

**CITY OF MIRAMAR  
PROPOSED CITY COMMISSION AGENDA ITEM**

**Meeting Date:** January 27, 2021

**Presenter's Name and Title:** Eric Silva, Director, on behalf of the Community Development Department

**Prepared By:** Michael Alpert, Principal Planner

**Temp. Reso. Number:** 7335

**Item Description:** Temp. Reso. No. 7335, CONSIDERING CONDITIONAL USE APPLICATION NO. 2002605; CONSIDERING VARIANCE APPLICATION NO. 2006693 FROM THE SIDE SETBACK REQUIREMENT PER LAND DEVELOPMENT CODE ("LDC") SECTION 403, TABLE 403-2; CONSIDERING VARIANCE APPLICATION NO. 2008876 FROM THE OFF-STREET PARKING REQUIREMENT, LDC SECTION 808.3.2; CONSIDERING SITE PLAN APPLICATION NO. 2002606, AND COMMUNITY APPEARANCE BOARD APPLICATION NO. 2002607, FOR A PROPOSED THREE-STORY, 122,237 SQUARE-FOOT SELF-STORAGE FACILITY AND ONE-STORY, 8,313 SQUARE-FOOT RETAIL DEVELOPMENT GENERALLY LOCATED APPROXIMATELY 379 FEET WEST OF UNIVERSITY DRIVE AND 810 FEET SOUTH OF MIRAMAR PARKWAY; AND PROVIDING FOR AN EFFECTIVE DATE. *(Community Development Director Eric Silva)*

Consent ☐ Resolution ☐ Ordinance ☐ Quasi-Judicial ☒ Public Hearing ☐

**Instructions for the Office of the City Clerk:**

**Public Notice** – As required by the Sec. 301.11.1 of the City Code and/or Sec. \_\_\_\_, Florida Statutes, public notice for this item was provided as follows: on \_\_\_\_ in a \_\_\_\_ ad in the \_\_\_\_; by the posting the property on 01/13/21 and/or by sending mailed notice to property owners within 1,000 feet of the property on 01/13/21 (fill in all that apply)

Special Voting Requirement – As required by Sec. \_\_\_\_, of the City Code and/or Sec. \_\_\_\_, Florida Statutes, approval of this item requires a \_\_\_\_ (unanimous, 4/5ths etc.) vote by the City Commission.

**Fiscal Impact:** Yes ☐ No ☒

**REMARKS:** No Fiscal Impact

**Content:**

- **Agenda Item Memo from the City Manager to City Commission**
- **Resolution TR 7335**
- **Attachment(s)**
  - **Attachment 1: Location Map**
  - **Attachment 2: Miramar Storage and Retail CAB Architectural Design Review Summary**
  - **Attachment 3: Miramar Storage and Retail Project Plans**




- **Attachment 4: Conditional Use Development Review Analysis**
- **Attachment 5: Miramar Storage and Retail Setback Variance Analysis**
- **Attachment 6: Miramar Storage and Retail Off-Street Parking Variance Analysis**
- **Attachment 7: Resident's email and applicant's response**





**CITY OF MIRAMAR  
INTEROFFICE MEMORANDUM**

**TO:** Mayor, Vice Mayor, & City Commissioners

**FROM:** Vernon E. Hargray, City Manager 

**BY:** Eric Silva, Director of Community Development

**DATE:** January 20, 2021

**RE:** Temp. Reso. No. 7335, for the approval of conditional use, site plan, community appearance board ("CAB"), and associated variances for a proposed three-story, 122,237 square-foot self-storage facility and a one-story, 8,313 square-foot retail (Miramar Storage and Retail) development generally located approximately 379 feet west of University Drive and 810 feet south of Miramar Parkway

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**CONTEXT:** This item was scheduled for and heard on the November 16, 2020, City Commission meeting. It was approved by a vote of 4-1 via Resolution 21-27; however, due to the City's practice of voting on each Quasi-Judicial application separately, and then a final vote on the entire resolution, one of the applications, **Application 2008876**, was inadvertently missed. Therefore, to ensure proper legal sufficiency, this Resolution is being brought back to the dais for another vote for all applications and a final vote on the Resolution. In accordance with legal procedures, including the City's ordinance for Quasi-Judicial public hearings, State Statutes and Zoning law, the applicant provided another notice to property owners advising them of this hearing.

Companion Rezoning request **Application 2002604** amending the Official Zoning Map designation of the subject parcel from B2 (*Community Business*) to B3 (*Heavy Business*), to permit the self-storage use was also approved on Second Reading on November 16, 2020 by Ordinance 21-07 by a 4-1 vote. Since that item was a standalone application that did not require multiple votes, it was approved that night, and therefore, it is not necessary to hear that request.



**RECOMMENDATION:** Staff recommends approval of Temp. Reso. 7335, Application Nos. 2002605, 2002606, 2002607, 2006693, and 2008876 for the proposed location of the Self-Storage facility, on a 2.10-acre parcel that was recently Rezoned from the B2, Community Business District, to B3, Heavy Business District, and with the following conditions:

1. All applicable state and federal permits must be obtained before commencement of the development subject to this approval; and
2. Prior to the issuance of a building permit, the applicant shall prepare for review and approval by the City Attorney, a Declaration of Covenants and Restrictions, that states that should this particular self-storage development not be built, then the property, upon rezoning it as B3, will only be permitted to have another self-storage facility subject to the same general design standards, parameters, and site layout, or any use permitted in B2 zoning, while prohibiting other uses allowed in B3, and this document shall be recorded in the public records of Broward County; and
3. Prior to the issuance of a building permit, the applicant shall prepare for review and approval by the City Attorney, a Shared Parking and Cross-Access Agreement with the shopping center property owner and this finalized document shall be recorded in the public records of Broward County; and
4. Prior to the submittal of a building permit application for the self-storage use, the applicant shall provide a final list of sustainable building, site, lighting and landscaping practices, consistent with the final construction documents, for review and approval by the Community Development Director, prior to the issuance of the permit; and
5. Prior to the issuance of a building permit for the self-storage use, the applicant shall advise the Miramar Parkway Plaza shopping center property owner of the requirement to obtain a repainting permit from the City of Miramar to paint all of the buildings, excluding existing outparcel buildings, with colors approved by the Community Development Department. The Miramar Parkway Plaza shopping center owner shall commence work within 30 days of the issuance of the repainting permit; and
6. Prior to the issuance of a building permit, the applicant shall prepare for review and approval by the Community Development Department, a photometric plan ensuring minimal light trespass on the western property line; and



7. Prior to the issuance of a building permit, the payment of \$15,300 to tree trust fund must be provided to the City for the deficiency of 34 trees; and
8. No later than 30 days after the closing of the land sale for the subject site, the applicant shall submit a fence permit application to construct a solid fence along the west property line. The fence shall be a minimum of six feet in height and extend from the southern boundary of the subject site to Miramar Parkway on the north. Construction for same shall commence within 30 days of permit issuance. The new fence and landscaping shall be perpetually maintained by the applicable property owner; and
9. If the property owners with the deteriorated concrete fence on their property adjacent to the fence being constructed by the applicant receive a demolition permit to remove the deteriorated concrete fence prior to a building permit being issued for the self-storage building, the applicant's contractor will remove the concrete fence. Demolition shall occur prior to the issuance of a certificate of occupancy.
10. Any future renovation or exterior painting of the buildings and structures on the subject property subsequent to this approval shall be subject to the City's prior approval in accordance with the established design standards and Community Appearance procedures in effect at that time, including facade improvements, prior to the issuance of any building or zoning (repainting) permits.

**ISSUE:** City Commission approval is required for the site planning, the granting of architectural design approval for new construction, the granting of conditional uses, and the granting of variances for properties within the City.

**BACKGROUND:** The proposed self-storage and retail development is located at the southwestern corner of Miramar Parkway and South University Drive, within the Miramar Parkway Plaza shopping center that includes a grocery supermarket, various retail establishments, and restaurants. The proposed site is currently vacant and is on the southernmost end abutting a canal and the Broward County Miramar Pinelands Park on the south and the Knolls single-family residential community to the west. Currently, the property has B2, Community Business, zoning, but the applicant is proposing B3, Heavy Business in order to apply for a conditional use for the construction of a self-storage facility. This use is not uncommon within the area as there is a self-storage facility just southeast of this property within a B3 zoning district.

The applicant submitted a conditional use application per Land Development Code ("LDC") Section 305, and Table 403-1, where Warehouse/Storage/Rental Self-storage Facilities are permitted only through conditional use approval on parcels zoned B3, Heavy Business. The Development Review Committee ("DRC") recommended approval of this application with conditions on August 12, 2020.



A Community Meeting was conducted virtually to discuss this Conditional Use, as well as the companion Rezoning application, on August 31, 2020 and two residents from the same household attended. They expressed concerns about the existing landscape buffer and fence between their home and the shopping center, which directly abuts the shopping center property. They learned that the applicant will be replacing the existing fence between these properties and will installing a new landscape buffer consistent with the code. They expressed concerns about how the building was going to look, where vehicles were going to be coming from and how the self-storage customers were going to be loading and unloading their items to/from the storage units. The applicant showed them the architectural renderings and the proposed site plan and explained that customers were going to be coming from the existing roadway at the south end of the property leading directly from University Drive, as well as from the existing roadway behind the center leading from Miramar Parkway, which already includes parking spaces along the western perimeter. They further clarified that loading was going to take place along the north and south façades only, and not from the western façade which is closest to The Knolls neighborhood. In addition, two residents called in before and during the Community Meeting, respectively, both of whom were concerned about additional traffic, but once they learned that it was a self-storage building that generates minimal traffic, they were satisfied with the response. The Planning and Zoning Board recommended approval with conditions on September 8, 2020.

The site plan and variance applications were recommended for approval with conditions by the "DRC" on October 14, 2020. The Community Appearance Board recommended approval with conditions of the CAB application on October 15, 2020.

**DISCUSSION:** Per Land Development Code Section 403.2.3, the B3 zoning district is an ideal zoning district for the combination of retail and light industrial uses such as self-storage facilities. B3 zoning requires self-storage uses to be approved through the conditional use process. The parking and setback variances are warranted as they are a by-product of development standards and site limitations for infill development.

**ANALYSIS:** When the applicant originally approached staff with their plans for an infill development of a single-use self-storage facility, staff recommended the project should be a mixture of uses including retail as the parcel is within an existing shopping center. The applicant returned with a proposal that included retail aligning with the existing shopping center and a self-storage facility in the rear. Many of the uses that were prohibited in B2 became conditional use or permitted by right in B3, including self-storage facilities, automotive sales, and colleges and universities. The applicant voluntarily offered to limit the B-3 uses to only self-storage. A restrictive covenant will be recorded with Broward County to limit uses. Staff finds that the applications are consistent with Comprehensive Plan:

- Per Future Land Use ("FLUE") Policy 1.4 (i), storage uses are permitted in the Commercial land use designation.



- FLUE Policy 9A.6 states that the City should “Facilitate the development of vacant non-residential lots, less than or equal to two (2) acres in size and which are surrounded by developed parcels, by exempting such lots from the transportation concurrency requirements contained in the Land Development Code utilizing the de minimis impact rule or other means available. While ensuring consistency with the adopted Miramar Comprehensive Plan and Land Development Code, the City will also allow flexibility for the owners of applicable infill lots to build non-residential projects which are compatible with adjacent development and maximize property values to the extent possible.”
- Policy 9A.7, states that: “Development within the City shall emphasize re-development and infill, which concentrates the growth and intensifies the land uses consistent with the availability of existing urban services and infrastructure in order to conserve natural and manmade resources.”

Over the past 20 years, staff has responded to inquiries for restaurant, hotel and private school uses on the subject site. Due to limitations on vehicular access, parking and compatibility with the single-family homes to the west, only one development application was submitted. It was for a private school use, which was never scheduled for a City Commission hearing. Staff finds that the property is a vacant parcel surrounded by developed parcels and tucked behind an existing shopping center serving the local community and the regional network, making it suitable for development of this kind while staying within the City's adopted level of service standards and achieving full use of existing facilities in accordance with FLUE Policy 2.2. Furthermore, the project will not require the extension of sewer and water service outside of its approved service area and thus will not contribute to urban sprawl, but instead will promote compact, efficient urban development in accordance with FLUE Policy 2.6.



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**CITY OF MIRAMAR  
MIRAMAR, FLORIDA**

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

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF MIRAMAR, FLORIDA, APPROVING CONDITIONAL USE APPLICATION NO. 2002605; APPROVING VARIANCE APPLICATION NO. 2006693 FROM THE SIDE SETBACK REQUIREMENT PER LAND DEVELOPMENT CODE ("LDC") SECTION 403, TABLE 403-2; APPROVING VARIANCE APPLICATION NO. 2008876 FROM THE OFF-STREET PARKING REQUIREMENT, LDC SECTION 808.3.2; APPROVING SITE PLAN APPLICATION NO. 2002606, AND COMMUNITY APPEARANCE BOARD APPLICATION NO. 2002607, FOR A PROPOSED THREE-STORY, 122,237 SQUARE-FOOT SELF-STORAGE FACILITY AND ONE-STORY, 8,313 SQUARE-FOOT RETAIL DEVELOPMENT GENERALLY LOCATED APPROXIMATELY 379 FEET WEST OF UNIVERSITY DRIVE AND 810 FEET SOUTH OF MIRAMAR PARKWAY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Owner/Developer has submitted Application No. 2002605, a complete application for conditional use review as provided for in Section 305 of the Land Development Code ("LDC") for self-storage use, pursuant to Table 403-1 of the LDC; and

**WHEREAS**, the Development Review Committee ("DRC") has reviewed Conditional Use Application No. 2002605 and made a determination that the conditional use is in substantial conformance with the applicable requirements, including those set forth in Section 305.4 of the LDC; and

**WHEREAS**, a Community Meeting was conducted on August 31, 2020; and

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**WHEREAS**, the Planning & Zoning Board recommended approval of the conditional use application on September 8, 2020; and

**WHEREAS**, the Owner/Developer have submitted Application No. 2006693, a complete application for variance review as provided for in Section 315 of the LDC; and

**WHEREAS**, the DRC has reviewed the evaluated the Variance Application No. 2006693 and made a determination that the variance is in substantial conformance with the applicable requirements, including those set forth in Section 315.7 of the LDC; and

**WHEREAS**, the Owner/Developer have submitted Application No. 2008876, a complete application for variance review as provided for in Section 315 of the LDC; and

**WHEREAS**, the DRC has reviewed the evaluated the Variance Application No. 2008876 and made a determination that the variance is in substantial conformance with the applicable requirements, including those set forth in Section 315.7 of the LDC; and

**WHEREAS**, the Owner/Developer has submitted Application No. 2002606, a complete application for site plan review as provided for in Section 310 of the LDC; and

**WHEREAS**, pursuant to Section 310 of the LDC, the DRC has evaluated the Site Plan Application No. 2002606 and has made a determination that the site plan is in substantial conformance with the applicable requirements, including those set forth in Section 310.6 of the LDC; and

**WHEREAS**, the Owner/Developer has submitted Application No. 2002607, a complete application for Community Appearance Review ("CAB") review as provided for in Section 311 of the LDC; and



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**WHEREAS**, pursuant to the established community appearance design criteria and procedural rules of Sections 311 and 813 of the LDC, the CAB reviewed the submitted materials for Application No. 2002607 and made a determination that the application is in substantial conformance with the established criteria; and

**WHEREAS**, the Owner/Developer has complied with the courtesy notice requirements of Section 301.11.1. of the LDC; and

**WHEREAS**, the Owner/Developer has voluntarily agreed to the conditions set forth in Section 4 of this Resolution; and

**WHEREAS**, the City Manager recommends approval; and

**WHEREAS**, the City Commission finds that the approval of Conditional Use Application No. 2002605, Variance Application No. 2006693, Variance Application No. 2008876, Site Plan Application No. 2002606, and CAB Application No. 2002607, are in the best interest of the citizens and residents of the City of Miramar, Florida.

**WHEREAS**, on November 16, 2021, the City Commission approved this item however, due to the City's practice of voting on each Quasi-Judicial application separately, and then a final vote on the entire resolution, one of the applications, *Application 2008876*, was inadvertently missed. Therefore, to ensure proper legal sufficiency, this resolution is being brought back to the dais for another vote for all applications and a final vote on the Resolution.



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**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF  
MIRAMAR, FLORIDA AS FOLLOWS:**

**Section 1: Recitals; Definitions.**

(a) That the foregoing “WHEREAS” clauses are ratified and confirmed as being true and correct and are made a specific part of this Resolution.

(b) As used herein, unless the context or City Code of Ordinances requires to the contrary, the following terms will be defined as set forth below:

(1) “City” means the City of Miramar, a Florida Municipal Corporation.

(2) “Development” is defined as set forth in Section 163.3164, Florida Statutes.

(3) “DRC” means the City’s Development Review Committee.

(4) “LDC” means the City’s Land Development Code of Ordinances.

(5) “Owner/Developer” means The Feldman Companies, LLC, a Florida Limited Liability Company.

(6) “Miramar Storage and Retail Site Plan” means the 20-page plan entitled Construction Plans for Miramar Storage.

(7) “Subject Property” is real property situate and lying in the State of Florida, County of Broward, City of Miramar, to-wit:

The South 315 feet of the West 290 feet of Tract A, MIRAMAR MALL, according to the Plat thereof, as recorded in Plat Book 80, Page 22, of the Public Records of Broward County, Florida.

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Containing approximately 2.10 acres.

**Section 2: Applications in Substantial Compliance.** That the City Commission finds that:

(a) The **Conditional Use application** of the Owner/Developer for a self-storage use on the Subject Property is in substantial compliance with the requirements of Section 305 of the LDC. The Conditional Use Application No. 2002605 should be approved subject to the Site Plans as set forth in sub-section 2(d) of this Resolution and the variances set forth in sub-sections 2(b) and 2(c) of this Resolution.

(b) The **Variance application** from 403, TABLE 403-2 of the LDC for the Non-Residential Districts Bulk Regulations, on the Subject Property is in substantial compliance with the requirements of Section 315 of the LDC. Variance Application No. 2006693 on the Miramar Storage and Retail Site Plan will allow the Owner/Developer of the commercial development to reduce the minimum allowed building setback to zero (0) feet on the eastern property line where a minimum of 20 feet is required, pursuant to the LDC.

(c) The **Variance application** from Section 808.3 of the LDC for amount of off-street parking, on the Subject Property is in substantial compliance with the requirements of Section 315 of the LDC. Variance Application No. 2008876 will allow the Owner/Developer of the property depicted on the Miramar Storage and Retail Site Plan to have a minimum of 17 parking spaces where a minimum of 90 parking spaces are



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required.

(d) The **Site Plan application** for the Owner/Developer on the Subject Property is in substantial compliance with the requirements of Section 310 of the LDC. Approval of Application No. 2002606 will approve the Site Plan subject to the above variances.

(e) The **Community Appearance Board application** for the Owner/Developer on the Subject Property is in substantial compliance with the requirements of Section 311 of the LDC. Approval of Application No. 2002607 will approve the architectural design review for the property.

**Section 3: Approval of Applications.** That subject to the conditions of approval set forth in Section 4. of this Resolution, the City Commission hereby approves:

(a) **Conditional Use Application No. 2002605** allowing for a self-storage use for the Owner/Developer on the Subject Property, as recommended for approval by the DRC on August 12, 2020. This approval is subject to the approval of the variances set forth in sub-sections 3(b) and 3(c) of this Resolution and to this Site Plan set forth in sub-section 3(d) of this Resolution.

(b) **Variance Application No. 2006693** allowing the commercial development to reduce the minimum allowed building setback to zero (0) feet on the eastern property line where a minimum of 20 feet is required, pursuant to the Miramar Storage and Retail Site Plan for the Owner/Developer on the Subject Property, as recommended for approval by the DRC on October 14, 2020.



