NORTH MIAMI
FLORIDA
776 N.E. 125 Street, North Miami, Florida 33161

Council Report

AGENDA DATE: June 23, 2020

TO: The Honorable Mayor and City Council of the City of North Miami

FROM: Tanya S. Wilson AICP, Planning, Zoning and Development Director

RE: JOHNSON AND WALES CAMPUS DEVELOPMENT AGREEMENT 2018-2030

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, APPROVING THE EXECUTION OF THE CAMPUS DEVELOPMENT AGREEMENT, IN SUBSTANTIALLY THE ATTACHED FORM, BETWEEN THE CITY OF NORTH MIAMI AND JOHNSON AND WALES UNIVERSITY, IN ACCORDANCE WITH SECTION 1013.30, FLORIDA STATUTES; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

RECOMMENDATION

That the Mayor and City Council adopt the proposed resolution approving the execution of the Johnson and Wales (JWU) Campus Development Agreement.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission at a regularly scheduled public hearing on June 2, 2020 considered the proposed Resolution, under PC Item 04-20. In attendance were Chair Charles Ernst, and Vice-Chair Michael McDearmaid, Commissioner Bob Pechon, Commissioner Melton Goodwin, Commissioner Howard Tonkin and outside Legal Counsel Gary M. Held, Esq, for the Planning Commission; Debbie Love, AICP, City Planner, Jennifer L. Warren, Deputy City Attorney and Marline Monestime, Board Secretary, for the City administration. City staff presented the item to the Planning Commission in the form of a PowerPoint presentation. After the presentation, the Chair opened up the meeting for public comment; no member of the public spoke. Commissioner McDearmaid made a motion to approve the item and Commissioner Tonkin seconded; the item passed 5-0.

BACKGROUND

Sections 1013.30 (3)-(9), Fla. Stat. (2019) require that each university prepare and adopt an updated Campus Master Plan (CMP) every five years, which identifies general land uses and outlines the goals, objectives and policies of the university during the succeeding 10 to 20 years. In addition, Sections 1013.30 (10)-(23) Fla. Stat. (2019) require that, within 270 days after the adoption of a CMP, the university draft and submit a proposed Campus Development Agreement

(CDA) to the host local government for its consideration and such agreement shall have a duration of at least five (5) years and not more than ten (10) years.

In compliance with Sections 1013.30 (3)-(9), Fla. Stat. (2019), on October 22, 2019, JWU prepared and adopted an updated university CMP for its North Miami campus (or "JWU North Miami") for the period running from 2018 through 2030. As such, state law requires the University to submit a CDA by July 22, 2020. Consistent with the requirements of Sections 1013.30 (10)-(23) and in compliance with the 270 day-deadline, on May 7, 2020, JWU-North Miami subsequently submitted a draft CDA to the City for its review. Staff from the Public Works Department and the Community Planning and Development Department reviewed the draft CDA for accuracy, for consistency with the City's Comprehensive Plan, and for adherence with all other applicable standards. The newly adopted CMP results in no degradation of the city's established level of services for infrastructure due to the reduction in the allowable student populations projected during the 2018-2030 CMP timeframe; therefore, no infrastructure improvement projects required.

Statutorily speaking, the intent of the CDA is to provide for consistency between a university's CMP and the comprehensive plan of the host local government. More specifically, the CDA reflects the mutual covenants and promises between the university and the host local government, as related to concurrency implementation and the mitigation of impacts reasonably expected over the term of the agreement on the host local government's public facilities and services. On one hand, the agreement ensures that adequate potable water, sanitary sewer, solid waste, stormwater management, parks and recreation, roads, and public transportation facilities are available and consistent with the level of service for these facilities, as adopted in the host local government comprehensive plan. On the other hand, it provides a mechanism for the university to pay, over the term of the agreement, any fair share cost to provide public facilities and services to the campus and/or to eliminate any deficiencies in such service or facility, which the proposed campus development will create or to which it will contribute.

CONCLUSION

As set forth in Section 1013.30 (10) – (23), Fla. Stat. (2019), the intent of this Agreement is to implement concurrency requirements and the mitigation of impacts reasonably expected on the City's public facilities and services, including roads, sanitary sewer, solid waste and drainage parks and recreation and public transportation arising from the university's CMP over the term of this Agreement. As noted earlier, due to the reduced study body proposed during the 2018-2030 CMP timeframe, no concurrency-driven infrastructure or service improvements are required.

Staff believes that the CMP and the proposed Agreement are in furtherance of Policy 8.1.5 of the Intergovernmental Element of the City's Adopted Comprehensive Plan, which requires that all local university campus master plans be consistent with the City's Adopted Comprehensive Plan. Furthermore, the CMP and Agreement are in keeping with Policy 8.1.3 of the above-noted Element, which calls for intergovernmental joint planning and service agreements with appropriate entities, such as JWU, in order to address the resulting strain on the City's transportation system.

In light of the above, staff finds the Agreement, advances the goals, objectives and policies of the Intergovernmental Element of the City's Comprehensive Plan. Staff further finds the Agreement to satisfy the special provisions for campus planning and concurrency of Section 1013.30, F.S. As such, staff recommends that, upon reviewing the Agreement, considering the Planning Commission recommendation and hearing any testimony at the public hearing, the Mayor and City Council approve the execution of the Agreement between the City and JWU. Pursuant to Section 1013.30 (16), Fla. Stat. (2019), should the Mayor and City Council not agree with the terms of the Agreement and vote not to authorize the execution of same, if not otherwise resolved, the matter shall be submitted to the Department of Economic Opportunity (DEO), the State Land Planning Agency, which, if necessary, will have sixty (60) days to hold informal hearings.

TW/dl

Attachment: 1. Proposed Resolution
2. Proposed JWU Development Agreement

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF NORTH MIAMI, FLORIDA, APPROVING THE EXECUTION OF THE CAMPUS DEVELOPMENT AGREEMENT, IN SUBSTANTIALLY THE ATTACHED FORM, BETWEEN THE CITY OF NORTH MIAMI AND JOHNSON AND WALES UNIVERSITY, IN ACCORDANCE WITH SECTION 1013.30, FLORIDA STATUTES; PROVIDING FOR AN EFFECTIVE DATE AND FOR ALL OTHER PURPOSES.

WHEREAS, Section 1013.30, Florida Statutes, requires that each university in the State of Florida prepare and adopt a campus master plan that identifies general land uses and outlines the goals, objectives and policies of the particular university; and

WHEREAS, on October 22, 2019, Johnson and Wales University ("JWU") prepared and adopted a university campus master plan for the North Miami Campus of Johnson and Wales University ("JWU North Miami") covering the period of 2018 through 2030, in accordance with the statutory requirements; and

WHEREAS, Section 1013.10(10), Florida Statutes, requires JWU to draft and submit to the City a proposed campus development agreement within two hundred-seventy (270) days after the adoption of the JWU North Miami campus master plan ("Campus Development Agreement"); and

WHEREAS, the Campus Development Agreement is required to establish guidelines to ensure consistency between the JWU North Miami's campus master plan and the City's Comprehensive Plan; and

WHEREAS, the Campus Development Agreement shall determine the impacts of proposed campus development reasonably expected over the term, on public facilities and services, including: roads, sanitary sewer lines, solid waste, drainage/storm water management, potable water, parks and recreation, and public transportation; and

WHEREAS, the Campus Development Agreement shall identify any deficiencies in public facilities and services, which the proposed campus development will create or to which it will contribute; and further identify all improvements to facilities or services which are necessary to eliminate such deficiencies; and

WHEREAS, the Campus Development Agreement shall identify the university's "fair share" of the cost incurred by the City for all improvements to facilities or services which are necessary to eliminate deficiencies, in accordance with Section 1013.30, Florida Statutes; and

WHEREAS, once the City and JWU agree on the provisions of the Campus Development Agreement, the Campus Development Agreement is to be executed by the City and JWU, consistent with the requirements of Section 163.3225, Florida Statutes; and

WHEREAS, on June 2, 2020, the Planning Commission reviewed the Campus Development Agreement and submitted its recommendation of approval to the Mayor and City Council, in accordance with Section 3-1304, City of North Miami, Land Development Regulations ("LDRs"); and

WHEREAS, in accordance with Section 3-1306 of the LDRs, the Mayor and City Council find that the proposed Campus Development Agreement is consistent with and furthers the goals, policies and objectives of the City's Comprehensive Plan.

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

Section 1. **Mayor and City Council Approval**. The Mayor and City Council of the City of North Miami, Florida, hereby approve the execution of the Campus Development Agreement, in substantially the attached form, between the City of North Miami and Johnson and Wales University, in accordance with Section 1013.30, Florida Statutes.

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

PASSED AND ADOPTED by a _____ vote of the Mayor and City Council of the City of North Miami, Florida, this ____ day of _____, 2020.

_____
PHILIPPE BIEN-AIME
MAYOR

ATTEST:

_____
VANESSA JOSEPH, ESQ.
CITY CLERK

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

_____
JEFF P. H. CAZEAU, ESQ.
CITY ATTORNEY

SPONSORED BY: CITY ADMINISTRATION

Moved by: _____

Seconded by: _____

Vote:

Mayor Philippe Bien-Aime	_____ (Yes)_____ (No)
Vice Mayor Alix Desulme, Ed.D.	_____ (Yes)_____ (No)
Councilman Scott Galvin	_____ (Yes)_____ (No)
Councilwoman Carol Keys, Esq.	_____ (Yes)_____ (No)
Councilwoman Mary Estimé-Irvin	_____ (Yes)_____ (No)

CAMPUS DEVELOPMENT AGREEMENT
BETWEEN THE CITY OF NORTH MIAMI
AND JOHNSON & WALES UNIVERSITY

THIS CAMPUS DEVELOPMENT AGREEMENT ("Agreement") is made and entered into by and between the CITY OF NORTH MIAMI, a political subdivision of the State of Florida (the "City"), and JOHNSON & WALES UNIVERSITY, a Rhode Island non-profit corporation with its principal campus in Providence, Rhode Island and with a campus in North Miami ("JWU"). The City and JWU shall be referred to, individually, as a "Party" and, collectively, as the "Parties." The Agreement shall be effective on the date signed by both Parties.

W I TN E S S ET H:

WHEREAS, JWU prepared and submitted a Master Campus Development Plan dated November 14, 2018, (the **"Master Plan"),** and which is attached hereto as Exhibit A and pertains to the JWU North Miami Campus; and

WHEREAS, the Master Plan was designed by JWU with a view towards promoting and preserving the character of the surrounding neighborhoods within the City by creating a seamless transition between JWU and the neighboring communities, and with an emphasis on the pedestrian character of the area, while at the same time, enhancing and facilitating vehicular movement and storage throughout the district; and

WHEREAS, the JWU Master Plan further provides for a distinct unified campus character accomplished through the design of buildings, landscaping, street and sidewalk profiles, signage, and lighting; and

WHEREAS, on October 22, 2019, the City, at a duly noticed public hearing, and after a review of the proposed JWU Master Plan, determined that the JWU Master Plan was consistent with the City's Comprehensive Plan, the City's Community Redevelopment Area Plan and Chapter 29 of the North Miami City Code and further determined that adoption of the JWU Master Plan was necessary, appropriate, and advanced the public interest; and

WHEREAS on October 22, 2019, the City approved and adopted the Master Plan subject to the City and JWU entering into a master campus development agreement; and

WHEREAS, Section 3-1301 of Chapter 29 of the North Miami City Code prescribes that any college or university that seeks a master campus development plan shall generally conform to the requirements for Public Universities as defined in Florida Statutes, Section 1013.30, relating to campus planning and concurrency management, and

WHEREAS, Florida Statutes, Section 1013.30(10) and (11) requires that upon adoption of a campus master plan, a public university is required to draft a proposed master campus development agreement that addresses issues related to the provision of Public Facilities and Services (as defined below);

NOW, THEREFORE, in consideration of the mutual agreements contained herein, and the performance thereof, and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged by the Parties, the Parties do hereby agree as follows:

1. DEFINITION OF TERMS USED IN THIS AGREEMENT

1.1 The term "**Campus**" means the JWU campus located in the City of North Miami as shown on the Master Plan, and whose legal description is set forth in Exhibit B.

1.2 The term "**Comprehensive Plan**" means the Comprehensive Plan of the City of North Miami, affirmatively adopted and approved by the City Council of the City of North Miami, pursuant the requirements of Subsections 163.3177 and 163.3178, Florida Statutes and Florida Administrative Code, Chapter 9J-1l.018(2)(b), as the same may be amended, restated, supplemented or otherwise modified from time to time after the date hereto.

1.3 The term "**Concurrency**" means that public facilities, services and infrastructure needed to support development are available when the impacts of such development occur.

1.4 The term "**Development**" means the construction of any new building, or the making of any material change in appearance of any structure or land, the change of use of any existing building from an educational use to a non-educational use (or vice versa) or the dividing of land into three or more parcels, as such is contemplated and provided for in the JWU Master Plan and this Agreement.

1.5 The term "**Educational Facilities**" includes a building or group of buildings used primarily by an institution of higher learning or recognized by the State of Florida as being used primarily by an institution offering post high school curriculum.

1.6 The term "**Force Majeure**" means acts of God, earthquakes, blizzards, tornadoes, hurricanes, fire, flood, sinkholes, malicious mischief, insurrection, terrorism, riots, strikes, lockouts, boycotts, picketing, labor disturbances, landslides, explosions, epidemics, pandemics, and compliance with any court order, ruling or injunction.

1.7 The term "**Public Facilities and Services**" means potable water, sanitary sewer, solid waste, storm water, management, parks and recreation, roads, and public transportation facilities.

2. INTENT AND PURPOSE

2.1 This Campus Development Agreement is intended to address the requirements of Concurrency, as described in the Master Plan. This Agreement is further intended to address Concurrency implementation and the mitigation of impacts on Public Facilities and Services as determined by the Master Plan to be reasonably expected over the term of Campus Development Agreement as a result of the Development contemplated in the Master Plan.

2.2 This Agreement is not intended to alter or limit any land uses, densities, intensities, or site development standards.

3. GENERAL CONDITIONS

3.1 JWU represents that it has full power and authority to enter into and perform this Agreement in accordance with its terms and conditions without the consent or approval of any third parties.

3.2 The City represents that it has the full power and authority to enter into and perform this Agreement in accordance with its terms and conditions, without the consent or approval of any third parties. Further, the City represents that this Agreement has been duly authorized by the City and constitutes a valid, binding and enforceable agreement of the City. The City further warrants and represents that this Agreement (a) has been lawfully approved by proper resolution, adopted by the City, (b) has been the subject of all required public hearings, with proper notice to the public at large, as required by law, (c) otherwise conforms to all requirements of all laws applicable to the City, and (d) does not violate any other agreement to which the City is a party, or the Constitution of the State of Florida, or any charter, ordinance, judgment, or other requirement of law to which the City is subject.

3.3 In the event that all or a portion of any existing building or improvement shown in the Master Plan or of any contemplated Development for which capacity has been reserved pursuant to the Master Plan or this Agreement, should be destroyed by a fire, storm, Force Majeure or other means, JWU, its grantees, successors, and assigns, shall have the right, but not the obligation, to rebuild and/or repair subject to applicable development standards contained in the City of North Miami Code of Ordinances.

3.4 The City agrees that all campus Development identified in the Master Plan may proceed subject to City's applicable development review process(es) provided it is consistent with the terms of this Agreement and JWU Master Plan.

3.5 Notwithstanding anything to the contrary herein, the Parties understand and agree that JWU shall have the exclusive right and discretion, but no obligation or liability, to undertake any of the contemplated campus Development set forth in the Master Plan; and that JWU shall have no obligation or liability to undertake any Development, whether set forth in the Master Plan or otherwise.

4. DURATION OF AGREEMENT

This Agreement shall become effective upon execution by both Parties and shall remain in effect until October 22, 2024, unless extended in writing by the mutual agreement and consent of JWU and the City, in accordance with the City Code and this Agreement.

5. GEOGRAPHIC AREA COVERED BY THIS AGREEMENT

The geographic area of the JWU Campus that is the subject of this Agreement is identified and described in the attached Exhibit B.

6. DESCRIPTION OF THE PUBLIC FACILITIES AND SERVICES

The following Public Facilities and Services are available to support development authorized under the terms of this Agreement:

6.1 Drainage/Storm Water Management System. The storm water management system for JWU owned properties is a combination of french drains, drainage wells, pervious surface infiltration and positive drainage systems with outfalls to on-site ponds. There are no off-campus discharge connections as all storm water is contained on-site. No storm water management facilities are shared with the City.

6.2 Potable Water. The potable water and fire protection needs for the Campus are provided by a network of water mains consisting of the water supply source, primary distribution system, secondary distribution system, and services. These mains are owned and maintained by the City of North Miami Water and Sewer Department. All of the main distribution lines, ranging from 6" to 12", are owned and maintained by the City.

6.3 Sanitary Sewer System. The sanitary sewer system for the Campus was designed and constructed by the City and consists mainly of multiple gravity sewer and pump station subsystems. Sewage generated by the Campus is pumped into a force main, which is owned and operated by the City of North Miami Water and Sewer Department.

6.4 Solid Waste. Solid waste is collected in dumpsters located throughout the Campus and transported to the Metro Dade County Disposal or Recycling facilities. Paper and aluminum products are collected by JWU staff and recycled. Hazardous wastes are collected and stored on-campus until they are collected by a licensed, private waste disposal company. Solid waste, including bio-hazardous wastes, are collected from the point of generation and disposed of by a private waste disposal company.

6.5 Open Space, Parks and Recreation Facilities. Recreation, landscaped common areas and open space facilities are owned and provided by JWU on the Campus. Accordingly, JWU is responsible for the operation and maintenance of all recreation, landscaped common areas and open space facilities on Campus.

6.6 Roadway Capacity. Roadways and signalized intersections within the general vicinity of the Campus comprise a grid system or network that generally travels from east to west and north to south. The north to south roadways includes NE 16th Avenue, NE 17th Avenue, and Biscayne Boulevard (S.R. 5). The east - west roadways include NE 126th Street, NE 127th Street, and NE 130th Street. These roadway links and intersections currently lie within the Miami-Dade County Urban Infill Area **("UIA")** and are therefore exempt from the Miami-Dade County Traffic Concurrency Management requirements.

6.7 Available Public Transportation. Public transportation within the general vicinity of the Campus includes North Miami Express ("NOMI") and Miami-Dade County Metro bus service along three of the four roadways that serve the Campus, namely

NE 16th Avenue, NE 123rd Street and Biscayne Boulevard. There is an additional route that runs along NE 135th Street and all of the transit routes have stops that are within walking distance of the Campus. A proposed Tri-Rail Coastal Service is expected to be operational within the next three to five years and a recommended stop is along 125th Street, within walking distance of JWU.

6.8 Parking Demand. The existing parking demand at the Campus is the sum of demand generated by its on-campus student dormitories and the demand created as a result of its general academic functions. Parking demand, based on existing student dormitory and academic operation usage, reflects a parking demand rate of one parking space per 3.1 occupied dormitory beds and 3.1 students per one parking space respectively.

7. LEVEL OF SERVICE STANDARDS ESTABLISHED BY THE CITY

7.1 Storm Water Management Facilities. The Comprehensive Plan establishes the following level of service standards for storm water management facilities:

- City collector streets and all other city streets - provide protection to dispose of a five-year design storm return frequency, with a 24-hour duration.
- Areas other than streets - Impervious areas shall be drained to a collection system or to pervious areas that have sufficient percolation, and on a minimum ratio of one square foot of effective pervious area for each 10 feet of impervious area and provide for adequate disposal of rainwater during any five minute period for each square foot of impervious area.
- In areas regulated by the State, additional or more stringent requirement may apply.

7.2 Potable Water Facilities. The Comprehensive Plan establishes the following level of service standards for potable water facilities:

Domestic water shall be delivered to users at a pressure no less than 30 pounds per square inch (psi). The system shall maintain the capacity to produce and deliver 125 gallons per capita per day.

Fire flow improvement projects shall be designed to meet the following standards:

	Gallons per Minute (Min)
Schools	2,000

Lesser fire flow may be approved on an interim basis by the Metro-Dade County Fire Department, after approval by the City Water & Sewer Department.

7.3 Sanitary Sewer Facilities. The Comprehensive Plan establishes the following level of service standards for sanitary sewer facilities:

The system shall maintain the capacity to collect and dispose of 100 gallons of sewage per capita per day. Pressure sewer 12" in diameter and under shall be designed to provide for a flow velocity of not less than 2 feet per second. Capacity shall be computed as noted below for the gravity sewers.

The sewage collection shall have the capacity to meet the following standards:

Gallons per Day (Minimum) Apartments/condominiums 200/Unit

General office building Other Uses

10 per 100 square feet

Developers shall be required to upgrade capacity of existing systems, or build new systems, to maintain the existing level of service.

7.4 Solid Waste Collection Systems. The Comprehensive Plan establishes a level of service standard for solid waste which requires collection systems to have the capacity for a general rate of 0.8 tons per capita per year.

7.5 Parks, Open Space and Recreational Facilities. The Comprehensive Plan establishes a level of service standard for parks, open space, and recreational facilities of a minimum of 2.75 acres per 1,000 people.

7.6 Roadway Capacity. The Comprehensive Plan establishes a level of service standard for State and local roads as follows: The level of service standard for roadways within the UIA is greater than those roadways outside of the UIA in order to encourage the redevelopment of older areas. The maximum level of service for the roadways impacted by the contemplated Development is level of service E or 120 percent of level of service E.

8. EXISTING FINANCIAL ARRANGEMENT REGARDING THE PROVISION OF FACILITIES AND SERVICES

JWU has not entered into any financial arrangements for the provision of Facilities and Services beyond those agreements that would be required of any other landowner.

8.1 JWU agrees to pay the City monthly fees based on approved rates established by the City for similarly sized public customers for the services applicable to the JWU Campus, and required to be paid by JWU under Florida Law, as such rates may be adjusted from time to time by the City in accordance with applicable law.

9. IMPACTS OF EXISTING AND CONTEMPLATED CAMPUS DEVELOPMENT ON PUBLIC FACILITIES AND SERVICES

The City and JWU agree that, except as specifically provided and set forth herein, the existing and contemplated campus Development set forth in the Master Plan will not create, or contribute to, any deficiencies in any Public Facilities and Services. Without limiting the foregoing, the Parties agree as follows:

9.1 Storm Water Management Facilities. JWU and the City agree with the data, analysis and conclusions contained in the document entitled Johnson and Wales University Existing Site Utility Study, November 14, 2018, prepared by the consulting firm of Fortin, Leavy, Skiles, Inc., in support of the Master Plan (the **"Site Utility Study"),**

with regard to the impacts of existing and contemplated Development in the Master Plan on public storm water management facilities and services. JWU and the City agree that the Development contemplated in the Master Plan will not degrade the operating conditions for public storm water management facilities below the City's established level of service standards.

9.2 Potable Water Facilities. JWU and the City agree with the data, analysis and conclusions contained in the Site Utility Study, pertaining to the impacts of existing and contemplated Development in the Master Plan on public potable water facilities. JWU and the City agree that Development contemplated in the Master Plan will not degrade the operating conditions for public potable water facilities below the City's level of service standards.

9.3 Sanitary Sewer Facilities. JWU and the City agree with the data, analysis and conclusions contained in the document Site Utility Study pertaining to the impacts of existing and contemplated Development in the Master Plan on public sanitary sewer facilities. JWU and the City agree that the Development contemplated in the Master Plan will not degrade the operating conditions for public sanitary sewer facilities below the City's level of service standards.

9.4 Solid Waste Collection Systems. JWU and the City agree with the data, analysis and conclusions contained in the Site Utility Study, pertaining to the impacts of existing and contemplated Development in the Master Plan on solid waste collection and disposal facilities. JWU and the City agree that the campus Development contemplated in the adopted Master Plan will not degrade the operating conditions for public solid waste facilities below the City's level of service standards.

9.5 Open Spaces. JWU and the City agree with the data, analysis and conclusions contained in the Johnson and Wales University Master Plan, landscape and open space pertaining to the impacts of existing and contemplated Development in the Master Plan. JWU and the City agree that the campus Development contemplated in the adopted Master Plan will not degrade the operating conditions for public open space and recreational facilities below the City's level of service standards.

9.6 On-Street Parking. JWU and the City agree that with the data, analysis and conclusion contained in the document entitled Parking Study for the Johnson & Wales University Florida Campus, dated March 12, 2013 prepared by McMahon Associates, Inc., in support of the Master Plan **("Parking Study"),** with regards to the impact of the existing and contemplated Development set forth in the Master Plan. JWU and the City agree that the campus Development contemplated in the adopted Master Plan, which includes development of on-site parking spaces, will not degrade the on-street parking facilities or conditions for the general public below the City's level of service standards. Notwithstanding, the parties further agree that JWU students, visitors, and all its operational or academic staff, employees or agents shall enjoy the unobstructed access to non-exclusive use of any available public on-street parking spaces.

9.7 Roadway Capacity. JWU and City agree, pursuant to the Comprehensive Plan of

the City of North Miami, that all the City roadways within the municipal boundaries of the City have been designated a Transportation Concurrency Exception Area ("TCEA") in accordance with the requirements of Section 163.3180(5)(b), Florida Statutes and Chapter *91-* 5.0555(6), Florida Administrative Code. As such, all proposed development within the City shall be exempt from concurrency requirements of Section 163.3180, Florida Statutes and Rule 9J5.0055(3)(c)l-4 Florida Administrative Code. Notwithstanding, JWU and the City agree with the data, analysis and conclusions contained in the document entitled Traffic Impact Analysis for the Johnson and Wales University Florida Campus, ,October 10, 2012 prepared by the consulting firm of McMahon Associates, Inc., in support of the Master Plan **("Traffic Impact Study")** with regard to the impacts of existing and contemplated Development in the Master Plan on roads and public transportation facilities. JWU and the City agree that Development contemplated in the Master Plan will not degrade the operating conditions on the roadway segments identified in the Traffic Impact Study below the City's level of service standards.

10. NO IMPROVEMENTS REQUIRED TO MAINTAIN LEVEL OF SERVICE STANDARDS

The City and JWU agree that, except as specifically stated and agreed to herein, JWU shall not have any obligation or liability whatsoever in connection with any costs or payment for the design and preparation, construction, installation, operation or maintenance or cost of any improvement or modification whatsoever to any Public Facility or Service, which may hereinafter be construed or claimed to be a condition to JWU's implementation of the contemplated campus Development set forth and described in the Master Plan.

Any other provision notwithstanding, the City and JWU specifically understand and agree as follows:

10.1 Sufficient Storm Water Management Facilities. JWU and the City agree that there is sufficient storm water management facility capacity to accommodate the impact of the Development contemplated in the Master Plan and to meet the future needs of JWU for the duration of this Agreement. JWU and the City hereby agree that, except to the extent hereinafter provided for by mutual written agreement, no storm water management improvements need be provided, as a condition of implementation of the Development contemplated in the Master Plan.

10.2 Sufficient Potable Water Facilities. JWU and the City agree that there is sufficient potable water facility capacity to accommodate the impacts of the Development contemplated in the Master Plan and to meet the future needs of JWU for the duration of this Agreement. JWU and the City hereby agree that, except to the extent hereinafter provided for by mutual written agreement, no potable water improvements need be provided, as a condition of implementation of the Development contemplated in the Master Plan.

10.3 Sufficient Sanitary Sewer Facilities. JWU and the City agree that there are sufficient sanitary sewer facilities to accommodate the impacts of the Development

contemplated in the Master Plan and to meet the future needs of JWU for the duration of this Agreement. JWU and the City hereby agree that, except to the extent hereinafter provided for by mutual written agreement, no sanitary sewer facility improvements need be provided, as a condition of implementation of the Development contemplated in the Master Plan.

10.4 Sufficient Solid Waste Facility Capacity. JWU and the City agree that there is sufficient solid waste facility capacity to accommodate the impacts of the Development contemplated in the Master Plan and to meet the future needs of JWU for the duration of this Agreement. JWU and the City hereby agree that, except to the extent hereinafter provided for by mutual written agreement, no solid waste improvements need be provided, as a condition of implementation of the Development contemplated in the Master Plan.

10.5 Sufficient Parks, Open Space and Recreational Facilities. JWU and the City agree that there are sufficient parks, open space, and recreational facility capacity to accommodate the impacts of the Development contemplated in the Master Plan and to meet the future needs of JWU for the duration of this Agreement. JWU and the City hereby agree that, except to the extent hereinafter provided for by mutual written agreement no parks, open space improvements need be provided, as a condition of implementation of the Development contemplated in the Master Plan.

10.6 Sufficient Roadway Capacity. JWU and the City agree that there is sufficient roadway capacity to accommodate the impacts of the Development contemplated in the Master Plan and to meet the future needs of JWU for the duration of this Agreement. JWU and the City hereby agree that, except to the extent hereinafter provided for by mutual written agreement, no roadway improvements need be provided, as a condition of implementation of the Development contemplated in the Master Plan.

11. FINANCIAL ASSURANCES

11.1 JWU and the City agree that no stormwater management improvements need be assured by JWU.

11.2 JWU and the City agree that no potable water improvements need be assured by JWU.

11.3 JWU and the City agree that no sanitary sewer improvements need be assured by JWU.

11.4 JWU and the City agree that no solid waste improvements need be assured by JWU.

11.5 JWU and the City agree that no parks and recreation improvements need be assured by JWU.

11.6 JWU and the City agree that no transportation improvements need be assured by JWU.

12. CAPACITY RESERVATION FOR DEVELOPMENT

12.1 JWU is reserving capacity pursuant to this Agreement, which includes reserved private development and including any future amendments, or additions thereto, that is solely on JWU's property as well as reserved development of improvements to the Public Facilities and Services as set forth herein. The Parties further understand and agree that JWU is in no way obligated or required to initiate or implement, in whole or part, any aspect of the reserved campus Development, as described and set forth in the Master Plan, including any future amendments or addition thereto, whether by law, equity and further that neither this Agreement nor the Master Plan, including all exhibits, attachments or addendums, shall be construed or interpreted to create or otherwise encompass any such obligation or liability, or damages or cause of action therefrom. Rather, the Parties understand and agree that JWU, may in its sole and exclusive discretion and business judgment, which may include, without limitation, consideration of the sufficiency of projected increases in its student enrollment population and determination of whether or not to initiate and implement any or all aspects of the reserved campus Development.

12.2 The uses, maximum densities, intensities, and building heights for campus Development reserving capacity shall be those established in the underlying zoning designations of Chapter 29 of the North Miami City Code.

12.3 The City and JWU understand and agree that (a) all contemplated Development set forth in the Master Plan may proceed subject to applicable City development review process(es), provided it is consistent with the Master Plan and this Agreement and (b) any contemplated campus Development that is not set forth in the Master Plan may be pursued or implemented by JWU by amendment of the Master Plan in compliance with Chapter 29 of the North Miami City Code.

12.4 Any other provision notwithstanding, the City and JWU specifically understand and agree that nothing in this Agreement is intended to prohibit or restrict JWU's right to pursue or implement any development right or activity (a **"Non-Master Plan Development")** that is (i) outside the geographic area described in Section 6 above or (ii) not otherwise set forth in the Master Plan and not required to be the Master Plan pursuant to Chapter 29 of the North Miami City Code; provided however that any such Non-Master Plan Development complies with all applicable laws, regulations or rules.

12.5 The City hereby understands and agrees to reserve present and planned capacity of the Public Facilities and Services necessary to support the Development identified in Exhibit C for the duration of the Agreement.

13. APPLICABLE LAWS

13.1 The applicable State and local laws and regulations governing growth management, Concurrency and Concurrency implementation, in effect at the time of approval of this Agreement shall govern this Agreement.

13.2 If any part of this Agreement is determined by a court of competent jurisdiction to be contrary to, prohibited by, or invalid under any applicable law or regulation, such provisions shall be inapplicable and deemed omitted to the extent so contrary, prohibited or invalid; provided, however, that this section shall in no case apply to any provision of any law, regulation, ordinance or other decision of the City. The remainder of this Agreement hereof shall not be invalidated thereby and shall be given full force and effect.

14. AMENDMENT, ALTERATION OR MODIFICATION TO MASTER PLAN

14.1 The Parties hereby understand and agree that the Master Plan may only be altered, modified or amended in accordance with applicable law and both Parties' written agreement and further that this Agreement may be amended by the Parties in conjunction with any such alteration, modification or amendment to the Master Plan

14.2 Any proposal to amend, alter or modify the Master Plan or this Agreement shall be delivered in accordance with the notification requirements set forth in Section 19 of this Agreement. It is further agreed that no modification, amendment, waiver or alteration in the terms and conditions contained in this Agreement shall be effective unless contained in a written document approved and executed by authorized representatives of all parties hereto. The failure of any party to exercise any rights under this agreement shall not be deemed a waiver of such rights.

15. CONSISTENCY WITH COMPREHENSIVE PLAN AND COMMUNITY REDEVELOPMENT PLAN; INTEGRATION; CAPTIONS

The City represents, warrants and agrees that this Agreement and the contemplated campus Development and capacity reservation provided for herein are consistent with the Comprehensive Plan and Community Redevelopment Agency Redevelopment Plan adopted by the City. This Agreement, together with Exhibits A and B attached hereto, sets forth the entire agreement of the Parties with respect to its subject matter and supersedes all prior promises and agreements, written or oral, with respect to the matters covered hereby. The section captions are inserted for convenience only and are in no way to be construed as part of this Agreement.

16. SUCCESSORS AND ASSIGNS

This Agreement shall be binding upon the Parties hereto, their successors in interest, heirs, assigns and personal representatives.

17. RECORDING THIS AGREEMENT

This Agreement shall be recorded by JWU in the public records of the City of North Miami, Florida within 14 days of execution of the Agreement by both Parties

18. NOTICES

18.1 All notices, demands, requests to replies provided for or permitted by this Agreement shall be in writing and may be delivered by any of the following methods:

(a) By personal service or delivery;
(b) By registered or certified mail;
(c) By deposit with private courier service i.e. UPS, Federal Express etc.

18.2 Notices by personal service or delivery shall be deemed effective at the time of personal delivery. Notices by registered or certified mail shall be deemed effective three business days after deposit with the United States Postal Service. Notice by overnight express delivery service shall be deemed effective one business day after deposit with the express delivery service.

For the purpose of notice, the address of the City and the City of North, Community Redevelopment Agency shall be:

Arthur H. Sorey, III
Interim City Manager
City of North Miami
776 Northeast 125th Street
North Miami, FL 33161

Rasha Soray-Cameau
CRA Executive Director Community Redevelopment Agency
776 Northeast 125th Street
North Miami, FL 33161

With a copy to:

Jeff P.H. Cazeau
City Attorney
776 Northeast 125th Street
North Miami, FL 33161

For the purpose of notice, the address of the JWU shall be:

Dr. Larry Rice, President
Johnson & Wales University, North Miami Campus
1701 Northeast 12th Street
North Miami, FL 33181

With a copy to:

Luba Shur, General Counsel
Johnson & Wales University
8 Abbott Park Place

Providence, RI 02903

19. EXHIBITS AND SCHEDULES.

The Exhibits and Schedules to this Agreement consist of the following, all of which are incorporated into and form a part of this Agreement:

Exhibit "A" - Master Plan
Exhibit "B" - Legal Description of Geographic Area Covered by the Agreement. ·

IN WITNESS WHEREOF, the Parties have executed this Agreement of the day and year first above written.

CITY OF NORTH MIAMI, FLORIDA,
a Florida municipal corporation

By:_____
Interim City Manager

ATTEST:

By:_____
City Clerk

Approved as to form and legal sufficiency:

By:_____
City Attorney

JOHNSON AND WALES UNIVERSITY,
A Rhode Island non-profit corporation

By:_____
Dr. Larry Rice
President, Johnson & Wales University, North Miami Campus

[NOTARY ACKNOWLEDGEMENTS ON NEXT PAGE]

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE)

This instrument was acknowledged before me this __ day of _____ , 2020, by _____ as the City Manager of the City of North Miami, a Florida municipal corporation, on behalf of the corporation, who [ ] is personally known to me or [ ] produced _____ as identification.

Notary Public: _____

_____
(Name typed)

My Commission Expires: _____

STATE OF FLORIDA)
)
COUNTY OF MIAMI-DADE)

This instrument was acknowledged before me this __ day of _____ , 2020, by _____ as the _____ of Johnson & Wales University, North Miami Campus, a Rhode Island nonprofit corporation, on behalf of the corporation, who [ ] is personally known to me or [ ] produced _____ as identification.

Notary Public: _____

_____
(Name typed)

My Commission Expires: _____

EXHIBIT “A”

Master Plan

JOHNSON & WALES UNIVERSITY
NORTH MIAMI INSTITUTIONAL MASTER PLAN

JANUARY 2019

JOHNSON & WALES UNIVERSITY

Larry Rice Ed.D., President
Darlene Cantor, Director of Experiential Education & Career Services
Amanda Edun, Coordinator of Executive Services & Campus Licensing
Jordan Fickess, Executive Director of Operations
Michelle Garcia Ed.D., Dean of Academic Affairs
Jorge Martinez, Director of Facilities Managment
Ismare Monreal, Dean of Students
Heather Munns Ph.D., Director of Admissions
Bruce Ozga, Dean of Culinary Education

CITY OF NORTH MIAMI

Mayor & Council
Smith Joseph D.O., Pharm.D., Mayor
Carol Keys, Esq., Vice Mayor
Philippe Bien-Aime, City Councilman
Alix Desulme, City Councilman
Scott Galvin, City Councilman

CITY PLANNING COMMISSION

Kevin Seifried, Chair
Jason James
Michael McDearmaid
Bob Pechon
Peggy Boule
Charles Ernst
Kenny Each

COMMUNITY PLANNING & DEVELOPMENT

Tanya Wilson-Sejour AICP, Planning Zoning & Development Director
Debbie Love, City Planner
Stephen Pizzillo, Building Official
Dincer Ozaydin, City Engineer
John O'Brien, Transportation Manager
Jeff Geimer, Capital Projects Manager
Lian Plass, Sustainability Administrator

DEPARTMENT OF PUBLIC WORKS
Wisler Pierre-Louis, PE, Public Works Director

DEPARTMENT OF PARKS AND RECREATION
Derrick Corker, Director of Parks, Recreation & Cultural Affairs

NORTH MIAMI POLICE
Larry Juriga, Chief

CONSULTANTS

Sasaki
Katia Lucic, AIA, Principal

McMahon Associates, Inc.
Natalia Lercari, Senior Project Manager

Fortin, Leavy, Skiles, Inc.
Michael Vazquez, Vice President & Principal Engineer

CITY OF NORTH MIAMI SIGN-OFFS

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

Name _____ Title _____

Signature _____ Date _____

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INTRODUCTION


JOHNSON & WALES
UNIVERSITY
THE WILDCAT WAY

INTRODUCTION

Johnson & Wales University (JWU) is a private, not-for-profit regionally accredited institution which provides an exceptional education that inspires professional success and lifelong personal and intellectual growth. Founded in Providence, Rhode Island in 1914, the university maintains branch campuses in North Miami, Florida; Denver, Colorado; and the growing tourism and international finance sectors in South Florida made it an ideal location for the university to open a campus in 1992. While multiple locations were under consideration, university leadership ultimately selected the City of North Miami as the campus site and purchased the vacant North Miami General Hospital building and the associated medical office building, which were transformed into University and Academic centers with classrooms, culinary laboratories, offices, student residences and student service spaces.

Today the North Miami Campus offers 20 degree programs in its John Hazen White College of Arts & Sciences, College of Business, College of Culinary Arts and College of Hospitality Management. The university is in the process of developing several new majors in response to the changing needs of the South Florida market. All students take core degree requirements through the John Hazen White College of Arts & Sciences.

Since its founding, the North Miami Campus has grown from two buildings with 82 students to a vibrant, 28-acre campus community with approximately 1,400 students through significant investment. After its initial purchases, the university's early approach to campus development focused on the purchase and renovation of existing buildings, comprised almost exclusively of blighted apartment buildings. In 2010, the university undertook the first of two new building construction projects which have significantly enhanced the image of the campus. Following the opening of the 200-bed Biscayne Commons student residence hall in January 2011 at the south end of campus, the 35,000-square-foot JWU Wildcat Center opened in December 2011 and is home to campus athletics, student life, and staff and student fitness programs. The addition of the Wildcat Center has been transformative, and this facility has become a centerpiece for the campus. The campus is truly a residential community, with more than half of students choosing to live in one of seven residence halls. JWU maintains a capacity of approximately 1,050 beds.

In addition to developing approximately 500,000 square feet of university facilities, the campus has worked closely with the North Miami City Council and the City of North Miami's Community Planning and Development and Public Works departments to implement significant enhancements to the neighborhood through right of way improvements, infrastructure improvements and the creation of paver-bricked plazas and malls for students and the community to enjoy. Previously, the campus did not have a cohesive character, and pedestrian safety was significantly impacted by heavy traffic in front of the main university buildings. The improvements made through the master plan have transformed the campus into a safer, more sustainable, and more visually appealing pedestrian environment.

With a total investment of approximately $80 million, the transformation of the campus and surrounding neighborhood from its designation as a blighted area by the North Miami Community Redevelopment Agency, to a vibrant corridor within the city is a reflection of the strong collaboration that has existed between leaders of the university, the city and members of the community.

In 2003, JWU began working in collaboration with city leadership on a 10 year master plan for the development of its North Miami facilities, with the goal of unifying the properties into a more traditional, integrated college campus. The master plan first gained approval by the North Miami City Council in 2005 and since then JWU has provided student enrollment updates and amendments to the master plan, which have been approved annually by the City Council.

JWU's North Miami Campus student enrollment peaked in September 2005 with 2,452 students. Since then, the university has seen internal and external factors that have decreased its enrollment. Nationally, demographics have changed, with a gradual decrease in the number of high school students across the country.

In 2006, JWU implemented FOCUS 2011, a strategic plan which aimed to improve student graduation and retention rates. The university raised its admissions standards, shaping its incoming student population to support student retention and graduation rates.

While the North Miami Campus recruits and enrolls students from around the world, more than half of the students in each incoming class are from the state of Florida; approximately one quarter of all students are from South Florida.[1] The campus enrollment is a reflection of the diverse culture of our host community. Approximately 80 percent of student enrollment represents minority populations; the largest percent is comprised of students of African American and Hispanic heritage. Approximately 12 percent of the students enrolled are from another country. The North Miami Campus was recognized nationally for its rich campus diversity. The ***Wall Street Journal/Times Higher Education 2017 Rankings*** declared JWU's North Miami Campus as No. 1 in the South and No. 3 in the U.S. for diversity.

Additionally, the North Miami Campus ranks 33rd nationally at the baccalaureate college level for the number of international students enrolled, according to the 2015-2016 Open Doors report.

Community leadership is a foundational principle at JWU among students, faculty and administration. JWU emphasizes the importance of service learning with the goal of supporting the North Miami and larger South Florida communities while developing students who have the skills, training and personal commitment to be strong, ethical leaders. Since 2002, the campus has collaborated with the City of North Miami's Parks & Recreation department to establish Join Work Unite, a day of community service activities at parks and nonprofits throughout the city.

Four times each academic year, the North Miami Campus runs a program called Big Chef-Little Chef with W.J. Bryan Elementary School, during which JWU students work with the elementary school students to teach them about proper nutrition. Additional relationships with Common Threads, Youth of Valor Empowerment, United Way of Miami-Dade, The Education Fund, and North Miami Elementary School include contributions to the annual backpack drive, participation in career day events, community garden initiatives, and on-site nutrition classes.

Each year, students at the campus complete thousands of hours of community service work. In 2016-2017 students completed more than 29,000 hours of service. The university has also been recognized by the President's Higher Education Community Service Honor Roll, the highest federal recognition that colleges and universities can receive for supporting community service.

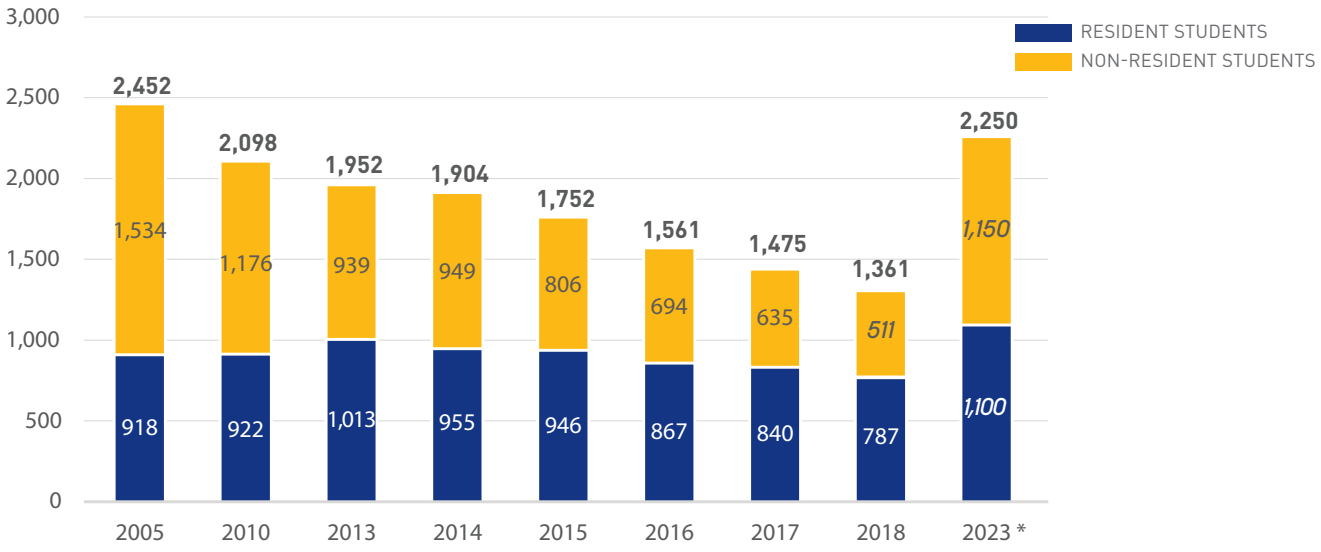
The growth and development of the North Miami Campus since its founding 25 years ago reflects the success of the university's programs and its continued complementary relationship with the community of North Miami. This growth has been consistent with the university's strategic plans, which includes the opportunity to "assess and provide facilities and infrastructure that support experiential learning opportunities and enrich the student experience and campus climate." The university's North Miami Campus contributed $45.5 million in statewide economic output, according to a 2015 study. The university remains committed to realizing the full potential of the vision first articulated by the 2005 master plan, and will continue to build upon its success by preserving and enhancing the quality of life for students and residents within and adjacent to the campus boundaries.

TABLE 1.1 ENROLLMENT + RESIDENT STUDENT POPULATION

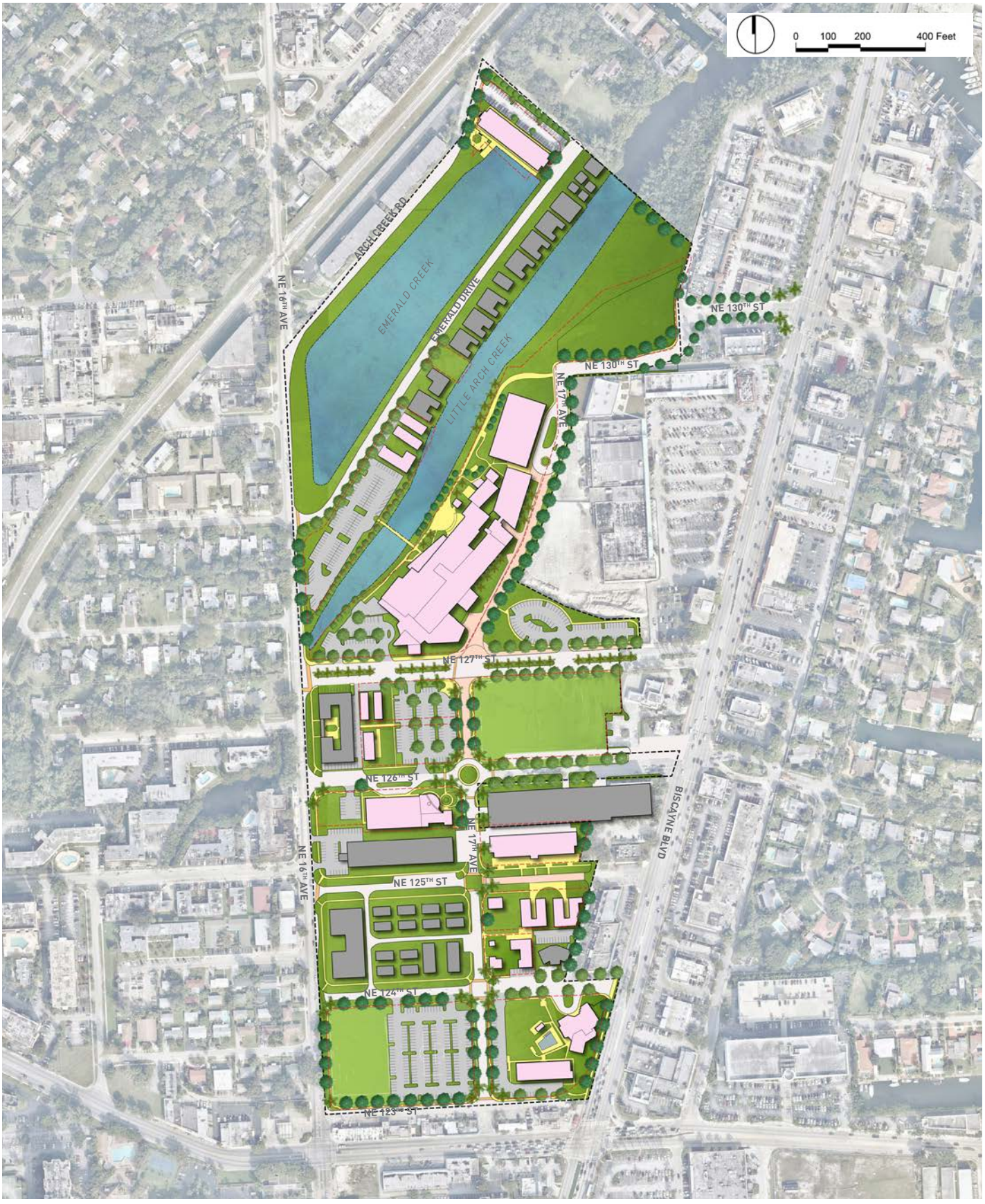
YEAR	ENROLLMENT	FALL TERM RESIDENTS
2005	2,452	918
2010	2,098	922
2013	1,952	1,013
2014	1,904	955
2015	1,752	946
2016	1,561	867
2017	1,475	840
2018	1,361	787
*2023**	*2,250*	*1,100*

* PROJECTED MAXIMUM

[1] The university defines South Florida as comprising Palm Beach, Monroe, Miami-Dade, and Broward Counties.


