

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

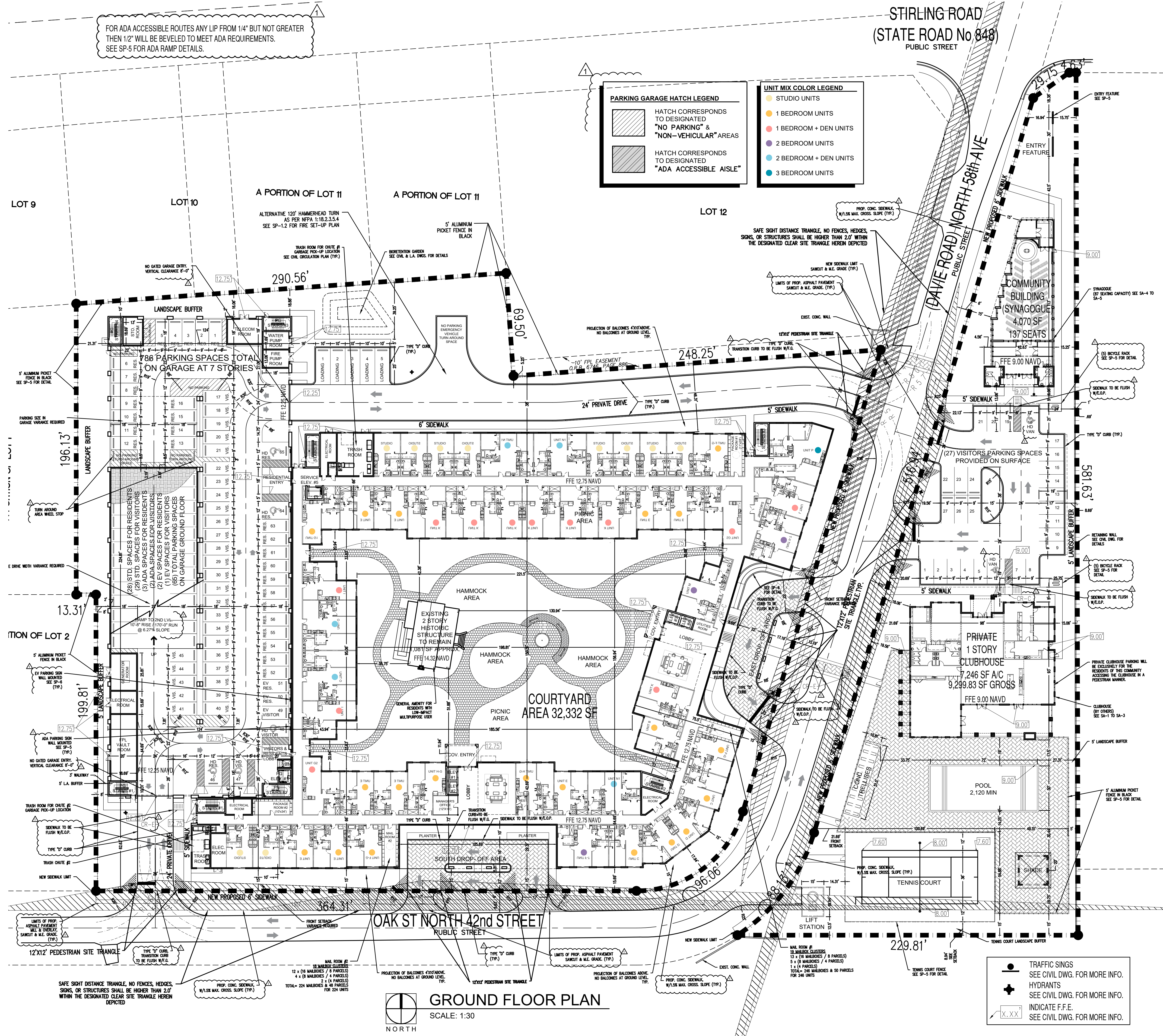
Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				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 CITY COMMISSION)	PROVIDED (BY 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 SPCS.)	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

ARCHITECTS + PLANNERS

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MARIO P. PASQUAL, AIA
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LICENSE NO.: AR 0093067
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REVISIONS:
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OWNER:
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 33154

HOLLYWOOD OAKS

BY KUSHNER

4220 & 4231 N 58TH AVE.
HOLLYWOOD, FLORIDA

SEAL:

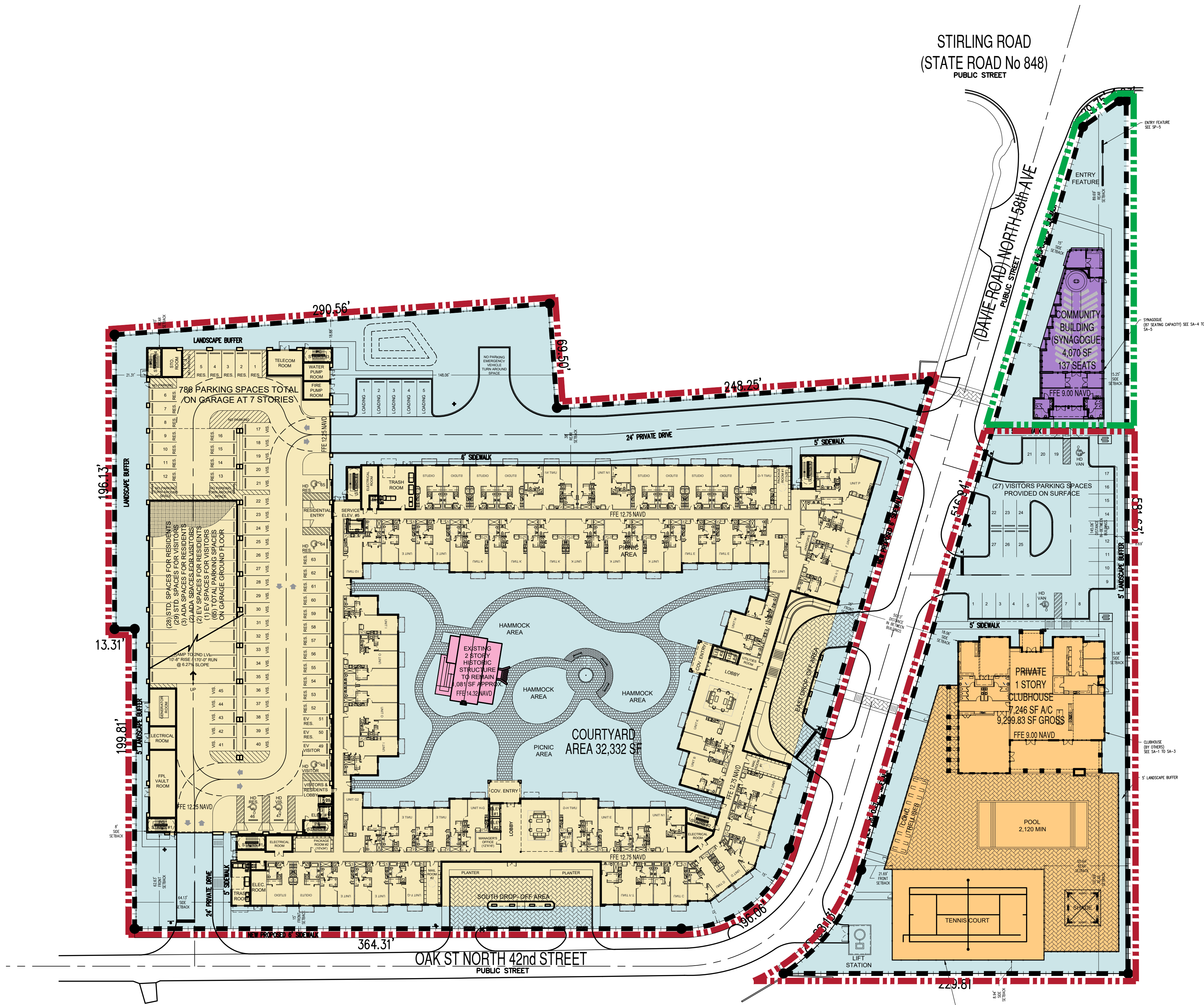
SITE PLAN

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 DOESNT 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 HIGHHIGH 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'-6"
- 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 SPCS.)	41	52

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MASTER SITE PLAN

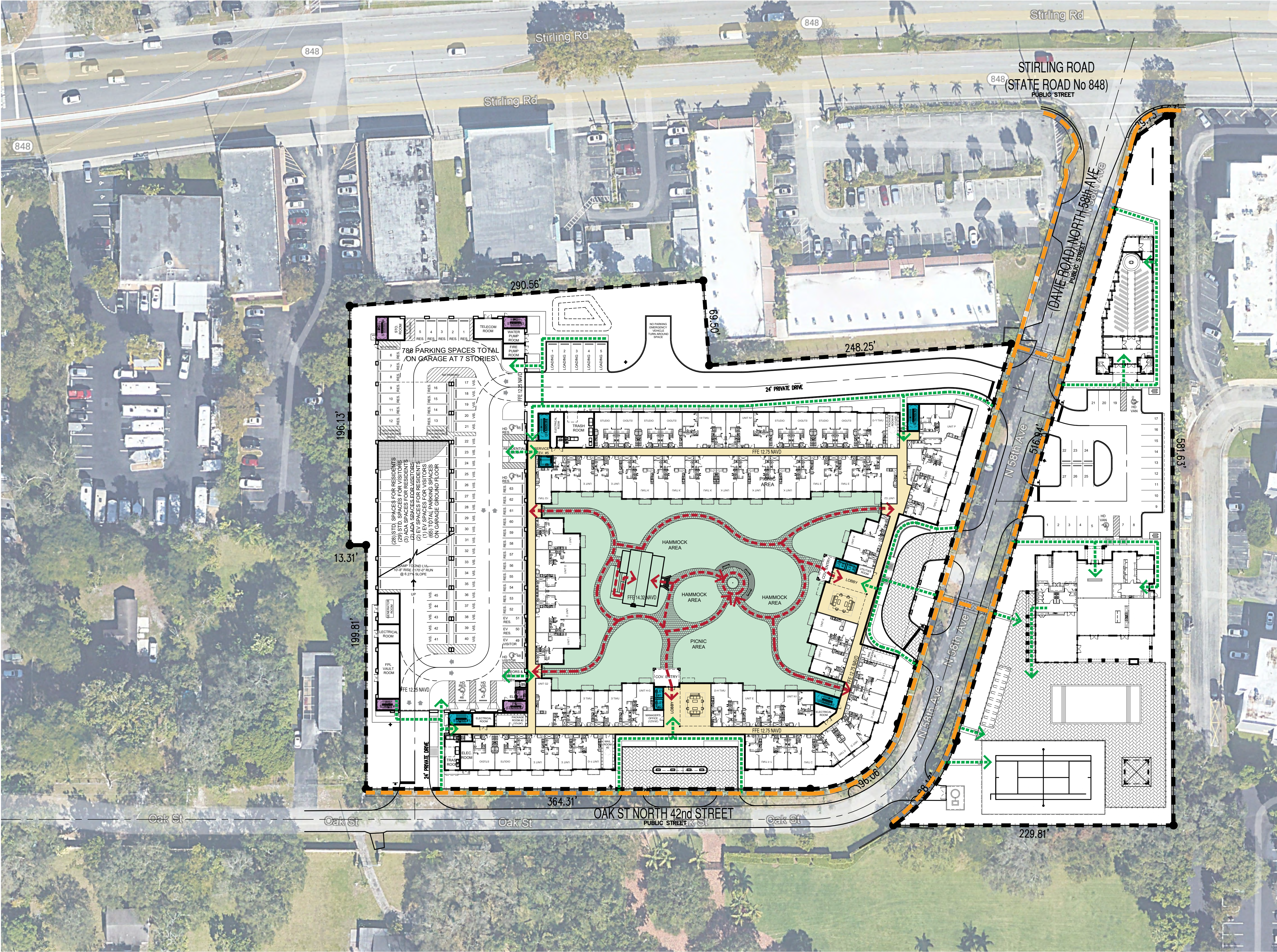
PLAN DEVELOPMENT

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

MSP-1

SHEET NO.:

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PEDESTRIAN CIRCULATION LEGEND

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

PASCUAL
PEREZ
KILIDDJIAN
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ARCHITECTS + PLANNERS

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HOLLYWOOD OAKS
BY KUSHNER
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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.:



PEDESTRIAN CIRCULATION
SCALE: 1:40

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

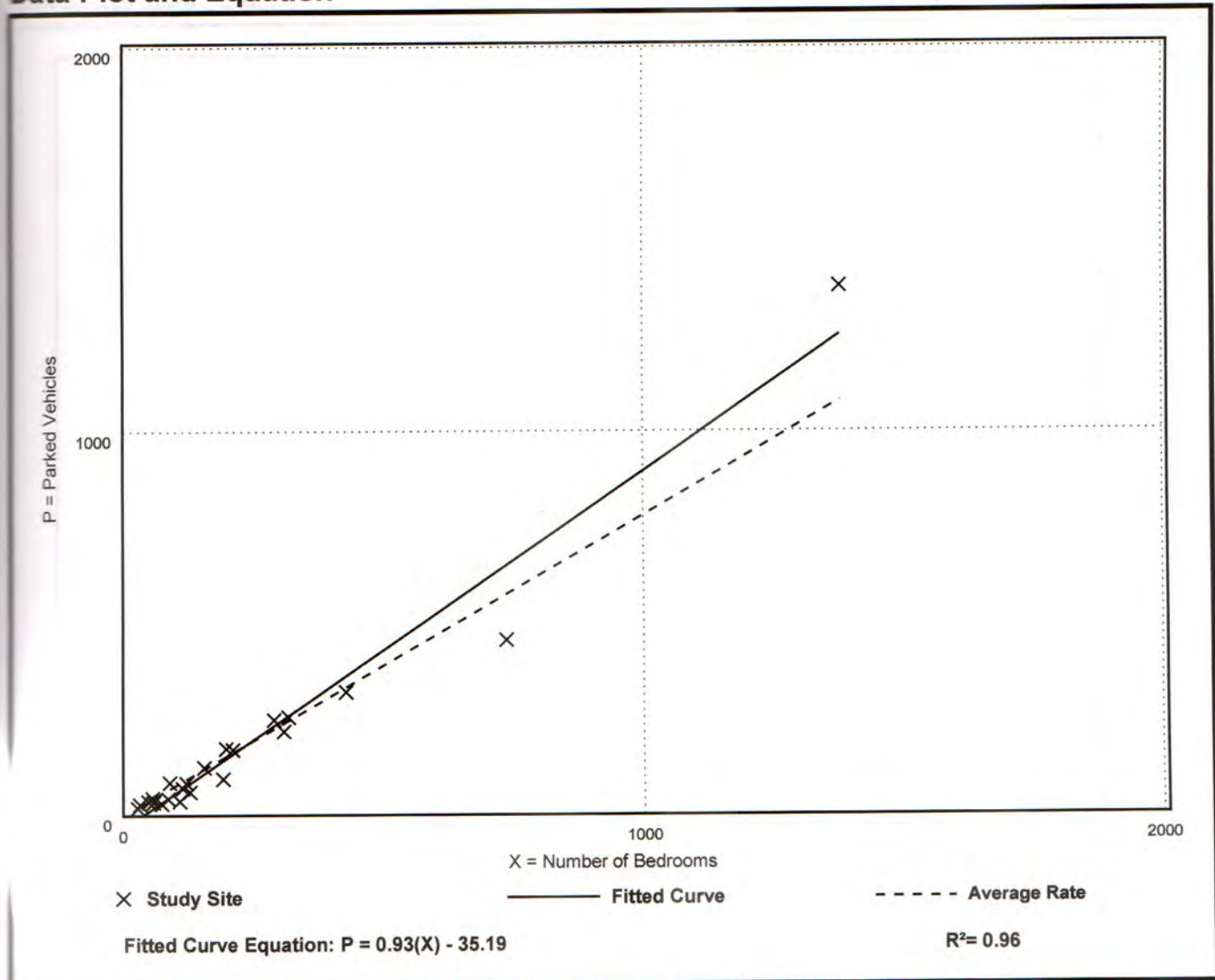
Number of Studies: 23

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

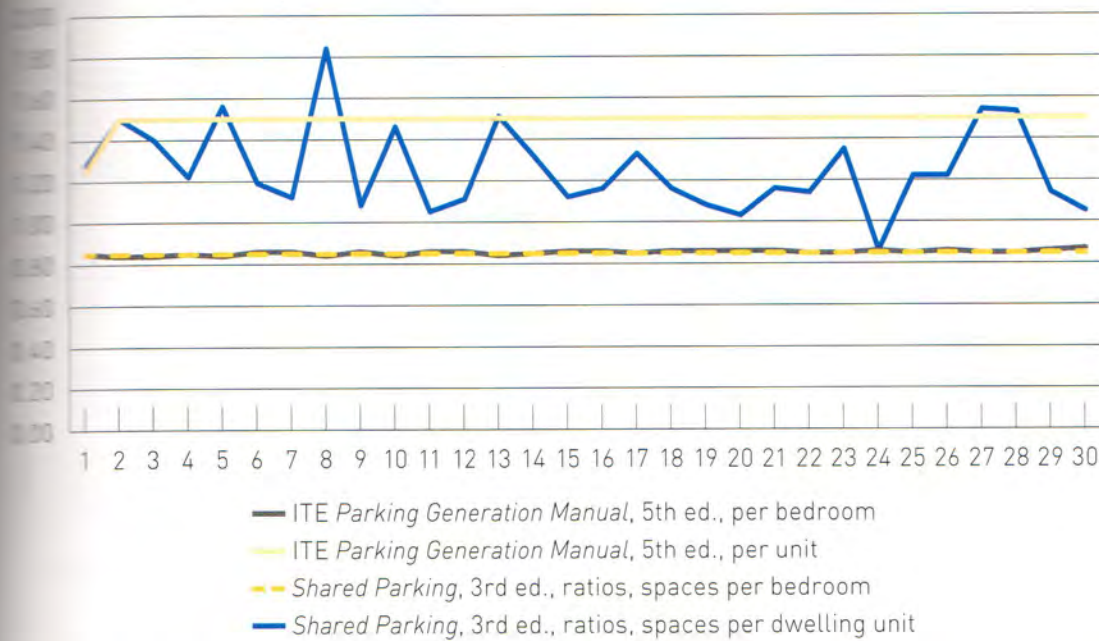
ULI Parking Rates

SHARED PARKING

THIRD EDITION



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.