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(c) **Variance Application No. 2008876** allowing a minimum of 17 parking spaces where a minimum of 80 parking spaces are required for the Owner/Developer on the property depicted on the Miramar Storage and Retail Site Plan on the Subject Property, as recommended for approval by the DRC on October 14, 2020.

(d) **Site Plan Application No. 2002606** approving the Miramar Storage and Retail Site Plan for the Owner/Developer on the Subject Property, as recommended for approval by the DRC on October 14, 2020.

(e) **Community Appearance Board Application No. 2002607** granting community appearance approval for the Owner/Developer on the Subject Property and based in part on the Miramar Station Site Plan, as recommended for approval by the CAB on October 15, 2020.

**Section 4: Conditions of Approval.** That the following conditions shall apply to this approval:

- (a) All applicable state and federal permits must be obtained before commencement of the development subject to this approval; and
- (b) Prior to the issuance of a building permit, the applicant shall prepare for review and approval by the City Attorney, a Declaration of Covenants and Restrictions, that state that should this particular self-storage development not be built, then the property, upon rezoning it as B3, will only be permitted to have another self-storage facility subject to the same general design standards, parameters, and site layout, or any use permitted in B2 zoning, while prohibiting other uses allowed in B3, and



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this document shall be recorded in the public records of Broward County; and

- (c) Prior to the issuance of a building permit, the applicant shall prepare for review and approval by the City Attorney, a Shared Parking and Cross-Access Agreement with the shopping center property owner and this finalized document shall be recorded in the public records of Broward County; and
- (d) Prior to the submittal of a building permit application for review, the applicant shall provide a final list of sustainable building, site, lighting and landscaping practices, consistent with the final construction documents, for review and approval by the Community Development Director, prior to the issuance of the permit; and
- (e) Prior to the issuance of a building permit for the self-storage use, the applicant shall advise the Miramar Parkway Plaza shopping center property owner of the requirement to obtain a repainting permit from the City of Miramar to paint all of the buildings, excluding existing outparcel buildings, with colors approved by the Community Development Department. The Miramar Parkway Plaza shopping center owner shall commence work within 30 days of the issuance of the repainting permit; and
- (f) Prior to the issuance of a building permit, the applicant shall prepare for review and approval by the Community Development Department, a photometric plan ensuring minimal light trespass on the western property line; and



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- (g) Prior to the issuance of a building permit, the payment of \$15,300 to tree trust fund must be provided to the City for the deficiency of 34 trees; and
- (h) No later than 30 days after the closing of the land sale for the subject site, the applicant shall submit a fence permit application to construct a solid fence along the west property line. The fence shall be a minimum of six feet in height and extend from the southern boundary of the subject site to Miramar Parkway on the north. Construction for same shall commence within 30 days of permit issuance. The new fence and landscaping shall be perpetually maintained by the applicable property owner; and
- (i) Subject to the property owners submitting the required permits, the applicant shall demolish the existing concrete fence located on the residential properties to the west and the Miramar Parkway Plaza property. Demolition shall occur prior to the issuance of a certificate of occupancy; and
- (j) Any future renovation or exterior painting of the buildings and structures on the subject property subsequent to this approval shall be subject to the City's prior approval in accordance with the established design standards and Community Appearance procedures in effect at that time, including facade improvements, prior to the issuance of any building or zoning (repainting) permits.



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**Section 5:** Approval does not Create a Vested Right. That issuance of this approval by the City does not in any way create any right on the part of the Owner/Developer to obtain a permit from a state or federal agency and does not create any liability on the part of the City for issuance of the approval if the Owner/Developer fails to obtain the requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in the violation of state or federal law. All applicable state and federal permits must be obtained before commencement of the Development. This condition is included pursuant to Section 166.033, Florida Statutes, as amended.

**Section 6:** Failure to Adhere to Resolution. That failure to adhere to the approval terms and conditions contained in this Resolution shall be considered a violation of this Resolution and the City Code, and persons found violating this Resolution shall be subject to the penalties prescribed by the City Code, including but not limited to the revocation of any of the approval(s) granted in this Resolution and any other approvals conditioned on



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this approval. The Owner/Developer understands and acknowledges that it must comply with all other applicable requirements of the City Code before it may commence construction or operation, and that the foregoing approval in this Resolution may be revoked by the City at any time upon a determination that the Owner/Developer is in non-compliance with the City Code.

**Section 7:** The City Attorney is hereby authorized to correct scrivener's errors found in this Resolution by filing a corrected copy with the City Clerk.



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**Section 8:** That this Resolution shall take effect immediately upon adoption.

**PASSED AND ADOPTED** this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Mayor, Wayne M. Messam

\_\_\_\_\_  
Vice Mayor, Maxwell B. Chambers

ATTEST:

\_\_\_\_\_  
City Clerk, Denise A. Gibbs

I HEREBY CERTIFY that I have approved  
this RESOLUTION as to form:

\_\_\_\_\_  
City Attorney,  
Austin Pamies Norris Weeks Powell, PLLC

**Requested by Administration**

Commissioner Winston F. Barnes

Vice Mayor Maxwell B. Chambers

Commissioner Yvette Colbourne

Commissioner Alexandra P. Davis

Mayor Wayne M. Messam

**Voted**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

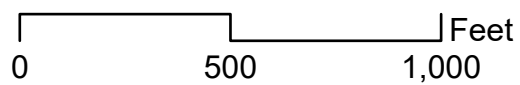
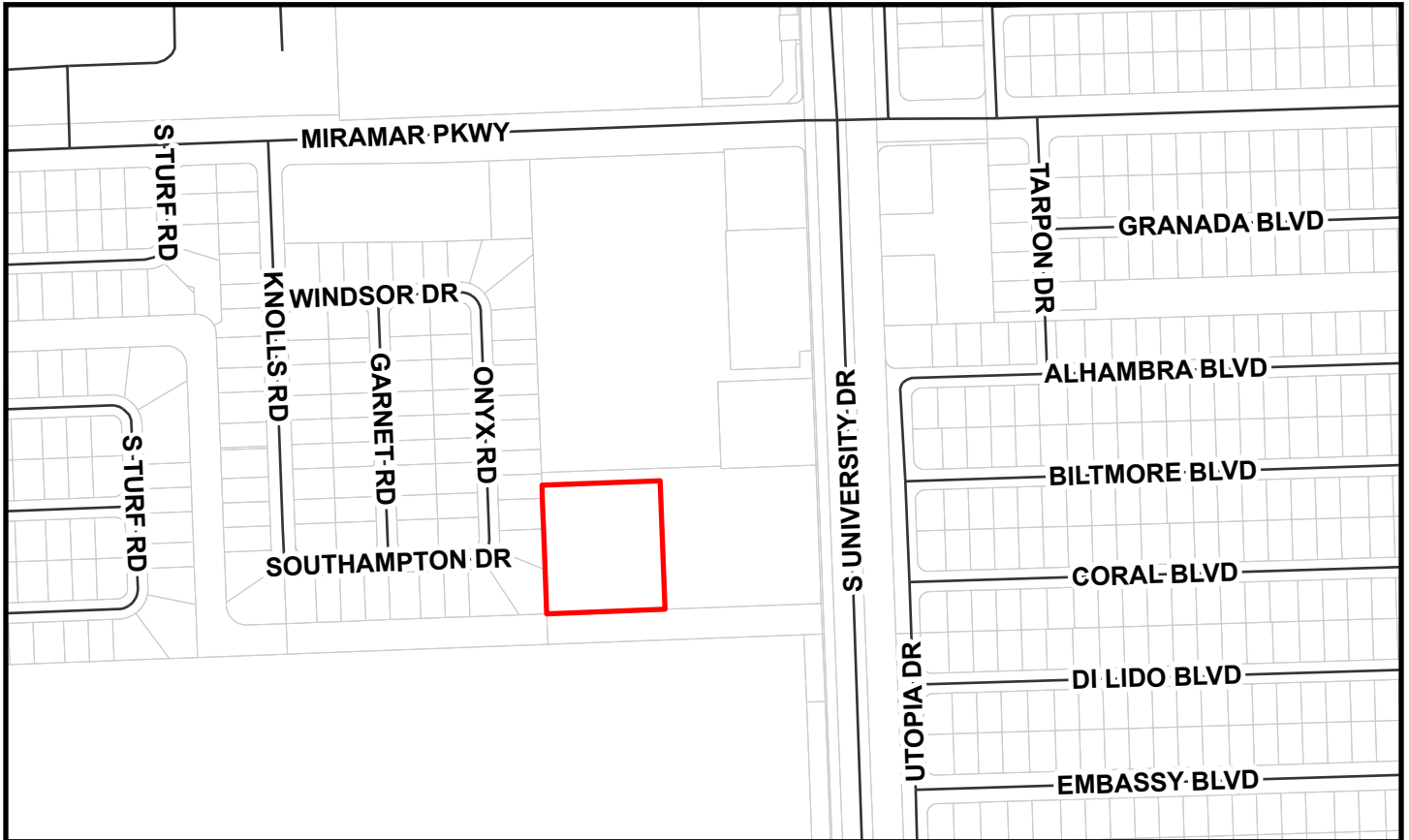
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**Location Map/Aerial View**  
**ZR 2002604**

Attachment 1







# Community Appearance Board

## ARCHITECTURAL DESIGN SUMMARY

**PROJECT NAME** MIRAMAR STORAGE & RETAIL AT MIRAMAR PARKWAY PLAZA  
**APPLICATION** 2002607

This proposal is for a three-story self-storage facility and a one-story retail building within a vacant parcel at an existing shopping center site. The new building is well-detailed and consistent with the City's established design motif. Although it has 3 stories, the detailing on the exterior façades, the maximized setback from the residential property, and the integration of the building within the existing and proposed retail spaces, all serve to portray an image that lessens the effect of its height both from the perspective of the residences and from the roadways. Loading areas for the self-storage use are dedicated along the north and south-facing facades. The proposed color palette will fashion an attractive structure without standing out too much near a residential neighborhood while also upgrading the overall aesthetics for the shopping center, which helps to promote and encourage additional future site renovations. The design professionals have done a effective job with the use of landscaping and lighting, which includes a variety of canopy and palm trees and shrubs that enhance all façades and screens the building in the rear.

**RECOMMENDED FOR APPROVAL:** Y / N

Michael Alpert

10/15/2020



ATTACHMENT 3

CONSTRUCTION PLANS  
FOR  
MIRAMAR STORAGE  
ONYX ROAD  
MIRAMAR, FLORIDA  
SECTION 28, TOWNSHIP 51 SOUTH, RANGE 41 EAST  
FOLIO ID # 5141.28.07.0040

OWNER/  
DEVELOPER

MIRAMAR STORAGE PARTNERS, LLC.  
2627 N.E. 203 STREET, SUITE 202  
AVENTURA, FLORIDA 33180

CIVIL ENGINEER/  
LAND PLANNER

URBN DESIGN  
696 N.E. 125TH STREET  
NORTH MIAMI, FLORIDA 33161  
(321) 217-6247  
ATTN. CHRISTOPHER P. COLLINS, P.E.

SURVEYOR

JORGE L. CABRERA, PLS/PSM  
2852 SW 149TH PLACE,  
MIAMI, FL 33185  
(305) 302-2522

ARCHITECT

KENNETH CARLSON ARCHITECTS  
1166 W. NEWPORT CENTER DR. SUITE 311  
DEERFIELD BEACH, FLORIDA 33442  
(954) 427-8848  
ATTN. KENNETH CARLSON, AR., P.A.

LANDSCAPE  
ARCHITECT

LYNN BENDER  
(561) 644-3237

ELECTRIC SERVICE

FLORIDA POWER & LIGHT  
6195 N.W. 82nd AVENUE  
MIAMI, FLORIDA 33166  
(305) 599-4023  
ATTN. CARLOS ECHEGOYEN

TELEPHONE SERVICE

AT&T  
9001 S.W. 24TH STREET  
MIAMI, FLORIDA 33165  
(305) 222-8729  
ATTN. REGINALD BARIL

WATER & SEWER

CITY OF MIRAMAR ENGINEERING SERVICES DEPT.  
2200 CIVIC CENTER PLACE  
2ND FLOOR  
MIRAMAR, FLORIDA 33025  
(954) 602-3320

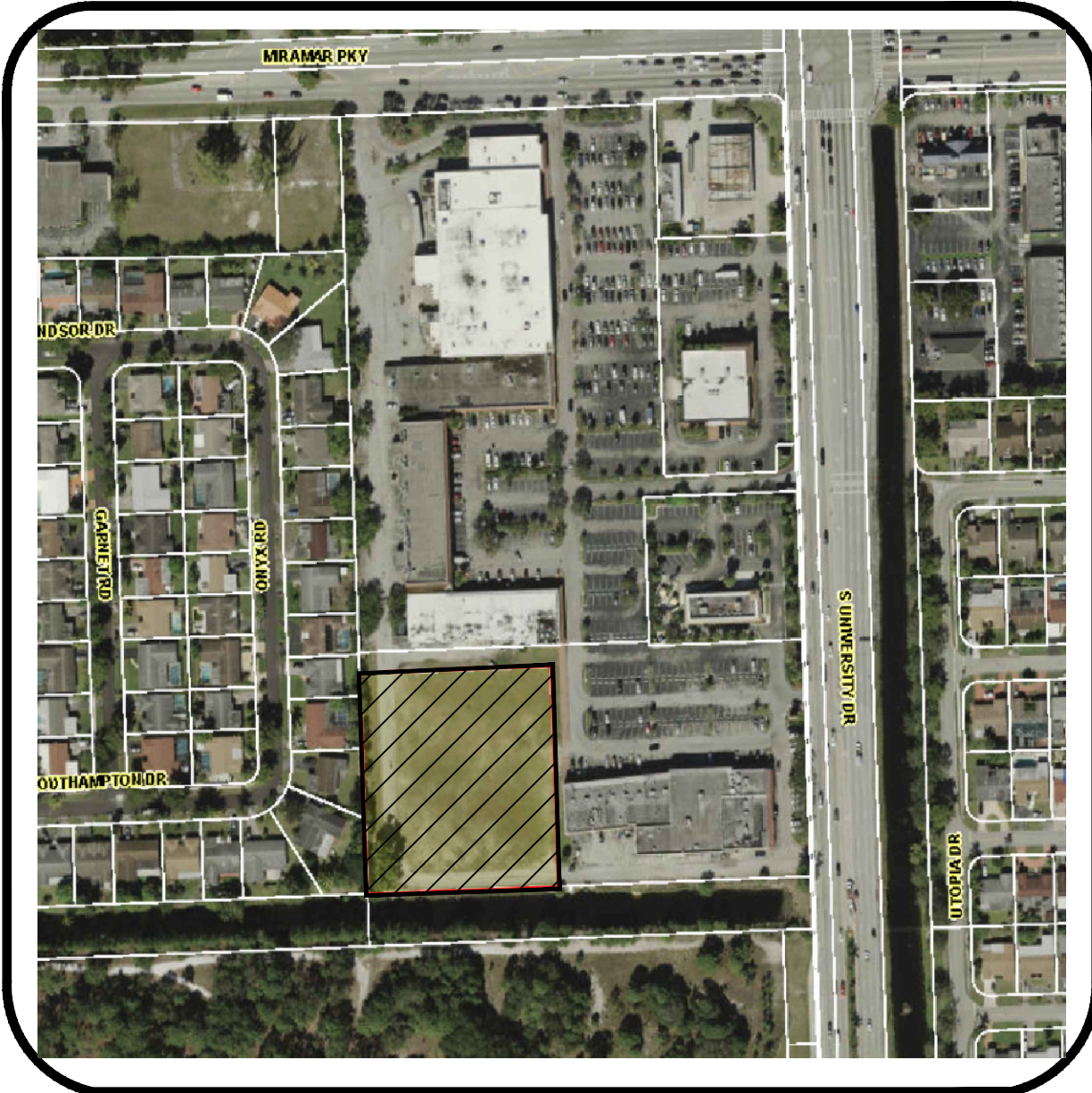
PERMITTING  
AGENCIES

CITY OF MIRAMAR PLANNING AND ZONING  
2200 CIVIC CENTER PLACE  
MIRAMAR, FLORIDA 33025  
(954) 602-3246

BROWARD COUNTY  
ENVIRONMENTAL ENGINEERING  
AND PERMITTING  
1 N. UNIVERSITY DR., SUITE 201  
PLANTATION, FLORIDA 33324  
(954) 519-1483

FLORIDA DEPARTMENT OF  
TRANSPORTATION  
3400 WEST COMMERCIAL BOULEVARD  
FORT LAUDERDALE, FLORIDA 33309  
(954) 486-1400

SOUTH FLORIDA WATER MANAGEMENT DISTRICT  
3301 GUN CLUB ROAD  
WEST PALM BEACH, FLORIDA 33406  
(561) 682-6979



BROWARD COUNTY, FLORIDA  
SECTION 21, TOWNSHIP 48 SOUTH, RANGE 42 EAST

VICINITY MAP

SCALE: N.T.S.

LEGAL DESCRIPTION

THE SOUTH 315 FEET OF THE WEST 290 FEET OF TRACT A, MIRAMAR MALL,  
ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 80,  
PAGE 22, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

INDEX OF SHEETS	
SHEET No.	SHEET TITLE
C-1.0	COVER SHEET
C-1.1	SITE PLAN
C-1.2	MASTER PARKING PLAN
C-1.3	GENERAL NOTES
C-1.4	GENERAL NOTES
C-2.0	EROSION CONTROL PLAN
C-2.1	EROSION CONTROL DETAILS
C-3.0	DEMOLITION PLAN
PD-1	GRADING & DRAINAGE PLAN
PD-2	GRADING AND DRAINAGE DETAILS
PD-3	CROSS SECTIONS
PMS-1	PAVEMENT, MARKING, AND SIGNAGE PLAN
WS-1	WATER AND SEWER PLAN
WS-3	UTILITY DETAILS
C-5.0	GENERAL DETAILS
FP-1.0	FIRE PROTECTION DURING CONSTRUCTION
FP-2A	FIRE PROTECTION AFTER CONSTRUCTION
FP-2B	FIRE PROTECTION AFTER CONSTRUCTION
FP-3.1	FIRE PROTECTION NOTES & DETAILS
FP-3.2	FIRE PROTECTION DETAILS
FP-3.3	FIRE PROTECTION DETAILS



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Phone: 305.720.2079  
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Revision Date

Comment

Revision Date

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Revision Date

Comment

Revision Date 2020.09.22

Comment  
CITY OF MIRAMAR DRC ROUND 3

Revision Date 2020.08.11

Comment  
CITY OF MIRAMAR DRC ROUND 2

Revision Date 2020.05.27

Comment  
CITY OF MIRAMAR DRC ROUND 1

Designed by: C.P.C.

Drawn by: A.T.S.

Checked by: C.P.C.

Approved by: C.P.C.

Scale: N.T.S.