3,000
2,500
2,000
1,500
1,000
500
0
RESIDENT STUDENTS
NON-RESIDENT STUDENTS
2,452
1,534
918
2,098
1,176
922
1,952
939
1,013
1,904
949
955
1,752
806
946
1,561
694
867
1,475
635
840
1,361
511
787
2,250
1,150
1,100
2005
2010
2013
2014
2015
2016
2017
2018
2023 *

EXISTING CONDITIONS


0 100 200 400 Feet
ARCH CREEK RD
NE 16TH AVE
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
NE 123RD ST

JOHNSON & WALES UNIVERSITY DISTRICT

Generally, the site of Johnson & Wales University is bounded on the east by US-1/Biscayne Boulevard and on the west by 16th Avenue. Its southern end is at NE 123rd Terrace and the northern end of the campus is terminated by Live Oak Lane on the west and the Arch Creek Field on the east. NE 17th Avenue runs north-south through the center of the campus which is traversed east-west by NE 124th , NE 125th , NE 126th , and NE 127th Streets. Two important bodies of water are located in the area: Little Arch Creek and Emerald Lake. Little Arch Creek runs from southwest to northeast where it joins with the north branch of the creek. From there it flows easterly into Biscayne Bay. The banks of Little Arch Creek are lined with mangroves, which serve as a natural filter for storm water run-off from the surrounding developed areas. Emerald Lake is a man-made body of water and was once the site of a quarry. The two bodies of water are divided by a narrow isthmus of land which currently contains a series of private residences and three Johnson & Wales residence hall facilities. Immediately to the north of the campus are Arch Creek Park and Elaine Gordon Park.

The legal description of the district was executed by Fortin, Leavy, Skiles, Inc. and is dated February 12, 2013, and is attached hereunto as Appendix A. No changes are proposed to the district boundaries by this master plan update.

LEGEND

- PLANNING DISTRICT BOUNDARY
- JWU OWNED BUILDING
- NON-JWU OWNED BUILDING

FIGURE 2.1 PLANNING DISTRICT BOUNDARY


0 100 200 400 Feet
ARCH CREEK RD
EMERALD CREEK
EMERALD DRIVE
NE 16TH AVE
NE 18TH AVE
NE 120TH ST
NE 123RD ST
NE 126TH ST
BISCAYNE BLVD
1
2
2
2
3A
3B
4B
4A
5
6
7
8A
8A
8A
8B
9B
9A

ACADEMIC BUILDINGS

Johnson & Wales University educational buildings are found between NE 17th Avenue and Arch Creek running northeast from NE 126th Street. These buildings include the University Center (4B), site of the old hospital; the Academic & Student Center (3B); and the S.E.E. & Golf Management Center (9).

RESIDENCE HALLS

There is a mix of residential types on campus, ranging from traditional residence halls to single family houses and multiple family units. Two blocks contain high density (31-60 units per acre) residence halls: Biscayne Commons, a recently constructed dormitory, on Biscayne Boulevard at NE 124th Street (10), and Tropical Pointe, constructed in 2005, on NE 125th Street (7). Another high density residence hall, Lakeside Towers, is situated off Arch Creek Road overlooking Emerald Lake (1). Medium density residential (16-30 units per acre) is located mostly along the east side of NE 16th Avenue between NE 124th Street and NE 127th Street. Most of these blocks are private dwelling units with one small residence hall complex, including Arch Creek Place at NE 16th Avenue and NE 127th Street (5). The strip of land between Arch Creek and Emerald Lake includes some student housing, including Emerald Lake Hall and Lakeside Towers. A smaller property ,Victoria Place (part of the Emerald Lake Hall complex) was demolished in 2018 and replaced with green space.

TABLE 2.2 CAMPUS BUILDINGS

BLDG #	BUILDING NAME	# OF FLOORS	HEIGHT	CURRENT USE	APPROXIMATE BUILDING AREA (GSF)	LOT AREA (SQ FT)
1	LAKESIDE TOWERS RESIDENCE HALL	4	40'	HIGH DENSITY RESIDENTIAL	60,500	60,984
2	EMERALD LAKE RESIDENCE HALL	1-2	25'	MEDIUM DENSITY RESIDENTIAL	10,905	23,150
3	ACADEMIC STUDENT CENTER (3B) + PARKING GARAGE (3A)	5	62'	EDUCATIONAL + PARKING	64,000 *(educational)* 126,730 *(parking)*	113,256
4	UNIVERSITY CENTER (4B) / FLAMINGO HALL RESIDENCES (4A)	1-4	60'	EDUCATIONAL + HIGH DENSITY RESIDENTIAL	160,000 *(including 260 beds)*	348,480
5	ARCH CREEK PLACE RESIDENCE HALL	1-2	25'	MEDIUM DENSITY RESIDENTIAL	30,600	32,670
6	WILDCAT CENTER	3	40'	EDUCATIONAL	35,465	59,976
7	TROPICAL POINTE	4	35'	HIGH DENSITY RESIDENTIAL	60,000	43,500
8	PALM GARDENS RESIDENCE HALL (8A) + CAMPUS SAFETY & SECURITY OFFICE (8B)	1-2	20'	HIGH DENSITY RESIDENTIAL	25,940	56,628
9	BISCAYNE COMMONS RESIDENCE HALL (9A) + S.E.E. & GOLF MANAGEMENT CENTER (9B)	4 2 (S.E.E.)	50'	HIGH DENSITY RESIDENTIAL (BISCAYNE COMMONS) + EDUCATIONAL (S.E.E. CENTER)	40,048 (beds) 10,760 (S.E.E. Ctr)	97,935
TOTAL ALL BUILDINGS					624,948	836.579

LEGEND

- PLANNING DISTRICT BOUNDARY
- JWU OWNED BUILDING
- NON-JWU OWNED BUILDING

FIGURE 2.2 EXISTING CAMPUS BUILDINGS



BISCAYNE COMMONS RESIDENCE HALL



TROPICAL POINTE RESIDENCE HALL



LAKESIDE TOWERS RESIDENCE HALL



PALM GARDENS RESIDENCE HALL



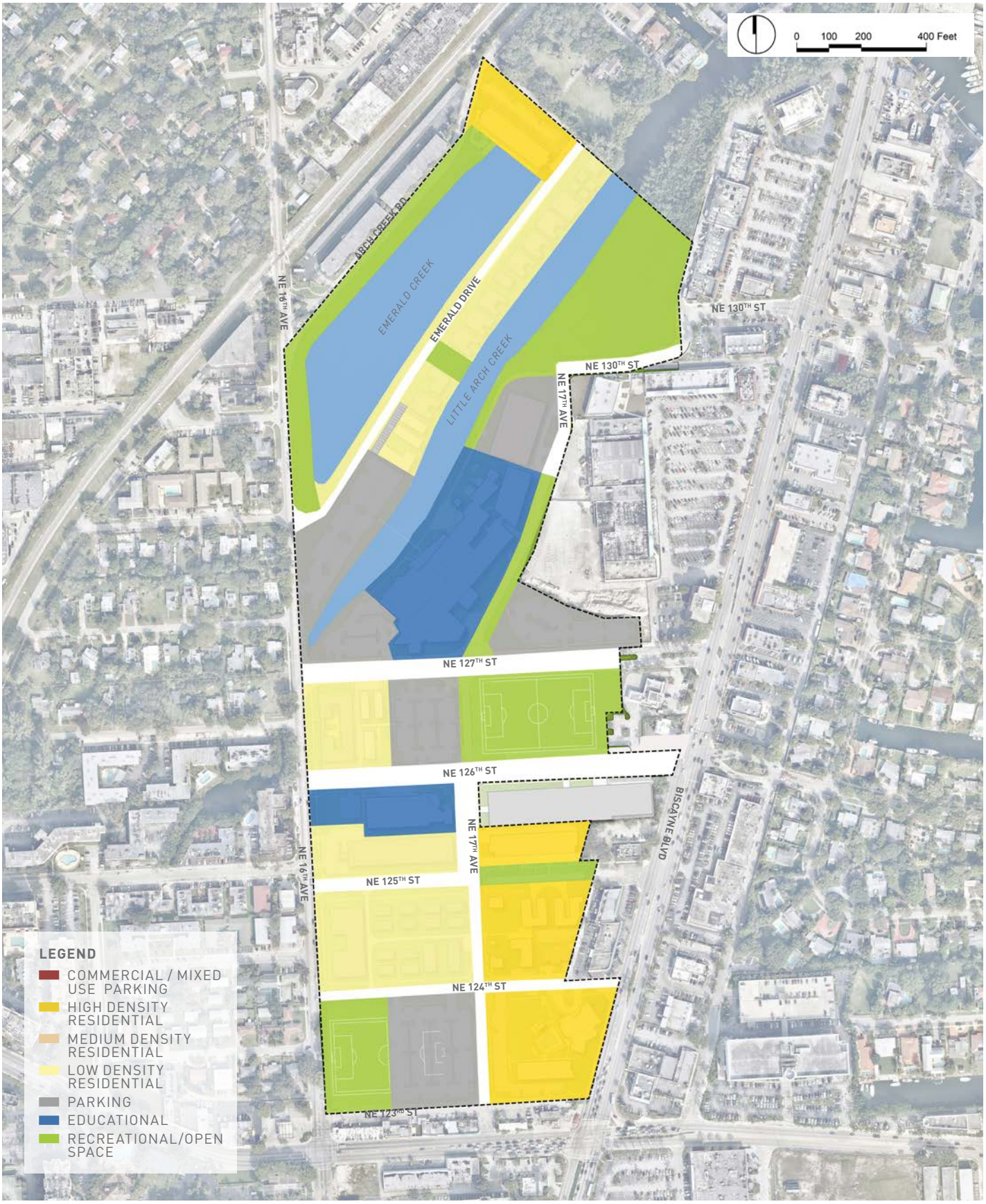
ARCH CREEK RESIDENCE HALL







WILDCAT CENTER


0 100 200 400 Feet
ABEL CREEK RD
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 16TH AVE
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
NE 16TH AVE
NE 125TH ST
BISCAYNE BLVD
NE 124TH ST
NE 123RD ST
LEGEND
COMMERCIAL / MIXED USE PARKING
HIGH DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
PARKING
EDUCATIONAL
RECREATIONAL/OPEN SPACE

CITY OF NORTH MIAMI LAND USE & ZONING STANDARDS

The applicable Land Development Regulations (LDRs), effective June 22, 2017, and design guidelines governing the development of all of the Johnson & Wales University (JWU) owned lands as set forth herein are intended to assist in the redevelopment of a portion of the downtown area of the City of North Miami. The City's adopted Comprehensive Plan encourages and promotes large-scale development and redevelopment as well as small parcel infill and redevelopment that facilitates a coordinated and balanced mix of land uses which will support the education facilities in the area.

CURRENT STANDARDS

The minimum or maximum requirements for parcel sizes, setback yards, building heights, building coverage and open space for the original JWU Campus Master Plan approved in 2005 generally followed the C-2BW Zoning Code criteria of the City of North Miami, as most of the lands within the JWU Campus Master Plan were within that zoning district when the plans were being reviewed by the City. In conjunction with the adoption of the Campus Master Plan in 2005, the City adopted an Academic Village Overlay Zoning District (AVOD) and applied it to the JWU owned lands, as well as lands owned by other private property owners. However, in 2009 the City adopted a new Zoning Code, which repealed the former AVOD District, and rezoned the majority of the JWU lands into the Public Use (PU) District. The current 2036 Future Land Use Map designates JWU property as Community Facility-University.

JWU is a privately owned and operated not-for-profit university. Other lands adjoining and/or in close proximity to the JWU campus are also privately owned (residential/commercial). The city's current Public Use District has no land development criteria listed; therefore, for the sake of consistency and applicability, the land development and design criteria for the JWU Campus Master Plan shall be as set forth herein. Master Plan variations are noted as such. These requirements shall be used as the guidelines for regulating development within the JWU campus boundaries.

TABLE 2.3 ZONING REGULATIONS

REGULATION TYPE	CURRENT STANDARD
PARCEL SIZE	NO CURRENT MINIMUM
REQUIRED YARDS	FRONT YARD - 25 FEET; SIDE YARD - 30 FEET
BUILDING HEIGHT	NO MORE THAN 110 FEET *(per Comprehensive Plan Future Land Use Element Policy 1.2.1)*
BUILDING COVERAGE	NO MORE THAN 80% OF TOTAL LOT AREA *(per Comprehensive Plan Future Land Use Element Policy 1.2.1)*
OPEN SPACE	OVERALL LANDSCAPING – AT LEAST 15% OF TOTAL LOT AREA *Impervious areas such as paving and other solid areas such as walkways may not be included.*
	LANDSCAPE STRIP BUFFERS – AT LEAST 5 FEET; 1 TREE FOR EVERY 50 FEET OF LANDSCAPE BUFFER *(Front/Exterior and Interior sides/rear)*
OFF-STREET PARKING	STALL SIZES – 9 FEET WIDE BY 18 FEET DEEP (ANGLED); 9 FEET WIDE BY 22 FEET DEEP (PARALLEL) *Up to 25% may be 8 feet in width by 16 feet in depth for compact vehicles*
	PARKING QUANTITY Educational Facilities - 1 parking space for every 3.1 students enrolled Student/Faculty Housing including dormitories – 1 parking space for every 3.1 beds Commercial Uses – 50% of the normal parking requirements of the City of North Miami, based on campus internalization. *Note: Partial spaces shall be rounded upward to the nearest whole number*

FIGURE 2.3 EXISTING CAMPUS LAND USE


0 100 200 400 Feet
ABEL CREEK RD
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 16TH AVE
NE 17TH AVE
NE 130TH ST
NE 127TH ST
NE 126TH ST
NE 125TH ST
NE 124TH ST
NE 123RD ST
BISCAYNE BLVD
1
2
3
4
5
6
7
8

OPEN SPACE

Although located in an urban environment, the campus offers several open spaces. At the north end of the campus is Arch Creek Field (1), which is used for athletics and recreation. Another open space can be found at the southwest corner of the campus (7).

The university has also created a number of pedestrian malls on campus, which help create a campus environment. These malls include the Catwalk (3) along 17th Avenue adjacent to the Academic Center, and another between Tropical Pointe and Palm Gardens residence halls (5). The creation of the pedestrian malls corresponds with the closing of a stretch of 17th Avenue and 125th Street to vehicular traffic.

Between NE 126th and NE 127th Streets, the university owns a large open space that straddles NE 17th Avenue (4), with Cat Walk, another pedestrian mall, to the west. This open space was acquired by the university and was formerly occupied by a number of mobile homes.

Other campus open spaces include an open space adjacent to the pool, enclosed by Biscayne Commons and the S.E.E. & Golf Management Center (6), and Palm Court (2), located between Little Arch Creek and University Center.

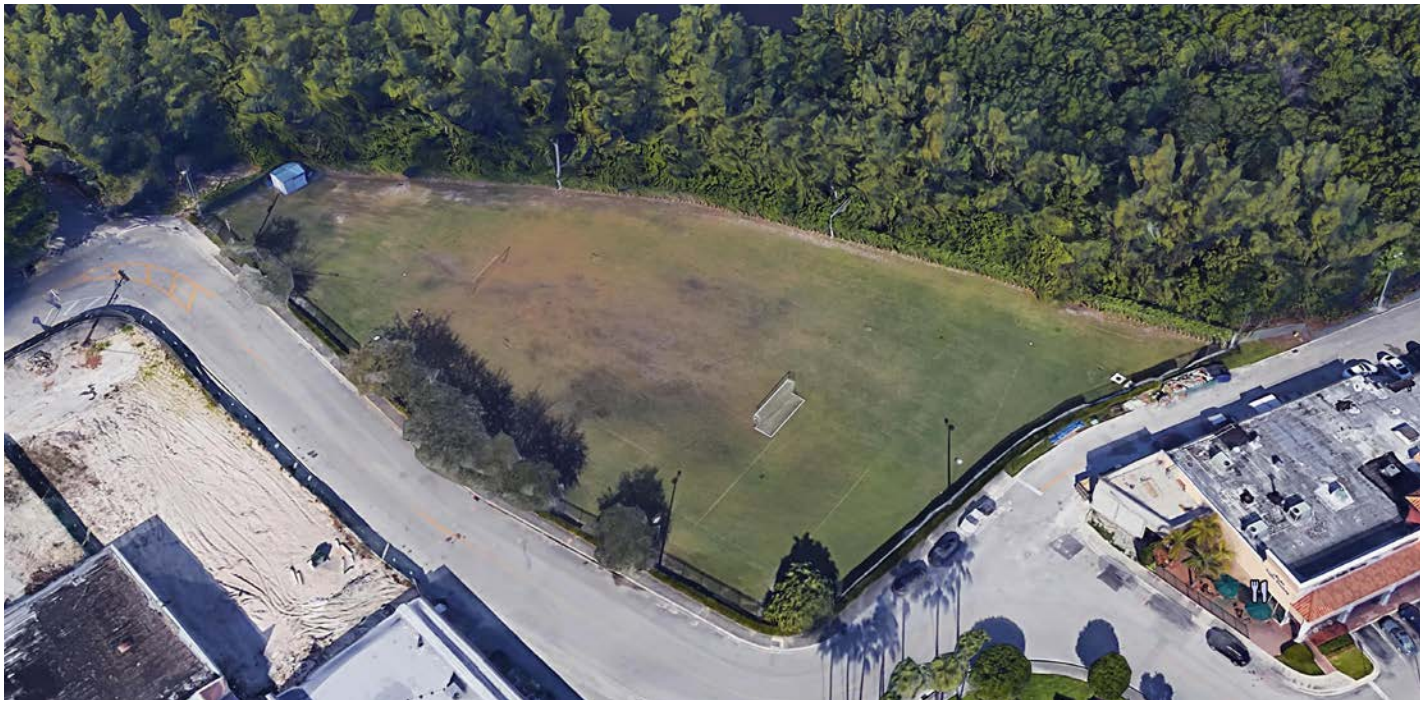
TABLE 2.4 CAMPUS OPEN SPACES

BLDG #	OPEN SPACE NAME	CURRENT USE	LOT AREA (SQ FT)
1	ARCH CREEK FIELD	ATHLETICS & RECREATION FIELD	87,120
2	PALM COURT	OPEN SPACE	4,418
3	CATWALK	OPEN SPACE	13,521
4	OPEN SPACE	OPEN SPACE	109,577
5	RESIDENCE PEDESTRIAN MALL	OPEN SPACE	23,471
6	BISCAYNE COMMONS QUAD	OPEN SPACE	17,387
7	PRACTICE FIELD	ATHLETICS & RECREATION FIELD	13,521
8	VICTORIA PLACE	OPEN SPACE	3,300
	TOTAL		**272,315**

LEGEND

JWU OPEN SPACE

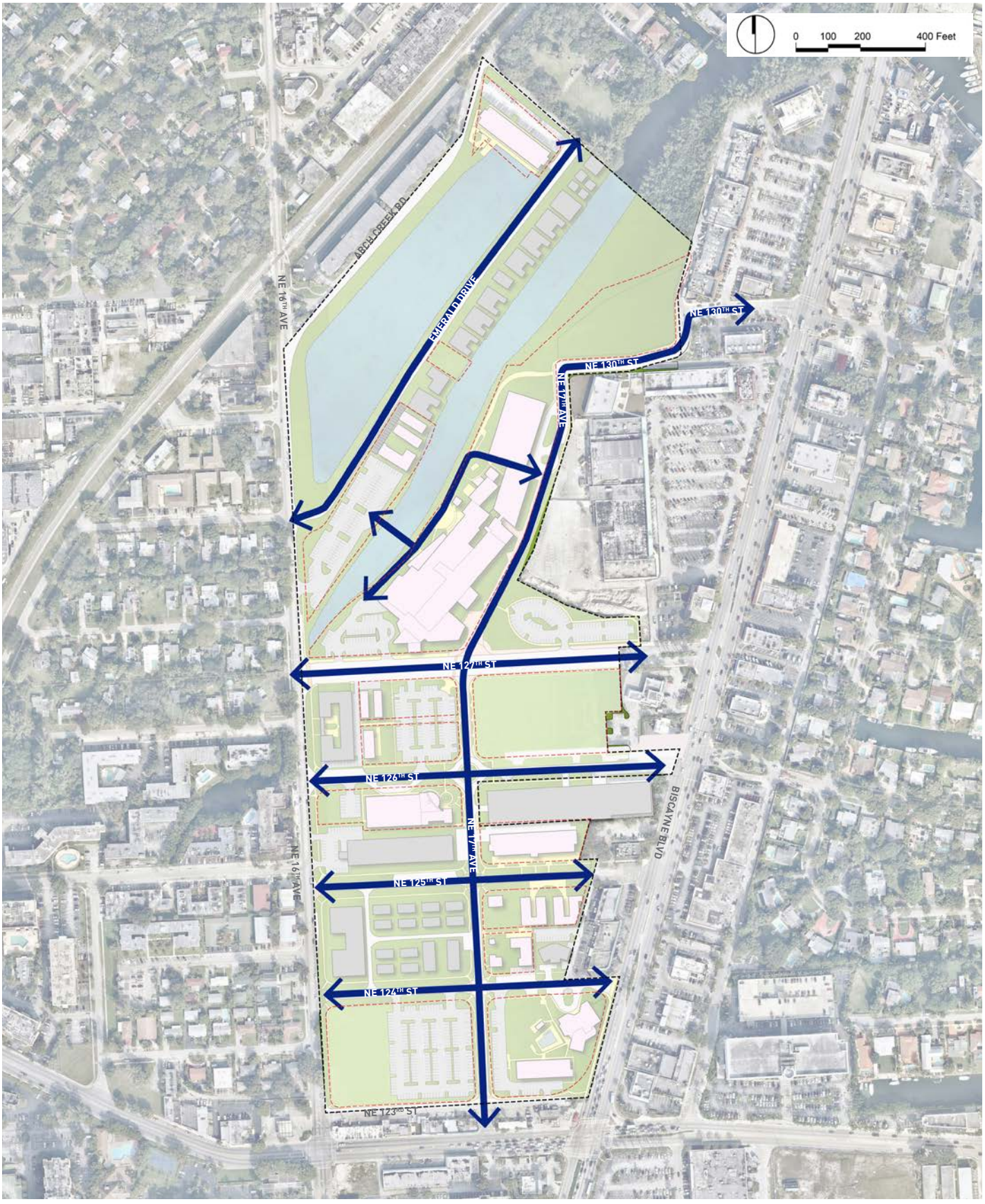
FIGURE 2.4 EXISTING CAMPUS OPEN SPACE NETWORK



ARCH CREEK FIELD



OPEN SPACE (PROPOSED SOCCER FIELD)


0 100 200 400 Feet
ARCH CREEK RD
NE 16TH AVE
EMERALD DRIVE
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
NE 123RD ST

PEDESTRIAN CIRCULATION

The university has made a number of improvements to the pedestrian network on campus over the past several years, including the creation of multiple pedestrian malls. The pedestrian malls help create a contiguous campus environment, while removing vehicular traffic from busy pedestrian areas. Removing vehicular traffic from these areas also increases pedestrian activity, and helps create a safer, more vibrant urban area.

The university plans to continue its traffic-calming efforts throughout campus, potentially by installing pedestrian signals and additional lighting at the pedestrian crosswalks along 126th and 127th Streets. While there are stop signs and a traffic circle currently located at these crossings, vehicles routinely drive through without stopping. Improving pedestrian accommodations will increase pedestrian safety for JWU students, faculty, and staff, as well as other community members passing through campus.



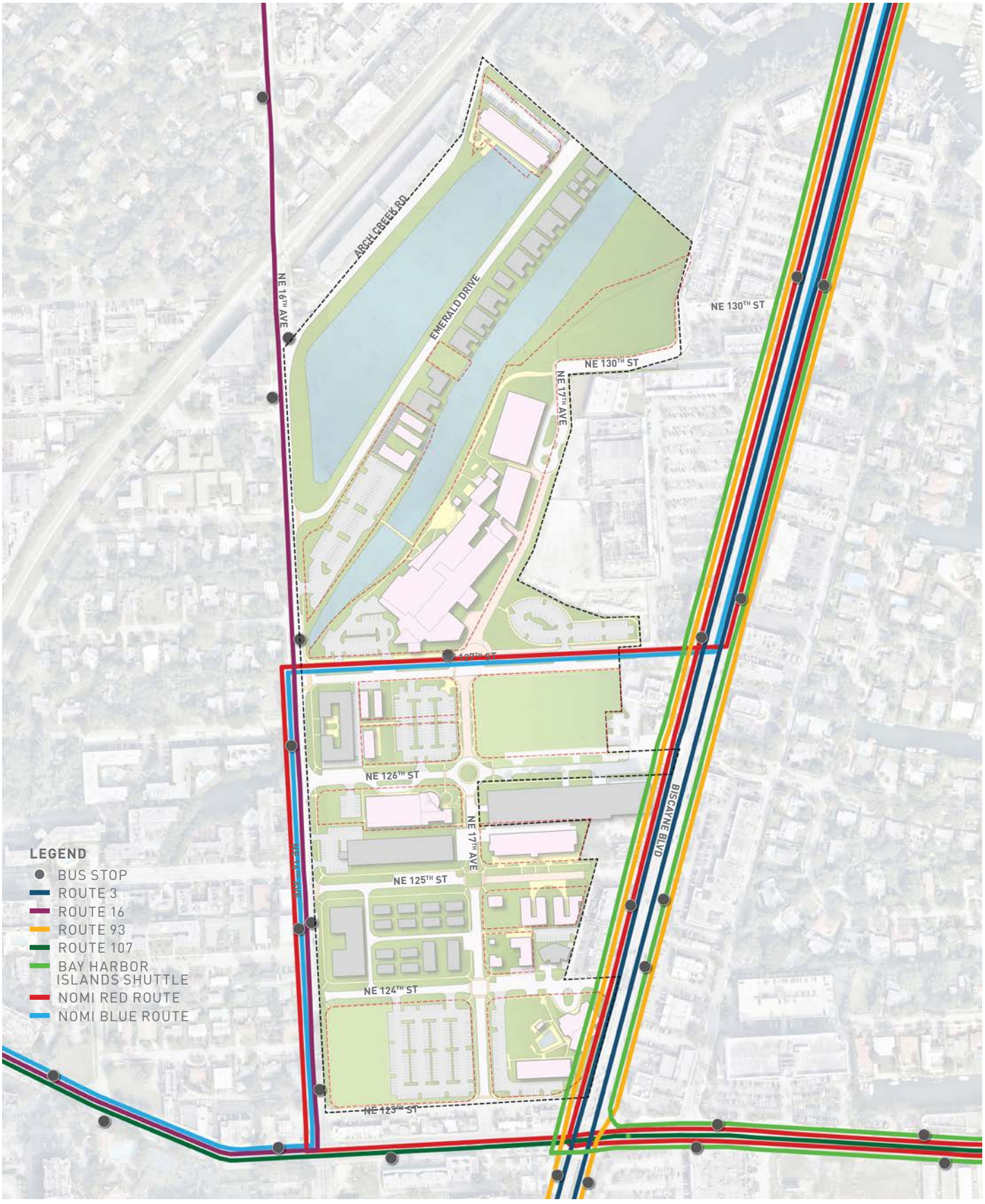


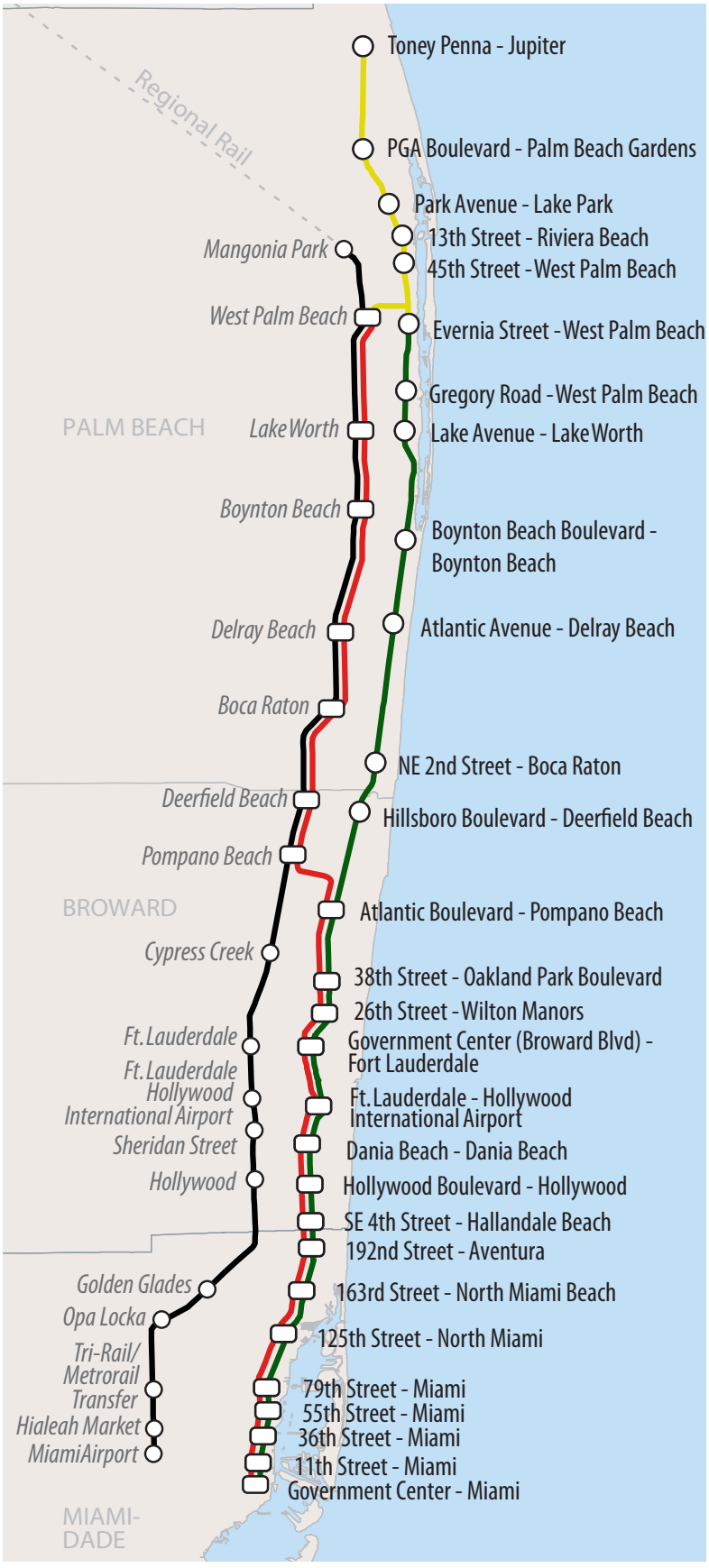
WILDCAT WALK PEDESTRIAN MALL

LEGEND

PEDESTRIAN CIRCULATION

FIGURE 2.5 EXISTING PEDESTRIAN CIRCULATION NETWORK


ARCH CREEK RD
NE 16TH AVE
EMERALD DRIVE
NE 130TH ST
NE 17TH AVE
NE 126TH ST
NE 125TH ST
NE 124TH ST
NE 123RD ST
BISCAYNE BLVD
LEGEND
BUS STOP
ROUTE 3
ROUTE 16
ROUTE 93
ROUTE 107
BAY HARBOR ISLANDS SHUTTLE
NOMI RED ROUTE
NOMI BLUE ROUTE



REGIONAL TRANSPORTATION

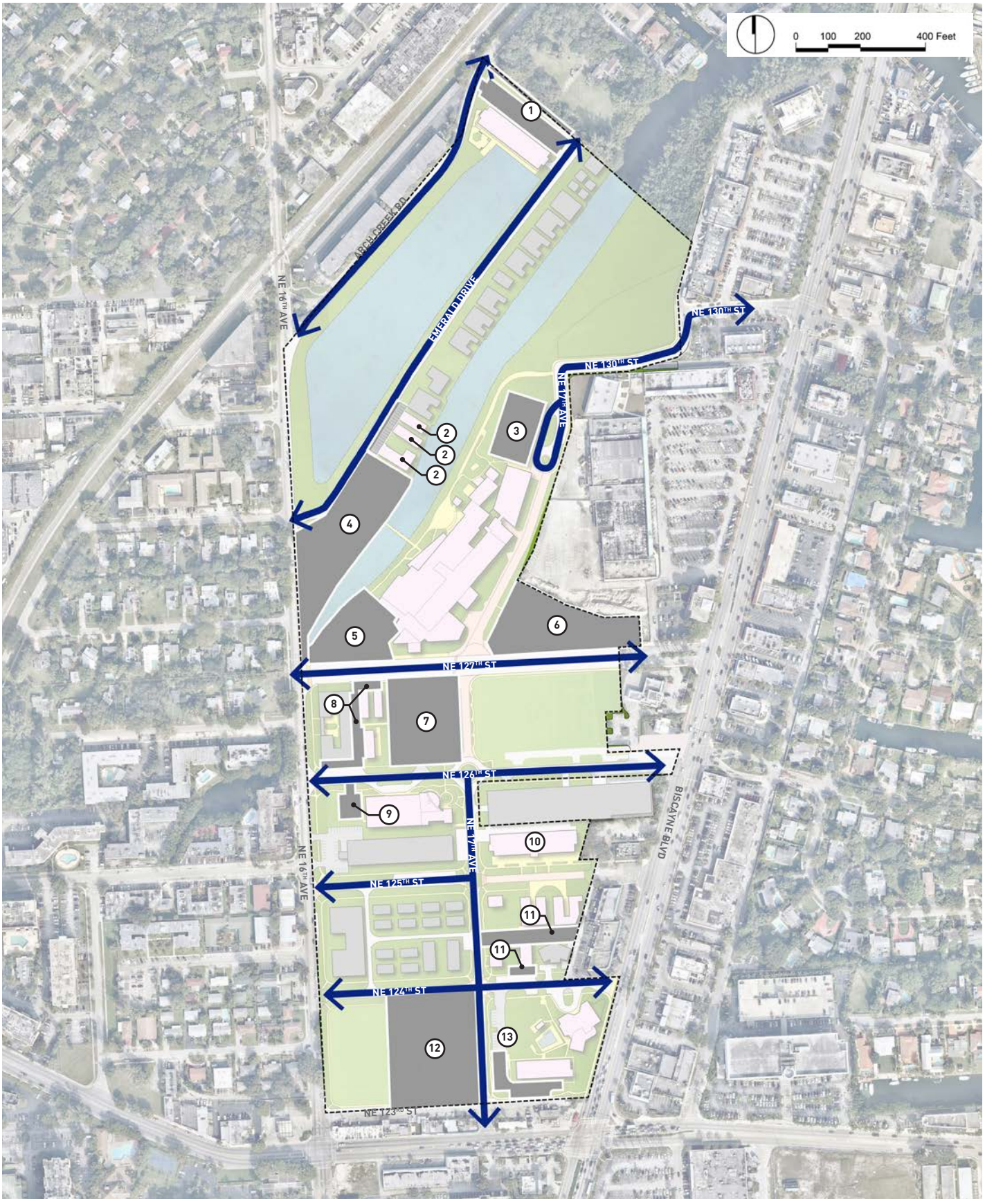
The campus is well served by regional bus service (Metrobus), with multiple routes passing through and around the campus. In addition to Metrobus, which is a Miami-Dade County system, the City of North Miami offers the free NOMI shuttles; the red and blue routes pass through the JWU campus at 127th Street.

PROPOSED TRI-RAIL SERVICE

The Tri-Rail Coastal Service is an SFRTA initiative to implement passenger rail service on the FEC Railroad between Jupiter, in Palm Beach County, and downtown Miami within the next three to five years. This service is considered the first phase of FDOT's South Florida East Coast Corridor Study for the FEC rail corridor. Up to 22 stations are proposed to connect activity centers along the Southeast Florida coastline, including a recommended stop in North Miami along 125th Street, within walking distance of the Johnson & Wales campus.

A downtown Miami station is currently planned to open in 2018. The transit hub planned for 125th Street and the railroad tracks is located slightly more than a quarter mile from the southwest corner of the JWU campus, and is planned for implementation as early as 2020. This area is envisioned as a regional transportation hub that will support more mixed-use retail, restaurants, and residential development. Streetscape improvements to 125th Street in North Miami, slated for completion in 2018, will create a more attractive streetscape and anticipate the eventual completion of the coastal link.

FIGURES 2.6-2.7 CAMPUS TRANSIT ACCESS *(LEFT)*; PROPOSED TRI-RAIL STATIONS *(RIGHT)*


0 100 200 400 Feet
ARCHER CREEK RD.
NE 16TH AVE
EMERALD DRIVE
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 124TH ST
NE 125TH ST
BISCAYNE BLVD
NE 123RD ST
1
2
2
2
3
4
5
6
7
8
9
10
11
11
12
13

PARKING

Parking is distributed throughout the campus, generally in proximity to major campus buildings. Residence halls also have small amounts of dedicated parking. The majority of parking is surface parking, with the exception of the parking garage north of the Academic & Student Center. On-street parking is also available on public streets.

Major parking lots include the leased Faculty/Staff lot adjacent to the Publix Supermarket on Biscayne Boulevard, the Arch Creek lot and the Wildcat lot. In addition to those lots, the university has a large surface parking lot near the south end of Emerald Lake (the West Lot, #4 on the map to the left).

TABLE 2.5 CAMPUS PARKING

BLDG #	PARKING LOT / PROPERTY NAME	PARKING TYPE	# OF PARKING SPACES		
			REGULAR	ADA	TOTAL
1	LAKESIDE TOWERS RESIDENCE HALL	SURFACE	55	2	57
2	EMERALD LAKE RESIDENCE HALL	SURFACE	15	1	16
3	PARKING GARAGE	GARAGE	294	8	302
4	WEST PARKING LOT	SURFACE	88	3	91
5	SOUTH PARKING LOT	SURFACE	44	2	46
6	LEASED PARKING	SURFACE	89	-	89
7	ARCH CREEK PARKING	SURFACE	103	5	108
8	ARCH CREEK PLACE	SURFACE	14	-	14
9	WILDCAT CENTER	SURFACE	10	2	12
10	TROPICAL POINTE	SURFACE	59	4	63
11	PALM GARDENS RESIDENCE HALL	SURFACE	12	-	12
12	BISCAYNE COMMONS RESIDENCE HALL	SURFACE	35	3	38
13	WILDCAT SQUARE PARKING	SURFACE	187	6	193
	TOTAL ALL PARKING		**999**	**50**	**1,049**

LEGEND

VEHICULAR CIRCULATION

PARKING LOT/GARAGE

FIGURE 2.8 EXISTING CAMPUS PARKING + VEHICULAR CIRCULATION NETWORK

FLOODPLAIN

The applicable Land Development Regulations (LDRs) and design guidelines governing the development of all of the Johnson & Wales University (JWU) owned lands as set forth herein are intended to assist in the redevelopment of a portion of the downtown area of the City of North Miami. The City's adopted Comprehensive Plan encourages and promotes large-scale development and redevelopment as well as small parcel infill and redevelopment that facilitates a coordinated and balanced mix of land uses which will support the education facilities in the area.

INFRASTRUCTURE

The existing infrastructure of the district and the area immediately around it has been mapped by Fortin, Leavy, Skiles, Inc.

The water distribution services in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Utility, an agency with ownership and approval authority. The available water distribution lines highlighted on this report consists of the size and location only, and not its nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of all the existing water lines in the service area.

The existing storm-water systems in the subject site are under the jurisdiction of the City of North Miami Public Works Department, an agency with ownership and approval authority. The existing storm-water system highlighted in this section consists of structure location only, and not the capacity, size, nature, depth, or character. A more complete investigation will have to be performed in order to determine the size, nature, depth, and character of the entire drainage systems in the service area.

The sanitary sewer services in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available sanitary sewer gravity lines highlighted in this section consists of the size and location only, and not the nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of the entire existing sanitary sewer in the service area.

The existing sanitary sewer force mains in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Utility. The available sanitary sewer force main lines highlighted in this section consists of the size and location only, and not the nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of the entire existing sanitary sewer force mains in the service area.

PLANNING PRINCIPLES


1914
JOHNSON & WALES
UNIVERSITY

MASTER PLAN GOALS

In 2005, JWU articulated master plan goals that have effectively guided all of the university's development efforts at the campus. As the university looks to build upon the significant progress made at the campus since 2005, it will continue its efforts to enhance the campus and the community and remains committed to these same goals:

- Create a coherent identity for the entire campus
- Create a safe and pedestrian-friendly environment aligned with Crime Prevention through Environmental Design (CPTED) principles
- Create an overall impression of quality
- Integrate instruction, student living and student activities in an environment with a consistent and unified character for the campus
- Develop comprehensive solutions for traffic, parking and infrastructure
- Support the interrelationship of the City and the campus context

Create a coherent identity for the entire campus

The university has successfully created a sense of place that serves the well-being of the entire community and created a campus atmosphere that offers a familiar sense of place for students, staff, visitors and the city. This has been, and will continue to be, achieved through a variety of means including:

- Development of a consistent architectural style
- Design and implementation of an integrated landscaping scheme for the whole campus centered around a pedestrian circulation spine
- Design and implementation of a distinctive signage program that provokes easy way-finding from the edges to campus to its center
- Concentration on campus thresholds or entrances
- Development of a recognizable center for the campus

Create a safe and pedestrian-friendly environment aligned with Crime Prevention through Environmental Design (CPTED) principles

Prior to 2005, the campus was marked by a grid of streets for automobiles with associated parking. It was not pedestrian friendly and the campus infrastructure for safety and security was underdeveloped. Since that time, the university placed campus safety and the creation of a pedestrian friendly environment as its highest priorities within the master plan. With the creation of three pedestrian plazas within the campus boundaries (at NE 125th Street between NE 17th Avenue and US 1/Biscayne Boulevard and along NE 17th Avenue from NE 126th Street south to the university parking garage at 12900 NE 17th Avenue) the university has effectively created a safer, more pedestrian-friendly environment for students and members of the community. The university has also invested significantly by creating sidewalks and improving streets within the campus boundaries.

In addition, although not specifically articulated in the original master plan, the university has followed Crime Prevention through Environmental Design (CPTED) theories in the design and implementation of its master plan projects. The basis of CPTED is that proper design and effective use of the built environment can reduce the incidence and fear of crime, which in turn leads to improvements in the quality of life.

The university has developed its campus primarily as a walking place which encourages pedestrian movement and outdoor student recreation that is safe and enjoyable. This has been and will continue to be achieved through a variety of means including:

- Clearly defined exterior spaces for pedestrian use.
- Well-defined pedestrian interconnections through the campus.
- The closing and/or limitation of traffic on campus streets that are heavily used by pedestrians.
- The creation of traffic calming devices at intersections of pedestrian and automobile traffic.
- The development of a hierarchy of street and sidewalk profiles that encourages pedestrian movement.

Create an overall impression of quality

The high quality of academic programs has been expressed in the overall feeling of the campus. Students are to be assured of a high quality of life during their university experience. Visitors and potential students need to be impressed by the quality of the university environment from the moment they arrive on campus. To that end, the university has developed high standards of design for:

- Architecture
- Landscaping
- Exterior lighting
- Street furniture
- Signage
- Entrances
- Street profiles
- Open space and opportunities for public gathering

Integrate instruction, student living and student activities in an environment with a consistent and unified character for the campus

The university brings together diverse people to live together and learn from one another. It has created an extensive and integrated campus that is rich in spaces and places for contemplation and conversation that is essential to fostering a productive community life for the campus. To that end the university has and will continue to:

- Unify the diverse student housing complexes so that they have an overall Johnson & Wales University identity
- Integrate student housing with the academic core
- Integrate student housing with non-classroom student activities
- Create open spaces related to student housing and student recreation
- Design the landscape to create small, intimate gathering spaces throughout the campus

Develop comprehensive solutions for traffic, parking and infrastructure

Ease of access to, from and within the campus is essential to the mission of the university. Having an attractive, efficient and safe system of pedestrian and vehicular movement is critical. Careful integration of campus utilities and infrastructure with existing and future public and private systems and service is vital to the stability and growth of the university. To that end the university has and will continue to:

- Locate parking in peripheral and convenient parking structures with clear pedestrian links to the interior campus
- Provide necessary service and handicap access
- Control traffic flow throughout key locators on the campus so that it is secondary to the pedestrian system
- Locate new and relocate existing service facilities to the periphery of the campus
- Locate utilities underground wherever possible

Support the interrelationship of the city and campus context

JWU has become an integral part of the City of North Miami. Its evolution as a well-designed campus has contributed to it becoming an important asset to the surrounding communities. Through the accomplishment of projects in support of its 2005 master plan, the campus has become easily recognizable as a specific place in the urban structure and has become well integrated with service structures such as utilities, traffic and support services. To that end, the university has and will continue to:

- Design and create gateways to the campus
- Distinguish pedestrian from vehicular entrances
- Use new development to create memorable entrances and gathering places on the campus
- Give the campus a visible presence on streets bordering the campus, particularly Biscayne Boulevard
- Ensure welcoming and neighborly relations with the surrounding community

Define current and future facility needs, including renovations and campus expansion

As part of the 2005 JWU master plan, JWU master plan boundaries were established to support campus development within a specified footprint. Through careful planning, the campus has designed a framework for campus growth that facilitates continuous improvement and enhancements of the campus and the neighborhood. The university will continue to:

- Align facility and infrastructure investments with student enrollment projections, academic program offerings and student life amenities for the university community
- Identify sites for possible future development
- Invest in capital renewal and encourage rehabilitations and appropriate reuse of buildings and landscape
- Develop and implement a capital improvements program

MASTER PLAN


0 100 200 400 Feet
ABERCREEK RD
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 16TH AVE
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 125TH ST
NE 124TH ST
NE 123RD ST
BISCAYNE BLVD
1
2
3
4
5
6
LEGEND
PLANNING DISTRICT BOUNDARY
JWU OWNED BUILDING
NON-JWU OWNED BUILDING



CONCEPTUAL VIEW OF PALM GARDENS RESIDENCE HALL

PROPOSED DEVELOPMENT

In 2010, the university received approval from the city for the inclusion of the second tower of Biscayne Commons residence hall in its master plan, on the site of Biscayne Commons I. The University is also proposing a replacement building at the current site of Palm Gardens. While not presently underway, the addition of these facilities would accommodate a campus enrollment of up to 2,250 students. As has historically been the case, JWU student enrollments and funding availability are the determinants for the phasing and completion of master plan projects. Multiple projects remain under consideration, and timing for completion will be driven by student enrollments.

1. Palm Gardens Residence Hall

Palm Gardens Residences and Campus Safety & Security building have limited lifespan. The latest construction analysis found the renovation to be cost prohibitive. The master plan anticipates removing the buildings and eventually replacing them with new residence hall. The ground level will accommodate Campus Safety & Security, and various student life uses such as learning area, laundry room, shared kitchen and student lounges. Approximately 250 beds will be distributed on eight residential levels, approximately 90 feet tall.



CONCEPTUAL VIEW OF BISCAYNE COMMONS II

2. Biscayne Commons II

Biscayne Commons II is the proposed new residence hall to be erected on the same block as Biscayne Commons I, which was constructed and occupied in 2011. That residence hall replaced an aging facility – an eyesore for both the university and the surrounding community – and set a new level of design, comfort and amenities for the university. The construction of the second tower will create a matching set of state-of-the-art residence hall buildings and will benefit from existing on-site parking with on-site parking and the university's swimming pool. In addition, these multi-story buildings (approximately 85-90 feet tall), directly adjacent to US1/ Biscayne Boulevard present the best face of the university to the surrounding area. The location of housing on the southern side of campus will also help support the transit hub at 123rd Street, by increasing the potential pool of visitors to the mixed-use developments that will be implemented over time around the transit hub. This project is anticipated to be completed in the medium term.

3. Student Services & Academic Building

The campus master plan anticipates the addition of the Student Services & Academic Building, a proposed three story (45 feet tall), 65,000 sq. ft. 'high-design' building, to be located either on the site of Arch Creek Field, or the combined sites of the Arch Creek Parking Lot and Arch Creek Residence Hall. The building has been designed to include student service spaces, faculty offices, classrooms and academic laboratories to support the campus' academic program offerings. Its special character will be in its event space with a full commercial kitchen adjacent to it, and in its auditorium/ theater space. The event space will actually include a mock restaurant designed to teach both culinary skills and restaurant management. The auditorium/ theater space is designed for everyday academic presentation, but also has its own kitchen equipment to be used for larger scale culinary demonstration. JWU believes it will be a one-of-a-kind university building; it is planned to be completed in the medium to long term.

4. Greenhouse

The university is considering constructing a greenhouse on campus to support programmatic activities within the College of Culinary Arts. This building will also assist the university in fulfilling its commitment to procure environmentally responsible food products for its programs. This project is anticipated to be completed in the near to medium term.

5. Soccer Field

The university is currently discussing developing the open space located east of Wildcat Walk, as a soccer field. The soccer field will include a regulation-size soccer field with lights, as well as seating and support facilities. This project is anticipated to be completed in the near to medium term.

6. Practice Field Improvements

As a component of the soccer field project, the practice field west of the Wildcat Square lot will be upgraded. The field will be used by JWU athletics teams as well as by Miami Dade Football Club. Like the soccer field, the upgrades are anticipated to be completed in the near to medium term.