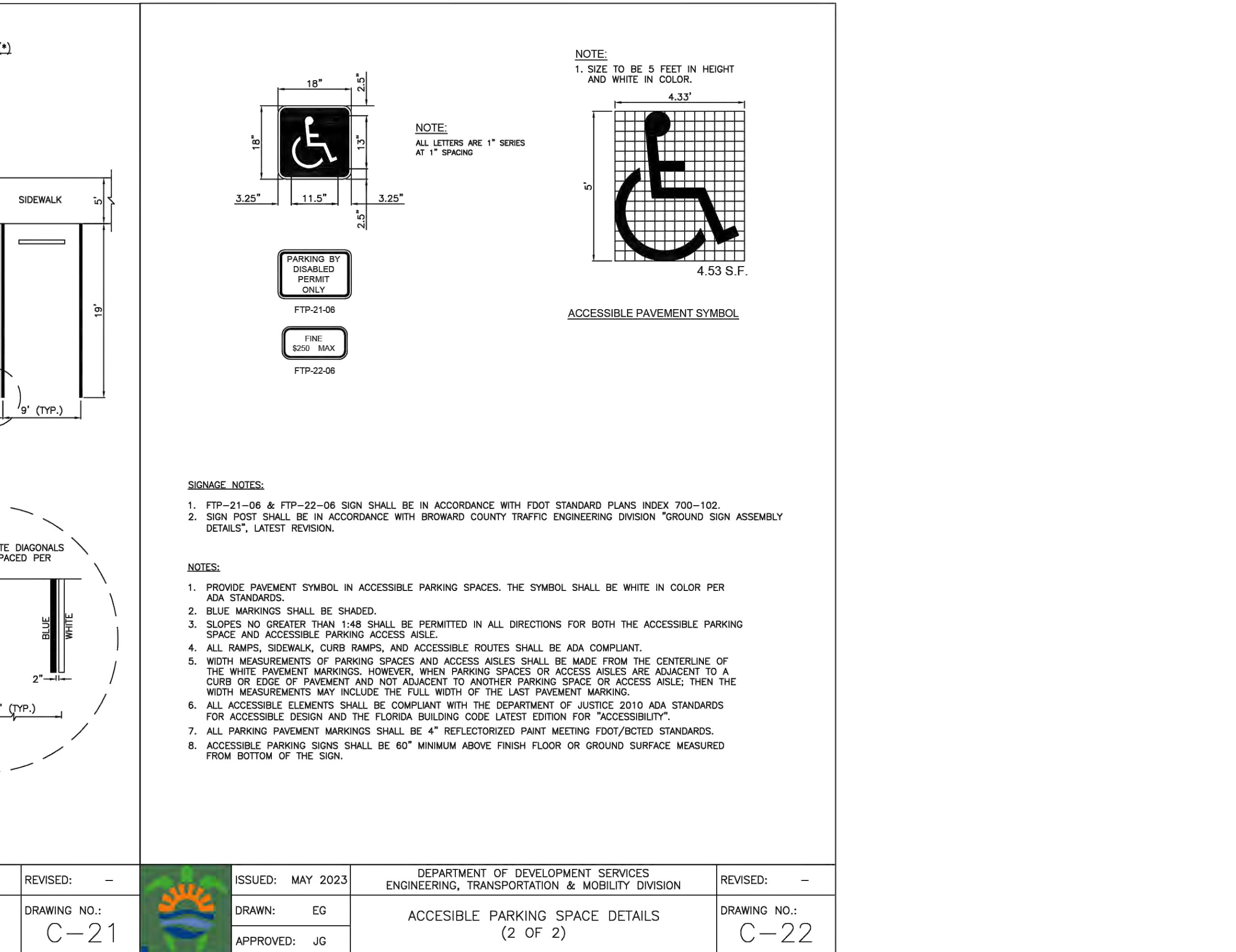
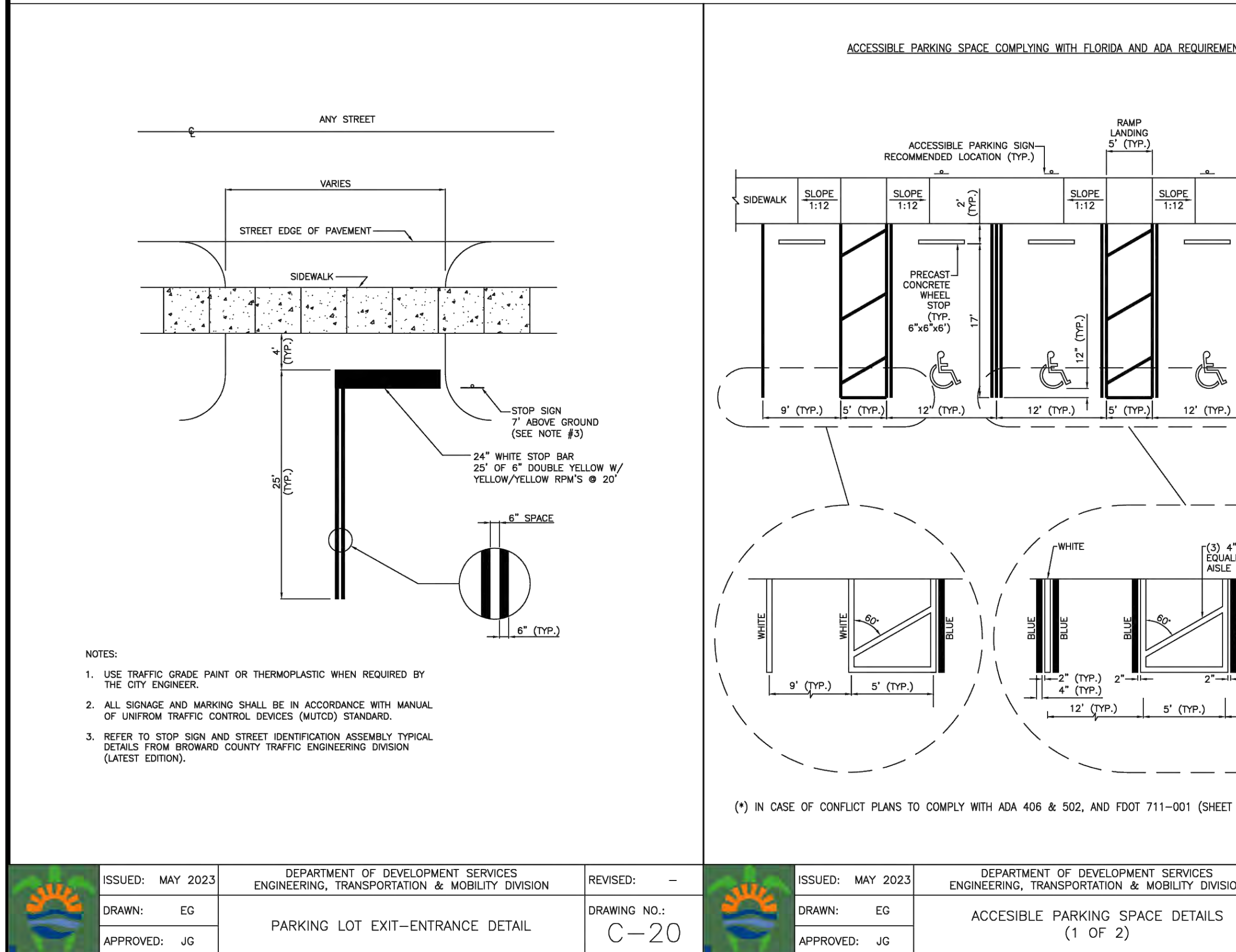
The recommended ratios for this edition are based on data collected overnight when there is little or no visitor parking. They are presumed to be the resident ratios; 0.10 spaces per unit on weekdays and 0.15 spaces per unit on weekends are added for visitor parking. The visitor components are the same 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.	
<i>Check positive response codes before you dig!</i>	
TAC SUBMITTAL	
PROJECT No.:	F240042
DRAWN BY:	CAD
CHECKED BY:	MAT
DATE:	05/06/2025
CAD I.D.:	F240042 PMS
PROJECT:	
HOLLYWOOD OAKS 4220 & 4231 N 58th Ave. HOLLYWOOD, FL 33021	
FOR _____	
KUSHNER 188 BAL BAY DRIVE BAL HARBOUR, FL 33154	

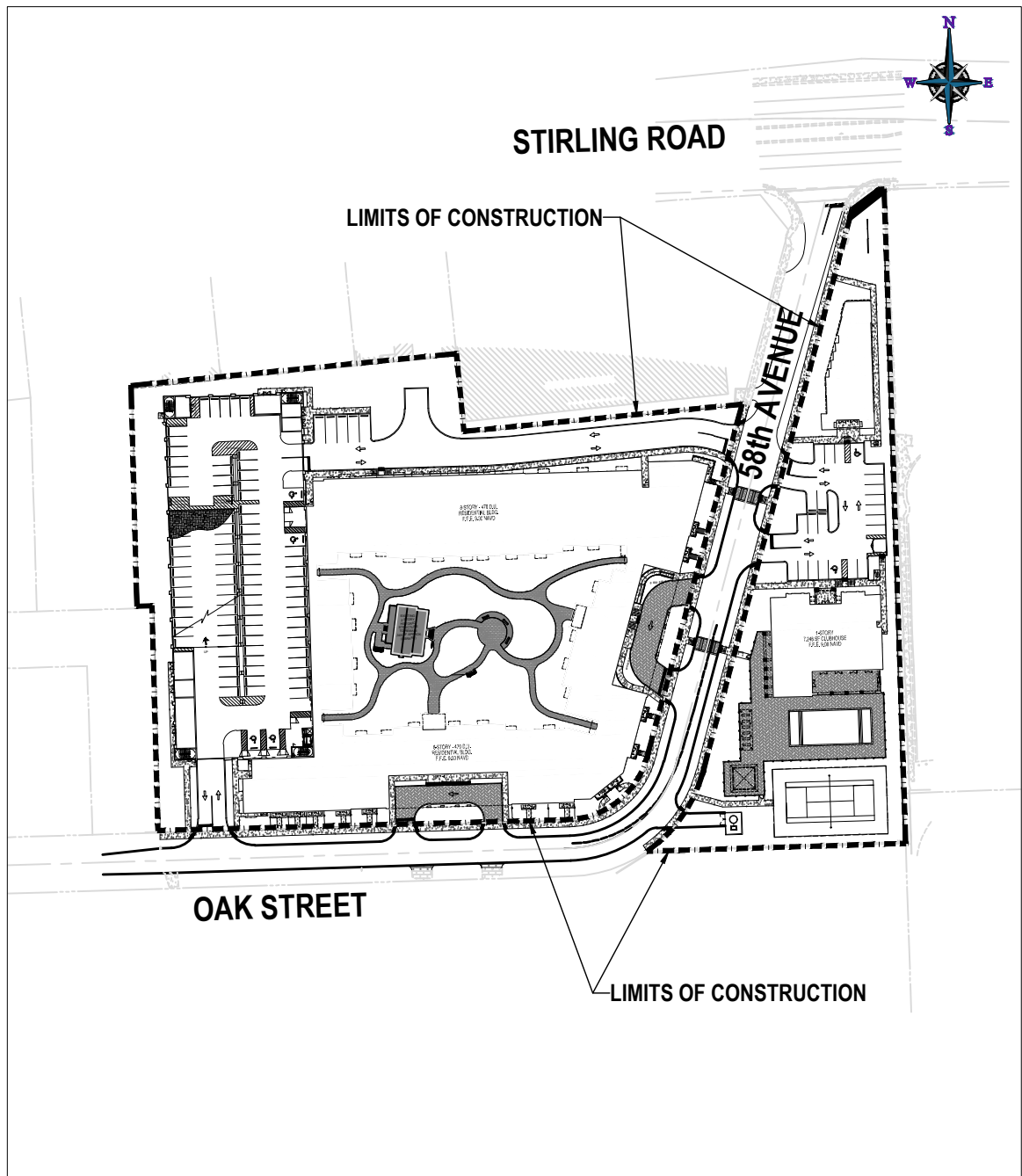
THE FOLLOWING FOUR (4) SHEETS, I.E., THE STORMWATER POLLUTION PREVENTION PLAN SPECIFICATIONS AND DETAILS, ARE ONLY A SUGGESTED APPROACH DEVELOPED BY THE PREPARER OF THE PLAN FOR USE BY THE OWNER/CONTRACTOR TO ASSIST THEM IN IMPLEMENTING APPROPRIATE POLLUTION PREVENTION TECHNIQUES IN COMPLYING WITH FLORIDA'S NPDES STORMWATER PERMITTING PROGRAM FOR CONSTRUCTION ACTIVITY, AS ESTABLISHED BY FDEP. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND IMPLEMENT THE BEST MANAGEMENT PRACTICES THAT ARE APPROPRIATE FOR THE PROJECT'S SITE SPECIFIC CONDITIONS DURING THE LIFE OF THE CONSTRUCTION ACTIVITIES.

PART V. STORMWATER POLLUTION PREVENTION PLAN (FROM STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION GENERIC PERMIT FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES THAT DISTURB (5) FIVE OR MORE ACRES OF LAND (DATED: OCTOBER 2000)

D. CONTENTS OF PLAN

1. THE STORMWATER POLLUTION PREVENTION PLAN (S.W.P.P.P.)
 - a. SHALL INCLUDE THE ITEMS SET FORTH IN PARAGRAPHS 2 THROUGH 10.
2. SITE DESCRIPTION, (DESCRIPTION OF POLLUTANT SOURCES AND OTHER INFORMATION):
 - a. A DESCRIPTION OF THE NATURE OF THE CONSTRUCTION ACTIVITY: THE PROJECT CONSISTS OF THE CONSTRUCTION OF 470 APARTMENTS LOCATED IN TWO (2) 8-STORY BUILDINGS, PARKING STRUCTURE, SYNAGOGUE, CLUB HOUSE AND ASSOCIATED DRIVEWAYS, PARKING LOT, DRY STORM WATER RETENTION AREA AND ASSOCIATED INFRASTRUCTURE TO SUPPORT THE DEVELOPMENT. THE DESIGN INCLUDES DRAINAGE INLETS WHICH WILL DIVERT STORM WATER FROM THE PROPOSED SITE INTO AN ON-SITE STORM WATER RETENTION AREA AND UNDERGROUND STORAGE AREA. SITE WILL NOT HAVE A DRAINAGE OUTFALL.
 - b. THE CONSTRUCTION FOR THE SITE INCLUDES INSTALLATION OF WATER AND SEWER MAINS, LIFT STATION AND FORCE MAIN WHICH WILL BE CONNECTED TO THE EXISTING CITY OF HOLLYWOOD UTILITY DEPARTMENT WATER MAIN FACILITIES LOCATED ADJACENT TO THE SITE AND A FORCE MAIN CONNECTION ON NW 56TH AVENUE.
 - c. A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH DISTURB SOILS FOR MAJOR PORTIONS OF THE SITE (E.G. GRUBBING, EXCAVATION, GRADING);
 - d. ESTIMATES OF THE TOTAL AREA OF THE SITE AND THE TOTAL AREA OF THE SITE THAT IS EXPECTED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER ACTIVITIES;
 - e. TOTAL AREA OF SITE: 5.74 ACRES
 - f. TOTAL AREA OF THE SITE TO BE DISTURBED: 5.74 ACRES
 - g. EXISTING DATA DESCRIBING THE SOIL OR THE QUALITY OF ANY DISCHARGE FROM THE SITE AND AN ESTIMATE OF THE SIZE OF THE DRAINAGE AREA FOR EACH OUTFALL;
 - h. WATER QUALITY REQUIREMENTS WILL BE MET BY ON-SITE DRY RETENTION AREA AND EXFILTRATION TRENCH.
 - i. A SITE MAP INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER MAJOR GRADING ACTIVITIES, AREAS OF SOIL DISTURBANCE, AN OUTLINE OF AREAS WHICH MAY NOT BE DISTURBED, THE LOCATION OF MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS, WETLANDS, AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO A SURFACE WATER;
 - j. SEE PLANS ON THE FOLLOWING PAGES
 - k. THE LOCATION IN TERMS OF LATITUDE AND LONGITUDE, TO THE NEAREST 15 SECONDS, OF EACH OUTFALL, THE NAME OF THE RECEIVING WATER(S) FOR EACH OUTFALL.

LATITUDE = N/A - NO OUTFALL PROPOSED
LONGITUDE = N/A
NAME OF RECEIVING WATER(S): N/A



3. CONTROLS (SEE ACCOMPANYING DETAILS SHEETS):

EACH PLAN SHALL INCLUDE A DESCRIPTION OF APPROPRIATE CONTROLS, BMPs, AND MEASURES THAT WILL BE IMPLEMENTED AT THE CONSTRUCTION SITE. THE PLAN WILL CLEARLY DESCRIBE FOR EACH MAJOR ACTIVITY IDENTIFIED IN PART V.D.2.b. APPROPRIATE CONTROL MEASURES AND THE TIMING DURING THE CONSTRUCTION PROCESS THAT THE MEASURES WILL BE IMPLEMENTED.

(FOR EXAMPLE, PERIMETER CONTROLS FOR ONE PORTION OF THE SITE WILL BE INSTALLED AFTER THE CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF THE MEASURE, BUT BEFORE THE CLEARING AND GRUBBING FOR THE REMAINING PORTIONS OF THE SITE. PERIMETER CONTROLS WILL BE ACTIVELY MAINTAINED UNTIL FINAL STABILIZATION OF THOSE PORTIONS OF THE SITE UPWARD OF THE PERIMETER CONTROL. TEMPORARY PERIMETER CONTROLS WILL BE REMOVED AFTER FINAL STABILIZATION.)

ALL CONTROLS SHALL BE CONSISTENT WITH THE PERFORMANCE STANDARDS FOR EROSION AND SEDIMENT CONTROL AND STORMWATER TREATMENT AS SET FORTH IN THE SECTION 62-40.432, F. A. C., THE APPLICABLE STORMWATER OR ENVIRONMENTAL RESOURCE PERMITTING REQUIREMENTS OF THE FDEP OR APPROPRIATE WMD, AND THE GUIDELINES CONTAINED IN THE FLORIDA DEVELOPMENT MANUAL: A GUIDE TO SOUND LAND AND WATER MANAGEMENT (FDEP, 1988) AND ANY SUBSEQUENT AMENDMENTS. THE DESCRIPTION AND IMPLEMENTATION OF CONTROLS SHALL ADDRESS THE MINIMUM COMPONENTS SET FORTH IN PARAGRAPHS 4 AND 5 BELOW.

4. EROSION AND SEDIMENT CONTROLS:

a. STABILIZATION PRACTICES. A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE-SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND THAT DISTURBED PORTIONS OF THE SITE ARE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SOD STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE AND WHEN STABILIZATION MEASURES ARE INITIATED SHALL BE INCLUDED IN THE PLAN. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN 14 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED.

STABILIZATION PRACTICES:

CONTRACTOR SHALL IMMEDIATELY SEED OR PLACE SOD AFTER RE-GRAING TO STABILIZE SLOPES.

b. A DESCRIPTION OF STRUCTURAL PRACTICES, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS, RETAIN SEDIMENT ON-SITE, OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE SILT FENCES, EARTH DIKES, DIVERSIONS, SWALES, SEDIMENT TRAPS, CHECK DAMS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEAK SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. STRUCTURAL BMPs SHALL BE PLACED ON UPLAND SOILS UNLESS A STATE OF FLORIDA WETLAND RESOURCE MANAGEMENT PERMIT OR ENVIRONMENTAL RESOURCE PERMIT ISSUED PURSUANT TO CHAPTER 373, FS, AND APPLICABLE REGULATIONS OF THE FDEP OR GOVERNING WMD AUTHORIZE OTHERWISE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA.

STRUCTURAL PRACTICES:
CONTRACTOR SHALL USE LINE BERMS, RETENTION AREAS AND BANKS WITH FABRIC IF SODDING OR TEMPORARY SEEDING DOES NOT OCCUR WITHIN 1 WEEK OF GRADING THESE AREAS TO PREVENT EROSION

c. FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH MORE THAN 10 DISTURBED ACRES AT ONE TIME, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN PROVIDING 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED WHERE ATTAINABLE UNTIL FINAL STABILIZATION OF THE SITE. THE 3,600 CUBIC FEET OF STORAGE AREA PER ACRE DRAINED DOES NOT APPLY TO FLOWS FROM OFFSITE AREAS AND FLOWS FROM ONSITE AREAS THAT ARE EITHER UNDISTURBED OR HAVE UNDERGONE FINAL STABILIZATION WHERE SUCH FLOWS ARE DIVERTED AROUND BOTH THE DISTURBED AREA AND THE SEDIMENT BASIN. LOCATIONS WHERE MORE THAN 10 ACRES OF LAND ARE DISTURBED ACRES AT ONE TIME AND WHERE A TEMPORARY SEDIMENT BASIN PROVIDING 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED, OR EQUIVALENT CONTROLS IS NOT ATTAINABLE, SMALLER SEDIMENT BASINS AND/OR SEDIMENT TRAPS SHOULD BE USED. AT A MINIMUM, SILT FENCES OR EQUIVALENT CONTROLS ARE REQUIRED FOR ALL SIDE SLOPE AND DOWN SLOPE BOUNDARIES OF THE CONSTRUCTION AREA.