Date: 03/02/2020

Job No.: F003

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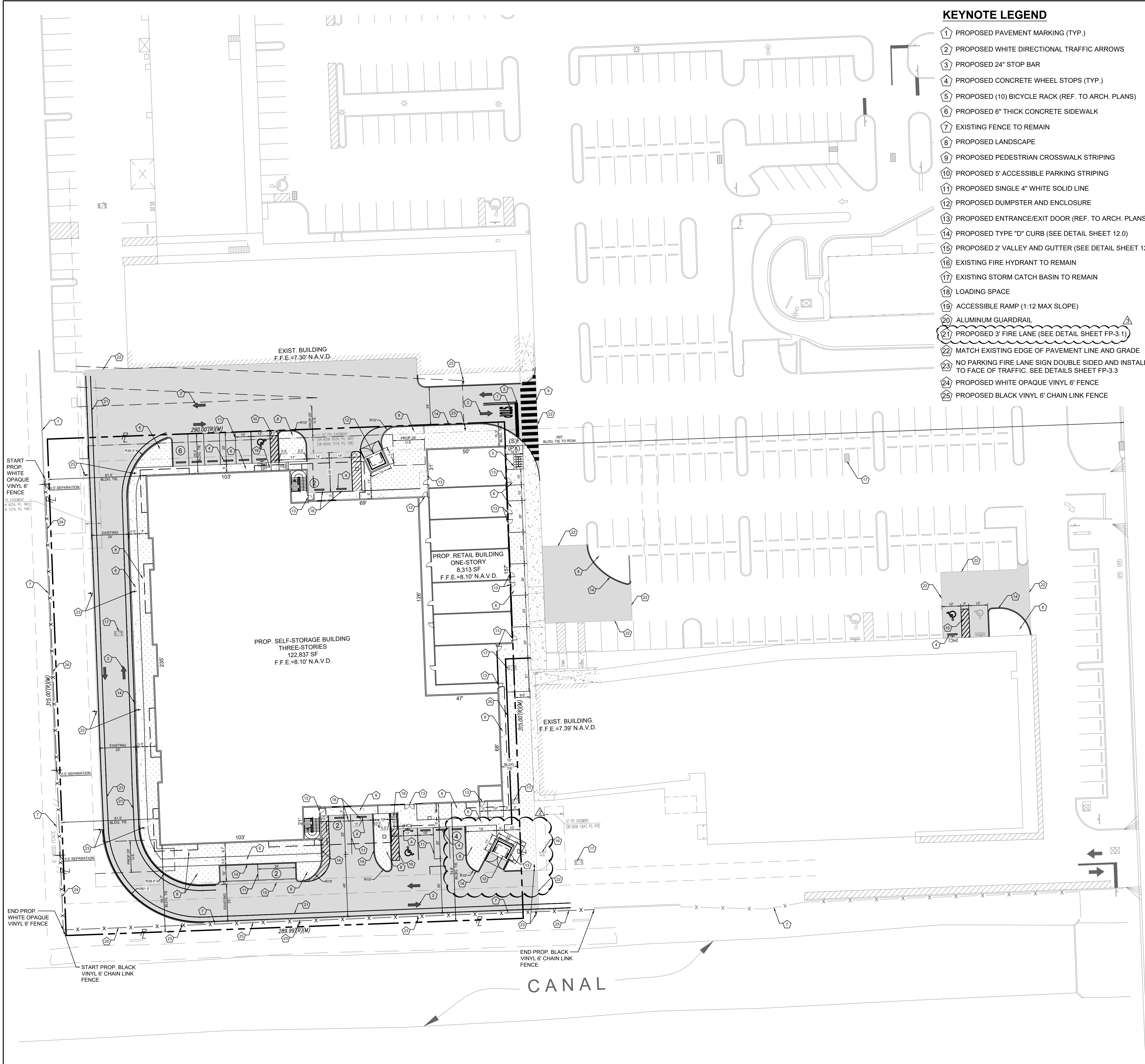
Plans for  
**MIRAMAR  
STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**COVER  
SHEET**

Sheet No.

C-1.0





KEYNOTE LEGEND

- 1 PROPOSED PAVEMENT MARKING (TYP.)
- 2 PROPOSED WHITE DIRECTIONAL TRAFFIC ARROWS
- 3 PROPOSED 24" STOP BAR
- 4 PROPOSED CONCRETE WHEEL STOPS (TYP.)
- 5 PROPOSED (10) BICYCLE RACK (REF. TO ARCH. PLANS)
- 6 PROPOSED 6" THICK CONCRETE SIDEWALK
- 7 EXISTING FENCE TO REMAIN
- 8 PROPOSED LANDSCAPE
- 9 PROPOSED PEDESTRIAN CROSSWALK STRIPING
- 10 PROPOSED 5' ACCESSIBLE PARKING STRIPING
- 11 PROPOSED SINGLE 4" WHITE SOLID LINE
- 12 PROPOSED DUMPSTER AND ENCLOSURE
- 13 PROPOSED ENTRANCE/EXIT DOOR (REF. TO ARCH. PLANS)
- 14 PROPOSED TYPE "D" CURB (SEE DETAIL SHEET 12.0)
- 15 PROPOSED 2" VALLEY AND GUTTER (SEE DETAIL SHEET 12.0)
- 16 EXISTING FIRE HYDRANT TO REMAIN
- 17 EXISTING STORM CATCH BASIN TO REMAIN
- 18 LOADING SPACE
- 19 ACCESSIBLE RAMP (1:12 MAX SLOPE)
- 20 ALUMINUM GUARDRAIL
- 21 PROPOSED 3' FIRE LANE (SEE DETAIL SHEET FP-3.1)
- 22 MATCH EXISTING EDGE OF PAVEMENT LINE AND GRADE
- 23 NO PARKING FIRE LANE SIGN DOUBLE SIDED AND INSTALLED TO FACE OF TRAFFIC. SEE DETAILS SHEET FP-3.3
- 24 PROPOSED WHITE OPAQUE VINYL 6" FENCE
- 25 PROPOSED BLACK VINYL 6" CHAIN LINK FENCE

SITE DATA

FOLIO NUMBER: 5141.28.07.0040  
SITE AREA: 2.10 AC (91,350 SF)

LAND USE  
COMMERCIAL

ZONING  
EXISTING: B-2 (COMMUNITY BUSINESS)  
PROPOSED: B-3 (HEAVY BUSINESS)

BUILDING  
PROPOSED:  
1. SELF-STORAGE - THREE STORIES  
1ST - 40,707 SF  
2ND - 41,065 SF  
3RD - 41,065 SF  
TOTAL 122,837 SF

2. RETAIL - ONE STORY  
8,313 SF

HEIGHT  
MAX HEIGHT ALLOWED: 100'

1. SELF-STORAGE - 34'-0" HIGH TOTAL  
2. RETAIL - 14'-0" HIGH TOTAL

F.A.R.  
PROPOSED F.A.R.: 1.43

IMPERVIOUS AREA  
BUILDING: 40,746 S.F. (44.60%)  
SIDEWALK/WALKWAYS: 5,145 S.F. (5.63%)  
PARKING/ROADWAYS: 28,546 S.F. (31.25%)

OPEN SPACE  
REQUIRED OPEN SPACE: 0 %  
PROPOSED OPEN SPACE: 16,913 S.F. (18.52%)

BUILDING SETBACKS		
	REQUIRED	PROVIDED
FRONT	50'	54.7' (STORAGE BLDG.)
SIDE	20'	61.5' (STORAGE BLDG.)
SIDE	20'	10.0' (STORAGE BLDG.), 0' (RETAIL BUILDING)
REAR	20'	25.3' (STORAGE BLDG.), 15.3' (RETAIL BUILDING)

SITE SYMBOLS /LEGEND

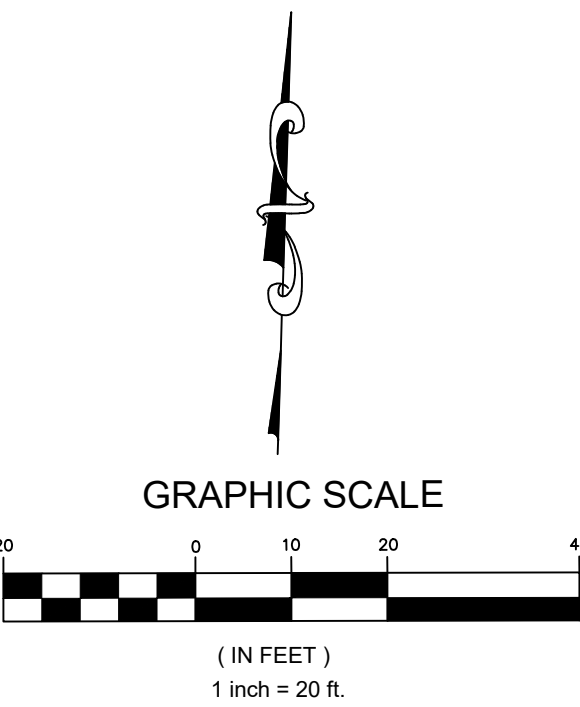
- (S) STOP SIGN (R1-1)
- (HC) HANDICAP PARKING SIGN
- (PX) PEDESTRIAN CROSSING (R1-5bL)
- ⑤ PROPOSED PARKING SPACE COUNT
- ♿ ACCESSIBLE PARKING SPACE
- PROPOSED SOLID DIRECTIONAL ARROW

HATCH LEGEND

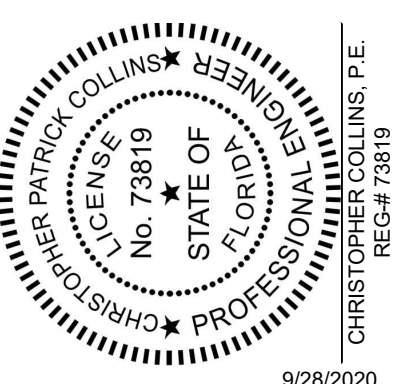
- PROPOSED CONCRETE SIDEWALK
- PROPOSED LIMITS OF MILL AND RESURFACE

GENERAL SITE NOTES

- FOR LEGAL DESCRIPTION, BOUNDARY INFO., AND BENCHMARK INFO. SEE SITE SURVEY SHEETS.
- PRIOR TO ANY CONSTRUCTION, CONTRACTOR SHALL FIELD STAKE ALL CENTERLINE GEOMETRY TO ENSURE PROPOSED DIMENSIONS FIT EXISTING CONDITIONS. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ANY DISCREPANCIES ARISE.
- CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL PROPERTY CORNERS.
- CONTRACTOR SHALL MATCH PROPOSED CURB AND GUTTER, CONCRETE AND PAVEMENT TO EXISTING IN GRADE AND ALIGNMENT.
- THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS, SPECIFICATIONS AND GEOTECHNICAL REPORT. THE MORE STRINGENT CRITERIA SHALL APPLY.
- CONTRACTOR IS RESPONSIBLE FOR REPAIRING THE DAMAGE DONE TO ANY EXISTING ITEM DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO, OR BETTER THAN EXISTING CONDITIONS.
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL COUNTY REGULATIONS, CODES, AND O.S.H.A. STANDARDS.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PRECISE BUILDING DIMENSIONS AND EXACT BUILDING AND UTILITY ENTRANCE LOCATIONS.
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL RADI FOR PARKING ISLAND ARE 3' AND/OR 10' UNLESS OTHERWISE NOTED.



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Revision Date 2020.08.11  
Comment

Revision Date 2020.05.27  
Comment

Revision Date 2020.05.27  
Comment

Designed by:

Drawn by: A.T.S.

Checked by: C.P.C.

Approved by: C.P.C.

Scale: 1" = 20'

Date: 03/10/2020

Job No.: F003

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Plans for

**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

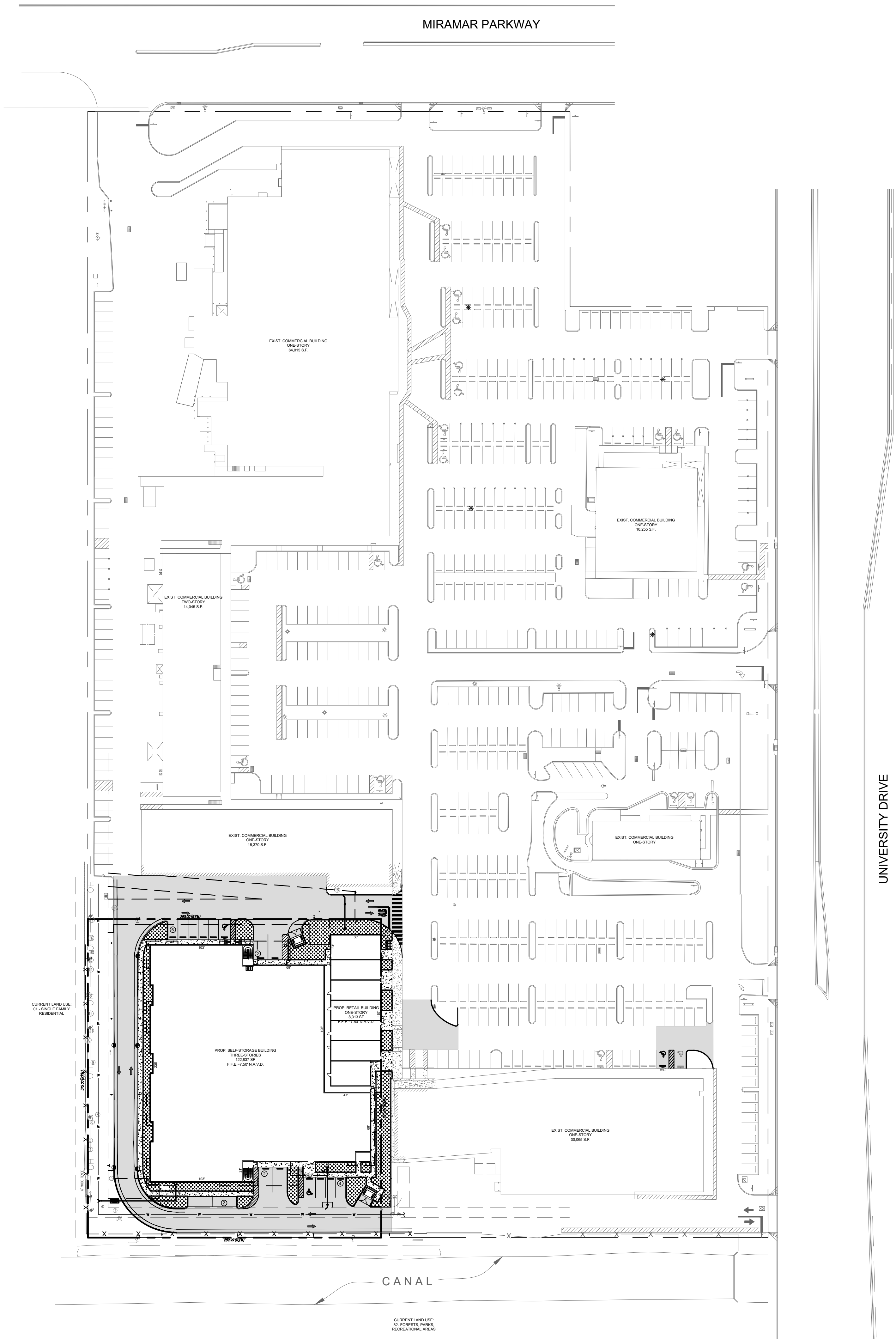
SITE PLAN

Sheet No.

C-1.1







PARKING REQUIREMENTS  
SELF STORAGE: 122,837 SF  
RETAIL: 8,313 SF

SELF STORAGE CRITERIA:  
1 SPACE PER 2,000 SF 62 SPACES

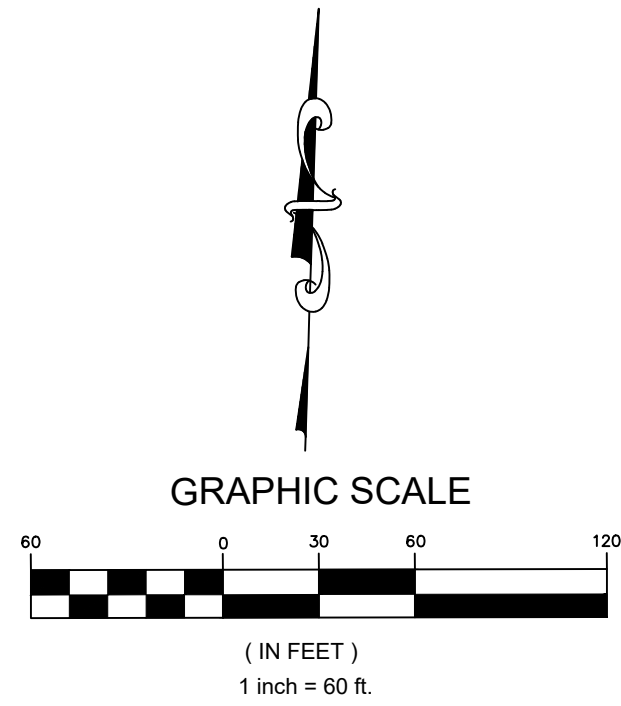
RETAIL CRITERIA:  
1 SPACE PER 300 SF 28 SPACES  
TOTAL REQUIRED SPACES: 90 SPACES

PROPOSED SITE PARKING:  
ADA ACCESSIBLE SPACES: 2 SPACES  
STANDARD PARKING SPACES: 8 SPACES  
PARALLEL PARKING SPACES: 2 SPACES  
LOADING BAYS SPACES: 4 SPACES  
TOTAL SPACES PROVIDED: 16 SPACES

EXISTING PARCEL PARKING:  
ADA ACCESSIBLE SPACES: 22 SPACES  
STANDARD PARKING SPACES: 575 SPACES  
TOTAL SPACES EXISTING: 597 SPACES

PROPOSED PARCEL PARKING:  
ADA ACCESSIBLE SPACES: 24 SPACE  
STANDARD PARKING SPACES: 583 SPACES  
PARALLEL PARKING SPACES: 2 SPACES  
LOADING BAYS SPACES: 4 SPACES  
TOTAL SPACES PROVIDED: 613 SPACES

NOTE:  
1. REQUESTED VARIANCE: 69 PARKING SPACES (REDUCTION) FOR SITE  
2. RETAIL PARKING SPACES CAN BE UTILIZED FROM PARCEL TO THE EAST  
VIA CROSS PARKING AGREEMENT



#### SITE SYMBOLS /LEGEND

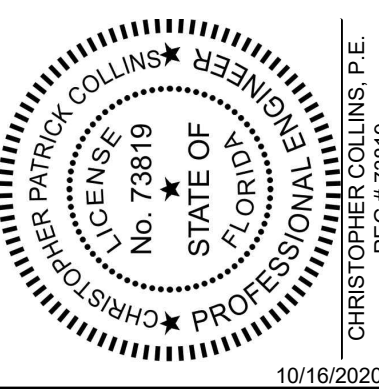
- ⬇ (S) STOP SIGN (R1-1)
- ⬇ (HC) HANDICAP PARKING SIGN
- ⬇ (PX) PEDESTRIAN CROSSING (R1-5bL)
- ⑤ PROPOSED PARKING SPACE COUNT
- ♿ ACCESSIBLE PARKING SPACE
- ➡ PROPOSED SOLID DIRECTIONAL ARROW
- EXISTING PARKING SPACE

#### HATCH LEGEND

- PROPOSED CONCRETE SIDEWALK
- PROPOSED LIMITS OF MILL AND RESURFACE



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Revision	Date 2020.09.22
Comment	CITY OF MIRAMAR DRC ROUND 3

Revision	Date 2020.08.11
Comment	CITY OF MIRAMAR DRC ROUND 2

Revision	Date 2020.05.27
Comment	CITY OF MIRAMAR DRC ROUND 1

Designed by:	C.P.C.
Drawn by:	A.T.S.

Checked by:	C.P.C.
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Approved by:	C.P.C.
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Scale:	1" = 20'
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Date:	03/10/2020
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Job No.:	F003
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Plans for

**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**MASTER PARKING PLAN**

Sheet No.

**C-1.2**



Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.  
Check positive response codes before you dig!