Renewal & Maintenance

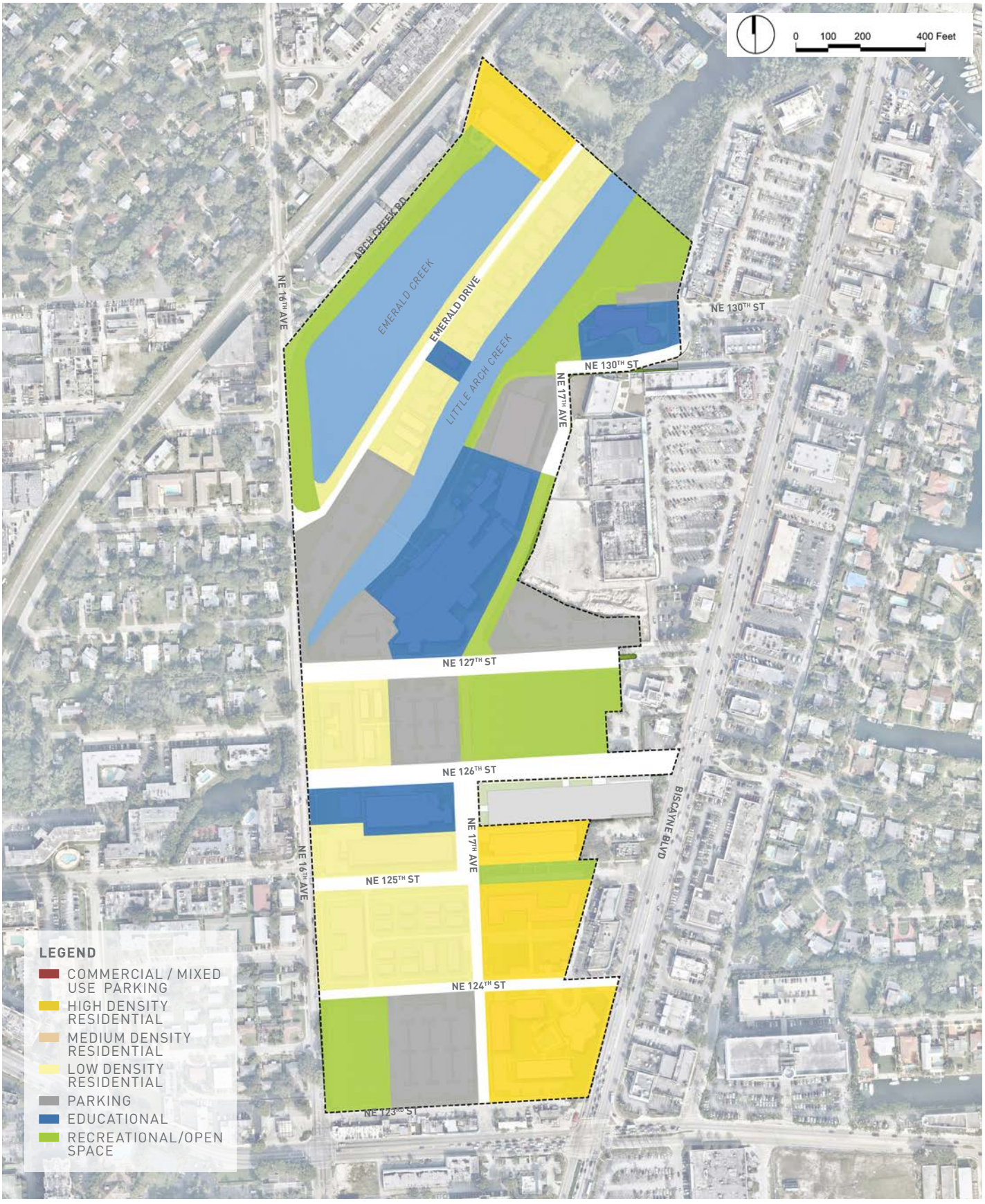
In the past 10 years, JWU has invested more than $30 million in construction and renovation at its facilities. The university intends to continue its program of upgrading and building to further its vision of a distinct campus which provides students, faculty and staff with a comforting sense of place and identity, and which will be an asset to be recognized and used by its neighbors with a sense of pride.



CONCEPTUAL VIEW OF NEW STUDENT SERVICES & ACADEMIC BUILDING



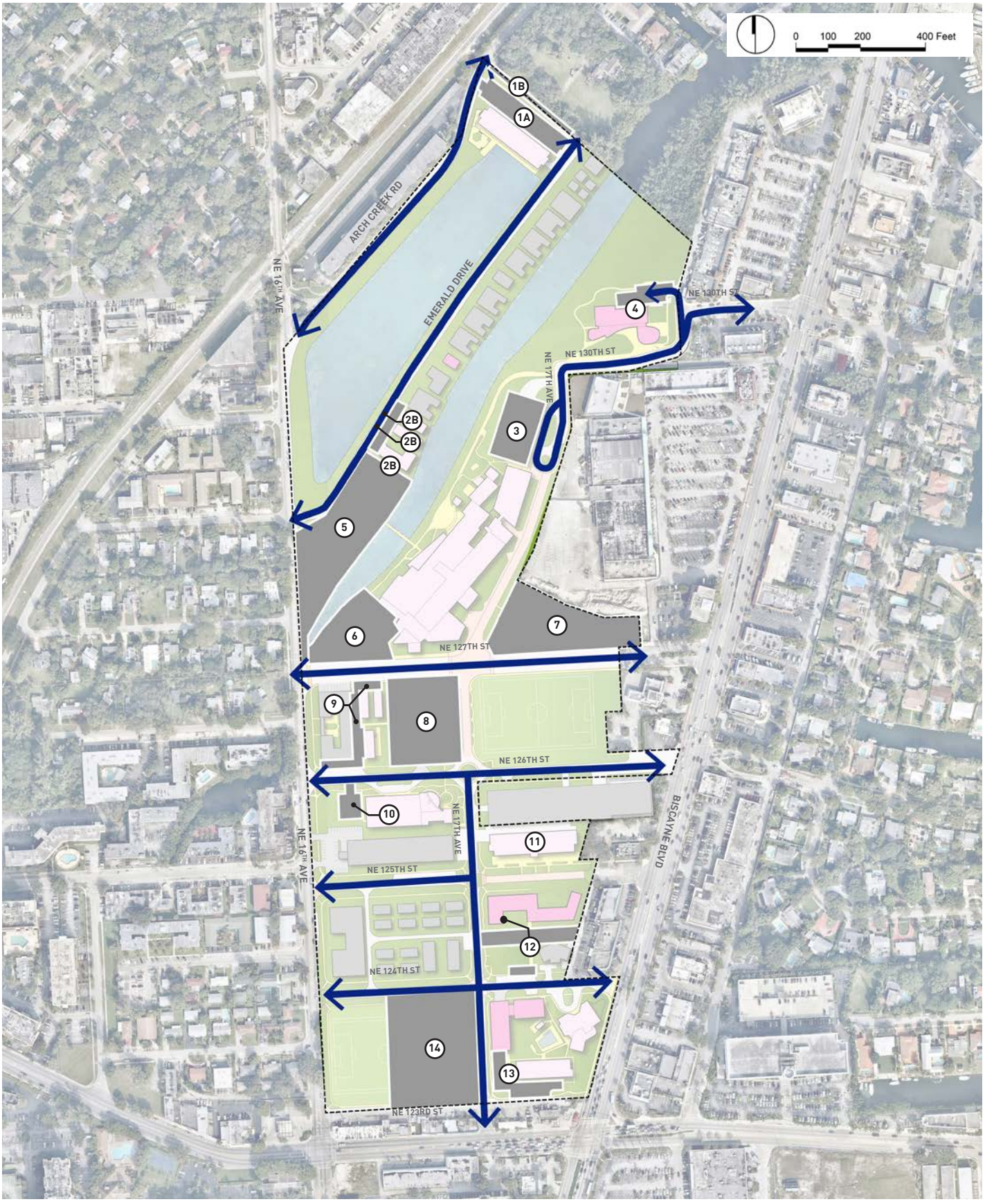
FUTURE GREENHOUSE AT VICTORIA SITE


0 100 200 400 Feet
ABEL CREEK RD
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 16TH AVE
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
NE 16TH AVE
NE 125TH ST
BISCAYNE BLVD
NE 124TH ST
NE 123RD ST
LEGEND
COMMERCIAL / MIXED USE PARKING
HIGH DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
LOW DENSITY RESIDENTIAL
PARKING
EDUCATIONAL
RECREATIONAL/OPEN SPACE

PROPOSED LAND USE

No major changes to existing land use are proposed, other than the lot where the greenhouse will be located (a change from parking to educational); and the use of the Arch Creek Field site for a new academic building. Changes to land use may be proposed in future master plan updates.

FIGURE 3.2 PROPOSED LAND USE PLAN


0 100 200 400 Feet
1B
1A
ARCH CREEK RD
NE 16TH AVE
EMERALD DRIVE
NE 130TH ST
4
NE 17TH AVE
3
2B
2B
2B
5
6
7
NE 127TH ST
9
8
NE 126TH ST
10
NE 17TH AVE
11
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
12
NE 124TH ST
14
13
NE 123RD ST

VEHICULAR CIRCULATION

No major changes are proposed to the vehicular circulation network, associated with the proposed development.

PROPOSED PARKING CHANGES

The master plan includes several small additions to the existing parking capacity across campus, as well as a few small losses due to sites being developed for buildings. One key change is the replacement of Palm Gardens residence and Campus Security Service building. The new development will accommodate ten additional parking spots, two of which will be ADA compliant.

New surface parking with service accommodation, potentially also installed with permeable pavers, will accompany the new academic building to be located on the site of Arch Creek Field. Spaces currently in use for non-parking operations in the West Parking Lot and the garage will be returned to the overall inventory. Fifteen spaces in the Biscayne Commons surface lot will be re-purposed as part of the building site for the second phase of this residence hall. Overall, the master plan results in a potential net increase in capacity of 77 spaces. Additional capacity may be possible under the new residence hall; the university will explore this possibility when the building is designed.

TABLE 3.1 CAMPUS PARKING AT FULL BUILD-OUT OF THE MASTER PLAN

BLDG #	PARKING LOT / PROPERTY NAME	PARKING TYPE	# OF PARKING SPACES		
			REGULAR	ADA	TOTAL
1A	LAKESIDE TOWERS RESIDENCE HALL	SURFACE	55	2	57
1B	LAKESIDE TOWERS RESIDENCE HALL (ABANDONED ROAD)	SURFACE	9	-	9
2	EMERALD LAKE RESIDENCE HALL	SURFACE	8	-	8
3	PARKING GARAGE	GARAGE	313	8	321
4	NEW ACADEMIC BUILDING	SURFACE	20	3	23
5	WEST PARKING LOT	SURFACE	103	3	106
6	SOUTH PARKING LOT	SURFACE	44	2	46
7	LEASED PARKING	SURFACE	89	-	89
8	ARCH CREEK PARKING	SURFACE	103	5	108
9	ARCH CREEK PLACE	SURFACE	14	-	14
10	WILDCAT CENTER	SURFACE	10	2	12
11	TROPICAL POINTE	SURFACE	59	4	63
12	PALM GARDENS RESIDENCE HALL	SURFACE	20	2	22
13	BISCAYNE COMMONS RESIDENCE HALL	SURFACE	20	3	23
14	WILDCAT SQUARE PARKING	SURFACE	187	6	193
	TOTAL ALL PARKING		**1,054**	**40**	**1,094**

LEGEND

VEHICULAR CIRCULATION

PARKING LOT/GARAGE

FIGURE 3.3 PROPOSED PARKING + VEHICULAR CIRCULATION NETWORK

PARKING DEMAND

McMahon Associates performed a parking analysis for the Johnson & Wales University North Miami Campus. Using parking rates from the previous parking study performed for the university, projected parking demands for a maximum student enrollment of 2,500 students were calculated. The results of the analysis indicated that 1,161 parking spaces would be needed to meet the parking demands for a 2,500 student enrollment.

Based on the parking ratios from the McMahon report in 2013, the parking demand has been updated to include a lower enrollment target. The university has reduced its projected maximum student enrollment to 2,250 students, which corresponds to total parking demand of 1,097 spaces.

For an enrollment of 2,250 students, the analysis shows a need for up to 1,097 parking spaces.The university currently provides 1,049 parking spaces and is projected to have as many as 1,094 parking spaces after the master plan is fully implemented, with additional room for growth with street parking. The university will thus meet the number of parking spaces for a maximum enrollment of 2,250 students.

In recent years Uber and Lyft services have become extremely popular mode of transportations within college population. The university has also recently started both bike and car share programs on campus, which may further reduce parking demand. The university will assess any parking demand reductions over the next few years, as the bike and car share programs develop.

These factors have been shown in recent parking statistics. As of 2013, 60.4% of students had received parking passes. In 2018, this rate had shrunk to 36.6%

The university also anticipates that in the future, parking demand may decrease as transit ridership increases due to the new transit hub planned at 125th Street; however, no decrease has been calculated into the parking demand numbers provided below.

For the complete McMahon report from 2013 , see Appendix B.

TRAFFIC IMPACT ANALYSIS

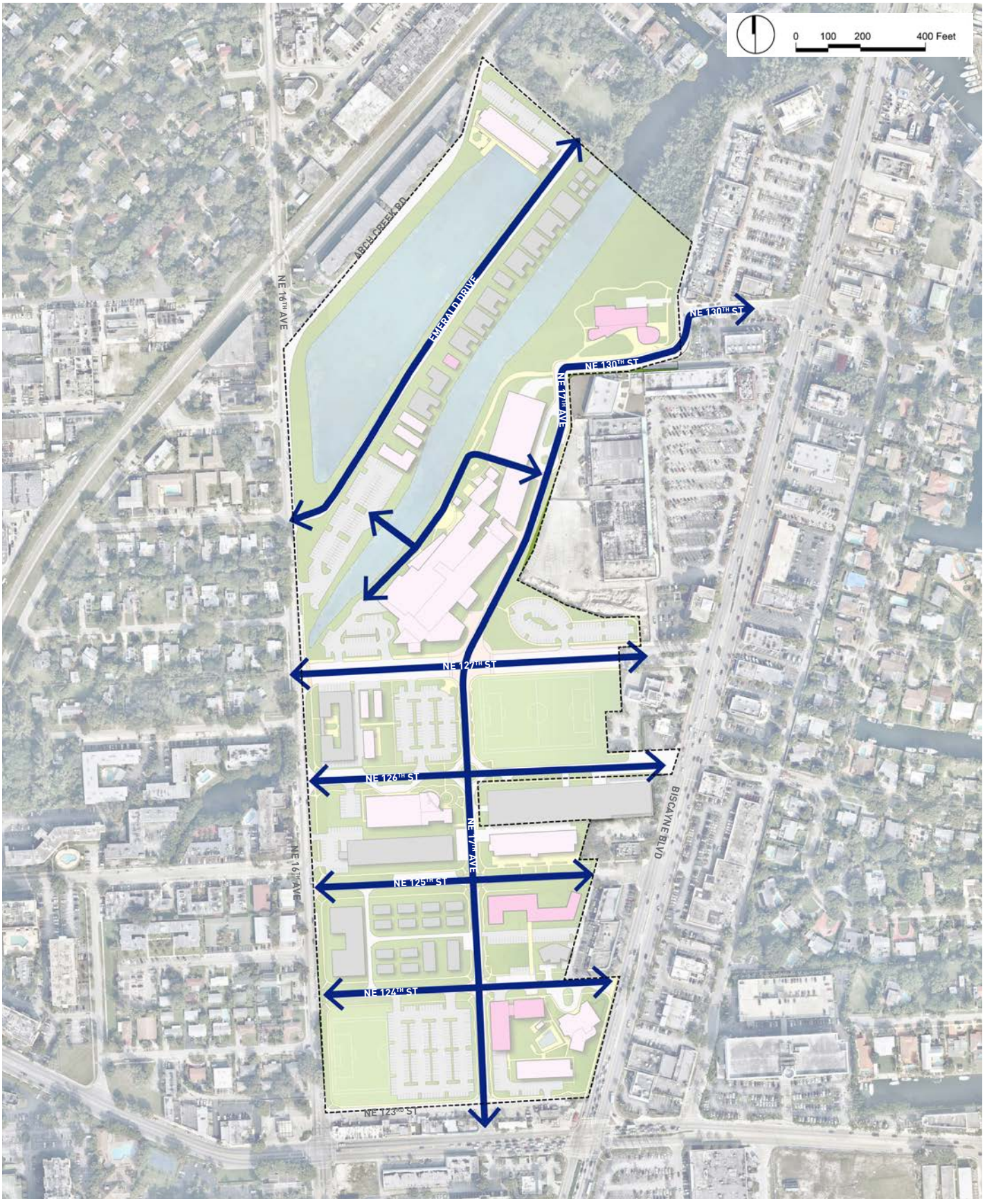
McMahon Associates has completed an analysis of the potential traffic impact associated with the expansion of JWU from its current student enrollment of 1,500 students in the year 2017, to a maximum of 2,500 students beyond 2022, and its compliance with Miami-Dade County LOS standards. A 2018 future conditions capacity analysis indicates that all of the affected roadway links and intersections will operate within their adopted LOS standards for Miami-Dade County. This project lies within the UIA and is, therefore, exempt from the Miami-Dade County Traffic Concurrency Management requirements. For the complete McMahon documentation, see Appendices D and E.

The McMahon traffic impact analysis does not include the proposed soccer field. As the design process for the field progresses, a traffic impact analysis will be completed. The university anticipates scheduling use of the field during off-peak hours for the campus, thus parking can be accommodated in existing JWU lots.

This is currently the case with the nearby Wildcat Center facility, which can house more than 1,200 people during peak events, an audience similar to maximum attendance projected for soccer games. The transit hub at 125th Street may reduce future parking demand. As the transit hub is implemented, the university should monitor parking demand on campus and adjust future master planning accordingly.

TABLE 3.1 PROPOSED PARKING SUPPLY

ENROLLMENT	SPACES NEEDED FOR ACADEMICS	# OF RESIDENT STUDENTS	SPACES NEEDED FOR RESIDENT STUDENTS	TOTAL # OF SPACES NEEDED	TOTAL # OF SPACES AVAILABLE	PARKING SURPLUS
1,500	550	968	312	862	1,049	67
1,750	614	968	312	926	1,049	67
2,000	678	968	312	990	1,049	67
2,250	806	1,100	355	1,097	1,094	-3


0 100 200 400 Feet
ARCH CREEK RD
NE 16TH AVE
EMERALD DRIVE
NE 130TH ST
NE 130TH ST
NE 14TH AVE
NE 127TH ST
NE 126TH ST
NE 14TH AVE
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
NE 123RD ST

PEDESTRIAN CIRCULATION

Pedestrian priority throughout campus remains a primary goal of the university, relative to creating a safe, welcoming, and cohesive environment for students, faculty, and staff. Increasing foot traffic to and around campus will also decrease vehicular traffic, towards creating a more sustainable and vibrant urban neighborhood.

The university is planning to install additional pedestrian signals and lighting at major crosswalks on 126th and 127th Streets, to enhance pedestrian safety. While the existing crosswalks have stop signs and a traffic circle to slow approaching vehicles, they are sometimes ignored. Installing signals would strengthen pedestrian priority along these streets. Additionally, the campus will work with the city to address traffic issues along NE 127th Street and NE 126th Street.

As the transit hub develops at 125th Street (anticipated by 2020), more students, faculty and staff may arrive to campus by transit. As this transit hub develops, JWU should consider improving campus gateways at the southwestern edges of its boundaries. The upgrades to the open space at the corner of 16th Avenue and 123rd Street will improve the aesthetic quality of the streetscape and approach into campus.

LEGEND

PEDESTRIAN CIRCULATION

FIGURE 3.4 PROPOSED PEDESTRIAN CIRCULATION NETWORK


ABBEY CREEK RD
NE 16TH AVE
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
NE 16TH AVE
NE 125TH ST
BISCAYNE BLVD
NE 124TH ST
NE 123RD ST
1
2
3
4
5
6
7
8

OPEN SPACE NETWORK

No major changes are planned for the campus – the previous master plan included the same overall square footage of open space. The primary difference between the 2013 and 2018 master plans is that the proposed academic building has been re-sited to the current location of Arch Creek Field; the original site is now proposed to be an athletics field.

Minor changes include upgrades to the open space adjacent to the proposed field (5); and to the practice field (7). The Biscayne Commons quad (8) will be slightly reduced in size by the construction of Biscayne Commons II.

One of the Emerald Lake residence hall buildings (Victoria Place, 2) has been demolished and replaced with an open space, providing a community amenity. This open space could feature storm-water best management practices (BMPs) such as bioswales, given its proximity to Little Arch and Emerald Creeks. This would be consistent with the 2016 Arch Creek Basin study completed by ULI Advisory Services, which recommended strategies to better manage stormwater.

The campus will meet all stormwater and pervious area requirements as regulated by the City of North Miami, as these projects are designed and implemented. Whenever feasible, stormwater BMPs, as well as drought-resistant and native plant species, will be considered as an element of new open spaces and paved areas.



LITTLE ARCH CREEK

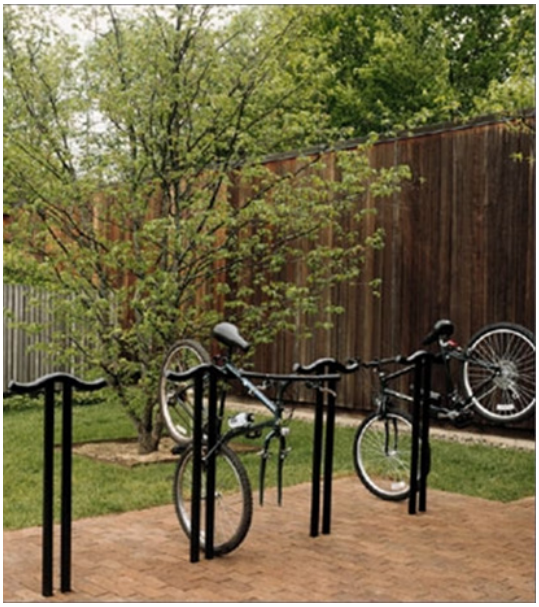
TABLE 3.2 CAMPUS OPEN SPACES

BLDG #	OPEN SPACE NAME	PROPOSED USE	LOT AREA (SQ FT)
1	ARCH CREEK	OPEN SPACE	27,812
2	VICTORIA PLACE	OPEN SPACE	3,300
3	PALM COURT	OPEN SPACE	4,418
4	CATWALK	OPEN SPACE	13,521
5	NEW ATHLETICS FIELD	ATHLETICS & RECREATION	109,577
6	RESIDENCE PEDESTRIAN MALL	OPEN SPACE	23,471
7	PRACTICE FIELD	ATHLETICS & RECREATION FIELD	13,521
8	BISCAYNE COMMONS QUAD	OPEN SPACE	13,965
	TOTAL		**209,585**

LEGEND

JWU OPEN SPACE

FIGURE 3.5 PROPOSED OPEN SPACE NETWORK



EXAMPLE OF CAMPUS BIKE RACKS





JWU EDIBLE GARDEN

SUSTAINABILITY INITIATIVES

JWU is developing an 'Energy and Sustainability Program' for the campus. The program is centered on major initiatives as follows:

Green Building Practices

Consistent with the City of North Miami's green building requirements (Sec. 5-805 of the city's Land Development Regulations), substantial renovations and new construction, including Biscayne Commons II and the Student Services & Academic Building, will be designed to achieve "certified" or higher designation under the LEED-NC rating system. Renovations and building upgrades that do not meet the "substantial" threshold will meet as many LEED-approved green building practices as feasible. Projects will adhere to the following green building principles:

- Energy Star rated equipment and or appliances
- LED lighting and compact fluorescent bulbs
- Utilization of water re-use for irrigation; and/or rain sensors on irrigation system
- Utilization of plant materials for landscaping of the Florida Friendly Plant List
- Maximize water use efficiency in buildings to obtain reductions in water usage through the utilization of high-efficiency fixtures
- Design the building/project to maximize energy performance through compliance with the mandatory and prescriptive requirements of ASHRAE/IESNA 90.1
- Limit disruption of natural water flows by managing stormwater runoff through the implementation of a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats stormwater runoff using acceptable best management practices (BMPs)
- Reduce heat-island effect by using roofing materials having a solar reflectants index (SRI) of 78 for low-sloped and 29 for steep sloped roofs

Future Greenhouse

The university will propose a greenhouse as an enhancement to its culinary program, thereby growing on campus a portion of the food stores that are used in the culinary educational process. An award-winning edible landscape has already been implemented on campus, and has been a component of many school and educational non profit programs.

The campus has also been recognized since 2013 as a Tree Campus USA, by the Arbor Day Foundation.

Energy Consumption Reduction

- Re-lamping program to be instituted as a first step in energy use reduction.
- Re-fenestration of the original University Center, Flamingo Hall and Academic Student Center.
- Energy monitoring/control systems will be expanded.

Purchasing Opportunities

The university purchases expendable materials from environmentally responsible sources, and also sources environmentally responsible food materials.

Recycling opportunities

A recycling program has been put in place for student generated waste with student participation encouraged. Composting from food prep waste will be put in place, and composted materials will be used on campus.

Alternative Modes of Transportation

Use of bicycles and skateboards is encouraged and assisted by university policy. New bike racks are being installed at key locations throughout the campus. New bicycle paths have been included in all new street work, and are planned to be added to existing roads. The university has also added a bike sharing program on campus, in coordination with LimeBike and the City of North Miami.

Car sharing has been on campus for several years, including the current Zipcar program, which has been successful with JWU students and members of the community alike. Zipcar estimates that every car in their fleet takes thirteen single occupancy vehicles off the road.

Use of electric golf carts by security staff is in place.

IMPLEMENTATION AND PHASING

IMPLEMENTATION AND PHASING

One of the principal goals set forth in the previous sections envisions a distinct campus which can provide its students, faculty and staff with a comforting sense of place and identity, and which will be an asset to be recognized and used by its neighbors with a sense of pride.

Urban college campuses are inherently pedestrian places where students and neighbors walk to the great variety of activities within and around the campus. Therefore, this plan emphasizes the pedestrian character of the area while, at the same time, enhances and facilitates vehicular movement and parking around the district.

The implementation plan provides ways to establish an identifying character for the campus through its proposals for the design of buildings, landscaping, street and sidewalk profiles, signage, and lighting. It also provides proposed locations for future facilities, the need for which is established within the plan.

Finally, the phasing plan shows in a logical order how the university proposes to accomplish the many tasks involved with its growth over the next ten years.

The Master Plan has been designed to provide the "seamless" transition between the University and the neighboring community. Moreover, the city's Community Redevelopment Agency recognizes in Johnson & Wales University's campus an "opportunity to create a unique district to give character to the surrounding district/neighborhoods in North Miami." The following discussion presents in detail the various guidelines for the Master Plan Implementation.



VIEW OF NE 17TH AVENUE ON ORIENTATION DAY



VIEW OF NE 17TH AVENUE BEFORE PEDESTRIAN WALK IMPLEMENTATION

IN THE LAST DECADE JWU HAS IMPROVED THE CAMPUS ENVIRONMENT BY CHANGING WIDE ROADS INTO A MORE PEDESTRIAN FRIENDLY ENVIRONMENT.

INTERGOVERNMENTAL COORDINATION ELEMENT

The university has long enjoyed a history of strategic, comprehensive planning efforts with the City of North Miami and other relevant governmental agencies. The university sees itself as an integrated unit within the city, county and South Florida region, providing support and enhancing the quality of life for residents, local government and business within the region. Additionally, the university recognizes its role as a nonprofit institution of higher learning and its unique position in an urban corridor and near major waterways and protected lands. As such, alignment with the city's overall planning efforts is critical so that JWU and surrounding residents and neighborhoods can coexist harmoniously.

JWU administration, which includes the campus president, dean of students, executive director of operations, and director of facilities management, maintains regular dialogue with the city's Community Planning & Development department. In alliance with the city's master planning regulations, the university provides five year updates on its campus master planning efforts and shorter annual updates. This process provides a conceptual framework for the university's future growth, considering expected enrollments, programmatic shifts and needs for student life, athletic and residential facilities. As new construction or renovation projects are approved by the university, administrators liaise with the appropriate city (and in many cases, county) officials to begin the relevant processes for permits and approvals.

Intergovernmental Coordination Element

Governmental Entity	Nature of Relationship	Coordinating Entity	Coordinating Mechanism
City of North Miami	Non-regulatory	JWU Operations & Facilities Management	Review of relevant permits and campus master plan strategy, goals, objectives and policies
Miami-Dade County Transit and South Florida Regional Transportation Authority	Non-regulatory	JWU Operations	JWU staff monitors ongoing developments with transit, making recommendations that would benefit campus community
South Florida Water Management District	Regulatory	JWU Operations and Facilities	Regulates permits relevant to stormwater
Miami-Dade County Department for Environmental Resources Management	Regulatory	JWU Operations and Facilities	Protects natural resources (including water quality, water supply, air quality) for JWU property and adjacent area.
North Miami Public Works Department	Utility Provider	JWU Facilities Management	Responsible for water distribution and sewer collection and treatment

URBAN DESIGN GUIDELINES

Johnson & Wales Master Plan proposes enhancements to its urban design character by: creating a sequence of memorable Campus Spaces; creating identifiable Campus Streets and entrances; developing Campus Edges; increasing density that enhances the pedestrian connections and aesthetic appeal of the University to the community.

Goal: JWU shall continue to create high quality, memorable campus environments suited to education and a sense of collegiality, comprising a dense, compact development pattern within a rich outdoor tropical environment.

Campus streets

Objective 1.1

Develop, enhance and preserve existing streets on campus and make them pedestrian friendly.

Objective 1.2

Develop a hierarchy of streets and sidewalk profiles that encourages pedestrian movement.

The Master Plan has been designed around the concept of an organizing pedestrian spine running on both sides of NE 17th Street. NE 17th Street flows through the campus from the gateway at 123rd Street to the Wildcat Center and newly proposed Student Services and Academic building at 130th Street. Although parts of NE 17th street are shared between vehicles, bikes and pedestrians, wavy shaped sidewalks suggest a special walking zone.

Policy 1.1.1 Primary Streets

The primary streets are NE 127th Street, NE 126th Street from NE 16th Avenue to Biscayne Blvd, and NE 17th Avenue from 123rd Street north to its termination at Biscayne Blvd.

The City's goal is to calm and slow traffic on 126th and 127th Streets. Both are effectively campus streets, and pedestrian safety is paramount.

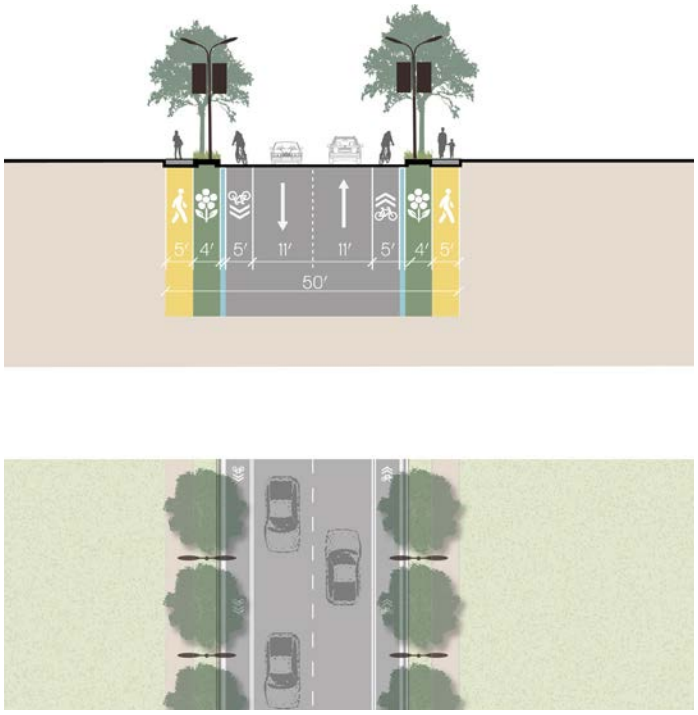


FIGURE 4.1 17TH SOUTH STREET SECTION AND PLAN VIEW

NE 127th Street

N.E. 127th Street is developed with the landscape median, with a double lane of vehicular traffic in each direction.

It does make sense to reduce the number of lanes to one in each direction. We propose that this be accomplished by installing bike lanes instead of parking. This is particularly appropriate given the campus's ceremonial entrance from 127th, which has already been significantly calmed through pavement treatment.

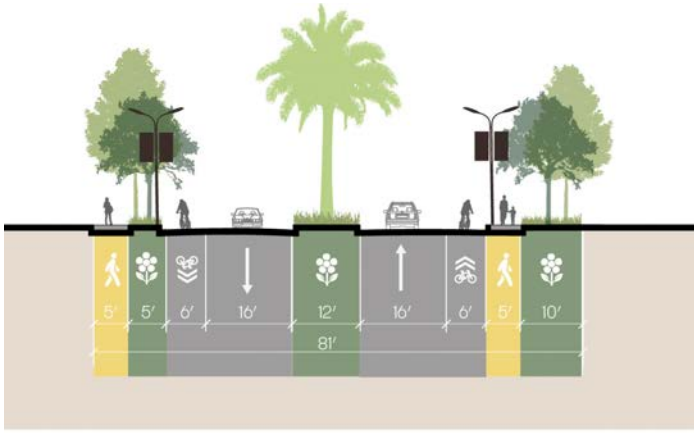
It is true that, in urban conditions where there is retail frontage and street life, parked cars can provide a buffer from vehicular traffic. NE 127th St. does not present urban conditions with retail frontage and street life, so there would be little benefit from on-street parking. At the same time, parked cars can obstruct sight lines for people crossing the street. In terms of public safety, the best approach to 127th St. would be to calm traffic through both narrowing the travel way and emphasizing perpendicular crossings. Additionally, JWU maintains an adequate inventory of parking for its students, employees and guests.

In this regard, we suggest that in addition to a bike lane, 127th St. should be calmed by means of a speed table connecting the Wales Ave./NE 17th Ave. cross-streets. Properly designed, a speed table would be a highly effective traffic calming measure, which would clearly indicate that the two blocks of 127th St. are not a high-speed thoroughfare.

The result discourages and calms traffic through the center of campus.

NE 126th Street

NE 126th Street is a much narrower, approximately 20 feet wide. The addition of spaces on the north side of the street are not appropriate or compatible with the new soccer field (nearby university parking is available just to the west). The street's two segments, on either side of the roundabout at NE 17th Ave., are so short that speed is not an issue. In keeping with 126th St. location and role in the city and campus road networks, it is more appropriate to traffic-calm it with bike lanes or shared lanes.



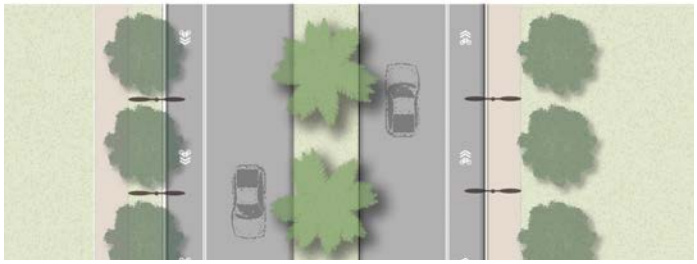
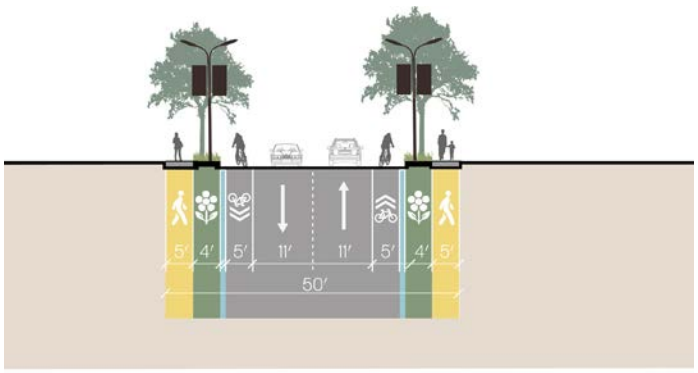


FIGURE 4.2 PROPOSED 127TH STREET SECTION AND PLAN VIEW



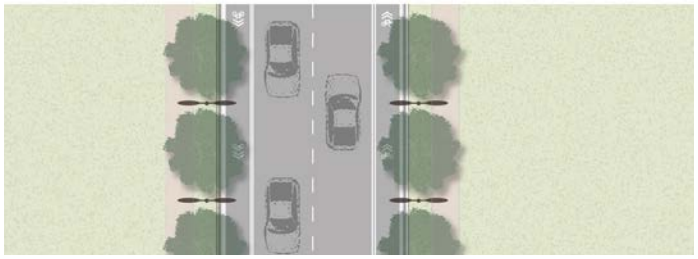


FIGURE 4.3 PROPOSED 126TH STREET SECTION AND PLAN VIEW

Proposed Bike lanes on both sides

All vehicular lanes must be a minimum of eleven(11) feet wide and bike lanes should be at least three(3) feet and preferably five(5) feet wide. Pedestrian ways should be a minimum of six (6) feet.

N.E. 17th Avenue south of NE 127th Street

NE 17th Avenue is planned as the major north/south street through the campus. It is developed as a two lane vehicular travel way with bicycle lanes that border the road on both sides as well as adjacent landscape strips and sidewalks on each side of the travel way.

Policy 1.1.2 Secondary Streets

The three secondary streets are NE 123rd, 124th and 125th Streets.

All future development along these streets should place buildings and landscape features in a way to reinforce and encourage secure pedestrian movement.

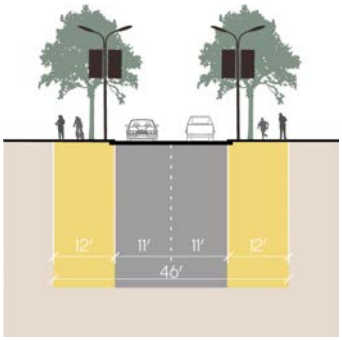


FIGURE 4.4 SECONDARY STREET SECTION AND PLAN VIEW



EXISTING 127TH STREET



PROPOSED 127TH STREET



EXISTING 126TH STREET



PROPOSED 126TH STREET

Open Spaces

Objective 1.2

Develop, protect and enhance Campus Spaces as a sequence of distinct interconnected open spaces. Place future buildings and landscape features to reinforce the open space network of plazas, walk ways, courtyards and special purpose landscape areas.

Policy 1.2.1 Plaza

Plazas occur at points of entry or gateways to the campus, various districts and key buildings throughout the Campus. The specific qualities of each may vary but all will be primarily characterized by hardscape elements and architectural character with canopy trees reinforcing the spatial geometry of the space. Plazas should incorporate significant spaces shaded by and protected from the rain by structures, ample pedestrian seating and aesthetic features such as art.

Policy 1.2.2 Walk Way

Walkways are public places that directly connect one point to another. More than just a wide sidewalk or trail, a walkway has distinct hard scape materials, lighting, pedestrian seating and formal canopy plantings. Walkways may define one edge or bisect a larger space. The space is characterized by pedestrian-friendly features and a clearly defined architectural volume that can allow for congregation as well as settings for small group study areas. Walkways should have continuous areas shaded and/or protected from the rain by structures.



Create a system of interconnected covered walkways, both architectural and landscape, where appropriate to link facilities. There are four types of covered walkways

1. Arcade: The covered walkway is integrated into the massing of the building.

2. Attached Architectural Walkway: The Covered walkway is attached to the building.

3. Detached Architectural Walkway: The covered walkway is a free standing architectural structure.

4. Landscape: Shade trees provide concentrated shade.

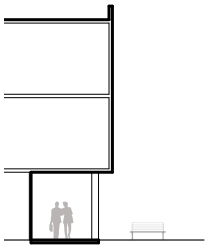


FIGURE 4.6 ARCADE

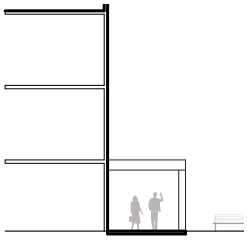


FIGURE 4.7 ATTACHED WALKWAY

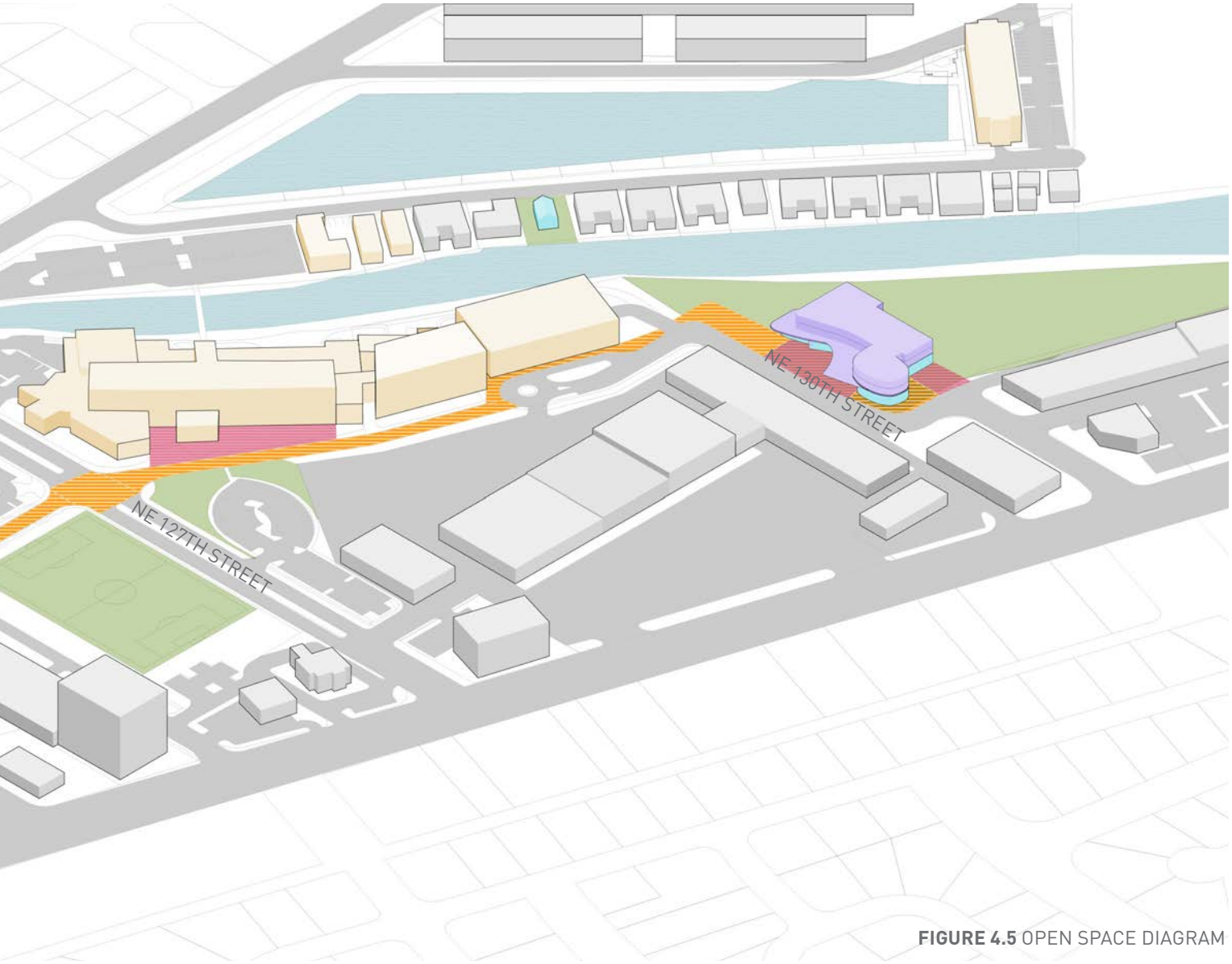


FIGURE 4.5 OPEN SPACE DIAGRAM

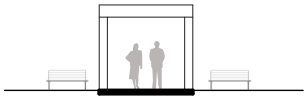


FIGURE 4.8 DETACHED WALKWAY

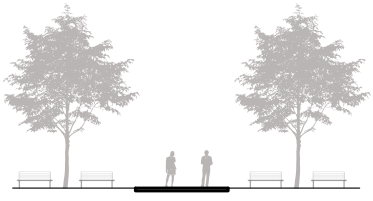


FIGURE 4.9 LANDSCAPED WALKWAY

Policy 1.2.3 Courtyard

Courtyards are spaces between or within buildings that offer either private or semi-private spaces providing immediately accessible opportunities for informal outdoor gathering, studying and collaborating. Courtyards are predominately hardscape spaces with landscape material along its edges or as a central focal point.

Policy 1.2.4 Special Purpose Landscape Areas

Existing open green space at the intersection of major streets creates a possibility to design an open space for the campus to make a contribution to the overall community. The new soccer field located between NE 126th and 127th Street and bordered by NE 17th Ave on west and TD Bank parcel on east reflects continued commitment to the community of North Miami. The project increases the quality of life for students and residents within and adjacent to the campus boundaries.

Service Areas

OBJECTIVE 1.3 Organize and place service and loading functions to avoid pedestrian conflicts and minimize visibility from the campus open space system.

Policy 1.3.1 Cluster service and loading areas to minimize service drives and geographic dispersion of service functions.

Policy 1.3.2 Place service functions in areas screened from major open spaces, with minimum crossing of open spaces by service drives.

Policy 1.3.3 Screen service and loading areas with visual and acoustical structures or landscape enclosures that incorporate critical elements for crime prevention based on Environmental Design Principles.



PALM GARDENS PEDESTRIAN MALL

Gateways

OBJECTIVE 1.4 The goal of achieving an overall sense of identity begins with the gateways to the campus. Four (4) campus gateways are to be located at various perimeter university boundary locations:

1. Biscayne Boulevard and N.E. 127th Street

2. N.E. 17th Avenue and N.E. 123rd Street

3. N.E. 16th Avenue and N.E. 127th Street

4. N.E.130th Street and Student Services & Academic Building

Policy 1.4.1. Each gateway will consist of the Johnson & Wales University logo, street lighting, and landscaping.

(See under Signage guidelines page 84 to 85 for more information about gateway signage details)

Campus Edges

OBJECTIVE 1.5 Campus Edges should create a welcoming and aesthetically pleasing interaction with the surrounding community through the appropriate placement of buildings, massing, and scale based on the existing or proposed character of the surrounding community.

Policy 1.5.1 When placing new buildings**,** provide an enhanced ground level character and access to existing or proposed open spaces and streets while still clearly delineating the boundaries of the campus.

Policy 1.5.2 Continue active dialogue with the planning staff of Miami-Dade County, and City of North Miami and other entities within the context area to provide the mutual review of urban design implications of future developments near the campus/community interface.

LANDSCAPE GUIDELINES

The purpose of the Landscape Design Guidelines is to provide Johnson and Wales University with a framework for landscape and hardscape treatments in order to maintain a high level of design quality to new spaces and to the enhancement of existing landscaped areas. It is the intent of the Landscape Guidelines to provide an overall landscape framework, which unifies each campus with its distinct built and natural environment.

Throughout the Campus site, three types of landscape conditions prevail. The first is found in the rights-of-way of three primary streets and three secondary streets.

The second area consists of the common area adjacent to the Academic and Student Center, Garage, and the new development at the Arch Creek Field.

Lastly, the remaining common areas are found in existing properties such as dormitory buildings, parking lots, and parcels that have already been cleared for future use and open space.

OBJECTIVE 1

A defined hierarchy of spaces should be reinforced with identifiable landscape treatments. Significant pedestrian corridors should continue to link the academic cores within the campus. As the overall character of JWU campus continues to mature, various spaces will be defined following these policies.

Policy 1.1

Street trees can be used to enhance the street by adding shade to the walks and roadways. Their presence can also assist in scaling down building mass and allowing street fronts to have a more pedestrian scale.

Policy 1.2

Primary streets - Formal palms shall be planted a maximum of 35 'oc and 2'-6' minimum from the edge of the roadway along the entire main entry drives. All palms shall be installed at a minimum of 10' clear trunk.

Policy 1.3

Secondary streets - Clusters of palms, shade and accent trees shall border two lane roads and be under planted with and effective combination of shrubs and ground-cover. All trees shall be planted 2'-6" minimum from the edge of the roadway. All plantings shall respect the traffic safety site line at intersections.



EXISTING GREEN OPEN SPACE ALONG 126TH STREET TO BECOME SOCCER FIELD

OBJECTIVE 2

Develop new significant landscape features in association with campus growth, including campus spaces such as quads, plazas, campus streets and campus edges while enhancing the concept of the primary axes and regulating lines.

Policy 2.1 Landscape treatment

The landscape treatment of the public areas must be consistent to provide a visual connection throughout the University. Planting along public roadways, waterways and other public corridors may provide a common framework. All unpaved areas shall be planted with an effective combination of trees, ground cover, lawn, or approved dry landscapes materials and. All required landscaped areas, including landscaped area within parking lots shall consist of water efficient plan material. Landscape area containing trees and other vegetation shall be under planted with ground cover. The plant material must be suitable for the given soil and climate conditions. Plant selection shall take into consideration water conservation through appropriate use of groupings of plants that are well adapted to particular sites and to particular watering needs or conditions.

Policy 2.2 Walkway and Plaza Landscape

Plantings adjacent to walkways and within plazas and other pedestrian spaces may include smaller species of shrubs and trees in keeping with the intent to maintain an intimate human scale in these areas. Pedestrian spaces may be enhanced by planting accent trees, shrubs, and/or vines espaliered against wall surfaces, flower beds,

window boxes, and hanging pots with flowers and vines. All landscaped islands should be bordered by a concrete curb.

Policy 2.3 Parking Lot Landscape

Where parking areas adjoin a public right-of-way, a landscaped planting strip should be established and continuously maintained between the public right-of-way and parking areas. Any planting, sign, or other structure within safety sight-distance of a driveway cannot exceed 24" in height. All parking areas facing a primary roadway should have a hedge of between 2 and 5 feet to screen parked cars from cars driving by.

Policy 2.4 Entry Ways

Landscape plans for any development involving corner parcels shall include additional special design requirements. The plan should incorporate significant specimen trees and water features wherever appropriate.

Policy 2.5 Tree Preservation

New development should preserve existing trees to the greatest extent possible. Landscape, grading, and site plans may incorporate these trees into the overall project design, including measures to protect the existing trees during and after construction. In conjunction with such efforts, the University may prefer to engage a properly credentialed landscape architect or arborist to submit evaluations and recommendations for saving, transplanting, or removing existing trees.

Policy 2.6 Site Furnishing

Site furnishings will be compatible with their surroundings, and maintain unity throughout the University to create a sense of place. Seat walls can be implemented at grade changes and to help separate spaces.

Tree grates shall have consistency and allow barrier free access for wheelchairs and carriages. Planters and flowerpots should be used for landscape relief and to reduce or accent architectural mass. Trash receptacles must be sited where they will be both accessible and used. They should be placed along major pedestrian corridors, but not impede pedestrian traffic. They also should be located at near portals, pedestrian nodes, intersections, and seating areas. Each receptacle needs to have a sturdy removable liner for easy maintenance and be sized to accept standard trash bags.

Policy 2.7

Signage and Graphics

Signage and graphics in the University should serve the functional purpose of informing and directing pedestrian/vehicular traffic. All signage should be consistent and fit the function for which it's used. The University logo should be incorporated into the signage. (Reference Signage guidelines for more information)

OBJECTIVE 2

Preserve and enhance Special Purpose Landscapes within the campus to serve as areas for teaching, research, recreation, social gatherings and community engagement. Each has a unique and focused purpose that enhances the pedagogical environment of the campuses. (See Signage guidelines)

Policy 2.1

The new courtyards and plazas adjacent to the new residence halls should be configured for the interaction, outdoor comfort, security, and a rich visual quality. Additional shade structures should be incorporated into the space. Utilize the Campus Standards for lighting, site furniture and materials.

Policy 2.2

The new academic building within Arch Creek Field will preserve the existing natural habitat. New development re-purposes landscapes to provide for pedestrian connectivity, forms new gateway entrance.

Outdoor areas provide opportunities for teaching and research, passive and active recreation opportunities, gatherings or community engagement.



THE UNIVERSITY FOSTERS CAMPUS GREEN SPACES, LUSH LANDSCAPES AND COURTYARD SPACES



TRIMMED HEDGES AND TREES DELINEATING PARKING LOT AT CORNER OF 127TH AND NE 17TH STREETS

OBJECTIVE 3:

Plants Express the uniqueness and diversity of South Florida's subtropical environments while creating a unifying character that binds the campuses together

Policy 3.1

Maintain a selective palette of indigenous and site-adaptive plant species that express the subtropical environment configured to promote Xeriscape and principles and Florida appropriate design.