MISCELLANEOUS PRACTICES (GREATER THAN 10 AC.):

THE AFFECTED SITE AREA IS LESS THAN 10 ACRES

d. FOR DRAINAGE LOCATIONS SERVING LESS THAN 10 ACRES, SEDIMENT BASINS AND/OR SEDIMENT TRAPS ARE NOT RECOMMENDED BUT NOT REQUIRED. AT A MINIMUM, SILT FENCES OR EQUIVALENT SEDIMENT CONTROLS ARE REQUIRED FOR ALL SIDE SLOPE AND DOWN SLOPE BOUNDARIES OF THE CONSTRUCTION AREA.

MISCELLANEOUS PRACTICES (LESS THAN 10 AC.):
PRIOR TO START OF CONSTRUCTION, PERIMETER SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCES SHALL BE ESTABLISHED. THE ON-SITE DRY RETENTION AREA SHALL BE EXCAVATED TO WITHIN ONE FOOT OF THE PROPOSED BOTTOM GRADE AND UTILIZED AS A TEMPORARY SEDIMENT BASIN WITH SITE RUNOFF DIRECTED TO THIS AREA VIA DRAINAGE PIPES AND/OR TEMPORARY SWALES. UPON ROUGH GRADING BEING COMPLETED, TEMPORARY SEDIMENT CONTROL MEASURES PLEASE, THE DRY RETENTION AREA CAN THEN BE EXCAVATED TO FINAL GRADE.

5. STORMWATER MANAGEMENT:

A DESCRIPTION OF BMPs THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORMWATER DISCHARGES THAT WILL OCCUR DURING CONSTRUCTION AND AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED, THESE CONTROLS SHALL BE CONSISTENT WITH THE PERFORMANCE STANDARDS FOR STORMWATER TREATMENT AS SET FORTH IN THE SECTION 62-40.432, F. A. C., THE APPLICABLE STORMWATER OR ENVIRONMENTAL RESOURCE PERMITTING REQUIREMENTS OF THE FDEP OR THE APPROPRIATE WMD, AND THE GUIDELINES CONTAINED IN THE FLORIDA DEVELOPMENT MANUAL: A GUIDE TO SOUND LAND AND WATER MANAGEMENT (FDEP, 1988), AND ANY SUBSEQUENT AMENDMENTS. STRUCTURAL BMPs SHALL BE PLACED ON UPLAND SOILS UNLESS A STATE OF FLORIDA WETLAND RESOURCE MANAGEMENT PERMIT OR ENVIRONMENTAL RESOURCE PERMIT ISSUED PURSUANT TO CHAPTER 373, FS, AND APPLICABLE REGULATIONS OF THE FDEP OR WMD AUTHORIZE OTHERWISE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA. THIS GENERIC PERMIT ONLY ADDRESSES THE INSTALLATION OF STORMWATER MANAGEMENT CONTROLS, AND NOT THE ULTIMATE OPERATION AND MAINTENANCE OF SUCH CONTROLS AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS UNDERGONE FINAL STABILIZATION. UNDER THIS GENERIC PERMIT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF STORMWATER MANAGEMENT BMPs PRIOR TO FINAL STABILIZATION OF THE SITE, AND ARE NOT RESPONSIBLE FOR MAINTENANCE AFTER STORMWATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY HAVE BEEN ELIMINATED FROM THE SITE. HOWEVER, ALL STORMWATER MANAGEMENT SYSTEMS AND BMPs SHALL BE OPERATED AND MAINTAINED IN PERPETUITY AFTER FINAL STABILIZATION IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN THE STATE OF FLORIDA STORMWATER OR ENVIRONMENTAL RESOURCE PERMIT ISSUED FOR THE SITE.

a. SUCH CONTROLS OR BEST MANAGEMENT PRACTICES MAY INCLUDE: STORMWATER DETENTION SYSTEMS (INCLUDING WET PONDS); STORMWATER RETENTION SYSTEMS; FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS; EXFILTRATION OF RUNOFF ONSITE; AND SEQUENTIAL SYSTEMS WHICH COMBINE SEVERAL PRACTICES (BMP TREATMENT TRAIN). PURSUANT TO THE REQUIREMENTS OF SECTION 62-40.432, F.A.C. THE STORMWATER MANAGEMENT SYSTEM SHALL BE DESIGNED TO REMOVE AT LEAST 50 PERCENT OF THE AVERAGE ANNUAL LOAD OF POLLUTANTS WHICH CAUSE OR CONTRIBUTE TO VIOLATIONS OF WATER QUALITY STANDARDS (25 PERCENT IF THE SYSTEM DISCHARGES TO AN OUTSTANDING FLORIDA WATER). THE POLLUTION PREVENTION PLAN SHALL INCLUDE AN EXPLANATION OF THE TECHNICAL BASIS USED TO SELECT THE PRACTICES TO CONTROL POLLUTION WHERE FLOWS EXCEED PREDEVELOPMENT LEVELS.

DISCUSSION OF BMPs:
THE FOLLOWING SHALL BE INSTALLED PRIOR TO AND ROUTINELY MAINTAINED THROUGHOUT CONSTRUCTION: SOIL TRACKING PREVENTION DEVICE, PERIMETER SILT FENCE, INLET PROTECTION ON ALL INLETS AND ANY OTHER SEDIMENT CONTROL MEASURES DEEMED NECESSARY.

b. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL FOR THE PURPOSE OF PROVIDING A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS OF THE CHANNELS ARE MAINTAINED AND PROTECTED (E.G. NO SIGNIFICANT CHANGES IN THE HYDROLOGICAL REGIME OF THE RECEIVING WATER). EQUALIZATION OF THE PREDEVELOPMENT AND POST-DEVELOPMENT STORMWATER PEAK DISCHARGE RATE AND VOLUME SHALL BE A GOAL IN THE DESIGN OF THE POST-DEVELOPMENT STORMWATER MANAGEMENT SYSTEM.

VELOCITY DISSIPATION DEVICES:

CONTRACTOR SHALL DIRECT ALL STORMWATER RUNOFF TO ON-SITE DETENTION BASINS TO ATTENUATE ANY DISCHARGE FROM THE CONSTRUCTION SITE. ALL SLOPES AND SWALES SHALL BE PROTECTED BY HAY BALES, SILT FENCE OR FILTER FABRIC TO PREVENT EROSION VELOCITIES.

6. CONTROLS FOR OTHER POTENTIAL POLLUTANTS:

a. WASTE DISPOSAL. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO SURFACE WATERS, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT AND BY A STATE OF FLORIDA WETLAND RESOURCE MANAGEMENT PERMIT OR ENVIRONMENTAL RESOURCE PERMIT ISSUED PURSUANT TO CHAPTER 373, F.S., AND THE APPLICABLE REGULATIONS OF THE FDEP OR WMD.

WASTE DISPOSAL:
ALL WASTE SHALL BE STORED SAFELY ON-SITE PRIOR TO REMOVAL TO A STATE OF FLORIDA LICENSED FACILITY.

b. OFF-SITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED.

OFF-SITE VEHICLE TRACKING /DUST CONTROL:
A SOIL TRACKING PREVENTION SYSTEM PER SHALL BE INSTALLED AND MAINTAINED AT ALL CONSTRUCTION ENTRANCES AND EXITS TO AND FROM THE SITE.

c. THE PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL: CONTRACTOR SHALL MAINTAIN A LOG ON-SITE WHICH RECORDS THE REMOVAL AND DISPOSAL OF ALL MATERIALS. LOG SHALL DETAIL BOTH THE SPECIFICS OF THE MATERIALS INCLUDING HEALTH AND ENVIRONMENTAL HAZARDS AS WELL AS THE LOCATION AND RECEIPTS FROM THE DISPOSAL SITE.

d. THE PLAN SHALL ADDRESS THE PROPER APPLICATION RATES AND METHODS FOR THE USE OF FERTILIZERS AND PESTICIDES AT THE CONSTRUCTION SITE AND SET FORTH HOW THESE PROCEDURES WILL BE IMPLEMENTED AND ENFORCED. NUTRIENTS WILL BE APPLIED ONLY AT RATES NECESSARY TO ESTABLISH AND MAINTAIN VEGETATION SUCH THAT DISCHARGES WILL NOT CAUSE OR CONTRIBUTE TO VIOLATIONS OF STATE SURFACE OR GROUND WATER QUALITY STANDARDS.

PROPER APPLICATION RATES AND METHODS FERTILIZERS AND PESTICIDES:
FERTILIZERS AND PESTICIDES SHALL BE IN COMPLIANCE WITH THE LANDSCAPING PLANS. NO DEVIATIONS SHALL BE ACCEPTED WITHOUT WRITTEN REQUEST.

e. THE PLAN SHALL ENSURE THAT THE APPLICATION, GENERATION, AND MIGRATION OF TOXIC SUBSTANCES IS LIMITED AND THAT TOXIC MATERIALS ARE PROPERLY STORED AND DISPOSED.

TOXIC MATERIAL STORAGE / DISPOSAL:
CONTRACTOR SHALL MAINTAIN A LOG ON-SITE WHICH RECORDS THE REMOVAL AND DISPOSAL OF ALL MATERIALS. LOG SHALL DETAIL BOTH THE SPECIFICS OF THE MATERIALS INCLUDING HEALTH AND ENVIRONMENTAL HAZARDS AS WELL AS THE LOCATION AND RECEIPTS FROM THE DISPOSAL SITE.

7. APPROVED STATE OR LOCAL PLANS:

a. FACILITIES WHICH DISCHARGE STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITIES MUST INCLUDE IN THEIR STORMWATER POLLUTION PREVENTION PLAN PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR SITE PERMITS, OR STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, REGIONAL, OR LOCAL OFFICIALS. PERMITTEES SHALL PROVIDE A CERTIFICATION IN THEIR STORMWATER POLLUTION PREVENTION PLAN THAT THEIR STORMWATER POLLUTION PREVENTION PLAN REFLECTS REQUIREMENTS APPLICABLE TO PROTECTING SURFACE WATER RESOURCES IN SEDIMENT AND EROSION SITE PLANS OR SITE PERMITS, OR STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, REGIONAL, OR LOCAL OFFICIALS. PERMITTEES SHALL COMPLY WITH ANY SUCH REQUIREMENTS DURING THE TERM OF THE PERMIT. THIS PROVISION DOES NOT APPLY TO PROVISIONS OF MASTER PLANS, COMPREHENSIVE PLANS, NON-ENFORCEABLE GUIDELINES OR TECHNICAL GUIDANCE DOCUMENTS THAT ARE NOT IDENTIFIED IN A SPECIFIC PLAN OR PERMIT THAT IS ISSUED FOR THE CONSTRUCTION SITE.

CERTIFICATE OF COMPLIANCE WITH STORMWATER PERMITS APPROVED BY JURISDICTIONAL AGENCIES:

CONTRACTOR SHALL PROVIDE A LETTER ON LETTERHEAD STATING THEY ARE AWARE OF FEDERAL, STATE AND LOCAL POLLUTION PREVENTION REQUIREMENTS AND WILL CONDUCT THEIR CONSTRUCTION EFFORTS ACCORDINGLY.

b. STORMWATER POLLUTION PREVENTION PLANS MUST BE AMENDED TO REFLECT ANY CHANGE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES IN SEDIMENT AND EROSION SITE PLANS OR SITE PERMITS, OR STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, REGIONAL, OR LOCAL OFFICIALS FOR WHICH THE PERMITTEE RECEIVES WRITTEN NOTICE. WHERE THE PERMITTEE RECEIVES SUCH WRITTEN NOTICE OF A CHANGE, THE PERMITTEE SHALL PROVIDE A RE-CERTIFICATION IN THE STORMWATER POLLUTION PREVENTION PLAN THAT THE STORMWATER POLLUTION PREVENTION PLAN HAS BEEN MODIFIED TO ADDRESS SUCH CHANGES.

CERTIFICATE OF COMPLIANCE THAT S.W.P.P.P. PERMIT WILL BE MODIFIED AS REQUIRED BY JURISDICTIONAL AGENCIES:

CONTRACTOR SHALL BE RESPONSIBLE TO NOTIFY BROWARD COUNTY, CITY OF HOLLYWOOD AND FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION IF ALTERATIONS TO SWPPP ARE DESIRED. APPROVALS FROM APPLICABLE ENTITIES ARE REQUIRED PRIOR TO IMPLEMENTATION.

c. DISCHARGERS SEEKING ALTERNATIVE PERMIT REQUIREMENTS SHALL SUBMIT AN INDIVIDUAL PERMIT APPLICATION IN ACCORDANCE WITH RULE 62-620, F.A.C. TO THE LOCAL DEPARTMENT OFFICE, ALONG WITH A DESCRIPTION OF WHY REQUIREMENTS IN APPROVED STATE, REGIONAL, OR LOCAL PLANS OR PERMITS, OR CHANGES TO SUCH PLANS OR PERMITS SHOULD NOT BE APPLICABLE AS A CONDITION OF THE INDIVIDUAL PERMIT.

ALTERNATIVE PERMIT REQUEST:

N/A

8. MAINTENANCE:
THE PLAN SHALL INCLUDE A DESCRIPTION OF PROCEDURES THAT WILL BE FOLLOWED TO ENSURE THE TIMELY MAINTENANCE OF VEGETATION, EROSION AND SEDIMENT CONTROLS, STORMWATER MANAGEMENT PRACTICES, AND OTHER PROTECTIVE MEASURES AND BMPs SO THEY WILL REMAIN IN GOOD AND EFFECTIVE OPERATING CONDITIONS.

DESCRIPTION OF PROCEDURES FOR MAINTENANCE:
CONTRACTOR SHALL PERFORM SITE INSPECTIONS A MINIMUM OF ONCE PER WEEK AND AFTER ANY SIGNIFICANT CHANGES TO THE PLAN OR WHEN 0.5 INCH OR MORE PRECIPITATION TO CONFIRM THE INTEGRITY OF THE SWPPP. A LOG OF THESE INSPECTIONS SHALL BE KEPT ON-SITE AT ALL TIMES.

9. INSPECTIONS (NOTE: ALL INSPECTION REPORTS SHALL BE KEPT IN A 3 RING BINDER ON-SITE):

QUALIFIED PERSONNEL (PROVIDED BY THE DISCHARGER) SHALL INSPECT ALL POINTS OF DISCHARGE INTO SURFACE WATERS OR TO A MUNICIPAL SEPARATE STORM SEWER SYSTEM AND ALL DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, AREAS USED FOR STORAGE OF MATERIALS, AREAS EXPOSED TO PRECIPITATION, STRUCTURAL CONTROLS, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.25 INCHES OR GREATER, WHERE SITES HAVE BEEN FINALLY STABILIZED; SUCH INSPECTION SHALL BE CONDUCTED AT LEAST ONCE EVERY MONTH.

a. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE STORMWATER SYSTEM. THE STORMWATER MANAGEMENT SYSTEM AND EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION AND SEDIMENT CONTROL AND STORMWATER TREATMENT MEASURES ARE EFFECTIVE IN MEETING THE PERFORMANCE STANDARDS SET FORTH IN SECTION 62-40.432, F.A.C. AND THE APPLICABLE STORMWATER OR ENVIRONMENTAL RESOURCE PERMITTING REGULATIONS OF THE FDEP OR APPROPRIATE WMD. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

b. BASED ON THE RESULTS OF THE INSPECTION, ALL MAINTENANCE OPERATIONS NEEDED TO ASSURE PROPER OPERATION OF ALL CONTROLS, BMPs, PRACTICES, OR MEASURES IDENTIFIED IN THE STORMWATER POLLUTION PREVENTION PLAN SHALL BE DONE IN A TIMELY MANNER, BUT IN NO CASE LATER THAN 7 CALENDAR DAYS FOLLOWING THE INSPECTION. IF NEEDED, THE POLLUTION PREVENTION PLAN SHALL BE AMENDED TO REFLECT ANY CHANGES TO THE PLAN. THE PLAN SHALL IDENTIFY AND ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION AND TREATMENT MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE.

c. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORMWATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH 9.b OF THE PERMIT SHALL BE MADE AND RETAINED AS PART OF THE STORMWATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED. SUCH REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE. WHERE A REPORT DOES NOT IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE, THE REPORT SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN AND THAT THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VII.C OF THIS PERMIT.

10. NON-STORMWATER DISCHARGES:
EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORMWATER LISTED IN PART IV.A.3 OF THIS PERMIT THAT ARE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY MUST BE IDENTIFIED IN THE PLAN. THE PLAN SHALL IDENTIFY AND ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION AND TREATMENT MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE.

ONLY STORMWATER WILL ALLOWED TO BE DISCHARGED FROM PROJECT. DEWATERING IF APPLICABLE SHALL BE CLARIFIED PRIOR TO DISCHARGE AND A PERMIT FOR SUCH SHALL BE OBTAINED BY THE CONTRACTOR THROUGH SFWMD.

E. CONTRACTOR CERTIFICATION STATEMENT:

a. ALL CONTRACTORS AND SUBCONTRACTORS THAT PERFORM WORK ON THIS PROJECT MUST FILL OUT AND SIGN THE APPROPRIATE DISCIPLINE BELOW PRIOR TO BEGINNING CONSTRUCTION. THE CERTIFICATION MUST INCLUDE THE NAME AND TITLE OF THE PERSON PROVIDING THE SIGNATURE IN ACCORDANCE WITH PART VII.C.2 OF THIS PLAN; THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE CONTRACTING FIRM; THE ADDRESS (OR OTHER IDENTIFYING DESCRIPTION) OF THE SITE; AND THE DATE. THE CERTIFICATION IS MADE BY SIGNING BELOW, THE CONTRACTOR CERTIFYS THE FOLLOWING STATEMENT; "I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERIC STORMWATER PERMIT ISSUED PURSUANT TO SECTION 403.0885, F. S., THAT AUTHORIZES THE STORMWATER CHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."

GENERAL CONTRACTOR:	SITE INFORMATION
ADDRESS / VICINITY: _____ COUNTY _____ STATE: ____ ZIP: _____	
QTY: _____	
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	CLEARING AND GRUBBING
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	EXCAVATION
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	FILLING
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	UTILITY INSTALLATION- WATER DISTRIBUTION
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	UTILITY INSTALLATION- STORM DRAINAGE
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	ROADWAY / PAVING CONSTRUCTION
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	MISCELLANEOUS UTILITY INSTALLATION
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	LANDSCAPE
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	
CONTRACTOR DISCIPLINE: _____	IRRIGATION
COMPANY NAME: _____	
ADDRESS: _____	
QTY: _____ STATE: _____ ZIP: _____	
PHONE: (_____) _____ FAX: (_____) _____	
PRINT NAME & TITLE: _____	
CONTRACTOR SIGNATURE _____ DATE OF CERTIFICATION _____	
APPLICABLE CONTROL MEASURES: _____	

PART VI RETENTION OF RECORDS:

- A. THE PERMITTEE SHALL RETAIN COPIES OF STORMWATER POLLUTION PREVENTION PLANS, ALL REPORTS REQUIRED BY THIS PLAN AND GENERIC PERMIT AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT. FOR A PERIOD OF AT LEAST THREE YEARS FROM THE DATE OF THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT. THE SITE IS FINALLY STABILIZED. THE PERMITTEE SHALL RETAIN A COPY OF THE STORMWATER POLLUTION PREVENTION PLAN REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.
- B. THE PERMITTEE SHALL RETAIN A COPY OF THE STORMWATER POLLUTION PREVENTION PLAN REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.
- C. HE PLAN SHALL ALSO INCLUDE ALL ERP PERMITS, SURFACE WATER MANAGEMENT PERMITS AND THE FDEP GENERAL PERMIT.

PART VII STANDARD PERMIT CONDITIONS:

- A. THE PERMITTEE MUST COMPLY WITH ALL CONDITIONS OF THIS PERMIT. ANY PERMIT NONCOMPLIANCE CONSTITUTES A VIOLATION OF SECTION 403.0885, F. S. AND IS GROUNDS FOR ENFORCEMENT ACTION, FOR PERMIT COVERAGE TERMINATION, OR REVOCATION; OR FOR DENIAL OF A PERMIT RENEWAL APPLICATION.
- B. ALL OF THE GENERAL CONDITIONS LISTED IN RULE 62-621.250, F.A.C., ARE ADOPTED HEREIN BY REFERENCE.
- C. SIGNATORY REQUIREMENTS.