## I. GENERAL PROVISIONS:

1. THE CONTRACTOR SHALL OBTAIN FROM THE OWNER COPIES OF ALL AVAILABLE REGULATORY AGENCY PERMITS AND LOCAL AGENCY PERMITS.
2. ALL WORK AND MATERIALS SHALL CONFORM TO CURRENT TOWN OF MEDLEY PUBLIC WORKS DEPARTMENT, MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT (MCPWD), MIAMI-DADE COUNTY DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES (DREER), TOWN OF MEDLEY WATER AND SEWER DEPARTMENT, MIAMI-DADE COUNTY WATER AND SEWER DEPARTMENT (M-DWASD), FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARDS, FLORIDA DEPARTMENT OF HEALTH (FDH), AND SPECIFICATIONS AS WELL AS ALL LOCAL, STATE, AND NATIONAL CODES AND REGULATORY REQUIREMENTS, AS APPLICABLE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONSTRUCTION SHALL BE DONE IN A SAFE MANNER AND IN STRICT COMPLIANCE WITH THE REQUIREMENTS OF FEDERAL OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AND ALL STATE AND LOCAL SAFETY AND HEALTH REGULATIONS.
4. ALL CONSTRUCTION PROJECTS 1 OR MORE ACRES IN SIZE THAT DISCHARGE TO OFFSITE AREAS ARE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORMWATER DISCHARGE FROM SMALL AND LARGE CONSTRUCTION ACTIVITIES. IN ORDER TO MEET NPDES REQUIREMENTS, THE CONTRACTOR IS RESPONSIBLE FOR PREPARING A STORMWATER POLLUTION PREVENTION PLAN (SWPPP), IMPLEMENTING, INSPECTING, MAINTAINING, AND REPORTING ON ALL ELEMENTS OF THE SWPPP, COMPLETING AND SUBMITTING THE REQUIRED NOTICE OF INTENT (NOI) AND NOTICE OF TERMINATION (NOT) FORMS AS THE OPERATOR, AND PAYING ALL ASSOCIATED FEES. FOR PROJECTS LESS THAN 1 ACRE IN SIZE THAT ARE NOT REQUIRED TO COMPLY WITH THE NPDES GENERAL PERMIT, THE CONTRACTOR IS STILL RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO AND DURING CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS.
5. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEES ARE NOT MADE THAT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY UNDERGROUND EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE COMMENCING ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING, OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
6. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING THE PLANS, SPECIFICATIONS, GEOTECHNICAL REPORT AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
7. UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL USE THE GEOMETRY PROVIDED ON THE CONSTRUCTION PLANS. BENCHMARK INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE OWNER OR OWNER'S SURVEYOR. ANY DISCREPANCIES BETWEEN FIELD MEASUREMENTS AND CONSTRUCTION PLAN INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
8. BASE SURVEY INFORMATION INCLUDING BUT NOT LIMITED TO ELEVATIONS, EASEMENTS, RIGHTS OF WAY, AND OTHER TOPOGRAPHIC INFORMATION SHOWN ON THE DRAWINGS HAVE BEEN PREPARED BY JORGE L. CABRERA, URBAN DESIGN. ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.
9. THIS SET OF PLANS MAY CONTAIN DRAWINGS PREPARED BY OTHER PROFESSIONALS, WHICH CONTAIN THE NAME, ADDRESS, AND LOGO OF THE PROFESSIONAL. URBAN DESIGN IS NOT RESPONSIBLE FOR DRAWINGS PREPARED BY OTHER PROFESSIONALS.
10. THE CONTRACTOR SHALL SUBMIT COPIES OF SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING THE MATERIALS REQUIRED FOR CONSTRUCTION. PRIOR TO SUBMITTING SHOP DRAWINGS, THE CONTRACTOR SHALL THOROUGHLY CHECK SHOP DRAWINGS, PRODUCT DATA, AND SAMPLES FOR COMPLETENESS AND FOR COMPLIANCE WITH THE CONSTRUCTION PLANS AND SHALL VERIFY ALL DIMENSIONS AND FIELD CONDITIONS AND SHALL COORDINATE THE SHOP DRAWINGS WITH THE REQUIREMENTS FOR OTHER RELATED WORK. THE CONTRACTOR'S RESPONSIBILITY FOR ERRORS AND OMISSIONS IN SUBMITTALS IS NOT RELIEVED BY THE ENGINEER'S REVIEW OF SUBMITTALS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, IN WRITING AT THE TIME OF SUBMISSION, OF DEVIATIONS IN SUBMITTALS FROM THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
11. PROTECT BENCHMARKS, PROPERTY CORNERS, AND OTHER SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. IF MARKER NEEDS TO BE REMOVED IT SHALL BE REFERENCED BY LICENSED LAND SURVEYOR AND REPLACED, AS NECESSARY, BY SAME.
12. THE CONTRACTOR IS RESPONSIBLE FOR ALL QUALITY CONTROL TESTING. AS A MINIMUM, TESTING SHALL INCLUDE: A) PIPING AND STRUCTURAL SIDEWALKS, PAVED AREAS, ACCUMULATED DEBRIS, PLUS ALL ADJACENT AREAS AFFECTED BY CONSTRUCTION, AS DIRECTED BY THE OWNER OR JURISDICTIONAL AGENCY. EQUIPMENT TO CLEAN THESE SURFACES SHALL BE SUBJECT TO APPROVAL BY THE OWNER.
13. IN ADDITION TO QUALITY CONTROL TESTING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REQUIRED TESTING OR APPROVAL FOR THE FOLLOWING: IF LAWS OR REGULATIONS OF ANY PUBLIC BODY HAVING JURISDICTION SPECIFICALLY REQUIRE TESTING, INSPECTIONS OR APPROVAL. THE CONTRACTOR SHALL PAY ALL COSTS IN CONNECTION THEREWITH AND SHALL FURNISH THE OWNER AND ENGINEER THE REQUIRED CERTIFICATES OF INSPECTION, TESTING OR APPROVAL.
14. ANY DESIGN OR TESTING LABORATORY UTILIZED BY THE CONTRACTOR SHALL BE AN INDEPENDENT LABORATORY ACCEPTABLE TO THE OWNER AND THE ENGINEER, APPROVED IN WRITING, AND COMPLYING WITH THE LATEST EDITION OF THE REQUIREMENTS FOR INDEPENDENT LABORATORY QUALIFICATION, PUBLISHED BY THE AMERICAN COUNCIL OF INDEPENDENT LABORATORIES.
15. THE ENTIRE PROJECT SITE SHALL BE THOROUGHLY CLEANED AT THE COMPLETION OF THE WORK. CLEAN ALL INSTALLED PIPES, SIDEWALKS, PAVED AREAS, ACCUMULATED DEBRIS, PLUS ALL ADJACENT AREAS AFFECTED BY CONSTRUCTION, AS DIRECTED BY THE OWNER OR JURISDICTIONAL AGENCY. EQUIPMENT TO CLEAN THESE SURFACES SHALL BE SUBJECT TO APPROVAL BY THE OWNER.

## II. UTILITY PROVISIONS:

1. THE UTILITY DATA SHOWN ON THESE PLANS WAS LOCATED BY THE RESPECTIVE UTILITY, OR IS BASED ON UTILITY DRAWINGS, MAPS, OR FIELD RECONNAISSANCE.
6. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. AN APPROPRIATE LIST OF THE UTILITY COMPANIES WHICH THE CONTRACTOR MUST CALL BEFORE COMMENCING WORK IS PROVIDED ON THE COVER SHEET OF THESE CONSTRUCTION PLANS. THIS LIST SERVES AS A GENERAL GUIDE ONLY AND IS NOT INTENDED TO LIMIT THE UTILITY COMPANIES WHICH THE CONTRACTOR WISHES TO NOTIFY.
7. A SINGLE POINT UTILITY IDENTIFICATION SERVICE HAS BEEN SET UP FOR EXISTING UTILITIES. THE CONTRACTOR IS TO CONTACT THE SUNSHINE STATE ONE CALL CENTER BY DIALING "811" AT LEAST TWO (2) AND NO MORE THAN FIVE (5) WORKING DAYS PRIOR TO THE SPECIFIC CONSTRUCTION ACTIVITY FOR FIELD LOCATION. NOTE THAT NOT ALL UTILITIES PARTICIPATE IN THIS PROGRAM. THE CONTRACTOR SHOULD CONTACT ALL NON-PARTICIPATING UTILITIES SEPARATELY FOR FIELD LOCATION OF THEIR FACILITIES AT LEAST TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION. PER FLORIDA STATUTE 553.861, THE CONTRACTOR OR EXCAVATOR IS REQUIRED TO NOTIFY THE GAS COMPANY TWO (2) WORKING DAYS PRIOR TO STARTING EXCAVATION.
8. THE CONTRACTOR SHALL KEEP LOCATE TICKETS UP TO DATE AT ALL TIMES.
9. UPON THE RECEIPT OF THE "NOTICE TO PROCEED", THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD AND ARRANGE A PRE-CONSTRUCTION CONFERENCE TO INCLUDE ALL INVOLVED GOVERNMENTAL AGENCIES, UTILITY OWNERS, THE OWNER, AND THE ENGINEER OF RECORD.
10. THE CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH EACH UTILITY AND ALL COSTS ASSOCIATED WITH THE PROTECTION OF EXISTING FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO ARRANGE FOR ANY REMOVAL, RELOCATION AND TEMPORARY SUPPORT OF UTILITY FEATURES, ETC. AS NECESSARY TO COMPLETE THE WORK, IF APPLICABLE.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN IN SERVICE ALL EXISTING PIPING ENCOUNTERED DURING CONSTRUCTION UNLESS OTHERWISE INDICATED IN THE DRAWINGS. ANY PIPING WHICH CAN BE REMOVED DURING CONSTRUCTION WITHOUT UNDUE INTERRUPTION OF SERVICE MAY BE REMOVED AND REPLACED BY THE CONTRACTOR WITH THE PERMISSION OF THE OWNER AND THE ENGINEER.
12. TYPICAL DETAILS AS SHOWN ARE TO ILLUSTRATE THE ENGINEER'S INTENT AND ARE NOT PRESENTED AS A SOLUTION TO ALL CONSTRUCTION PROBLEMS ENCOUNTERED IN THE FIELD. THE CONTRACTOR MAY ALTER THE METHOD OF CONSTRUCTION TO SUIT FIELD CONDITIONS, PROVIDING HE SUBMITS A PROPOSAL FOR AN ALTERNATE METHOD TO THE ENGINEER FOR APPROVAL AND USES MATERIALS AS DESIGNATED IN THE SPECIFICATIONS.
13. FOR EACH RESPECTIVE PIPELINE CONSTRUCTION REQUIRED, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION, DEPTH, AND ALIGNMENT OF ALL EXISTING PIPES, CABLES, ETC. TO BE CROSSED OR CONNECTED TO. IF THE CONTRACTOR DEEMS NECESSARY (A) A CHANGE IN ALIGNMENT OR DEPTH, OR THE NEED FOR ADDITIONAL FITTINGS, BENDS, OR COUPLINGS, WHICH REPRESENT A DEPARTURE FROM THE CONTRACT DRAWING, OR (B) A NEED FOR RELOCATION OF EXISTING UTILITIES, THEN DETAILS OF SUCH DEPARTURES, RELOCATIONS, OR ADDITIONAL FITTINGS, INCLUDING CHANGES IN RELATED PORTIONS OF THE PROJECT AND THE REASONS THEREFORE, SHALL BE SUBMITTED WITH SHOP DRAWINGS. APPROVED DEPARTURES FOR THE CONTRACTORS CONVENIENCE SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.

## III. SITE PREPARATION:

1. UNLESS OTHERWISE DIRECTED BY THE OWNER OR ENGINEER, THE CONTRACTOR IS EXPECTED TO CONTAIN ALL CONSTRUCTION ACTIVITIES WITHIN THE PROPERTY, RIGHT-OF-WAY, AND EASEMENTS AS INDICATED ON THE DRAWINGS. AT NO TIME SHALL THE CONTRACTOR DISTURB SURROUNDING PROPERTIES OR TRAVEL ON SURROUNDING PROPERTIES WITHOUT WRITTEN CONSENT FROM THE PROPERTY OWNER. ANY REPAIR OR RECONSTRUCTION OF DAMAGED AREAS IN SURROUNDING PROPERTIES SHALL BE REPAIRED BY THE CONTRACTOR ON AN IMMEDIATE BASIS. ALL COSTS FOR REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION SHALL BE PROVIDED.
2. STAKE OUT THE CONSTRUCTION, ESTABLISH LINES AND LEVELS, TEMPORARY BENCH MARKS, BATTER BOARDS, CENTERLINES, BASELINES, AND REFERENCE POINTS FOR THE WORK, AND VERIFY ALL DIMENSIONS RELATING TO INTERCONNECTION WITH EXISTING FEATURES. REPORT ANY INCONSISTENCIES IN THE PROPOSED GRADES, LINES AND LEVELS, DIMENSIONS AND LOCATIONS TO THE ENGINEER BEFORE COMMENCING WORK.
3. PROTECT ALL TREES AND SHRUBS LOCATED OUTSIDE THE RIGHT-OF-WAY, EASEMENTS, AND OWNER SECURED PROPERTY, PARTICULARLY THOSE TREES AND SHRUBS LOCATED ADJACENT TO WORK AREAS.
4. WITHIN THE RIGHT-OF-WAY, EASEMENTS, AND OWNER SECURED PROPERTY, THE INTENT IS TO ALLOW TREES AND SHRUBS TO REMAIN IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: NEW ROADWAY CONSTRUCTION - TREES AND SHRUBS TO REMAIN WHERE LOCATED MORE THAN 15 FEET FROM THE BACK OF CURB, OR OUTSIDE THE LIMITS OF EXCAVATION OR FILL AREAS, WHICHEVER IS FURTHER. UTILITY PIPELINE CONSTRUCTION - TREES AND SHRUBS TO REMAIN OUTSIDE A 15 FOOT WIDE PATH, CENTERED ON THE PIPELINE.
5. TREES TO REMAIN IN THE CONSTRUCTION AREA SHALL BE BOXED, FENCED OR OTHERWISE PROTECTED IN ACCORDANCE WITH DETAILS ON THE DRAWINGS. DO NOT PERMIT HEAVY EQUIPMENT OR STOCKPILES WITHIN BRANCH SPREAD.
6. AREAS TO RECEIVE CLEARING AND GRUBBING SHALL INCLUDE ALL AREAS TO BE OCCUPIED BY THE PROPOSED IMPROVEMENTS, AREAS FOR FILL AND SITE GRADING, AND BORROW SITES. REMOVE TREES OUTSIDE OF THESE AREAS ONLY AS INDICATED ON THE DRAWINGS OR AS APPROVED IN WRITING BY THE ENGINEER.
7. CLEARING SHALL CONSIST OF REMOVING TREES AND BRUSH AND DISPOSAL OF OTHER MATERIALS THAT ENCROACH UPON OR OTHERWISE OBSTRUCT THE WORK.
8. EXERCISE EXTREME CARE DURING THE CLEARING AND GRUBBING OPERATIONS. DO NOT DAMAGE EXISTING STRUCTURES, PIPES OR UTILITIES.
9. GRUBBING SHALL CONSIST OF REMOVING AND DISPOSING OF STUMPS, ROOTS LARGER THAN 2" IN DIAMETER, AND MATTED ROOTS. REMOVE TO A DEPTH OF NOT LESS THAN 18" BELOW THE ORIGINAL SURFACE LEVEL OF THE GROUND.
10. ALL COMBUSTIBLE DEBRIS AND REFUSE FROM SITE PREPARATION OPERATIONS SHALL BE REMOVED TO LEGAL OFFSITE DISPOSAL AREAS.

## IV. DEWATERING:

1. DESIGN AND PROVIDE DEWATERING SYSTEM USING ACCEPTED AND PROFESSIONAL METHODS CONSISTENT WITH CURRENT INDUSTRY PRACTICE. PROVIDE DEWATERING SYSTEM OF SUFFICIENT SIZE AND CAPACITY TO CONTROL GROUNDWATER IN A MANNER THAT PRESERVES STRENGTH OF FOUNDATION SOILS. DOES NOT CAUSE INSTABILITY OR RAVELING OF EXCAVATION SLOPES, AND DOES NOT RESULT IN DAMAGE TO EXISTING STRUCTURES, WHERE NECESSARY TO THESE PURPOSES, LOWER WATER LEVEL IN ADVANCE OF EXCAVATION, UTILIZING WELLS, WELLPOINTS, OR SIMILAR POSITIVE METHODS. MAINTAIN THE GROUNDWATER LEVEL TO A MINIMUM OF 2 FEET BELOW EXCAVATIONS. PROVIDE PIEZOMETERS IF DIRECTED BY THE ENGINEER TO DOCUMENT THE GROUNDWATER LEVEL, IS BEING MAINTAINED.
2. CONTROL, BY ACCEPTABLE MEANS, ALL WATER REGARDLESS OF SOURCE AND BE FULLY RESPONSIBLE FOR DISPOSAL. PREPARATION OF SUBGRADE, INSTALLATION OF PIPE, AND CONSTRUCTION OF STRUCTURES UNTIL THE CRITICAL PERIOD OF CONSTRUCTION AND/OR BACKFILL IS COMPLETED TO PREVENT DAMAGE OF SUBGRADE SUPPORT, PIPING, STRUCTURE, SIDE SLOPES, OR ADJACENT FACILITIES FROM FLOTATION OR OTHER HYDROSTATIC PRESSURE IMBALANCE.
3. OPEN PUMPING WITH SUMPS AND DITCHES SHALL BE ALLOWED, PROVIDED IT DOES NOT RESULT IN BOILS, LOSS OF FINES, SOFTENING OF THE GROUND, OR INSTABILITY OF SLOPES. SUMPS SHALL BE LOCATED OUTSIDE OF LOAD BEARING AREAS SO THE BEARING SURFACES WILL NOT BE DISTURBED. WATER CONTAINING SILT IN SUSPENSION SHALL NOT BE PUMPED INTO SEWER LINES OR ADJACENT STREAMS. DURING NORMAL PUMPING, AND UPON DEPLETION OF WELLS), LEVELS OF FINE SAND OR SILT IN THE DISCHARGE WATER SHALL NOT EXCEED 5 PPM.
4. IF DEWATERING EQUIPMENT NEEDED EXCEEDS ANY OF THE FOLLOWING: 1) 18" PUMP VOLUME: 2) 100,000 GPD TOTAL 24 HOUR (1 DAY) DEWATERING; AND, 3) 1,000,000 GPD PUMP CAPACITY, THE CONTRACTOR SHALL BE REQUIRED TO PERMIT THE DEWATERING SYSTEM WITH THE WATER MANAGEMENT DISTRICT.
5. CONTINUOUSLY MAINTAIN EXCAVATIONS IN A DRY CONDITION WITH POSITIVE DEWATERING METHODS DURING PREPARATION OF SUBGRADE, INSTALLATION OF PIPE, AND CONSTRUCTION OF STRUCTURES UNTIL THE CRITICAL PERIOD OF CONSTRUCTION AND/OR BACKFILL IS COMPLETED TO PREVENT DAMAGE OF SUBGRADE SUPPORT, PIPING, STRUCTURE, SIDE SLOPES, OR ADJACENT FACILITIES FROM FLOTATION OR OTHER HYDROSTATIC PRESSURE IMBALANCE.
6. WHEN CONSTRUCTION IS COMPLETE, REMOVE ALL DEWATERING EQUIPMENT FROM THE SITE, INCLUDING WELLS AND RELATED TEMPORARY ELECTRICAL SERVICE.

