMUM VERTICAL PROJECTED AREA AT THE THRUST BLOCK IN A PLANE PERPENDICULAR TO THE LINE BISECTING THE INCLUDING ANGLE OF THE FITTING.
3. POUR THRUST BLOCKS AGAINST UNDISTURBED MATERIAL. WHERE TRENCH WALL HAS BEEN DISTURBED, EVACUATE LOOSE MATERIAL AND EXTEND THRUST BLOCK TO UNDISTURBED MATERIAL.
4. ON BENDS AND TEES, EXTEND THRUST BLOCKS FULL LENGTH OF FITTING.
5. DO NOT COVER COUPLING OR JOINTS WITH CONCRETE.
6. CONCRETE TO BE 2500 P.S.I. MINIMUM 28 DAY STRENGTH.
7. TABLE TO BE COMPLETED BY DESIGN ENGINEER.

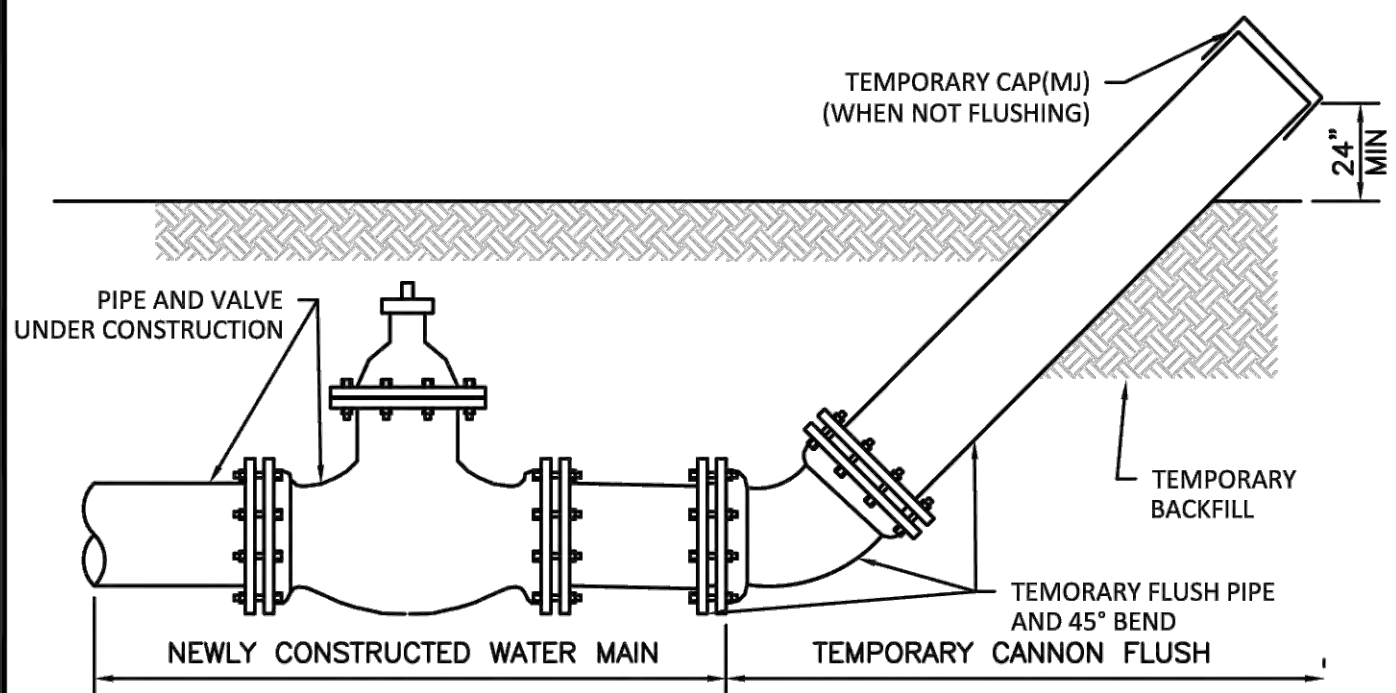
1. ALL JOINTS BETWEEN BENDS AT HORIZONTAL & VERTICAL OFFSETS SHALL BE RESTRAINED.
2. MECHANICAL THRUST RESTRAINTS FOR D.I.P. FITTINGS ON D.I.P. OR P.V.C. PIPE SHALL BE MEGALUG AS MANUFACTURED BY EBAA IRON, INC., OR APPROVED EQUAL.
3. DUCTILE IRON FITTINGS UP TO 20-INCHES IN DIAMETER SHALL BE RESTRAINED BY MECHANICAL MEANS, I.E., MEGALUGS OR APPROVED EQUAL.
4. DUCTILE IRON FITTINGS 24-INCH IN DIAMETER AND ABOVE SHALL BE RESTRAINED BY MECHANICAL MEANS, I.E., MEGALUGS OR APPROVED EQUAL, WITH THE ADDITION OF THRUST BLOCKS AND CONCRETE ANCHORS AT THE DISCRETION OF THE ENGINEER OF RECORD.
5. ANY THRUST BLOCKS AND ANCHORS ARE TO BE DESIGNED BY THE ENGINEER OF RECORD, SIGNED AND SEALED. CALCULATIONS SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO INSTALLATION.
6. THRUST BLOCKS CONSISTING OF POURED-IN-PLACE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2,500 PSI AFTER 28 DAYS.

HORIZONTAL BENDS			
PIPE DIA. (INCHES)	BEND (ANGLE)	RESTRAINED LENGTH (RU) (FT)	
		PVC	*DIP
24	11½	-	-
	22½	-	-
	45	-	-
	90	-	-
16	11½	-	-
	22½	-	-
	45	-	-
	90	-	-
12	11½	-	-
	22½	-	-
	45	-	-
	90	-	-
8	11½	-	-
	22½	-	-
	45	-	-
	90	-	-
6	11½	-	-
	22½	-	-
	45	-	-
	90	-	-
4	11½	-	-
	22½	-	-
	45	-	-
	90	-	-



1. THE ABOVE DETAILS APPLY ONLY TO ASPHALT PAVEMENT RESTORATION OVER UTILITY TRENCHES CUT WITHIN CITY OF HOLLYWOOD RIGHTS-OF-WAY. FOR PAVEMENT RESTORATION WITHIN BROWARD COUNTY OR FDOT RIGHTS-OF-WAY REFER TO THE CORRESPONDING DETAILS FOR THOSE AGENCIES.
2. LIMEROCK BASE MATERIAL SHALL HAVE A MINIMUM L.B.R. OF 100 AND A MINIMUM CARBONATE CONTENT OF 70%. REPLACED BASE MATERIAL OVER TRENCH SHALL BE A MINIMUM OF 12" THICK.
3. LIMEROCK BASE MATERIAL SHALL BE PLACED IN 12" MAXIMUM (LOOSE MEASUREMENT) THICKNESS LAYERS WITH EACH LAYER THOROUGHLY ROLLED OR TAMPED AND COMPACTED TO 100% OF MAXIMUM DENSITY, PER AASHTO T-180, PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
4. STABILIZED SUBGRADE MATERIAL SHALL BE GRANULAR AND SHALL HAVE A MINIMUM L.B.R. OF 40.
5. BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE PIPE LAYING CONDITION TYPICAL SECTIONS IN DETAILS G-02 AND G-03, AND THE SPECIFICATIONS, BUT TESTING WILL BEGIN 12" ABOVE THE INSTALLED FACILITY.
6. ALL EDGES AND JOINTS OF EXISTING ASPHALT PAVEMENT SHALL BE SAW CUT TO STRAIGHT LINES, PARALLEL TO OR PERPENDICULAR TO THE ROADWAY, PRIOR TO THE RESURFACING.
7. RESURFACING MATERIAL SHALL BE FDOT SUPERPAVE, AND SHALL BE APPLIED A MINIMUM OF TWO INCH IN THICKNESS.
8. MILL AND BUTT JOINT TO EXISTING PAVEMENT.
9. IF THE TRENCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL REPLACED WITH A PERMANENT PATCH.
10. REFER TO SPECIFICATIONS FOR DETAILED PROCEDURES.
11. WHERE THE UTILITY TRENCH CROSSES EXISTING ASPHALT DRIVEWAYS, THE LIMEROCK BASE THICKNESS SHALL BE A MINIMUM OF 12" THICK, REGARDLESS OF THE EXTENT OF IMPACT. THE ENTIRE DRIVEWAY SURFACE BETWEEN THE EDGE OF THE ROADWAY PAVEMENT AND PROPERTY LINE OR FRONT OF SIDEWALK SHALL BE OVERLAI D USING 2-INCH THICK MINIMUM ASPHALTIC CONCRETE SURFACE COURSE WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE CITY/ENGINEER.

	ISSUED: 03/11/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	DRAWN: EAM	FLEXIBLE PAVEMENT RESTORATION NOTES	DRAWING NO.
	APPROVED: XXX		G-12



1. FLUSHING LOCATIONS ARE TO BE PROPOSED BY CONTRACTOR AND APPROVED BY ECDSD.
2. UPON COMPLETION OF THE PIPE INSTALLATION FOR ANY SECTION, THE MAIN SHALL BE CANNON FLUSHED TO REMOVE DIRT AND ANY OTHER FOREIGN MATTER.
3. INSTALLED TEMPORARY 450" AND ASSOCIATED TEMPORARY PIPING AS SHOWN TO DIRECT THE FLUSHING WATER AWAY FROM THE IMMEDIATE WORK AREA AND EXERCISE DUE CARE SO AS TO ENSURE THAT THE WATER USED IN FLUSHING DOES NOT CAUSE A NUISANCE OR INFLECT PROPERTY DAMAGE.
4. BENDS AND PIPING SHALL BE THE SAME SIZE OR LARGER AS THE LINE BEING FLUSHED.
5. PRIOR TO THE ACTUAL LINE FLUSHING OPERATION THE CONTRACTOR SHALL PROPERLY NOTIFY ECDSD INSPECTOR OF SUCH INTENDED WATER USE.
6. EXISTING UTILITIES SHALL BE OPERATED, EXCEPT BY AUTHORIZED CITY PERSONNEL.
7. FLUSHING SHALL NOT BE ACCOMPLISHED WITHOUT THE ACTUAL PRESENCE OF THE ECDSD INSPECTOR.
8. AFTER THE LINE UNDER CONSTRUCTION HAS BEEN SUCCESSFULLY FLUSHED, THE CONTRACTOR SHALL REMOVE THE TEMPORARY PIPING ARRANGEMENT AND PROCEED WITH THE REMAINING CONSTRUCTION AS SPECIFIED.
9. ALL PIPING SHALL BE MECHANICALLY RESTRAINED IN ACCORDANCE WITH CITY STANDARDS.
10. IF REQUIRED BY ECDSD, WATER SHALL BE CLEANED BY PIGGING.
11. CONTRACTOR WILL INSTALL A PRESSURE GAUGE AT OR NEAR THE FILL AND FLUSH LOCATION AND MAINTAIN A MINIMUM PRESSURE OF 40 PSI AT ALL TIMES. THE FILL VALVE WILL BE OPENED AND CLOSED SLOWLY TO AVOID RAPID PRESSURE CHANGES IN THE WATER SYSTEM.
12. CONTRACTOR IS CAUTIONED THAT GOVERNING AGENCIES OR UTILITIES MAY HAVE REGULATIONS LIMITING OR PROHIBITING DISCHARGE INTO SEWERS, SURFACE WATERS, CANALS, DITCHES AND OTHER CONVEYANCES/RECEIVING AREAS. CONTRACTOR SHALL OBTAIN ALL NECESSARY AGENCIES REQUIREMENTS (INCLUDING PERMITTING, IF REQUIRED) IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
13. CANNON FLUSHING TO PROCEED AFTER HEALTH DEPARTMENT CLEARANCE IS RECEIVED.