1. ALL NOTICES OF INTENT, NOTICES OF TERMINATION, STORMWATER POLLUTION PREVENTION PLANS, REPORTS, CERTIFICATIONS OR INFORMATION EITHER SUBMITTED TO THE DEPARTMENT OR THE OPERATOR OF A LARGE OR MEDIUM MUNICIPAL SEPARATE STORM SEWER SYSTEM, OR THAT THIS PERMIT REQUIRES BE MAINTAINED BY THE PERMITTEE, SHALL BE SIGNED AS SET FORTH BELOW.

2. ALL NOTICES OF INTENT SHALL BE SIGNED AS FOLLOWS:

- a. FOR A CORPORATION, BY A RESPONSIBLE CORPORATE OFFICER, FOR THE PURPOSE OF THIS SECTION, A RESPONSIBLE CORPORATE OFFICER MEANS: (1) A PRESIDENT, SECRETARY, TREASURER, OR VICE-PRESIDENT OF THE CORPORATION IN CHARGE OF A PRINCIPAL BUSINESS FUNCTION, OR ANY OTHER PERSON WHO PERFORMS SIMILAR DUTY OR DECISION-MAKING FUNCTIONS FOR THE CORPORATION; OR (2) THE MANAGER OF ONE OR MORE MANUFACTURING, PRODUCTION OR OPERATING FACILITIES EMPLOYING MORE THAN 250 PERSONS OR HAVING GROSS ANNUAL SALES OR EXPENDITURES EXCEEDING \$25,000,000 (IN SECOND-QUARTER 1990 DOLLARS) IF AUTHORITY TO SIGN DOCUMENTS HAS BEEN ASSIGNED OR DELEGATED TO THE MANAGER IN ACCORDANCE WITH CORPORATE PROCEDURES;
- b. FOR A PARTNERSHIP OR SOLE PROPRIETORSHIP: BY A GENERAL PARTNER OR THE PROPRIETOR, RESPECTIVELY; OR
- c. FOR A MUNICIPALITY, STATE, FEDERAL, OR OTHER PUBLIC AGENCY: BY EITHER A PRINCIPAL EXECUTIVE OFFICER OR RANKING ELECTED OFFICIAL, FOR PURPOSES OF THIS SECTION, A PRINCIPAL EXECUTIVE OFFICER OF A FEDERAL AGENCY INCLUDES (1) THE CHIEF EXECUTIVE OFFICER OF THE AGENCY, OR (2) A SENIOR EXECUTIVE OFFICER HAVING RESPONSIBILITY FOR THE OVERALL OPERATIONS OF A PRINCIPAL GEOGRAPHIC UNIT OF THE AGENCY (E.G., REGIONAL ADMINISTRATORS OF EPA).

3. ALL REPORTS REQUIRED BY THE PERMIT AND THE INFORMATION REQUESTED BY THE REVIEWING AGENCY SHALL BE SIGNED BY A PERSON DESCRIBED ABOVE OR BY A DULY AUTHORIZED REPRESENTATIVE OF THAT PERSON. A PERSON IS A DULY AUTHORIZED REPRESENTATIVE ONLY IF:

- a. THE SIGNATURE WAS MADE IN WRITING BY A PERSON DESCRIBED ABOVE AND SUBMITTED TO THE REVIEWING AGENCY;
- b. THE AUTHORIZATION SPECIFIES EITHER AN INDIVIDUAL OR A POSITION HAVING RESPONSIBILITY FOR THE OVERALL OPERATION OF THE REGULATED FACILITY OR ACTIVITY, SUCH AS THE POSITION OF MANAGER, OPERATOR, SUPERINTENDENT, OR POSITION OF EQUIVALENT RESPONSIBILITY OF AN INDIVIDUAL OR POSITION HAVING OVERALL RESPONSIBILITY FOR ENVIRONMENTAL MATTERS FOR THE COMPANY. (A DULY AUTHORIZED REPRESENTATIVE MAY THUS BE EITHER A NAMED INDIVIDUAL OR ANY INDIVIDUAL OCCUPYING A NAMED POSITION);
- c. IF AN AUTHORIZATION UNDER PARAGRAPH III.B IS NO LONGER ACCURATE BECAUSE A DIFFERENT OPERATOR HAS RESPONSIBILITY FOR THE OVERALL OPERATION OF THE CONSTRUCTION SITE, A NEW NOTICE OF INTENT SATISFYING THE REQUIREMENTS OF PARAGRAPH III.B. MUST BE SUBMITTED TO THE REVIEWING AGENCY PRIOR TO OR TOGETHER WITH ANY REPORTS, INFORMATION, OR APPLICATIONS TO BE SIGNED BY AN AUTHORIZED REPRESENTATIVE;
- d. ANY PERSON SIGNING DOCUMENTS UNDER PARAGRAPH VII.C SHALL MAKE THE FOLLOWING CERTIFICATION:

NOTE UNDER PART VII C.3.

THE OWNER WILL/HAS SUBMIT(TED) A LETTER TO FDEP WITH THE NOI (SEE 3 RING BINDER) AUTHORIZING THE APPROPRIATE CONTRACTOR THAT SIGN THIS S.W.P.P.P. AS THE DULY AUTHORIZED REPRESENTATIVE THAT CAN SIGN ALL INSPECTION REPORTS AND OTHER REQUIRED INFORMATION BY FDEP.

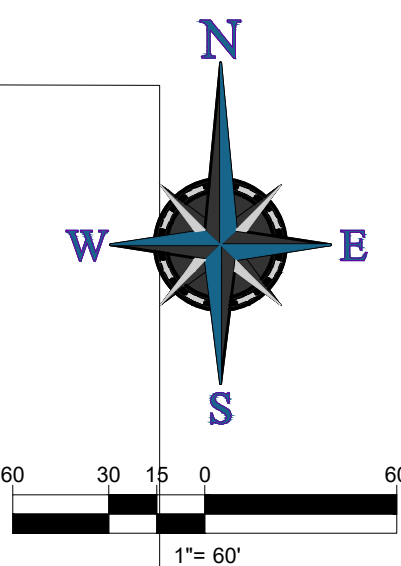
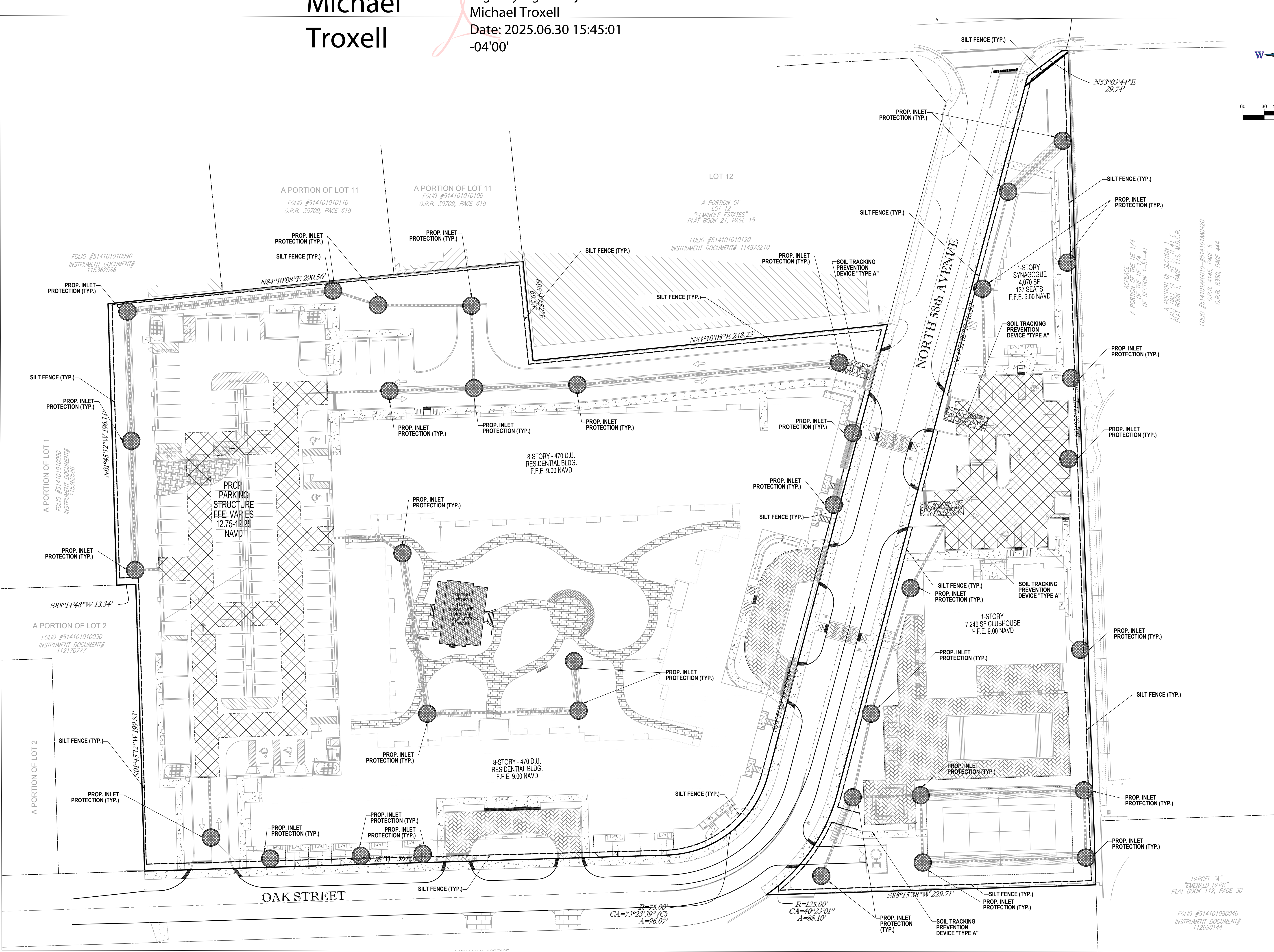
TERMINATION OF COVERAGE:

- A. NOTICE OF TERMINATION:
 1. WHERE A SITE HAS BEEN FINALLY STABILIZED AND ALL STORMWATER DISCHARGES FROM CONSTRUCTION SITES THAT ARE AUTHORIZED BY THIS PERMIT ARE ELIMINATED (SEE PART II. FOR THE DEFINITION OF FINAL STABILIZATION), THE PERMITTEE SHALL SUBMIT A NOTICE OF TERMINATION, ON DEPARTMENT FORM 62-621.300(6), THAT IS SIGNED IN ACCORDANCE WITH PART VII.C OF THIS PERMIT WITHIN 14 DAYS OF FINAL STABILIZATION OF THE SITE.
 2. THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY MEANS THAT ALL DISTURBED SOILS AT THE IDENTIFIED FACILITY HAVE BEEN FINALLY STABILIZED AND TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN REMOVED OR WILL BE REMOVED AT AN APPROPRIATE TIME, OR THAT ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY THIS GENERIC PERMIT HAVE OTHERWISE BEEN ELIMINATED.
- B. WHERE TO SUBMIT:
 1. A PERMITTEE SHALL SUBMIT A NOTICE OF TERMINATION TO THE FOLLOWING ADDRESS:
NPDES STORMWATER NOTICES CENTER, MSW 2510
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
2600 BLAIR STONE ROAD TALLAHASSEE, FLORIDA 32399-2400
 2. IF THE STORMWATER MANAGEMENT SYSTEM DISCHARGES TO A MUNICIPAL SEPARATE STORM SEWER SYSTEM WITHIN BROWARD, DADE, DUVAL, ESCAMBIA, HILLSBOROUGH, LEE, LEON, MANATEE, ORANGE, PALM BEACH

MICHAEL A. TROXELL, STATE OF FLORIDA - PROFESSIONAL ENGINEER LICENSE NO. 50572. THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MICHAEL A. TROXELL, P.E. ON 6/30/2025. PRINTED COPY OF THIS DOCUMENT AND THE COVERED SUBJECT AND SIGNED AND SEALED AND THE SIGNATURE SHALL BE RETURNED TO THE SIGNATURE.

Michael
Troxell

Digitally signed by
Michael Troxell
Date: 2025.06.30 15:45:01
-04'00'



THOMAS

ENGINEERING GROUP

CIVIL ENGINEERS - PROJECT MANAGERS - LAND PLANNING - LANDSCAPE ARCHITECTS

11602 W. FLETCHER AVE.
SUITE 100
TAMPA, FL 33612
P: (813) 379-4100

1125 W. INDIANTOWN RD.
SUITE 100
JUPITER, FL 33458
P: (561) 263-7503

THE INFORMATION, DESIGN AND CONTENT OF THIS PLAN ARE PREPARED AND SHOWN BY THE PERSONS WHOSE NAMES ARE LISTED ON THE TITLE SHEET OF THIS PROJECT. NO OTHER PERSONS SHALL BE HELD RESPONSIBLE FOR THE ACCURACY OF THIS INFORMATION.

WITHOUT THE SIGNATURE OF THE ENGINEER OR ARCHITECT, THIS PLAN SHALL BE VOID FOR CONSTRUCTION.

REVISIONS			
REV.	DATE	COMMENT	BY

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 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. TROXELL

LICENSE

No. 50572

STATE OF FLORIDA

PROFESSIONAL ENGINEER

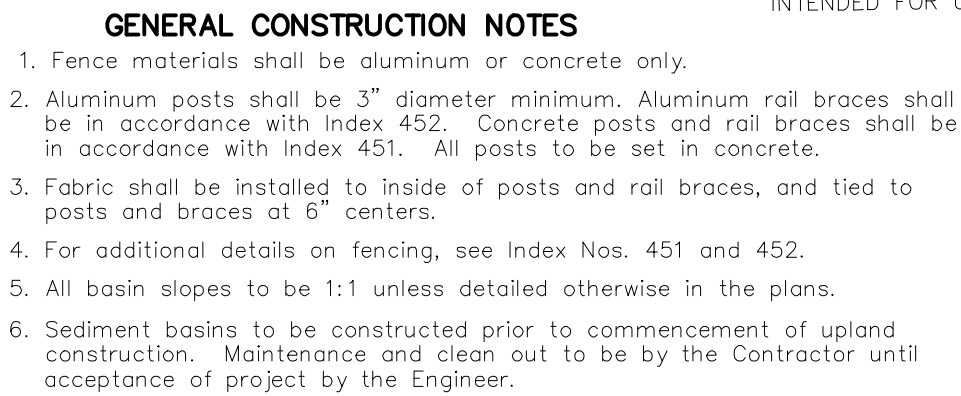
June 30, 2025
FLORIDA BUSINESS CERT. OF AUTH. No. 27528

SHEET TITLE:
**STORMWATER
POLLUTION
PROVENTION PLAN**

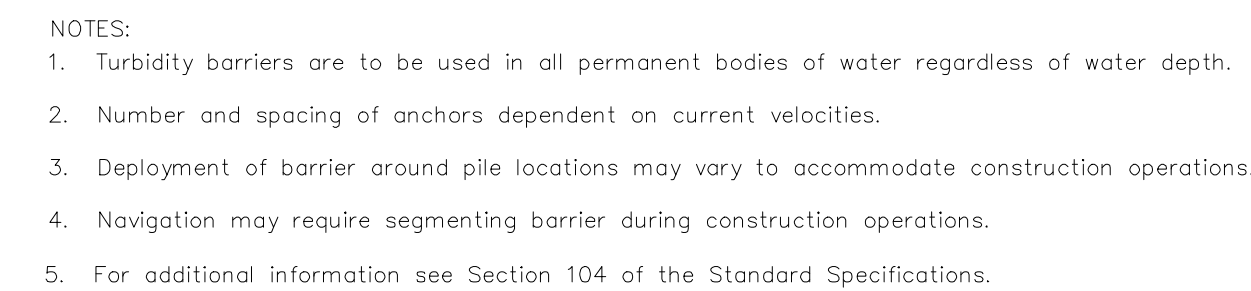
SHEET NUMBER:
SWPP-2.0

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

xell

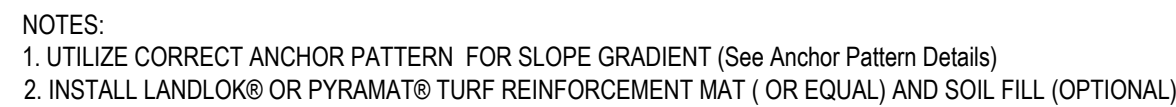


SCALE: NONE



TURBIDITY BARRIER APPLICATIONS

SCALE: NONE



SCALE: NONE

SWPP-4.0

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

FIRE FLOW CALCULATIONS (470 UNIT APARTMENT BUILDING):
PROPOSED 8-STORY 470 UNIT APARTMENT BUILDING. THE ENTIRE BUILDING IS NONCOMBUSTIBLE CONSTRUCTION (CONSTRUCTION TYPE I/330). THE LARGEST THREE CONSECUTIVE FLOOR AREA FOR THE BUILDING IS 188,866 SF. PER NFPA 18.4.5.2 FIRE FLOW REQUIREMENTS, THE FIRE REQUIREMENT FOR A TYPE I/330 CONSTRUCTION BETWEEN 183,401 AND 203,700 SF FIRE FLOW AREA IS 4,700 GPM FOR 4 HOURS. NFPA 18.4.5.2.2 STATES THAT THE REQUIRED FIRE FLOW CAN BE REDUCED BY 75% IF THE BUILDING HAS AUTOMATIC SPRINKLERS.
4,750 GPM x 75% = 3,562.5 GPM (FIRE FLOW CREDIT)
4,750 GPM - 3,562.5 GPM = 1,187.5 GPM (ROUND TO 1,250 GPM)
*THE MINIMUM FIRE FLOW PER NFPA 18.4.5.2.1 IS 1,250 GPM
BASED ON THE FIRE FLOW TEST RESULTS DATED 10/23/2024, THE BELOW CALCULATIONS DEMONSTRATE THE PROVIDED FIRE FLOW AT 20 PSI.
Q2 = Q1 * [(S - P2)/(S - P1)]^{0.54}
WHERE Q1 = FLOW TEST GPM = 900 GPM
S = FLOW TEST STATIC PSI = 55 PSI
P1 = FLOW TEST RESIDUAL PSI = 48 PSI
P2 = PSI PER NFPA 1, TABLE 18.4.5.1.2 = 20 PSI
Q2 = 900 * [(55 - 48)/(55 - 48)]^{0.54}
Q2 = 2,146 GPM AT 20 PSI > 1,250 GPM
ADDITIONALLY, THERE ARE THREE (3) EXISTING FIRE HYDRANTS WITHIN 250' OF THE PROPOSED BUILDING. NFPA TABLE 18.4.5.3 STATES THAT A HYDRANT LESS THAN 250' FROM THE BUILDING PROVIDE A MAXIMUM CAPACITY OF 1,500 GPM. BASED ON THIS INFORMATION, THE AGGREGATE FIRE FLOW CAPACITY FROM THE HYDRANTS IN THE VICINITY IS 2,146 GPM, EXCEEDING THE REQUIRED 1,500 GPM.