## V. EROSION AND SEDIMENT CONTROL:

1. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PROVIDED AND INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION. SEDIMENT CONTROL CONSISTS OF SILT FENCING AND FLOATING TURBIDITY BARRIERS PER FDOT INDEX NO. 102 AND 103. EROSION CONTROL CONSISTS OF SEEDING AND MULCHING, SODDING, WETTING SURFACES, PLACEMENT OF COARSE AGGREGATE, TEMPORARY PAVING.
2. MAINTAIN TEMPORARY EROSION CONTROL SYSTEMS AS DIRECTED BY OWNER OR GOVERNING AUTHORITIES TO CONTROL EROSION AND SILTATION DURING LIFE OF CONTRACT. OWNER HAS AUTHORITY TO LIMIT SURFACE AREA OF ERODIBLE MATERIALS EXPOSED BY CLEARING AND GRUBBING, EXCAVATION, TRENCHING, BORROW AND EMBANKMENT OPERATIONS. OWNER ALSO HAS AUTHORITY TO DIRECT CONTRACTOR TO PROVIDE IMMEDIATE PERMANENT OR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.
3. CONTRACTOR SHALL RESPOND TO EROSION AND SEDIMENT CONTROL MAINTENANCE REQUIREMENTS OR IMPLEMENT ADDITIONAL MEASURES TO CONTROL EROSION ORDERED BY OWNER OR GOVERNING AUTHORITIES WITHIN 48 HOURS OR SOONER IF REQUIRED AT NO ADDITIONAL COST TO THE OWNER.
4. CONTRACTOR WILL BE REQUIRED TO INCORPORATE PERMANENT EROSION CONTROL FEATURES INTO PROJECT AT EARLIEST PRACTICAL TIME TO MINIMIZE NEED FOR TEMPORARY CONTROLS.
5. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS REPRESENT A MINIMUM REQUIREMENT. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES NEEDED IN ORDER TO PREVENT THE TRANSFER OF SEDIMENT FROM THE PROJECT AREA AND PREVENT THE EROSION OF SURFACES DURING CONSTRUCTION, AS NEEDED TO PROTECT ADJACENT PROPERTIES AND WATER BODIES.
6. GRASS ALL DISTURBED AREAS WITHIN 7 DAYS OF INITIAL DISTURBANCE. TYPE OF GRASSING SHALL BE AS FOLLOWS: TEMPORARY GRASSING TO BE SODDING AT ALL DRAINAGE STRUCTURES, RETENTION AREAS, SWALES AND DITCHES, AND WHERE SLOPES ARE STEEPER THAN 5:1. TEMPORARY GRASSING CAN BE SEED AND MULCH AT ALL OTHER LOCATIONS UNLESS OTHERWISE INDICATED IN THE DRAWINGS OR SPECIFICATIONS.
7. INSPECT EVERY TWO WEEKS DURING CONSTRUCTION. REMOVE ANY SEDIMENT BUILD-UP. REPAIR AND REINSTALL ANY DAMAGED OR MISSING SEDIMENT CONTROL MEASURES. INSTALL ADDITIONAL MEASURES IF INSPECTION REVEALS ADDITIONAL SEDIMENTATION CONTROL IS NECESSARY.
8. AREAS TO BE PAVED SHALL BE TREATED WITH A BITUMINOUS PRIME COAT AND SANDED TO MINIMIZE EROSION, WHERE PAVING IS SCHEDULED TO OCCUR MORE THAN 48 HOURS AFTER INSTALLATION OF BASE COURSE. AREAS TO RECEIVE CONCRETE PAVING SHALL BE EITHER PROTECTED WITH A LAYER OF FOOT COARSE AGGREGATE MATERIAL OR SHALL BE PAVED WITHIN 48 HOURS OF INSTALLATION OF THE SUBGRADE. INSTALL FINAL SURFACE COURSES WITHIN 14 DAYS AFTER REMOVAL OF EXISTING PAVEMENT.

## VI. TRAFFIC CONTROL:

1. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MAINTENANCE OF TRAFFIC (M.O.T.) PLAN PRIOR TO CONSTRUCTION. THE M.O.T. PLAN SHALL SHOW ALL PROPOSED TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, AND BARRICADES, AND SHALL DETAIL ALL PROPOSED CONSTRUCTION SEQUENCING. THE M.O.T. PLAN SHALL BE APPROVED BY THE ENGINEER, OWNER, AND ROADWAY JURISDICTIONAL AGENCY PRIOR TO CONSTRUCTION. ALL PROPOSED ROADWAY AND DRIVEWAY LANE CLOSURES SHALL BE RESTRICTED TO THE HOURS BETWEEN 9:00 A.M. AND 4:00 P.M. UNLESS OTHERWISE AUTHORIZED IN THE APPROVED M.O.T.
2. ALL CONSTRUCTION SIGNING AND MARKINGS SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH FDOT INDEX NO. 600 AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE PLACEMENT OF THE SIGNING AND MARKINGS SHALL BE APPROVED IN THE FIELD BY THE ENGINEER PRIOR TO CONSTRUCTION.
3. INSPECT TRAFFIC CONTROL DEVICES ON A DAILY BASIS TO ENSURE PLACEMENT OF BARRICADES AND FUNCTION OF LIGHTS IS MAINTAINED THROUGHOUT CONSTRUCTION.
4. CONTACT PROPERTY OWNERS AFFECTED BY CONSTRUCTION. COORDINATE TEMPORARY DRIVEWAY CLOSURES AND SEQUENCING. MAINTAIN ACCESS FOR ALL PROPERTY OWNERS DURING CONSTRUCTION.
5. WET UNSTABILIZED AREAS AS NECESSARY TO CONTROL DUST.
6. ADJUST TRAFFIC CONTROL DEVICES AS REQUIRED UNDER EMERGENCY CONDITIONS.
7. THE CONTRACTOR IS EXPECTED TO COORDINATE ITS ACTIVITIES WITH OTHER CONTRACTORS WHO MAY BE WORKING IN THE IMMEDIATE VICINITY.
8. WHEN WORK OCCURS WITHIN 15-FT OF ACTIVE ROAD TRAVEL LANES BUT NO CLOSER THAN 2-FT FROM THE EDGE OF PAVEMENT, SIGNAGE AND WARNING DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH FDOT INDEX NO. 600 AND 602, FOR A 2-LANE ROADWAY AND PER INDEX # 612 FOR A 4 LANE HIGHWAY.
9. TYPE I OR TYPE II BARRICADES AT 20-FT CENTERS SHALL BE PLACED AND MAINTAINED ALONG THE EDGE OF THE ROAD WHEREVER DROP-OFFS OR OTHER HAZARDS EXIST AND TO BLOCK ENTRANCE INTO COMPLETED OR PARTIALLY COMPLETED PAVEMENTS UNTIL SUCH PAVEMENTS ARE OPEN TO PUBLIC USE.

## VII. STORM DRAINAGE:

### A. EXCAVATION, TRENCHING, AND FILL

1. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (FS 553.60-553.64). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.
2. ROUGH EXCAVATE AND GRADE ANY PROPOSED STORMWATER PONDS AT THE START OF SITE GRADING ACTIVITIES. DIRECT SITE RUNOFF TO THE PONDS TO MINIMIZE RUNOFF TO OFFSITE AREAS.
3. POND CONSTRUCTION SHALL RESULT IN THE FINISHED POND HAVING SIDE SLOPES AND DIMENSIONS THAT ARE IN ACCORDANCE WITH THE CONSTRUCTION DRAWINGS. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO ENSURE THAT THE REQUIREMENTS HAVE BEEN MET. IF THE CONSTRUCTED SIDE SLOPES ARE STEEPER THAN THE REQUIRED SIDE SLOPES, OR THE POND VOLUME IS NOT WITHIN THREE (3) PERCENT OF THE DESIGN VOLUME, THE CONTRACTOR MAY BE REQUIRED TO MAKE CORRECTIONS TO THE POND AT NO ADDITIONAL COST TO THE OWNER.
4. FIELD DENSITY TESTING FREQUENCIES: A) ONE TEST FOR EACH 10,000 SQUARE FEET OR FRACTION THEREOF PER LIFT OF GENERAL BACKFILLING, MINIMUM 2 TESTS EACH LAYER; B) ONE TEST FOR EACH 100 SQUARE FEET OR FRACTION THEREOF OF BACKFILL AROUND AND UNDER STRUCTURES; C) ONE TEST FOR EACH 300 LINEAL FEET OR FRACTION THEREOF PER LIFT OF GENERAL BACKFILLING IN THE PIPELINE TRENCH; D) ONE TEST PER LIFT PER EACH CHANGE IN TYPE OF FILL; E) ONE TEST PER 1000 SQUARE FEET OF PAVEMENT SUBGRADE, MINIMUM OF 2 TESTS.
5. IT IS INTENDED THAT PREVIOUSLY EXCAVATED MATERIALS CONFORMING TO THE FOLLOWING REQUIREMENTS BE UTILIZED WHEREVER POSSIBLE.
  - VI. ACCEPTABLE MATERIALS: AASHTO M145 CLASSIFICATION A-1, A-3, A-2-4, A-2-6; ASTM D2487 CLASSIFICATION GW, GP, GM, SW, SP; UNLESS OTHERWISE DISAPPROVED WITHIN THE SOIL AND SUBSURFACE INVESTIGATION REPORTS. NO MORE THAN 12% OF ACCEPTABLE MATERIALS SHALL PASS THE NUMBER 200 SIEVE.
  - VJ. UNACCEPTABLE MATERIALS: AASHTO M145 CLASSIFICATION A-2-5, A-2-7, A-4, A-5, A-6, A-7, A-8; ASTM D2487 CLASSIFICATION CG, SC, ML, MH, CL, CH, OL, OH, PT; UNLESS OTHERWISE APPROVED WITHIN THE SOIL AND SUBSURFACE INVESTIGATION REPORTS.
6. PROVIDE BARRIERS, WARNING LIGHTS AND OTHER PROTECTIVE DEVICES AT ALL EXCAVATIONS.
7. SIDEWALKS, ROADS, STREETS, AND PAVEMENTS SHALL NOT BE BLOCKED OR OBSTRUCTED BY EXCAVATED MATERIALS, EXCEPT AS AUTHORIZED BY THE ENGINEER, IN WHICH CASE ADEQUATE TEMPORARY PROVISIONS MUST BE MADE FOR SATISFACTORY TEMPORARY PASSAGE OF PEDESTRIANS, AND VEHICLES. MINIMIZE INCONVENIENCE TO PUBLIC TRAVEL OR TO TENANTS OCCUPYING ADJOINING PROPERTY.
8. FURNISH, INSTALL, AND MAINTAIN, WITHOUT ADDITIONAL COMPENSATION, SHEETING, BRACING, AND SHORING SUPPORT MATERIALS REQUIRED TO PROTECT EXCAVATIONS WITHIN THE PROPERTY. PROVIDE, TO SUPPORT THE SIDES OF THE EXCAVATION, AND TO PREVENT ANY MOVEMENT WHICH MAY DAMAGE ADJACENT PAVEMENTS OR STRUCTURES, DAMAGE OR DELAY THE WORK, OR ENDANGER LIFE AND HEALTH. VOIDS OUTSIDE THE SUPPORTS SHALL BE IMMEDIATELY FILLED AND COMPACTED.
9. ALL EXCAVATIONS SHALL BE MADE BY OPEN CUT UNLESS OTHERWISE INDICATED. SLOPE SIDES OF TRENCHES IN ACCORDANCE WITH OSHA REQUIREMENTS AND THE RECOMMENDATIONS CONTAINED WITHIN THE PROJECT GEOTECHNICAL REPORT.
10. EXCAVATE TRENCHES TO DEPTH INDICATED OR REQUIRED FOR INDICATED FLOW LINES AND INVERT ELEVATIONS. OVER EXCAVATE TRENCHES A MINIMUM OF 2 FEET WHERE EXCAVATIONS OCCUR WITHIN UNSUITABLE SOILS, AND REPLACE OVER EXCAVATED MATERIAL WITH SUITABLE SOILS.
11. EXCEPT AS OTHERWISE INDICATED, EXCAVATE FOR PRESSURE PIPING SO TOP OF PIPING IS MINIMUM 3 FEET BELOW FINISHED GRADE.
12. TRENCH BOTTOMS AND THE BOTTOMS OF ALL STRUCTURES SHALL BE KEPT DRY, COMPACTED, AND STABLE TO A DEPTH TWO FEET BELOW THE BOTTOM OF THE TRENCH OR STRUCTURE.
13. ALL BEDDING, FILL, AND BACKFILL MATERIAL SHALL BE SUITABLE SOILS OR FLOWABLE FILL. WHERE TRENCH OR EXCAVATION IS WITHIN THE INFLUENCE AREA OF ROADWAYS, STRUCTURES, FOUNDATIONS, OR SLABS, PLACE BACKFILL IN LAYERS OF 8 INCH LOOSE DEPTH. IN ALL OTHER AREAS, PLACE FILL AND BACKFILL IN LAYERS OF 12 INCH LOOSE DEPTH.
14. MINIMUM DENSITY REQUIREMENT (ASTM D1557 OR AASHTO T180): BACKFILL AND FILL UNDER AND WITHIN THE INFLUENCE AREA OF ROADWAYS, STRUCTURES, SLABS, FOUNDATIONS = 98 PERCENT; BACKFILL AND FILL PLACED WITHIN PUBLIC ROAD RIGHT-OF-WAY AND UTILITY EASEMENTS = 95 PERCENT; BACKFILL AND FILL PLACED WITHIN POND AND ROAD EMBANKMENT = 95 PERCENT; BACKFILL AND FILL PLACED IN ALL OTHER AREAS = 90 PERCENT.

### B. STORM SEWER SYSTEMS

1. ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE (RCP) UNLESS OTHERWISE INDICATED ON THE DRAWINGS. ROUND CONCRETE PIPE SHALL COMPLY WITH ASTM C76. ELASTIC CONCRETE PIPE SHALL COMPLY WITH ASTM C507. PIPE JOINTS AND O-RING GASKETS SHALL COMPLY ASTM C443. MINIMUM COVER OVER THE PIPE, INCLUDING COVER OVER THE BELL OF THE PIPE WHERE APPLICABLE, SHALL BE 30 INCHES.
2. RCP PIPE SHALL NOT BE SHIPPED FROM MANUFACTURER UNTIL THE COMPRESSIVE STRENGTH OF THE PIPE HAS REACHED 4000 PSI AND A MINIMUM OF 5 DAYS HAVE PASSED SINCE THE MANUFACTURING OR REPAIR OF THE PIPE HAS BEEN COMPLETED.
3. CORRUGATED POLYETHYLENE (PE) PIPE AND FITTINGS SHALL BE HIGH DENSITY, IN ACCORDANCE WITH ASTM D3389, CELL CLASSIFICATION 334420C (4"-10") OR CELL CLASSIFICATION 336420C (12"-36"). PIPE 4"-10" SHALL COMPLY WITH AASHTO M252, TYPE S. PIPE 12"-36" SHALL COMPLY WITH AASHTO M294, TYPE S. BELL JOINTS FOR 4"-10" PIPE SHALL BE PUSH-ON SLEEVE. BELL JOINTS FOR 12"-36" PIPE SHALL BE INTEGRALLY FORMED ON PIPE. GASKETS SHALL BE INSTALLED BY PIPE MANUFACTURER AND SHALL COMPLY WITH ASTM D1056, GRADE 2A2. FITTINGS SHALL COMPLY WITH AASHTO M294.
4. UNDERDRAIN PIPE SHALL BE PERFORATED POLYVINYL CHLORIDE PIPE IN ACCORDANCE WITH ASTM F758. FILTER FABRIC UNDERDRAIN SOCK SHALL BE TYPE D-3 IN ACCORDANCE WITH FDOT INDEX NO. 199.
5. ALL PIPE JOINTS SHALL BE WRAPPED WITH FILTER FABRIC. FILTER FABRIC SHALL BE IN ACCORDANCE WITH FDOT INDEX NO. 199. TYPE D-3, A.O.S. 70-100. INSTALL IN ACCORDANCE WITH FDOT INDEX NO. 280. PROVIDE MINIMUM 12" OVERLAP.
6. INSTALL POLYETHYLENE PIPE IN ACCORDANCE WITH ASTM D2321. BACKFILL AND COMPACT EVENLY ON EACH SIDE TO PREVENT DISPLACEMENT. MINIMUM COVER OVER POLYETHYLENE PIPE SHALL BE AS FOLLOWS: A) PIPE UNDER FLEXIBLE PAVEMENT, RIGID PAVEMENT, OR UNPAVED AREAS WHERE BEDDING IS SUITABLE SOILS AS DEFINED IN THE GENERAL NOTES: MINIMUM COVER SHALL BE 36 INCHES OR ONE PIPE DIAMETER, WHICHEVER IS GREATER; B) PIPE UNDER FLEXIBLE PAVEMENT, RIGID PAVEMENT, OR UNPAVED AREAS WHERE BEDDING IS MANUFACTURED AGGREGATES CLASS 1A OR 1B AS DEFINED IN ASTM D2321: MINIMUM COVER SHALL BE 30 INCHES OR ONE PIPE DIAMETER, WHICHEVER IS GREATER.
7. INSTALL UNDERDRAINS IN ACCORDANCE WITH FDOT SPECIFICATION SECTION 440. INSTALL CLEANOUTS AS SHOWN ON THE DRAWINGS.
8. PRIOR TO INSPECTIONS AND TESTING, CLEAN ALL INSTALLED LINES AND STRUCTURES.
9. ALL STORM PIPE SHALL BE SUBJECTED TO LEAKAGE TESTING. WHEN THE GROUND WATER LEVEL IS ABOVE THE TOP OF THE PIPE, AN INFILTRATION TEST SHALL BE PERFORMED BY SEALING OFF A LENGTH OF PIPE AND MEASURING THE DEPTH OF FLOW OVER A MEASURING WEIR, OR BY PUMPING THE INFILTRATED WATER INTO CONTAINERS FOR MEASUREMENT. TESTS SHALL BE CONDUCTED FOR A MINIMUM OF FOUR HOURS. INFILTRATION LEAKAGE SHALL NOT EXCEED 150 GALLONS PER 24 HOURS, PER INCH DIAMETER, PER MILE OF PIPE. WHEN THE GROUND WATER LEVEL IS BELOW THE TOP OF THE PIPE, THE PIPE SHALL BE TESTED FOR LEAKAGE BY EXPLORATION. EXPLORATION LEAKAGE TEST SHALL CONSIST OF ISOLATING THE PARTICULAR SECTION, FILLING WITH WATER TO A POINT 4 FEET ABOVE THE TOP OF THE PIPE AT THE PIPE MANHOLE OR INLET, AND ALLOWING IT TO STAND NOT LESS THAN FOUR HOURS. THE SECTION SHALL THEN BE REFILLED WITH WATER UP TO THE ORIGINAL LEVEL AND AFTER TWO HOURS THE DROP IN WATER SURFACE SHALL BE MEASURED. THE COMPUTED LEAKAGE SHALL NOT EXCEED 150 GALLONS PER INCH DIAMETER, PER 24 HOURS, PER MILE OF PIPE.