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	CANNON FLUSHING	DRAWING NO.
	APPROVED: XXX		G-13

Digitally signed by
Michael Troxell
Date: 2025.06.30
15:49:46 -04'00'

MICHAEL A. TROXELL, STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 50572. THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MICHAEL A. TROXELL, PE ON 6/30/2025. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

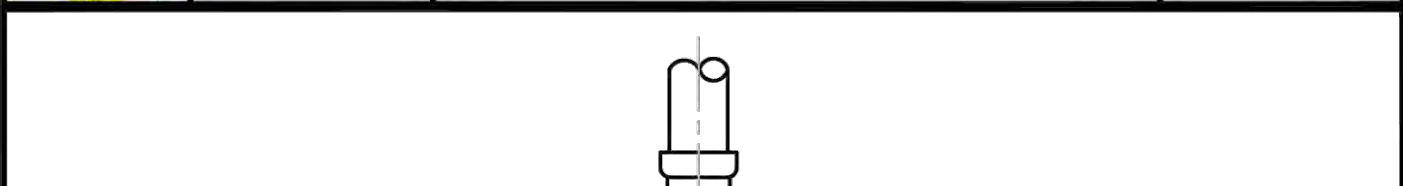
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7. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH FORCE MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, FORCE MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 12" MINIMUM COVER. CONTRACTOR SHALL MAINTAIN MINIMUM SEPARATION DISTANCE OF 12" BETWEEN ALL FORCE MAINS. PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.

8. WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SELECTION, METHOD, MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL SUCH AND OTHER SAFETY REQUIREMENTS.



NEW SEWER MAIN EXIST. SEWER MAIN

[illegible]

Category	Sub-category	Item	Value
Total	Total	Sum of all items	1000
		Sum of all items	1000

Category	Sub-category	Item	Value
Total	Total	Sum of all items	1000
		Sum of all items	1000

100%

90%

80%

70%

60%

50%

40%

30%

20%

10%

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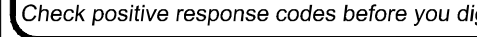
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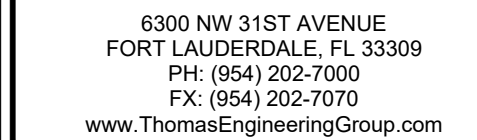
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PROJECT No.:	F24004
DRAWN BY:	CA
CHECKED BY:	MA
DATE:	05/06/202
CAD I.D.:	F240042 WSU DTL

FOR
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 3315



UTILITY DETAILS

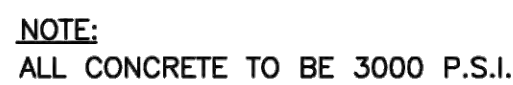
SHEET NUMBER:

U-2.4

Michael
Troxell

Digitally signed by Michael
Troxell
Date: 2025.06.30 15:50:06
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G:\KUSHNER\F240042 58TH & OAK RESIDENTIAL\DWG\SITE\2025-05-06\F240042 WSU DTLS-----LAYOUT; WSU DTLS

[illegible]

TAC SUBMITTAL

PROJECT:

FOR
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 33154

6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com

SHEET TITLE:

SHEET NUMBER:

U-2.5

Printed on Monday, June 30, 2025, 12:57 PM by Corey Sprusansky
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N.T.S.

AA. THE HORSEPOWER SHOWN ON THE SCHEDULE IS A MINIMUM HORSEPOWER REQUIREMENT BASED ON THE STATION'S DESIGN CRITERIA AND THE REQUIRE TORQUE. (LOWER RATED HORSEPOWER EQUIPMENT WILL NOT BE ACCEPTABLE).

BB. THESE ITEMS ARE NOT SUPPLIED BY A.E.S. WITH THE MOPS STATION.

CC. INVERT ELEVATIONS BASED ON INSIDE BOTTOM OF PIPE.

DD. THE MOPS CONTROL ASSEMBLY CONSISTS OF THE FOLLOWING: CONTROL CENTER DISCONNECT SWITCH, MOUNTING ASSEMBLY, ELECTRICAL CONDUITS, AND SEAL OFF. THESE ITEMS MUST BE SUPPLIED AND INSTALLED BY THE MOPS PUMP STATION MANUFACTURER TO VALIDATE MOPS WARRANTY PROGRAM.

EE. FOR STATIONS IN MIAMI DADE COUNTY, THE MOPS PUMP STATION IS SUPPLIED WITH A REMOTE TELEMETRY MONITORING UNIT AND A.E.S. MAINTENANCE SERVICE. THE R.T.U. ALLOWS FOR MONITORING OF LAG ALARM, HIGH ALARM, AND POWER FAILURE PER CHAPTER 24.42.2(5). THE R.T.U. IS EQUIPPED WITH A BATTERY BACK UP AND IS INSTALLED ABOVE THE 100 YEAR FLOOD ELEVATION.

THE MOPS WASTEWATER PUMP STATION DESIGN AND EQUIPMENT SHOWN ON THIS DRAWING HAS BEEN REVIEWED, PERMITTED, AND CERTIFIED AS COMPLYING WITH ALL THE STATE OF FLORIDA D.E.P. AND LOCAL REQUIREMENTS. ANY SUBSTITUTION FROM THIS DESIGN MAY REQUIRE NEW PERMITS, APPLICATION FEES, AND ENGINEERING SERVICES FOR RE CERTIFICATION AND DESIGN REVIEW.

LS-1

SHEET NUMBER:
U-3.0

Michael Troxell



Hollywood Oaks - By Kushner

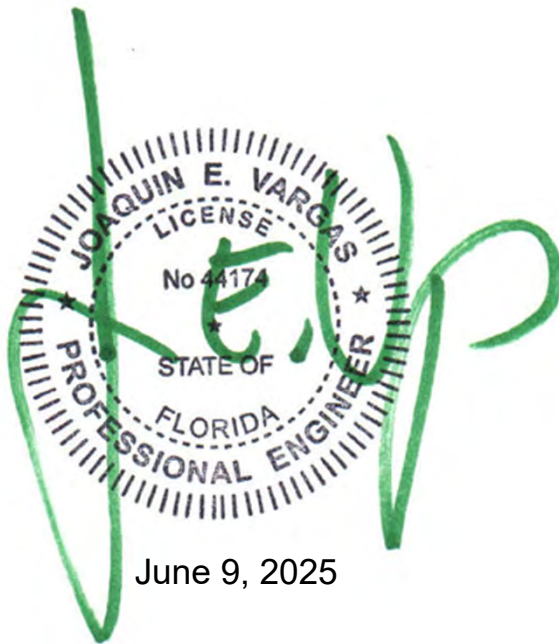
4220 & 4231 N 58th Avenue

Hollywood, Florida 33021

prepared for:

Kushner Realty Acquisition, LLC

traffic study



June 9, 2025

TRAFTECH
ENGINEERING, INC.

June 2025

ENGINEER'S CERTIFICATION

I, Hereby certify that I am a registered professional engineer in the State of Florida, practicing with Traf Tech Engineering, Inc., a Florida Corporation under Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes, Professional License Number 44174, by the State of Florida, Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project: Hollywood Oaks
Location: Hollywood, Florida
Client: Kushner Realty Acquisition, LLC

Report Prepared by: Traf Tech Engineering, Inc
8400 N. University Drive, Suite 309
Tamarac, FL 33321

I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional judgement and experience.

Signature:

Name:

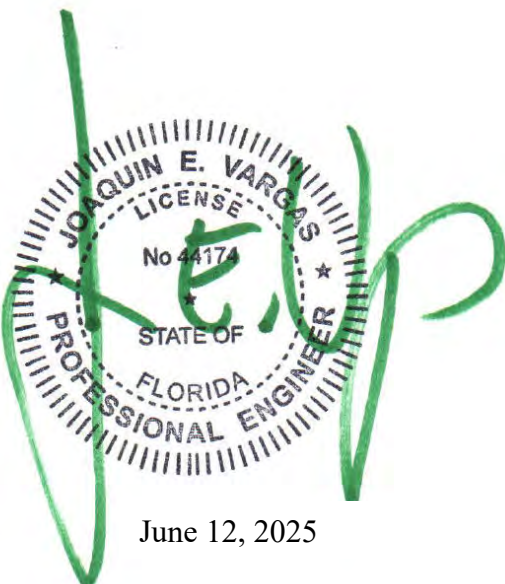
License No.

Date:

Joaquin E. Vargas, P.E.

FL 44174

June 12, 2025



June 12, 2025

June 12, 2025

Mr. Raphael Schwartz
Senior Vice President
Development and Construction
KUSHNER
188 Bal Bay Drive
Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Traffic Study

Dear Rafi:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the updated traffic impact study associated with the proposed 8-story residential development to be located at 4220 & 4226 N 58th Avenue in the City of Hollywood, Florida. The traffic study documents the traffic impacts associated with the project.