Policy 3.2

The use of palms or flowering trees is encouraged to provide shade. The use of foundation plantings is encouraged to further define the limits of the space. from the surrounding buildings is critical.

Policy 3.3

Incorporate sustainable strategies and increase the amount and quality of student spaces while eliminating use of invasive exotic species and those which necessitate excessive maintenance.

OBJECTIVE 4:

Develop an enhanced and consistent quality for the Campus Edges.

Policy 4.1

The type of space is determined by the landscape materials, structure and use. Areas may include a vast ground plane of lawn that promotes active and passive recreation. They might also include wetlands or woodlands that provide educational opportunities and stormwater infrastructure.

While edges are often defined by street trees and sidewalks, the remaining space has groupings of canopy trees, minimal hardscape and predominately lawn as the ground plane.

OBJECTIVE 5: LANDSCAPING DESIGN POLICIES

Landscaping should use native plant materials and street furnishings that carry the theme, and provide continuity throughout the campus. To provide for a continuous attractive pedestrian and vehicular corridor in the campus district, applicants are encouraged to include the trees and shrubs they wish to plant from the approved list provided in the appendix E). With regards to landscape design for both new construction and existing buildings, the following should apply:

Policy 5.1 Trees should be placed in front of buildings in such a manner as to provide visual transparency. Large trees should be used adjacent to open spaces and parking lots. Planting areas should be designed with multi-layers of plant material including shrubs and ground covers.

Policy 5.2 Landscaping should complement and enhance the overall architectural and design theme of the property, but not overpower it.

Policy 5.3 Rhythm should be maintained along public streets through the uniform placement of trees.

Policy 5.4 Blank walls and other unattractive areas of a site or building should be heavily screened with landscaping.

Policy 5.5 Large parking areas and driveways should be heavily landscaped along the perimeter and with interior and terminal islands.

Policy 5.6 Landscape design should utilize the CPTED principles of natural surveillance, natural access control and territorial reinforcement.

Policy 5.7 The Use of native trees, shrubs and ground covers are encouraged to be incorporated into the landscaping around proposed developments, local flora will be maintained as part of the built environment and the demand on our local water resources will be minimized.

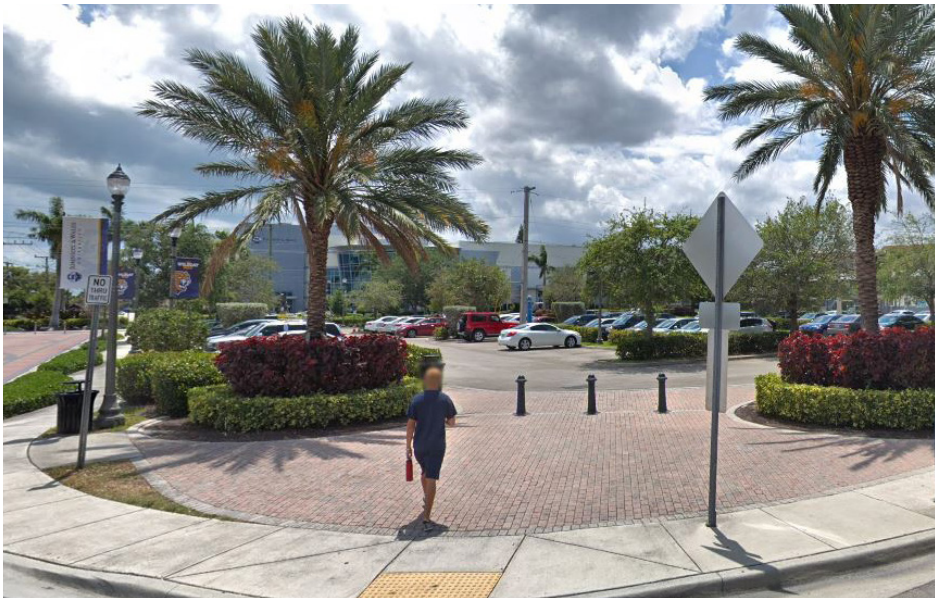
Policy 5.8 Landscape design should incorporate with design of other physical features, such as sidewalk, pavements, lighting and fences to emphasize public entrances, define and reinforce ownership of property.

Policy 5.9 Tree heights and spread should allow sufficient visibility, not completely block views of from doors, windows and streets.

Policy 5.10 Shrubs and ground cover along public right-of-ways or around parking and public open areas

Policy 5.11 Landscape design will utilize principles of xeriscape landscaping, while retaining the tropical

Policy 5.12 In addition to the design recommendations, all landscaping shall meet the standards of the City of North Miami Landscape Code.



CORNER TREATMENT AT PEDESTRIAN ENTRANCE TO PARKING LOT AT 127TH STREET

(See Appendix B for the Suggested Plant List)

General Planting Policies

Policy 6.1 All sizes shown for plant material on plans to be considered minimum. All plant material must meet or exceed these minimum requirements for both height and spread. Any other requirements for specific shape or effect as noted on the plan(s) will also be required for final acceptance.

Policy 6.2 All plant material furnished by the landscape contractor shall be Florida #1 or better as established by "Grades and Standards for Florida Nursery Plants" and "Grades and Standards for Florida Nursery Trees".

Policy 6.3 All plant material as included herein shall be under warranty by the landscape contractor for a minimum period as follows: All trees and palms for 12 months, all shrubs, vine, groundcovers and miscellaneous planting materials for 90 days, and all lawn areas for 60 days after final acceptance by the owner or owner's representative.

Policy 6.4 All plant material shall be planted in planting soil that is delivered to the site in a clean loose and friable condition. All soil shall have a well-drained characteristic. Soil must be free of all rocks, sticks and objectionable material including weeds and weed seeds.

Policy 6.5 Twelve inches (12") of planting soil 50/50 sand/topsoil mix is required around and beneath the root ball of all trees and palms, and 1 cubic yard per 50 bedding or groundcover plants, All landscape areas shall be covered with Eucalyptus or sterilized seed free Maleleuca mulch to a minimum depth of three inches (3") of cover when settled. Cypress bark mulch shall not be used.

Policy 6.6 All plant material shall be thoroughly watered in at the time of planting; no dry planting is permitted. All plant materials shall be planted such that the top of the plant ball is flush with the surrounding grade.

Policy 6.7 All landscape and lawn areas shall be irrigated by a fully automatic sprinkler system adjusted to provide 100% coverage of all landscaped areas. All heads shall be adjusted to 50% overlap as per manufacturer specifications and performance standards utilizing a rust free water source, each system

shall be installed with a rain sensor.

Policy 6.8 It is the sole responsibility of the landscape contractor to insure that all new plantings receive adequate water during the installation and during all plant warranty periods. Deep watering of all new trees and palms and any supplemental watering that may be required to augment natural rainfall and site irrigation is mandatory to insure proper plant development.

Policy 6.9 All plant material shall be installed with fertilizer, which shall be State approved as a complete fertilizer containing the required minimum of trace elements in addition to N-P-K, of which 50% of the nitrogen shall be derived from an organic source.

Policy 6.10 A complete Landscape and Tree Removal Permit application with all required supporting documentation will need to be submitted before 1) any trees are removed or relocated and 2) any new landscaping is installed.

Policy 6.11 All minimum landscaping requirements per the City of North Miami ordinance will need to be met regarding minimum number of trees and shrubs, % native, % palm, size and spacing requirements, and all other criteria addressed in the ordinance.



ACADEMIC AND STUDENT CENTER AT 17TH AVENUE

ARCHITECTURAL GUIDELINES

Johnson & Wales University aspires to create contextual and sustainable buildings that represent the institutions guiding principles and vision for an innovative and diverse learning community that serves locally and globally.

These guidelines will help identify the characteristics , drivers and goals that buildings must achieve in their particular location. These will bring a more cohesive fabric of buildings and spaces that in time will develop iconic and recognizable context, particular and singular to JWU.

Goal: Buildings, with the appropriate guidelines of the setbacks, scale, massing , connectivity and ground floor planning, can and should enhance the overall campus character and quality of student life making this experiences memorable and uniquely JWU.

OBJECTIVE 1: SCALE

While new construction may vary in scale (and particularly height) from the surrounding area, the new construction should complement the existing urban streetscape to the greatest extent possible.

Policy 1.1

When a proposed new building is substantially larger than the existing buildings surrounding it, the scale of the new structure should be visually reduced by breaking up the façade and overall building mass into elements that proportionally reflect the adjacent building masses and build upon rather than contradict the established urban character of the neighborhood.

Policy 1.2

While most of the surrounding buildings are in R-6 zone and keep an average height of 55 feet, taller buildings are allowed in certain areas such as along primary axis and area between NE 17th Street and Biscayne Boulevard.

OBJECTIVE 2: PLACEMENT AND SETBACKS

Establish an unified look along the streets by keeping a regular set backs that reinforce the street edge. A character-defining element of any neighborhood is the siting of buildings and how each building relates to the street and the buildings around it. Setbacks (the distance from the property line to the building) help create a unified rhythm along the street and may vary slightly from block to block.

Policy 2.1

In order to maintain a pedestrian-oriented public realm the following public realm allowances are established from the curb line along public streets to the face of the façade of new proposed development:

25' minimum along primary streets

15' minimum along secondary streets

OBJECTIVE 3: ARCHITECTURAL VOCABULARY

Provide vocabulary of architectural forms to take advantage of and to protect from the subtropical conditions.

Policy 3.1

Add brise-solieil and metal grills in the form of fixed concrete or aluminum louvers as shading devices.

Policy 3.2

All new buildings should have a clearly defined entrances and drop offs to provide protection from the rain and give the entrance more drama

Policy 3.3

Set windows in the wall or protect larger expansions of glass by cantilevered sun shades.

OBJECTIVE 4: CONNECTIVITY AND GROUND FLOOR PLANNING

The character and identity of all buildings shall represent JWU's constant commitment to student life, formal and informal learning, and innovative spaces promoting collaboration, integration and multidisciplinary education.

Policy 4.1

The first floors of all buildings should be designed to encourage pedestrian scale activity.

Policy 4.2

Provide an enhanced ground level character and access to existing or proposed programs, while still clearly delineating the boundaries of the campus.

Policy 4 .3

All new buildings must enhance connectivity, utilizing three main strategies:

•Incorporation of covered walkways within their footprint.

•Creating detached covered walkways to adjacent buildings.

•Allowing for pedestrian connectivity thru the ground level of the building thru breezeways, canopies or building overhangs.

OBJECTIVE 5: TRANSPARENCY

The guidelines encourage maximum transparency as appropriate, based on program, solar orientation, and function.

Policy 5.1

All glazing must be studied and energy modeling must be part of the Schematic Design Phase. This analysis must be validated at all phases to ensure the proper balance between day lighting and energy efficiency.

Policy 5.2

However, all new buildings must be carefully studied for solar orientation, wind patterns pedestrian circulation, vehicular circulation, emergency and service vehicle access, impact on utility corridors, and master plan regulating lines.



FIGURE 4.10 BISCAYNE COMMONS II AND NEW PALM GARDEN RESIDENCES

NEW RESIDENCE HALL PLACEMENT ALONG 17TH AVENUE POSITIONS BUILDINGS CLOSER TO THE STREET , REINFORCES THE STREET EDGE AND INCORPORATES CANOPY TREES WITH SHADED CIRCULATION PATHS.

THE NEW COURTYARDS AND PLAZAS ADJACENT TO THE NEW RESIDENCE HALLS SHOULD BE CONFIGURED FOR THE INTERACTION, OUTDOOR COMFORT, SECURITY, AND A RICH VISUAL QUALITY. ADDITIONAL SHADE STRUCTURES SHOULD BE INCORPORATED INTO THE SPACE. UTILIZE THE CAMPUS STANDARDS FOR LIGHTING, SITE FURNITURE AND MATERIALS.

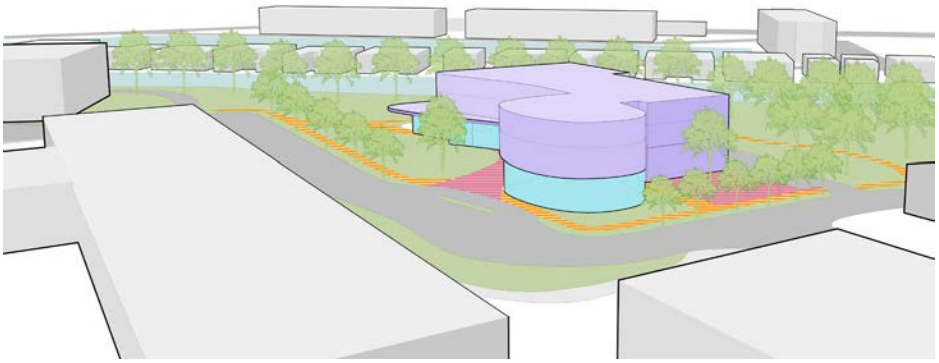


FIGURE 4.11 NEW STUDENT SERVICES AND ACADEMIC BUILDING ACTS AS A NEW CAMPUS GATEWAY FROM NE 130TH STREET

STUDENT HOUSING

Other than Biscayne Commons, a property that was newly built in 2011, the university's housing inventory is comprised of properties that were rehabilitated and re-purposed from previous owners. Flamingo Hall's rooms were once patient rooms at North Miami General Hospital, and the university's apartment style residence halls were once private apartment units. These investments helped support the university's rapid enrollment growth beginning in the mid-1990s; however, many of these properties have significant infrastructure issues and do not offer an ideal setting for contemporary student residence halls.

The university offers two types of housing facilities: traditional freshman residences (no kitchens) and upperclassmen, apartment style housing. To accommodate future growth and student demand for quality residential housing, the university has determined that future investment needs to be made in apartment style facilities. As such, the majority of the rooms at the future Palm Gardens and Biscayne Commons II residence halls will be apartment style.

Keeping the same ratio of dormitory students to commuter students (57%), the demand for beds will rise to 1,282, assuming a maximum enrollment of 2,250. Additional housing facilities will be pursued in alignment with the campus master plan, dependent upon enrollment and housing participation trends.

Today, dormitories are concentrated at both ends of the campus. On the south end are Biscayne Commons, Palm Gardens, Tropical Pointe and Arch Creek Place. On the north side are the University Center whose upper floors houses Flamingo Hall, Lakeside Towers and Emerald Lake Hall. The university has operated many of these properties at a higher capacity above the current capacities in the past. These capacities have been adjusted to create better living environments. Should it be necessary to do so, density can be temporarily increased to accommodate additional student growth.

The university brings together diverse people to live together and learn from one another. It has created an extensive and integrated campus that is rich in spaces and places for contemplation and conversation that is essential to fostering a productive community life for the campus. To that end the university has and will continue to:

Goal 1: Assist all students in securing adequate, affordable on- and off-campus housing.

OBJECTIVE 1.1 PROMOTE HOUSING AVAILABILITY AND SUPPLY

Actively plan with local community and development partners for the availability of an adequate supply of affordable housing units and support facilities both on- campus and off-campus.

Policy 1.1.1 On-campus housing

Provide a variety of residential unit types to reflect user preferences and particular student classifications.

Provide support services and facilities within each housing development to include:

- Meeting and study space
- Nearby parking space consistent with parking standards
- Recreation and open space commons

Policy 1.1.2 Off-campus housing

Monitor the anticipated adequacy and affordability of off- campus housing to serve the needs of students, faculty and staff through annual campus survey

Work with the City of North Miami, and Miami Dade Planning Department to assure that sufficient off- campus affordable housing is available to students, faculty and staff by:

- Monitoring the supply, cost and suitability of off- campus housing, including rent levels
- Establishing a registry of off-campus housing providers
- Consider development of a "roommate finder" service

Goal 2: Unify the diverse student housing complexes so that they have an overall Johnson & Wales University identity

OBJECTIVE 2.1

Remove or Improve Substandard Housing:

Monitor and evaluate housing deficiencies and ensure the timely elimination of substandard student housing and the infrastructure (electrical, mechanical, plumbing, etc.) and aesthetic improvement of existing student housing.

Policy 2.1.1

Provide handicapped accessible units, in compliance with Americans with Disabilities Act for no less than five percent of on-campus housing.

Policy 2.1.2

Annually monitor the condition, deficiencies and repair needs of existing housing consistent with the policies and procedures established by the Facilities Management Department.

OBJECTIVE 2.2:

Unify residential appearance by integrating new residence halls within existing student housing areas.

Policy 2.2.1

The master plan calls for the potential expansion in residence halls on two sites, including the current site of Palm Gardens Residence Hall and the north end of the Biscayne Commons complex. Both of these new developments will feature a high percentage of apartment style housing to replace some of the aging apartment style units that are currently in use.

Objective 2.3

Activate ground levels with student activities

Integrate residence hall ground levels with activities and type of programs that contribute to student life experience and provide safe pedestrian environment.

Policy 2.3.1

Create open spaces related to student housing and student recreation. Design landscape to create small, intimate gathering spaces as extension of the ground level meeting spaces.

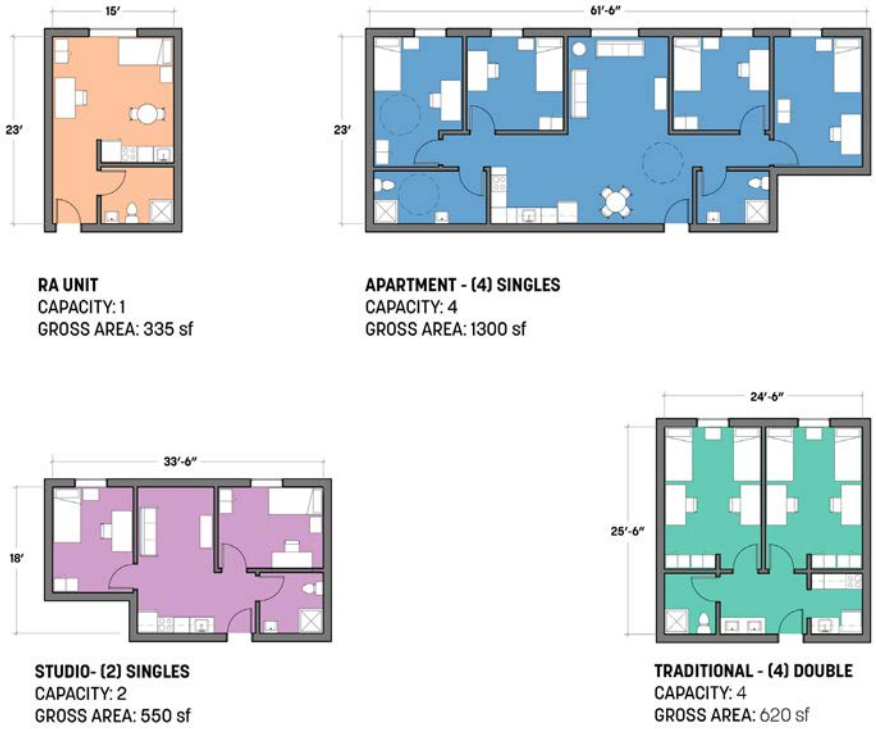
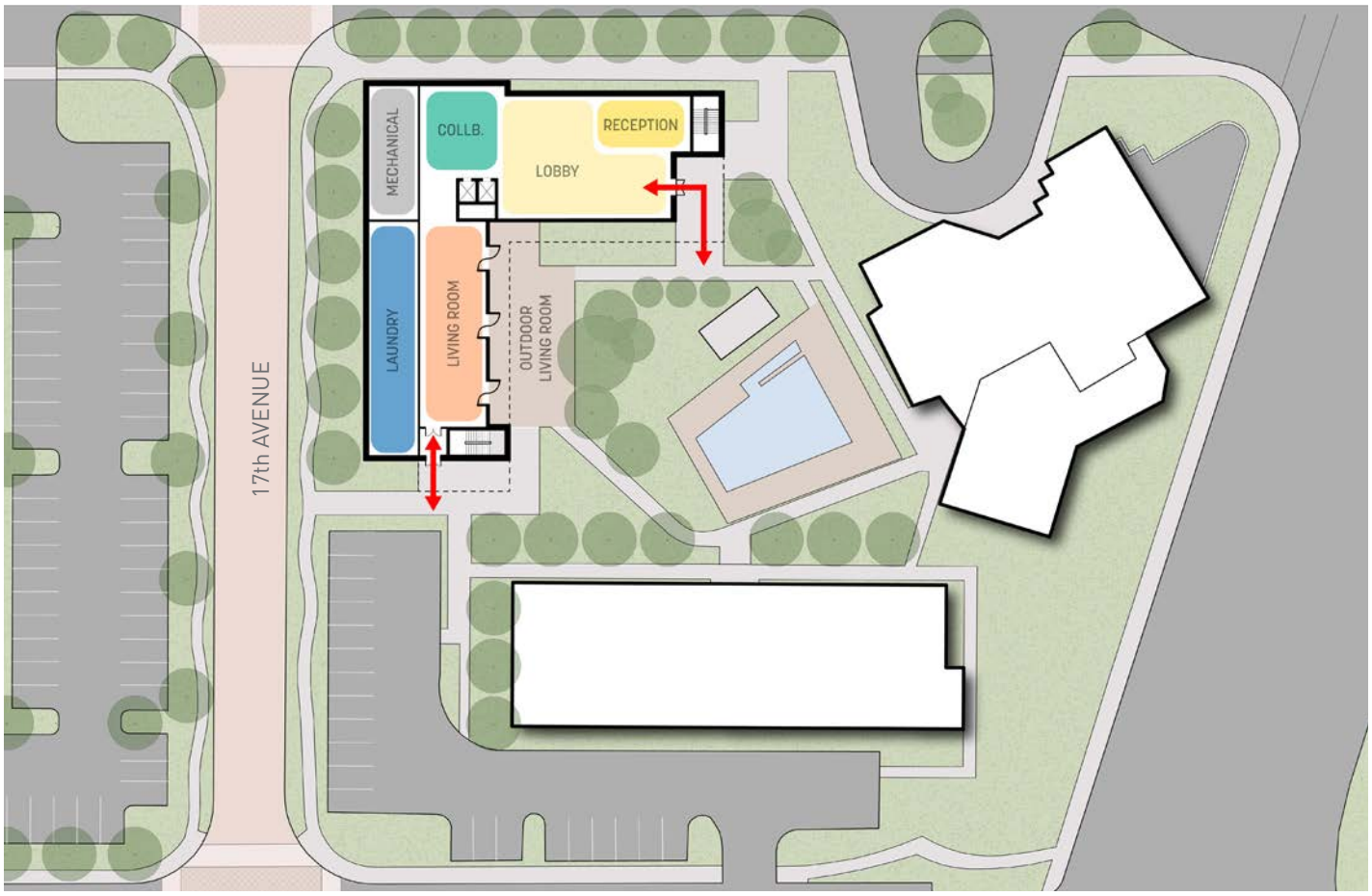


FIGURE 4.12 UNIT TYPOLOGY FOR NEW RESIDENCE HALLS



GROUND LEVEL



TYPICAL LEVEL

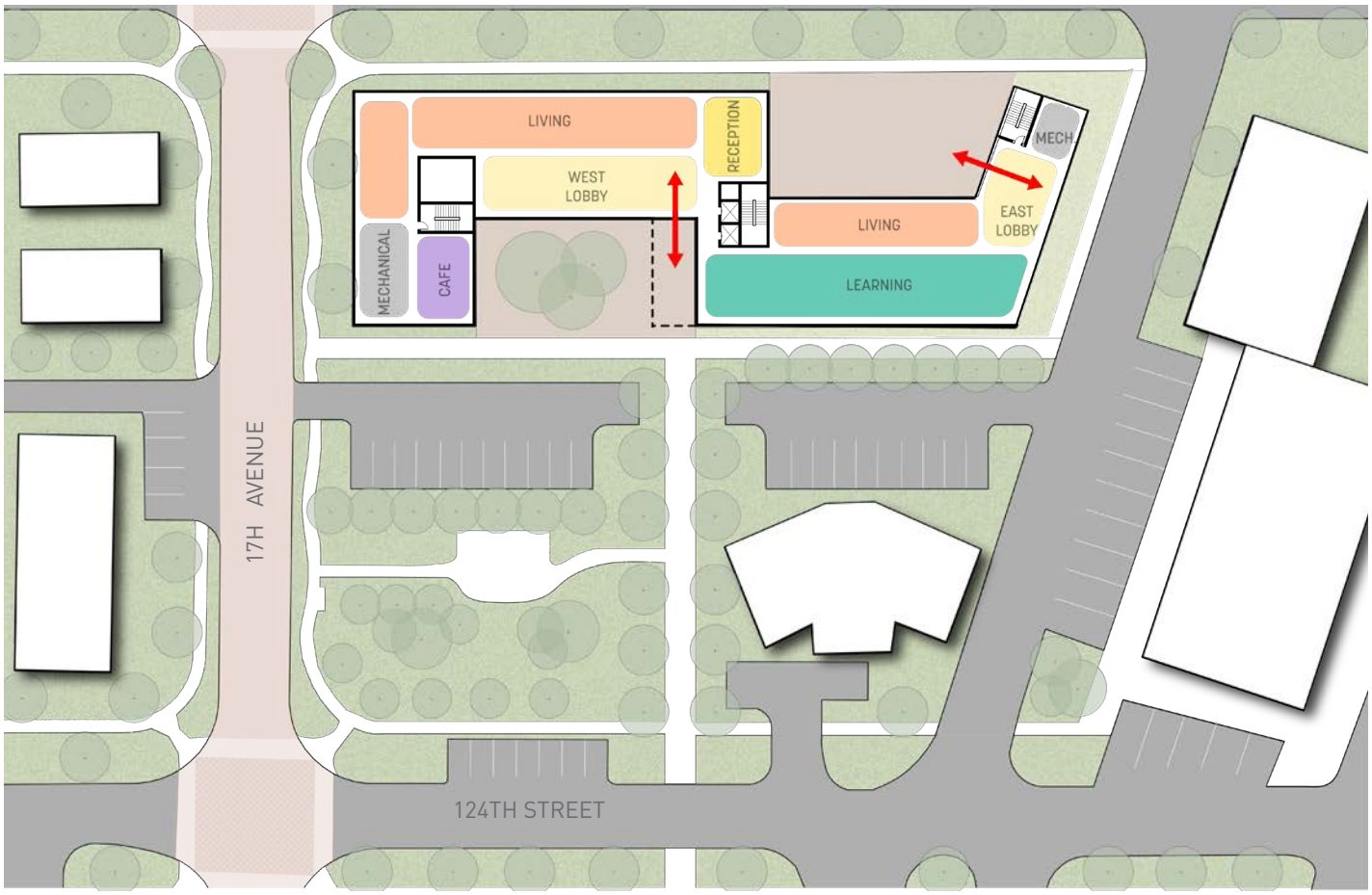


VIEW OF BISCAYNE COMMONS II WITH A VIEW OF NEW PALM GARDEN RESIDENCES IN BACKGROUND

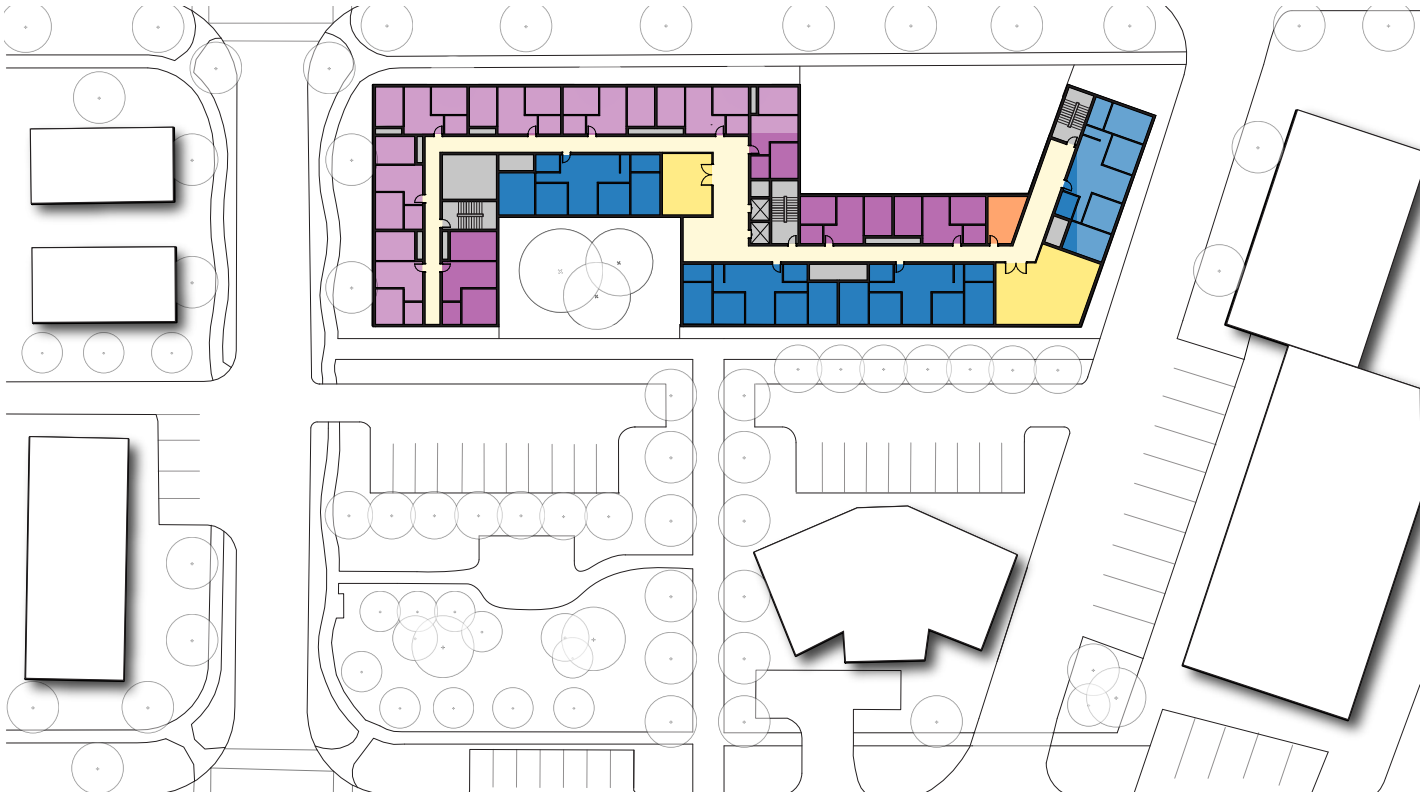
BISCAYNE COMMONS II

The Biscayne Commons II site was identified in the 2013 master plan update, but the site has been slightly reconfigured. The new residence hall placement along 17th Avenue positions buildings closer to the street , reinforces the street edge and incorporates canopy trees with shaded circulation paths.

The blurring of academic and social space on campus continues, and residential life spaces are at the forefront of this intersection. Ground level spaces and programs are built around unique student communities, and support academic goals, lifestyle choices, and collegiate needs. These aspects add to a holistic experience where students feel integrated and engaged in campus life.



GROUND LEVEL



TYPICAL LEVEL



PALM GARDENS

PALM GARDENS RESIDENCE HALL

Palm Gardens Residences and the Campus Safety & Security building have limited lifespan. The latest construction analysis found the renovation to be cost prohibitive. The master plan anticipates removing the buildings and replacing them with a new residence hall. The ground level will accommodate Campus Safety & Security, and various student life uses such as learning area, laundry room, shared kitchen and student lounges. Approximately 250 beds will be distributed on seven residential levels.

Ground level will accommodate student meeting and programming space, offices, computer labs, and student lounges, providing a holistic living and learning space for the students in these facilities.



STUDENT LIFE AND ACADEMICS

The student experience encapsulates living, socializing, dining, studying, and informal academic activities, both on and off-campus. The quality and flexibility of these spaces directly contributes to student happiness and success.

The building at the Arch Creek Field site is a hybrid building, a new breed of student life buildings that are catering to a diverse group of users on campus. It has emerged from the combination of a holistic model for teaching and learning, the amenities of student life and recreation-oriented programs, and the need of most campuses to optimize academic programs, resource and space utilization.

The Student Life and Academics Building creates a programmatic and visual hub for student life and community outreach. Located at the NE 130th Street, and visible from Biscayne Boulevard, creating a campus gateway from the north. The lecture hall, with its unique circular shape is the first part visible s visitors approach the campus from Biscayne Boulevard. The first level is transparent and purposefully student centered—collaborative and fun with loft-like, open qualities and flexible furniture that can spread on outside plaza. Café and student commons animate the primary circulation path.

Other uses are arranged by floor—from active and social first level, to quieter areas for administration and admissions on second level, and classrooms and faculty offices on the top level. Each floor has a part of un-programmed space that can be adapted for informal studying, lounging, and socializing.

0. Drop Off Area Plaza

1. Event Space

2. Main Entry

3. Cafe

4. Computer Lab

5. Student Commons

6. Student Services

7. Self-Service Terminals

8. Lecture Hall

9. Mechanical Hall

10. Shipping & Receiving

11. Mail Room

12. Storage

13. Catering

14. Admissions

15. Administration

16. Student clubs

17. Classroom

18. Conference Room

19. Faculty offices

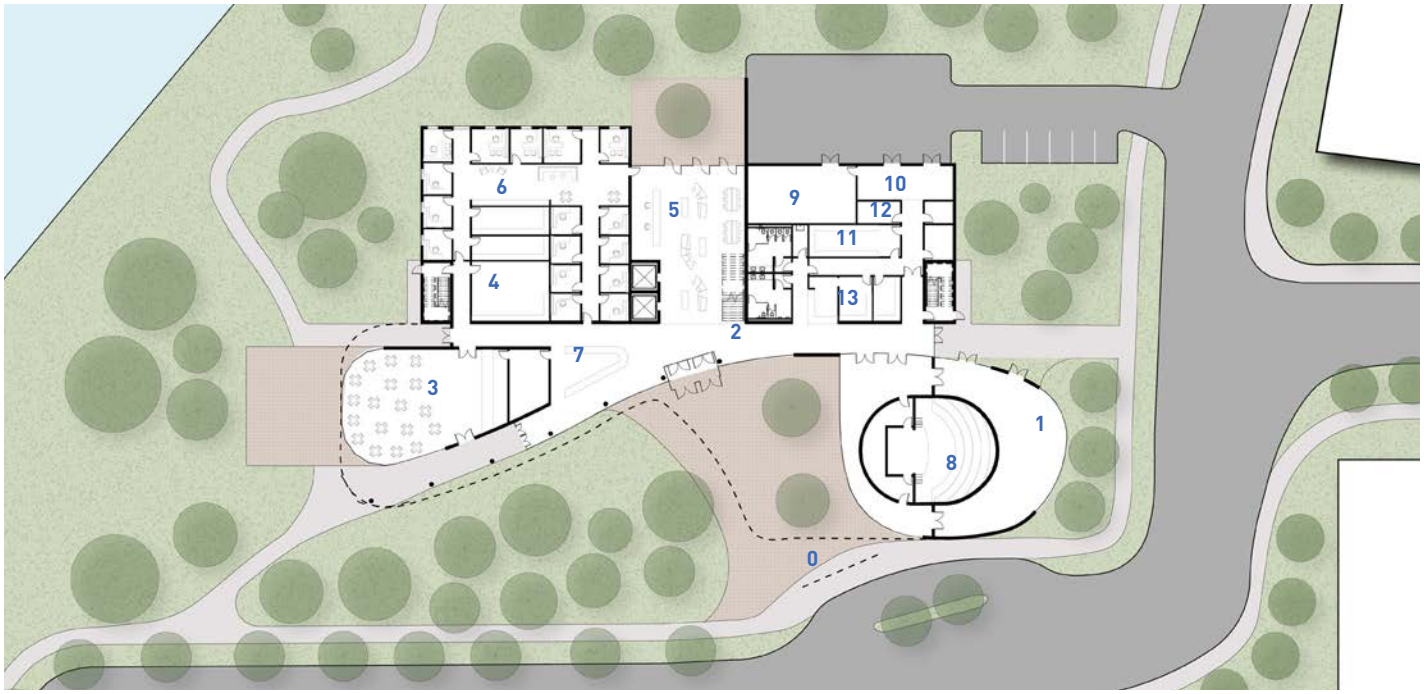
20. Collaboration space



LEVEL 3



LEVEL 2



LEVEL 1

SECURITY ELEMENTS

College and University environments often appear to be in a state of change and the increased risks for safety and security have been elevated due to local, regional, and world events. In the past, educational facilities were viewed as "Safe Places" and void of major crimes for the most part. However, we have seen a remarkable increase in violent and often random acts of violence on academic campuses across the United States over the last 20 years. As a result administrators and security professionals have had to adjust their thinking to recognize the new threats to our academic campuses.

One of the most often stated trends in the academia setting with regards to safety and security is that of being proactive. In the past academic administrators were more in a reactive mindset, and with all fairness everyone believed that a school setting was safe and without serious risks. However, the times have changed and so has our mindset.

OBJECTIVE 1

Emergency Response & Access

Johnson & Wales campus is an open environment within North Miami's urban setting. Pedestrian and vehicular traffic are not restricted.

There is no need to increase on-street parking within the core campus streets. Streets are wide and not congested to ensure that first responders have the access that they require in an emergency.

This ensures that first responders can bring their vehicles and equipment as close as possible to any emergency situation without delay or any encumbrances. Additionally, the campus has ample free parking in its various lots.

Policy 1

Review yearly the vehicular and pedestrian traffic flow on campus, so as to ensure that emergency services have unrestricted access to all buildings at all times, even during periods of time when there are large groups of guests on campus for things such as graduation day or move-in/move-out day.

Policy 2

Enforce fire lanes and maintain them properly marked.

Policy 3

Maintain emergency blue phones throughout the campus per North Miami regulations.

Policy 4

Continue with regular active shooter drills with North Miami Police to familiarize law enforcement with JWU's physical environment.

OBJECTIVE 2
Campus Lighting

Exterior lighting is an important aspect of natural surveillance, basically the better the lighting levels the easier it is for anyone to see into or throughout an area. It is also crucial for the use of security cameras, as even though they may have low light level capabilities, the quality of video will be diminished as the light levels are decreased.

For the residents, students, faculty and staff, exterior lighting is more than the character of the campus; it is an important part of their actual or perceived safety and security. A well lit area will draw people to those areas for safety, where a poorly lit area can be a magnet for those that want to be concealed and possibly cause harm to a student, staff, or faculty member.

The Illuminating Engineers Society of North America has published guidelines for the lighting levels of areas such as parking lots, walkways, building entrances and so on.

Policy 2.1

As new construction and renovation projects come on line, install design campus lighting in accordance with Illuminating Engineering Society of North America (IESNA) G-1-03, Guideline for Security Lighting for People, Property, and Public Spaces. These guidelines are widely accepted and have taken into consideration all aspects of exterior environments and activities desired.

LIGHTING LEVEL RECOMMENDATIONS:

LOCATION	RECOMMENDED LEVELS
Parking Lots	2.0- 5 Foot Candles
Pedestrian Entrances	5 Foot Candles
Walkways/ Sidewalks	9 Foot Candles
Building Exteriors	10 Foot Candles
Resort Roadways/ Traffic lanes	.5-2 Foot Candles
Loading Docks	.2-5 Foot Candles
Loading Docks Bay	15.0 Foot Candles
Vehicle Entrances	10 Foot Candles
Open Areas	2.0 Foot Candles

Policy 2.2

Maintain campus lighting by:

- Replacing the light bulbs as soon as they start losing their initial strength.
- Cropping trees and bushes if they overgrow and block the source of light.
- Cleaning lenses to ensure that lighting is not diminished by dirt or insects.
- Performing periodic assessments to make sure conditions for safety.

OBJECTIVE 3

Security Cameras Surveillance

Security cameras are meant to be a visual assessment or visual documentation tool. Video records can and often are the best means of ascertaining the facts but they cannot tell the whole story. However, they can often be more reliable than a person witnessing the same event in person.

Policy 3.1

Maintain security cameras at

- all Entrance/Exits for all buildings; not all exits need to be covered, such as fire exits that are not often used. Locations should be based on the risk potential for that location, and the probability of an incident occurring.
- all exterior gathering areas, such as courtyard, plazas, picnic areas, and other areas designed and intended for the use of students or staff.
- vehicular entrances to the garage, so as to capture a clear image of all vehicles entering the property. These cameras will have to have low-lighting features, and should be pointed at the side and rear of a vehicle, so not to be rendered ineffective due to the vehicle's headlights. It is also preferred to be positioned so as to read the license plate of the vehicle.
- at parking lots: these cameras can often be used as a tool to assist people walking to and from their cars.

OBJECTIVE 4
Landscaping

All areas where an adult could conceal or hid completely must be mitigated.

Policy 4.1

The vegetation should be trimmed so that a person on the sidewalk, or at the door, could see clearly into the landscaped area for their safety.

Policy 4.2

Trim or remove all landscaping materials (e.g. trees, bushes, shrubs, flowers...) that obscure, either partially or completely, the exterior lighting in the parking lots, walkways, building entrances, or campus streets, or that offer an area of concealment.

OBJECTIVE 5
Security Access

- Secure exterior of all buildings 24/7 with electronic access control
- Secure all resident's dormitory rooms with electrical access control.
- Review the vehicular and pedestrian traffic flow on campus, so as to ensure that emergency services have unrestricted access to all buildings at all times, even during periods of time when there when there are large groups of guest on campus for things such as sporting events. (See Figure 3.3)

TRANSPORTATION ELEMENT

Prior to 2005, the Johnson & Wales University (JWU) campus was comprised of a grid of streets for automobiles with associated parking. It was not pedestrian friendly and the campus infrastructure for safety and security was underdeveloped. Since that time, JWU placed campus safety and the creation of a pedestrian friendly environment as its highest priorities within the master plan.

JWU has worked closely with the North Miami City Council, the City of North Miami Community Planning and Development, and the Public Works departments to implement significant enhancements to the campus through right of way improvements, infrastructure improvements, and the creation of paver-bricked plazas and malls for students and the community to enjoy.

JWU has also been operating a car sharing program for several years and has established a bike sharing system. The current Zipcar program has been successful with the community as well as students. Zipcar estimates that each vehicle in their fleet takes 13 single occupant vehicles off the roadway. Additionally, JWU has increased on-campus housing in recent years which reduces vehicular activity/ parking for educational purposes.

The improvements made through the master plan have transformed the campus into a safer, more sustainable, and more visually appealing pedestrian environment.

Goal 1: Develop comprehensive solutions for traffic circulation and parking that ease congestion and promote safety.

OBJECTIVE 1.1: Provide urban design principles that prioritize safety and the pedestrian experience on campus.

Policy 1.1.1: Locate parking in peripheral and convenient structures with clear pedestrian links to the interior of the campus.

Policy 1.1.2: Control traffic flow throughout key locators on the campus so that it is secondary to the pedestrian system.

OBJECTIVE 1.2: Evaluate future needs for increased roadway capacity and parking.

Policy 1.2.1: JWU will coordinate with the Florida Department of Transportation (FDOT) and Miami Dade County/City of North Miami to provide sufficient capacity at access points to the campus.

Policy 1.2.2: JWU strives to minimize parking needs through Transportation Demand Management (TDM) strategies (see Objective 4.1). However, it will continue to evaluate the need for parking and will construct future facilities, as necessary.

OBJECTIVE 1.3: Strengthen the existing signage system that supports efficient traffic circulation.

Policy 1.3.1: Develop additional signage, as needed, that directs vehicular traffic to near-by parking to reduce congestion.

Policy 1.3.2: Develop a wayfinding signage system that differentiates vehicular signage from pedestrian signage through size and color.

Goal 2: Encourage the use of mass transit to reduce single occupant vehicles on campus, promote efficient mobility and reduce greenhouse gas emissions.

OBJECTIVE 2.1: Encourage the use and enhancement of current transit systems.

Policy 2.1.1: Continue to encourage the use of the Metrobus and/or NOMI free shuttle to access campus. Information on routes and schedules will be advertised on campus and provided to students at orientation.

Policy 2.1.2: Continue to work with local transit providers to enhance service wherever possible. This may include expanding service area, increasing frequency, relocating bus stops if necessary, or enhancing existing bus stops with benches shelters or shade.

OBJECTIVE 2.2: Coordinate on future mass transit improvements with local and regional agencies.

Policy 2.2.1: Coordinate with Miami-Dade County and the City of North Miami to ensure that Metrobus and/ or NOMI free shuttle service provides a convenient connection from campus to the proposed transit station for the Tri-Rail Coastal Service along NE 125th Street and the FEC railroad.

Goal 3: Encourage the use of non-motorized forms of transportation to reduce greenhouse gas emissions and encourage a healthy lifestyle.

OBJECTIVE 3.1: Increase the availability of pedestrian spaces on campus.

Policy 3.1.1: JWU has prioritized the pedestrian environment on campus with the creation of pedestrian malls such as the catwalk and residence pedestrian mall. JWU will continue to create pedestrian friendly areas where feasible, in the design of new facilities.

Policy 3.1.2: JWU has also made significant enhancements to the campus through right of way improvements and the creation of paver-bricked plazas. JWU will continue to seek opportunities to increase open space within the campus. This will increase safety, encourage pedestrian activity and add to the cohesive character of the campus.

OBJECTIVE 3.2: Increase the quality of existing pedestrian areas.

Policy 3.2.1: Install pedestrian signals and additional lighting at the pedestrian crosswalks along NE 126th Street and NE 127th Street.

Policy 3.2.2: Continue to seek opportunities for streetscape improvements such as additional lighting, vegetation, and street furniture, where feasible.

Objective 3.3: Create a safe and pedestrian-friendly environment aligned with Crime Prevention through Environmental Design (CPTED) principles.

Policy 3.3.1: Design clearly defined exterior spaces for pedestrian use.

Policy 3.3.2: Design well-defined pedestrian interconnections through the campus.

Policy 3.3.3: Close or limit vehicular traffic on campus streets that are heavily used by pedestrians.

Policy 3.3.4: Install traffic calming devices at key locations on campus to reduce vehicular traffic and speeds and encourage pedestrian activity.

Policy 3.3.5: Develop a hierarchy of street and sidewalk profiles that encourages pedestrian movement.

OBJECTIVE 3.4: Encourage the use of other non-motorized vehicles.

Policy 3.4.1: JWU currently has and will continue to support a university policy that encourages the use of bicycles and skateboards on campus.

Policy 3.4.2: JWU will provide supporting facilities such as bike racks at key locations throughout campus.

Policy 3.4.3: JWU will add bicycle facilities to all new street work, and JWU will seek to add bicycle facilities to the existing roadway network, wherever feasible.

Goal 4: Develop comprehensive solutions to reduce the number of single occupant vehicles and the need for parking on the campus.

OBJECTIVE 4.1: Establish TDM strategies that encourage the use of alternative modes of transportation (mass transit, carpooling, walking and biking) to commute to campus.

Policy 4.1.1: Car sharing has been operating for several years and will continue to operate on campus.

Policy 4.1.2: JWU has established and will continue to operate a bike share system in coordination with LimeBike and the City of North Miami. JWU will evaluate current stations and seek to expand and/or relocate stations, as appropriate.

Policy 4.1.3: JWU offers discounted transit passes for students who opt to use nearby bus service.

Policy 4.1.4: Continue to coordinate with existing and future transit providers to provide reduced transit fares or transit passes for college students, and work to develop a Corporate Discount Program that may be used by faculty and staff.

Policy 4.1.5: JWU will evaluate the need for additional on-campus housing in order to reduce vehicular activity/ parking for educational purposes.

Policy 4.1.6: JWU will evaluate the expansion of online programs that allow students to get a quality education without commuting to campus on a regular basis.

Policy 4.1.7: JWU will promote the existing Florida Department of Transportation's South Florida Commuter Services program, where carpool members may search for schedule and location of other users to share rides. Carpooling will also be encouraged through the provision of easily accessible parking spaces for these vehicles.

Goal 5: Support the interrelationship of the City and campus context.

OBJECTIVE 5.1: Develop urban design principles that connect the campus to the City.

Policy 5.1.1: Design and create gateways to the campus.

Policy 5.1.2: Distinguish pedestrian and vehicular entrances through urban design elements.

Policy 5.1.3: Give the campus a visible presence on streets bordering the campus, particularly Biscayne Boulevard.

Policy 5.1.4: Coordinate with the City of North Miami on the provision and design of additional pedestrian and bicycle facility connections to campus, where feasible.

Policy 5.1.5: Coordinate with the City of North Miami on street improvements along NE 127th Street and NE 126th Street to improve pedestrian and vehicle safety and traffic flow.

CAMPUS LIGHTING

During the last decade JWU has upgraded and unified the street design and significantly improved site lighting across the campus. Older fixtures have been replaced with campus standards and approved by the city.

The standard campus fixtures are the Florida Power, the Light Double Acorn and the Single Acorn. The fixtures provide lighting for safety and security, but also serve as a decorative campus element, which establishes a consistent urban design. Banner posts can be added to notify students of upcoming events and holidays.

Former clamp on post fixtures along NE 125 and NE 124 will be gradually replaced as new developments are implemented.