FIRE FLOW CALCULATIONS (SYNAGOGUE BUILDING):
PROPOSED 1-STORY 4,070 SF SYNAGOGUE BUILDING. THE ENTIRE BUILDING IS NONCOMBUSTIBLE CONSTRUCTION (CONSTRUCTION TYPE I/330). PER NFPA 18.4.5.2.1 FIRE FLOW REQUIREMENTS, THE FIRE REQUIREMENT FOR A TYPE I/330 CONSTRUCTION BETWEEN 0 AND 22,700 SF FIRE FLOW AREA IS 1,500 GPM FOR 2 HOURS. NFPA 18.4.5.2.2 STATES THAT THE REQUIRED FIRE FLOW CAN BE REDUCED BY 75% IF THE BUILDING HAS AUTOMATIC SPRINKLERS.
1,500 GPM x 75% = 1,125 GPM (FIRE FLOW CREDIT)
1,500 GPM - 1,125 GPM = 375 GPM
*THE MINIMUM FIRE FLOW PER NFPA 18.4.5.2.1 IS 1,250 GPM
BASED ON THE FIRE FLOW TEST RESULTS DATED 10/23/2024, THE BELOW CALCULATIONS DEMONSTRATE THE PROVIDED FIRE FLOW AT 20 PSI.
Q2 = Q1 * [(S - P2)/(S - P1)]^{0.54}
WHERE Q1 = FLOW TEST GPM = 900 GPM
S = FLOW TEST STATIC PSI = 55 PSI
P1 = FLOW TEST RESIDUAL PSI = 48 PSI
P2 = PSI PER NFPA 1, TABLE 18.4.5.1.2 = 20 PSI
Q2 = 900 * [(55 - 48)/(55 - 48)]^{0.54}
Q2 = 2,146 GPM AT 20 PSI > 1,250 GPM
ADDITIONALLY, THERE ARE ONE (1) EXISTING FIRE HYDRANTS WITHIN 250' OF THE PROPOSED BUILDING. NFPA TABLE 18.4.5.3 STATES THAT A HYDRANT LESS THAN 250' FROM THE BUILDING PROVIDE A MAXIMUM CAPACITY OF 1,500 GPM. BASED ON THIS INFORMATION, THE AGGREGATE FIRE FLOW CAPACITY FROM THE HYDRANTS IN THE VICINITY IS 2,146 GPM, EXCEEDING THE REQUIRED 1,500 GPM.

FIRE FLOW CALCULATIONS (CLUB HOUSE BUILDING):
PROPOSED 1-STORY 7,246 SF CLUB HOUSE BUILDING. THE ENTIRE BUILDING IS NONCOMBUSTIBLE CONSTRUCTION (CONSTRUCTION TYPE I/330). PER NFPA 18.4.5.2.1 FIRE FLOW REQUIREMENTS, THE FIRE REQUIREMENT FOR A TYPE I/330 CONSTRUCTION BETWEEN 0 AND 22,700 SF FIRE FLOW AREA IS 1,500 GPM FOR 2 HOURS. NFPA 18.4.5.2.2 STATES THAT THE REQUIRED FIRE FLOW CAN BE REDUCED BY 75% IF THE BUILDING HAS AUTOMATIC SPRINKLERS.
1,500 GPM x 75% = 1,125 GPM (FIRE FLOW CREDIT)
1,500 GPM - 1,125 GPM = 375 GPM
*THE MINIMUM FIRE FLOW PER NFPA 18.4.5.2.1 IS 1,250 GPM
BASED ON THE FIRE FLOW TEST RESULTS DATED 10/23/2024, THE BELOW CALCULATIONS DEMONSTRATE THE PROVIDED FIRE FLOW AT 20 PSI.
Q2 = Q1 * [(S - P2)/(S - P1)]^{0.54}
WHERE Q1 = FLOW TEST GPM = 900 GPM
S = FLOW TEST STATIC PSI = 55 PSI
P1 = FLOW TEST RESIDUAL PSI = 48 PSI
P2 = PSI PER NFPA 1, TABLE 18.4.5.1.2 = 20 PSI
Q2 = 900 * [(55 - 48)/(55 - 48)]^{0.54}
Q2 = 2,146 GPM AT 20 PSI > 1,250 GPM
ADDITIONALLY, THERE ARE ONE (1) EXISTING FIRE HYDRANTS WITHIN 250' OF THE PROPOSED BUILDING. NFPA TABLE 18.4.5.3 STATES THAT A HYDRANT LESS THAN 250' FROM THE BUILDING PROVIDE A MAXIMUM CAPACITY OF 1,500 GPM. BASED ON THIS INFORMATION, THE AGGREGATE FIRE FLOW CAPACITY FROM THE HYDRANTS IN THE VICINITY IS 2,146 GPM, EXCEEDING THE REQUIRED 1,500 GPM.

WATER & SEWER DEMAND:
APARTMENTS:
470 UNITS @ 250 GPD/UNIT = 117,500 GPD
SYNAGOGUE:
137 SEATS @ 3 GPD/SEAT = 411 GPD
TOTAL DEMAND = 117,500 GPD + 411 GPD = 117,911 GPD
*THIS CALCULATION WAS BASED ON BROWARD COUNTY DESIGN FLOW STANDARDS CHAPTER 27 SECTION 27-201

A PORTION OF LOT 11
FOLIO #51410101010
O.R.B. 30709, PAGE 618

A PORTION OF LOT 11
FOLIO #51410101010
O.R.B. 30709, PAGE 618

LOT 12
A PORTION OF LOT 12
"SEMINOLE ESTATES"
PLAT BOOK 21, PAGE 15
FOLIO #51410101010
INSTRUMENT DOCUMENT# 114873210

HATCH LEGEND

PROPOSED CONCRETE (SEE CROSS SECTIONS FOR DETAILS)

PROPOSED STAMPED CONCRETE/PAVERS (SEE HARDSCAPE PLANS FOR DETAILS)

PROPOSED PAVEMENT/SIDEWALK RESTORATION

PROPOSED TURF RESTORATION

UTILITY NOTES:

RECORD DRAWING NOTES:

- RECORD DRAWINGS SHALL BE PREPARED IN THE STATE PLAN COORDINATE SYSTEM.
- ALL UTILITY FEATURES SHALL BE SHOWN IN THEIR AS-BUILT LOCATION.
- STATE PLANE COORDINATES SHALL BE DISPLAYED ON RECORD DRAWINGS FOR ALL FEATURES SPECIFIED IN CITY OF HOLLYWOOD PUBLIC UTILITIES STANDARDS.
- STATE PLANE COORDINATES SHALL BE SHOWN ON PROPERTY CORNERS AS REQUIRED BY CITY OF HOLLYWOOD PUBLIC UTILITIES.

HYDRANT & HYDRANT SECURITY EQUIPMENT NOTES:

- FIRE HYDRANT SHALL BE EQUIPPED WITH A SET OF A/C "CAPTIVATED" SECURITY CAPS. THE CAPS SHALL BE CHAINED TO THE HYDRANT BODY AND INSTALLED PRIOR TO ISSUANCE OF "CONSTRUCTION WATER RELEASE" CERTIFICATION. A SCHEDULED INSPECTION BY CITY OF HOLLYWOOD PUBLIC UTILITIES IS REQUIRED TO VERIFY THE INSTALLATION AND OPERATION OF THE CAPS.
- PLEASE NOTE THAT THE SECURITY CAPS CAN ONLY BE REMOVED USING SPECIAL WRENCHES. THE CONTRACTOR SHALL CONTACT THE CITY OF HOLLYWOOD PUBLIC UTILITIES INSPECTOR FOR ASSISTANCE IF ACCESS TO THE HYDRANT IS REQUIRED FOR FLUSHING OR TESTING PURPOSES.
- ALL NEW FIRE HYDRANTS ARE TO BE INSTALLED SO THE PUMPER NOZZLE IS 5.0' MIN. WITH RAISED CURB OR 6.0' MIN. WITHOUT CURB AND 12.0' MAX. FROM THE EDGE OF PAVEMENT.

GENERAL WATER NOTES:

- ALL WATER MAIN DUCTILE IRON PIPE AND PIPE FITTINGS SHALL BE PAINTED WITH A 4" WIDE CONTINUOUS BLUE LINE THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND IS LOCATED ALONG THE TOP OF THE PIPE.
- ALL WATER MAINS SHALL BE MARKED WITH ONE CONTINUOUS 6" WIDE MAGNETIC BLUE CODED TAPE IMPRINTED WITH TWO (2) INCH HIGH LETTERING READING "CAUTION - POTABLE WATER LINE BURIED BELOW" AND LOCATED APPROXIMATELY TWELVE (12) INCHES ABOVE THE CROWN OF THE PIPE. THE WORKING SHALL OCCUR EVERY THREE (3) FEET.
- ALL WATER SERVICE FITTINGS ARE REQUIRED TO BE LEAD FREE.
- ALL EXISTING CITY OF HOLLYWOOD PUBLIC UTILITIES FACILITIES (I.E. VALVES) TO BE OPERATED BY CITY OF HOLLYWOOD PUBLIC UTILITIES PERSONNEL ONLY.

GENERAL SEWER NOTES:

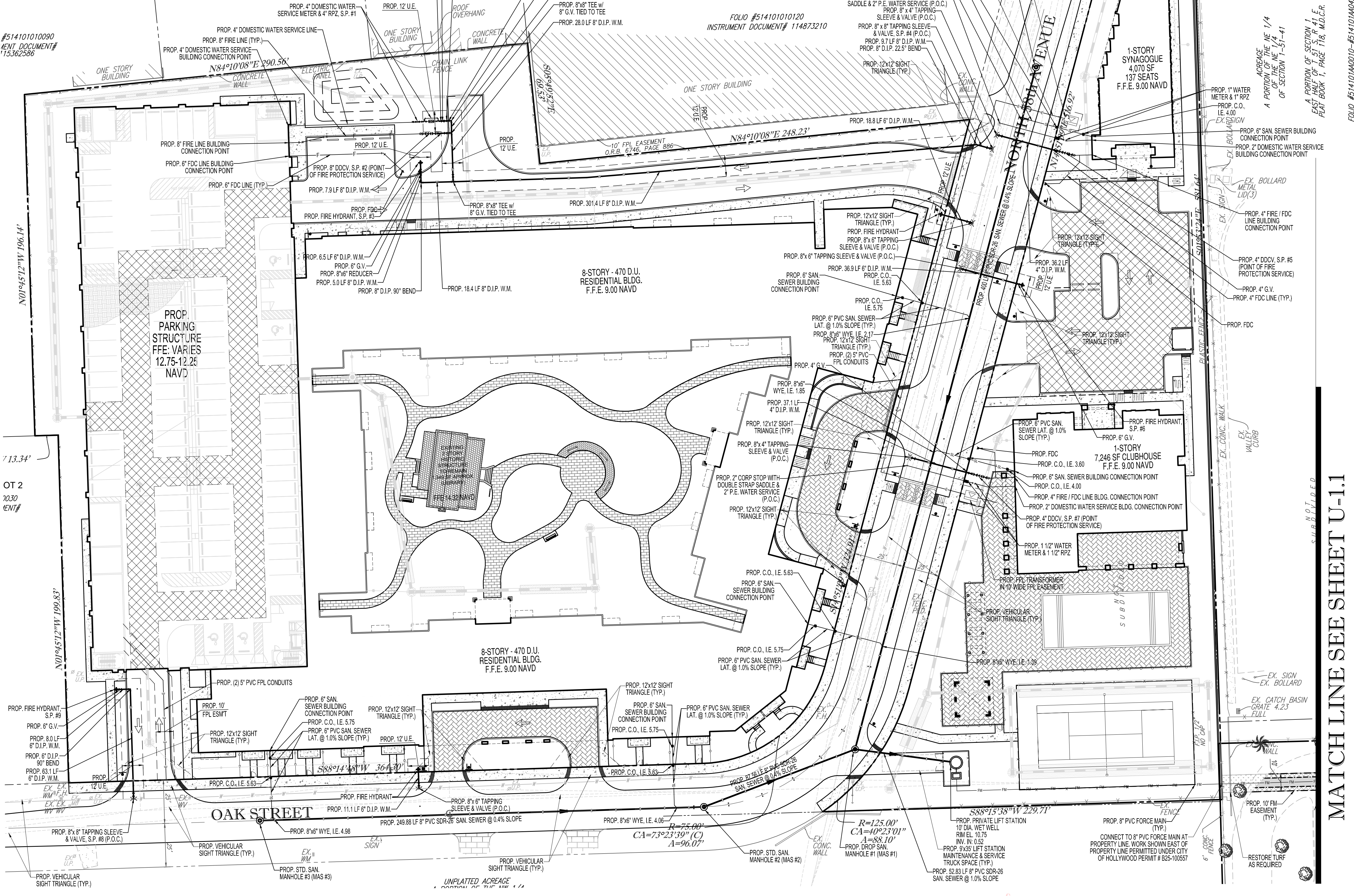
- ON-SITE SEWER LATERALS ARE PRIVATELY OWNED AND MAINTAINED.
- SEWER CLEANOUT MINIMUMS ARE REQUIRED ON ALL CLEANOUTS WITHIN PAVEMENT AREAS.

GENERAL LANDSCAPE NOTE:

- IF ANY NEW LANDSCAPE MATERIALS ARE INSTALLED AS PART OF THIS PROJECT THEN SOD ONLY WITH NO SHRUBS AND/OR TREES TO BE INSTALLED WITHIN 5' OF ANY WATER METER AND WITHIN 7.5' OF ANY FIRE HYDRANT. TREES CANNOT BE INSTALLED WITHIN 10' OF A WATER MAIN WITHOUT PRIOR CITY OF HOLLYWOOD PUBLIC UTILITIES APPROVAL AND THE INSTALLATION OF A ROOT BARRIER. ALSO, IF ANY EXISTING TREES ARE LESS THAN 10' MINIMUM OF ANY NEW WATER AND/OR SEWER MAIN A ROOT BARRIER IS REQUIRED TO BE INSTALLED OR TREE RELOCATED/REMOVED.

MAINTENANCE ACCESS STRUCTURE TABLE

STRUCT. NO.	RIM ELEV.	INVERT IN	INVERT OUT
MAS-1	9.75	3.55 SW 1.15 NE	1.05 SE
MAS-2	11.25	4.00 W	3.90 NE
MAS-3	12.10		5.00 E
MAS-4	8.95		2.75 SW



FIRE NOTES

- WATER SUPPLY AND ANY NEW HYDRANTS SHALL BE IN PLACE PRIOR TO ACCUMULATION OF COMBUSTIBLE MATERIALS PER NFPA 1 (2018 Ed.) SECTION 16.4.3.1.1
- ALL UNDERGROUND FIRE MAIN WORK MUST BE COMPLETED BY FIRE PROTECTION CONTRACTOR HOLDING CLASS 1, II OR V LICENSE PER FS 633.102.
- SINCE THE PROPOSED STRUCTURE IS A HIGH-RISE, AT TIME OF SUBMITTAL, ENSURE COMPLIANCE WITH FLORIDA FIRE PREVENTION CODE (FFPC), NFPA 1 (2018 Ed.), NFPA 101 (2018 Ed.), AND ALSO CHAPTER 11 OF NFPA 101 (2018 Ed.) - "SPECIAL STRUCTURES AND HIGH-RISE BUILDINGS."

NOTES

- CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL EXISTING SITE IMPROVEMENTS AND UTILITIES. ALL DISCREPANCIES SHALL BE IDENTIFIED TO THE ENGINEER IN WRITING.
- ALL EXISTING UTILITIES SHALL BE REMOVED BY CONTRACTOR IN ACCORDANCE WITH CITY OF HOLLYWOOD PUBLIC UTILITIES AND LOCAL UTILITY COMPANY REQUIREMENTS. ALL DEMOLITION DEBRIS TO BE REMOVED BY CONTRACTOR IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.
- ALL HYDRANTS SHALL FALL WITHIN 4' OF THE CURB.
- MINIMUM 7.5' CLEARANCE AROUND THE HYDRANT CIRCUMFERENCE. THE 4 1/2" CAP SHALL FACE THE ROADWAY.
- ALL FIRE HYDRANTS SHOULD HAVE BLUE REFLECTIVE MARKERS.
- WATER SHALL BE ON SITE BEFORE CONSTRUCTION BEGINS.
- CLEAN OUTS INSTALLED IN ASPHALT MUST BE INSTALLED IN A CITY BOX MARKED SEWER.

UTILITY LEGEND

EXISTING	NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
—	W	UNDERGROUND WATER LINE	—
—	F	UNDERGROUND FIRE LINE	—
—	E	UNDERGROUND ELECTRIC LINE	—
—	T	UNDERGROUND TELEPHONE LINE	—
—	C	UNDERGROUND CATV LINE	—
—	S	STORM SEWER	—
—	D	STORM SEWER DRAINAGE LATERAL	—
—	S	SANITARY SEWER MAIN	—
—	FM	SANITARY SEWER FORCE MAIN	—
—	OH	OVERHEAD WIRE	—
—	SL	SANITARY SEWER LATERAL	—
—	SM	SANITARY MANHOLE	—
—	CO	CLEAN OUT	—
—	DM	STORM MANHOLE	—
—	CB	CATCH BASIN	—
—	WM	WATER METER	—
—	+	HYDRANT	—
—	—	BACKFLOW PREVENTER	—

THOMAS ENGINEERING GROUP

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P: (813) 203-7503

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TAC SUBMITTAL

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

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

FOR
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 33154

MICHAEL A. TROXEL
LICENSE No. 50572
STATE OF FLORIDA
PROFESSIONAL ENGINEER
June 30, 2025
FLORIDA BUSINESS CERT. OF AUTH. NO. 27528

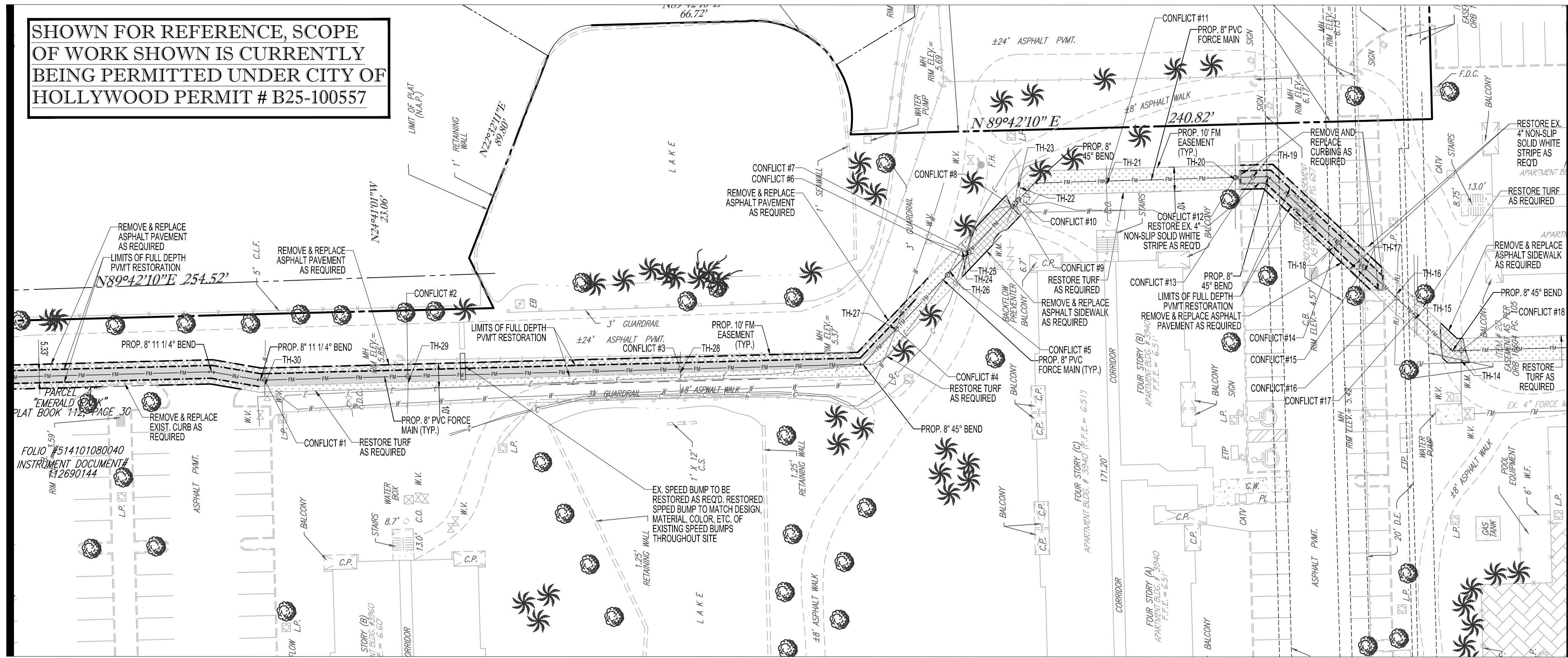
UTILITY PLAN

SHEET NUMBER:
U-1.0

MICHAEL A. TROXELL, STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE NO. 250572. THIS ITEM HAS BEEN
DIGITALLY SIGNED AND SEALED BY MICHAEL A. TROXELL, P.E. ON 6/30/2025. PRINTED COPIES OF THIS DOCUMENT
AND ANY MODIFIED, REPRODUCED, COPIED, OR TRANSMITTED INFORMATION SHALL BE VOID AND NOT BE USED FOR CONSTRUCTION.