Additionally, the signal warrant study conducted for the intersection of Stirling Road and N 58th Avenue is contained in Appendix F. FDOT reviewed the signal warrant study and recommended an updated study should be prepared once the project is built. The FDOT letter is include in Appendix G.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

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APPENDICES

Appendix A: Site Plan & Traffic Methodology

Appendix B: Traffic Counts

Appendix C: Signal Timing, PSCF, Historical Data, Growth Rate, and Committed Developments

Appendix D: Future Turning Movement Volumes

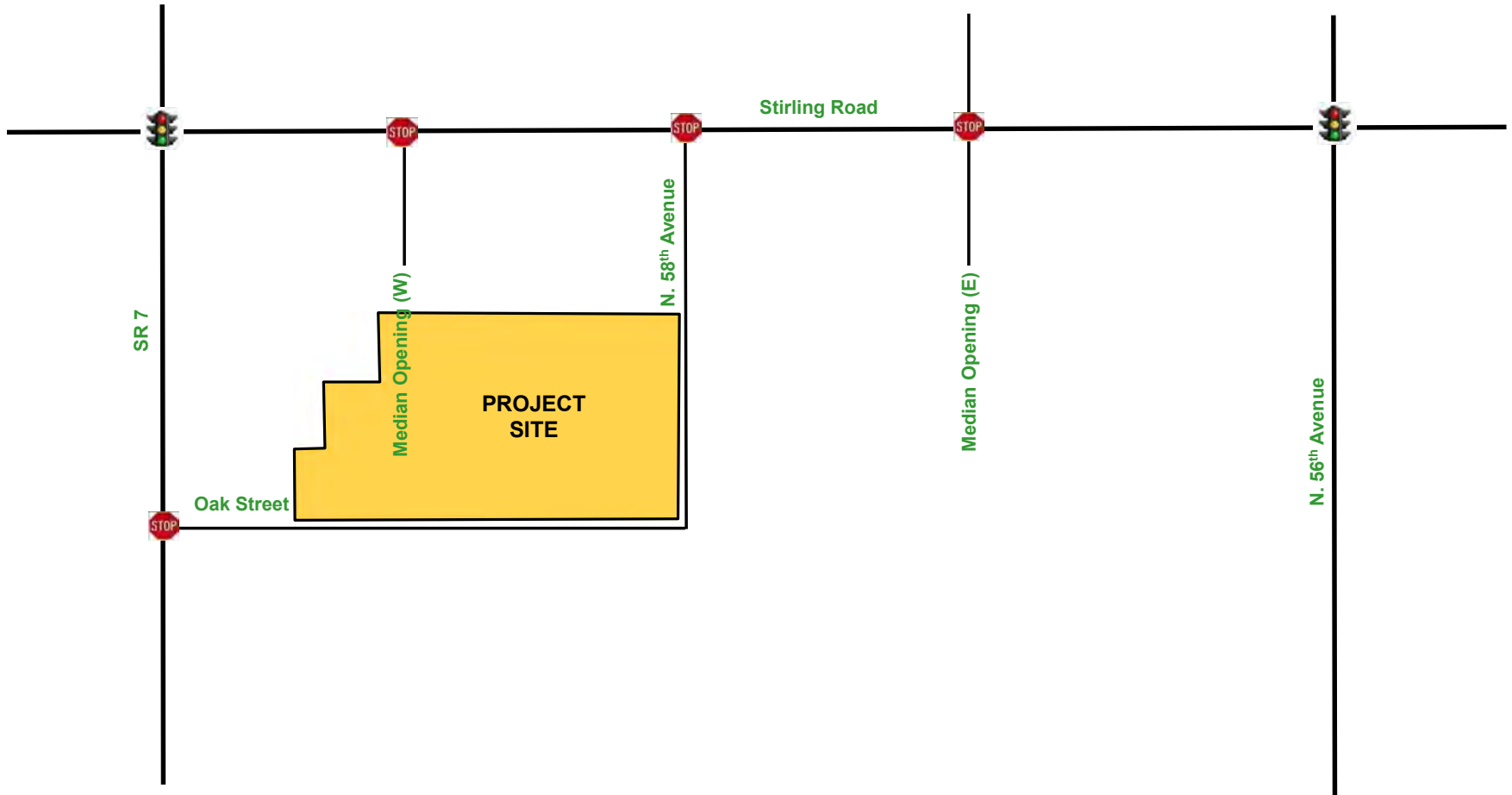
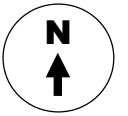
Appendix E: SYNCHRO Analyses

INTRODUCTION

Hollywood Oaks is a proposed 8-story residential development with 470 units planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood, Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by Kushner Realty Acquisition, LLC to conduct a traffic study in connection with the proposed residential development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Impact Analysis
7. Conclusions and Recommendations



LEGEND	
	Subject Site



PROJECT LOCATION MAP

FIGURE1
Hollywood Oaks
Hollywood, Florida

INVENTORY

Existing Land Use

The project site is primarily vacant.

Proposed Land Uses and Access

The proposed development consists of the following land uses and intensity:

- 470 residential units (mid-rise)
- 7-level parking garage
- A private one-story club house
- A community building (synagogue) for Orthodox Jews (no driving expected)

Access to the parking garage is provided via two full-access driveways, one on N 58th Avenue and another on Oak Street. The club house has two access driveways off of N 58th Avenue. Additionally, there are two drop-off areas with two driveways each, one on N 58th Avenue and another on Oak Street. N 58th Avenue connects with Stirling Road as a right-turn in/right-turn out driveway. Similarly, Oak Street connects with SR 7 as a right-turn in-right-turn out. The proposed residential development is anticipated to be built and occupied in 2028. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

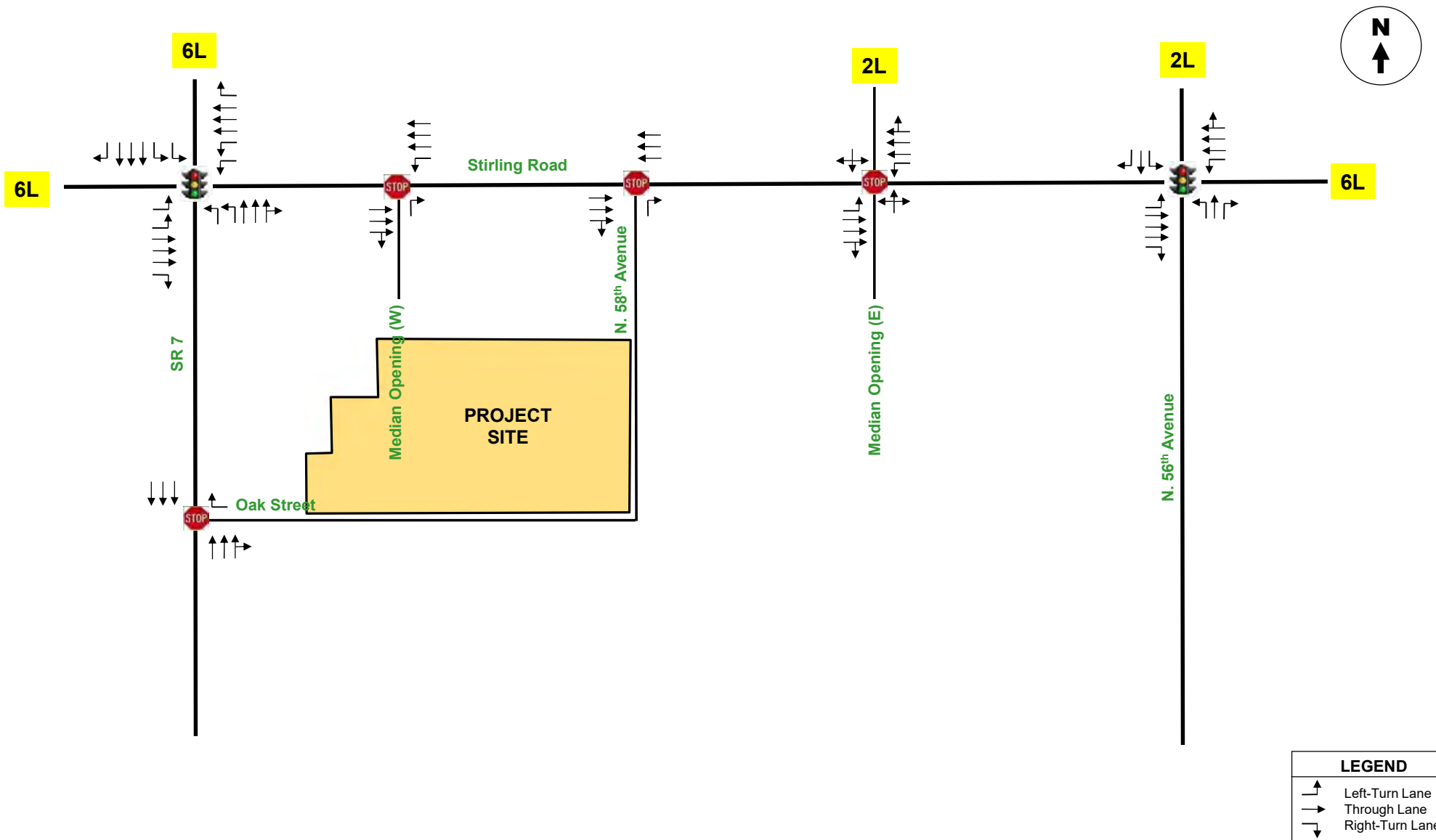
The roadway system located near the project site includes State Road 7, Stirling Road, Oak Street, N 58th Avenue, and N 56th Avenue. State Road 7 and Stirling Road are six-lane divided major arterials near the project site. N 56th Avenue is a two-lane undivided facility and N 58th Avenue and Oak Street are both two-lane local streets.

Nearby Intersections

Six intersections plus the access driveways were identified as the locations that will be impacted the most by the proposed project. These six intersections include:

1. State Road 7 and Stirling Road (signalized)
2. State Road 7 and Oak Street (stop control)
3. Stirling Rd and 1st Median Opening west of N 58th Ave (stop control)
4. Stirling Road and N 58th Avenue (stop control)
5. Stirling Rd and 1st Median Opening east of N 58th Ave (stop control)
6. Stirling Road and N 56th Avenue (signalized)

Figure 2 shows the existing lane geometry of the six intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