The existing lighting plan reveals areas deprived of light. The lighting plan proposes new street fixtures along the NE 130th street, sports field on NE 127, sports field on NE 124 and around new developments at Palm

Granville	 Clear/Black	1, 5*	NA or 4	3	60/60	5000K	7,440	B2-U5-G4	ISF 30151P5 GVD2 P30 50K AS 3 N.ies	D5

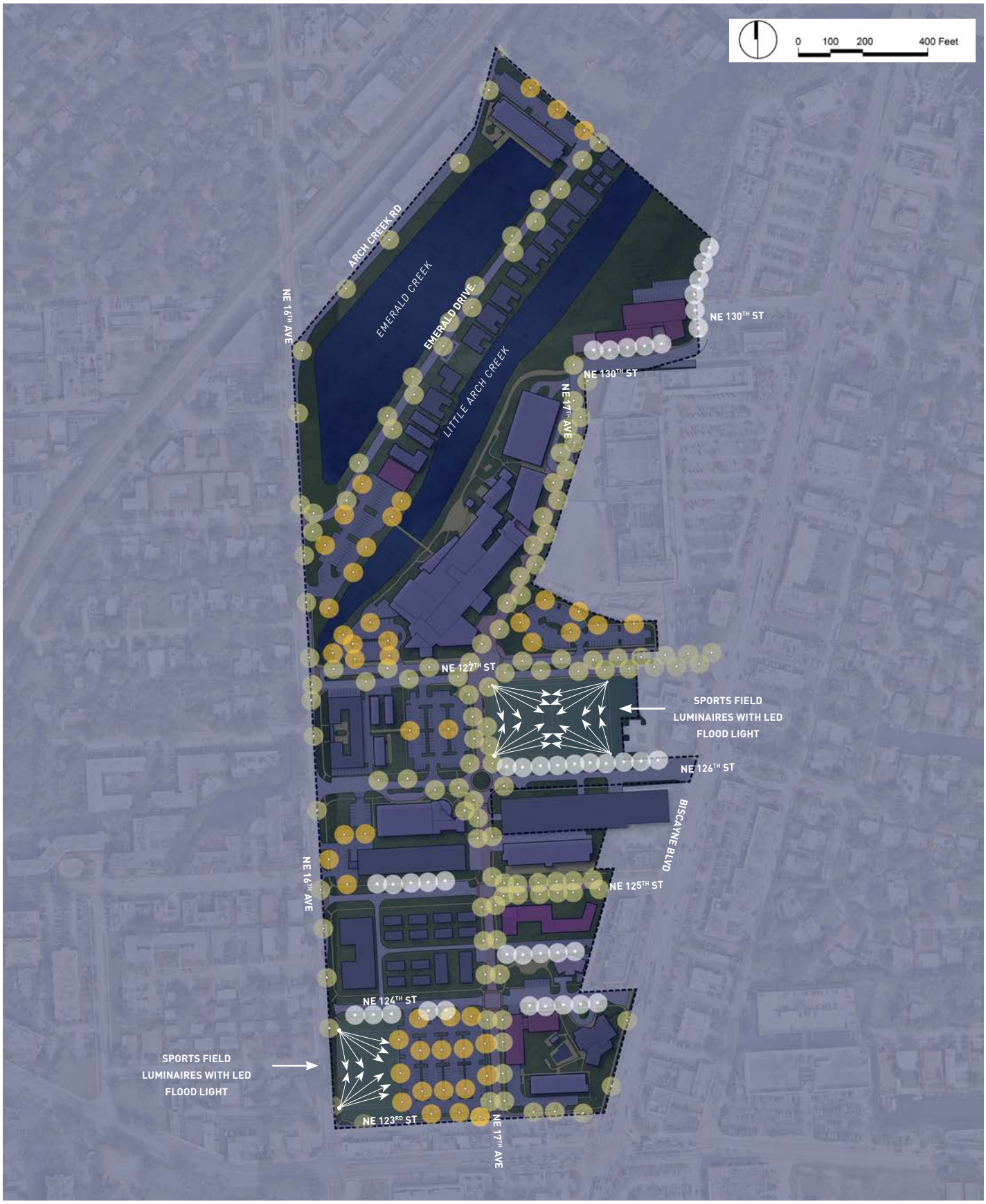


SINGLE ACORN
POLE TYPE: WASHINGTON, 15' TALL
POLE COLOR: BLACK
FIXTURE: ACRYLIC ACORN

LEGEND
EXISTING ACORN LIGHTING
EXISTING POST LIGHTING
CLAMP ON POST LIGHTING

EXISTING LIGHTING PLAN


0 100 200 400 Feet
ARCH CREEK RD
NE 16TH AVE
EMERALD DRIVE
LITTLE ARCH CREEK
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
NE 123RD ST


0 100 200 400 Feet
ARCH CREEK RD
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 16TH AVE
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
SPORTS FIELD
LUMINAIRES WITH LED
FLOOD LIGHT
NE 126TH ST
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
SPORTS FIELD
LUMINAIRES WITH LED
FLOOD LIGHT
NE 123RD ST
NE 17TH AVE

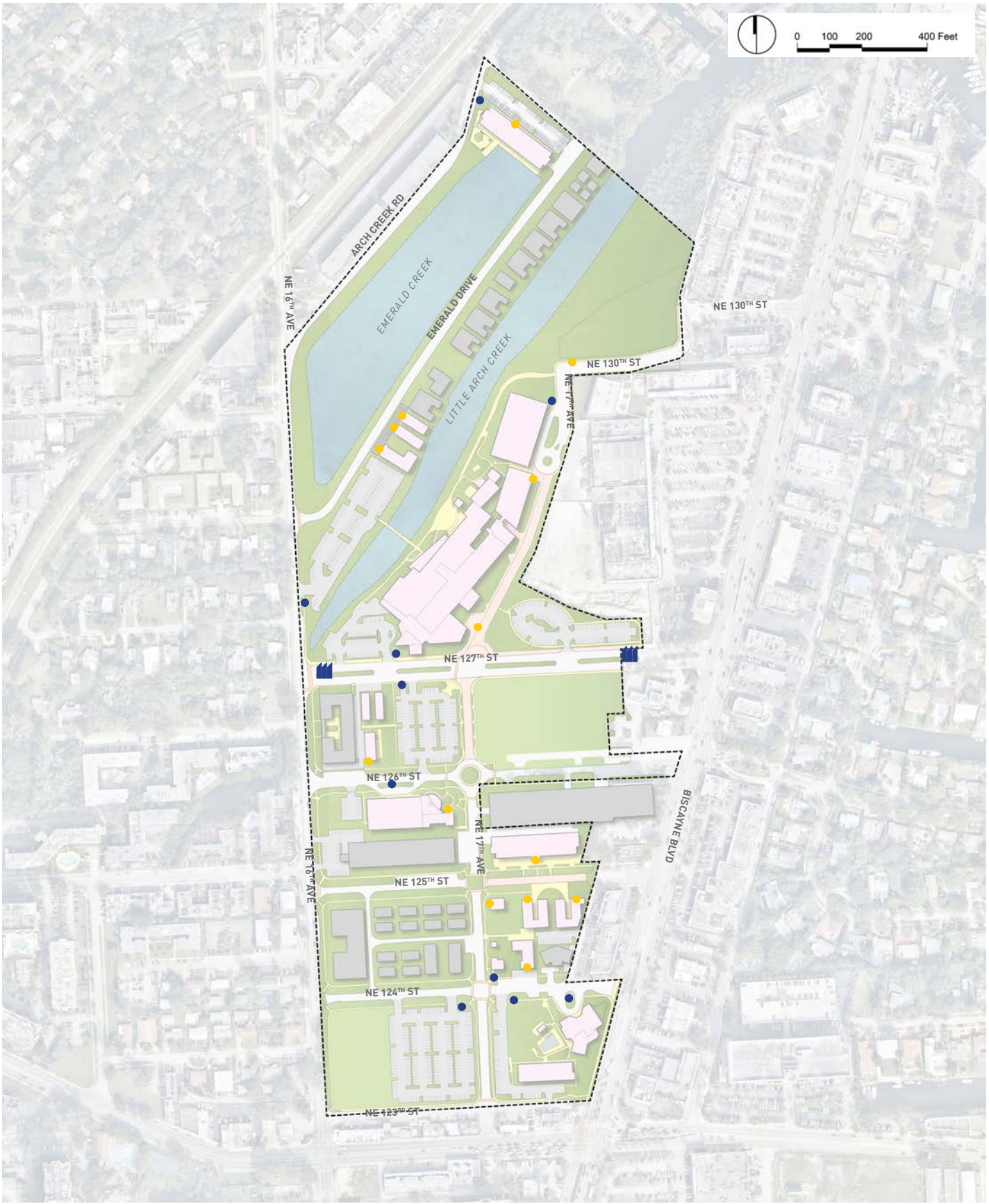
LEGEND

EXISTING STREET LIGHTS

EXISTING PARKING LOT LIGHTS

NEW STREET LIGHTS

PROPOSED LIGHTING PLAN


0 100 200 400 Feet
ARCH CREEK RD
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 16TH AVE
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
NE 123RD ST

CAMPUS SIGNAGE

The current system of campus signage consists of four major sign types, including Gateways, Monument Signage, and on building signs. In addition to these identification elements, Johnson & Wales has implemented on campus custom street signs and upgraded MUTCD signage.

GATEWAY SIGNAGE

This sign type consists of fabricated aluminum panels with flat cut out and vinyl lettering. Currently there are two instances of this sign type, both located in the median of 127th St, flanking the campus at the corners of Biscayne Blvd, and NE 16th Ave.

MONUMENT SIGNS

An aluminum cabinet construction sign, these signs include both building names and parking information based on location. In the case of building use the monument sign in addition to the building name also contains the street address for 911 responders. Signs carry between one and three copy bars, as well as the JWU logo across the top. Where a single bar is used the JWU crest is used as a watermark. These signs are located perpendicular to the roadway they are located on and are double sided.

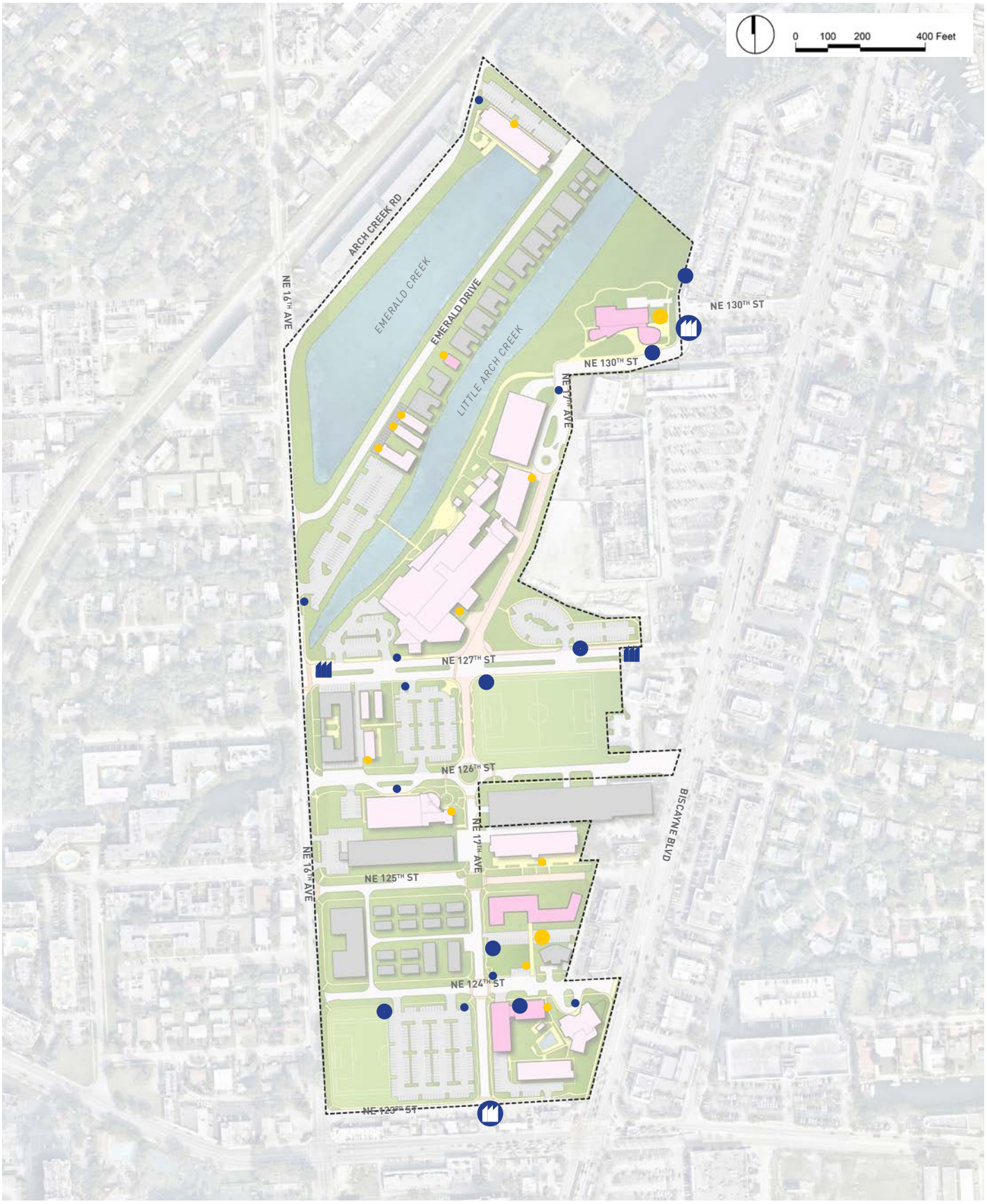
ON BUILDING SIGNAGE

This signs take a variety of forms, from simple letters, to the JWU logo, to building names with Cast Medallions for residence halls. Each location also carries the address number of the building for emergency responders. Signage location is mixed, some facing the adjacent roadways, some serving as identity at the entryways.

LEGEND

- GATEWAY ELEMENT
- MONUMENT SIGNAGE
- ON BUILDING SIGNAGE

FIGURE 5.1 EXISTING SIGNAGE


0 100 200 400 Feet
ARCH CREEK RD
NE 16TH AVE
EMERALD CREEK
EMERALD DRIVE
LITTLE ARCH CREEK
NE 130TH ST
NE 130TH ST
NE 17TH AVE
NE 127TH ST
NE 126TH ST
NE 17TH AVE
BISCAYNE BLVD
NE 16TH AVE
NE 125TH ST
NE 124TH ST
NE 123RD ST

CAMPUS SIGNAGE GUIDELINES

This master plan would maintain the campus signage standards. However, signage would need to be reconsidered and deployed based on new proposed construction, as well as embracing new thoughts on campus circulation.

It is anticipated that there would be a need for 2 new gateways located at the north eastern entry to campus, at NE 130th Street, and at the southern most tip of campus on NE 17th Avenue. These locations will become major entries to the campus from the north and south, and should be identified as such as gateways to the campus.

Additional on building and monument signage will be needed to support new construction and athletics field needs.

A consideration should be made when selecting which sign types should be applied on campus. It is the master plans recommendation that the On Building Signage, be the exclusive sign type for residence halls. Public campus destinations such as the proposed Student Services and Academic building should have both On Building and Monument signage.

It is proposed that a level of signage will identify both the new practice and new soccer fields, these should use a freestanding monument sign, or a derivative of that applied at the entry to the fields.

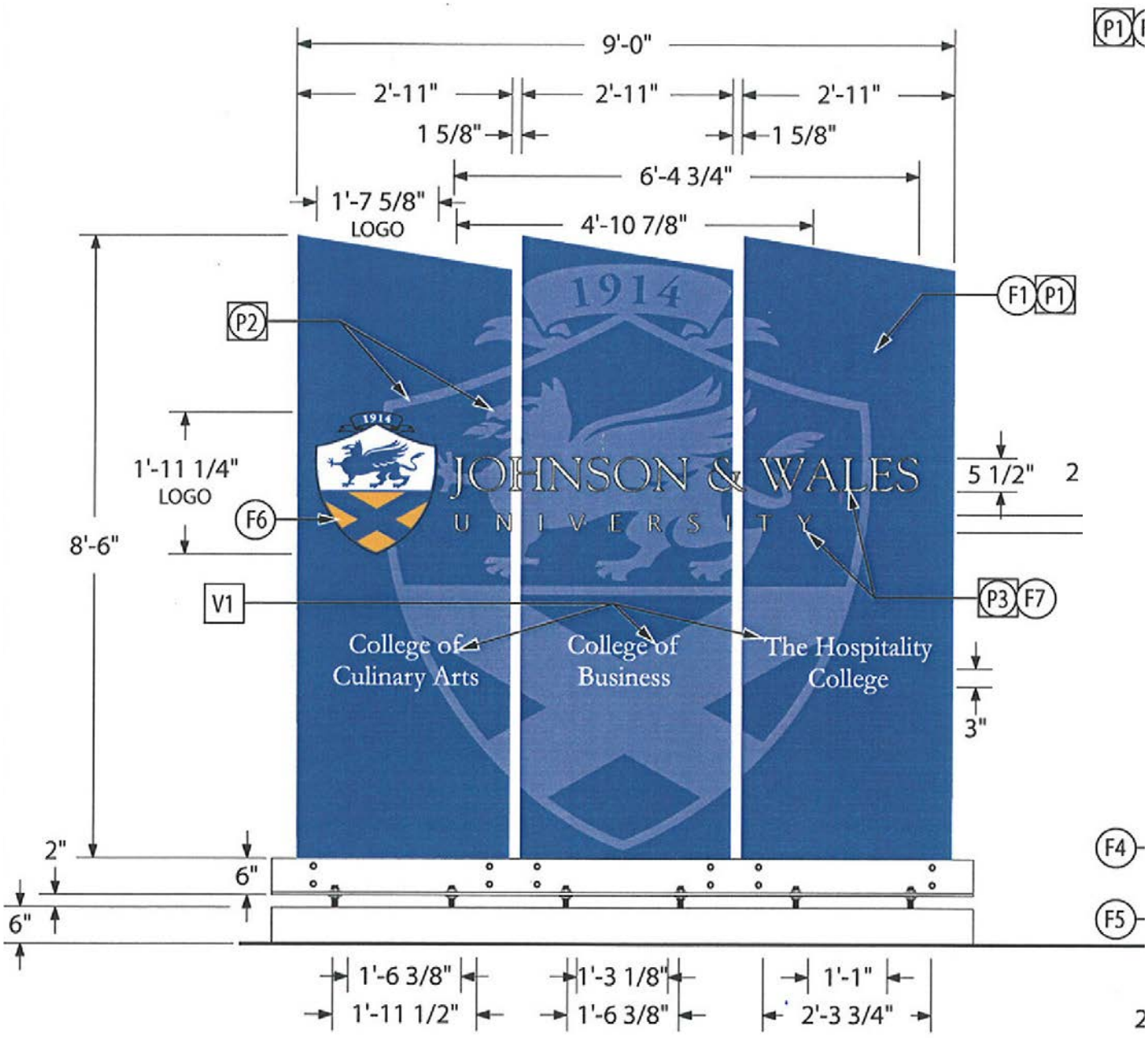
As these fields will also host public events, it would be recommended that parking for each of these fields be clearly delineated and marked with a monument sign.

The university may consider dividing monument signage into two categories. Parking and building identification, as to not confuse visitors, or first time users who are looking for parking for events.

LEGEND

- CURRENT GATEWAY ELEMENT
- CURRENT MONUMENT SIGNAGE
- CURRENT ON BUILDING SIGNAGE
- PROPOSED NEW GATEWAY ELEMENT
- PROPOSED NEW MONUMENT SIGNAGE
- PROPOSED NEW ON BUILDING SIGNAGE

FIGURE 5.2 PROPOSED AND CURRENT SIGNAGE

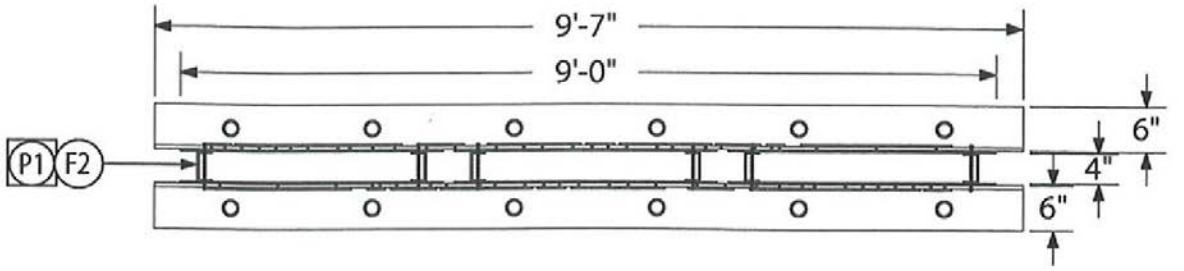

9'-0"
2'-11"
2'-11"
2'-11"
1 5/8"
1 5/8"
6'-4 3/4"
1'-7 5/8"
LOGO
4'-10 7/8"
P1
P2
F1
P1
1914
1'-11 1/4"
LOGO
JOHNSON & WALES
UNIVERSITY
5 1/2"
F6
8'-6"
V1
P3
F7
College of
Culinary Arts
College of
Business
The Hospitality
College
3"
2"
6"
6"
F4
F5
1'-6 3/8"
1'-11 1/2"
1'-3 1/8"
1'-6 3/8"
1'-1"
2'-3 3/4"



THE CAMPUS GATEWAY

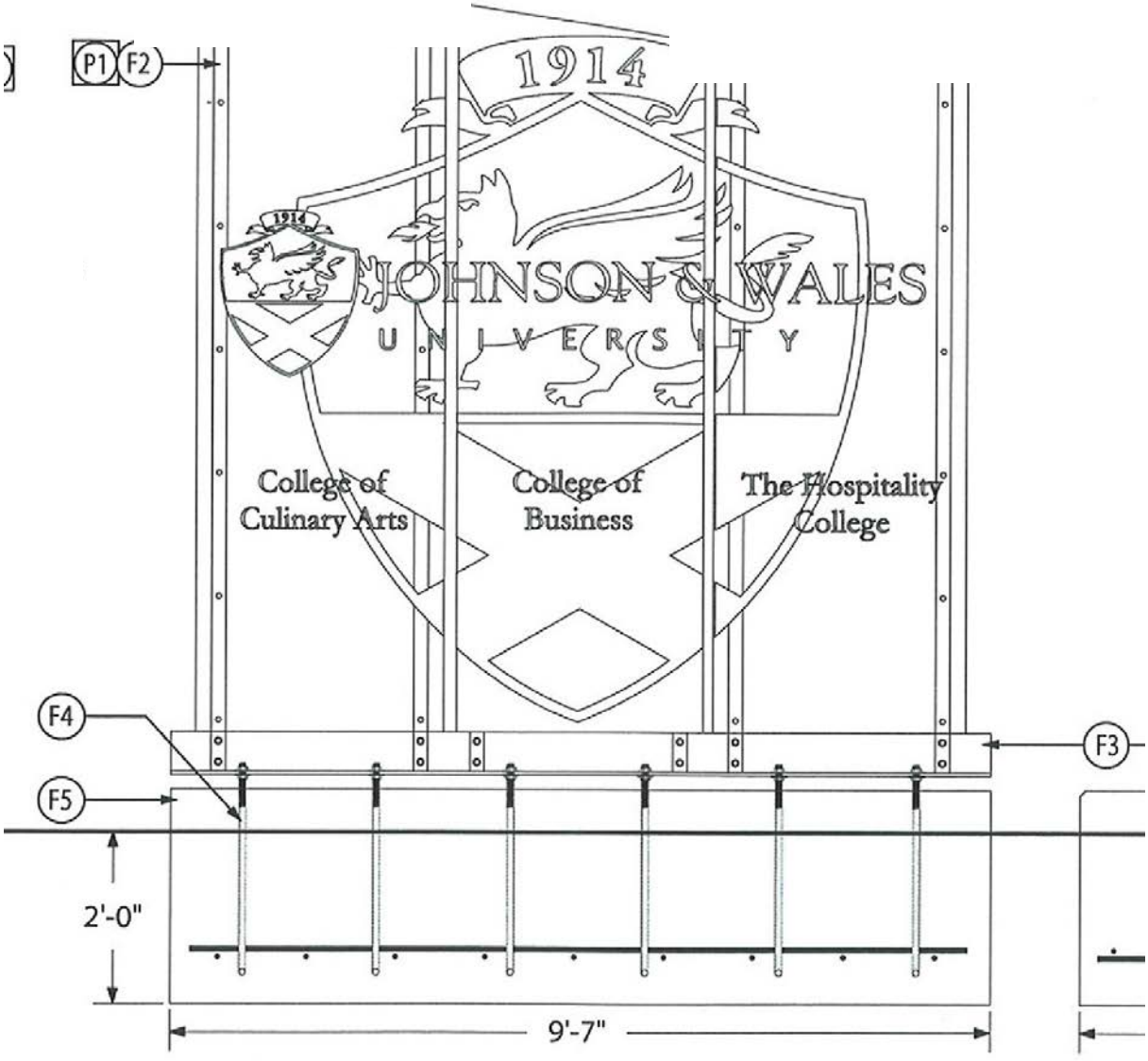
Fabricated aluminum cabinets with applied dimensional and applied vinyl text. Strategically located at major entries into campus.

Lighting: Uplit

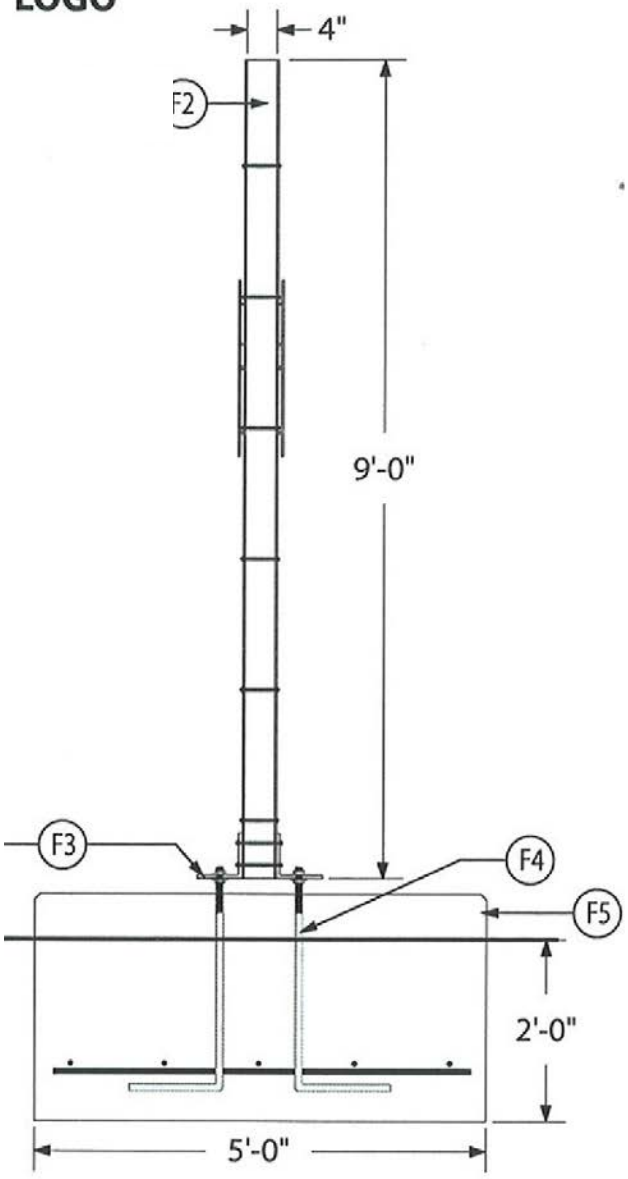


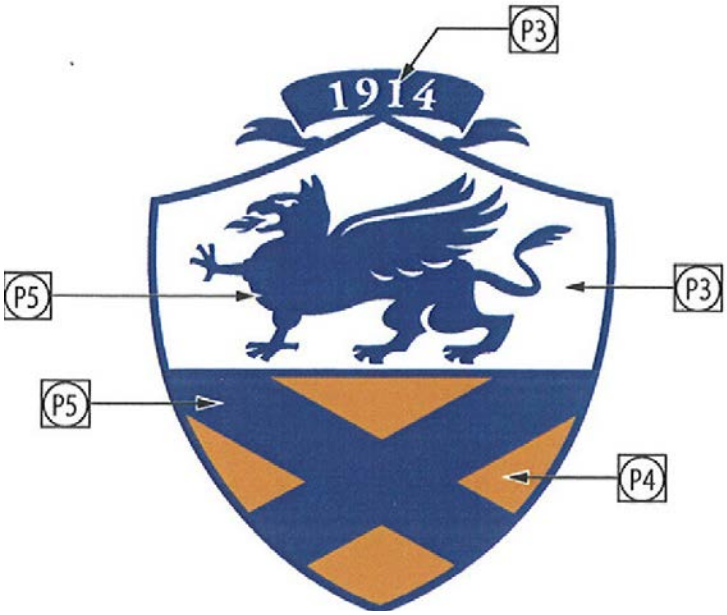
PLAN VIEW

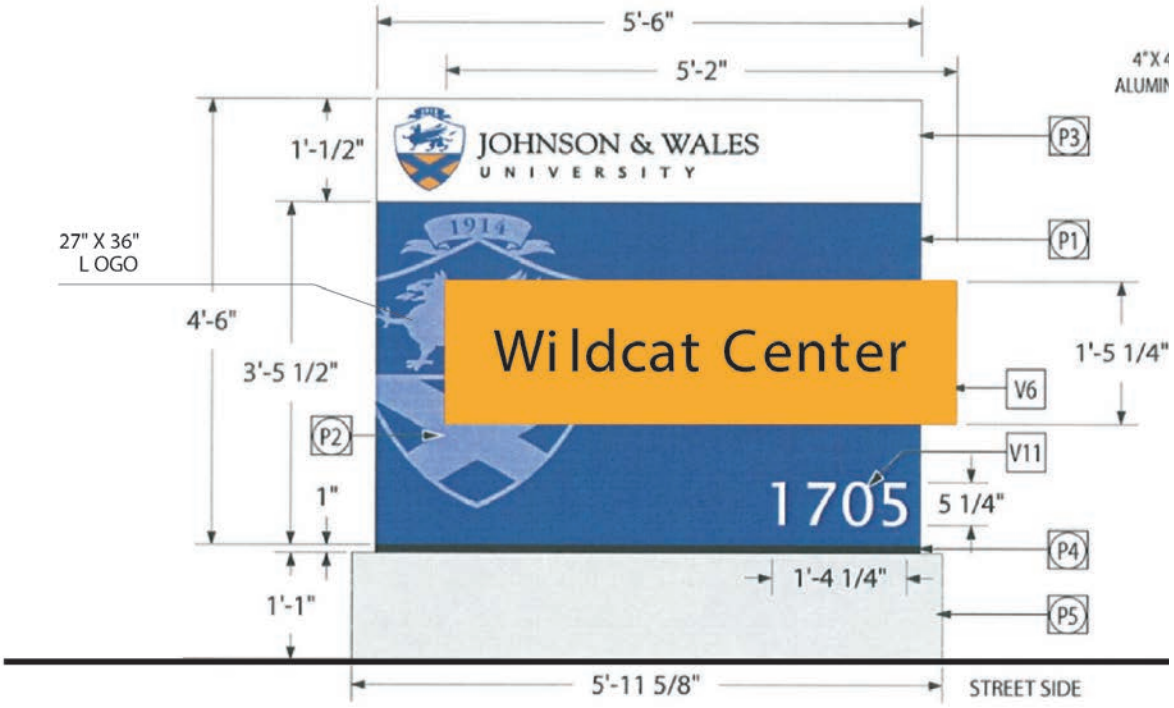
NOTE: MATTE FINISH GPS ON PANELS & SHIELD LOGO



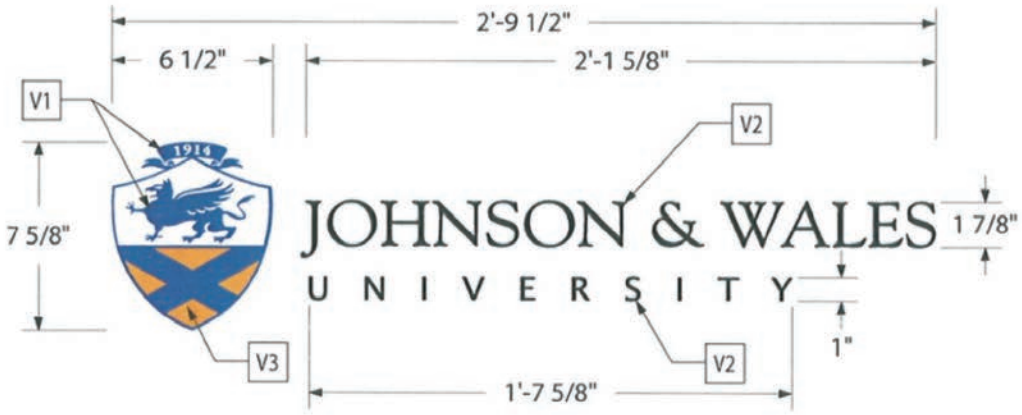
LOGO







FRONT VIEW
SC ALE: 1/2" : 1'-0"



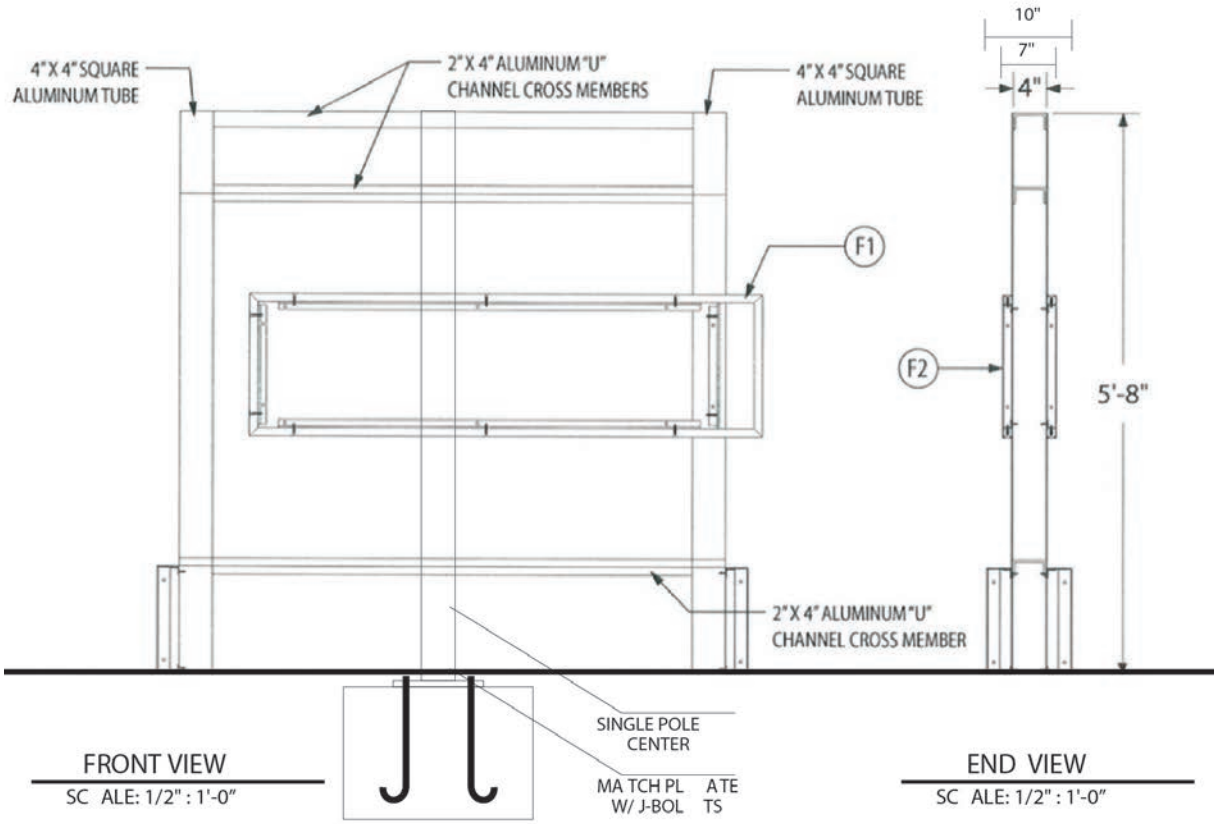
FRONT VIEW
SC ALE: 1-1/2" : 1'-0"

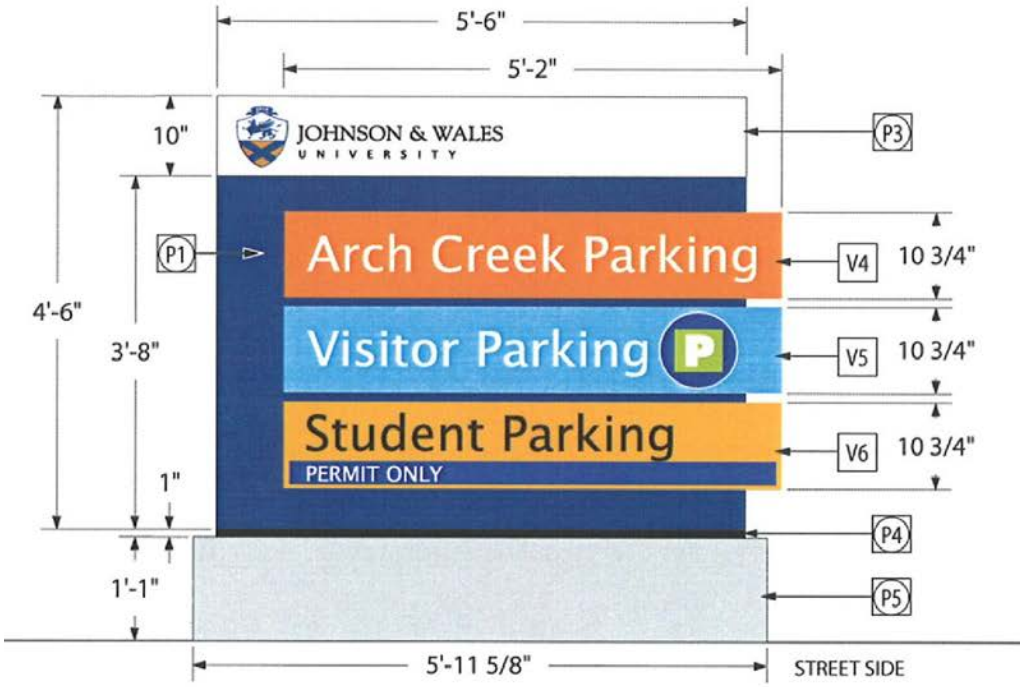


MONUMENT SIGN (SINGLE BAR)

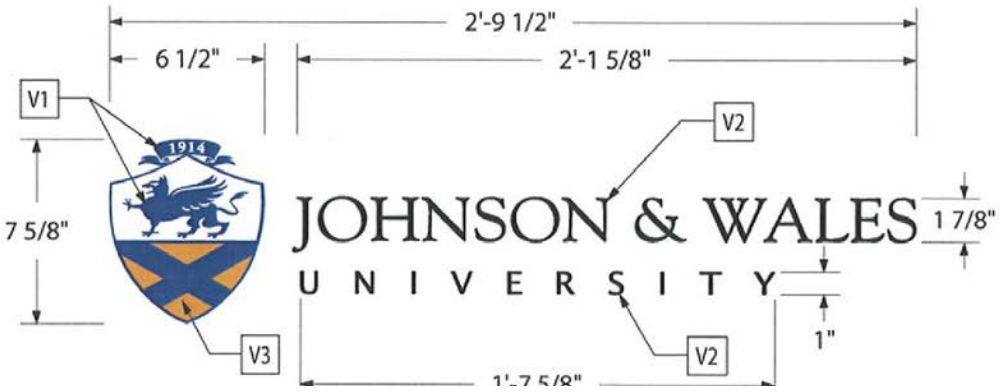
Fabricated aluminum cabinet with applied vinyl text. Strategically located at major building destinations on campus

Lighting: Ambient





GN #2
F NON-ILLUMINATED MONUMENT SIGN
ALE: 1/2" = 1'-0"



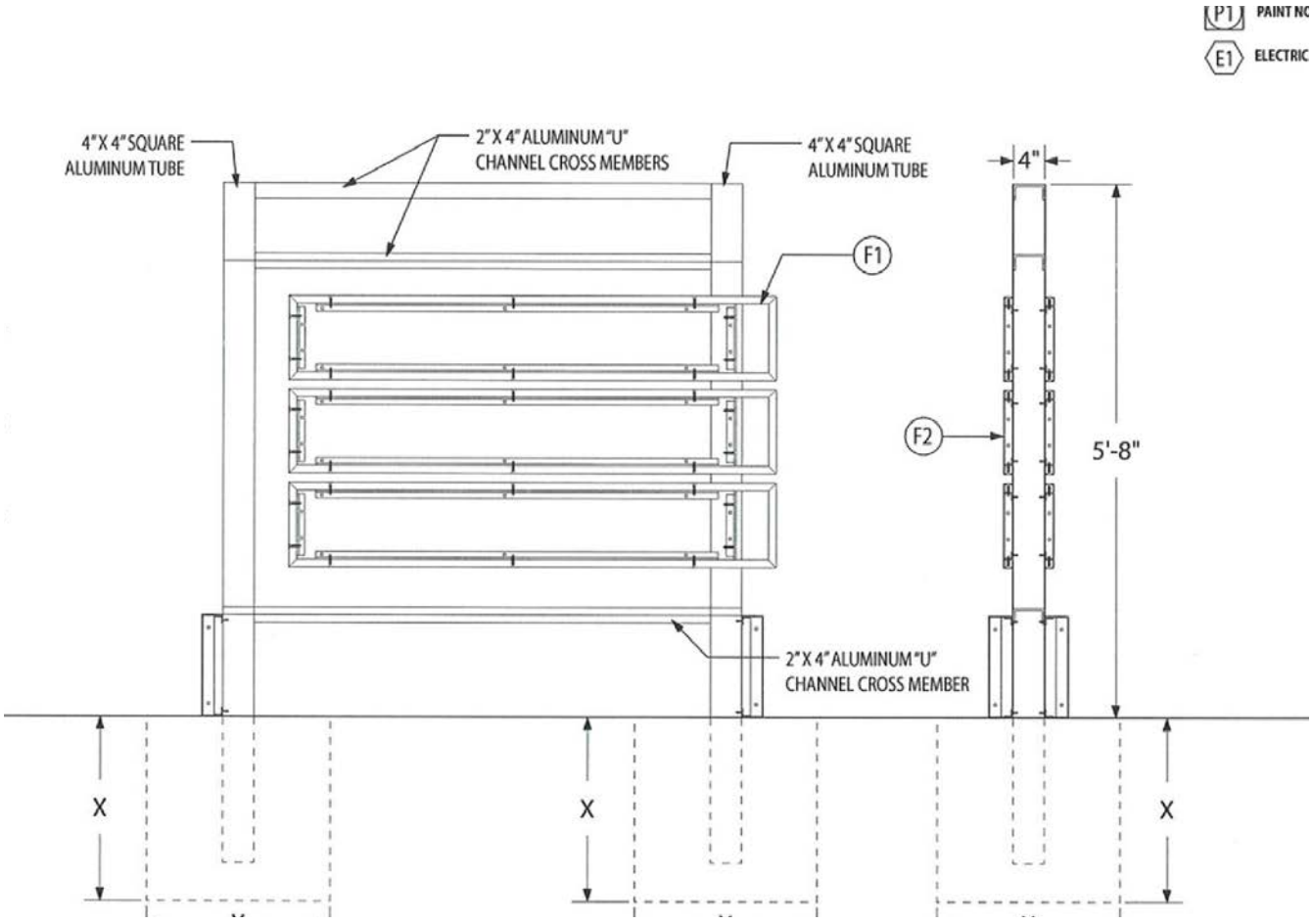


MONUMENT SIGN (MULTIPLE BAR)

Fabricated aluminum cabinet with applied vinyl text. Strategically located at major building destinations on campus

Various bars and colors to indicate

Lighting: Ambient




10'-9 5/8"
2'-1 1/8"
F1 F2
1914
8'-3 1/8"
JOHNSON & WALES
UNIVERSITY
2'-5 1/2"
3/8"
3 1/2"
F1 P1
6'-4 1/8"
Academic & Student Center
8"
8'-5"


TROPICAL POINTE
0'-7"
1'-4 "
1725
Radial sun 046
0'-4 1/4"
RESIDENCE HALL
0'-5 1/4"
0'-5 1/4"



ON BUILDING SIGNAGE

Flat Cut dimensional letters and numbers with optional cast medallions for residence halls.

Varying colors based on architectural palette of building.

Lighting: Ambient

MASTER PLAN PHASING

The Johnson & Wales University Master Plan envisions a three step phasing plan starting in 2018 and running through 2030. The phasing program is based on what the University sees as an ideal growth pattern over the next twelve years. However, individual projects may be delayed according to the number of students actually enrolled in any given year. JWU has identified near-term projects that address critical needs and are fundable within existing resources.

Phase I: The Near term (0-4 Years)

Goal: Enhance campus edges by reinforcing the campus interrelationship with the surrounding neighborhood

The new soccer fields will equally serve community by bringing semi-pro and JWU University events to campus while enriching student recreational needs.

Reconstruction of new practice field at the south campus edge and erection of new greenhouse on an empty parking lot will ameliorate campus edges.

The university is considering constructing a greenhouse on an empty lot along Emerald Drive to support programmatic activities within the College of Culinary Arts.

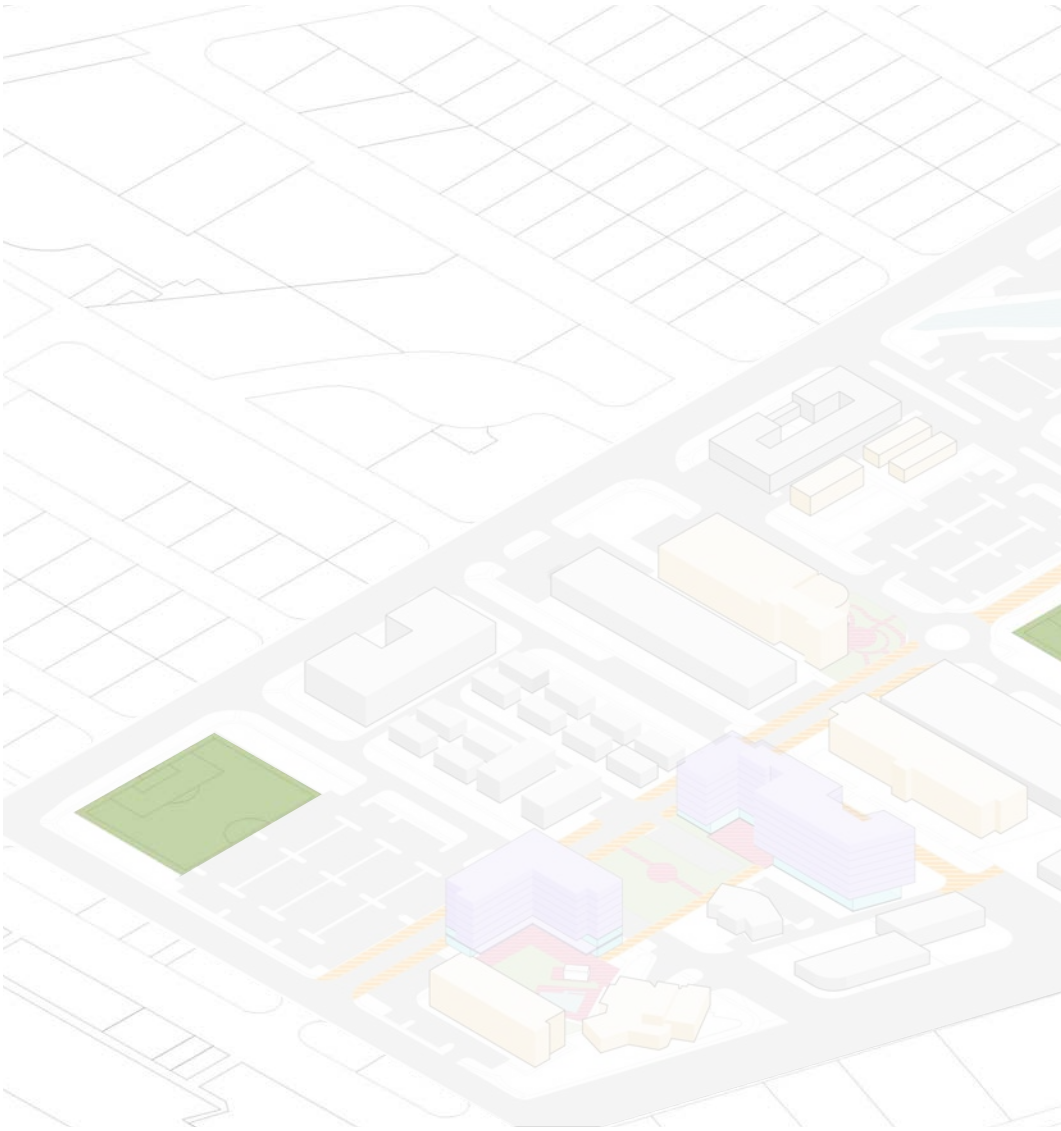


FIGURE 6.1 PHASE I



Phase II: Near to mid term projects (4-8 years)

Goal: Reinforce residential life opportunities

New 250 beds residence hall, Biscayne II, will be added, and diverisfy unit typologies on the campus.

A new Palm Gardens Residence Hall is the enabling project to replace deteriorated Palm Garden residences.