## VIII. PAVING AND GRADING:

### A. PAVING, SIDEWALKS, AND CURBING

1. MATERIALS AND CONSTRUCTION METHODS FOR THE ROADWAY AND PAVING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2014 EDITION.
2. ROADWAY PAVING, BASE, AND SUBGRADE THICKNESSES SHALL BE IN ACCORDANCE WITH DETAILS ON THESE DRAWINGS. MATERIAL STABILITY AND DENSITY REQUIREMENTS ARE AS FOLLOWS:
  - VII. TYPE S ASPHALTIC CONCRETE: MINIMUM STABILITY 1500 LBS, COMPACTED TO A MINIMUM OF 95% OF THE MARSHALL DESIGN DENSITY. FOR OFFSITE PAVEMENT USE TYPE SP PAVEMENT PER THE FDOT STANDARDS AND SPECIFICATIONS.
  - VIIJ. LIME ROCK BASE: MINIMUM LBR OF 100, PLACED IN 6" MAXIMUM LIFTS, COMPACTED TO A MINIMUM DENSITY OF 98% OF THE MODIFIED PROCTOR DRY DENSITY (AASHTO T-180). CONTRACTOR MAY SUBSTITUTE ASPHALT BASE COURSE TYPE 3 (MIN. STABILITY OF 1000 LBS) AT NO ADDITIONAL COST, PROVIDED STRUCTURAL NUMBER EQUALS OR EXCEEDS THAT OF THE SPECIFIED LIME ROCK BASE.
  - VIIK SUBGRADE: STABILIZE TO A MIN. LBR OF 40, COMPACT TO A MINIMUM DENSITY OF 98% OF THE MODIFIED PROCTOR DRY DENSITY (AASHTO T-180). CONTRACTOR MAY SUBSTITUTE LIME ROCK SUBGRADE (MIN. LBR OF 100) OR CONTROLLED LOW STRENGTH MATERIAL ("FLOWABLE FILL"), F<sub>c</sub> (28 DAY) = 100-125 PSI AT NO ADDITIONAL COST, PROVIDED STRUCTURAL NUMBER EQUALS OR EXCEEDS THAT OF THE SPECIFIED SUBGRADE.
3. SIDEWALKS ARE TO BE CONSTRUCTED IN THE AREAS AS SHOWN ON THE CONSTRUCTION PLANS. THE SIDEWALK SHALL BE CONSTRUCTED OF 4" OF CONCRETE WITH A 28-DAY COMPRESSION STRENGTH OF 2800 PSI. JOINTS SHALL BE EITHER TOoled OR SAW CUT AT A DISTANCE OF 10'. HANDICAPPED RAMPS SHALL BE PROVIDED AT ALL INTERSECTIONS AND SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION, LATEST EDITION.
4. CURBING SHALL BE CONSTRUCTED WHERE NOTED ON THE CONSTRUCTION PLANS. CONCRETE FOR CURBS SHALL BE FDOT CLASS "1" CONCRETE WITH A 28-DAY COMPRESSION STRENGTH OF 2500 PSI. ALL CURBS SHALL HAVE SAW CUT CONTRACTION JOINTS AND SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED 10'-0" ON CENTER. CONSTRUCTION OF CURBS SHALL BE IN CONFORMANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SECTION 820 AND DETAILS PROVIDED ON THE CONSTRUCTION PLANS.
5. FIELD COMPACTION DENSITY, STABILITY, AND THICKNESS TESTING FREQUENCIES OF SUB-BASE, BASE, AND ASPHALT SHALL BE TESTED ONCE EVERY 300 LINEAR FEET OF PAVING PER 24-FT WIDE STRIP, STAGGERED LEFT, CENTER AND RIGHT OF CENTERLINE. WHERE LESS THAN 300 LINEAR FEET OF SUB-BASE, BASE, AND ASPHALT IS PLACED IN ONE DAY, PROVIDE MIN. OF ONE TEST FOR EACH PER DAY'S CONSTRUCTION AT A LOCATION DESIGNATED BY THE ENGINEER. ASPHALT EXTRACTION GRADATION SHALL BE TESTED FROM GRAB SAMPLES COLLECTED ONCE EVERY 1800 SQUARE YARDS OF ASPHALT DELIVERED TO THE SITE (OR A MINIMUM OF ONCE PER DAY).

### B. PAVING TIMING REQUIREMENTS

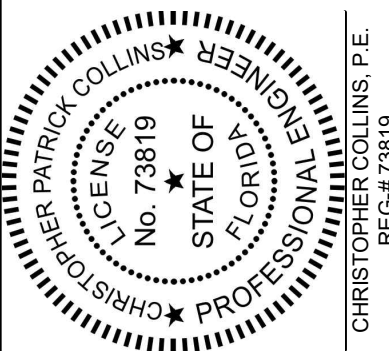
1. INSTALL SUBGRADE AND BASE COURSE MATERIALS WITHIN 48 HOURS OF THE REMOVAL/OPEN CUTTING OF EXISTING PAVEMENT IN A MANNER THAT PRESERVES STRENGTH OF FOUNDATION SOILS. DO NOT CAUSE INSTABILITY OR RAVELING OF EXCAVATION SLOPES, AND DOES NOT RESULT IN DAMAGE TO EXISTING STRUCTURES, WHERE NECESSARY TO THESE PURPOSES, LOWER WATER LEVEL IN ADVANCE OF EXCAVATION, UTILIZING WELLS, WELLPOINTS, OR SIMILAR POSITIVE METHODS. MAINTAIN THE GROUNDWATER LEVEL TO A MINIMUM OF 2 FEET BELOW EXCAVATIONS. PROVIDE PIEZOMETERS IF DIRECTED BY THE ENGINEER TO DOCUMENT THE GROUNDWATER LEVEL, IS BEING MAINTAINED.
2. AREAS TO RECEIVE ASPHALT SHALL RECEIVE EROSION CONTROL MEASURES NO LATER THAN 48 HOURS AFTER ACCEPTANCE OF BASE COURSE. TEMPORARY EROSION CONTROL CONSISTS OF PLACEMENT OF A BITUMINOUS PRIME COAT AND SANDING THE SURFACE. PERMANENT EROSION CONTROL CONSISTS OF PLACEMENT OF THE STRUCTURAL COURSE.
3. AREAS TO RECEIVE CONCRETE PAVING SHALL BE EITHER PROTECTED WITH A LAYER OF FDOT COARSE AGGREGATE MATERIAL OR SHALL BE PAVED WITHIN 48 HOURS OF ACCEPTANCE OF THE SUBGRADE.

### C. GRADING

1. GRADING SHOWN ON THESE PLANS ARE PROVIDED TO THE CONTRACTOR TO EXPRESS THE GENERAL GRADING INTENT OF THE PROJECT. THE CONTRACTOR SHALL BE EXPECTED TO GRADE THE ENTIRE SITE TO PROVIDE POSITIVE DRAINAGE IN ALL AREAS THROUGHOUT THE SITE. SMOOTH TRANSITIONS SHALL BE PROVIDED BETWEEN CONTOURS OR SPOT ELEVATIONS AS SHOWN ON THE PLANS TO ACCOMPLISH THE GRADING INTENT. ALL SLOPES SHALL BE STABILIZED IMMEDIATELY AFTER FINAL GRADING HAS BEEN COMPLETED. CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER PRIOR TO DEMOBILIZATION OF GRADING EQUIPMENT TO DETERMINE THAT THE GRADING INTENT HAS BEEN ACHIEVED.
2. ALL PAVING SURFACES IN INTERSECTIONS AND ADJACENT SECTIONS SHALL BE GRADED TO DRAIN POSITIVELY AND TO PROVIDE A SMOOTHLY TRANSITIONED DRIVING SURFACE FOR VEHICLES WITH NO SHARP BREAKS IN GRADE, AND NO UNUSUALLY STEEP OR REVERSE CROSS SLOPES. THE STANDARD CROWN MAY HAVE TO BE CHANGED IN ORDER TO DRAIN POSITIVELY IN THE AREA OF INTERSECTIONS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH THE ABOVE AND THE ENGINEER SHALL BE CONSULTED SO THAT HE MAY MAKE ANY AND ALL REQUIRED INTERPRETATIONS OF THE PLANS OR GIVE SUPPLEMENTARY INSTRUCTIONS TO ACCOMPLISH THE INTENT OF THE PLANS.
3. UNIFORMLY SMOOTH GRADE THE SITE. DEPRESSIONS FROM SETTLEMENT SHALL BE FILLED AND COMPACTED. TOPS OF EMBANKMENTS AND BREAKS IN GRADE SHALL BE ROUNDED. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, FREE FROM IRREGULAR SURFACE CHANGES AND COMPARABLE TO THE SMOOTHNESS OBTAINED BY BLADE, GRADER OPERATIONS.
4. SLOPE GRADES TO DRAIN AWAY FROM STRUCTURES AT A MINIMUM OF ¼-INCH PER FOOT FOR 10 FEET. FINISHED SURFACES ADJACENT TO PAVED AREAS AND WITHIN 10 FEET OF STRUCTURES SHALL BE WITHIN 1 INCH OF THE PROPOSED GRADE. ALL OTHER AREAS SHALL BE WITHIN 3 INCHES OF THE PROPOSED GRADE.
5. NEWLY GRADED AREAS SHALL BE PROTECTED FROM TRAFFIC AND EROSION. ALL SETTLEMENT OR WASHING AWAY THAT MAY OCCUR FROM ANY CAUSE PRIOR TO SEEDING OR ACCEPTANCE SHALL BE REPAIRED AND GRADES RE-ESTABLISHED TO THE REQUIRED ELEVATIONS AND SLOPES AT NO ADDITIONAL COST TO THE OWNER.







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696 N.E. 125th STREET  
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This item has been digitally signed and sealed by Christopher P. Collins, P.E. on the date adjacent to the seal.  
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Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.  
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## IX. WATER AND SEWER:

### A. UTILITY SEPARATION REQUIREMENTS

- THE HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWER, STORM SEWER, WASTEWATER FORCE MAINS, STORMWATER FORCE MAINS, RECLAIMED WATER MAINS AND ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
  - THE OUTSIDE OF WATER MAINS SHALL BE A MINIMUM OF THREE FEET FROM THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, VACUUM TYPE SANITARY SEWER AND RECLAIMED WATER MAIN.
  - THE OUTSIDE OF WATER MAINS SHALL BE A MINIMUM OF SIX FEET FROM THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY SANITARY SEWER AND WASTEWATER FORCE MAIN. THE MINIMUM HORIZONTAL SEPARATION DIST. BETWEEN THE OUTSIDE OF WATER MAINS AND THE OUTSIDE OF GRAVITY SANITARY SEWERS CAN BE REDUCED TO THREE FEET WHERE THE BOTTOM OF THE WATER MAIN IS AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER.
  - THE OUTSIDE OF WATER MAINS SHALL BE A MINIMUM OF TEN FEET FROM ALL PARTS OF ANY EXISTING OR PROPOSED ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM SUCH AS SEPTIC TANKS, DRAINFIELDS, AND GREASE TRAPS. ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS DO NOT INCLUDE PACKAGE SEWAGE TREATMENT FACILITIES AND PUBLIC WASTEWATER TREATMENT FACILITIES.
- THE VERTICAL SEPARATION BETWEEN WATER MAINS AND SANITARY AND STORM SEWER, WASTEWATER OR STORMWATER FORCE MAINS, AND RECLAIMED WATER MAINS SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
  - WHEREVER POSSIBLE, WATER MAINS SHALL CROSS OVER EXISTING OR PROPOSED GRAVITY SANITARY SEWER, VACUUM TYPE SANITARY SEWER, AND STORM SEWER, SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES ABOVE THE OUTSIDE OF THE SEWER. WHERE IT IS NOT POSSIBLE FOR THE WATER MAIN TO CROSS OVER EXISTING OR PROPOSED GRAVITY SANITARY SEWER, VACUUM TYPE SANITARY SEWER, AND STORM SEWER, THEN THE WATER MAIN CAN CROSS UNDER THESE TYPES OF PIPELINE SYSTEMS PROVIDED THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES BELOW THE OUTSIDE OF THE PIPELINE. AT THE CROSSING, THE PROPOSED PIPE JOINTS SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM VACUUM TYPE SANITARY SEWER OR STORM SEWER JOINTS, AND AT LEAST SIX FEET FROM GRAVITY SANITARY JOINTS.
  - WHEREVER POSSIBLE, WATER MAINS SHALL CROSS OVER EXISTING OR PROPOSED RECLAIMED WATER MAINS, WASTEWATER FORCE MAINS AND STORMWATER FORCE MAINS. WHETHER THE WATER MAIN CROSSES OVER OR UNDER THESE TYPES OF PIPELINE SYSTEMS, THE OUTSIDE OF THE WATER MAIN SHALL BE AT LEAST 12 INCHES FROM THE OUTSIDE OF THE EXISTING OR PROPOSED RECLAIMED WATER MAIN, WASTEWATER FORCE MAIN AND STORMWATER FORCE MAIN. AT THE CROSSING, THE PROPOSED PIPE JOINTS SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM RECLAIMED WATER MAIN JOINTS AND STORMWATER FORCE MAIN JOINTS, AND AT LEAST SIX FEET FROM THE JOINTS OF WASTEWATER FORCE MAINS.
- NO WATER MAIN SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SANITARY SEWER MANHOLE.
- NEW OR RELOCATED FIRE HYDRANTS SHALL BE LOCATED SUCH THAT THE UNDERGROUND DRAIN (WEEP HOLE) IS AT LEAST:
  - THREE FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, RECLAIMED WATER MAIN, OR VACUUM TYPE SANITARY SEWER.
  - SIX FEET FROM ANY EXISTING OR PROPOSED GRAVITY SANITARY SEWER AND WASTEWATER FORCE MAIN.
  - TEN FEET FROM ANY ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM SUCH AS SEPTIC TANKS, DRAINFIELDS, AND SYSTEMS AND GREASE TRAPS. ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS DO NOT INCLUDE PACKAGE SEWAGE TREATMENT FACILITIES AND PUBLIC WASTEWATER TREATMENT FACILITIES.
- THE FOLLOWING ARE ACCEPTABLE ALTERNATIVE CONSTRUCTION VARIANCES WHERE IT IS NOT POSSIBLE TO MEET THE SEPARATION REQUIREMENTS, AND ARE ONLY TO BE IMPLEMENTED UPON RECEIPT OF EXPRESSED WRITTEN CONSENT FROM THE ENGINEER. IMPLEMENTATION OF THESE MEASURES WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE ENGINEER COULD RESULT IN THE REQUIREMENT THAT THE INSTALLED UNAPPROVED MEASURES BE REMOVED AND REPLACED AT NO COST.
  - WHERE A WATER MAIN IS LESS THAN THE REQUIRED MINIMUM HORIZONTAL DISTANCE FROM ANOTHER PIPELINE AND OR WHERE A WATER MAIN CROSSES ANOTHER PIPELINE AND JOINTS IN THE WATER MAIN ARE LESS THAN THE MINIMUM REQUIRED DISTANCE BETWEEN THE JOINTS IN THE OTHER PIPELINE:
    - USE OF PRESSURE RATED PIPE CONFORMING TO AWWA STANDARDS FOR A GRAVITY OR VACUUM TYPE PIPELINE.
    - USE OF WELDED, FUSED, OR OTHERWISE RESTRAINED JOINTS FOR EITHER PIPELINE.
    - USE OF WATERTIGHT CASING PIPE OR CONCRETE ENCASEMENT AT LEAST FOUR INCHES THICK FOR EITHER PIPE.
  - WHERE A WATER MAIN IS LESS THAN THREE FEET HORIZONTALLY FROM ANOTHER PIPELINE AND OR WHERE A WATER MAIN CROSSES ANOTHER PIPELINE LESS THAN THE REQUIRED MINIMUM SEPARATION:
    - USE OF PIPE OR CASING PIPE, HAVING HIGH IMPACT STRENGTH (AT LEAST EQUAL TO 0.25 INCH THICK DUCTILE IRON PIPE), OR CONCRETE ENCASEMENT AT LEAST FOUR INCHES THICK FOR THE WATER MAIN AND FOR THE OTHER PIPELINE IF THE OTHER PIPELINE COVEYS WASTEWATER OR RECLAIMED WATER.

### B. WATER AND RECLAIMED WATER DISTRIBUTION SYSTEMS

- THE ENTITY THAT WILL OPERATE AND MAINTAIN THE WATER SYSTEM SHOWN ON THESE PLANS IS BROWARD COUNTY WATER AND SEWER DEPARTMENT. THE CONTRACTOR SHALL MEET ALL THE REQUIREMENTS OF CITY OF MIRAMAR AND BROWARD COUNTY WATER AND SEWER DEPARTMENT.
- ALL WATER AND RECLAIMED MAIN PIPE SHALL BE EITHER DUCTILE IRON OR PVC, UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
- INSTALL ALL WATER AND RECLAIMED MAINS AT A MINIMUM 36 INCHES OF COVER.
- BURIED DUCTILE IRON PIPE SHALL CONFORM WITH ANSI/AWWA C150/A21.50 AND C151/A21.51, AND SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI. BURIED PIPE SHALL COMPLY WITH THE FOLLOWING PRESSURE CLASS (C) DESIGNATIONS UNLESS OTHERWISE INDICATED ON THE DRAWINGS: A) 12" DIAMETER AND SMALLER =PC 350; B) 14" THROUGH 24" DIAMETER = PC 250; C) 30" THROUGH 64" DIAMETER = PC 200.
- EXPOSED PIPE 4" AND LARGER SHALL BE FLANGED AND SHALL CONFORM WITH AWWA/ANSI C115/A21.15, AND SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI. FLANGED PIPE SHALL COMPLY WITH THE FOLLOWING THICKNESS CLASS (C) DESIGNATIONS UNLESS OTHERWISE INDICATED ON THE DRAWINGS: A) 4" DIAMETER = TC 54; B) 6" THROUGH 24" DIAMETER = TC 53.
- DUCTILE IRON PIPE AND FITTINGS WITHIN 10 FEET OF GAS MAINS SHALL HAVE AN 8-MIL POLYETHYLENE WRAP IN ACCORDANCE WITH ANSI/AWWA C105/A21.5.
- PVC PIPE 4" - 12" SHALL CONFORM TO AWWA C900. PIPE 14" - 36" SHALL CONFORM TO AWWA C905. PIPE SHALL CONFORM TO ASTM D1784, TYPE I, 4000 PSI DESIGN STRESS, AND SHALL BE NATIONAL SANITATION FEDERATION (NSF) APPROVED. PIPE SHALL BE CLASS 150 (DR18) WITH MARKINGS ON EACH SECTION SHOWING CONFORMANCE TO THE ABOVE SPECIFICATIONS. JOINTS SHALL BE RUBBER GASKETED CONFORMING TO AWWA C900 OR C905. THE BELL SHALL BE INTEGRAL WITH THE PIPE AND OF EQUAL OR GREATER PRESSURE RATING. THE BELL OF PIPE AND FITTINGS USING PUSH-ON JOINTS SHALL HAVE AN INTEGRAL GROOVE TO RETAIN THE GASKET IN PLACE.
- ALL FITTINGS SHALL BE MANUFACTURED OF DUCTILE IRON, CONFORMING TO ANSI/AWWA C110/A21.10 OR ANSI/AWWA C153/A21.53. ALL FULL BODY (C110/A21.10) FITTINGS SHALL BE PRESSURE RATED TO 250 PSI, MINIMUM. ALL COMPACT FITTINGS (C153/A21.53) SHALL BE PRESSURE RATED TO 350 PSI, MINIMUM.
- ALL DUCTILE IRON PIPE AND FITTINGS SHALL BE LINED AND COATED. INTERIOR LINING SHALL BE STANDARD THICKNESS CEMENT MORTAR LINING PER ANSI/AWWA C104/A21.4. EXTERIOR COATING FOR BURIED PIPE AND FITTINGS SHALL BE A PETROLEUM ASPHALTIC COATING IN ACCORDANCE WITH ANSI/AWWA C110/A21.10. EXTERIOR COATING OF EXPOSED PIPE AND FITTINGS SHALL BE FACTORY APPLIED RUST INHIBITING EPOXY PRIMER, MINIMUM 3 MILS DRY FILM THICKNESS. AFTER INSTALLATION, EXTERIOR SURFACES SHALL BE PAINTED WITH TWO COATS TNEMC SERIES 2 TNEMC-GLOSS, GLIDDEN LIFE MASTER PRO HIGH PERFORMANCE ACRYLIC A. 6900 SERIES, OR EQUAL, AT MINIMUM 4 MILS DRY FILM THICKNESS PER COAT. PAINT COLOR TO BE IN ACCORDANCE WITH LOCAL UTILITY REQUIREMENTS.
- MECHANICAL AND PUSH ON JOINTS FOR DUCTILE IRON PIPE AND FITTINGS SHALL BE RUBBER GASKETED, CONFORMING TO ANSI/AWWA C111/A21.11. LUBRICANTS OTHER THAN THAT FURNISHED BY THE PIPE MANUFACTURER WITH THE PIPE SHALL NOT BE USED.
- ALL FITTINGS SHALL BE RESTRAINED IN ACCORDANCE WITH DIPRA, "THRUST RESTRAINT DESIGNED FOR DUCTILE IRON PIPE". PIPE JOINTS SHALL BE RESTRAINED UPSTREAM AND DOWNSTREAM OF FITTINGS IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS OR THE TABLE SHOWN IN THE DRAWINGS, WHICHEVER IS GREATER. DUCTILE IRON RESTRAINED JOINTS SHALL BE AMERICAN FAST GRIP GASKET, FLEX-RING, FIELD FLEX RING, LOCK-RING, US PIPE TR-FLEX, EBAA MEGALUG, OR EQUAL. PVC PIPE JOINTS SHALL BE RESTRAINED USING MECHANICAL DEVICES, UN-FLANGE BLOCK BUSTER SERIES 1350 OR ENGINEER APPROVED EQUAL.
- ALL SERVICE PIPING (1/2" - 3") SHALL BE POLYETHYLENE. SDR-PP PIPE SHALL BE MANUFACTURED FROM PE3408 AND SHALL CONFORM TO AWWA C901. ALL PIPE SHALL BE DR3, PRESSURE CLASS 200 PSI. PIPE AND FITTINGS SHALL BE NSF APPROVED FOR THE USAGE TO WHICH THEY ARE TO BE APPLIED. JOINTS IN SDR-PP PIPE SHALL BE BUTT HEAT FUSION OR SOCKET HEAT FUSION TYPE. FITTINGS SHALL BE MANUFACTURED OF THE SAME MATERIAL AS THE PIPE AND SHALL BE OF THE SAME SDR OR LESS. PROVIDE ADAPTERS AS REQUIRED TO JOIN PE PIPE TO PIPE, FITTINGS AND EQUIPMENT OF OTHER MATERIALS.
- ALL SERVICE SADDLES SHALL CONSIST OF DUCTILE IRON BODIES IN ACCORDANCE WITH ASTM A536, WITH DOUBLE
- ALL SERVICES SHALL INCLUDE THE FOLLOWING: CURB STOPS, UNIONS AS REQUIRED, CORPORATION STOPS. CONFORMANCE WITH AWWA C900 AND C901 IS REQUIRED. THE CONTRACTOR SHALL CUT "W" IN THE TOP CURB OF EACH WATER SERVICE AND A "V" AT ALL VALVE LOCATIONS. CUT WS AND VS SHALL BE HIGHLIGHTED WITH BLUE PAINT.