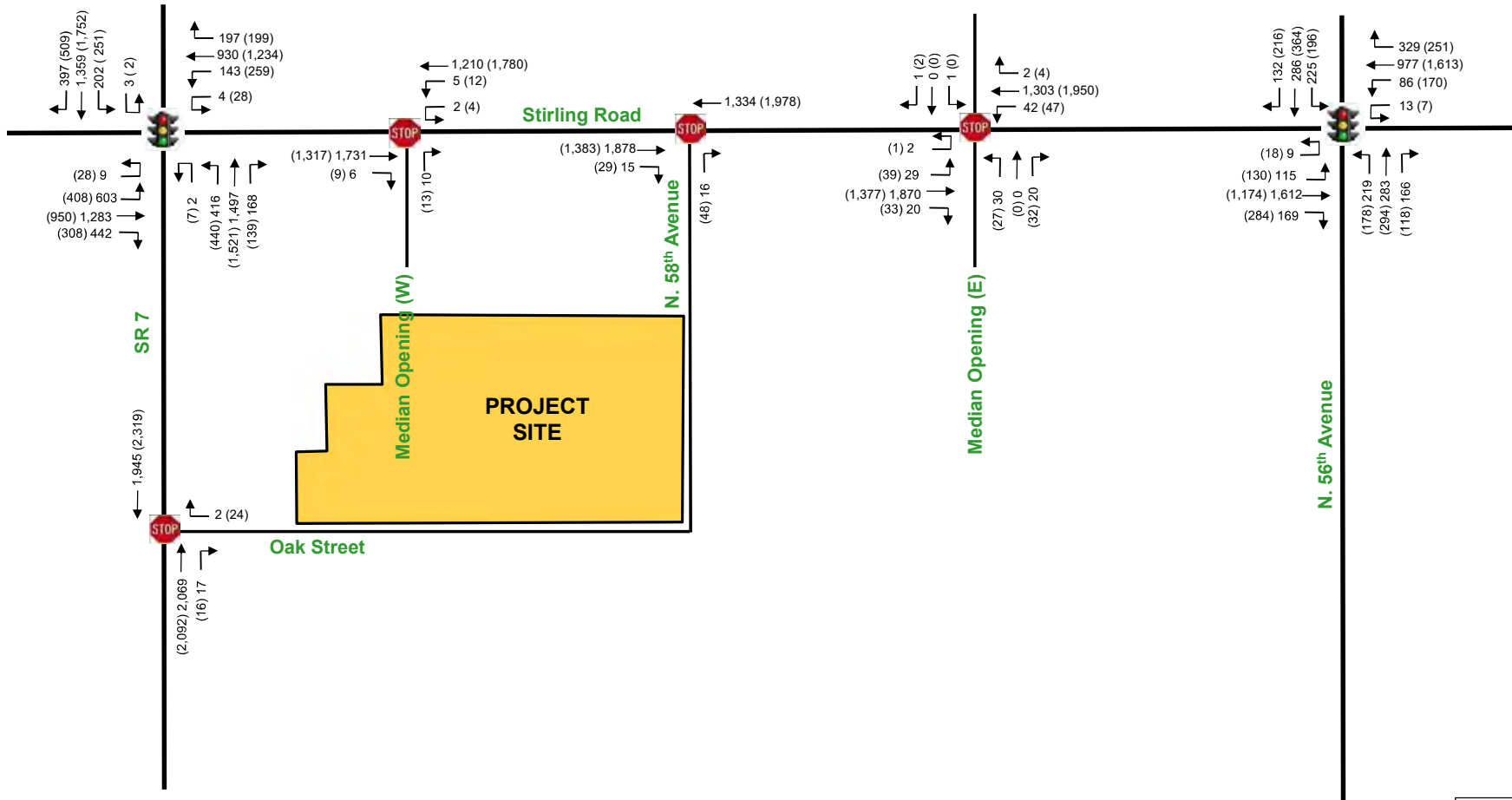
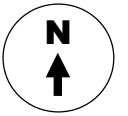
TRAFFIC COUNTS

Traf Tech Engineering, Inc., collected intersection turning movement counts at the six study intersections. The intersection turning movement counts were collected on Tuesday, November 19, 2024 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following six intersections located near the project site:

1. State Road 7 and Stirling Road
2. State Road 7 and Oak Street
3. Stirling Rd and 1st Median Opening west of N 58th Ave
4. Stirling Road and N 58th Avenue
5. Stirling Rd and 1st Median Opening east of N 58th Ave
6. Stirling Road and N 56th Avenue

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersection were obtained from Broward County Traffic Engineering Division and are also included in Appendix B. The traffic counts were adjusted by utilizing a peak season factor based on FDOT peak season adjustment factors. The State-published adjustment factors are contained in Appendix C.

Figure 3 shows the 2025 peak season AM and PM peak hour traffic volumes.



LEGEND
XX AM Peak Hour
(YY) PM Peak Hour



2025 PEAK SEASON TRAFFIC – AM & (PM) Peak Hour

FIGURE 3
Hollywood Oaks
Hollywood, Florida

TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed uses include ITE's Land Use 221 – Multifamily Housing (Mid-Rise) and ITE's Land Use 561 – Synagogue. The private one-story club-house and the community building (synagogue) for Orthodox Jews. Table 1 summarizes the project trips associated with the proposed residential development.

TABLE 1 Trip Generation Summary Hollywood Oaks - by Kushner								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Residential Mid-Rise (LUC 221)	470 units	2,195	195	45	150	184	112	72
Synagogue (LUC 561)								
- Based on Size	4,070 sf	120	10	6	4	12	7	5
- Based on Member Families *	70 families	190	15	9	6	19	11	8
Proposed External Trips		2,385	210	54	156	203	123	80

Source: ITE Trip Generation Manual (11th Edition). *Synagogue has 137 seats, assumed 2 seats per family = 69 families, say 70 families

As indicated in Table 1, the trips generated by the proposed residential development consists of approximately 210 trips during the AM peak hour (54 inbound and 156 outbound) and approximately 203 trips during the PM peak hour (123 inbound and 80 outbound).

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. Based on the above, the following traffic assignment was assumed for the proposed development:

- 35% to and from the north via SR 7
- 20% to and from the south via SR 7
- 25% to and from the west via Stirling Road
- 5% to and from the north via N. 56th Avenue
- 5% to and from the south via N. 56th Avenue
- 10% to and from the east via Stirling Road

The peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 4.

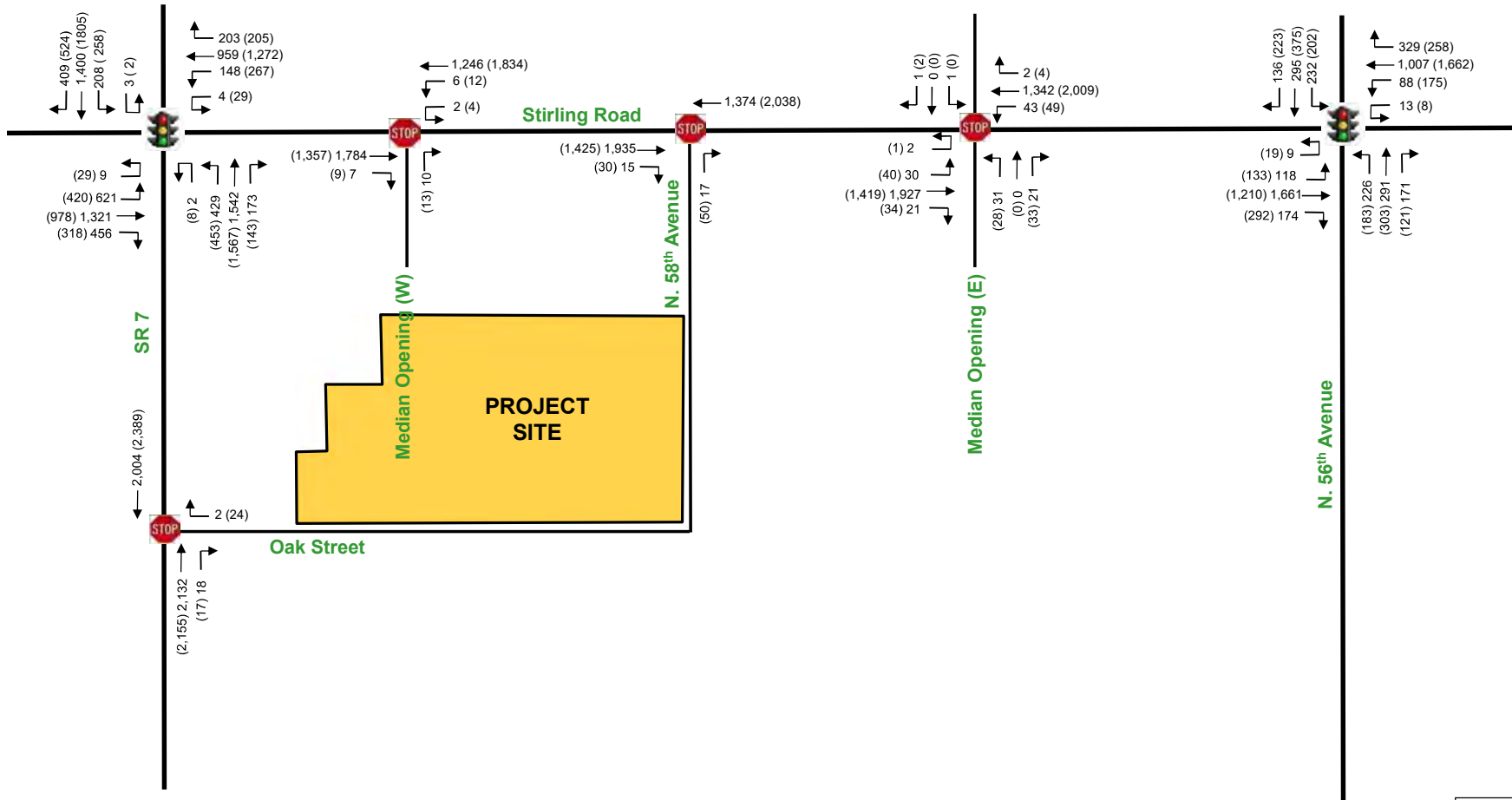
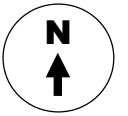
TRAFFIC ANALYSIS

This section of the study includes six (6) parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions. The last four sections address turn lane analysis, access management, maneuverability analysis, and transit services.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2028 traffic volumes (project anticipated to be built and occupied by the year 2028), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of November to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.06 is required to convert traffic counts to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2025 peak season traffic volumes to the year 2028. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has not occurred during the past five and ten years (refer to Appendix C). Based on the historical traffic count analysis, a 1.0% growth rate was used for purposes of this study. The future traffic projections for the study intersections (peak season adjustments, and growth rate) are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2028 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the subject residential project.