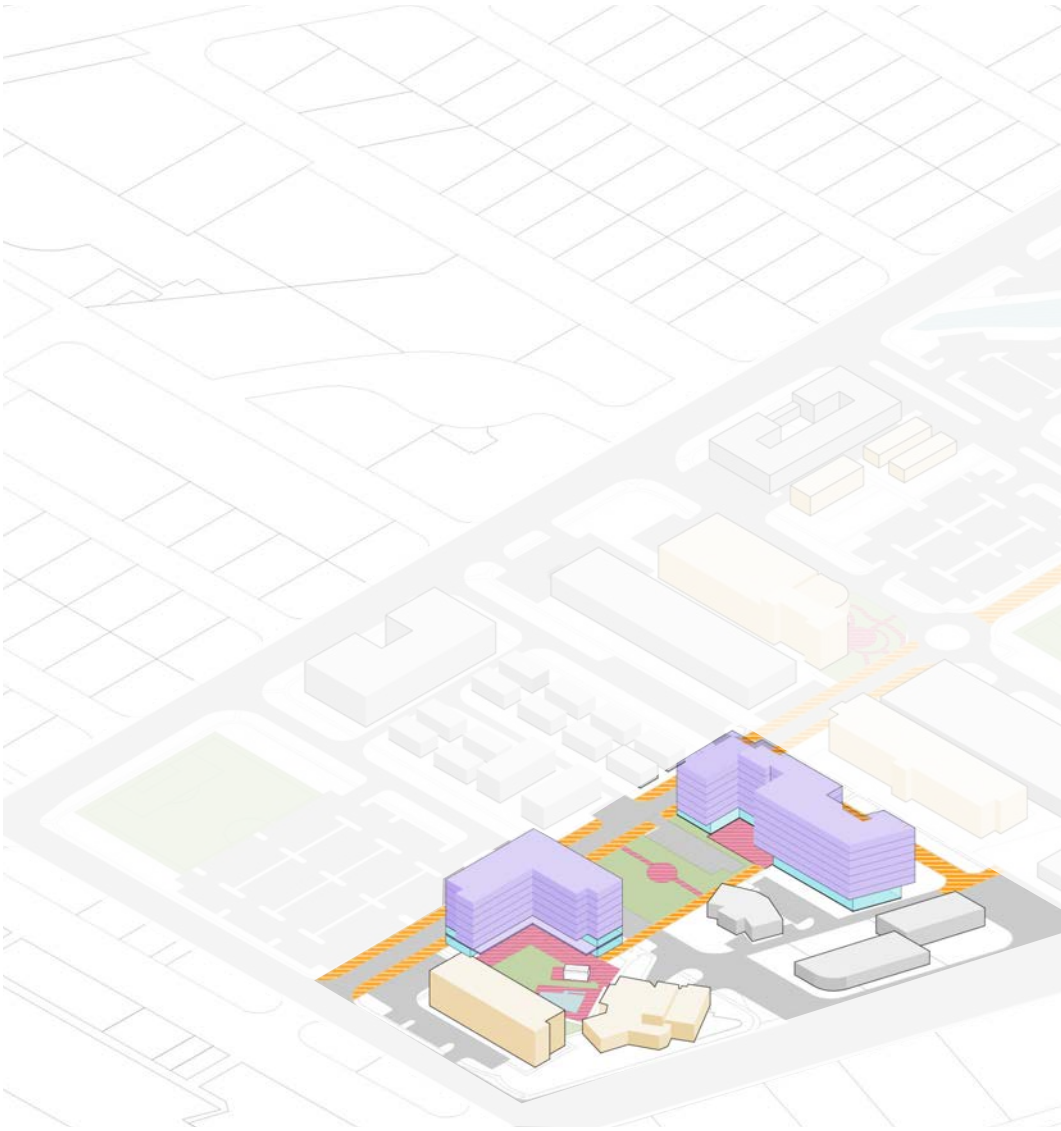


FIGURE 6.2 PHASE II

Phase III: Long Term (8-12 Years)

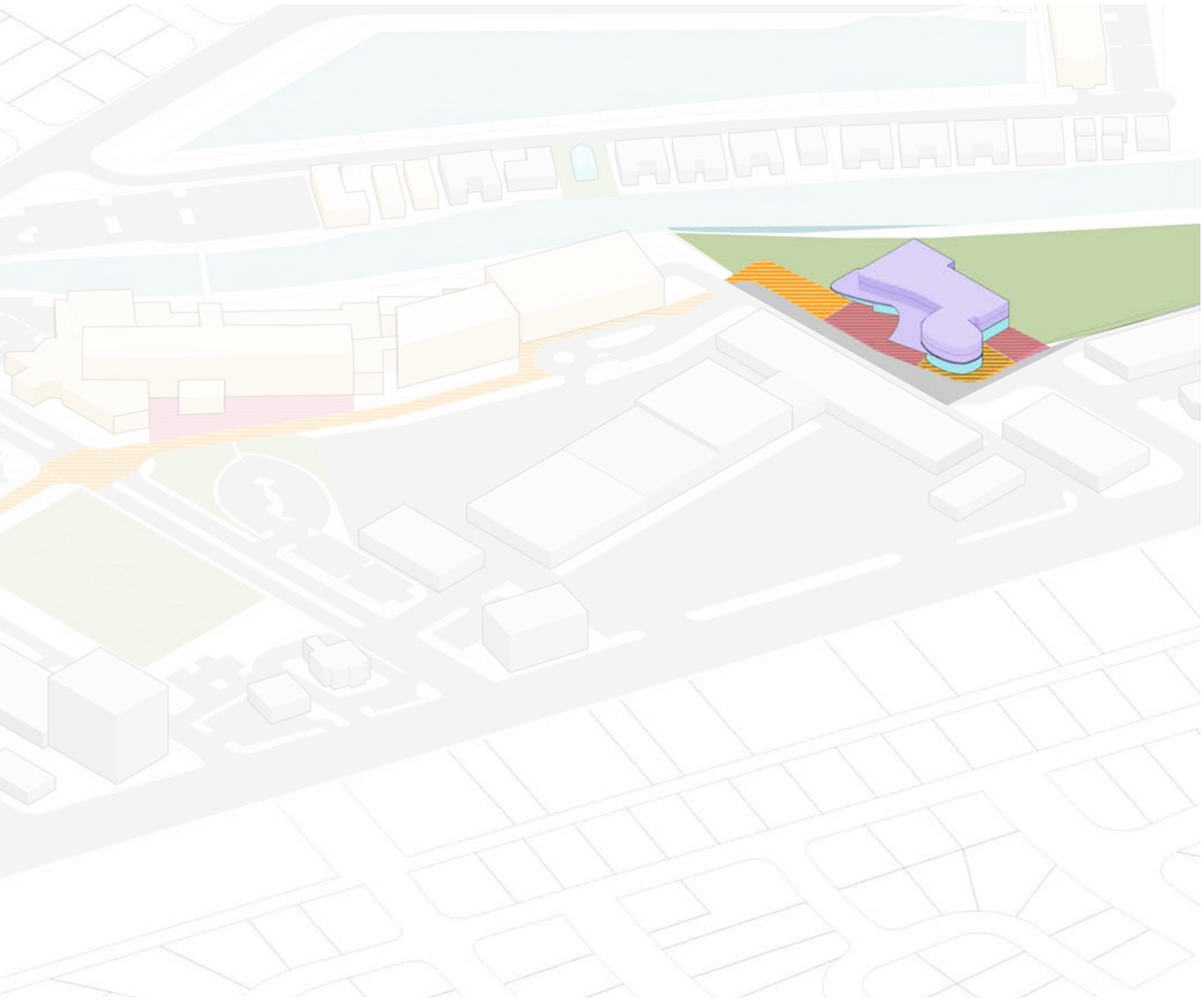
Goal: Support academic excellence and enrich student life

This phase is about enriching student life and supporting academic excellence.

New student services and academic building will be built at 130th street.

The master plan provides JWU with a road map for a bold future. Inviting and memorable landscapes shape impressions of the campus experience, and work together with enhanced indoor spaces for living and learning.

FIGURE 6.3 PHASE III



APPENDIX A

FORTIN, LEAVY, SKILES, INC.
CONSULTING ENGINEERS, SURVEYORS & MAPPERS
180 NE 168 Street/North Miami Beach, FL 33162
Telephone: (305) 653-4493 Facsimile (305) 651-7152
e-mail: fls@flssurvey.com

JOHNSON & WALES UNIVERSITY
Site Utility Study
City of North Miami, Dade County, Florida

November 14, 2018

Prepared By:

Fortin, Leavy, Skiles, Inc.

Job No. 187008

By: _____P.E.
Florida Reg. No. 69249

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- A. Criteria

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- A. Criteria

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- A. Criteria

EXHIBIT INDEX

Exhibit A. Vicinity Sketch

Exhibit B. Existing Utility Plan Sheet 1 of 2

Exhibit C. Existing Utility Plan Sheet 2 of 2

Exhibit F. Water Distribution Master Plan Sheet 1 of 2

Exhibit G. Water Distribution Master Plan Sheet 2 of 2

Exhibit H. Sanitary Sewer Master Plan Sheet 1 of 2

Exhibit I. Sanitary Sewer Master Plan Sheet 2 of 2

Exhibit D. Storm Water Master Plan Sheet 1 of 2

Exhibit E. Storm Water Master Plan Sheet 2 of 2

I. PROPERTY LOCATION

The subject site is located in the northeast ¼ of section 28, township 52 south, range 42 east, within the jurisdiction of the city of North Miami, Miami-Dade County, Florida. The subject site consists of an irregularly shaped area bounded by Arch Creek Road and N.E. 133rd Road on the north, Biscayne Boulevard (State Road 5) on the east, N.E. 123rd Terrace on the south, and N.E. 16th Avenue on the west.

Refer to exhibit "A" for subject site vicinity sketch.

II. EXISTING WATER DISTRIBUTION SYSTEMS

A. The water distribution services in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available water distribution lines highlighted on this report consists of the size and location only, and not its nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of all the existing water lines in the service area.

B. According to the City of North Miami Water and Sewer Department "As-Built" maps, there are a number of water main servicing the subject site, these include:

- A 12" watermain located along the center of Arch Creek Road from 16th Ave. to N.E. 133rd Road.
- A 12" watermain located along the south right of way of 133rd Road from Arch Creek Road to Emerald Drive.
- A 12" watermain located along the east right of way of Emerald Drive from N.E.133rd Road to 16th Ave.
- A 12" water main starting at the south right of way line of N.E. 125th Street approximately 130.0 feet east of the east right of way line of N.E. 16th Avenue and continuing south and east along a dedicated easement to a point approximately 295.0 feet east of the east right of way line on N.E. 17th Avenue.
- A 6" water main located along the east and west right of way lines of Arch Creek Road from N.E. 16th. Avenue to N.E. 133rd Road.
- A 6" water main located along the south right of way line of N.E. 133rd Road from Venice Park Lane to Emerald Drive.
- A 6" water main located along the north right of way line of Emerald Drive from N.E. 16th. Avenue to N.E. 133rd Road.
- A 12" water main located on the west side of a Private Road, and meandering northerly along the easterly boundary line of the subject area north of N.E. 130th. Street.

- A 12” water main located along the north right of way, and a 6” water main located along the south right of way line of N.E. 130th. Street from N.E. 17th. Avenue to Biscayne Boulevard.
- A 12” water main located along the west right of way line of N.E. 17th. Avenue from N.E. 127th. Street to N.E. 130th. Street.
- A 20” water main located along the east right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to N.E. 126th. Street.
- A 10” water main located along the west right of way line of N.E. 16th Avenue from N.E. 127th Street to Arch Creek Road.
- A 12” water main located along the east right of way line of N.E. 16th Avenue from N.E. 126rd Terrace to N.E. 127th Street.
- A 6” water main located along the west right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to N.E. 126th Street.
- A 2” water service located along the west right of way line of N.E. 16th Avenue from N.E. 126th Street to N.E. 127th Street.
- An 8” water main located along the north right of way line of N.E. 127th Street from N.E. 16th Avenue to Biscayne Boulevard.
- A 12” water main located along the south right of way line of N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.
- A 12” water main located along the west right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- A 2” water service located along the north right of way line of N.E. 126th Street to a dedicated alley approximately 146.5 feet east of the west right of way line of N.E. 16th Avenue, and continuing north and east along said dedicated alley approximately 120.0 feet from the north right of way line of N.E. 126th Street to N.E. 17th Avenue.
- A 2” water service located approximately 455.0 feet east of the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- A 2” water service located approximately 512.6 feet east of the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- An 8” water main located approximately 525.0 feet east of the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- A 10” water main located along the west right of way line of N.E. 17th Avenue from N.E. 123rd Terrace to N.E. 126th Street.
- An 8” water main located along the east right of way line of N.E. 17th Avenue to a point approximately 146.0 feet north of the north right of way line of N.E. 123rd Terrace.
- A 2” water main located along the north right of way line of N.E. 125th Street to a dedicated alley approximately 350.0 feet east of the east right of way line of N.E. 17th Avenue, and continuing south along said dedicated to N.E. 124th Street.

- A 6” water main located along the south right of way line of N.E. 125th Street from N.E. 16th Avenue to N.E. 17th Avenue.
- A 2” water service starting at the south right of way line of N.E. 125th Street approximately 132.0 feet east of the east right of way line of N.E. 16th Avenue, and continuing south and east along a dedicated easement to a point approximately 291.0 feet east of the east right of way line on N.E. 17th Avenue.
- A 12” water main located along the south right of way line of N.E. 124th Street from N.E. 16th Avenue to Biscayne Boulevard.

Refer to exhibits “B” and “C” titled Existing Utility Plan for illustrative interpretation.

III. EXISTING SANITARY SEWERS

A. The sanitary sewer services in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available sanitary sewer gravity lines highlighted in this section consists of the size and location only, and not the nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of the entire existing sanitary sewer in the service area.

B. According to the City of North Miami Water and Sewer Department "As-Built" maps, there are a number of sanitary sewer mains servicing the subject site, these include:

- An 8" gravity sewer main located along the north right of way line of Arch Creek Road east of N.E. 16th Avenue.
- An 8" gravity sewer main located along the north right of way line of N.E. 133rd Road from Venice Park Road to Emerald Drive.
- An 8" gravity sewer main located along the center line of Emerald Drive from N.E. 16th Avenue to N.E. 133rd Road.
- An 8" gravity sewer main located along the center line of a Private Road, and meandering northerly along the easterly boundary line of the subject area north of N.E. 130th. Street.
- An 8" gravity sewer main located along the center line of N.E. 130th Street from N.E. 17th Avenue to a Private Road.
- An 8" gravity sewer main located along the center line of N.E. 16th Avenue from N.E. 123rd Street to Arch Creek Road.
- An 8" gravity sewer main located along the south right of way line of N.E. 127th Street form N.E. 16th Avenue to Biscayne Boulevard.
- An 8" gravity sewer main located along the north right of way line of N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.
- A 10" gravity sewer main located along the center line of N.E. 17th Avenue from N.E. 125th Street to N.E. 126th Street.
- An 8" gravity sewer main located along the north right of way line of N.E. 125th Street from N.E. 16th Avenue to Biscayne Boulevard.
- An 8" gravity sewer main located along the center line of N.E. 124th Street from N.E. 16th Avenue to Biscayne Boulevard.
- An 10" gravity sewer main located along the center line of N.E. 17th Avenue from N.E. 123rd Terrace to N.E. 124th Street.
- An 8" gravity sewer main located along the south right of way line of N.E. 123rd Terrace form N.E. 16th Avenue to Biscayne Boulevard.

Refer to exhibits "B" and "C" titled Existing Utility Plan for illustrative interpretation.

IV. EXISTING SANITARY SEWER FORCE MAINS

A. The existing sanitary sewer force mains in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available sanitary sewer force main lines highlighted in this section consists of the size and location only, and not the nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of the entire existing sanitary sewer force mains in the service area.

B. According to the City of North Miami Water and Sewer Department "As-Built" maps, there are a number of sanitary sewer force mains servicing the subject site, these include:

- A 4" sanitary force main located along the north right of way line of Arch Creek Road east of N.E. 16th Avenue to N.E. 133rd Road.
- A 6" sanitary force main located along the north right of way lane of N.E. 130th Street from N.E. 17th Avenue to a private pump station servicing Arch Creek Plaza.
- A 16" sanitary force main located along the west right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to Arch Creek Road.
- A 10" sanitary force main located along the east right of way line of N.E. 16th Avenue from N.E. 126th Street to N.E. 129th Street.
- A 6" sanitary force main located along the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 130th Street.
- A 10" sanitary force main located along the north right of way line of N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.

Refer to exhibits "B" and "C" titled Existing Utility Plan for illustrative interpretation.

C. The sanitary sewer force main design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the sanitary force main system. These agencies are:

- City of North Miami Public Utility Department
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Department of Environmental Protection **(D.E.P.)**
- Florida Department of Transportation **(F.D.O.T.)**
- Florida Building Code

V. EXISTING STORM WATER SYSTEMS

A. The existing stormwater systems in the subject site are under the jurisdiction of the City of North Miami Public Works Department, an agency with ownership and approval authority. The existing stormwater system highlighted in this section consists of structure location only, and not the capacity, size, nature, depth, or character. A more complete investigation will have to be performed in order to determine the size, nature, depth, and character of the entire drainage systems in the service area.

B. According to the City of North Miami Water and Sewer Department "As-Built" maps, there are a number of storm drainage structures servicing the subject site, these include:

- 12 drainage structures, 2 drainage wells, and 2 outfall structures located north of the north right of way line of N.E. 130th Street and west of the Private Road leading to the Arch Creek Plaza site.
- 3 drainage structures located on N.E. 17th Avenue from N.E. 127th Street to N.E. 130th Street.
- 9 drainage structures located on N.E. 127th Street from N.E. 16th Avenue to Biscayne Boulevard.
- 12 drainage structures located on N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.
- 4 drainage structure located on N.E. 17th Avenue from N.E. 124th Street to N.E. 125th Street
- 4 drainage structure located on N.E. 17th Avenue from N.E. 125th Street to N.E. 126th Street.
- 3 drainage structures located on N.E. 124th Street from N.E. 17th Avenue to Biscayne Boulevard.
- 5 drainage structures located on N.E. 17th Avenue from N.E. 123rd Terrace to N.E. 124th Street.

Refer to exhibits "B" and "C" titled Existing Utility Plan for illustrative interpretation.

VI. PROPOSED WATER DISTRIBUTION SYSTEM

A. Criteria:

The intention on this section is to determine the availability of adequate portable water available for redevelopment. Based on information received from the City of North Miami Water and Sewer Department, there are various water mains ranging from 2 inch to 12 inch serving the subject site. Redevelopment will require water main extensions within the subject site. The required water main extensions shall be a minimum of 12 inches in diameter with two points of connection. Fire protection, domestic and irrigation service connections will be made from either the existing 12 inch water mains or proposed 12 inch water main extensions.

New fire hydrants will be installed as required by the City of North Miami Fire Department.

Refer to exhibits "D" and "E" titled Water Distribution Master Plan for illustrative interpretation.

B. Irrigation Water:

Since the subject area may be affected by salt-water intrusion, the underground waters cannot be used for irrigation. The City supply must be used for all lawn and planting irrigation. A separate water connection and meter should be installed and designated for irrigation only so that sewer charges are not collected on the water used for irrigation.

C. Permitting Agencies:

The water distribution system design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the water distribution system. These agencies are:

- City of North Miami Water and Sewer Department.
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Miami-Dade County Fire Department
- Florida Department of Health, **(F.D.O.H.)**
- Florida Department of Transportation **(F.D.O.T.)**

VII. PROPOSED SANITARY SEWER SYSTEM

A. Criteria:

The objective on this section is to determine the availability of waste water disposal for the subject site. Based on information received from the City of North Miami Water and Sewer Department, and on our discussion with their representatives, any additional sewage flow caused by redevelopment within the subject site can be connected to the City's existing sewer system serving the subject site.

The receiving pump stations servicing the subject site is currently operating below capacity and does have the capacity to handle any additional sewage flow generated by redevelopment. All sanitary sewer connections required for the redevelopment sites will be provided by installing new 6 inch private gravity laterals to the existing gravity sewer systems.

Refer to exhibits "F" and "G" titled Sanitary Sewer Master Plan for illustrative interpretation.

B. Lift Stations:

A lift station will not be required for the subject site. However, upgrading of the existing pump stations serving the subject site may be required if the receiving pump station for the subject area systems does not have the capacity to handle any additional sewage flow.

C. Solid Waste Generation:

Solid waste generated by the redevelopment of the subject site will be collected in standardized on-site containers for refuse and recyclables. Regular pick-up service will be provided by either private hauling companies and/or The City of North Miami Solid Waste Department, who will transport the waste to Metro-Dade County's Disposal or Recycling facilities.

D. Permitting Agencies:

The sanitary gravity sewer design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the sanitary gravity sewer system. These agencies are:

- City of North Miami Public Utility Department
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Department of Environmental Protection **(D.E.P.)**
- Florida Department of Transportation **(F.D.O.T.)**
- Florida Building Code

VIII. PROPOSED STORM WATER SYSTEM

A. Flood Criteria:

The subject site is located in Federal Flood Zone AE, Elevation +8.0. The finished floor elevation of all habitable space must be at or above elevation +9.0 N.G.V.D. All electrical equipment, pumps, mechanical equipment, etc. must also be installed above elevation +9.0 N.G.V.D. Paved areas outside the building must be constructed at minimum elevation +5.0 (Dade County Flood Criteria) or not lower than the average crown of the road, whichever is higher.

B. Design Criteria:

Storm water disposal shall meet the requirements of Miami-Dade County Department of Environmental Resources Management (DERM), and the South Florida Water Management District (SFWMD). Generally, the greater of the first inch of runoff, or the runoff from 2.5 inches times the percent of impervious shall be retained on-site for water quality purposes. The remainder of the runoff may be discharged into the canal if a Class II permit is obtained from DERM. On-site treatment can be provided by underground exfiltration trenches (french drains), swales in the landscape areas or a combination of these methods.

The water quantity system must be designed according to the following criteria:

1. The water management system for the parking lots, interior driveways, walkways and hardscape areas must be designed to prevent flooding from the maximum rainfall intensity of a five year frequency storm.

2. The system must be designed so that the rainfall from a 25 year frequency storm of 3 days duration can be retained on the redeveloped site by means of discharging it through french drains, drainage wells, pervious surface infiltration and by on-site ponding. Areas considered for the on-site ponding can be the surface parking lots and driveways, landscape areas, and the first floors of parking garages. The perimeter of the redeveloped site must be above the 25 year – 3 day flood stage.

3. The site must be designed to meet the 100 year frequency flood criteria:

- The redeveloped site must theoretically retain on-site all of the rainfall from a 100 year frequency storm of 3 day duration.
- The flood stage from this storm must not exceed the Federal Emergency Management Agency (FEMA) 100 year elevation of +8.0 NGVD for this area.
- The first floor elevations of all habitable areas (lobbies, student housing, etc.) must be above elevation +9.0.

There are two practical methods of retaining the required runoff available for the redeveloped site, french drains or drainage wells. If the exfiltration rate of the soil is adequate, as determined from exfiltration tests, french drains will probably be the most feasible means of meeting the drainage requirements. The County's standards for french drains require them to be 15 feet deep and 4 feet wide, minimum. The length will be determined by the water volume for disposal and the discharge capacity of the redeveloped site soils, as determined from field tests. Various exfiltration tests should be conducted to confirm the feasibility of french drains.

If the soil exfiltration rate is not adequate, deep (100' ±) disposal wells must be used. Drainage wells would be the "last resort" method of disposal of storm water because of their cost, and unknowns associated with their installation. However, some french drains or swales may be required with a well system to provide pre-treatment in order to meet water quality requirements.

In addition, roof drainage, if it is collected in an exclusive system, may be discharged directly to the canal, without being retained for water quality purposes. A Class II permit application for discharge to the canal can be processed concurrently with the ERP application.

Refer to exhibits "H" and "I" titled Storm Water Master Plan for conceptual drainage designs.

C. Permitting Agencies:

The proposed storm water system design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the stormwater systems. These agencies are:

- City of North Miami Public Utility Department
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Florida Department of Transportation **(F.D.O.T.)**
- South Florida Water Management District **(S.F.W.M.D.)**

IX. PROPOSED FP&L SYSTEM

A. Criteria:

Johnson & Wales University will check with FPL to comply with any requirements needed for any future developments.

X. PROPOSED TELECOMUNICATIONS SYSTEM

A. Criteria:

Johnson & Wales University will check with all the telecommunications companies to comply with any requirements needed for any future developments.

XI. PROPOSED GAS SYSTEM

A. Criteria:

Johnson & Wales University will check with all the gas companies to comply with any requirements needed for any future developments.

XII. PROPOSED WASTE MANAGEMENT SYSTEM

A. Criteria:

Johnson & Wales University will check with all the Waste Management companies to comply with any requirements needed for any future developments.

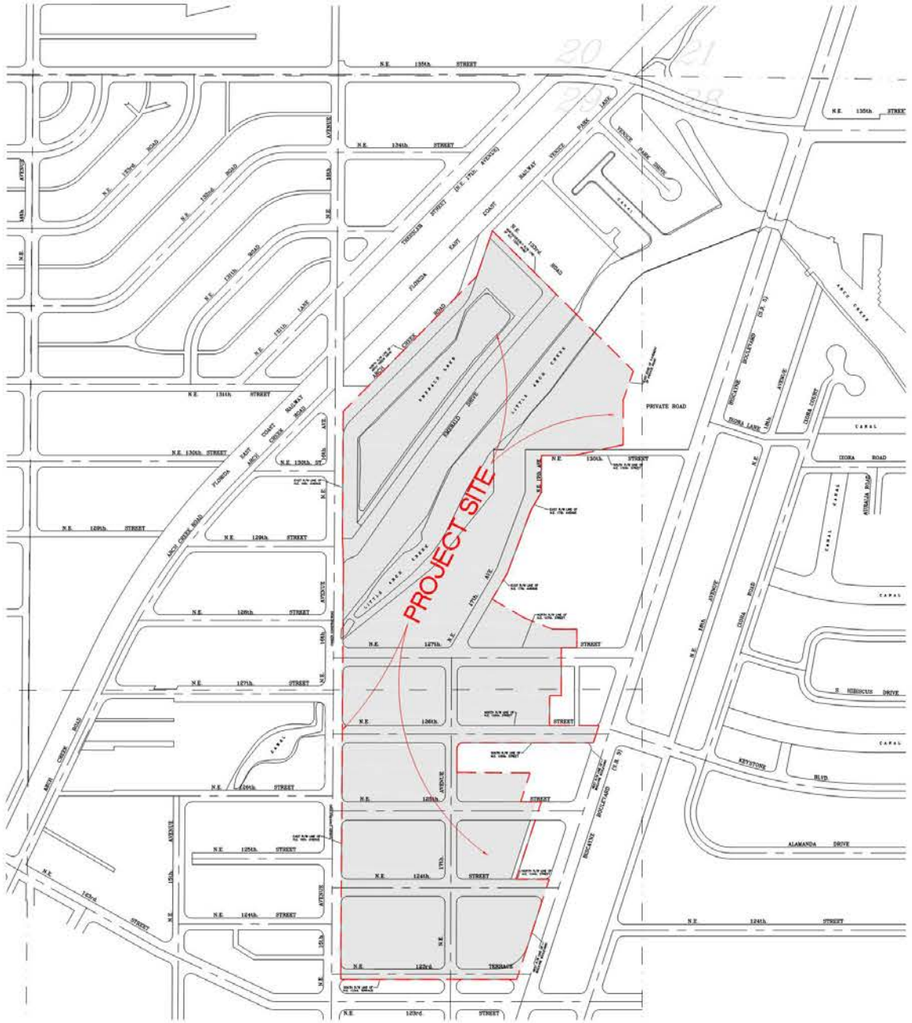
JOHNSON & WALES UNIVERSITY
EXISTING UTILITY PLAN
City of North Miami, Miami-Dade County, Florida.

NORTH MIAMI FLORIDA

North Miami All-America City 2010

MAYOR and COUNCIL:

MAYOR:	DR. SMITH JOSEPH
COUNCIL:	SCOTT GALVIN
	CAROL KEYS
	PHILIPPE BIEN–AIME
	ALIX DESULME
CITY MANAGER:	LARRY M. SPRING, JR.
CITY CLERK:	MICHAEL A. ETIENNE



LOCATION SKETCH

SECT. 29, TWP. 52s., RNG. 42e.
SCALE: 1"=300'

EXHIBIT "A"

N

GRAPHIC SCALE

0 50 100 200

(IN FEET)
1 inch = 100 ft.

N.E. 135th. STREET

N.E. 134th. STREET

N.E. 131th. STREET

N.E. 130th. STREET

N.E. 132nd. ROAD

N.E. 131th. ROAD

N.E. 131th. LANE

AVENUE

16th.

TRESSLER

(N.E. 17th. AVENUE)

STREET

RAILWAY

COAST

EAST

FLORIDA

ROAD

CREEK

ARCH

EMERALD LAKE

EMERALD DRIVE

LITTLE ARCH CREEK

VENICE PARK LANE

VENICE PARK DRIVE

CANAL

N.E. 133rd. ROAD

NORTHEASTERLY R/W LINE OF N.E. 133th. ROAD

NORTH R/W LINE OF ARCH CREEK DRIVE

EAST EDGE OF PAVEMENT OF PRIVATE ROAD

PRIVATE ROAD

Retail

Retail

Retail

Park

N.E. 16th. AVE.

EAST R/W LINE OF N.E. 16th. AVENUE

N.E. 17th AVE

EAST R/W LINE OF N.E. 17th. AVENUE

SOUTH R/W LINE OF N.E. 130th. STREET

BISCAYNE BOULEVARD (S.R. 5)

IXORA LANE

IXORA COURT

IXORA ROAD

ARCH CREEK

CANAL

CANAL

AURALIA ROAD

FOR CONTINUATION SEE EXHIBIT "C"

EXHIBIT "B"
EXISTING UTILITY PLAN

FOR CONTINUATION SEE EXHIBIT "B"

N

GRAPHIC SCALE

0 50 100 200

(IN FEET)
1 inch = 100 ft.

ARCH CREEK ROAD

N.E. 129th. STREET

N.E. 128th. STREET

N.E. 127th. STREET

N.E. 126th. STREET

N.E. 125th. STREET

N.E. 124th. STREET

N.E. 123rd. STREET

16th. AVENUE (UNDER CONSTRUCTION)

15th. AVENUE

N.E. 16th. AVENUE

N.E. 17th. AVENUE

17th. AVENUE

Existing Pedestrian Bridge

LITTLE ARCH CREEK

EAST R/W LINE OF N.E. 17th. AVENUE

NORTH R/W LINE OF N.E. 127th. STREET

NORTH R/W LINE OF N.E. 126th. STREET

SOUTH R/W LINE OF N.E. 126th. STREET

EAST R/W LINE OF N.E. 16th. AVENUE

NORTH R/W LINE OF N.E. 124th. STREET

SOUTH R/W LINE OF N.E. 123rd. TERRACE

WEST R/W LINE OF BISCAYNE BOULEVARD

CANAL

CANAL

CANAL

IXORA ROAD

18th. AVENUE

S. HIBISCUS DRIVE

KEYSTONE BLVD.

ALAMANDA DRIVE

BISCAYNE BOULEVARD (S.R. 5)

Restaurant

Retail

Retail

Retail

Gas Station

EXHIBIT "C"
EXISTING UTILITY PLAN

EXHIBIT "D"
WATER DISTRIBUTION MASTER PLAN

N

GRAPHIC SCALE

0 50 100 200

(IN FEET)
1 inch = 100 ft.

N.E. 135th. STREET

N.E. 134th. STREET

N.E. 132nd. ROAD

N.E. 16th. AVENUE

N.E. 131th. ROAD

N.E. 131th. LANE

N.E. 131th. STREET

N.E. 130th. STREET

TRESSLER STREET (N.E. 17th. AVENUE)

EAST COAST FLORIDA RAILWAY

VENICE PARK LANE

VENICE PARK DRIVE

CANAL

N.E. 133rd. ROAD

NORTHEASTERLY R/W LINE OF N.E. 133th. ROAD

PROPOSED FIRE HYDRANT ASSY.

PROP. 12" D.I.P. R.M.

NORTH R/W LINE OF ARCH CREEK DRIVE

ARCH CREEK

EMERALD LAKE

EMERALD DRIVE

LITTLE ARCH CREEK

PROP. WATER METER AND SERVICE

PROP. WATER METER AND SERVICE

PROP. WATER METER AND SERVICE

Park

Retail

Retail

Retail

EAST EDGE OF PAVEMENT OF PRIVATE ROAD

PRIVATE ROAD

(S.R. 5) BISCAYNE BOULEVARD

ARCH CREEK

IXORA LANE

18th. AVENUE

IXORA COURT

CANAL

IXORA ROAD

CANAL

AURALIA ROAD

N.E. 17th. AVE.

N.E. 130th. STREET

SOUTH R/W LINE OF N.E. 130th. STREET

N.E. 130th. ST.

EAST R/W LINE OF N.E. 16th. AVENUE

EAST R/W LINE OF N.E. 17th. AVENUE

FOR CONTINUATION SEE EXHIBIT "E"

FOR CONTINUATION SEE EXHIBIT "D"

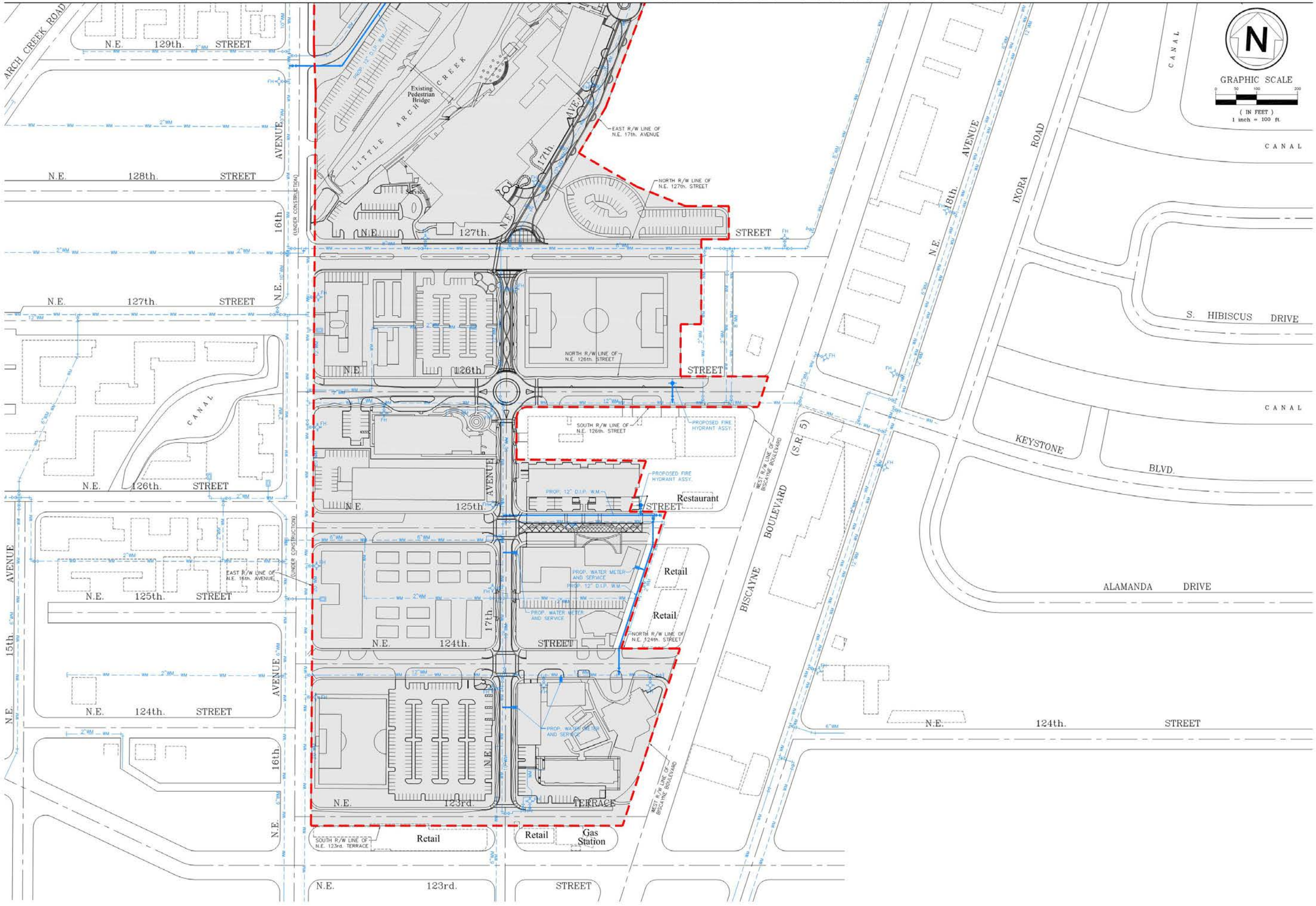
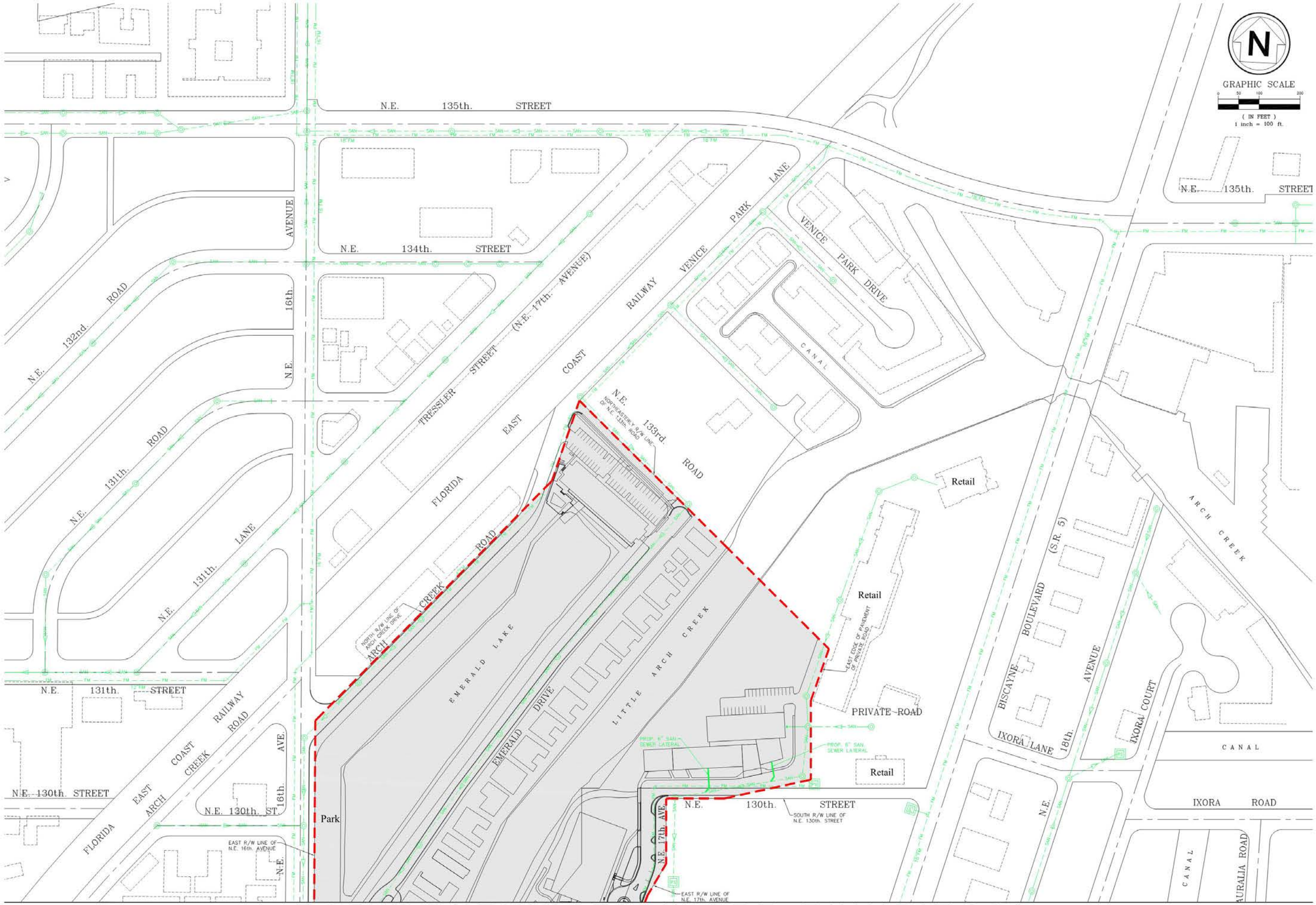


EXHIBIT "E"
WATER DISTRIBUTION MASTER PLAN



FOR CONTINUATION SEE EXHIBIT "G"

EXHIBIT "F"
SANITARY SEWER MASTER PLAN

FOR CONTINUATION SEE EXHIBIT "F"



EXHIBIT "G"
SANITARY SEWER MASTER PLAN

N

GRAPHIC SCALE

0 50 100 200

(IN FEET)
1 inch = 100 ft.

N.E. 135th. STREET

N.E. 134th. STREET

N.E. 132nd. ROAD

16th. AVENUE

N.E. 131th. ROAD

N.E. 131th. LANE

TRESSLER STREET (N.E. 17th AVENUE)

FLORIDA EAST COAST RAILWAY

VENICE PARK LANE

VENICE PARK DRIVE

CANAL

N.E. 133rd. ROAD

NORTHEASTERLY R/W LINE OF N.E. 133th. ROAD

ARCH CREEK ROAD

NORTH R/W LINE OF ARCH CREEK DRIVE

EMERALD LAKE

EMERALD DRIVE

LITTLE ARCH CREEK

PROP. 15" STORM

Park

N.E. 131th. STREET

N.E. 130th. STREET

N.E. 16th. AVE.

EAST R/W LINE OF N.E. 16th. AVENUE

N.E. 17th AVE.

SOUTH R/W LINE OF N.E. 130th. STREET

EAST R/W LINE OF N.E. 17th. AVENUE

Retail

Retail

Retail

EAST EDGE OF PAVEMENT OF PRIVATE ROAD

PRIVATE ROAD

BISCAYNE BOULEVARD (S.R. 5)

IXORA LANE

18th. AVENUE

IXORA COURT

ARCH CREEK

CANAL

IXORA ROAD

CANAL

AURALIA ROAD

FOR CONTINUATION SEE EXHIBIT "I"

EXHIBIT "H"
STORM WATER MASTER PLAN

FOR CONTINUATION SEE EXHIBIT "H"

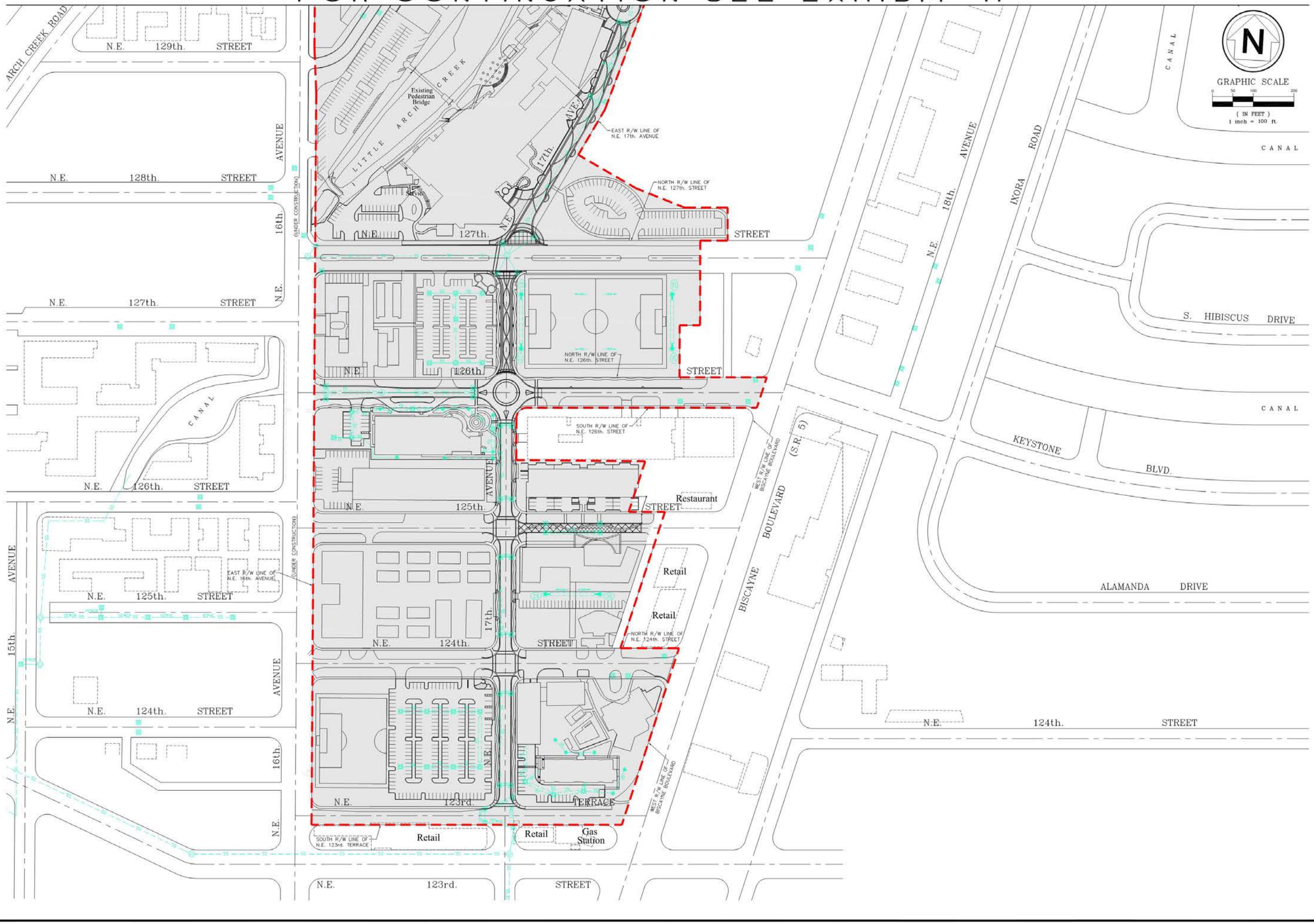


EXHIBIT "I"
STORM WATER MASTER PLAN

APPENDIX B

Johnson & Wales University
North Miami Campus Tree Care Plan



Updated Plan 2016

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Johnson & Wales University - North Miami Campus Tree Care Plan

Since the inception of the North Miami Campus in 1992, JWU has placed a high priority on the preservation of its trees & green spaces. The University strongly promotes environmental stewardship and responsible urban campus forestry management as demonstrated in Campus Master Plan and the inclusion of academic and civic engagement through the development and use of its arboreta.

Purpose

The purpose of the JWU Tree Care Plan is to implement policies and procedures to ensure a safe, attractive, healthy and sustainable campus tree population by:

- Protecting and maintaining the existing trees on campus
- Minimizing the impact of development and construction on trees
- Making sure that all necessary removal of trees on campus is conducted properly
- Providing direction for tree species selection on campus
- Continue development of the campus arboreta
- Encourage students, staff, faculty and the community to become involved, educated and appreciate our diverse campus urban forest

Responsible Department

The primary authority responsible for enforcing the Tree Care Plan is the University's Facilities Management Department. Other members of the Advisory Committee will be engaged in the education of the campus population and community outreach showcasing the many benefits of the campus trees.

Campus Tree Advisory Committee

The Campus Tree Advisory Committee is composed of the following faculty, staff & students of Johnson & Wales University as well as a licensed arborist from the community contributing time, effort and direction to the Tree Care Plan.

Paul Zahn - Director of Facilities Management, Johnson & Wales University (pzahn@jwu.edu)
Bruce Ozga - Dean of Culinary Education, Johnson & Wales University (bozga@jwu.edu)
Chris Wagner - Director of Culinary Operations, Johnson & Wales University (cwagner@jwu.edu)
Hugh Johnson - R.L.A., Land Planner/Landscape Architect, Architectural Alliance (hjohnson@archall.net)
Lyssa Go - Student (Lyssa.Go@jwu.edu)
Sarah Rodriguez - Student (Saraha.Rodriquez@jwu.edu)
Lyanette Vega-Matos – Student (Lyanette.VegaMatos@jwu.edu)

Committee members are required to actively participate and contribute in policy issues and support the tree care plan. Representatives will serve annually with a renewal option at the end of their term with the exception of the student members, who will serve for one to four semesters or one academic year. The committee will meet once per semester with additional meetings scheduled as needed throughout the year. The Campus Tree Care Plan will be revisited by the Committee every year to maintain relevancy.

JWU CAMPUS TREE CARE POLICIES & PRACTICES

Tree Diversity

As the campus is used as an outdoor living teaching laboratory, increasing tree species diversity is important; however species selection must be dictated by climate and site conditions. Desirable native and exotic species may be considered depending on their adaptability to physical and climatic conditions and to meet planting needs based on site orientation, drainage, soil condition, use, etc. An approved tree list for campus planting is included in the Campus Tree Care Program as well as a listing of prohibited tree species. The university will follow ANSI A-300 standards, the generally accepted industry standards for tree care practices.

Tree Planting Standards

- Holes must be at least twice as wide as the diameter of the root ball of a tree.
- Trunk flare should be visible after the tree has been planted and mulched.
- Before placing the tree in the hole, check to see if the hole is deep enough. The top of the root ball should be 2-3 inches above grade.
- Avoid damaging the tree when setting it in the hole by always lifting by the root ball.
- Straighten the tree in the hole, being sure to view the tree from several directions to confirm the tree is straight.
- Fill about one third of the hole, then gently pack the soil around the root ball. If using a balled and burlap root ball, cut the twine, remove the top third of the wire basket and pull back the burlap to expose the top of the root ball. Fill in the remainder of the hole and gently pack to remove air pockets that may cause roots to dry out.
- If the soil is poor or full of debris, it should be removed and replaced with fertile topsoil. If the soil is compacted, it should be broken up, loosened and amended with composted organic material.
- Staking of trees of trees at planting is not required if the rootball is stable. If staking must be done, it will be done in accordance with ANSI most recent edition. Removal of staking should preferably be performed after hurricane season; however trees should be monitored to avoid girdling.

Pruning Schedule

The maintenance pruning schedule shall be dictated by tree species, age, function, and placement. ANSI 300 standards will be used for pruning practices.

- Trees less than 7 years old should receive structural pruning on an annual or biennial basis.
- Trees 7-20 years old should receive structural pruning every two to five years.
- Trees 20 years old and older receive maintenance pruning every five to seven years to clean dead, diseased, dying, and defective branches from the crown.
- Trees adjacent to roadways, walkways, signs, and street lights should be annually inspected for safety and clearance issues and maintenance pruned as necessary

Pruning Practices

To encourage the development of a strong, healthy tree, the following general guidelines shall be followed when pruning.

- Pruning shall not be conducted without a clear objective or outcome.
- Prune first for safety, next for health, and finally for aesthetics.

- When removing branches, the pruning cut shall not damage the branch bark ridge and branch collar.
- Internode (heading) cuts should not be used except in storm response and crown restoration procedures.
- Branch reduction or thinning should be used to achieve pruning objectives rather than making large (>8" diameter) branch removal cuts.

Cleaning

- Thinning shall be performed to remove dead, diseased, dying, and defective branches, which reduces hazards, promotes, health, and improves appearance.
- Large branches should be removed with the aid of ropes and rigging equipment to minimize the risk of tree injury from falling debris.

Thinning

- Thinning shall be performed to reduce the density of branches, which increases light penetration, improves visibility, and decreases wind load.
- Assess how a tree will be pruned from the top down.
- Favor branches with strong, U- shaped angles of attachment. Remove branches with weak, V-shaped angles of attachment and/or included bark.
- Ideally, lateral branches should be evenly spaced on the main stem of young trees.
- Remove any branches that rub or cross another branch.
- Make sure that lateral branches are no more than one-half to three-quarters of the diameter of the main stem to discourage the development of co-dominant stems.
- Do not remove more than one-quarter of the living crown of a tree at one time. If it is necessary to remove more, do it over successive years.

Raising

- Raising shall be performed to provide vertical clearance from thoroughfares, sidewalks, signs, street lights, and structures.
- Always maintain live branches on at least two- thirds of a tree's total height. Removing too many lower branches will hinder the development of a strong main stem.
- Remove basal sprouts and vigorous epicormic sprouts.

Reduction

- Reduction shall be performed to decrease the overall height of a tree or to decrease the length of an individual branch.
- Reduction pruning will be used only when absolutely necessary. Pruning cuts will be made at a lateral branch that is a least one-third the diameter of the stem to be removed.
- If it is necessary to remove more than half of the foliage from a branch, remove the entire branch.
- Topping, heading, hat-racking, or any other form of inappropriate crown/branch reduction pruning shall not be permitted except in emergency situations or in executing a crown restoration procedure.

Cultural Practices

Mulching

- A layer of mulch will be applied within the established tree footprint up to every two years.
- Prepare the base of tree by removing any grass within a 3 to 10 foot area depending on the size of tree.
- Natural mulch such as wood chips or bark pieces shall be applied 2 to 4 inches deep within the circle.
- Mulch should be kept from touching the trunk of the tree.

Irrigation

- Irrigation water shall be distributed on a supplemental basis to allow for overall vigor.

Fertilization and Pest Management

- Trees will be treated for pest problems, as needed, via systemic and or contact pesticides. Species of edible trees will be treated for pest problems under the supervision of a certified arborist working with Southern Blossoms. Palms, specimen trees and fruit yielding trees may receive scheduled applications of prescription fertilization depending on the particular species and time of year.