- UNLESS OTHERWISE NOTED IN THE PLANS, THE UTILITY COMPANY SHALL PROVIDE AND INSTALL WATER METERS AND RECLAIMED WATER METERS. THE CONTRACTOR SHALL CONSTRUCT WATER SERVICE AND RECLAIMED WATER SERVICE TO THE CORPORATION STOP.
- UNLESS OTHERWISE INDICATED OR SPECIFIED, ALL VALVES TWO INCHES AND SMALLER SHALL BE ALL BRASS OR BRONZE; VALVES OVER TWO INCHES SHALL BE IRON BODY, FULLY BRONZE OR BRONZE MOUNTED.
- VALVES 4 INCHES AND LARGER SHALL BE LINED AND COATED. INTERIOR OF VALVES SHALL BE COATED WITH A RUST INHIBITING EPOXY PRIMER, FOLLOWED BY A COAL TAR EPOXY. TOTAL MINIMUM DRY FILM THICKNESS OF 16 MILS, APPLIED AT THE FACTORY. EXTERIOR COATING ON BURIED VALVES SHALL BE RUST INHIBITING EPOXY PRIMER, FOLLOWED BY A COAL TAR EPOXY, TOTAL MINIMUM DRY FILM THICKNESS OF 16 MILS, APPLIED AT THE FACTORY. EXTERIOR COATING OF EXPOSED VALVES SHALL BE FACTORY APPLIED RUST INHIBITING EPOXY PRIMER, MINIMUM 3 MILS DRY FILM THICKNESS. AFTER INSTALLATION, EXTERIOR SURFACES SHALL BE PAINTED WITH TWO COATS TNEMC SERIES 2 TNEMC-GLOSS, GLIDDEN LIFE MASTER PRO HIGH PERFORMANCE ACRYLIC NO. 6900 SERIES, OR EQUAL, AT 4 MILS MINIMUM DRY FILM THICKNESS PER COAT. PAINT COLOR TO BE IN ACCORDANCE WITH LOCAL UTILITY REQUIREMENTS.
- ALL VALVES 12" AND SMALLER SHALL BE GATE VALVES UNLESS OTHERWISE INDICATED ON THE DRAWINGS. GATE VALVES 3 INCHES TO 12 INCHES SHALL CONFORM TO AWWA C509. THE VALVES SHALL BE IRON BODY, CAST IRON FULLY ENCAPSULATED MOLDED RUBBER WEDGE COMPLYING WITH ASTM D2000, NON-RISING STEM WITH O-RING SEALS. VALVES SHALL OPEN COUNTERCLOCKWISE.
- TAPPING VALVES AND SLEEVES SHALL BE APPROVED AWWA TYPE OF THE SIZE REQUIRED. VALVES SHALL CONFORM TO THE REQUIREMENTS OF AWWA C509.
- VALVES 14" AND LARGER SHALL BE BUTTERFLY VALVES. BUTTERFLY VALVES SHALL MEET OR EXCEED THE DESIGN REQUIREMENTS OF AWWA C504, CLASS 150. VALVE BODY SHALL BE MECHANICAL JOINT END TYPE VALVE CONSTRUCTED OF CAST IRON OR DUCTILE IRON. DISC SHALL BE ONE PIECE CAST DESIGN WITH NO EXTERNAL RIBS TRANSVERSE TO FLOW. DISC SHALL BE CAST IRON OR DUCTILE IRON. THE RESILIENT SEAT SHALL MATE WITH A 304 OR 316 STAINLESS STEEL SURFACE.
- VALVE SEATS SHALL BE MECHANICALLY RETAINED, AND MAY BE INSTALLED ON EITHER THE BODY OR DISC. O-RING SEATS ON VALVE DISCS ARE UNACCEPTABLE. SEATS FOR VALVES 14" DIAMETER AND LARGER SHALL BE FULLY FIELD REPAIRED WITHOUT THE USE OF SPECIAL TOOL. OPERATORS OF THE ENCLOSED TRAVELING-NUT TYPE SHALL BE PROVIDED UNLESS OTHERWISE INDICATED.
- ALL BURIED VALVES SHALL BE PROVIDED WITH ADJUSTABLE VALVE BOXES APPROXIMATELY 5 INCHES IN DIAMETER WITH A MINIMUM THICKNESS OF 3/16 INCH CAST EQUAL. BOXES SHALL BE OF SUFFICIENT LENGTH TO OPERATE ALL VALVES BURIED IN THE GROUND, CONSISTING OF BASE, CENTER SECTION, AND TOP SECTION WITH EQUAL. VALVE BOXES LOCATED IN UNPAVED AREAS SHALL BE SLIP TYPE DESIGN TO PERMIT MOVEMENT OF THE TOP SECTION WITHOUT TRANSMITTING FORCES INTO THE VALVE BODY. VALVE BOXES CAST INTO CONCRETE OR ASPHALT SURFACING SHALL HAVE BRASS COVERS. ALL VALVE BOX COVERS SHALL BE INTERNALLY CHAINED TO VALVE BOXES WITH AN APPROXIMATELY 18 INCH GALVANIZED CHAIN. VALVE BOX COVERS SHALL BE CAST WITH THE INSCRIPTION "WATER" OR "RECLAIMED WATER".
- PVC PIPE SHALL BE COLOR CODED BLUE (WATER MAINS) OR PURPLE (RECLAIMED WATER MAINS), STENCILED "WATER LINE" OR "RECLAIMED WATER LINE", AS APPLICABLE, (2" LETTERING ON TWO SIDES OF THE PIPE IN AT LEAST THREE AREAS PER PIPE SECTION).
- INSTALL IDENTIFICATION TAPE ALONG ALL DUCTILE IRON PIPE AND PVC PIPE, MINIMUM THICKNESS 4 MILS, WIDTH 6 INCHES, LETTER SIZE 1 INCH. APPLY TAPE TO SURFACE OF PIPE, CONTINUOUSLY EXTENDING FROM JOINT TO JOINT. TAPE COLOR AND LETTERING SHALL BE BLACK PRINTING ON BLUE BACKGROUND (WATER MAINS), BLACK PRINTING ON PURPLE BACKGROUND (RECLAIMED WATER MAINS). PLACE TAPE AS FOLLOWS: 2" - 8" PIPE - CENTER ALONG TOP HALF OF PIPE; 10" - 18" PIPE - PLACE ALONG BOTH SIDES OF THE TOP HALF OF PIPE; 20" PIPE AND LARGER - PLACE ON BOTH SIDES OF TOP HALF OF PIPE WITH A THIRD STRIP CENTERED ALONG TOP HALF OF PIPE.
- INSTALL LOCATING WIRE ALONG ALL PVC PIPELINES. WIRE SHALL BE COLOR-CODED 14 GAUGE CONTINUOUS INSULATED WIRE. COLOR CODING SHALL BE SIMILAR TO WARNING TAPE COLORS. INSTALL LOCATOR WIRE ALONG ALL PRESSURIZED PIPELINES 2" AND LARGER. LOOP WIRE INTO ALL VALVE BOXES. LOOPING TO OCCUR EVERY 500 FEET MINIMUM, WHERE THERE ARE NO VALVE BOXES TO ALLOW LOOPING, PROVIDE ACCESS BOXES PER CITY REQUIREMENTS. CHECK WIRE FOR ELECTRICAL CONTINUITY.
- ALL CHANGES IN DIRECTION SHALL BE MADE WITH FITTINGS OR APPROVED JOINT DEFLECTION. BENDING OF PIPE, EXCEPT COPPER AND POLYETHYLENE, IS PROHIBITED. JOINT DEFLECTION SHALL NOT EXCEED 75% OF THE MANUFACTURER'S RECOMMENDED MAXIMUM DEFLECTION.
- TEST PROCEDURES SHALL BE APPROVED BY THE ENGINEER. ALL TESTS SHALL BE MADE IN THE PRESENCE OF THE ENGINEER AND UTILITY. NOTIFY THE ENGINEER AND THE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY WORK IS TO BE INSPECTED OR TESTED.
- PROVIDE ALL EQUIPMENT FOR TESTING. INCREMENTS ON GAGES USED FOR LOW PRESSURE AIR TESTING SHALL BE OF SCALED TO THE NEAREST 0.1 PSI. GAGES, PUMPS, AND HOSES SHALL BE IN GOOD WORKING ORDER WITH NO NOTICEABLE LEAKS.
- ALL SERVICE LINES SHALL BE COMPLETED PRIOR TO TESTING, AND ARE SUBJECT TO THE SAME TESTING REQUIREMENTS AS THE MAIN LINE.
- APPLY HYDROSTATIC TEST PRESSURE OF 150 PSI (WATER MAINS), 200 PSI (FIRE MAINS), OR 100 PSI (RECLAIMED WATER MAINS) FOR 10 MINUTES AND FOR SUCH ADDITIONAL PERIOD NECESSARY FOR THE ENGINEER TO COMPLETE THE INSPECTION OF THE LINE UNDER TEST. DO NOT EXCEED PIPE MANUFACTURER'S SUGGESTED TIME DURATION AT ANY POINT. IF DEFECTS ARE NOTED, REPAIRS SHALL BE MADE AND THE TEST REPEATED UNTIL ALL PARTS OF THE LINE WITHSTAND THE TEST PRESSURE.
- APPLY LEAKAGE TEST PRESSURE OF 150 PSI (WATER MAINS), 200 PSI (FIRE MAINS) OR 100 PSI (RECLAIMED WATER MAINS). MAINTAIN PRESSURE AT A MAXIMUM VARIATION OF 5% DURING THE ENTIRE LEAKAGE TEST. THE DURATION OF THE LEAKAGE TEST SHALL BE TWO HOURS MINIMUM, AND FOR SUCH ADDITIONAL TIME NECESSARY FOR THE ENGINEER TO COMPLETE INSPECTION OF THE SECTION OF LINE UNDER TEST. LEAKAGE MEASUREMENTS SHALL NOT BE STARTED UNTIL A CONSTANT TEST PRESSURE HAS BEEN ESTABLISHED. THE LINE LEAKAGE SHALL BE MEASURED BY MEANS OF A WATER METER INSTALLED ON THE SUPPLY SIDE OF THE PRESSURE PUMP.
- NO LEAKAGE IS ALLOWED IN EXPOSED PIPING, BURIED PIPING WITH FLANGED, THREADED, OR WELDED JOINTS OR BURIED NON-POTABLE PIPING IN CONFLICT WITH POTABLE WATER LINES.
- TESTED SECTIONS OF BURIED PIPING WITH SLIP-TYPE OR MECHANICAL JOINTS WILL NOT BE ACCEPTED IF IT HAS A LEAKAGE RATE IN EXCESS OF THAT RATE DETERMINED BY THE FORMULA L = SDPI/133200 (AWWA C-600 DUCTILE IRON MAINS), OR L = NDP/740 (AWWAC-605 - PVC MAIN); WHERE L = MAXIMUM PERMISSIBLE LEAKAGE RATE, IN GALLONS PER HOUR, THROUGHOUT THE ENTIRE LENGTH OF LINE BEING TESTED; S = LENGTH OF LINE TESTED (IN FEET); D = INTERNAL DIAMETER (IN INCHES) OF THE PIPE; N = NUMBER OF JOINTS ALONG LINE BEING TESTED; AND P = THE SQUARE ROOT OF THE ACTUAL PRESSURE IN PSIG ON ALL JOINTS IN THE TESTED PORTION OF THE LINE. THIS ACTUAL PRESSURE SHALL BE DETERMINED BY FINDING THE DIFFERENCE BETWEEN THE AVERAGE ELEVATION OF ALL TESTED WATER JOINTS AND THE ELEVATION OF THE PRESSURE GAUGE AND ADDING THE DIFFERENCE IN ELEVATION HEAD TO THE AUTHORIZED TEST PRESSURE.
- ALL APPARENT LEAKS DISCOVERED WITHIN ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE OF THE WORK BY THE OWNER SHALL BE LOCATED AND REPAIRED BY CONTRACTOR, REGARDLESS OF THE TOTAL LINE LEAKAGE RATE.
- DISINFECT ALL POTABLE WATER LINES, FIRE LINES, VALVES, FITTINGS, HYDRANTS.
- ALL DISINFECTION WORK SHALL BE ACCEPTABLE TO THE STATE HEALTH AUTHORITY. IF ANY REQUIREMENTS OF THIS SECTION ARE IN CONFLICT WITH REQUIREMENTS OF THE AUTHORITY FOR DISINFECTION, THOSE OF THE AUTHORITY SHALL GOVERN. THE WATER MAIN DISINFECTION AND BACTERIOLOGICAL SAMPLING AND METHODS OF DISINFECTION FOR ALL WATER CONTAINMENT DEVICES AND PIPING SYSTEMS SHALL CONFORM TO AWWA C651.

### C. FIRE PROTECTION SYSTEMS

- COMBUSTIBLE CONSTRUCTION CANNOT OCCUR UNTIL PROPER DOCUMENTATION HAS BEEN SUBMITTED TO THE LOCAL FIRE MARSHAL. DOCUMENTATION SHALL SHOW THAT HYDRANTS HAVE BEEN INSTALLED, TESTED, AND ARE IN PROPER WORKING ORDER.
- INSTALL ALL FIRE LINE PIPING AT A MINIMUM 36 INCHES OF COVER.
- ALL FIRE LINE PIPING FROM POINT OF SERVICE AS DEFINED BY FS 633.02(1)(6) SHALL BE C900 DR 14. THE FIRE LINE SHALL BE PRESSURE RATED TO 200 PSI FOR A MINIMUM OF TWO HOURS, TESTED IN ACCORDANCE WITH NFPA 24-9.2.
- THE CONTRACTOR INSTALLING THE UNDERGROUND FIRE PROTECTION PIPING SHALL HOLD A CLASS I, II, OR LEVEL V CERTIFICATION AS ISSUED BY THE STATE OF FLORIDA, AS REQUIRED BY FS 633.02(15).
- ALL FIRE PROTECTION SPRINKLER SYSTEMS INSTALLED SHALL COMPLY WITH NFPA 13, AND SHALL BE MONITORED BY A COMPANY LISTED AS A CENTRAL STATION.
- HYDRANTS SHALL CONFORM TO AWWA C502 AND SHALL BE FURNISHED COMPLETE WITH WRENCH AND OTHER APPURTENANCES. MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH AWWA C502 AND TESTS LISTED THEREIN WILL BE REQUIRED.
- ALL HYDRANTS SHALL BE OF BREAKABLE TYPE, WITH THE BREAKABLE SECTION LOCATED SLIGHTLY ABOVE THE FINISH GROUND LINE. HYDRANTS SHALL CONTAIN TWO-TWO AND A HALF INCH (2-1/2") HOSE CONNECTIONS AND ONE-FOUR AND A HALF INCH (4-1/2") STEAMER CONNECTIONS WITH NATIONAL STANDARD FIRE HOSE COUPLING SCREW THREADS, FIVE AND ONE QUARTER INCH (5-1/4") VALVE OPENING, SIX INCH (6") DIAMETER MECHANICAL JOINT INLET, ONE AND ONE-HALF INCH (1-1/2") PENTAGON OPERATING NUT. THE HYDRANTS SHALL OPEN COUNTERCLOCKWISE.
- ALL HYDRANTS SHALL BE PAINTED IN AN APPROVED MANNER WITH THE PRIMER PAINT BEING KOPPERS "GLAMORTEX" NO. 622 RUST PRIMER AND THE FINISH PAINT SHALL BE TWO COATS OF ENAMEL OR SPECIAL COATING TO COLOR AS REQUIRED BY THE LOCAL FIRE DEPARTMENT.
- BLUE PAVEMENT REFLECTORS (CAT EYES) SHALL BE PLACED IN THE CENTERLINE OF THE DRIVING LANE DIRECTLY IN FRONT OF ALL FIRE HYDRANTS. THERE SHALL BE NO TREES, SHRUBS, OR LANDSCAPING PLANTED

AROUND THE FIRE HYDRANTS OR IN AREAS DESIGNATED AS FIRE LANES.

- NEW OR RELOCATED FIRE HYDRANTS SHALL BE LOCATED SUCH THAT THE UNDERGROUND DRAIN (WEEP HOLE) IS AT LEAST: THREE FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, RECLAIMED WATER MAIN, OR VACUUM TYPE SANITARY SEWER; SIX FEET FROM ANY EXISTING OR PROPOSED GRAVITY SANITARY SEWER AND WASTEWATER FORCE MAIN; AND TEN FEET FROM ANY ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM SUCH AS SEPTIC TANKS, DRAINFIELDS, AND GREASE TRAPS. ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEMS DO NOT INCLUDE PACKAGE SEWAGE TREATMENT FACILITIES AND PUBLIC WASTEWATER TREATMENT FACILITIES.

- THE CONTRACTOR SHALL PROVIDE A POST-CONSTRUCTION FIRE FLOW TEST WITNESSED AND APPROVED BY THE ENGINEER AND THE UTILITY. HYDRANTS SHALL DELIVER A MINIMUM OF 1250 GPM WITH A RESIDUAL PRESSURE OF 20 PSI.