MATCH LINE SEE SHEET U-1.0

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



MATCH LINE SEE SHEET BELOW

OFF-SITE PAVEMENT, CURB, MARKINGS & TURF

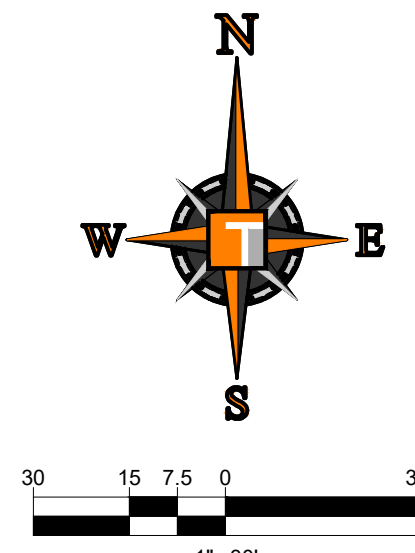
RESTORATION QUANTITIES		
DESCRIPTION	UNIT	TOTAL
Full Depth Pavement Restoration	SY	399
Pavement Restoration	SY	307
Pavement Mill & Overlay	SY	-
Sidewalk Restoration	SY	74
Curb Restoration	LF	43
24" White Thermoplastic Stripe	LF	13
6" White Thermoplastic Stripe	LF	78
4" White Paint Stripe	LF	51
White Thermoplastic Directional Arrow	EA	1
White Paint Directional Arrow	EA	3
Speed Bump Restoration	LF	23
Turf Restoration	SY	752

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

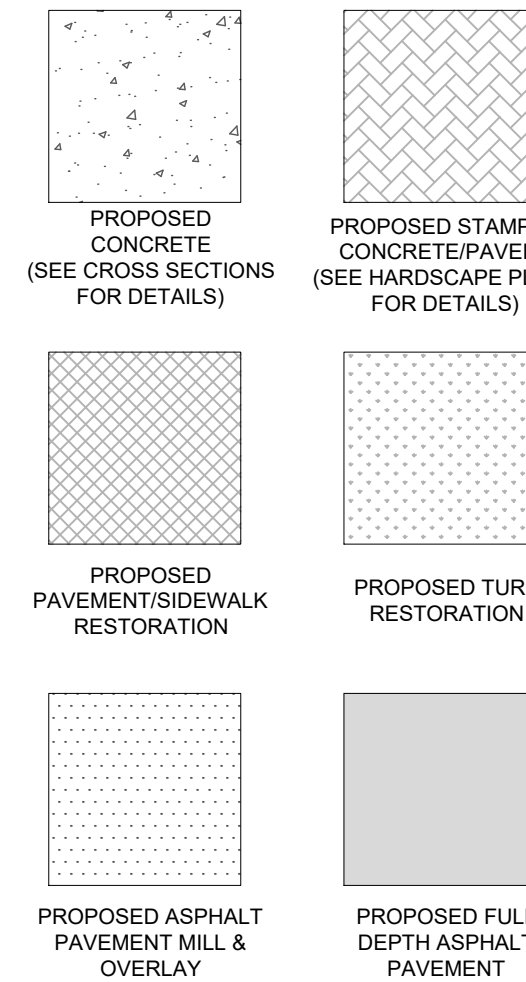
DESCRIPTION	UNIT	TOTAL
Full Depth Pavement Restoration	SY	20
Pavement Restoration	SY	30
Pavement Mill & Overlay	SY	399
Sidewalk Restoration	SY	3
Curb Restoration	LF	-
6" White Thermoplastic Stripe	LF	21
6" Yellow Thermoplastic Stripe	LF	242
White Thermoplastic Directional Arrow	EA	1
MD/Y RPM	EA	12
Turf Restoration	SY	-

UTILITY CONFLICT TABLE

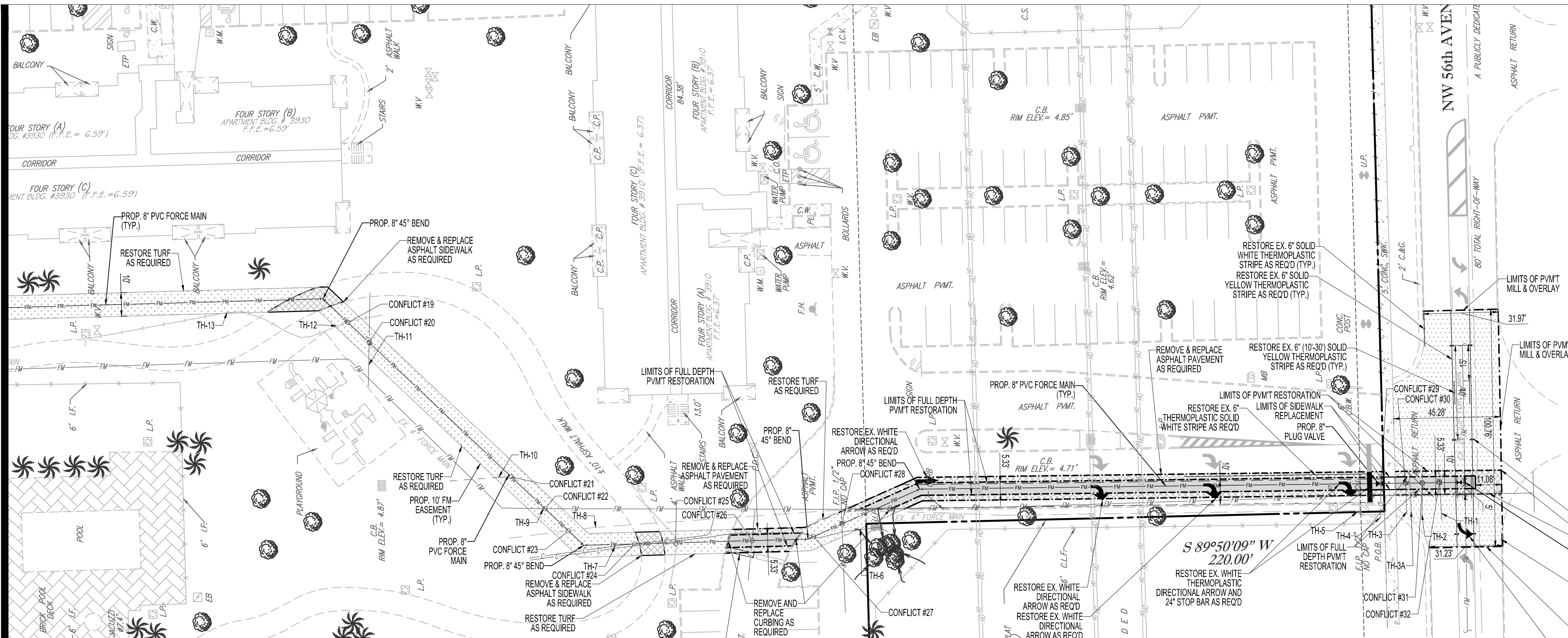
NUM	GRADE	BOTTOM OF PIPE	TOP OF PIPE	CLR
1	5.19	0.81 (8"WTR)	(-0.50 (8"FM)	1.31
2	5.28	1.67 (6"SAN)	(-0.50 (8"FM)	2.17
3	5.47	1.03 (8"FM)	0.31 (STM)	0.72
4	5.23	1.01 (8"WTR)	(-0.50 (8"FM)	1.51
5	5.37	0.71 (6"ELEC)	(-0.50 (8"FM)	1.21
6	5.40	3.40 (2"COM)	(-0.50 (8"FM)	3.90
7	5.46	1.99 (4"WTR)	(-0.50 (8"FM)	2.49
8	4.85	3.40 (2"COM)	(-0.50 (8"FM)	3.90
9	4.85	3.79 (1"ELEC)	(-0.50 (8"FM)	4.29
10	4.85	3.24 (1"ELEC)	(-0.50 (8"FM)	3.74
11	4.17	1.01 (6"SAN)	(-0.50 (8"FM)	1.51
12	5.89	3.92 (1"ELEC)	(-2.50 (8"FM)	6.42
13	5.48	(-1.12 (36"STM)	(-2.50 (8"FM)	1.38
14	5.08	(-0.92 (36"STM)	(-2.50 (8"FM)	1.58
15	5.29	(-1.22 (8"SAN)	(-2.50 (8"FM)	1.28
16	6.63	4.31 (8"FM)	(-0.50 (8"FM)	4.81
17	5.90	3.70 (2"ELEC)	(-0.50 (8"FM)	4.20
18	5.91	2.14 (8"FM)	(-0.50 (8"FM)	2.64
19	4.70	3.11 (1"ELEC)	(-0.50 (8"FM)	3.61
20	5.04	3.15 (1"ELEC)	(-0.50 (8"FM)	3.65
21	4.66	0.36 (18"STM)	(-0.50 (8"FM)	0.86
22	4.62	2.04 (4"FM)	(-0.50 (8"FM)	2.54
23	4.62	2.64 (1"COM)	(-0.50 (8"FM)	3.14
24	4.83	2.92 (1"COM)	(-0.50 (8"FM)	3.42
25	5.40	2.29 (1"ELEC)	(-0.50 (8"FM)	2.79
26	5.25	1.69 (6"ELEC)	(-0.50 (8"FM)	2.19
27	5.65	4.06 (1"COM)	(-0.50 (8"FM)	4.56
28	5.65	1.48 (8"WTR)	(-0.50 (8"FM)	1.98
29	5.63	3.80 (1"COM)	(-1.50 (8"FM)	5.30
30	5.21	(-0.08 (RWM)	(-1.50 (8"FM)	1.42
31	5.33	(-0.37 (8"WTR)	(-1.50 (8"FM)	1.13
32	5.04	0.93 (8"WTR)	(-1.50 (8"FM)	2.43



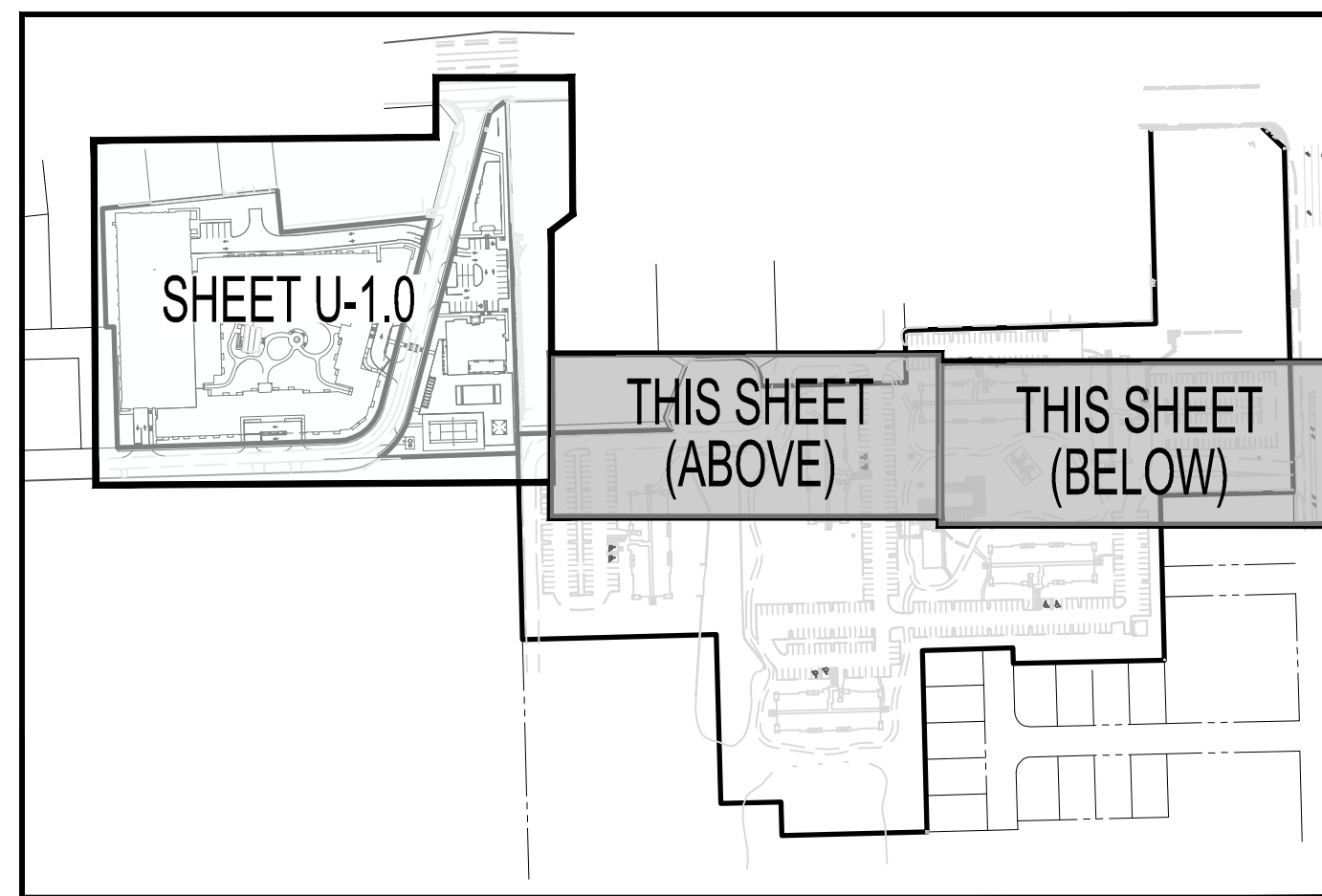
HATCH LEGEND



MATCH LINE SEE SHEET ABOVE



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



KEY PLAN

RESTORE EX. MDY
RPMs AS REQ'D (TYP.)
LIMITS OF P.V.M.T. RESTORATION
CONNECT TO EXIST. F.M.
WITH 24" x 8" TAPPING
SLEEVE & VALVE (P.O.C.)
RESTORE EX. 6" SOLID
WHITE THERMOPLASTIC
STRIPES AS REQ'D (TYP.)
LIMITS OF P.V.M.T.
MILL & OVERLAY
RESTORE EX. WHITE
THERMOPLASTIC DIRECTIONAL
ARROW AS REQ'D

Michael
Troxell

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

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SUITE 100
TAMPA, FL 33612
P: (813) 379-4100
F: (813) 379-4101

REVISIONS			
REV.	DATE	COMMENT	BY

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

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

FOR
KUSHNER
188 BAL BAY DRIVE
BAL HARBOUR, FL 33154

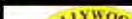
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ENGINEERING GROUP
6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
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MICHAEL A. TROXELL
LICENSE
No. 250572
STATE OF FLORIDA
PROFESSIONAL ENGINEER
June 30, 2025
FLORIDA BUSINESS CERT. OF AUTH. No. 27592

SHEET TITLE:
UTILITY PLAN
SHEET NUMBER:
U-1.1

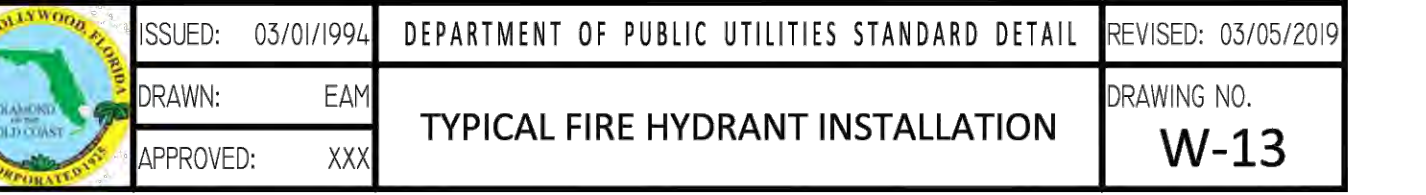
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- Printed on Monday, June 30, 2025, 12:56 PM by Corey Sprusansky
G:\KUSHNER\F240042 58TH & OAK RESIDENTIAL\DWG\SITE\2025-05-06\F240042.WSU DTL1----->LAYOUT: WSU DTL1

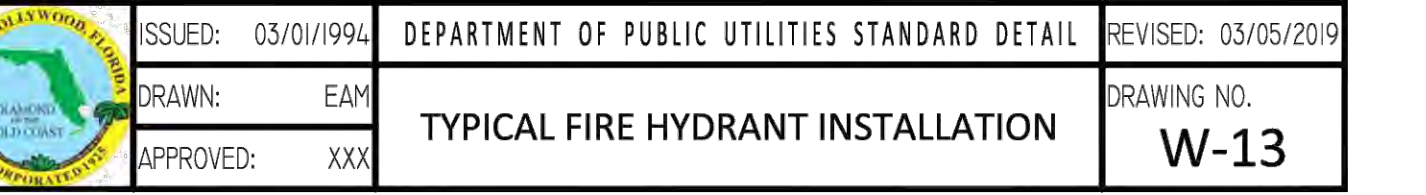
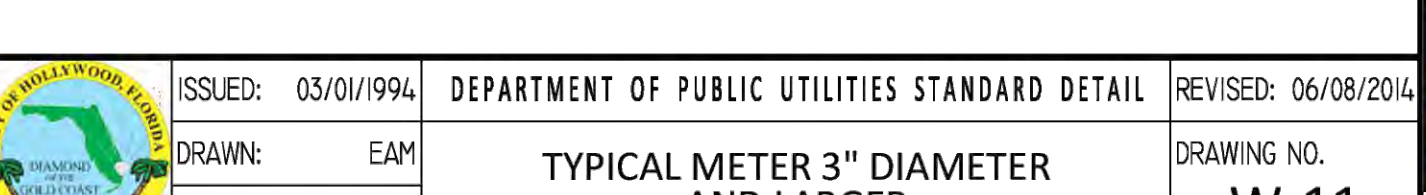
	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017	
	DRAWN: EAM	WATER METER SERVICE NOTES FOR 5/8" THROUGH 2" METERS	DRAWING NO. W-07	
	APPROVED: XXX			

	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		

[illegible]

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

THOMAS
ENGINEERING GROUP

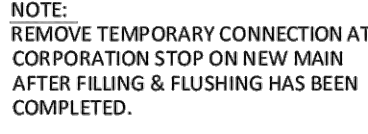
6300 NW 31ST AVENUE
FORT LAUDERDALE, FL 33309
PH: (954) 202-7000
FX: (954) 202-7070
www.ThomasEngineeringGroup.com

SHEET NUMBER:

U-2.0

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.