Other Practices

Tree Removals

Trees on campus are periodically inspected for health and maintenance needs by the Facilities Management and outside contractors.

- Live trees are generally removed only when required to protect public safety or are detracting from the quality of the landscape.
- Significant or high quality trees will be transplanted if possible.

Storm Response and Recovery

Storm response and recovery is generally accomplished in-house or by support from the university's landscaping contractor. In a crisis, the first priority is to remove tree debris that blocks campus thoroughfares, disrupts campus operations or poses hazards to the campus community. Once these critical needs are addressed, a prioritized recovery plan is implemented during which unsalvageable trees are systematically removed. Salvageable trees are pruned to restore their health and structure and staked if necessary. As the tree planting budget permits, lost trees are strategically replaced to restore the structure and function of the campus urban forest in a reasonable time frame.

Protection and Preservation Procedures

Development and construction activities should be planned as far in advance as possible so that the trees on the campus may be protected and preserved. Trees on campus that must be removed or are at risk of being damaged due to development, storms, or other activities should be identified on the site plan and a plan for removal and relocation should be proposed. The goal is to save/relocate as many trees as possible, giving priority to the valuable trees.

Trees that are at risk for new construction or renovation on campus should be preserved in a construction site by tree protection zones. The tree protection zone includes a simple barrier of some type for each tree or grouping to protect the trunk and root systems. Barriers can include wood, plastic or chain link 4' fencing. The barrier should be erected to within 3' of trees drip line or a minimum distance of 2.5' from the base of the tree. Construction materials and equipment should not be placed, parked or stored within the tree protection zone. Tree protection zones should be monitored to make sure that no damage is being done to the trees.

In any new construction project, the Campus Tree Advisory Committee will have the opportunity to review the project and make recommendations regarding the safety and protection of the trees.

Tree Damage Assessment, Enforcement and Penalties

All trees will be assessed quarterly. Results of the assessment will determine whether the tree should be removed, pruned or receive other treatments such as fertilization and/or insect and disease control. Whenever it is determined that a violation has occurred, the JWU Office of Facilities or designee shall immediately issue a written or oral notice to the person or company or department in violation, identifying the nature and location of the violation and specifying that remedial action is necessary to bring that violation into compliance. The person, company or department in violation shall have five (5) working days after receipt of the notice or as specified in the notice, to complete the remediation required to be in compliance. In the event of a student violation, the Office of Student Conduct will handle the levying of penalties and/or appeals.

Prohibited Practices

Planting or removal of trees

Under no condition will a tree be removed or planted on the JWU campus without pre-approval from the Department of Facilities Management.

Bike & Moped Locking

Bicycles may be parked only at bicycle racks. Bicycles or mopeds are not allowed to be locked to trees. This is enforced by JWU Office of Safety & Security.

Posting of Signs, Banners, or other materials

The posting of signs, banners, or other materials on campus trees is prohibited. Other destructive activity such as graffiti painting, damaging the bark by carving, nailing, stapling, and other physical abuses is prohibited.

Pruning, removal and destruction of mangrove trees

The pruning and removal of mangrove trees is prohibited without first obtaining a Class I Permit from the Florida Department of Environmental Resource Management. Work under the permit must be performed by a licensed and approved mangrove trimmer.

Communication Strategy

Once approved, the Campus Tree Care Plan will be made available by posting a link on the university's website. It will be available for anyone on campus to view. The Plan shall be communicated to contractors by integrating the Plan into the General Conditions of the university's Design and Construction Guide. Architects and contractors will be provided the Plan for inclusion in the design of all new construction projects.

GOALS AND TARGETS
The Tree Committee will develop annual goals and targets.

Summary of 2016 goals and targets:

The removal and eradication of invasive / exotic Brazilian Pepper Trees, (Schinus terebinthifolius) located along the mangrove fringe at Little Arch Creek was completed. The area will be continually monitored throughout the year to proactively remove any new emerging saplings and promote the growth of established native species.

2017 goals and targets are:

Members of the Campus Tree Advisory Committee will consult with the City of North Miami and Florida Power & Light in order to reestablish the street tree canopy along NE 17th Avenue that has declined with gradual the loss of Dahoon Holly trees throughout the years. The goal will be the selection of the appropriate tree and target the planting of a minimum of (12) trees.

Tree Terminology

ACID - PH acidity or alkalinity ranging from 3 (strongly acid) to 11 (strongly alkaline) with 7 being neutral.

BRACT - A modified leaf that bears a flower.

BROADLEAF - A tree with leaves that are flat and thin, and generally shed annually.

BUD SCAR - The marks remaining after bud scales drop in the spring.

COMPOUND LEAF - A leaf with more than one blade. All blades are attached to a single leafstem. Where the leafstem attaches to the twig, there is a bud.

CROSS-POLLINATION - Fertilization between genetically compatible trees for better fruit, often resulting in superior offspring.

CROWN - The head of foliage of a tree or shrub -- this is the form or shape of the tree.

DECIDUOUS - Shedding all leaves annually.

EDIBLE TREE – A tree which has certain parts that may be consumed.

EVERGREEN - Trees with needles or leaves that remain alive and on the tree through the winter and into the next growing season.

EXFOLIATE - Peeling in shreds or thin layers, as bark from a tree.

GANODERMA – Also known as butt rot is an untreatable lethal disease of Florida palm trees caused by a fungus which forms a fruiting body called a 'conk', a spongy, whitish mushroom-like growth at the base of the tree.

HABIT - The general mode of plant growth. Used to describe the overall shape of a tree.

HAMMOCK - As a term used in the southeastern United States for stands of trees, usually hardwood, that grow on elevated areas, often just a few inches high, surrounded by wetlands that are too wet to support them.

HARDINESS ZONE - A plant can be expected to grow in the zone's temperature extremes, as determined by the lowest annual temperature. Other conditions such as moisture, soil, and wind might affect the availability of individual plants.

KNEES - The tree trunk in wet conditions exhibits a broad buttress with protrusions from the roots.

LEAF SCAR - The mark left on the twig where the leaf was previously attached.

LOBES - Projections that shape a leaf.

MARGIN - The edge of a leaf.

NATIVE – A tree that is inherent and original to a geographic area.

NECTARIES - Two bumps at the base of each leaf where the stem starts that some scientists believe white mangroves trees uses like perspiration glands to get rid of the salt.

PETIOLE - The leafstalk that connects the blade(s) to the twig.

PISTIL- The seed-bearing organ of the flower. The pistil consists of an ovary, stigma, and style when present.

PNEUMATOPHORES - A specialized root of certain swamp plants, such as the mangrove, that branches upwards, rising above ground, and undergoes gaseous exchange with the atmosphere.

POLLINATION - To transfer pollen from the anther of a stamen to the stigma of a pistil, resulting in fertilization. This can occur either on a single plant (self-pollination) or between different plants. Insect pollination and wind pollination are two examples of natural pollination.

PROP ROOTS – As those found on red mangroves, supply air to the underlying roots and provide support and stability. They also trap mud and silt that flows with the tide, thus preventing erosion and gradually increasing the soil around them.

RIPARIAN ZONE - An area of ecological transition between the aquatic zone and the upland zone.

ROOTSTOCK - The root upon which the scion is grafted.

SAMARA - Winged fruit.

SCION - The part of the tree that is grafted or budded to rootstock.

SELF-FERTILE / SELF-POLLINATING - Fertile by means of its own pollen; this makes it theoretically possible for both pollen and ovules to unite and produce fruit without a second tree being present.

SIMPLE LEAF - A single leaf blade with a bud at the base of the leafstem.

SINUS - Indentation between lobes on a leaf.

SPECIMEN TREE - A tree placed so people can gain the greatest enjoyment for the color, texture, scent, or other pleasures it provides.

TEETH - Notches on the outer edge of a leaf.

XERISCAPE - Saving water while maintaining trees and other plants in the landscape

Approved Tree Species

Common Name: Botanical Name

Allspice: *Pimenta Dioica*

Bahama: Lysiloma *Lysiloma Sabicu*

Bald Cypress: *Taxodium Distichum*

Bitterbush: *Picramnia Pentandra*

Black Ironwood: *Krugiodendron Ferreum*

Black torch: *Erithalis Fruticosa*

Blolly: *Guapira Discolor*

Brown Ebony: *Caesalpinia Punctate*

Cattley Guava: Psidium Cattleianum

Colville's Glory: *Colvillea Racemosa*

Copperpod: *Peltophorum Pterocarpum*

Crape Myrtle: *Lagerstromeia Indica*

Dahoon Holly :*Ilex Cassine*

Desert Senna: *Senna Polyphylla*

Florida Privet *Forestiera segregate*

Floss-Silk Tree: Chorisia Speciosa

Geiger Tree: *Cordia Sebestena*

Green Buttonwood: *Conocarpus Erectus*

Guinea plum: *Drypetes Laterifolia*

Gumbo limbo: *Bursera Simaruba*

Inkwood: *Exothea Paniculata*

Jacaranda: *Jacaranda Mimosifolia*

Jamaica Rain: *Brya Ebenus*

Japanese Fern: *Filicium Decipiens*

Krug's Holly: *Ilex Krugiana*

Lancepod: *Lonchocarpus Violaceous*

Lancewood: *Nectandra Coriacea*

Lignum Vitae: *Guaiacum Sanctum*

Limber Capper: *Capparis Flexuosa*

Live Oak: *Quercus Virginiana*

Madagascar Olive: *Noronhia Emarginata*

Mahogany: *Swietenia Mahagoni*

Mast Tree: *Polyalthia Longifolia*

Mexican Cassia: *Caesalpinia Mexicana*

Myrsine: *Myrsine Guianensis*

Paradise Tree: *Simarouba Glauca*

Pigeon Plum: *Coccoloba Diversifolia*

Podocarpus: *Podocarpus Sp.*

Pond Apple: Annona Glabra

Queen's Crepe Myrtle: *Lagerstroemia Speciosa*

Red Bay: *Persea Borbonia*

Red stopper: *Eugenia Rhombea*

Redberry stopper: *Eugenia Confuse*

Rough Strong Bark: *Bourreria Ovate*

Royal Poinciana: Delonix Regia

Saffron Plum: *Bumelia Celastrinum*

Sapodilla: Manilkara Zapota

Satinleaf :*Chrysophyllum Oliviforme*

Sea Grape: *Coccoloba Uvifera*

Shortleaf Fig: *Ficus Citrifolia*

Silver Buttonwood: *Conocarpus Erectus*

Simpson Stopper: *Myricanthes Fragrans*

Spanish Stopper: *Eugenia Foetida*

Spicewood: *Callyptranthes Pallens*

Torchwood: *Amyris Elemifera*

Verawood: *Bulneisa Arborea*

Wax myrtle: *Myrica Cerifera*

West Indian Cherry: *Prunus Myrtifolia*

White Cordia: *Cordia Boissieri*

White Mangrove: *Laguncularia Racemosa*

White stopper: *Eugenia Axillaries*

Wild Dilly: *Manilkara Bahamensis*

Wild Tamarind: *Lysiloma Latisiliqua*

Approved Palm Tree Species

Common Name: Botanical Name

Alexandra Palm: *Archontophoenix Alexandrae*

Queen Palm: *Arecastrum Romanzoffianum*

Carpentaria Palm: *Carpentaria Acuminata*

Silver Palm: *Coccothrinax Argentata*

Chinese Fan Palm: *Livistona Chinensis*

Screw Pine: *Pandanus Utilis*

Senegal Date Palm: *Phoenix Reclinata*

Canary Island Date: *Phoenix Canariensis*

Medjool Or Zehedi: *Phoenix Dactylifera*

Solitaire Palm: *Ptychosperma Elegans*

Majesty Palm: *Ravenea Glauca*

Royal Palm: *Roystonea Elata*

Cabbage Palm: *Sabal Palmetto*

Key Thatch Palm: *Thrinax Morrisii*

Thatch Palm: *Thrinax Radiata*

Windmill Palm: *Trachycarpus Fortunei*

Sunshine Palm: *Veitchia Mcdanielsii*

Montgomery Palm: *Veitchia Montgomeriana*

Washington Palm: *Washingtonia Robusta*

Foxtail Palm: *Wooyetia Bifurcata*

Queen Palm: *Arecastrum Romanzoffi*

Prohibited Tree Species

Common Name: Botanical Name

Australian Pine: *Casuarina* spp.

Banyon Fig: *Ficus bengalensis*

Brazilian Pepper: *Schinus terebinthifolius*

Bishopwood: *Bischofia javanica*

Carrotwood: *Cupaniopsis anacardioides*

Castorbean: *Ricinus communis*

Catclaw Mimosa: *Mimosa pigra*

Earleaf Acacia: *Acacia auriculaeformis*

Governor's Plum: *Flacourtia indica*

Indian Dalbergia (sissoo): *Dalbergia sissoo*

Laurel Fig :*Ficus microcarpa*

Ficus nitida F. :*retusa* var. *varnitida*

Lead Tree: *Leucaena leucocephala*

Lofty Fig Tree: *Ficus altissima*

Mahoe: *Hibiscus tiliaceus*

Melaleuca (cajeput or paperbark tree): *Melaleuca quinquenervia*

Red Sandalwood : *Adenanthera pavonina*

Seaside Mahoe: *Thespesia populnea*

Queensland Umbrella Tree: *Schefflera actinophylla*

Woman's Tongue :*Albizia lebbek*

APPENDIX C

McMAHON ASSOCIATES, INC.
5500 Village Boulevard | Suite 103 | West Palm Beach, FL 33407
p 561-840-8650 | f 561-840-8590
www.mcmahonassociates.com

PRINCIPALS
Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
John F. Yacapsin, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch. P.E.

March 12, 2013

VIA E-MAIL/U.S. MAIL

Ms. Loreen Chant, President
Johnson and Wales University
1701 NE 127th Street
North Miami, FL 33181

RE: Johnson & Wales Master Plan Parking Assessment
McMahon Project No. K11160.03

Dear Ms. Chant:

McMahon Associates, Inc. (McMahon) performed a comprehensive parking study for the Johnson & Wales University in October of 2004. The campus is located within the City of North Miami and is generally bounded by Biscayne Boulevard, NE 123rd Street, NE 16th Avenue and Arch Creek Road and Little Arch Creek to the north. The study included a parking accumulation study of the entire campus in order to calculate a parking demand rate for the academic and dormitory parking. These rates were used to determine an estimated number of required parking spaces with an anticipated ultimate student enrollment of 4,000 students. The enrollment at the time of the 2004 study was approximately 2,300 students.

McMahon understands that the Master Plan is updated every five years. We have prepared the following analysis based on the parking study that was performed and based upon a potential enrollment as defined in **Table 1**. **Figure 1** provides a copy of the most recent Master Plan for the University.

Analysis

The original 2004 parking study established a parking utilization factor for the Johnson & Wales campus. The parking needs were separated into two (2) categories: parking demand for dormitories and parking demand for academic operations. An extensive parking study was conducted that required a manual count of parked vehicles within the entire campus area, including on-street parking. Parking rates were developed based on the student enrollment. This included both sources of parking demand; i.e., dormitory-based and academic-based. Coincidentally, both categories generated the same parking demand rate of one (1) parking space per 3.1 students. The parking rates are applied to the student enrollment to determine academic parking demands and to the number of dormitory students for dormitory parking demands. The parking rate includes a turnover factor of 10 percent, so the projected parking demand for both categories should be considered conservative figures.



Figure 1
Johnson & Wales Master Plan
Master Plan Parking Assessment
North Miami, Florida

McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

Table 1 provides an inventory of the existing number of parking spaces within the campus area. The location numbers included in the table correspond with the numbers on Figure 1. The total number of parking spaces for the campus is currently 1,049. Future projects are expected to generate 161 additional parking spaces, for a potential total of 1,210 parking spaces.

TABLE 1
NUMBER OF PARKING SPACES

Master Plan Map Location Name	Master Plan Location Number	Number of Spaces
Existing Inventory		
Wildcat Square Parking	1	193
Biscayne Commons	2A	38
Security Office	4A	4
Palm Gardens	4B	12
Tropical Pointe	5	63
Arch Creek Place	9	14
Arch Creek Parking	10	108
Leased Parking	12	89
ASC Parking Garage	16	302
Emerald Lake Hall 13025	17A	10
Emerald Lake 13056	17B	10
West Lot Parking	18A	91
South Lot Parking	18B	46
Lakeside Towers	19	57
Wildcat Center	27	12
	Total	**1049**
Future Additional Parking		
Future Parking (Mixed Use)	1B	98
Proposed Residence Hall	2B	23
Proposed College of Hospitality	25	25
Proposed Greenhouse	31	15
	Total	**161**

Table 2 provides a summary of the projected parking demand based on an ultimate student enrollment of 2,500 students. The expected number of parking spaces needed for a 2,500 student enrollment is 1,161. The total number of parking spaces that will be provided within the campus area is expected to be 1,210. It should be noted that on-street parking is available in the area and is not accounted for in

the supply of parking for the university. Furthermore, although the campus lies with the urban infill area and is well served by transit service routes, no transit reduction in the parking demand for the campus were applied. Again, the results of the analysis should be considered conservative. The analysis indicates that the number of available parking spaces will be sufficient to meet the demands of the University at an enrollment of 2,500 students.

Conclusion

McMahon performed a parking assessment for the Johnson & Wales University North Miami Campus. Using parking rates from the previous parking study performed for the university, projected parking demands for a maximum student enrollment of 2,500 students were calculated. The results of the analysis indicated that 1,161 parking spaces would be needed to meet the parking demands for a 2,500 student enrollment. The university currently provides 1,049 parking spaces and is projected to have 1,210 parking spaces when future improvements are made within the campus area.

TABLE 2
PROJECTED PARKING DEMAND

Number of Students Enrolled	Number of Parking Spaces Needed for Academics[1]	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories[2]	Total Number of Parking Spaces Needed	Total Number of Parking Spaces Available	Number of Excess Parking Spaces
2,000	645	880	284	929	1,049	120
2,100	677	924	299	976	1,049	73
2,200	710	968	313	1,023	1,049	26
2,300	742	1,012	327	1,069	1,147	78
2,400	774	1,056	341	1,115	1,147	32
2,500	806	1,100	355	1,161	1,210	49

Notes 1. Calculated by dividing the number of enrolled students by the parking demand rate of 3.1.

2. Calculated by dividing the number of dormitory students by the parking demand rate of 3.1.

The analysis indicates that the university will have a surplus of parking spaces for a maximum student enrollment of 2,500.

Sincerely,

John P. Kim, P.E.PTOE
Professional Engineer
License No. 62400
State of Florida, Board of Professional Engineers
Certificate of Authorization No. 4908

APPENDIX D

JOHNSON & WALES UNIVERSITY

Traffic Impact Analysis

North Miami, FL



Prepared for:

JOHNSON & WALES UNIVERSITY





Prepared by:

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

October 10, 2012

JOHNSON & WALES UNIVERSITY

Traffic Impact Analysis

North Miami, FL



10/10/2012

John P. Kim, P.E. of PTOE
Professional Engineering License No. 62400
State of Florida, Board of Professional Engineers
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Prepared for:

JOHNSON & WALES UNIVERSITY

Prepared by:

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

McM No.: K11160.03

October 10, 2012

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INTRODUCTION

McMahon Associates, Inc. (McMahon) has updated the analysis of the traffic impacts associated with the ultimate expansion of Johnson & Wales University North Miami Campus (JWUNMC) from its current student enrollment of 2,000 students, in 2012, to a maximum of 2,500 students, in 2018. JWUNMC is located within the City of North Miami and currently has an enrollment of 2,000 students. The campus area is generally located directly west of US-1/Biscayne Boulevard/State Road 5 (US-1), east of NE 16th Avenue, north of NE 123rd Street and south of NE 130th Street. An aerial photograph of the JWUNMC and the surrounding area is provided as **Figure 1**. The Master Plan for the campus, prepared by Gallo Herbert Architects, Inc., is provided in **Appendix A** and clearly defines the area included within the Master Plan.

The JWUNMC lies within the Urban Infill Area (UIA) as designated by Miami-Dade County and is, therefore, exempt from Miami-Dade County Traffic Concurrency Management requirements. This traffic impact analysis evaluates the transportation impacts associated with the enrollment of 2,500 students in the JWUNMC by the year 2018

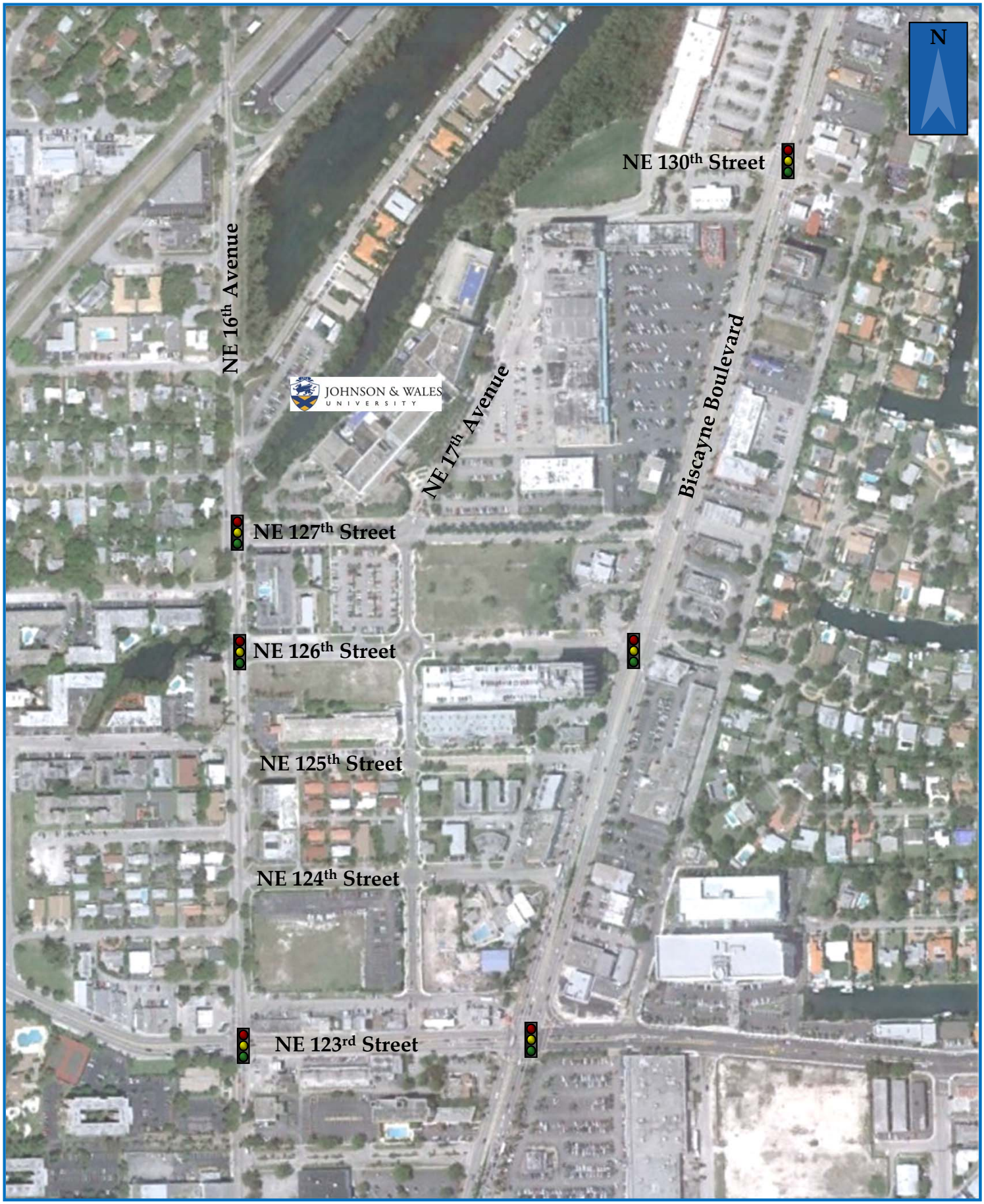


Figure 1
Location Map
Johnson & Wales Traffic Impact Analysis
North Miami, FL

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

EXISTING CONDITIONS

The JWUNMC main campus area is located on the northwest corner of NE 17th Avenue and NE 127th Street. Its location relative to the surrounding roadway network is depicted in Figure 1 with the JWUNMC logo. The roadway network surrounding the main campus is a grid system of roadways that generally travel from east to west and north to south. The north/south roadways include NE 16th Avenue, NE 17th Avenue and US-1. The east/west roadways include NE 126th Street, NE 127th Street and NE 130th Street.

Roadway Characteristics

US-1 is a six-lane divided State Major Arterial roadway and serves as the eastern boundary of the Master Plan area, while NE 16th Avenue is a two-lane undivided collector roadway that serves as the western boundary. NE 126th and 127th Streets are two-lane roadways that run between US-1 and NE 16th Avenue. NE 127th Street is a two-lane divided roadway. NE 17th Avenue is a two-lane undivided roadway that becomes NE 130th Street at the point where it turns eastward to connect to US-1. The existing parking garage, located directly north of the main campus building, has access to NE 17th Avenue just south of NE 130th Street.

Roadway Link Capacity Analysis

The JWUNMC lies within the Miami-Dade County UIA. The Level of Service (LOS) standard for roadways within the UIA is greater than those roadways outside of the UIA in order to encourage redevelopment of older areas. The maximum LOS for the roadways impacted by this project is LOS E, with the exception of US-1. US-1 has a maximum LOS standard of E+50 or 150 percent of LOS E. The Florida Department of Transportation (FDOT) 2009 *Quality/Level of Service Handbook's* Urbanized Area Tables were utilized to determine the volumes that corresponded to the County's adopted LOS. A copy of the FDOT LOS table is included in **Appendix B**.

The existing roadway traffic volumes were established based on vehicle turning movement data collected on Wednesday, April 20, 2011. The count data is provided in **Appendix B**. The highest morning and afternoon two-way peak hour volumes, derived from the intersection turning movement count data, was used to determine existing peak hour volumes on the roadways. **Tables 1** and **2** summarize the existing conditions capacity analysis for the morning and afternoon peak hours, respectively. All of the roadways analyzed currently operate at LOS C or better.

Intersection Capacity Analysis

The following intersections were analyzed:

- NE 126th Street and US-1 (signalized intersection).
- NE 127th Street and US-1 (two-way stop controlled).
- NE 130th Street and US-1 (signalized intersection).
- NE 126th Street with NE 16th Avenue (signalized intersection).
- NE 127th Street with NE 16th Avenue (signalized intersection).

Signal timing and phasing data for the signalized intersections, provided by Miami-Dade County, are included in **Appendix C**. **Figure 2** shows the morning and afternoon peak hour turning movements for each of the analyzed intersections. The peak seasonal factor for the week of April 20, 2011 is less than one, so no factor was applied. Highway Capacity Software + (HCS+) was used to analyze all of the key intersections impacted by JWUNMC. The HCS summary report sheets are included in **Appendix D,** and **Table 3** summarizes the results of the morning and afternoon peak hour intersection analysis. All of the analyzed intersections currently operate at a LOS of C or better. Note that the intersection of NE 127th Street and US-1 is unsignalized and the LOS reported for this intersection is the stop sign controlled eastbound approach (NE 127th Street) of the intersection.

TABLE 1
2011 MORNING TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	Capacity Exceeded?
NE 16 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,413	570	C	NO
	NE 127 St.	NE 135 St.	2LU	E	1,413	531	C	NO
NE 17 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,021	156	C	NO
	NE 127 St.	NE 130 St.	2LU	E	1,021	175	C	NO
US-1	NE 123 St.	NE 127 St.	6LD	E+50%	7,725	3,422	C	NO
	NE 127 St.	NE 135 St.	6LD	E+50%	7,725	3,547	C	NO
NE 127 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	225	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	101	C	NO
NE 126 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	59	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	207	C	NO

* Capacities based on 2009 FDOT Quality/LOS Handbook.

TABLE 2
2011 AFTERNOON TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	Capacity Exceeded?
NE 16 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,413	1,018	C	NO
	NE 127 St.	NE 135 St.	2LU	E	1,413	954	C	NO
NE 17 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,021	225	C	NO
	NE 127 St.	NE 130 St.	2LU	E	1,021	341	C	NO
US-1	NE 123 St.	NE 127 St.	6LD	E+50%	7,725	4,106	C	NO
	NE 127 St.	NE 135 St.	6LD	E+50%	7,725	4,218	C	NO
NE 127 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	407	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	185	C	NO
NE 126 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	139	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	287	C	NO

* Capacities based on 2009 FDOT Quality/LOS Handbook.

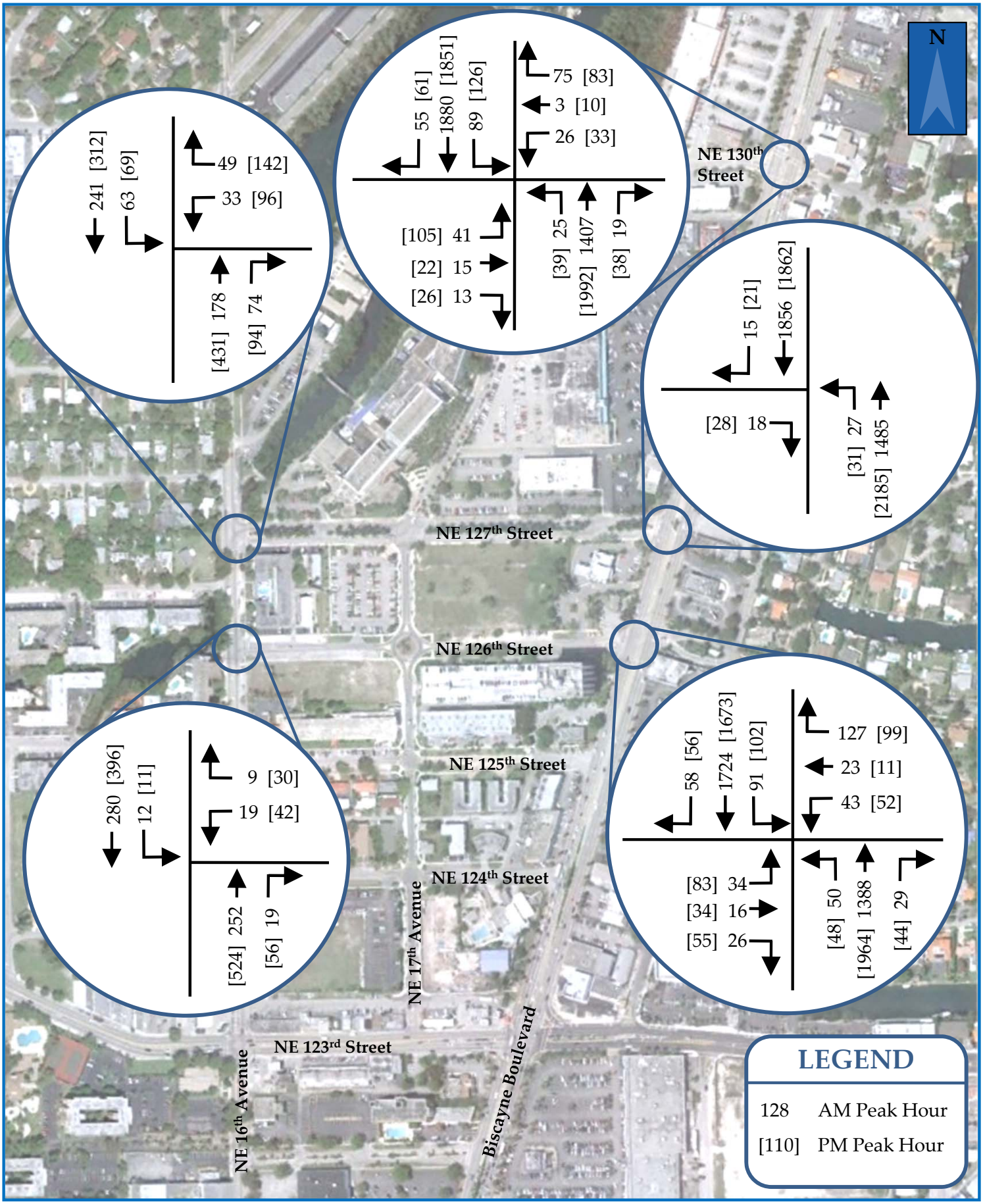


Figure 2
2011 Existing Intersection Volumes
Johnson & Wales Traffic Impact Analysis
North Miami, FL

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TABLE 3
2011 INTERSECTION LEVEL OF SERVICE
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Intersection	Peak Hour	2011 Existing
US-1 at NE 126 Street	Morning	B
	Afternoon	C
US-1 at NE 127 Street*	Morning	C
	Afternoon	C
US-1 at NE 130 Street	Morning	B
	Afternoon	C
NE 16 Avenue at NE 126 Street	Morning	A
	Afternoon	B
NE 16 Avenue at NE 127 Street	Morning	A
	Afternoon	B

* Reports LOS for NE 127 St. (Minor approach of unsignalized intersection)

FUTURE CONDITIONS ANALYSIS

Although the University includes a number of dormitory buildings that are scattered within the Master Plan area and parking areas that are not contiguous with the main campus area, all University traffic was presumed to enter and exit the main parking garage located directly north of the main campus building. This methodology provides a highly conservative impact analysis, since some percentage of the traffic will utilize on-street parking or other parking facilities, that are not located near the main campus building. The future conditions analysis was performed by calculating the increased number of vehicle trips that result from the increased student enrollment and adding it to the 2018 background volumes for all roadway links and intersection turning movements.

Background Traffic

No historical traffic data was available for these local roadways. Background traffic is not expected to increase on NE 17th Avenue, NE 126th Street and NE 127th Street because the area is built out and the surrounding roadway network services local existing traffic. In any event, all of the peak hour volumes for the impacted roadways and intersections were increased to account for annual background traffic growth. Historical volume data for US-1 was available from the FDOT 2009 Florida Traffic Information CD-ROM. Traffic volumes have declined since 2004 and the five (5) year annual compound growth rate for US-1 is a negative value. Therefore, a 0.5% annual compound growth rate was applied to all of the 2011 traffic volumes to develop 2018 volumes, so as to provide a conservative analysis for future conditions.

Project Trip Generation

Daily and peak hour traffic to be generated by the proposed expansion of JWUNMC was determined using the Institute of Transportation Engineers (ITE), *Trip Generation*, 8th Edition formulas. **Table 4** summarizes the resulting difference in trip generation between the proposed 2,500-student enrollment in 2018 and the 2012 student enrollment of 2,000.

TABLE 4
TRIP GENERATION
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT STUDY

Land Use	ITE Code	Intensity		Formula	In/Out	Driveway Volumes		
						In	Out	Total
Daily								
University/ College	550	2,500 2,000	students	T=2.23(X) + 440	50 / 50 50 / 50	3,008 2,450	3,007 2,450	6,015 4,900
					Difference	**558**	**557**	**1,115**
Morning Peak Hour								
University/ College	550	2,500 2,000	students	T=0.21(X) - 69.14	80 / 20 80 / 20	365 281	91 70	456 351
					Difference	**84**	**21**	**105**
Afternoon Peak Hour								
University/ College	550	2,500 2,000	students	T=0.19(X) + 118.58	30 / 70 30 / 70	178 150	416 349	594 499
					Difference	**28**	**67**	**95**

The increase in daily net trip generation is 1,115 trips. The morning and afternoon peak hour net difference in trip generation is 105 and 95 trips, respectively. The corresponding peak hour trips were added to the analyzed roadway links and intersection turning movements based on the project distribution to develop 2018 conditions that include the impacts of the 2,500 student enrollment.

Project Traffic Distribution

The distribution of the project traffic was derived from the Miami-Dade 2035 Long Range Transportation Plan Directional Trip Distribution Report. The University lies within Transportation Analysis Zone (TAZ) 203. **Table 5** provides the calculated cardinal distribution for 2018 based on an interpolation between the 2005 and 2035 cardinal distributions for TAZ 203. The interpolated cardinal distribution was used to estimate the percent distribution of project traffic shown in **Figure 3**.

TABLE 5
2018 CARDINAL DISTRIBUTION
JOHNSON & WALES UNIVERSITY IMPACT ANALYSIS

Direction	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
Percentage	21.70%	2.75%	3.35%	6.00%	17.31%	14.47%	17.00%	17.42%

* Interpolated 2005 and 2035 TAZ data from Miami-Dade 2035 LRTP

Link Analysis

Application of the trip distribution percentages, shown in Figure 3, to the 105 morning and 95 afternoon peak hour trips that will be generated by the increased enrollment of the University, produces the project traffic that is to be added to the area roadway network. 2018 background growth and project traffic was applied to the existing roadway volumes to analyze future conditions with the proposed increase in student enrollment at JWUNMC. **Table 6** summarizes the intersection LOS for the morning peak hour and **Table 7** summarizes the afternoon peak hour. All of the roadways are expected to operate at LOS D or better.



Figure 3
Project Distribution
Johnson & Wales Traffic Impact Analysis
North Miami, FL

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

TABLE 6
2018 MORNING TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	2018 Volumes*	Percent Project Traffic	Project Trips	Total 2018 Volumes	2018 LOS	Capacity Exceeded?
NE 16 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,413	570	C	590	32%	34	624	C	NO
	NE 127 Street	NE 135 Street	2LU	E	1,413	531	C	550	17%	18	568	C	NO
NE 17 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,021	156	C	162	32%	34	196	C	NO
	NE 127 Street	NE 130 Street	2LU	E	1,021	175	C	181	90%	95	276	C	NO
US-1/Biscayne Boulevard	NE 123 Street	NE 127 Street	6LD	E+50%	7,725	3,422	C	3,544	23%	24	3,568	C	NO
	NE 127 Street	NE 135 Street	6LD	E+50%	7,725	3,547	C	3,673	22%	23	3,696	C	NO
NE 127 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	225	C	233	39%	41	274	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	101	C	105	19%	20	125	C	NO
NE 126 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	59	C	61	10%	11	72	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	207	C	214	16%	17	231	C	NO

* Includes an annual compounded growth rate of 0.5%.

** Capacities based on 2009 FDOT Quality/LOS Handbook.

TABLE 7
2018 AFTERNOON TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	2018 Volumes*	Percent Project Traffic	Project Trips	Total 2018 Volumes	2018 LOS	Capacity Exceeded?
NE 16 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,413	1,018	C	1,054	32%	30	1,084	D	NO
	NE 127 Street	NE 135 Street	2LU	E	1,413	954	C	988	17%	16	1,004	D	NO
NE 17 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,021	225	C	233	32%	30	263	C	NO
	NE 127 Street	NE 130 Street	2LU	E	1,021	341	C	353	90%	86	439	C	NO
US-1/Biscayne Boulevard	NE 123 Street	NE 127 Street	6LD	E+50%	7,725	4,106	C	4,252	23%	22	4,274	D	NO
	NE 127 Street	NE 135 Street	6LD	E+50%	7,725	4,218	C	4,368	22%	21	4,389	D	NO
NE 127 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	407	C	421	39%	37	458	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	185	C	192	19%	18	210	C	NO
NE 126 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	139	C	144	10%	10	154	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	287	C	297	16%	15	312	C	NO

* Includes an annual compounded growth rate of 0.5%.

** Capacities based on 2009 FDOT Quality/LOS Handbook.

Intersection Analysis

Future projected growth and project traffic was applied to the existing turning movement volumes to determine the future 2018 LOS of each intersection. **Figure 4** shows the intersection turning movement volumes for 2018 without project traffic. **Figure 5** shows the 2018 volumes for each intersection with project traffic added. The HCS summary report sheets for the future conditions with and without the project impacts are included in Appendix D. **Table 8** summarizes the results of the signalized intersection analysis and indicates that all of these intersections will operate within LOS C or better, which is well within their adopted maximum LOS standard.

TABLE 8
2018 OVERALL INTERSECTION LEVEL OF SERVICE
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Intersection	Peak Hour	2011 Existing	2018 No-build	2018 with Project
US-1 at NE 126 Street	Morning	B	B	C
	Afternoon	C	C	C
US-1 at NE 127 Street*	Morning	C	C	C
	Afternoon	C	C	C
US-1 at NE 130 Street	Morning	B	B	B
	Afternoon	C	C	C
NE 16 Avenue at NE 126 Street	Morning	A	A	A
	Afternoon	B	B	B
NE 16 Avenue at NE 127 Street	Morning	A	A	A
	Afternoon	B	B	B

* Reports LOS for NE 127 St. (Minor approach of unsignalized intersection)

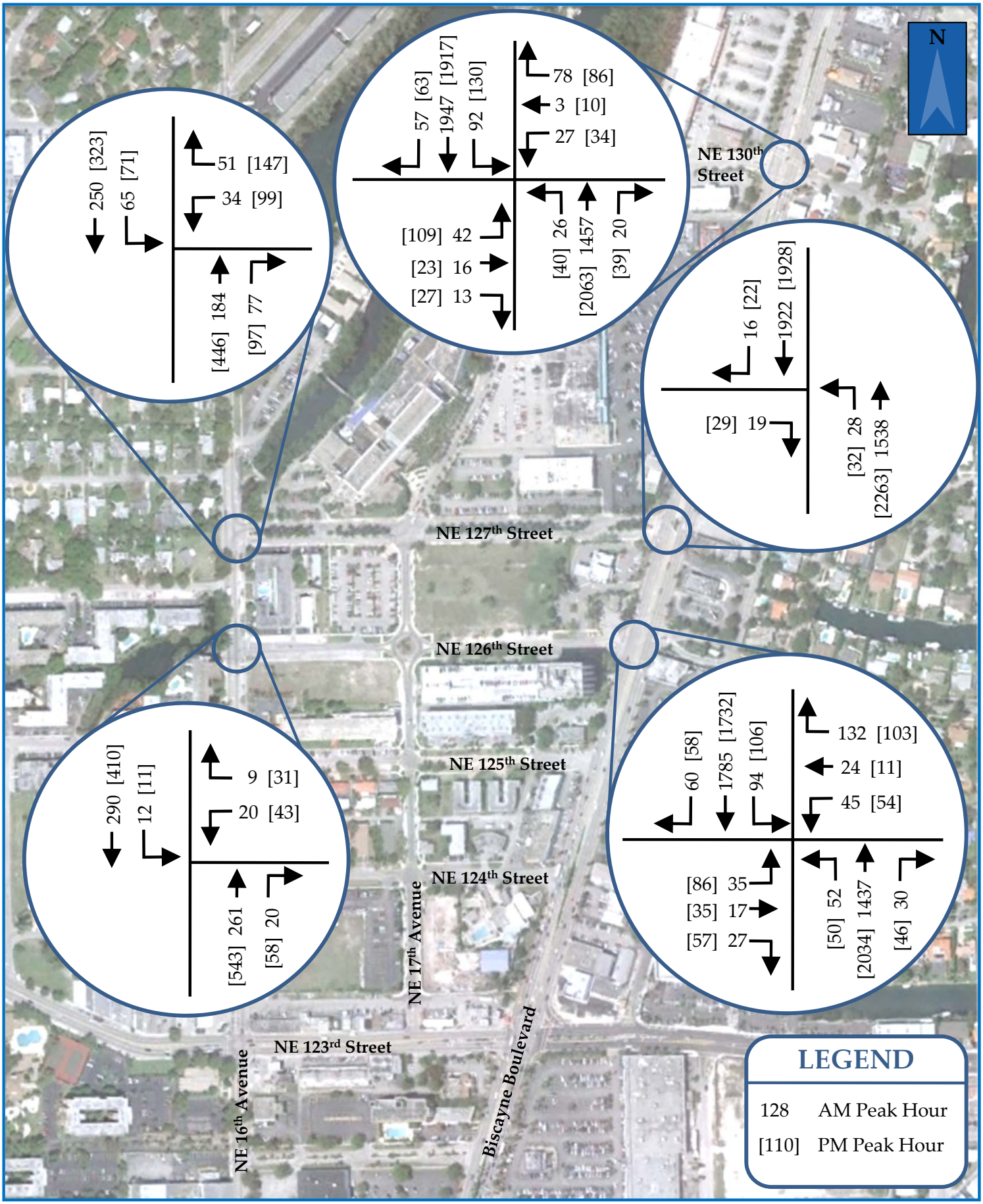


Figure 4
2018 Without Project Traffic Intersection Volumes
Johnson & Wales Traffic Impact Analysis
North Miami, FL

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

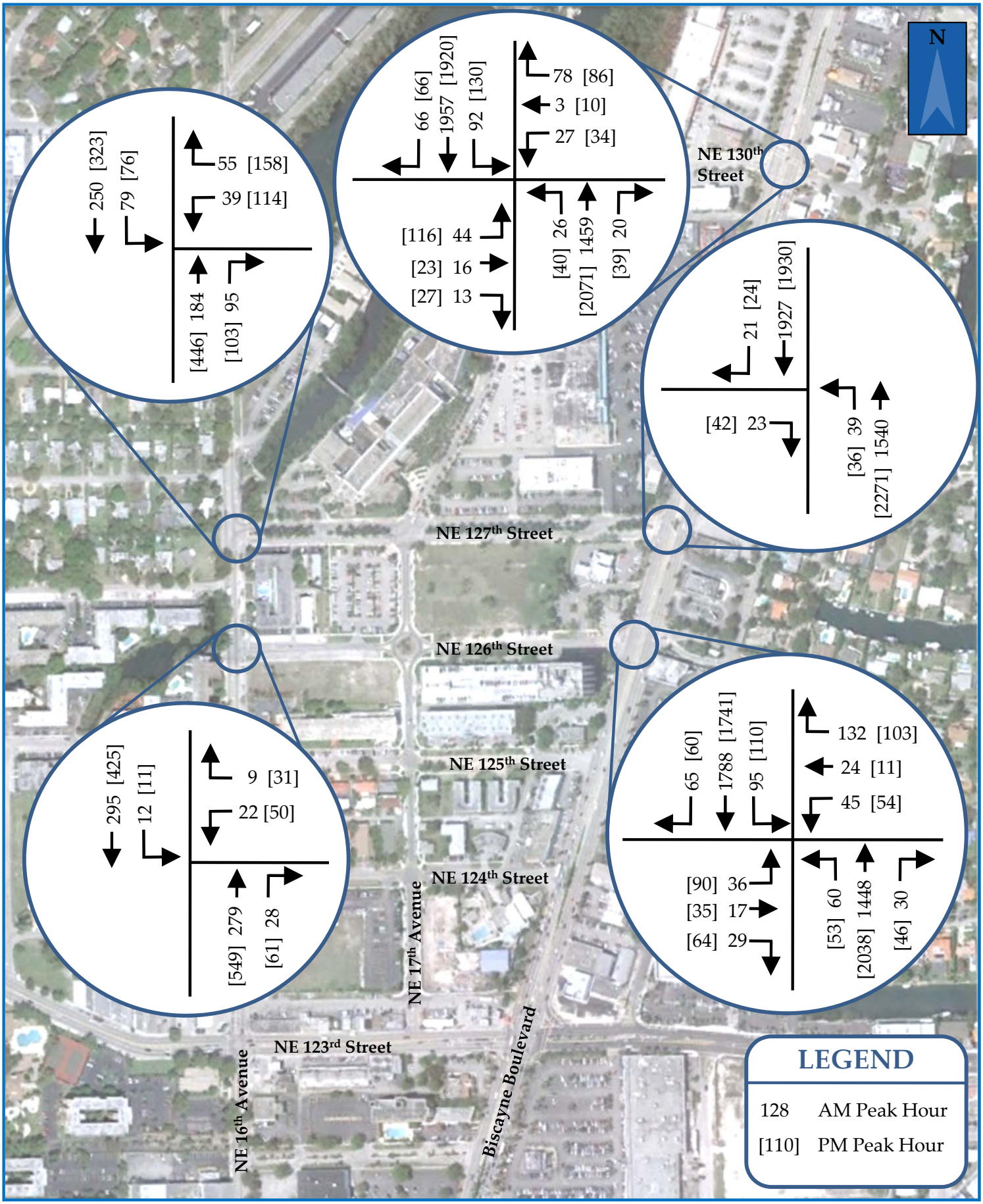


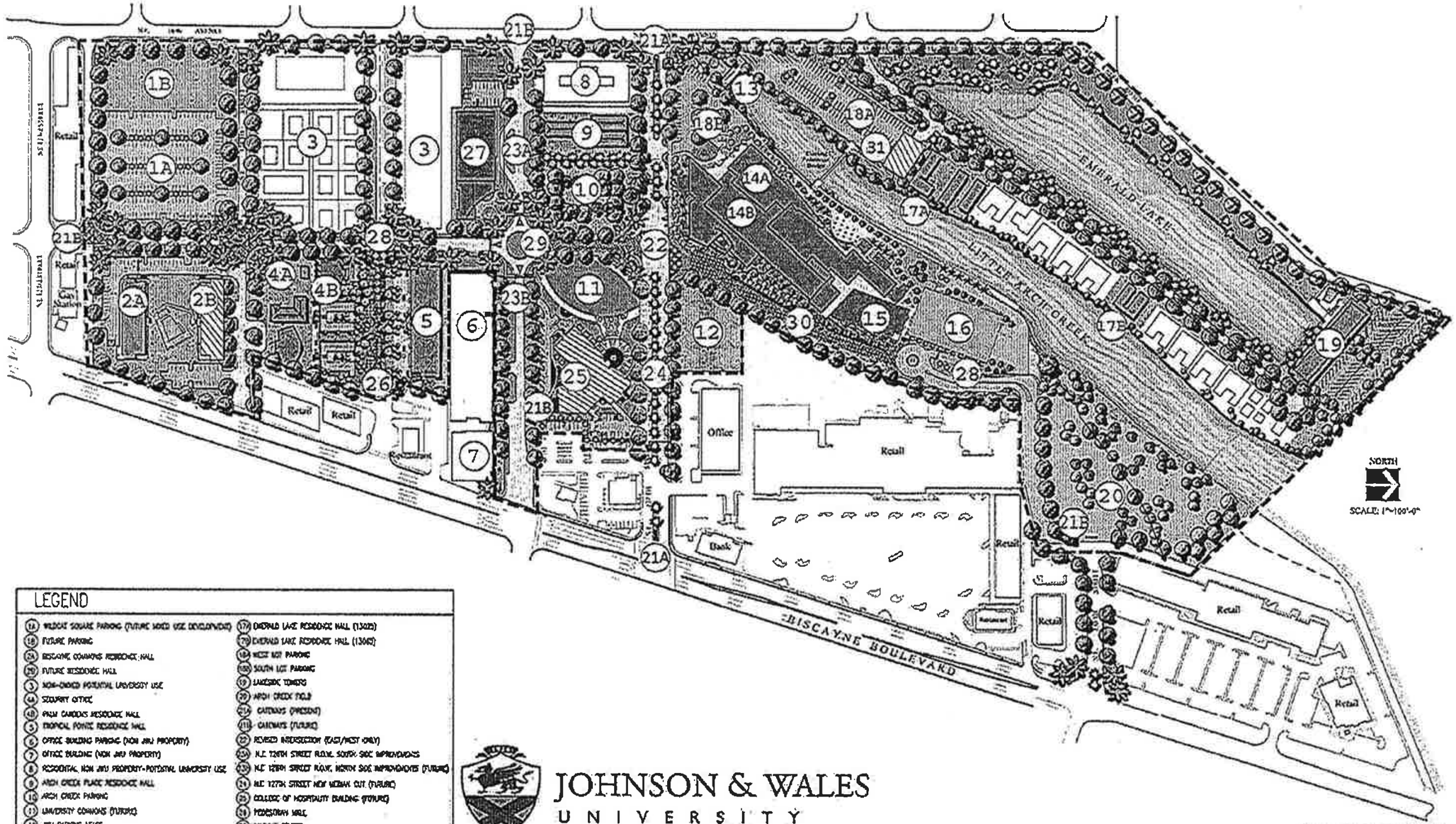
Figure 5
2018 With Project Traffic Intersection Volumes
Johnson & Wales Traffic Impact Analysis
North Miami, FL

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

CONCLUSIONS

McMahon has completed an analysis of the potential traffic impact associated with the expansion of JWU from its current student enrollment of 2,000 students in the year 2012, to a maximum of 2,500 students beyond 2018, and its compliance with Miami-Dade County LOS standards. A 2018 future conditions capacity analysis indicates that all of the affected roadway links and intersections will operate within their adopted LOS standards for Miami-Dade County. This project lies within the UIA and is, therefore, exempt from the Miami-Dade County Traffic Concurrency Management requirements. We, therefore, recommend that the project be approved.