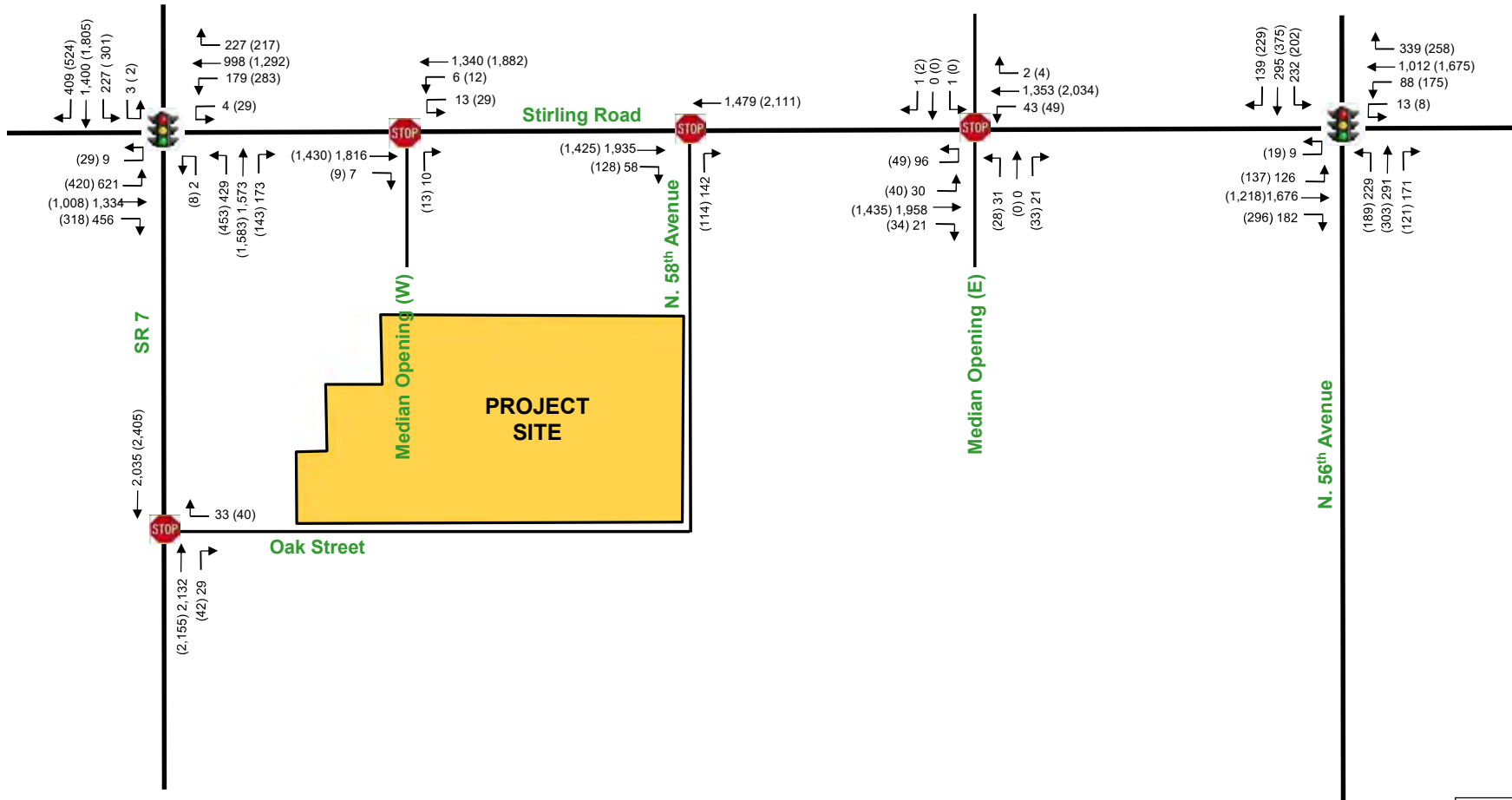
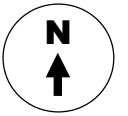


LEGEND
XX AM Peak Hour
(YY) PM Peak Hour



BACKGROUND TRAFFIC – Year 2028
AM & (PM) Peak Hour

FIGURE 5
Hollywood Oaks
Hollywood, Florida



LEGEND
XX AM Peak Hour
(YY) PM Peak Hour



TOTAL TRAFFIC VOLUMES with Project Trips
(Year 2028 Peak Season)

FIGURE 6
Hollywood Oaks
Hollywood, Florida

Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the six study intersections and access driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Tables 2A and 2B.

As indicated in Table 2A and 2B, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2028 with the proposed project in place, except for two intersections. The exceptions are the intersections of SR 7 & Stirling Road, during AM and PM periods and Stirling Road & N. 56th Avenue, during the PM peak period. These intersections are projected to operate deficiently without the project in place. However, with the implementation of minor signal optimization the delay is expected to decrease.

The northbound and southbound approaches of the unsignalized intersection of Stirling Road & Median Opening (East) are expected to operate deficiently with and without the project in place. Note that the proposed project does not add trips to these approaches, instead project trips are added as eastbound U-turns. A review of eastbound left-turn queues with the proposed project in place, revealed that the existing turn lane has sufficient capacity to accommodate the additional trips added by the proposed development. Therefore, no improvements are recommended for this median opening. The 95th Percentile queue of turning lanes affected by the project trips are also summarized in Tables 2A and 2B.

Turn bays impacted by the project trips are highlighted in yellow. As shown in the table, none of the queues exceed beyond the length of the existing turn bays, except for the northbound left-turn (NBL) queue at the intersection of Stirling Road and N.56th Street.

However, both existing and background queues already extend beyond the length of the existing turn bay, indicating background failures.

With the proposed project in place, future queues are projected to increase by zero (0) feet during the AM peak hour and by 13 feet during the PM peak hour. These queues are considered to have minimal impact, as the maximum number of trips added by the proposed development are two (2) AM and six (6) PM peak hour trips. Note that the NBL bay could be extended if necessary.

The computer printouts of the intersection capacity analyses are contained in Appendix E.

Table 2A Level of Service and 95th Percentile Queues - AM Peak Hour														
101: String Rd & SR 7~	Existing	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	131.4	59.9	36.5	96.4	129.5	43.6	210.8	99.9		80.1	62.1	25.1
		LnGrp LOS	F	E	D	F	F	D	F	F		F	E	C
		Approach Delay, s/veh		74.2			112.4			122.2			56.2	
		Approach LOS		E			F			F			E	
	Intersection Summary													
	HCM 7th Control Delay, s/veh	89.1												
	HCM 7th LOS	F												
	Queue Length 95th (ft)	#532	584	444	#152	#541	122	#424	#902		166	619	309	
	Turn Bay Length (ft)	430		225	370		220	575			510		765	
	Background	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	143.6	63.4	37.4	99.4	143.2	44.8	227.3	115.4		80.4	66.1	25.4
		LnGrp LOS	F	E	D	F	F	D	F	F		F	E	C
		Approach Delay, s/veh		79.5			122.9			137.9			59.3	
		Approach LOS		E			F			F			E	
	Intersection Summary													
	HCM 7th Control Delay, s/veh	97.5												
	HCM 7th LOS	F												
	Queue Length 95th (ft)	#555	607	466	m#157	#565	128	#441	#946		171	#647	323	
	Turn Bay Length (ft)	430		225	370		220	575			510		765	
	Future	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	143.6	65.2	37.4	139	163.1	46.1	227.3	129.4		82.6	66.1	25.4
		LnGrp LOS	F	E	D	F	F	D	F	F		F	E	C
		Approach Delay, s/veh		80.4			141.1			148.8			59.8	
		Approach LOS		F			F			F			E	
Intersection Summary														
HCM 7th Control Delay, s/veh	104.3													
HCM 7th LOS	F													
Queue Length 95th (ft)	#555	615	466	m#201	m#600	m149	#441	#975		185	#647	323		
Turn Bay Length (ft)	430		225	370		220	575			510		765		
Future + Optimization	Is Turning Bay OK?	Yes												
	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	LnGrp Delay(d), s/veh	159.6	74.4	37.4	113.4	152.5	47.4	170.4	82.9		184.7	70.2	26.1	
	LnGrp LOS	F	E	D	F	F	D	F	F		F	E	C	
	Approach Delay, s/veh		89.6			130.5			100.2			74.2		
Approach LOS		F			F			F			E			
Intersection Summary														
HCM 7th Control Delay, s/veh	95.7													
HCM 7th LOS	F													
Queue Length 95th (ft)	#568	#660	466	#189	#590	133	#417	#873		#255	#679	294		
Turn Bay Length (ft)	430		225	370		220	575			510		765		
Existing	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0		0.15			10.81							
	HCM LOS						B							
	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
	HCM Control Delay (s/veh)		10.8	-	-	25.3	-							
Background	HCM Lane LOS		B	-	-	D	-				F			
	HCM 95th %tile Q(veh)		0	-	-	0.1	-							
	Turn Bay Length (ft)					115								
	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0		0.17			10.94							
Future	HCM LOS						B							
	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
	HCM Control Delay (s/veh)		10.9	-	-	27.4	-							
	HCM Lane LOS		B	-	-	D	-							
	HCM 95th %tile Q(veh)		0.1	-	-	0.2	-							
102: Median Opening (West) & String Rd	Turn Bay Length (ft)					115								
	Is Turning Bay OK?					Yes								
	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0		0.33			11.01							
	HCM LOS						B							
Background	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
	HCM Control Delay (s/veh)		10.9	-	-	27.4	-							
	HCM Lane LOS		B	-	-	D	-							
	HCM 95th %tile Q(veh)		0.1	-	-	0.2	-							
	Turn Bay Length (ft)					115								
Future	Is Turning Bay OK?					Yes								
	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0		0			13.48							
	HCM LOS						B							
	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
103: N 98 Ave & String Rd	HCM Control Delay (s/veh)		13.5	-	-	-	-							
	HCM Lane LOS		B	-	-	-	-							
	HCM 95th %tile Q(veh)		1	-	-	-	-							
	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0		0			11.4							
Background	HCM LOS						B							
	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
	HCM Control Delay (s/veh)		11.4	-	-	-	-							
	HCM Lane LOS		B	-	-	-	-							
	HCM 95th %tile Q(veh)		0.1	-	-	-	-							
Future	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0		0			13.48							
	HCM LOS						B							
	Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
	HCM Control Delay (s/veh)		13.5	-	-	-	-							
104: Median Opening (East) & String Rd	HCM Lane LOS		B	-	-	-	-							
	HCM 95th %tile Q(veh)		1	-	-	-	-							
	Approach	EB		WB			NB							
	HCM Control Delay, s/v	0.33					1.44			NB			SB	
	HCM LOS									77.5			28.58	
Background	Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			D	
	HCM Control Delay (s/veh)		77.5	20.2	-	-	46.3	-	-	28.6				
	HCM Lane LOS		F	C	-	-	E	-	-	D				
	HCM 95th %tile Q(veh)		2.4	0.4	-	-	1.4	-	-	0				
	Approach	EB		WB			NB						SB	
Future	HCM Control Delay, s/v	0.34					1.59			100.46			31.63	
	HCM LOS									F			D	
	Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
	HCM Control Delay (s/veh)		100.5	21.1	-	-	51.4	-	-	31.6				
	HCM Lane LOS		F	C	-	-	F	-	-	D				
105: N 56th Avenue & String Rd	HCM 95th %tile Q(veh)		2.9	0.4	-	-	1.5	-	-	0				
	Approach	EB		WB			NB						SB	
	HCM Control Delay, s/v	0.34					1.59			100.46			31.63	
	HCM LOS									F			D	
	Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Existing	HCM Control Delay (s/veh)		100.5	21.1	-	-	51.4	-	-	31.6				
	HCM Lane LOS		F	C	-	-	F	-	-	D				
	HCM 95th %tile Q(veh)		2.9	0.4	-	-	1.5	-	-	0				
	Turn Bay Length (ft)		240											
	Is Turning Bay OK?		Yes											
Background	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	LnGrp Delay(d), s/veh	51.3	42.0	42.4	43.0	36.8		60.9	79.2	54.7	60.0	75.6	52.1	
	LnGrp LOS	D	D	D	D	D		E	E	D	E	E	D	
	Approach Delay, s/veh		42.6			37.2			67.1			65.3		
	Approach LOS		D			D			E			E		
Intersection Summary														
HCM 7th Control Delay, s/veh	47.7													
HCM 7th LOS	D													
Queue Length 95th (ft)	m132	m#741	m80	137	556		232	414	110	247	412	58		
Turn Bay Length (ft)	230		230	290			175	175		210				
Future	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	LnGrp Delay(d), s/veh	52.7	44.2	43.7	44.3	38		64.0	80.9	54.7	63.0	77.3	51.9	
	LnGrp LOS	D	D	D	D	D		E	F	D	E	E	D	
	Approach Delay, s/veh		44.7			38.4			68.8			67.1		
	Approach LOS		D			D			E			E		
Intersection Summary														
HCM 7th Control Delay, s/veh	49.4													
HCM 7th LOS	D													
Queue Length 95th (ft)	m131	m#783	m80	141	579	252	427	116	264	426		59		
Turn Bay Length (ft)	230		230	290			175	175		210		0		
Future	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	LnGrp Delay(d), s/veh	52.1	44.7	42.8	44.2	38.7		65	80.5	54.4	62.4	77.9	52	
	LnGrp LOS	D	D	D	D	D		E	F	D	E	E	D	
	Approach Delay, s/veh		45.1			39.1			69.0			67.1		
	Approach LOS		D			D			E			E		
Intersection Summary														
HCM 7th Control Delay, s/veh	49.8													
HCM 7th LOS	D													
Queue Length 95th (ft)	m145	m#791	m84	140	582	259	427	116	262	426		59		
Turn Bay Length (ft)	230		230	290			175	175		210		0		
Existing	Is Turning Bay OK?	Yes												
	Approach	WB		NB		SB								
	HCM Control Delay, s/v	12.38		0		0								
	HCM LOS	B												
	Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBT								
Background	HCM Control Delay (s/veh)		-	-	12.4	-								
	HCM Lane LOS		-	-	B	-								
	HCM 95th %tile Q(veh)		-	-	0	-								
	Approach	WB		NB		SB								
	HCM Control Delay, s/v	12.6		0		0								
Future	HCM LOS	B												
	Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBT								
	HCM Control Delay (s/veh)		-	-	12.6	-								
	HCM Lane LOS		-	-	B	-								
	HCM 95th %tile Q(veh)		-	-	0	-								
106: SR 7 & Oak St	Approach	WB		NB		SB								
	HCM Control Delay, s/v	13.27												
	HCM LOS	B												
	Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBT								
	HCM Control Delay (s/veh)		-	-	13.3	-								
Background	HCM Lane LOS		-	-	B	-								
	HCM 95th %tile Q(veh)		-	-	0.3	-								
	Approach	WB		NB		SB								
	HCM Control Delay, s/v	13.27												
	HCM LOS	B												
Future	Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBT								
	HCM Control Delay (s/veh)		-	-	13.3	-								
	HCM Lane LOS		-	-	B	-								
	HCM 95th %tile Q(veh)		-	-	0.3	-								