[illegible]

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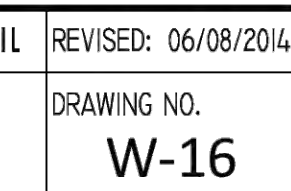
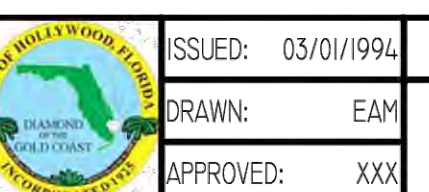
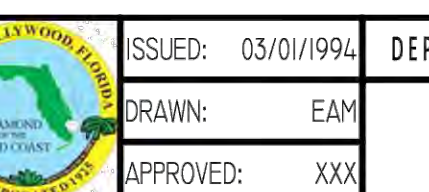
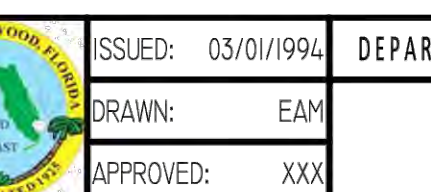
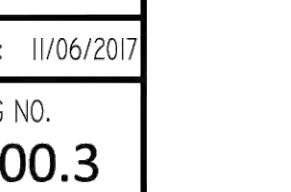
MICHAEL A. TROJELL
 LICENSE
 No. 50572
 ★
 STATE OF
 FLORIDA
 PROFESSIONAL ENGINEER

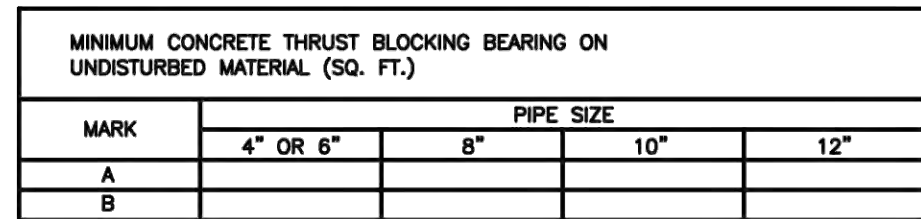
June 30, 2025
 FLORIDA BUSINESS CERT. OF AUTH. No. 27628

SHEET TITLE:	
UTILITY DETAILS	
SHEET NUMBER:	
U-2.1	

Michael Troxell

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

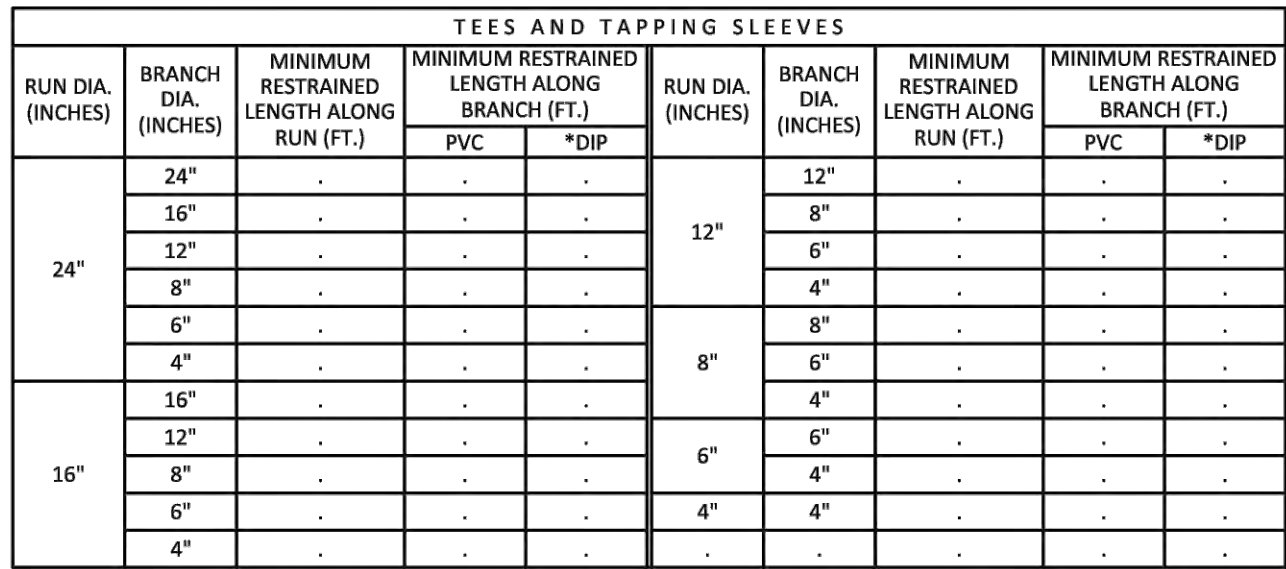
		ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014											
DRAWN: EAM					DRAWN: EAM					DRAWN: EAM					DRAWN: EAM					DRAWN: EAM															
APPROVED: XXX		TYPICAL FIRE HYDRANT NOTES			APPROVED: XXX		WATER MAIN TESTING AND DISINFECTION NOTES			APPROVED: XXX		FILLING AND FLUSHING DETAILS			APPROVED: XXX		SAMPLING POINT DETAIL			APPROVED: XXX															
		DRAWING NO. W-13.1					DRAWING NO. W-14					DRAWING NO. W-15					DRAWING NO. W-16																		
GENERAL NOTES:																																			
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 (ECS), AND ALL OTHER LOCAL, STATE AND NATIONAL CODES, WHERE APPLICABLE.						3. LOCATIONS, ELEVATIONS, SIZES, MATERIALS, ALIGNMENTS, AND DIMENSIONS OF EXISTING FACILITIES, UTILITIES AND OTHER FEATURES ARE 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 CONSTRUCTED AFTER 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 THE PLANS. THE CONTRACTOR SHALL WORK AS NEEDED 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 ECSD 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 ECSD IN ACCORDANCE WITH THE CONTRACT DOCUMENT'S 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 ECSD 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).											
GENERAL NOTES (CONTINUED):																																			
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. 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 FOOT 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.											
GENERAL NOTES (CONTINUED):																																			
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 FOOT 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 DEWATERING PER SPECIFICATION SECTION 02140 DEWATERING.																							
GENERAL NOTES (CONTINUED):																																			
40. 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).												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 CADD 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			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017			ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017											
DRAWN: EAM					DRAWN: EAM					DRAWN: EAM					DRAWN: EAM					DRAWN: EAM															
APPROVED: XXX		GENERAL NOTES			APPROVED: XXX		GENERAL NOTES (CONTINUED)			APPROVED: XXX		GENERAL NOTES (CONTINUED)			APPROVED: XXX		GENERAL NOTES (CONTINUED)			APPROVED: XXX															
		DRAWING NO. G-00					DRAWING NO. G-00.1					DRAWING NO. G-00.2					DRAWING NO. G-00.3																		



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.

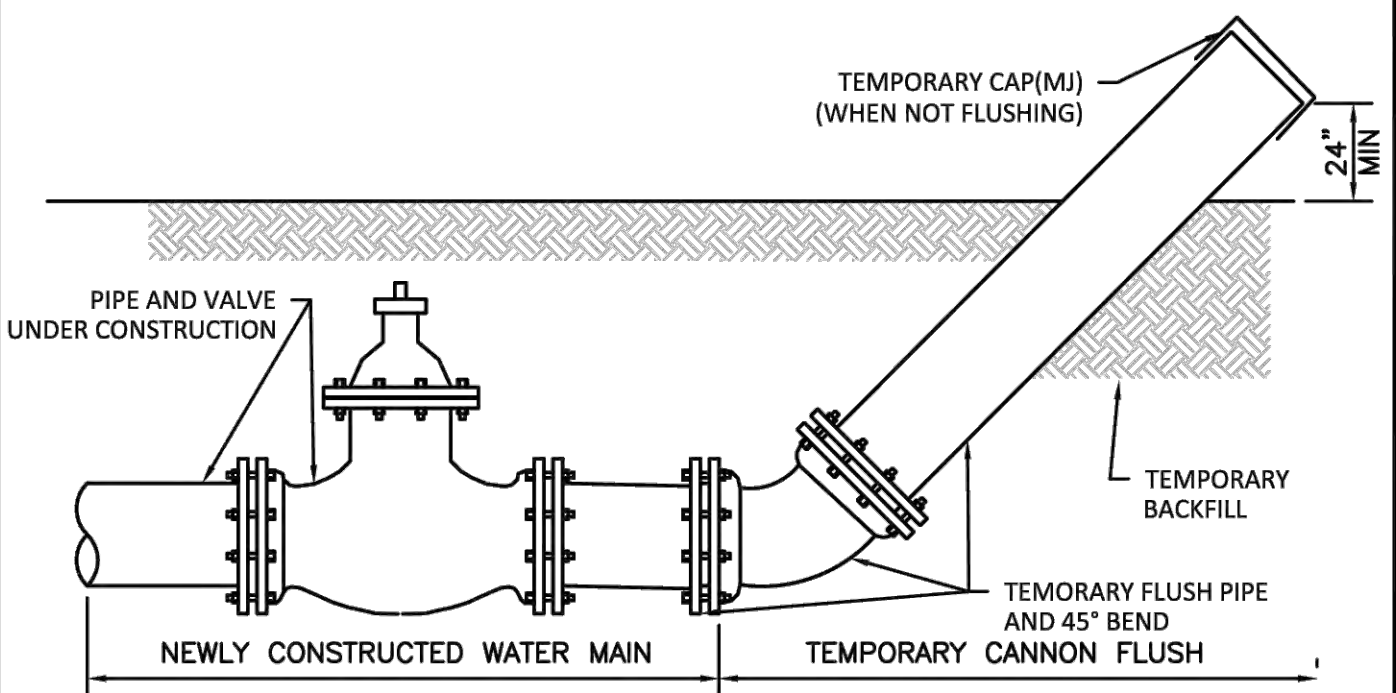
1. ALL JOINTS BETWEEN BENDS AT HORIZONTAL & VERTICAL OFFSETS SHALL BE RESTRAINED.
2. MECHANICAL THRUST RESTRAINTS FOR D.I.P. FITTINGS ON D.I.P. OR P.V.C. PIPE SHALL BE MEGALUG AS MANUFACTURED BY EBAA IRON, INC., OR APPROVED EQUAL.
3. DUCTILE IRON FITTINGS UP TO 20-INCHES IN DIAMETER SHALL BE RESTRAINED 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: 03/01/99/4	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 MAINS 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.

- $$\frac{L = S \times D \times \sqrt{P}}{148,000}$$

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. FORCE MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 12" MINIMUM COVER. CONTRACTOR SHALL BE RESPONSIBLE FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON. 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 DESIGN, METHOD, MEANS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL SUCH AND OTHER SAFETY REQUIREMENTS.



MANHOLE FLOW PATTERNS

REVISED: 06/08/2014
DRAWING NO. S-02



STANDARD PRECAST MANHOLE

REVISED: 07/18/2018
DRAWING NO. S-03



MANHOLE FRAME AND COVER

REVISED: 06/08/2014
DRAWING NO.
S-06



WYE BRANCH CONNECTION

REVISID: 06/08/2014
DRAWING NO.
S-09



NT OF PUBLIC UTILITIES STANDARD DETAIL	RE
ANITARY SEWER LATERAL MODIFIED RISER	DR



CITY OF HOLLYWOOD, FLORIDA
DIAMOND
GOLD COAST
INCORPORATED 1925



OF PUBLIC UTILITIES STANDARD DETAIL	REVISION
Sanitary Sewer Lateral Vertical Riser	DRAWING

REVISED: 06/08/2014
DRAWING NO. S-11



DEPARTMENT OF PUBLIC UTILITIES STANDARD
SEWER SERVICE CONNECTION AND
CLEANOUT AT PROPERTY LINE

REVISED: 06/08/2014
DRAWING NO. S-12

[illegible]

Printed on Monday, June 30, 2025, 12:57 PM by Corey Spruonsky
C:\KUSHNER\F240042 58TH & OAK RESIDENTIAL\DWG\SITE\2025-05-06\F240042 WSU DTLS-----LAYOUT; WSU DTLS



	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014		ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014		ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	FORCE MAIN CONNECTION	DRAWING NO.		DRAWN: EAM	PRIVATE FORCE MAIN TIE-IN AT PROPERTY LINE	DRAWING NO.		DRAWN: EAM	PLUG VALVE	DRAWING NO.
	APPROVED: XXX		S-13		APPROVED: XXX		S-14		APPROVED: XXX		S-15

[illegible]

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 WSU DTLS

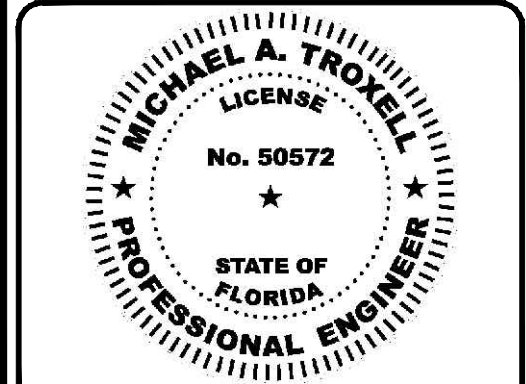
PROJECT:

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



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

SHEET TITLE:

UTILITY DETAILS

SHEET NUMBER:

U-2.5

Digitally signed by Michael
Troxell
Date: 2025.06.30 15:50:28
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Printed on Monday, June 30, 2025, 12:57 PM by Corey Sprusansky
G:\KUSHNER\F240042_58TH & OAK RESIDENTIAL\DWG\SITE\2025-05-0

Digitally signed by Michael
Troxell
Date: 2025.06.30 15:50:54
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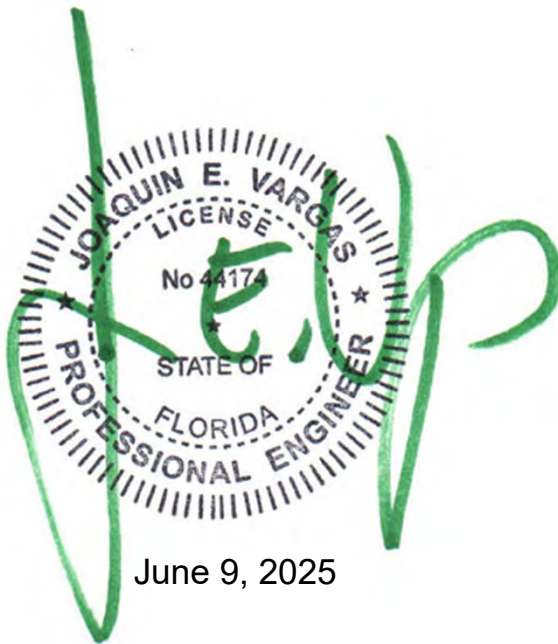
Hollywood Oaks - By Kushner

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:

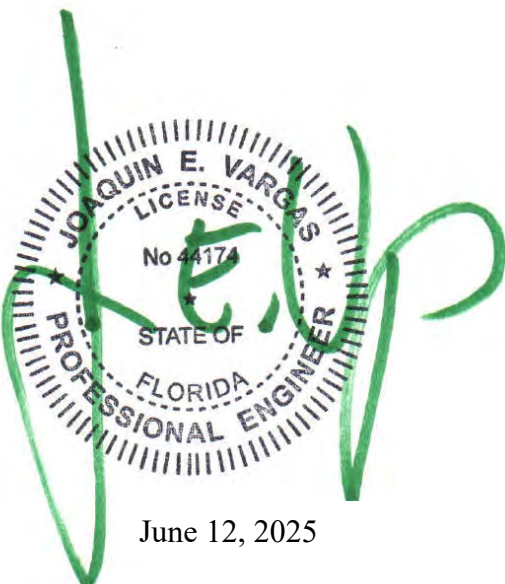
License No.

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

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Appendix B: Traffic Counts

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

Appendix D: Future Turning Movement Volumes

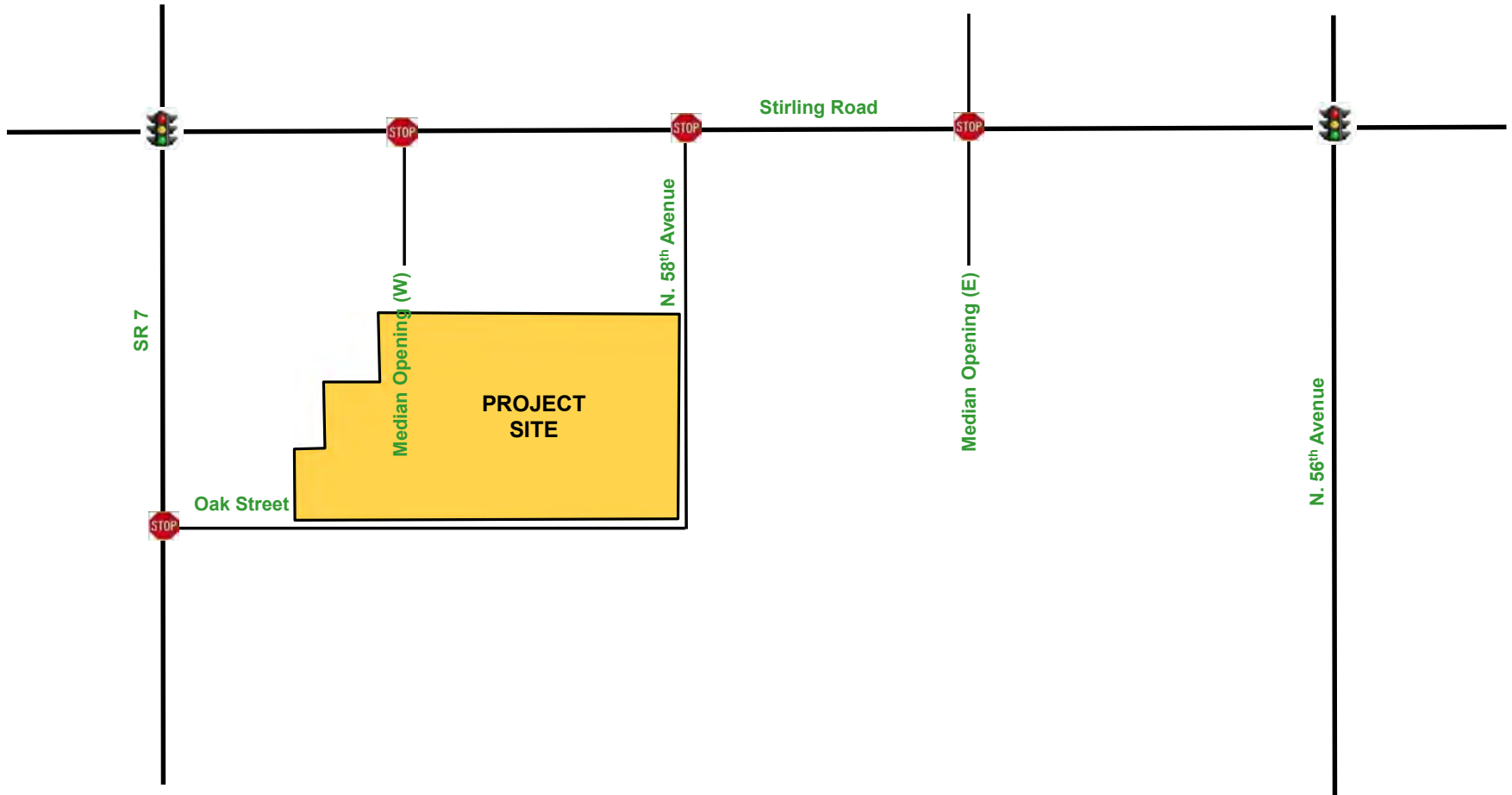
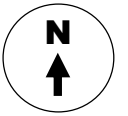
Appendix E: SYNCHRO Analyses