APPENDIX E



LEGEND

- (1A) WILDCAT SQUARE PARKING (FUTURE MIXED USE DEVELOPMENT)
- (1B) FUTURE PARKING
- (2A) BISCAYNE COMMONS RESIDENCE HALL
- (2B) FUTURE RESIDENCE HALL
- (3) NON-OWNED POTENTIAL UNIVERSITY USE
- (4A) SECURITY OFFICE
- (4B) PALM CARDENS RESIDENCE HALL
- (5) TROPICAL POINTE RESIDENCE HALL
- (6) OFFICE BUILDING PARKING (NON JWU PROPERTY)
- (7) OFFICE BUILDING (NON JWU PROPERTY)
- (8) RESIDENTIAL NON JWU PROPERTY-POTENTIAL UNIVERSITY USE
- (9) ARCH CREEK PLACE RESIDENCE HALL
- (10) ARCH CREEK PARKING
- (11) UNIVERSITY COMMONS (FUTURE)
- (12) JWU PARKING LEASE
- (13) EXISTING STAND STRUCTURE (NON JWU)
- (14A) UNIVERSITY CENTER
- (14B) FLAMINGO HALL RESIDENCE
- (15) ACADEMIC STUDENT CENTER (ASC)
- (16) PARKING GARAGE
- (17A) EMERALD LAKE RESIDENCE HALL (130ED)
- (17B) EMERALD LAKE RESIDENCE HALL (130ED)
- (18A) WEST LOT PARKING
- (18B) SOUTH LOT PARKING
- (19) LAKESIDE TOWERS
- (20) ARCH CREEK FIELD
- (21A) GATEWAYS (EXISTING)
- (21B) GATEWAYS (FUTURE)
- (22) REVISED INTERSECTION (EAST/WEST ONLY)
- (23A) N.E. 126TH STREET R.O.W. SOUTH SIDE IMPROVEMENTS
- (23B) N.E. 126TH STREET R.O.W. NORTH SIDE IMPROVEMENTS (FUTURE)
- (24) N.E. 127TH STREET MEDIAN CUT (FUTURE)
- (25) COLLEGE OF HOSPITALITY BUILDING (FUTURE)
- (26) PEDESTRIAN MALL
- (27) WILDCAT CENTER
- (28) N.E. 12TH AVE. R.O.W. IMPROVEMENT
- (29) "CATWALK" SOUTH
- (30) "CATWALK" NORTH
- (31) FUTURE GREEN-HOUSE

BOUNDARY OF JWU CAMPUS MASTER MASTER PLANNED DISTRICT

JOHNSON & WALES
UNIVERSITY

MASTER PLAN
NORTH MIAMI, FLORIDA
UPDATE 2013- 2500 STUDENTS

GALLO HERBERT ARCHITECTS

Print Date: 4/27/2011

TOD Schedule Report for 2549: US 1&NE 126 St

Print Time: 4:38 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2549	2549: US 1&NE 126 St	DOW-4	TOD	[04] HEAVY	150	107	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT		WBT	SBL	NBT		EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 NBL	0	0	0	0	0	0	5	4	4	2	3	3	6	20	20	12	30	30	3.5	0
2 SBT	7	7	7	17	15	15	7	7	7	1	4	4	30	30	30	0	50	50	4	1
3	0	0	0	0	0	0	0	4	4	0	3	3	0	20	20	0	30	30	0	0
4 WBT	7	7	7	19	15	15	7	4	4	2.5	4	4	8	25	25	14	40	40	4	1.3
5 SBL	0	0	0	0	0	0	5	4	4	2	3	3	6	20	20	12	30	30	3.5	0
6 NBT	7	7	7	17	15	15	7	7	7	1	4	4	30	30	30	0	50	50	4	1
7	0	0	0	0	0	0	0	4	4	0	3	3	0	20	20	0	30	30	0	0
8 EBT	0	7	7	0	15	15	7	4	4	2.5	4	4	8	25	25	14	40	40	4	1.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	———
External Permit 1	———
External Permit 2	———

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3	4 WBT	5 SBL	6 NBT	7	8 EBT	Ring Offset	Offset
	Flash											
0600	19	150	11	100	0	26	11	100	0	26	0	60
1000	8	110	11	60	0	26	11	60	0	26	0	102
1545	4	150	11	100	0	26	11	100	0	26	0	107
1900	8	110	11	60	0	26	11	60	0	26	0	102
2300	23	80	5	46	0	16	5	46	0	16	0	75
	1	90	10	46	0	21	10	46	0	21	0	9
	5	110	10	66	0	21	10	66	0	21	0	90
	6	80	7	49	0	11	7	49	0	11	0	75
	7	80	9	37	0	21	9	37	0	21	0	72
	9	80	7	39	0	21	7	39	0	21	0	76
	10	110	5	71	0	21	5	71	0	21	0	95
	13	80	7	49	0	11	7	49	0	11	0	75
	15	120	8	83	0	16	8	83	0	16	0	94
	16	130	13	85	0	19	13	85	0	19	0	101
	17	110	10	66	0	21	10	66	0	21	0	88
	22	150	10	109	0	18	10	109	0	18	0	92
	25	130	10	81	0	26	10	81	0	26	0	129
	26	110	13	58	0	26	13	58	0	26	0	85
	27	140	15	86	0	26	15	86	0	26	0	16
	28	100	10	51	0	26	10	51	0	26	0	58

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	23	Su S
0100	Flash	Su S
0600	19	M T W Th F
0600	8	Su S
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

Print Date: 1/27/2011

TOD Schedule Report for 6456: W Dixie Hw&NE 130 St

Print Time: 4:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6456	6456: W Dixie Hw&NE 130 St	DOW-4	TOD	[05] POST-A	130	116	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
	SWT		NBT		NET		SBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	Phase Bank 1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SWT	7	7	7	13	13	13	7	7	7	1	1	1	40	40	40	40	40	40	4	1.5
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	2.5	20	20	20	35	32	32	4	1.7
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NET	7	7	7	13	13	13	7	7	7	1	1	1	40	40	40	40	40	40	4	1.5
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	2.5	20	20	20	35	32	32	4	1.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6-8
External Permit 0	———
External Permit 1	———
External Permit 2	———

Current TOD Schedule	Plan	Cycle	Green Time 1	2 SWT	3	4 NBT	5	6 NET	7	8 SBT	Ring Offset	Offset
	Free											
0600	1	90	0	66	0	13	0	66	0	13	0	62
0700	2	130	0	95	0	24	0	95	0	24	0	125
0930	1	90	0	66	0	13	0	66	0	13	0	62
1330	3	90	0	56	0	23	0	56	0	23	0	52
1500	4	130	0	86	0	33	0	86	0	33	0	103
1530	5	130	0	91	0	28	0	91	0	28	0	116
1830	1	90	0	66	0	13	0	66	0	13	0	62
2300	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Free	SuM TW ThF S
0600	1	SuM TW ThF S
0700	2	SuM TW ThF S
0930	1	SuM TW ThF S
1330	3	SuM TW ThF S
1500	4	SuM TW ThF S
1530	5	SuM TW ThF S
1830	1	SuM TW ThF S
2300	Free	SuM TW ThF S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0600	TOD OUTPUTS	-------	SuM T W ThF S
2300	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0600	TOD OUTPUTS	-------	SuM T W ThF S
2300	TOD OUTPUTS	-------1	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

Print Date: 1/27/2011

TOD Schedule Report for 6711: NE 16 Av&NE 126 St

Print Time: 4:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6711	6711: NE 16 Av&NE 126 St	DOW-4	TOD	[04] HEAVY	75	35	N/A	2	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
	SBT		WBT		NBT		
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 2

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	0	0	0	0	0	0	12	12	12	1	1	1	35	45	30	35	45	30	4	0.3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	7	7	10	10	10	7	7	7	2.5	-2.5	2.5	20	23	15	25	23	20	4	0.3
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	0	0	0	0	0	0	12	12	12	1	1	1	35	45	30	35	45	30	4	0.3
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2 SBT	3	4 WBT	5	6 NBT	7	8	Ring Offset	Offset
	Free											
0600	19	75	0	46	0	21	0	46	0	0	0	65
1000	8	55	0	36	0	11	0	36	0	0	0	13
1545	4	75	0	46	0	21	0	46	0	0	0	35
1900	8	55	0	36	0	11	0	36	0	0	0	13
2300	23	80	0	62	0	10	0	62	0	0	0	49
	1	90	0	43	0	39	0	43	0	0	0	54
	5	110	0	54	0	48	0	54	0	0	0	107
	6	80	0	37	0	35	0	37	0	0	0	36
	7	80	0	37	0	35	0	37	0	0	0	42
	9	80	0	38	0	34	0	38	0	0	0	43
	10	110	0	58	0	44	0	58	0	0	0	4
	13	80	0	37	0	35	0	37	0	0	0	36
	17	110	0	54	0	48	0	54	0	0	0	69
	22	150	0	82	0	60	0	82	0	0	0	94
	25	130	0	66	0	56	0	66	0	0	0	65
	26	110	0	56	0	46	0	56	0	0	0	42
	27	140	0	71	0	61	0	71	0	0	0	91
	28	100	0	49	0	43	0	49	0	0	0	64

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	23	Su S
0100	Free	Su S
0600	19	M T W Th F
0600	8	Su S
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0630	TOD OUTPUTS	-------1	M T W Th F
0930	TOD OUTPUTS	--------	M T W Th F
1530	TOD OUTPUTS	-------1	M T W Th F
1900	TOD OUTPUTS	--------	M T W Th F
2200	TOD OUTPUTS	-----3--	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	Su M T W Th F S
0630	TOD OUTPUTS	-------1	M T W Th F
0800	TOD OUTPUTS	--------	Su S
0930	TOD OUTPUTS	--------	M T W Th F
1530	TOD OUTPUTS	-------1	M T W Th F
1900	TOD OUTPUTS	--------	M T W Th F
2200	TOD OUTPUTS	-----3--	Su M T W Th F S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

Print Date: 4/27/2011

TOD Schedule Report for 4161: NE 16 Av&NE 127 St

Print Time: 4:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4161	4161: NE 16 Av&NE 127 St	DOW-4	TOD	[04] HEAVY	75	43	N/A	2	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
	SBT		WBT		NBT		
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 2

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	17	17	17	7	7	7	1	1	1	35	45	30	0	45	0	4	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	7	7	14	14	14	7	7	7	2.5	-2.5	2.5	20	23	15	23	23	15	4	1.1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	7	7	17	17	17	7	7	7	1	1	1	35	45	30	0	45	0	4	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6-
External Permit 0	———
External Permit 1	———
External Permit 2	———

Current TOD Schedule	Plan	Cycle	Green Time 1	2 SBT	3	4 WBT	5	6 NBT	7	8	Ring Offset	Offset
	Free											
0600	19	75	0	45	0	20	0	45	0	0	0	73
1000	8	55	0	35	0	10	0	35	0	0	0	18
1545	4	75	0	45	0	20	0	45	0	0	0	43
1900	8	55	0	35	0	10	0	35	0	0	0	18
2300	23	45	0	26	0	9	0	26	0	0	0	12
	1	90	0	42	0	38	0	42	0	0	0	54
	5	110	0	53	0	47	0	53	0	0	0	107
	6	80	0	36	0	34	0	36	0	0	0	36
	7	80	0	36	0	34	0	36	0	0	0	42
	9	80	0	37	0	33	0	37	0	0	0	43
	10	110	0	57	0	43	0	57	0	0	0	4
	13	80	0	36	0	34	0	36	0	0	0	36
	17	110	0	53	0	47	0	53	0	0	0	69
	22	150	0	81	0	59	0	81	0	0	0	94
	25	130	0	65	0	55	0	65	0	0	0	65
	26	110	0	55	0	45	0	55	0	0	0	42
	27	140	0	70	0	60	0	70	0	0	0	91
	28	100	0	48	0	42	0	48	0	0	0	64

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	23	Su S
0100	Free	Su S
0600	19	M T W Th F
0600	8	Su S
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0800	TOD OUTPUTS	-------	Su S
0930	TOD OUTPUTS	-------	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-----3--	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

Print Date: 4/27/2011

TOD Schedule Report for 4161: NE 16 Av&NE 127 St

Print Time: 4:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4161	4161: NE 16 Av&NE 127 St	DOW-4	TOD	[04] HEAVY	75	43	N/A	2	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
	SBT		WBT		NBT		
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 2

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	17	17	17	7	7	7	1	1	1	35	45	30	0	45	0	4	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	7	7	14	14	14	7	7	7	2.5	-2.5	2.5	20	23	15	23	23	15	4	1.1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	7	7	17	17	17	7	7	7	1	1	1	35	45	30	0	45	0	4	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6-
External Permit 0	———
External Permit 1	———
External Permit 2	———

Current TOD Schedule	Plan	Cycle	Green Time 1	2 SBT	3	4 WBT	5	6 NBT	7	8	Ring Offset	Offset
	Free											
0600	19	75	0	45	0	20	0	45	0	0	0	73
1000	8	55	0	35	0	10	0	35	0	0	0	18
1545	4	75	0	45	0	20	0	45	0	0	0	43
1900	8	55	0	35	0	10	0	35	0	0	0	18
2300	23	45	0	26	0	9	0	26	0	0	0	12
	1	90	0	42	0	38	0	42	0	0	0	54
	5	110	0	53	0	47	0	53	0	0	0	107
	6	80	0	36	0	34	0	36	0	0	0	36
	7	80	0	36	0	34	0	36	0	0	0	42
	9	80	0	37	0	33	0	37	0	0	0	43
	10	110	0	57	0	43	0	57	0	0	0	4
	13	80	0	36	0	34	0	36	0	0	0	36
	17	110	0	53	0	47	0	53	0	0	0	69
	22	150	0	81	0	59	0	81	0	0	0	94
	25	130	0	65	0	55	0	65	0	0	0	65
	26	110	0	55	0	45	0	55	0	0	0	42
	27	140	0	70	0	60	0	70	0	0	0	91
	28	100	0	48	0	42	0	48	0	0	0	64

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	23	Su S
0100	Free	Su S
0600	19	M T W Th F
0600	8	Su S
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----3--	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-----3--	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	----3--	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0800	TOD OUTPUTS	-------	Su S
0930	TOD OUTPUTS	-------	M T W ThF
1530	TOD OUTPUTS	-------1	M T W ThF
1900	TOD OUTPUTS	-------	M T W ThF
2200	TOD OUTPUTS	----3--	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 130 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*0*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*TR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*41*	*15*	*13*	*26*	*3*	*75*	*25*	*1407*	*19*	*89*	*1880*	*55*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *95.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *130.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*43*	*30*			*109*		*26*	*1501*		*94*	*2037*	
Lane Group Capacity	*216*	*320*			*287*		*98*	*3701*		*197*	*3692*	
v/c Ratio	*0.20*	*0.09*			*0.38*		*0.27*	*0.41*		*0.48*	*0.55*	
Green Ratio	*0.18*	*0.18*			*0.18*		*0.73*	*0.73*		*0.73*	*0.73*	
Uniform Delay d_1	*44.9*	*44.0*			*46.5*		*5.8*	*6.7*		*7.2*	*7.9*	
Delay Factor k	*0.50*	*0.50*			*0.50*		*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*2.1*	*0.6*			*3.8*		*6.5*	*0.3*		*8.1*	*0.6*	
PF Factor	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*46.9*	*44.6*			*50.3*		*12.3*	*7.0*		*15.3*	*8.5*	
Lane Group LOS	*D*	*D*			*D*		*B*	*A*		*B*	*A*	
Approach Delay	*46.0*			*50.3*			*7.1*			*8.8*		
Approach LOS	*D*			*D*			*A*			*A*		
Intersection Delay	*10.0*			Intersection LOS			*B*					

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 130 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*0*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*TR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*105*	*22*	*26*	*33*	*10*	*83*	*39*	*1992*	*38*	*126*	*1851*	*61*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *91.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *130.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*111*	*50*			*133*		*41*	*2137*		*133*	*2012*	
Lane Group Capacity	*241*	*369*			*333*		*92*	*3542*		*77*	*3535*	
v/c Ratio	*0.46*	*0.14*			*0.40*		*0.45*	*0.60*		*1.73*	*0.57*	
Green Ratio	*0.22*	*0.22*			*0.22*		*0.70*	*0.70*		*0.70*	*0.70*	
Uniform Delay d_1	*44.4*	*41.2*			*43.8*		*8.5*	*10.1*		*19.5*	*9.7*	
Delay Factor k	*0.50*	*0.50*			*0.50*		*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*6.2*	*0.8*			*3.5*		*14.8*	*0.8*		*375.6*	*0.7*	
PF Factor	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*50.6*	*42.0*			*47.3*		*23.3*	*10.9*		*395.1*	*10.4*	
Lane Group LOS	*D*	*D*			*D*		*C*	*B*		*F*	*B*	
Approach Delay	*48.0*			*47.3*			*11.1*			*34.3*		
Approach LOS	*D*			*D*			*B*			*C*		
Intersection Delay	*24.2*			Intersection LOS						*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*J Kim*
Agency/Co.	*McMahon Associates, Inc.*
Date Performed	*5/10/2011*
Analysis Time Period	*Morning Peak Hour*

Site Information

Intersection	*US-1 @ NE 127 St.*
Jurisdiction	*Miami-Dade County*
Analysis Year	*2011 - Existing*

Project Description *Johnson & Wales University*

East/West Street: *NE 127 Street* | North/South Street: *US-1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*27*	*1485*		*0*	*1856*	*15*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*28*	*1563*	*0*	*0*	*1953*	*15*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*18*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*18*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*						*R*
v (veh/h)	*28*	*0*						*18*
C (m) (veh/h)	*291*	*419*						*248*
v/c	*0.10*	*0.00*						*0.07*
95% queue length	*0.32*	*0.00*						*0.23*
Control Delay (s/veh)	*18.7*	*13.6*						*20.6*
LOS	*C*	*B*						*C*
Approach Delay (s/veh)	--	--				*20.6*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 127 St.*
Agency/Co.	*McMahon Associates, Inc.*	Jurisdiction	*Miami-Dade County*
Date Performed	*5/10/2011*	Analysis Year	*2011 - Existing*
Analysis Time Period	*Afternoon Peak Hour*		

Project Description *Johnson & Wales University*

East/West Street: *NE 127 Street* | North/South Street: *US-1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*31*	*2185*		*0*	*1862*	*21*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*32*	*2300*	*0*	*0*	*1960*	*22*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*28*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*29*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*						*R*
v (veh/h)	*32*	*0*						*29*
C (m) (veh/h)	*295*	*222*						*248*
v/c	*0.11*	*0.00*						*0.12*
95% queue length	*0.36*	*0.00*						*0.39*
Control Delay (s/veh)	*18.7*	*21.2*						*21.4*
LOS	*C*	*C*						*C*
Approach Delay (s/veh)	--	--				*21.4*		
Approach LOS	--	--				*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 126 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Volume (vph)	*34*	*16*	*26*	*43*	*23*	*127*	*50*	*1388*	*29*	*91*	*1724*	*58*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *11.0*	G = *100.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *3*	Y = *5*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* Cycle Length C = *150.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*36*	*17*	*27*	*45*	*24*	*134*	*53*	*1492*		*96*	*1876*	
Lane Group Capacity	*239*	*323*	*274*	*241*	*323*	*274*	*130*	*3372*		*130*	*3366*	
v/c Ratio	*0.15*	*0.05*	*0.10*	*0.19*	*0.07*	*0.49*	*0.41*	*0.44*		*0.74*	*0.56*	
Green Ratio	*0.17*	*0.17*	*0.17*	*0.17*	*0.17*	*0.17*	*0.07*	*0.67*		*0.07*	*0.67*	
Uniform Delay d_1	*52.6*	*51.7*	*52.1*	*53.0*	*51.9*	*56.0*	*66.4*	*11.8*		*68.1*	*13.3*	
Delay Factor k	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*1.3*	*0.3*	*0.7*	*1.7*	*0.4*	*6.1*	*9.2*	*0.4*		*31.0*	*0.7*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*54.0*	*52.0*	*52.9*	*54.7*	*52.4*	*62.1*	*75.6*	*12.2*		*99.0*	*13.9*	
Lane Group LOS	*D*	*D*	*D*	*D*	*D*	*E*	*E*	*B*		*F*	*B*	
Approach Delay	*53.2*			*59.3*			*14.4*			*18.1*		
Approach LOS	*D*			*E*			*B*			*B*		
Intersection Delay	*19.5*			Intersection LOS			*B*					

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 126 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Volume (vph)	*83*	*34*	*55*	*52*	*11*	*99*	*48*	*1964*	*44*	*102*	*1673*	*56*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *11.0*	G = *100.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *3*	Y = *5*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *150.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*87*	*36*	*58*	*55*	*12*	*104*	*51*	*2113*		*107*	*1820*	
Lane Group Capacity	*242*	*323*	*274*	*237*	*323*	*274*	*130*	*3372*		*130*	*3366*	
v/c Ratio	*0.36*	*0.11*	*0.21*	*0.23*	*0.04*	*0.38*	*0.39*	*0.63*		*0.82*	*0.54*	
Green Ratio	*0.17*	*0.17*	*0.17*	*0.17*	*0.17*	*0.17*	*0.07*	*0.67*		*0.07*	*0.67*	
Uniform Delay d_1	*54.7*	*52.3*	*53.2*	*53.4*	*51.6*	*54.9*	*66.3*	*14.3*		*68.5*	*13.0*	
Delay Factor k	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*4.1*	*0.7*	*1.8*	*2.3*	*0.2*	*4.0*	*8.7*	*0.9*		*42.1*	*0.6*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*58.8*	*53.0*	*55.0*	*55.7*	*51.8*	*58.8*	*75.0*	*15.2*		*110.7*	*13.7*	
Lane Group LOS	*E*	*D*	*D*	*E*	*D*	*E*	*E*	*B*		*F*	*B*	
Approach Delay	*56.4*			*57.3*			*16.6*			*19.0*		
Approach LOS	*E*			*E*			*B*			*B*		
Intersection Delay	*20.9*			Intersection LOS						*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 126 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*19*		*9*		*252*	*19*	*12*	*280*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *21.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *46.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *0*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*20*		*9*		*285*		*13*	*295*	
Lane Group Capacity				*496*		*443*		*1132*		*624*	*1143*	
v/c Ratio				*0.04*		*0.02*		*0.25*		*0.02*	*0.26*	
Green Ratio				*0.28*		*0.28*		*0.61*		*0.61*	*0.61*	
Uniform Delay d_1				*19.7*		*19.6*		*6.6*		*5.7*	*6.7*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.2*		*0.1*		*0.5*		*0.1*	*0.5*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*19.8*		*19.6*		*7.2*		*5.7*	*7.2*	
Lane Group LOS				*B*		*B*		*A*		*A*	*A*	
Approach Delay				*19.8*			*7.2*			*7.1*		
Approach LOS				*B*			*A*			*A*		
Intersection Delay	*7.7*			Intersection LOS						*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 126 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*42*		*30*		*524*	*56*	*11*	*396*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *21.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *46.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *0*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*44*		*32*		*611*		*12*	*417*	
Lane Group Capacity				*496*		*443*		*1127*		*403*	*1143*	
v/c Ratio				*0.09*		*0.07*		*0.54*		*0.03*	*0.36*	
Green Ratio				*0.28*		*0.28*		*0.61*		*0.61*	*0.61*	
Uniform Delay d_1				*19.9*		*19.8*		*8.4*		*5.7*	*7.2*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.4*		*0.3*		*1.9*		*0.1*	*0.9*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*20.3*		*20.2*		*10.3*		*5.8*	*8.1*	
Lane Group LOS				*C*		*C*		*B*		*A*	*A*	
Approach Delay				*20.2*			*10.3*			*8.1*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*10.1*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 127 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*33*		*49*		*178*	*74*	*63*	*241*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *45.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*35*		*52*		*265*		*66*	*254*	
Lane Group Capacity				*472*		*422*		*1073*		*638*	*1118*	
v/c Ratio				*0.07*		*0.12*		*0.25*		*0.10*	*0.23*	
Green Ratio				*0.27*		*0.27*		*0.60*		*0.60*	*0.60*	
Uniform Delay d_1				*20.6*		*20.9*		*7.0*		*6.4*	*6.9*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.3*		*0.6*		*0.5*		*0.3*	*0.5*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*20.9*		*21.5*		*7.6*		*6.7*	*7.4*	
Lane Group LOS				*C*		*C*		*A*		*A*	*A*	
Approach Delay				*21.2*			*7.6*			*7.3*		
Approach LOS				*C*			*A*			*A*		
Intersection Delay	*9.2*			Intersection LOS						*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 127 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*5/10/2011*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2011 - Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*96*		*142*		*431*	*94*	*69*	*312*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *45.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*101*		*149*		*553*		*73*	*328*	
Lane Group Capacity				*472*		*422*		*1091*		*431*	*1118*	
v/c Ratio				*0.21*		*0.35*		*0.51*		*0.17*	*0.29*	
Green Ratio				*0.27*		*0.27*		*0.60*		*0.60*	*0.60*	
Uniform Delay d_1				*21.4*		*22.3*		*8.6*		*6.7*	*7.3*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*1.0*		*2.3*		*1.7*		*0.8*	*0.7*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*22.4*		*24.6*		*10.3*		*7.5*	*7.9*	
Lane Group LOS				*C*		*C*		*B*		*A*	*A*	
Approach Delay				*23.7*			*10.3*			*7.9*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*12.3*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 126 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2018 without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*20*		*9*		*261*	*20*	*12*	*290*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *21.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *46.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *0*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *75.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*21*		*9*		*296*		*13*	*305*	
Lane Group Capacity				*496*		*443*		*1132*		*615*	*1143*	
v/c Ratio				*0.04*		*0.02*		*0.26*		*0.02*	*0.27*	
Green Ratio				*0.28*		*0.28*		*0.61*		*0.61*	*0.61*	
Uniform Delay d_1				*19.7*		*19.6*		*6.7*		*5.7*	*6.7*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.2*		*0.1*		*0.6*		*0.1*	*0.6*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*19.8*		*19.6*		*7.2*		*5.7*	*7.3*	
Lane Group LOS				*B*		*B*		*A*		*A*	*A*	
Approach Delay				*19.8*			*7.2*			*7.2*		
Approach LOS				*B*			*A*			*A*		
Intersection Delay	*7.8*			Intersection LOS						*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 126 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*43*		*31*		*543*	*58*	*11*	*410*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *21.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *46.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *0*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*45*		*33*		*633*		*12*	*432*	
Lane Group Capacity				*496*		*443*		*1128*		*391*	*1143*	
v/c Ratio				*0.09*		*0.07*		*0.56*		*0.03*	*0.38*	
Green Ratio				*0.28*		*0.28*		*0.61*		*0.61*	*0.61*	
Uniform Delay d_1				*19.9*		*19.9*		*8.5*		*5.7*	*7.3*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.4*		*0.3*		*2.0*		*0.1*	*1.0*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*20.3*		*20.2*		*10.6*		*5.9*	*8.3*	
Lane Group LOS				*C*		*C*		*B*		*A*	*A*	
Approach Delay				*20.3*			*10.6*			*8.2*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*10.3*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 127 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2018 Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*34*		*51*		*184*	*77*	*65*	*250*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *45.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *75.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*36*		*54*		*275*		*68*	*263*	
Lane Group Capacity				*472*		*422*		*1073*		*629*	*1118*	
v/c Ratio				*0.08*		*0.13*		*0.26*		*0.11*	*0.24*	
Green Ratio				*0.27*		*0.27*		*0.60*		*0.60*	*0.60*	
Uniform Delay d_1				*20.6*		*20.9*		*7.1*		*6.4*	*7.0*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.3*		*0.6*		*0.6*		*0.3*	*0.5*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*20.9*		*21.5*		*7.7*		*6.8*	*7.5*	
Lane Group LOS				*C*		*C*		*A*		*A*	*A*	
Approach Delay				*21.3*			*7.7*			*7.3*		
Approach LOS				*C*			*A*			*A*		
Intersection Delay	*9.3*			Intersection LOS						*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 127 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*99*		*147*		*446*	*97*	*71*	*323*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *45.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*104*		*155*		*571*		*75*	*340*	
Lane Group Capacity				*472*		*422*		*1091*		*421*	*1118*	
v/c Ratio				*0.22*		*0.37*		*0.52*		*0.18*	*0.30*	
Green Ratio				*0.27*		*0.27*		*0.60*		*0.60*	*0.60*	
Uniform Delay d_1				*21.4*		*22.4*		*8.7*		*6.7*	*7.3*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*1.1*		*2.5*		*1.8*		*0.9*	*0.7*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*22.5*		*24.8*		*10.5*		*7.6*	*8.0*	
Lane Group LOS				*C*		*C*		*B*		*A*	*A*	
Approach Delay				*23.9*			*10.5*			*8.0*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*12.5*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 126 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2018 Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	35	17	27	45	24	132	52	1437	30	94	1785	60
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	37	18	28	47	25	139	55	1545		99	1942	
Lane Group Capacity	239	323	274	241	323	274	130	3372		130	3366	
v/c Ratio	0.15	0.06	0.10	0.20	0.08	0.51	0.42	0.46		0.76	0.58	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	52.7	51.8	52.2	53.0	52.0	56.2	66.5	12.0		68.2	13.5	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	1.4	0.3	0.7	1.8	0.5	6.6	9.8	0.5		33.7	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	54.0	52.1	52.9	54.8	52.4	62.8	76.3	12.4		101.9	14.3	
Lane Group LOS	D	D	D	D	D	E	E	B		F	B	
Approach Delay	53.2			59.8			14.6			18.5		
Approach LOS	D			E			B			B		
Intersection Delay	19.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 126 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 - Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*T*	*R*	*L*	*T*	*R*	*L*	*TR*		*L*	*TR*	
Volume (vph)	*86*	*35*	*57*	*54*	*11*	*103*	*50*	*2034*	*46*	*106*	*1732*	*58*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*	*3*	*3*	*3*	*3*	*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08
Timing	G = *26.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *11.0*	G = *100.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *3*	Y = *5*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *150.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*91*	*37*	*60*	*57*	*12*	*108*	*53*	*2189*		*112*	*1884*	
Lane Group Capacity	*242*	*323*	*274*	*237*	*323*	*274*	*130*	*3371*		*130*	*3366*	
v/c Ratio	*0.38*	*0.11*	*0.22*	*0.24*	*0.04*	*0.39*	*0.41*	*0.65*		*0.86*	*0.56*	
Green Ratio	*0.17*	*0.17*	*0.17*	*0.17*	*0.17*	*0.17*	*0.07*	*0.67*		*0.07*	*0.67*	
Uniform Delay d_1	*54.8*	*52.3*	*53.3*	*53.5*	*51.6*	*55.0*	*66.4*	*14.7*		*68.7*	*13.3*	
Delay Factor k	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*4.4*	*0.7*	*1.8*	*2.4*	*0.2*	*4.2*	*9.2*	*1.0*		*48.5*	*0.7*	
PF Factor	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*59.2*	*53.0*	*55.1*	*55.9*	*51.8*	*59.2*	*75.6*	*15.7*		*117.2*	*14.0*	
Lane Group LOS	*E*	*D*	*E*	*E*	*D*	*E*	*E*	*B*		*F*	*B*	
Approach Delay	*56.7*			*57.6*			*17.1*			*19.8*		
Approach LOS	*E*			*E*			*B*			*B*		
Intersection Delay	*21.4*			Intersection LOS			*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*J Kim*
Agency/Co.	*McMahon Associates, Inc.*
Date Performed	*2/22/2013*
Analysis Time Period	*Morning Peak Hour*

Site Information

Intersection	*US-1 @ NE 127 St.*
Jurisdiction	*Miami-Dade County*
Analysis Year	*2018 Without Project*

Project Description *Johnson & Wales University*

East/West Street: *NE 127 Street* | North/South Street: *US-1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*28*	*1538*		*0*	*1922*	*16*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*29*	*1618*	*0*	*0*	*2023*	*16*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*19*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*20*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*						*R*
v (veh/h)	*29*	*0*						*20*
C (m) (veh/h)	*273*	*399*						*234*
v/c	*0.11*	*0.00*						*0.09*
95% queue length	*0.35*	*0.00*						*0.28*
Control Delay (s/veh)	*19.7*	*14.0*						*21.8*
LOS	*C*	*B*						*C*
Approach Delay (s/veh)	--	--				*21.8*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*J Kim*
Agency/Co.	*McMahon Associates, Inc.*
Date Performed	*2/22/2013*
Analysis Time Period	*Afternoon Peak Hour*

Site Information

Intersection	*US-1 @ NE 127 St.*
Jurisdiction	*Miami-Dade County*
Analysis Year	*2018 Without Project*

Project Description *Johnson & Wales University*

East/West Street: *NE 127 Street* | North/South Street: *US-1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*32*	*2263*		*0*	*1928*	*22*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*33*	*2382*	*0*	*0*	*2029*	*23*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*29*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*30*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*						*R*
v (veh/h)	*33*	*0*						*30*
C (m) (veh/h)	*277*	*206*						*236*
v/c	*0.12*	*0.00*						*0.13*
95% queue length	*0.40*	*0.00*						*0.43*
Control Delay (s/veh)	*19.7*	*22.5*						*22.5*
LOS	*C*	*C*						*C*
Approach Delay (s/veh)	--	--				*22.5*		
Approach LOS	--	--				*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 130 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2018 Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*0*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*TR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*42*	*16*	*13*	*27*	*3*	*78*	*26*	*1457*	*20*	*92*	*1947*	*57*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *24.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *95.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *130.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*44*	*31*			*113*		*27*	*1555*		*97*	*2109*	
Lane Group Capacity	*213*	*321*			*286*		*89*	*3701*		*184*	*3692*	
v/c Ratio	*0.21*	*0.10*			*0.40*		*0.30*	*0.42*		*0.53*	*0.57*	
Green Ratio	*0.18*	*0.18*			*0.18*		*0.73*	*0.73*		*0.73*	*0.73*	
Uniform Delay d_1	*44.9*	*44.0*			*46.6*		*6.1*	*6.8*		*7.7*	*8.1*	
Delay Factor k	*0.50*	*0.50*			*0.50*		*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*2.2*	*0.6*			*4.1*		*8.6*	*0.4*		*10.4*	*0.6*	
PF Factor	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*47.1*	*44.6*			*50.7*		*14.6*	*7.2*		*18.1*	*8.7*	
Lane Group LOS	*D*	*D*			*D*		*B*	*A*		*B*	*A*	
Approach Delay	*46.1*			*50.7*			*7.3*			*9.1*		
Approach LOS	*D*			*D*			*A*			*A*		
Intersection Delay	*10.3*			Intersection LOS			*B*					

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 130 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 Without Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*0*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*TR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*109*	*23*	*27*	*34*	*10*	*86*	*40*	*2063*	*39*	*130*	*1917*	*63*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *91.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *130.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*115*	*52*			*138*		*42*	*2213*		*137*	*2084*	
Lane Group Capacity	*238*	*369*			*333*		*83*	*3542*		*69*	*3535*	
v/c Ratio	*0.48*	*0.14*			*0.41*		*0.51*	*0.62*		*1.99*	*0.59*	
Green Ratio	*0.22*	*0.22*			*0.22*		*0.70*	*0.70*		*0.70*	*0.70*	
Uniform Delay d_1	*44.7*	*41.3*			*43.9*		*9.1*	*10.4*		*19.5*	*10.0*	
Delay Factor k	*0.50*	*0.50*			*0.50*		*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*6.9*	*0.8*			*3.8*		*20.4*	*0.8*		*491.0*	*0.7*	
PF Factor	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*51.5*	*42.1*			*47.7*		*29.4*	*11.2*		*510.5*	*10.7*	
Lane Group LOS	*D*	*D*			*D*		*C*	*B*		*F*	*B*	
Approach Delay	*48.6*			*47.7*			*11.6*			*41.5*		
Approach LOS	*D*			*D*			*B*			*D*		
Intersection Delay	*27.8*			Intersection LOS			*C*					

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 126 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2018 with Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*22*		*9*		*279*	*28*	*12*	*295*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *21.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *46.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *0*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *75.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*23*		*9*		*323*		*13*	*311*	
Lane Group Capacity				*496*		*443*		*1129*		*594*	*1143*	
v/c Ratio				*0.05*		*0.02*		*0.29*		*0.02*	*0.27*	
Green Ratio				*0.28*		*0.28*		*0.61*		*0.61*	*0.61*	
Uniform Delay d_1				*19.7*		*19.6*		*6.8*		*5.7*	*6.7*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.2*		*0.1*		*0.6*		*0.1*	*0.6*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*19.9*		*19.6*		*7.4*		*5.8*	*7.3*	
Lane Group LOS				*B*		*B*		*A*		*A*	*A*	
Approach Delay				*19.8*			*7.4*			*7.3*		
Approach LOS				*B*			*A*			*A*		
Intersection Delay	*7.9*			Intersection LOS						*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 126 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*50*		*31*		*549*	*61*	*11*	*425*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *21.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *46.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *4*	Y = *0*	Y = *0*	Y = *0*	Y = *4*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *75.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*53*		*33*		*642*		*12*	*447*	
Lane Group Capacity				*496*		*443*		*1127*		*387*	*1143*	
v/c Ratio				*0.11*		*0.07*		*0.57*		*0.03*	*0.39*	
Green Ratio				*0.28*		*0.28*		*0.61*		*0.61*	*0.61*	
Uniform Delay d_1				*20.0*		*19.9*		*8.6*		*5.7*	*7.4*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.4*		*0.3*		*2.1*		*0.1*	*1.0*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*20.5*		*20.2*		*10.7*		*5.9*	*8.4*	
Lane Group LOS				*C*		*C*		*B*		*A*	*A*	
Approach Delay				*20.4*			*10.7*			*8.3*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*10.5*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 127 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Morning Peak Hour*	Analysis Year	*2018 With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*39*		*55*		*184*	*95*	*79*	*250*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *45.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *75.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*41*		*58*		*294*		*83*	*263*	
Lane Group Capacity				*472*		*422*		*1066*		*613*	*1118*	
v/c Ratio				*0.09*		*0.14*		*0.28*		*0.14*	*0.24*	
Green Ratio				*0.27*		*0.27*		*0.60*		*0.60*	*0.60*	
Uniform Delay d_1				*20.6*		*20.9*		*7.2*		*6.5*	*7.0*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*0.4*		*0.7*		*0.6*		*0.5*	*0.5*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*21.0*		*21.6*		*7.8*		*7.0*	*7.5*	
Lane Group LOS				*C*		*C*		*A*		*A*	*A*	
Approach Delay				*21.4*			*7.8*			*7.4*		
Approach LOS				*C*			*A*			*A*		
Intersection Delay	*9.4*			Intersection LOS						*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*NE 127 St. @ 16 Ave.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				*1*		*1*		*1*	*0*	*1*	*1*	
Lane Group				*L*		*R*		*TR*		*L*	*T*	
Volume (vph)				*114*		*158*		*446*	*103*	*76*	*323*	
% Heavy Vehicles				*2*		*2*		*2*	*2*	*2*	*2*	
PHF				*0.95*		*0.95*		*0.95*	*0.95*	*0.95*	*0.95*	
Pretimed/Actuated (P/A)				*P*		*P*		*P*	*P*	*P*	*P*	
Startup Lost Time				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Extension of Effective Green				*2.0*		*2.0*		*2.0*		*2.0*	*2.0*	
Arrival Type				*3*		*3*		*3*		*3*	*3*	
Unit Extension				*3.0*		*3.0*		*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume				*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	
Lane Width				*12.0*		*12.0*		*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking				*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour				*0*		*0*		*0*		*0*	*0*	
Minimum Pedestrian Time					*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *20.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *45.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *5*	Y = *0*	Y = *0*	Y = *0*
Duration of Analysis (hrs) = *0.25*						Cycle Length C = *75.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				*120*		*166*		*577*		*80*	*340*	
Lane Group Capacity				*472*		*422*		*1090*		*417*	*1118*	
v/c Ratio				*0.25*		*0.39*		*0.53*		*0.19*	*0.30*	
Green Ratio				*0.27*		*0.27*		*0.60*		*0.60*	*0.60*	
Uniform Delay d_1				*21.6*		*22.5*		*8.8*		*6.8*	*7.3*	
Delay Factor k				*0.50*		*0.50*		*0.50*		*0.50*	*0.50*	
Incremental Delay d_2				*1.3*		*2.7*		*1.8*		*1.0*	*0.7*	
PF Factor				*1.000*		*1.000*		*1.000*		*1.000*	*1.000*	
Control Delay				*22.9*		*25.3*		*10.6*		*7.8*	*8.0*	
Lane Group LOS				*C*		*C*		*B*		*A*	*A*	
Approach Delay				*24.3*			*10.6*			*8.0*		
Approach LOS				*C*			*B*			*A*		
Intersection Delay	*12.8*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	J Kim	Intersection	US-1 @ NE 126 St.
Agency or Co.	McMahon Associates, Inc.	Area Type	All other areas
Date Performed	2/22/2013	Jurisdiction	Miami-Dade County
Time Period	Morning Peak Hour	Analysis Year	2018 with Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	36	17	29	45	24	132	60	1448	30	95	1788	65
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	38	18	31	47	25	139	63	1556		100	1950	
Lane Group Capacity	239	323	274	241	323	274	130	3372		130	3365	
v/c Ratio	0.16	0.06	0.11	0.20	0.08	0.51	0.48	0.46		0.77	0.58	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	52.7	51.8	52.3	53.0	52.0	56.2	66.8	12.0		68.3	13.6	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	1.4	0.3	0.8	1.8	0.5	6.6	12.4	0.5		34.6	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	54.1	52.1	53.1	54.8	52.4	62.8	79.1	12.5		102.9	14.3	
Lane Group LOS	D	D	D	D	D	E	E	B		F	B	
Approach Delay	53.3			59.8			15.1			18.6		
Approach LOS	D			E			B			B		
Intersection Delay	20.1			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 126 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 with Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	90	35	64	54	11	103	53	2038	46	110	1741	60
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	95	37	67	57	12	108	56	2193		116	1896	
Lane Group Capacity	242	323	274	237	323	274	130	3371		130	3366	
v/c Ratio	0.39	0.11	0.24	0.24	0.04	0.39	0.43	0.65		0.89	0.56	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	55.0	52.3	53.5	53.5	51.6	55.0	66.5	14.7		68.9	13.3	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	4.7	0.7	2.1	2.4	0.2	4.2	10.1	1.0		54.2	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	59.7	53.0	55.6	55.9	51.8	59.2	76.6	15.7		123.1	14.0	
Lane Group LOS	E	D	E	E	D	E	E	B		F	B	
Approach Delay	57.1			57.6			17.2			20.3		
Approach LOS	E			E			B			C		
Intersection Delay	21.8			Intersection LOS						C		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*J Kim*
Agency/Co.	*McMahon Associates, Inc.*
Date Performed	*2/22/2013*
Analysis Time Period	*Morning Peak Hour*

Site Information

Intersection	*US-1 @ NE 127 St.*
Jurisdiction	*Miami-Dade County*
Analysis Year	*2018 With Project*

Project Description *Johnson & Wales University*

East/West Street: *NE 127 Street* | North/South Street: *US-1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*39*	*1540*		*0*	*1927*	*21*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*41*	*1621*	*0*	*0*	*2028*	*22*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*23*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*24*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*						*R*
v (veh/h)	*41*	*0*						*24*
C (m) (veh/h)	*270*	*398*						*232*
v/c	*0.15*	*0.00*						*0.10*
95% queue length	*0.53*	*0.00*						*0.34*
Control Delay (s/veh)	*20.7*	*14.0*						*22.3*
LOS	*C*	*B*						*C*
Approach Delay (s/veh)	--	--				*22.3*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*J Kim*
Agency/Co.	*McMahon Associates, Inc.*
Date Performed	*2/22/2013*
Analysis Time Period	*Afternoon Peak Hour*

Site Information

Intersection	*US-1 @ NE 127 St.*
Jurisdiction	*Miami-Dade County*
Analysis Year	*2018 With Project*

Project Description *Johnson & Wales University*

East/West Street: *NE 127 Street* | North/South Street: *US-1*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*36*	*2271*		*0*	*1930*	*24*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*37*	*2390*	*0*	*0*	*2031*	*25*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*42*			
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*44*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*						*R*
v (veh/h)	*37*	*0*						*44*
C (m) (veh/h)	*276*	*205*						*235*
v/c	*0.13*	*0.00*						*0.19*
95% queue length	*0.46*	*0.00*						*0.67*
Control Delay (s/veh)	*20.1*	*22.6*						*23.8*
LOS	*C*	*C*						*C*
Approach Delay (s/veh)	--	--				*23.8*		
Approach LOS	--	--				*C*		

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SHORT REPORT

General Information		Site Information	
Analyst	J Kim	Intersection	US-1 @ NE 130 St.
Agency or Co.	McMahon Associates, Inc.	Area Type	All other areas
Date Performed	2/22/2013	Jurisdiction	Miami-Dade County
Time Period	Morning Peak Hour	Analysis Year	2018 With Project

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	3	0	1	3	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	44	16	13	27	3	78	26	1459	20	92	1957	66
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 24.0	G = 0.0	G = 0.0	G = 0.0	G = 95.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0

Duration of Analysis (hrs) = 0.25 | Cycle Length C = 130.0

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	46	31			113		27	1557		97	2129	
Lane Group Capacity	213	321			286		86	3701		183	3690	
v/c Ratio	0.22	0.10			0.40		0.31	0.42		0.53	0.58	
Green Ratio	0.18	0.18			0.18		0.73	0.73		0.73	0.73	
Uniform Delay d_1	45.0	44.0			46.6		6.1	6.8		7.7	8.1	
Delay Factor k	0.50	0.50			0.50		0.50	0.50		0.50	0.50	
Incremental Delay d_2	2.3	0.6			4.1		9.3	0.4		10.6	0.7	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	47.3	44.6			50.7		15.4	7.2		18.3	8.8	
Lane Group LOS	D	D			D		B	A		B	A	
Approach Delay	46.2			50.7			7.3			9.2		
Approach LOS	D			D			A			A		
Intersection Delay	10.3			Intersection LOS			B					

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SHORT REPORT

General Information		Site Information	
Analyst	*J Kim*	Intersection	*US-1 @ NE 130 St.*
Agency or Co.	*McMahon Associates, Inc.*	Area Type	*All other areas*
Date Performed	*2/22/2013*	Jurisdiction	*Miami-Dade County*
Time Period	*Afternoon Peak Hour*	Analysis Year	*2018 With Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*	*0*	*0*	*1*	*0*	*1*	*3*	*0*	*1*	*3*	*0*
Lane Group	*L*	*TR*			*LTR*		*L*	*TR*		*L*	*TR*	
Volume (vph)	*116*	*23*	*27*	*34*	*10*	*86*	*40*	*2071*	*39*	*130*	*1920*	*66*
% Heavy Vehicles	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*	*2*
PHF	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*	*0.95*
Pretimed/Actuated (P/A)	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*	*P*
Startup Lost Time	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Extension of Effective Green	*2.0*	*2.0*			*2.0*		*2.0*	*2.0*		*2.0*	*2.0*	
Arrival Type	*3*	*3*			*3*		*3*	*3*		*3*	*3*	
Unit Extension	*3.0*	*3.0*			*3.0*		*3.0*	*3.0*		*3.0*	*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Lane Width	*12.0*	*12.0*			*12.0*		*12.0*	*12.0*		*12.0*	*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*		*0*	*0*		*0*	*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = *28.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *91.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*	Y = *5.5*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* — Cycle Length C = *130.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*122*	*52*			*138*		*42*	*2221*		*137*	*2090*	
Lane Group Capacity	*238*	*369*			*333*		*83*	*3542*		*68*	*3534*	
v/c Ratio	*0.51*	*0.14*			*0.41*		*0.51*	*0.63*		*2.01*	*0.59*	
Green Ratio	*0.22*	*0.22*			*0.22*		*0.70*	*0.70*		*0.70*	*0.70*	
Uniform Delay d_1	*45.0*	*41.3*			*43.9*		*9.1*	*10.4*		*19.5*	*10.0*	
Delay Factor k	*0.50*	*0.50*			*0.50*		*0.50*	*0.50*		*0.50*	*0.50*	
Incremental Delay d_2	*7.7*	*0.8*			*3.8*		*20.4*	*0.9*		*504.2*	*0.7*	
PF Factor	*1.000*	*1.000*			*1.000*		*1.000*	*1.000*		*1.000*	*1.000*	
Control Delay	*52.7*	*42.1*			*47.7*		*29.4*	*11.3*		*523.7*	*10.7*	
Lane Group LOS	*D*	*D*			*D*		*C*	*B*		*F*	*B*	
Approach Delay	*49.5*			*47.7*			*11.6*			*42.3*		
Approach LOS	*D*			*D*			*B*			*D*		
Intersection Delay	*28.2*			Intersection LOS			*C*					

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JOHNSON & WALES UNIVERSITY
NORTH MIAMI INSTITUTIONAL MASTER PLAN

January 2019

EXHIBIT “B”

Legal Description of Geographic Area Covered by the Agreement

The subject site is located in the northeast ¼ of section 28, township 52 south, range 42 east, within the jurisdiction of the city of North Miami, Miami-Dade County, Florida. The subject site consists of an irregularly shaped area bounded by Arch Creek Road and N.E. 133rd Road on the north, Biscayne Boulevard (State Road 5) on the east, N.E. 123rd Terrace on the south, and N.E. 16th Avenue on the west.