Table 2B Level of Service and 95th Percentile Queues - PM Peak Hour														
101: Stirling Rd & SR 7-	Existing	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	102.5	60.2	39.9	94.6	118.3	43.7	200.1	78.0		92.3	110.7	35.3
		LnGrp LOS	F	E	D	F	F	D	F	E		F	F	D
		Approach Delay, s/veh		67.4			105.7			103.9			93.6	
		Approach LOS		E			F			F			F	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	93.4											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#387	462	313	240	#735	184	#475	#913		#552	#993	522
		Turn Bay Length (ft)	430		225	370		220	575			510		765
	Future	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	105.7	61.4	40.5	95.2	133.7	43.9	214.5	87.5		92.9	123.6	35.7
		LnGrp LOS	F	E	D	F	F	D	F	F		F	F	D
		Approach Delay, s/veh		69			116.9			114.4			102.8	
		Approach LOS		E			F			F			F	
	Future + Optimization	Intersection Summary												
		HCM 7th Control Delay, s/veh	101.7											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#406	495	326	#269	#792	m207	#494	#974		#269	#1042	548
		Turn Bay Length (ft)	430		225	370		220	575			510		765
102: Median Opening (West) & Stirling Rd	Existing	Lane Group	EBL	EBL	EBL	EBL	EBL	EBL	EBL	EBL	EBL	EBL	EBL	EBL
		LnGrp Delay(d), s/veh	139.8	67.5	41.6	97.3	144.2	45.4	167.1	70.4		139.2	115.8	37.1
		LnGrp LOS	F	E	D	F	F	D	F	e		F	F	D
		Approach Delay, s/veh		81.2			124.4			90.8			102.8	
		Approach LOS		F			F			F			E	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	99.8											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#442	507	329	#269	#789	215	#470	#885		#317	#1029	562
		Turn Bay Length (ft)	430		225	370		220	575			510		765
	Future	Approach	EB		WB			NB						
		HCM Control Delay, s/v	0		0.18			10.31						
		HCM LOS						B						
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT						
		HCM Control Delay (s/veh)		10.3	-	-	21.3	-						
103: N 58 Ave & Stirling Rd	Existing	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	102.5	60.2	39.9	94.6	118.3	43.7	200.1	78.0		92.3	110.7	35.3
		LnGrp LOS	F	E	D	F	F	D	F	E		F	F	D
		Approach Delay, s/veh		67.4			105.7			103.9			93.6	
		Approach LOS		E			F			F			F	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	93.4											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#387	462	313	240	#735	184	#475	#913		#552	#993	522
		Turn Bay Length (ft)	430		225	370		220	575			510		765
	Future	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	105.7	61.4	40.5	95.2	133.7	43.9	214.5	87.5		92.9	123.6	35.7
		LnGrp LOS	F	E	D	F	F	D	F	F		F	F	D
		Approach Delay, s/veh		69			116.9			114.4			102.8	
		Approach LOS		E			F			F			F	
104: Median Opening (East) & Stirling Rd	Existing	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	102.5	60.2	39.9	94.6	118.3	43.7	200.1	78.0		92.3	110.7	35.3
		LnGrp LOS	F	E	D	F	F	D	F	E		F	F	D
		Approach Delay, s/veh		67.4			105.7			103.9			93.6	
		Approach LOS		E			F			F			F	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	93.4											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#387	462	313	240	#735	184	#475	#913		#552	#993	522
		Turn Bay Length (ft)	430		225	370		220	575			510		765
	Future	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	105.7	61.4	40.5	95.2	133.7	43.9	214.5	87.5		92.9	123.6	35.7
		LnGrp LOS	F	E	D	F	F	D	F	F		F	F	D
		Approach Delay, s/veh		69			116.9			114.4			102.8	
		Approach LOS		E			F			F			F	
105: N 58th Avenue & Stirling Rd	Existing	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	102.5	60.2	39.9	94.6	118.3	43.7	200.1	78.0		92.3	110.7	35.3
		LnGrp LOS	F	E	D	F	F	D	F	E		F	F	D
		Approach Delay, s/veh		67.4			105.7			103.9			93.6	
		Approach LOS		E			F			F			F	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	93.4											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#387	462	313	240	#735	184	#475	#913		#552	#993	522
		Turn Bay Length (ft)	430		225	370		220	575			510		765
	Future	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	105.7	61.4	40.5	95.2	133.7	43.9	214.5	87.5		92.9	123.6	35.7
		LnGrp LOS	F	E	D	F	F	D	F	F		F	F	D
		Approach Delay, s/veh		69			116.9			114.4			102.8	
		Approach LOS		E			F			F			F	
106: SR 7 & Oak St	Existing	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	102.5	60.2	39.9	94.6	118.3	43.7	200.1	78.0		92.3	110.7	35.3
		LnGrp LOS	F	E	D	F	F	D	F	E		F	F	D
		Approach Delay, s/veh		67.4			105.7			103.9			93.6	
		Approach LOS		E			F			F			F	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	93.4											
		HCM 7th LOS	F											
		Queue Length 95th (ft)	#387	462	313	240	#735	184	#475	#913		#552	#993	522
		Turn Bay Length (ft)	430		225	370		220	575			510		765
	Future	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
		LnGrp Delay(d), s/veh	105.7	61.4	40.5	95.2	133.7	43.9	214.5	87.5		92.9	123.6	35.7
		LnGrp LOS	F	E	D	F	F	D	F	F		F	F	D
		Approach Delay, s/veh		69			116.9			114.4			102.8	
		Approach LOS		E			F			F			F	

Turn Lane Evaluation

A turn lane analysis was performed using the FDOT 2019 Access Management Guidebook and AASHTO 7th edition for the proposed access driveways.

A Right Turn Deceleration Lane based on FDOT Access Management Guidebook (2019), for roadways with posted speed limit of 45 mph or less, right-turn lane is recommended if the development generates 80-125 trips in the peak hour.

Following AASHTO 7th edition, left turn lane in compliance with the Florida's Green Book shall be provided at each access point if the traffic volumes summarized in Table 3 are met.

Table 3	
Left-turn Lane Criteria	
Left-turn Volume	Through Volume *
25	200
30	150
35	150
40	150
45	150
50 or more	100

Source: AASHTO 7th edition

* Three-legged intersection

- Major road volume

Based on the anticipated peak hour trips for the driveways at build-out conditions (refer to Figure 4), the following can be concluded as shown in Table 4, a dedicated right-turn turn lane is warranted at the intersection of Stirling Road and N.58th Avenue.

Table 4 Hollywood Oaks Need for Turning Lanes								
Location	Jurisdiction	RT Volume Requirement (vph)*	RT Volume (vph)**	RT Lane Required ?	LT and TH Volume Requirements (vph)*	LT Volume (vph)**	TH Volume (vph)**	LT Lane Required ?
N.58th Avenue & Stirling Road	FDOT	80	58/128	Yes				
N.58th Avenue & Driveway	City	80	18/45	No				
Oak Street & Driveway	City	80	18/45	No	See Table 3	9/22	17/31	No

* Source: AASHTO 7th edition and FDOT 2019 Access Management Guidebook

** Volumes extracted from Figure 4 and Synchro outputs

Maneuverability Analysis

The maneuverability analysis was undertaken using the AutoTURN software. Software runs for parking and unparking maneuvers of automobiles at the ground level of the parking structure were undertaken and are included in the civil engineering plan set submitted for the project. The ground floor plan included in Appendix A shows the T-turn maneuver for the fire trucks.