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

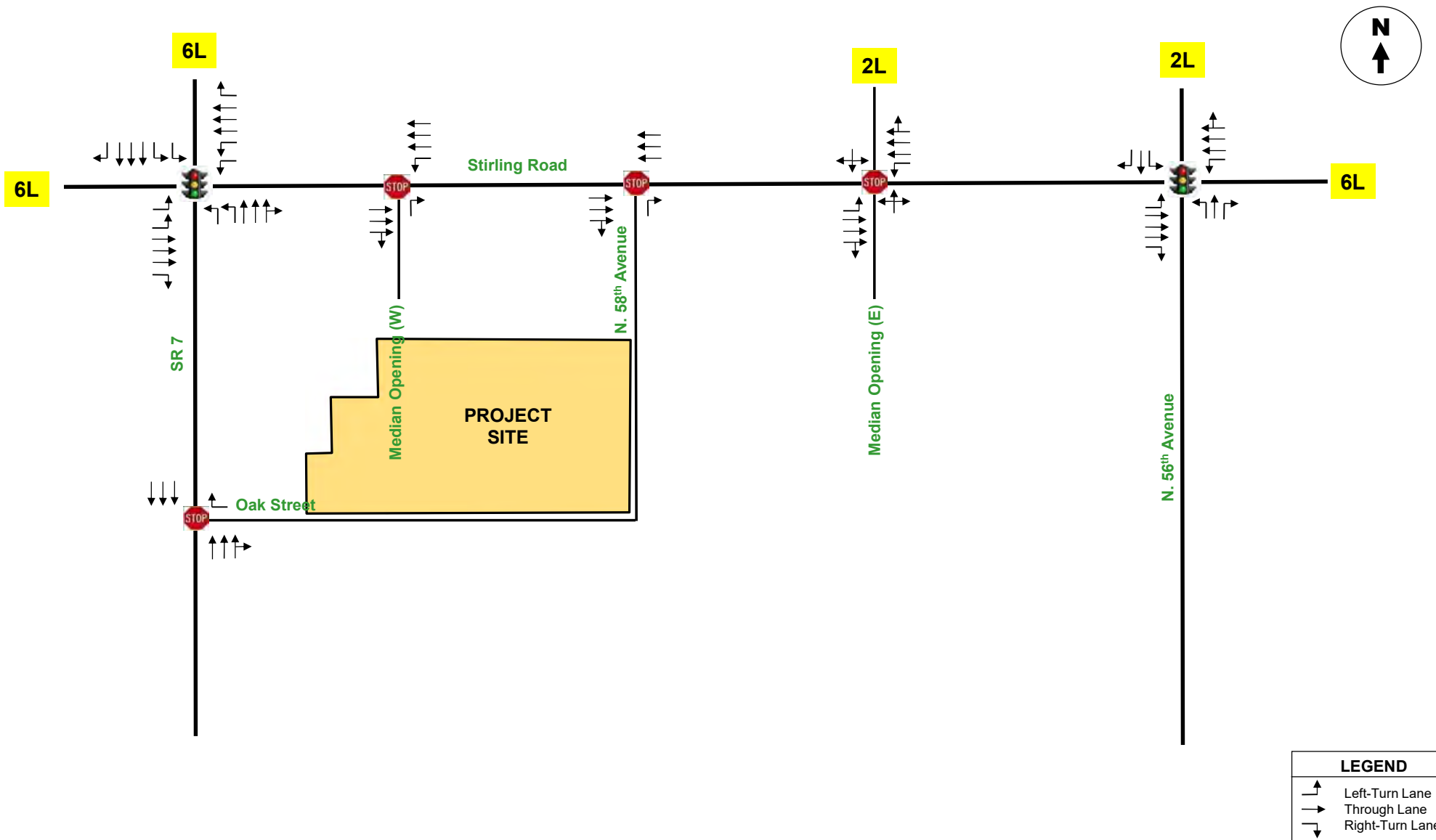
The roadway system located near the project site includes State Road 7, Stirling Road, Oak Street, N 58th Avenue, and N 56th Avenue. State Road 7 and Stirling Road are six-lane divided major arterials near the project site. N 56th Avenue is a two-lane undivided facility and N 58th Avenue and Oak Street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



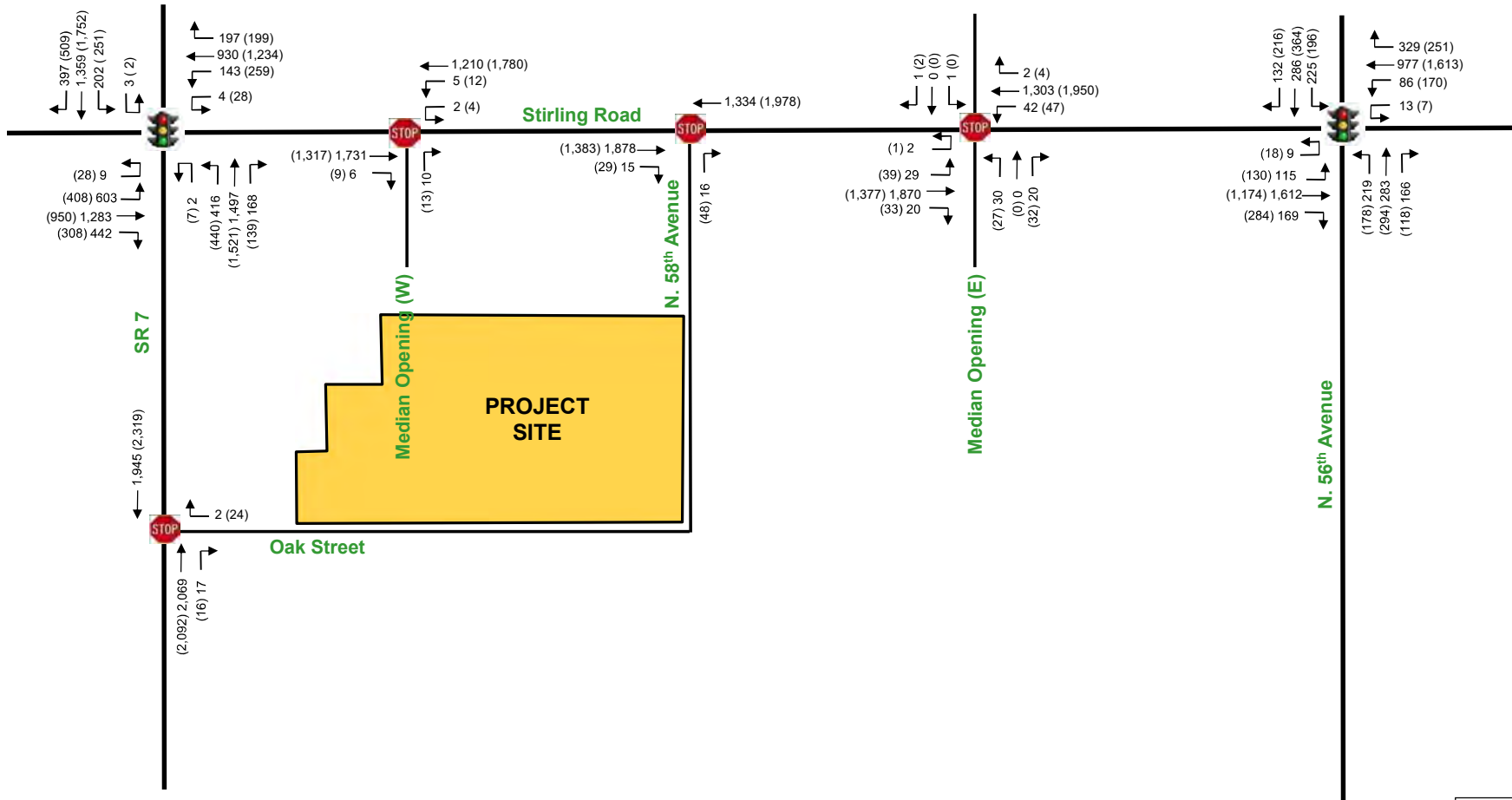
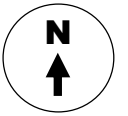
TRAFFIC COUNTS

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

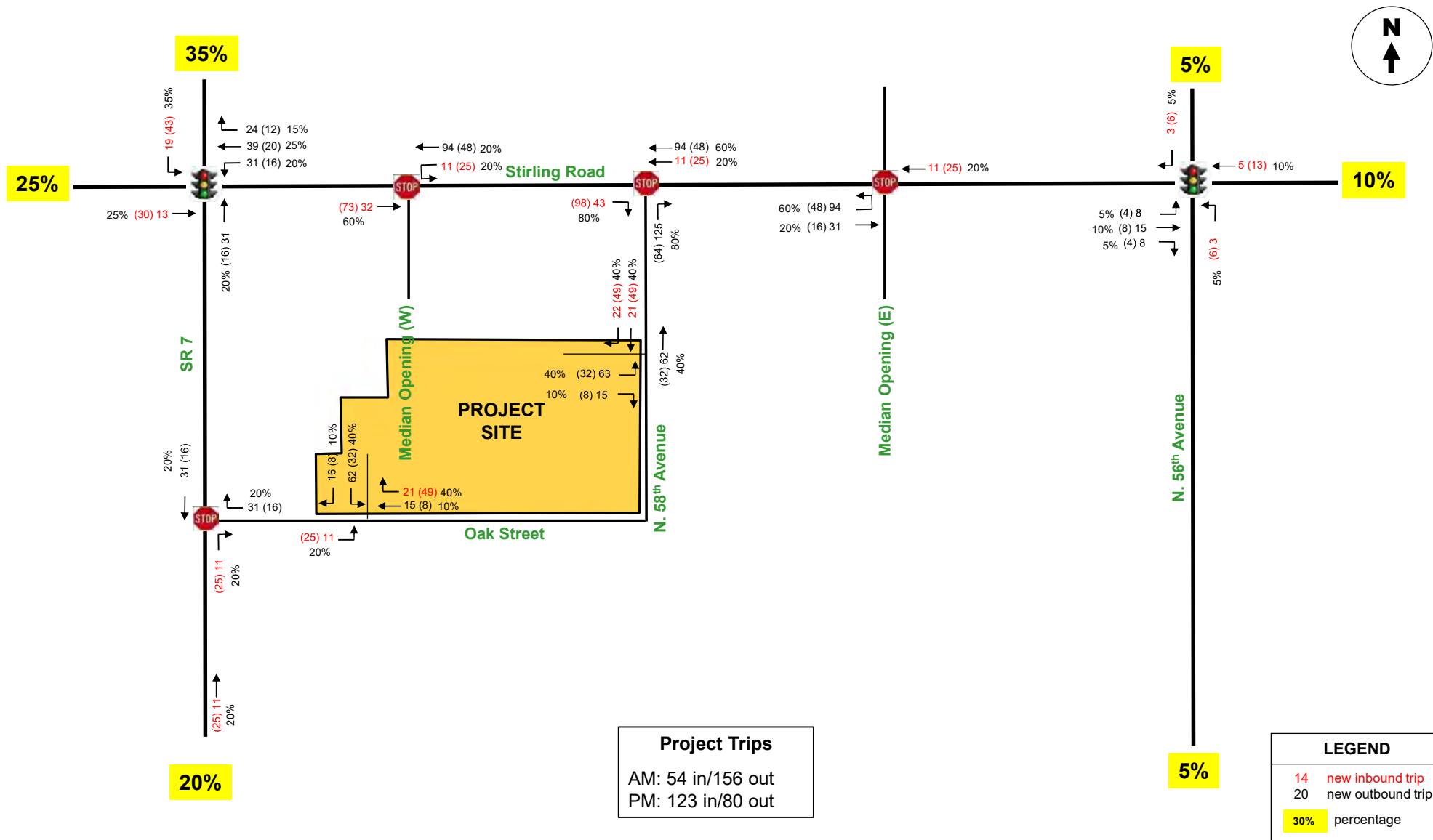
As indicated in Table 1, the trips generated by the proposed residential development consists of approximately 210 trips during the AM peak hour (54 inbound and 156 outbound) and approximately 203 trips during the PM peak hour (123 inbound and 80 outbound).

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.



NEW PROJECT TRAFFIC ASSIGNMENT
 Weekday New Peak Hour Trips AM & (PM)

FIGURE 4
 Hollywood Oaks
 Hollywood, Florida

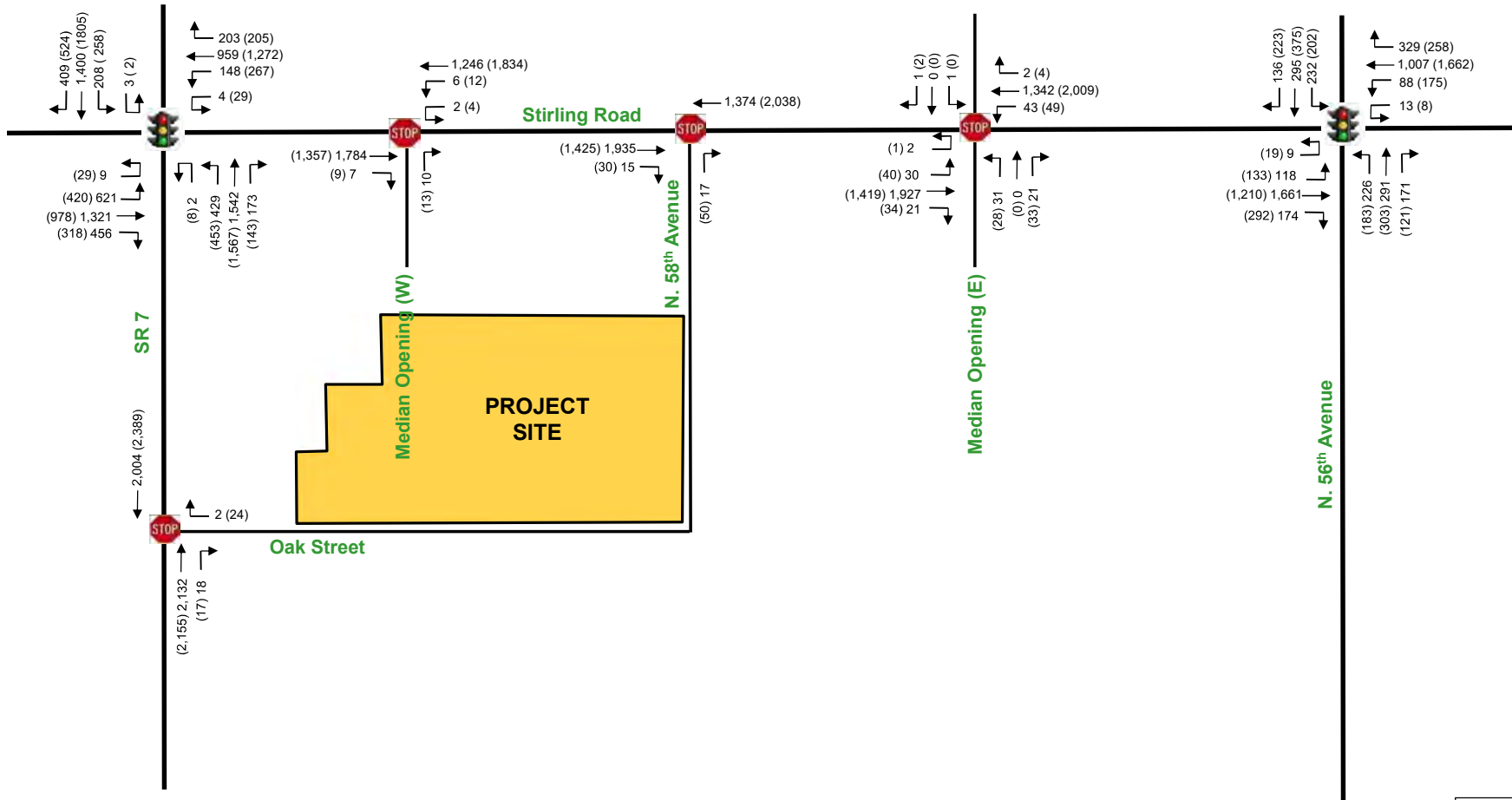
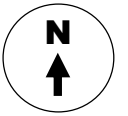
TRAFFIC ANALYSIS

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

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			
102: Median Opening (West) & String Rd	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	-							
		HCM Lane LOS		B	-	-	D	-							
		HCM 95th %tile Q(veh)		0	-	-	0.1	-							
		Turn Bay Length (ft)					115								
		Is Turning Bay OK?				Yes	Yes								
	Background	Approach	EB		WB			NB							
		HCM Control Delay, s/v	0		0.17			10.94							
		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	-							
		Turn Bay Length (ft)					115								
		Is Turning Bay OK?				Yes	Yes								
	Future	Approach	EB		WB			NB							
		HCM Control Delay, s/v	0		0.33			11.01							
		HCM LOS						B							
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
		HCM Control Delay (s/veh)		11	-	-	23.8	-							
		HCM Lane LOS		B	-	-	C	-							
		HCM 95th %tile Q(veh)		0.1	-	-	0.3	-							
		Turn Bay Length (ft)					115								
		Is Turning Bay OK?				Yes	Yes								
103: N 98 Ave & String Rd	Existing	Approach	EB		WB			NB							
		HCM Control Delay, s/v	0		0			11.25							
		HCM LOS						B							
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT							
		HCM Control Delay (s/veh)		11.2	-	-	-	-							
		HCM Lane LOS		B	-	-	-	-							
		HCM 95th %tile Q(veh)		0.1	-	-	-	-							
		Approach	EB		WB			NB							
		HCM Control Delay, s/v	0		0			13.48							
		HCM LOS						B							
	Background	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	-	-	-	-							
		HCM Lane LOS		B	-	-	-	-							
		HCM 95th %tile Q(veh)		1	-	-	-	-							
		Approach	EB				WB			NB			SB		
		HCM Control Delay, s/v	0.33				1.44			77.5			28.58		
		HCM LOS						F		D					
104: Median Opening (East) & String Rd	Existing	Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
		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				
	Background	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				
		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				
		Approach	EB				WB			NB			SB		
		HCM Control Delay, s/v	0.34				1.59			100.46			31.63		
		HCM LOS						F		D					
Future	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					
	HCM 95th %tile Q(veh)		2.9	0.4	-	-	1.5	-	-	0					
	Turn Bay Length (ft)			240											
	Is Turning Bay OK?			Yes											
	Approach	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				
105: N 56th Avenue & String Rd	Existing	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			
		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		
	Background	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			
		Is Turning Bay OK?	Yes						No (1)						
		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			
	Future	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				
Is Turning Bay OK?		Yes						No (1)							
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				
106: SR 7 & Oak St	Existing	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			
		Is Turning Bay OK?	Yes						No (1)						
		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			
	Background	Approach	WB		NB		SB								
		HCM Control Delay, s/v	12.38		0		0								
		HCM LOS	B												
Minor Lane/Major Mvmt			NBT	NBR	WBLn1	SBT									
Future	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									
	HCM LOS	B													

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	105.7	63.1	40.9	97.5	141.4	43.9	214.5	99.9		96.6	123.6	35.7
		LnGrp LOS	F	E	D	F	F	D	F	F		F	F	D
		Approach Delay, s/veh		69.9			122.2			124.1			103.3	
		Approach LOS		E			F			F			F	
	Background	Intersection Summary												
		HCM 7th Control Delay, s/veh	105.7											
		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
	Future	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	
103: N 59 Ave & Stirling Rd	Existing	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
	Background	Approach	EB		WB			NB						
		HCM Control Delay, s/v	0		0.05			10.22						
		HCM LOS						B						
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT						
		HCM Control Delay (s/veh)		10.2	-	-	21.3	-						
	Future	Approach	EB		WB			NB						
		HCM Control Delay, s/v	0		0.43			10.48						
		HCM LOS						B						
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT						
		HCM Control Delay (s/veh)		10.5	-	-	20.4	-						
104: Median Opening (East) & Stirling Rd	Existing	Approach	EB		WB			NB						
		HCM Control Delay, s/v	0		0			10.36						
		HCM LOS						B						
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT						
		HCM Control Delay (s/veh)		10.4	-	-	-	-						
	Background	Approach	EB		WB			NB						
		HCM Control Delay, s/v	0		0			10.46						
		HCM LOS						B						
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT						
		HCM Control Delay (s/veh)		10.5	-	-	-	-						
	Future	Approach	EB		WB			NB						
		HCM Control Delay, s/v	0		0			11.33						
		HCM LOS						B						
		Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT						
		HCM Control Delay (s/veh)		11.3	-	-	-	-						
105: N 58th Avenue & Stirling Rd	Existing	Approach	EB		WB			NB						
		HCM Control Delay, s/v	1.27				0.56			45.91			11.19	
		HCM LOS						E					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		45.9	46	-	-	23.8	-	-	11.2			
	Background	Approach	EB		WB			NB						
		HCM Control Delay, s/v	1.4				0.6			57.3			11.33	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		57.3	50.9	-	-	25.3	-	-	11.3			
	Future	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
106: SR 7 & Oak St	Existing	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
	Background	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
	Future	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
107: SR 7 & Oak St	Existing	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
	Background	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
	Future	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
108: SR 7 & Oak St	Existing	Approach	EB		WB			NB						
		HCM Control Delay, s/v	3.19				0.6			149.35			11.39	
		HCM LOS						F					B	
		Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
		HCM Control Delay (s/veh)		149.3	55.8	-	-	25.7	-	-	11.4			
	Background	Approach	EB		WB			NB						

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

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

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									
			Daily	AM Peak Hour			PM Peak Hour		
Land Use	Size		Trips	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

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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		