Access Management

The roadway segment of Stirling Road (SR 848), from SR 7 to N. 56th Avenue is classified by FDOT as an Access Class 5 facility. As such, the spacing for traffic signals and full median openings should be no less than 1,320 feet. Directional median openings should have a spacing of 660 feet, or more. As shown in Figure 7, there is a partial (does not physically prohibit southbound lefts) directional median opening located approximately 680 feet east of SR 7 (meets access management standards). The two full median openings located between N 58th Avenue and N 56th Avenue are in violation with

FDOT's access management standards. A traffic signal (with a new full median opening) located at N 58th Avenue would be in compliance with FDOT spacing standards (1,330 feet from existing traffic signals located east and west).



Based on the above, it is recommended that a signal warrant analysis be conducted at the Stirling Road/N 58th Avenue intersection prior to meeting with FDOT for a pre-app meeting. Recommendations regarding a fully operational traffic signal at the N 58th Avenue location, and closures/modifications of nearby median openings will be documented as part of the signal warrant analysis for review with FDOT.

It is important to note that the proposed project does not add many westbound U-turn trips (9 AM/23PM) to the median opening located west of N 58th Avenue and eastbound U-turn trips of 30 AM/14 PM at the median opening located immediately east of N 58th Avenue. Moreover, a review of vehicle queues with the proposed project in place (see Table 2), revealed that the existing turn lanes have sufficient capacity to accommodate the additional trips added by the proposed development. Therefore, additional lengthening of these turn lanes is not required as a result of the Hollywood Oaks project.

Transit Services

Currently, Broward County Transit (BCT) routes 15, 18, and 16 serve the study area. BCT Routes 15 and 18 travel north and south along SR 7. For northbound traffic, there is a bus stop on the east side of SR 7, just south of Oak Street. For southbound traffic, there is a bus stop on the west side of SR 7, north of Stirling Road.

BCT Routes 15 and 16 travel east and west along Stirling Road. For eastbound traffic, there are two bus stops on the south side of Stirling Road, one east of SR 7 and the other one east of N. 56th Avenue. For westbound traffic, there are two bus stops on the north side of Stirling, one west of N. 56th Avenue and the other one, east of State Road 7.

Pedestrian features are provided at the signalized intersections of SR 7 & Stirling Road and Stirling Road & N. 56th Avenue.

Traffic Control Plan (CTP)

CONCLUSIONS AND RECOMMENDATIONS

Hollywood Oaks is a proposed 8-story residential development planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood, Broward County, Florida. The site will be developed with the following land uses and intensities:

- 470 residential units (mid-rise)
- 7-level parking garage
- A private one-story club house
- A community building (synagogue) for Orthodox Jews (no driving expected)

Access to the parking garage is provided via two full-access driveways, one on N 58th Avenue and another on Oak Street. The club house has two access driveways off of N 58th Avenue. Additionally, there are two drop-off areas with two driveways each, one on N 58th Avenue and another on Oak Street. N 58th Avenue connects with Stirling Road as a right-turn in/right-turn out driveway. Similarly, Oak Street connects with SR 7 as a right-turn in-right-turn out.

The conclusions of the traffic study are presented below:

- The project trips anticipated to be generated by the proposed residential development consist of approximately 210 trips during the AM peak hour (54 inbound and 156 outbound) and approximately 203 trips during the PM peak hour (123 inbound and 80 outbound).
- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2028 with the proposed project in place, except for two intersections. The exceptions are the intersections of SR 7 & Stirling Road and Stirling Road & N. 56th Avenue, during AM and PM peak periods. These intersections are projected to operate deficiently without the project in place. However, with the implementation of minor signal optimization the delay is expected to decrease.

-
- The northbound and southbound approaches of the unsignalized intersection of Stirling Road & Median Opening (East) are expected to operate deficiently with and without the project in place. Note that the proposed project does not add trips to these approaches, instead project trips are added as eastbound U-turns. A review of eastbound left-turn queues with the proposed project in place, revealed that the existing turn lane has sufficient capacity to accommodate the additional trips added by the proposed development.
 - The segment of Stirling Road (SR 848), from SR 7 and N 56th Avenue has two traffic signals and three median openings. Furthermore, this section of SR 848 does not meet current FDOT access management standards.
 - A meeting should be held with FDOT to discuss the future trips impacting Stirling Road via N 58th Avenue and SR 7 via Oak Street. The potential for installing a traffic signal at the intersection of Stirling Road and N 58th Avenue should be explored with the state.

Based on the above, it is recommended that a signal warrant analysis be conducted at the Stirling Road/N 58th Avenue intersection prior to meeting with FDOT for a pre-app meeting. Recommendations regarding a fully operational traffic signal at the N 58th Avenue location, and closures/modifications of nearby median openings will be documented as part of the signal warrant analysis for review with FDOT.

APPENDIX A

Traffic Methodology



Hollywood Oaks - By Kushner

4220 & 4231 N 58th Avenue

Hollywood, Florida 33021

prepared for:

Kushner Realty Acquisition, LLC

traffic methodology

November 13, 2024

Mr. Raphael Schwartz
Senior Vice President
Development and Construction
KUSHNER
188 Bal Bay Drive
Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Traffic Statement and Traffic Methodology

Dear Rafi:

Traf Tech Engineering, Inc. has prepared this traffic memorandum and proposed traffic methodology in connection with a proposed 8-story residential development to be located at 4220 & 4226 N 58th Avenue in the City of Hollywood, Florida. The project will consist of up to 470 mid-rise residential units and a 7-level parking garage. The proposed site plan for the project is contained in Attachment A. This traffic memorandum addresses the following topics:

- o Trip Generation
- o Proposed Traffic Methodology

Trip Generation

A trip generation analysis was performed for the site using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation analyses were undertaken for daily, AM peak hour, and PM peak hour conditions. According to ITE's *Trip Generation Manual (11th Edition)*, the trip generation equations used for the analyses are presented below:

Multifamily Mid Rise (ITE Land Use 221)

Daily Trips

$$T = 4.77 (X) - 46.46$$

Where T = average daily vehicle trip ends and X = number of units

AM Peak Hour

$$T = 0.44 (X) - 11.61 \text{ with 23\% inbound and 77\% outbound}$$

Where T = AM peak hour trip ends and X = number of units

PM Peak Hour

$$T = 0.39 (X) + 0.34 \text{ with 61\% inbound and 39\% outbound}$$

Where T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the Hollywood Oaks project. The results of this effort are documented in Table 1. As shown in the table, the residential development is projected to generate approximately 2,195 daily trips, approximately 195 AM peak hour trips (45 inbound and 150 outbound) and approximately 184 trips during the typical afternoon peak hour (112 inbound and 72 outbound).

TABLE 1 Trip Generation Summary Hollywood Oaks - by Kushner								
Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Residential Mid-Rise (LUC 221)	470 units	2,195	195	45	150	184	112	72
Proposed External Trips		2,195	195	45	150	184	112	72
Source: ITE Trip Generation Manual (11th Edition)								

Source: ITE Trip Generation Manual (11th Edition)

Please give me a call if you have any questions.

Sincerely,

TRAFTech ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

PROPOSED TRAFFIC METHODOLOGY

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*. Table 1 on the previous page documents the trip generation associated with the proposed residential development. The residential building is planned to have up to eight (8) stories.
- The trip distribution and assignment of project traffic will be based upon the roadway system near the project site and current traffic volumes on State Road 7 and Stirling Road. The trip distribution will be provided to the City for review and acceptance prior to completing the traffic study.
- The subject traffic study will evaluate the following intersections during the typical AM and PM peak periods:
 - o State Road 7 and Stirling Road (signalized) ✓
 - o State Road 7 and Oak Street (stop control) ✓
 - o Stirling Rd and 1st Median Opening west of N 58th Ave (stop control) ✓
 - o Stirling Road and N 58th Avenue (stop control) ✓
 - o Stirling Rd and 1st Median Opening east of N 58th Ave (stop control)
 - o Stirling Road and N 56th Avenue (signalized) ✓
- Traffic counts will be performed at the study intersections on a typical weekday during the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). These counts will include bicyclists and pedestrians. The traffic counts will be collected when school is in session.
- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site.
- Traffic associated with the committed developments will be provided by the City of Hollywood:

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering Division and will be included in the Appendix of the traffic study.
- Traffic analysis will be prepared for each of the study intersections and project driveways for the following scenarios:
 - o Existing (2024) traffic conditions
 - o Background traffic conditions for buildout year (2028)
 - o Future conditions with growth rate, committed development and project traffic for the buildout year (2028)
- The level of service and delay for the study intersections and project driveways will be summarized by movement and approach as well as for the overall intersection. If necessary, mitigation of impacts will be recommended. A turn lane analysis will also be performed.
- Intersection and driveway analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. The Highway Capacity Manual (HCM) 6th or 2000 Edition will be used, as applicable. Synchro files will be provided as part of the traffic study. The level of service, delay, and queue will be provided for all movements, approaches, and overall intersection for all study locations and driveways. The pedestrian volumes and pedestrian calls will be coded into the SYNCHRO software for each study locations.
- Queuing at entry gates, if applicable, will be addressed in the traffic study.
- The traffic study will address loading areas (description, locations and maneuverability analysis using the AutoTURN software).
- The traffic report will have an access management section for Stirling Road from SR 7 to N 56th Avenue. An evaluation of a traffic signal at N 58th Avenue, potential median closures, queueing at EB and WB turn lanes, and an FDOT Pre-App meeting letter from the State.
- The traffic study will include a multimodal section addressing non-automobile modes of transportation.

- A Traffic Control Plan (TCP) depicting proposed signing and markings within the parking areas and access driveways will be included in the traffic study.
- If valet service is proposed for the project, a valet operations plan will be prepared addressing valet station(s), parking and retrieval routes, valet parking and number of valet attendants required to prevent traffic queues from interfering with on-site circulation or from spilling onto public streets. Ridesharing will be documented.
- The traffic report will include a traffic mitigation section addressing intersection/roadway improvements, signal timing modifications, turn lane storage needs, pedestrian facility improvements, lighting, etc.
- The results of the traffic impact analysis will be documented in a technical report with an executive summary. All traffic data obtained for this project will be included in the Appendix of the traffic study.

APPENDIX G

FDOT Pre-App Letter



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

June 5, 2025

THIS PRE-APPLICATION LETTER IS VALID UNTIL – June 5, 2026
THIS LETTER IS NOT A PERMIT APPROVAL

Michael Troxell, P.E.
Thomas Engineering Group, LLC
6300 NW 31st Avenue, Fort Lauderdale, FL 33309

Dear Michael Troxell, P.E.:

RE: Pre-Application Review for **Category D Driveway**, Pre-Application Meeting Date: **4/17/2025, 4:15 PM**
Broward County - Hollywood; SR 848; Sec. # 86016000; MP: 3; Access Class - 05;
Posted Speed - 45; SIS – N/A; FDOT Ref. Project: 446370.1 (Thuc Le)

Request: Driveway connections along N 58th Avenue (not FDOT jurisdiction).

SITE SPECIFIC INFORMATION

Project Name & Address: **Hollywood Oaks – 4220 N 58th Ave, Hollywood, FL, 33021, USA**
Property Owner: **4220 N 58th Avenue Partners LLC**; Parcel Size: **4.2 Acres**
Development Size: **470 Multifamily (Mid-Rise) Dwelling Units**

NO OBJECTION

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:

- **Driveway connections along N 58th Street (not FDOT jurisdiction) shall be located a minimum of 25 feet from Department right-of-way.**

Comments:

- **If a signal is proposed at the intersection of N 58th Street and SR 848, a signal warrant analysis shall be conducted using actual traffic volumes post construction of the subject development to determine the need for a traffic signal. Sufficient right-of-way along the north and south side of SR 848 must be available or donated to the Department to install the traffic signal. If a signal is warranted, a surety bond with the County shall be posted. Bond funds will be used to design and construct the traffic signal and subsequent median modifications via Department Construction Agreement (permit).**
- All driveways not approved in this letter must be fully removed and the area restored.
- Drainage mitigation is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage.). The drainage mitigation shall meet all FDOT Drainage Manual criteria and will be reviewed/approved as part of an access permit.
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: <https://osp.fdot.gov>; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact the District Traffic Operations Access Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

Sincerely,

Roya Edwards, AICP
District Traffic Operations Access Manager

cc: Anthony Beecher

File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2025-04-17\Pre-App 08 86016000 MP 3.00 SR 848 Hollywood Oaks\86016000 MP 3.00 SR 848 Hollywood Oaks.docx

February 19, 2025

Mr. Raphael Schwartz
Senior Vice President
Development and Construction
KUSHNER
188 Bal Bay Drive
Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Parking Needs Study

Dear Rafi:

Per the City's request, Traf Tech Engineering, Inc. has determined the parking needs associated with the proposed 470-unit Hollywood Oaks residential development planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood in Broward County, Florida. As shown in the site plan contained in Attachment A, the project consists of the following mix of residential units and amenities:

470 residential units

- 80 studios
 - 132 one-bedroom units
 - 122 one-bedroom units with den
 - 52 two-bedroom units
 - 76 two-bedroom units with den
 - 8 three-bedroom units
- 470 units total (614 bedrooms)

812 parking spaces

- 785 parking spaces in the parking garage
- 27 surface parking spaces

Additionally, the project includes a clubhouse, an existing historic building and a community building (4,071 square-foot synagogue).

Parking Needs Based on City of Hollywood Code

According to the City of Hollywood Land Development Regulations, the following parking requirements apply to the Hollywood Oaks project:

Parking Requirements

- | | |
|--|----------------------------|
| o 470 residential units x 1.5 spaces per unit | = 705 parking spaces |
| o Residential guests (1/5 units) | = 94 parking spaces |
| o Synagogue (1/60 sf of floor area + 1/4seats) | = <u>69 parking spaces</u> |
| | = 868 parking spaces |

Parking Provided

- o 812 parking spaces

It is important to note that the synagogue is for Orthodox Jews and therefore, very little to no automobile traffic is expected. Additionally, many members of the synagogue will live in the residential building located within the same complex. Hence, only residents + guests will require parking spaces, or 799 parking spaces. **Therefore, parking is expected to be adequate for this development based on City Code by recognizing the low vehicular use of the Synagogue.**

Parking Needs Based on Traffic Engineering and Planning Industry Standards

The parking needs for this development using parking rates published by the Institute of Transportation Engineers (ITE) in their *Parking Generation Manual (6th Edition)* and by the Urban Land Institute in their *Shared Parking (Third Edition)* were developed.

Based on ITE's *Parking Generation Manual (6th Edition)*, mid-rise multi-family developments (ITE's LUC 221) has the following conservative requirement¹ to determine the amount of parking spaces required for this type of residential development:

Parking Needs = 1.00 (X), where X = number of bedrooms

Using the above formula, the 614 bedrooms require 614 parking spaces. Adding the 94 parking stalls for guests + 69 parking spaces for the Synagogue (ultra conservative), the total parking needs are = 777 parking spaces. Since 812 parking stalls are proposed, **parking is projected to be adequate for the Hollywood Oaks development based on ITE.**

¹ Refer to Attachment B (used highest parking needs of 1.0 per bedroom)

Based on ULI's *Shared Parking (Third Edition)*, residential developments with a mix of bedroom sizes have the following requirements to determine the number of parking spaces:

Parking Needs	0.85 x 80 studios	= 68 parking spaces
	0.9 x 254 one-bedroom units	= 229 parking spaces
	1.65 x 128 two-bedroom units	= 212 parking spaces
	2.5 x 8 three-bedroom units	= <u>20 parking spaces</u>
		= 529 parking spaces

Using the above formula, the 470 residential units require 529 parking spaces. Adding the 94 parking stalls for guests + 69 parking spaces for the Synagogue (ultra conservative), the total parking needs are = 692 parking spaces (529 + 94 + 69). Since 812 parking stalls are proposed, **parking is projected to be adequate for the Hollywood Oaks development based on ULI.**

Shared Parking Analysis

Shared parking principles were applied to Hollywood Oaks residential development. Shared parking is defined as parking spaces that are shared between different land uses, especially when the land uses have parking peaks that occur at different times of the day. Using the percent parking distribution (shared parking principles), by time of day, as published in the Urban Land Institute's (ULI) *Shared Parking* document, the maximum number of shared parking spaces required to serve the residential use (residents and guests) were determined.

Additional parking reductions to account for internal trips, and trips occurring via non-automobile modes of transportation (e.g. multimodal trips such as transit, walking and bicycle trips) were not considered for a conservative analysis.

Table 1 presents the results of the shared parking analysis using City of Hollywood parking requirements and ULI's time of day usage for residents and guests. For the Synagogue, the following assumptions were used based on parking analysis conducted by Traf Tech Engineering, Inc.

- o Friday Evening Service (6:00 PM to 10:00 PM at 100% parking usage). All other times assumed 50% parking usage (conservative approach).
- o Saturday morning Service (9:00 AM to 1:00 PM at 100 parking usage). All other times assumed 50% parking usage (conservative approach).

As indicated in Table 1, the Hollywood Oaks residential development requires 798 parking spaces on weekdays and 787 parking stalls on weekends. **Hence, a parking surplus of 14 parking spaces will be available using very conservative assumptions based on the shared parking analysis.**

Summary

In summary, the proposed 470-unit residential development and synagogue with 812 parking spaces provide sufficient parking spaces to accommodate the peak parking demand of the Hollywood Oaks development.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

TABLE 1 Hollywood Oaks (Weekday) Shared Parking Analysis (Using CityParking Requirements and ULI Shared Parking by Time of Day)									
Hour of Day	Spaces = 705		Spaces = 94		Spaces = 69		Spaces = 0		868
	Residential (Residents)	Utilization	Residential (Guests)	Utilization	Synagogue (Attendee)	Utilization	Synagogue (Other)	Utilization	Total
6:00 AM	95%	670	0%	0	50%	35	0%	0	704
7:00 AM	85%	599	10%	9	50%	35	0%	0	643
8:00 AM	75%	529	20%	19	50%	35	0%	0	582
9:00 AM	65%	458	20%	19	50%	35	0%	0	512
10:00 AM	60%	423	20%	19	50%	35	0%	0	476
11:00 AM	55%	388	20%	19	50%	35	0%	0	441
12:00 PM	50%	353	20%	19	50%	35	0%	0	406
1:00 PM	50%	353	20%	19	50%	35	0%	0	406
2:00 PM	50%	353	20%	19	50%	35	0%	0	406
3:00 PM	55%	388	20%	19	50%	35	0%	0	441
4:00 PM	60%	423	20%	19	50%	35	0%	0	476
5:00 PM	65%	458	40%	38	50%	35	0%	0	530
6:00 PM	70%	494	60%	56	100%	69	0%	0	619
7:00 PM	75%	529	100%	94	100%	69	0%	0	692
8:00 PM	80%	564	100%	94	100%	69	0%	0	727
9:00 PM	85%	599	100%	94	100%	69	0%	0	762
10:00 PM	95%	670	100%	94	50%	35	0%	0	798
11:00 PM	97%	684	80%	75	50%	35	0%	0	794
12:00 AM	100%	705	50%	47	50%	35	0%	0	787

Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				Max Parking =	798
				Available Parking =	812
				Surplus Parking =	14
Land Use	Size	Pkg Rate	Total Parking Spaces		
Residential	470 units		799 Spaces		
- Tenant	470 units	1.50 /unit	705 Spaces		
- Guest	470 units	1.00 /5 units	94 Spaces		
Synagogue			69 Spaces		
Total			868.00 Spaces		

TABLE 2 Hollywood Oaks (Saturday) Shared Parking Analysis (Using CityParking Requirements and ULI Shared Parking by Time of Day)									
Hour of Day	Spaces = 705		Spaces = 94		Spaces = 69		Spaces = 0		868
	Residential (Residents)	Utilization	Residential (Guests)	Utilization	Synagogue (Attendee)	Utilization	Synagogue (Other)	Utilization	Total
6:00 AM	90%	635	0%	0	50%	35	0%	0	669
7:00 AM	85%	599	20%	19	50%	35	0%	0	653
8:00 AM	80%	564	20%	19	50%	35	0%	0	617
9:00 AM	75%	529	20%	19	100%	69	0%	0	617
10:00 AM	70%	494	20%	19	100%	69	0%	0	581
11:00 AM	69%	486	20%	19	100%	69	0%	0	574
12:00 PM	68%	479	20%	19	100%	69	0%	0	567
1:00 PM	67%	472	20%	19	50%	35	0%	0	526
2:00 PM	66%	465	20%	19	50%	35	0%	0	519
3:00 PM	55%	388	20%	19	50%	35	0%	0	441
4:00 PM	60%	423	20%	19	50%	35	0%	0	476
5:00 PM	55%	388	40%	38	50%	35	0%	0	460
6:00 PM	50%	353	60%	56	50%	35	0%	0	443
7:00 PM	55%	388	100%	94	50%	35	0%	0	516
8:00 PM	65%	458	100%	94	50%	35	0%	0	587
9:00 PM	75%	529	100%	94	50%	35	0%	0	657
10:00 PM	85%	599	100%	94	50%	35	0%	0	728
11:00 PM	90%	635	80%	75	50%	35	0%	0	744
12:00 AM	100%	705	50%	47	50%	35	0%	0	787

Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				Max Parking =	787
				Available Parking =	812
				Surplus Parking =	26
Land Use	Size	Pkg Rate	Total Parking Spaces		
Residential	470 units		799 Spaces		
- Tenant	470 units	1.50 /unit	705 Spaces		
- Guest	470 units	1.00 /5 units	94 Spaces		
Synagogue			69 Spaces		
Total			868.00 Spaces		