### D. SANITARY SEWER SYSTEMS

THE ENTITY THAT WILL OPERATE AND MAINTAIN THE SEWER SYSTEM SHOWN ON THESE PLANS IS BROWARD COUNTY WATER AND SEWER DEPARTMENT. THE CONTRACTOR SHALL MEET ALL THE REQUIREMENTS OF CITY OF MIRAMAR AND BROWARD COUNTY WATER & SEWER DEPARTMENT.

- PVC SEWER PIPE SHALL BE TYPE PSM PVC PIPE CONFORMING TO ASTM D3034 AND SHALL BE SDR 35 FOR 4" THROUGH 15", AND ASTM F 673, WALL THICKNESS T-1, FOR PIPE 16" THROUGH 27".
- INSTALL ALL SEWER MAINS AT A MINIMUM 36 INCHES OF COVER.
- JOINTS SHALL MEET THE REQUIREMENTS OF ASTM D3212 USING RUBBER GASKETS CONFORMING TO ASTM F477.
- FITTINGS SHALL CONFORM TO THE SAME REQUIREMENTS AS THE PIPE. PROVIDE ADAPTERS AS REQUIRED TO JOIN PVC PIPE TO PIPE, FITTINGS AND EQUIPMENT OF OTHER MATERIALS. SOLVENT CEMENT SHALL BE AS RECOMMENDED BY THE PIPE MANUFACTURER.
- PVC SEWER PIPE SHALL BE COLOR CODED GREEN, STENCILED "SEWER LINE" (2" LETTERING ON TWO SIDES OF THE PIPE IN AT LEAST THREE AREAS PER PIPE SECTION).
- INSTALL ADHESIVE IDENTIFICATION TAPE ALONG PIPELINE. TAPE SHALL BE MINIMUM THICKNESS 4 MILS, WIDTH 6 INCHES, LETTER SIZE 1 INCH. TAPE COLOR AND LETTERING SHALL BE "SEWER LINE". BLACK PRINTING ON GREEN BACKGROUND. PLACE TAPE AS FOLLOWS: 2" - 8" PIPE - CENTER ALONG TOP HALF OF PIPE; 10" - 18" PIPE - PLACE ALONG BOTH SIDES OF THE TOP HALF OF PIPE; 20" PIPE AND LARGER - PLACE ON BOTH SIDES OF TOP HALF OF PIPE WITH A THIRD STRIP CENTERED ALONG TOP HALF OF PIPE.
- INSTALL WARNING TAPE ALONG ALL SEWER PIPELINES. TAPE SHALL BE 6-INCH WIDE VINYL CONTINUOUS TAPE, COLORED GREEN WITH BLACK LETTERING CODED AND WORDED "CAUTION: SEWER BURIED BELOW". INSTALL ALONG PIPELINE, 2 FEET ABOVE PIPE, MINIMUM OF 1 FOOT BELOW GRADE.
- CONNECTIONS TO EXISTING SEWER SHALL BE CONDUCTED IN SUCH A MANNER THAT THE EXISTING SEWER REMAINS IN OPERATION. PROVIDE BY PASS PUMPING OF EXISTING FLOWS OR COLLECT AND LEGALLY DISPOSE OF EXISTING SEWER FLOW AS NEEDED TO ACCOMMODATE CONSTRUCTION WHILE KEEPING EXISTING SEWER IN SERVICE.
- PRIOR TO INSPECTIONS AND TESTING, CLEAN ALL INSTALLED LINES AND MANHOLES. TEST PROCEDURES SHALL BE APPROVED BY THE ENGINEER. ALL TESTS SHALL BE MADE IN THE PRESENCE OF THE ENGINEER AND UTILITY. NOTIFY THE ENGINEER AND THE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY WORK IS TO BE INSPECTED OR TESTED.
- PROVIDE ALL EQUIPMENT FOR TESTING. INCREMENTS ON GAGES USED FOR LOW PRESSURE AIR TESTING SHALL BE OF SCALED TO THE NEAREST 0.1 PSI. GAGES, PUMPS, AND HOSES SHALL BE IN GOOD WORKING ORDER WITH NO NOTICEABLE LEAKS.
- ALL SERVICE LATERALS SHALL BE COMPLETED PRIOR TO TESTING, AND ARE SUBJECT TO THE SAME TESTING REQUIREMENTS AS THE MAIN LINE.
- PROVIDE LIGHT SOURCE AND MIRRORS FOR LAMPING OF SEWER. ANY SEWER IN WHICH THE DIRECT LIGHT OF A LAMP CANNOT BE VIEWED IN EITHER DIRECTION, FULL CIRCLE, BETWEEN ADJACENT MANHOLES SHALL BE CONSIDERED UNSATISFACTORY, UNLESS THE LINE IS DESIGNED WITH HORIZONTAL DEFLECTIONS, AND SHALL BE REPAIRED BY THE CONTRACTOR WITHOUT ADDITIONAL COMPENSATION.
- CONDUCT LOW PRESSURE AIR TESTING (4.0 PSI INITIAL PRESSURE) OF INSTALLED SEWER PIPING IN ACCORDANCE WITH ASTM F1417. MAXIMUM ALLOWABLE LEAKAGE IS 0.0015 CUBIC FEET PER MINUTE PER SQUARE FOOT INTERNAL SURFACE AREA BEING TESTED. ALLOWABLE AIR PRESSURE DROP DURING THE TEST IS 0.5 PSIG. MINIMUM REQUIREMENT FOR THE DURATION IS: A) 4" PIPE = 1 MIN 45 SEC; B) 6" PIPE = 2 MIN 50 SEC, OR 6.427 X LENGTH OF PIPE TESTED, WHICHEVER IS GREATER; C) 8" PIPE = 3 MIN 47 SEC, OR 0.760 X LENGTH OF PIPE TESTED, WHICHEVER IS GREATER; D) 10" PIPE = 4 MIN 43 SEC, OR 1.187 X LENGTH OF PIPE TESTED, WHICHEVER IS GREATER; E) 12" PIPE = 5 MIN 40 SEC, OR 1.709 X LENGTH OF PIPE TESTED, WHICHEVER IS GREATER.
- CONDUCT LEAKAGE TESTING OF MANHOLES. PLUG INVERTS AND FILL MANHOLE WITH WATER. ALLOWABLE WATER DROP IN MANHOLE TO BE FIELD DETERMINED BY UTILITY AND ENGINEER. MINIMUM TEST DURATION IS 1 HOUR.
- CONDUCT DEFLECTION TESTING OF PIPELINE AFTER THE FINAL BACKFILL HAS BEEN IN PLACE AT LEAST 30 DAYS. MAXIMUM ALLOWABLE PIPE DEFLECTION IS 5%. MEASURE DEFLECTION BY MANUALLY PULLING A MANDREL THROUGH THE PIPE. THE MINIMUM MANHOLE OUTER DIAMETER SHALL BE IN ACCORDANCE WITH THE FOLLOWING: 6" SEWER = 5.45" MANDREL, 8" SEWER = 7.28" MANDREL, 10" SEWER = 9.08" MANDREL, 12" SEWER = 10.79" MANDREL, 14" SEWER = 12.59" MANDREL, 16" SEWER = 14.39" MANDREL, 18" SEWER = 16.13" MANDREL, 21" SEWER = 19.00" MANDREL, 24" SEWER = 21.36" MANDREL; 27" SEWER = 24.06" MANDREL.
- DEFLECTION TESTING IS CONSIDERED SATISFACTORY IF THE MANHOLE CAN BE PULLED BY HAND THROUGH THE PIPE BEING TESTED. IF THE MANHOLE CANNOT BE PULLED THROUGH THE PIPE, REPLACE OR CORRECT THE PIPE AND RETEST UNTIL TESTING IS SATISFACTORY. ANY PIPE REMOVED OR CORRECTED DUE TO FAILING DEFLECTION TESTING SHALL ALSO BE RE-TESTED FOR LEAKAGE.

### E. PRECAST STRUCTURES AND APPURTENANCES

- ALL MANHOLES SHALL BE PRECAST CONSTRUCTION. THE MINIMUM SIZE DIAMETER OF MANHOLES SHALL BE 48" FOR SEWER LINES 21" IN DIAMETER OR LESS. INTEGRALLY CAST STEPS WITHIN PRECAST STRUCTURES ARE NOT ALLOWED.
- BASES SHALL BE ONE-PIECE PRECAST BASE SECTIONS CONSISTING OF INTEGRALLY CAST SLAB, BOTTOM RING SECTION AND CONCRETE FLOW CHANNELS. BASE SECTIONS SHALL HAVE INTEGRAL INVERTS WITH GASKETS TO MATCH THE PIPE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING ALL INVERT ANGLES. PROVIDE OUTLET STUBS WITH JOINTS TO MATCH THE PIPE.
- RISERS SHALL BE PRECAST REINFORCED CONCRETE PER ASTM C478, MANUFACTURED USING SULFATE RESISTANT CEMENT (ASTM C150, TYPE II). RISERS SHALL BE 48-INCH DIAMETER UNLESS OTHERWISE INDICATED AND SHALL HAVE A MINIMUM WALL THICKNESS OF 5 INCHES.
- GASKETS FOR SEATING PRECAST SECTIONS SHALL BE COLD ADHESIVE PREFORMED PLASTIC GASKETS CONFORMING TO FDOT SPECIFICATION 942.2, UNLESS OTHERWISE INDICATED.
- UNLESS OTHERWISE INDICATED, CONE TOP SECTIONS SHALL BE PRECAST, ECCENTRIC TYPE WITH 24-INCH DIAMETER TOP OPENING CONFORMING TO ASTM C478. PROVIDE 8-INCH MINIMUM THICKNESS FLAT SLAB TOPS WITH ECCENTRIC 24 INCH DIAMETER OPENING, UNLESS OTHERWISE INDICATED.
- PROVIDE A FLEXIBLE WATERTIGHT SEAL OF THE PIPE TO THE MANHOLE. CONNECTION OF CONCRETE PIPE TO THE MANHOLE SHALL BE MADE WITH NON-SHRINK METALLIC GROUT. CONNECTION OF DUCTILE IRON OR PVC PIPE TO THE MANHOLE SHALL PROVIDE A WATERTIGHT CONNECTION PER ASTM C923. WHERE CONNECTORS ARE USED, THEY SHALL BE INSTALLED IN THE MANHOLE WALL BY ACTIVATING THE EXPANDING MECHANISM IN STRICT ACCORDANCE WITH THE RECOMMENDATION OF THE CONNECTOR MANUFACTURER. THE USE OF ADHESIVES OR LUBRICANTS FOR INSTALLATION OF RUBBER CONNECTORS IS PROHIBITED.
- FRAMES AND COVERS SHALL BE GREY IRON PER ASTM A48, CLASS 30B AND SHALL BE US FOUNDRY TYPE 227AS, TRAFFIC BEARING (ASHTO H-20 LOADING), UNLESS OTHERWISE NOTED IN THE DRAWINGS. CASTINGS SHALL BE SMOOTH, CLEAN, FREE FROM BLISTERS, BLOWHOLES, AND SHRINKAGE. RAISED LETTERING ON COVERS SHALL BE "STORM", "SEWER", OR AS DETAILED ON THE DRAWINGS.
- PROVIDE CAST IRON INLETS, FRAMES, AND GRATES IN ACCORDANCE WITH DETAILS ON THE DRAWINGS. ALL FRAMES AND INLET GRATES SHALL BE PRODUCTS OF U.S. FOUNDRY & MANUFACTURING CORPORATION, OR EQUAL.
- ALL INLET GRATES SHALL BE SECURED BY CHAIN AND EYEBOLT TO THE TOP OF THE STRUCTURE.
- MANHOLE COATINGS AND FINISHES SHALL BE:
  - SANITARY SEWER MANHOLE INTERIOR - BITUMINOUS EPOXY COATING, MINIMUM DRY FILM THICKNESS = 16 MILS.
  - INTERIOR OF MANHOLES WHICH RECEIVE FORCE MAIN DISCHARGE - INTEGRALLY ATTACHED INTERIOR LINER, FULL HEIGHT, FIBERGLASS LINER. LINER THICKNESS TO BE IN ACCORDANCE WITH THE DRAWINGS.
  - EXTERIOR - BITUMINOUS EPOXY COATING, MINIMUM DRY FILM THICKNESS = 16 MILS.
- AS-BUILT INFORMATION SHALL INCLUDE ALL RIM, TOP AND INVERT ELEVATIONS FOR ALL PRECAST STRUCTURES.

## X. SIGNS AND PAVEMENT MARKINGS:

- ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE LATEST IMPLEMENTED EDITION OF FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS. STANDARD INDEX NO. 11200, 11860, 11862, 11863, 11864, 11865, 17302, 17344, 17346, 17349, AND 17355 APPLY. GENERALLY, ALL MARKINGS SHALL CONFORM TO THE FOLLOWING: 6" EDGE LINES, 6' LANE LINES, 6" SINGLE CENTERLINES, AND 6" DOUBLE LINE PATTERNS, UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC WITH RAISED PAVEMENT MARKERS (TYPE 911 - 4" x 4"). RAISED PAVEMENT MARKERS ARE TO BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND FDOT INDEX NO. 17352.
- PARKING STALL PAVEMENT MARKINGS SHALL BE PAINTED. PAINT SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATION SECTION 971, NON-REFLECTIVE WHITE TRAFFIC PAINT.
- ALL ROADWAY TRAFFIC SIGNS SHALL BE MANUFACTURED USING HIGH INTENSITY RETROREFLECTIVE MATERIALS. THE BACK OF ALL FINISHED PANELS SHALL BE STENCILED WITH THE DATE OF FABRICATION, THE FABRICATOR'S INITIALS, AND THE NAME OF THE SHEETING IN THREE-INCH LETTERS.
- INTERNAL SITE TRAFFIC SIGNS ARE NOT REQUIRED TO BE RETROREFLECTIVE.
- THE CONTRACTOR SHALL VERIFY THE REQUIRED LENGTH OF THE SIGN COLUMN SUPPORTS IN THE FIELD PRIOR TO FABRICATION.
- ALL PAVEMENT MARKINGS REQUIRE LAYOUT APPROVAL IN THE FIELD BY THE ENGINEER PRIOR TO INSTALLATION.
- PRIOR TO FINAL PAVEMENT MARKING INSTALLATION, A TWO WEEK CURE TIME OF THE ASPHALT IS REQUIRED.

## XI. AS-BUILT DRAWING REQUIREMENTS:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF THE APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR.
- AS-BUILT DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER THREE WEEKS PRIOR TO FINAL INSPECTION. ALL AS-BUILT DATA SHALL BE PROVIDED BY A FLORIDA LICENSED SURVEYOR, SIGNED, SEALED AND DATED BY THE RESPONSIBLE PARTY.
  - AT THE COMPLETION OF THE WORK, DELIVER THE DRAWINGS DOCUMENTING AS-BUILT INFORMATION, MEASURED BY A LICENSED SURVEYOR, TO THE ENGINEER, IN GOOD CONDITION AND FREE FROM ANY EXTRANEOUS NOTATION. THE AS-BUILT INFORMATION IS TO INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
    - HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS FOR ALL UTILITY AND STORM STRUCTURES INCLUDING BUT NOT LIMITED TO MANHOLES, INLETS AND CLEANOUTS, INCLUDING STRUCTURE TOP AND INVERT ELEVATIONS.
    - DISTANCE ALONG PIPELINES BETWEEN STRUCTURES.
    - STORMWATER POND TOP OF BERM AND POND BOTTOM ELEVATIONS AND HORIZONTAL DIMENSIONS MEASURED AT A MINIMUM OF TEN LOCATIONS PER POND, AT LOCATIONS DESIGNATED BY THE ENGINEER. TOP OF POND HORIZONTAL DIMENSIONS ARE ALSO TO BE TIED TO PROPERTY CORNERS, EASEMENTS, AND RIGHTS-OF-WAY.
    - STORMWATER CONTROL, STRUCTURE DIMENSIONS AND ELEVATIONS, INCLUDING ALL WEIRS, SLOTS, ORIFICES, GRATES, AND SKIMMERS.
    - STORMWATER CONVEYANCE SYSTEMS INCLUDING DIMENSIONS, ELEVATIONS, CONTOURS, AND CROSS SECTIONS.
    - HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS OF ALL UTILITY VALVES, FITTINGS, CONNECTION POINTS, ETC.
    - VERTICAL ELEVATIONS OF ALL PIPELINES AT CROSSINGS OF POTABLE WATER MAINS (WHETHER THE WATER MAIN IS EXISTING OR NEW) IN ORDER TO DOCUMENT THAT THE MINIMUM REQUIRED VERTICAL SEPARATION HAS BEEN MET.
    - UTILITY PIPELINE TIED HORIZONTALLY TO EDGE OF PAVEMENT AND RIGHT-OF-WAY LINES, LOCATED EVERY 200-FT PLUS ALL CHANGES IN HORIZONTAL OFFSET.
    - PAVEMENT WIDTHS AND ELEVATIONS AT THE CENTERLINE AND EDGE OF PAVEMENT EVERY 200 FEET PLUS AT ALL CHANGES IN LONGITUDINAL SLOPE, CROSS SLOPE, INLET LOCATIONS, AND AT ALL DRIVEWAY AND STREET INTERSECTIONS. FOR PARKING LOTS, RECORD CENTERLINE AND EDGE OF PAVEMENT ELEVATIONS ALONG ALL DRIVE AISLES AND ISLANDS.
    - ALL PARKING AREAS AND SIDEWALK RAMPS DESIGNATED FOR HANDICAP ACCESS SHALL CONTAIN HORIZONTAL AND VERTICAL MEASUREMENTS IN ORDER TO VERIFY REQUIRED WIDTHS AND SLOPES HAVE BEEN MET.
  - HORIZONTAL AND VERTICAL DATA FOR ANY CONSTRUCTION THAT DEVIATES FROM THE APPROVED ENGINEERING DRAWINGS.
- WHERE THE PLANS CONTAIN SPECIFIC HORIZONTAL LOCATION DATA, SUCH AS STATION AND OFFSET, THE AS-BUILT DRAWINGS ARE TO REFLECT THE ACTUAL HORIZONTAL LOCATION.
- WHERE THE PLANS CONTAIN SPECIFIC VERTICAL ELEVATION DATA, THE AS-BUILT DRAWINGS ARE TO REFLECT THE ACTUAL MEASURED VERTICAL ELEVATION.

## XII. OBSERVATIONS AND TESTING:

- THE CONTRACTOR SHALL PROVIDE AT HIS OWN EXPENSE ALL NECESSARY TEST PUMPING EQUIPMENT, WATER, WATER METERS, PRESSURE GAUGES, AND OTHER EQUIPMENT, MATERIAL AND FACILITIES REQUIRED FOR ALL HYDROSTATIC, LEAKAGE, AND PRESSURE TESTING. THE CONTRACTOR SHALL CONTACT THE ENGINEER AND THE OWNER IN WRITTEN FORM, FORTY- EIGHT (48) HOURS IN ADVANCE OF PROPOSED TESTING. THE CONTRACTOR SHALL PERFORM SATISFACTORY PRE-TESTING PRIOR TO NOTIFICATION.
- THE ENGINEER OF RECORD WILL REQUIRE THAT THE FOLLOWING TESTS BE PERFORMED WITH ACCEPTABLE RESULTS:
  - SANITARY SEWER COLLECTION SYSTEM:
    - INFILTRATION/EXFILTRATION TEST UP TO THE CONNECTING MANHOLE
    - LAMPING TEST FROM MANHOLE TO MANHOLE, INCLUDING CONNECTING MANHOLE (IF APPLICABLE)
    - PRESSURE TEST AS REQUIRED BY DRER
  - SANITARY SEWER COLLECTION SYSTEM:
    - EXFILTRATION TRENCH DEPTH
    - LAMPING TEST FROM MANHOLE TO MANHOLE, INCLUDING CONNECTING MANHOLE (IF APPLICABLE)

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D E S I G N

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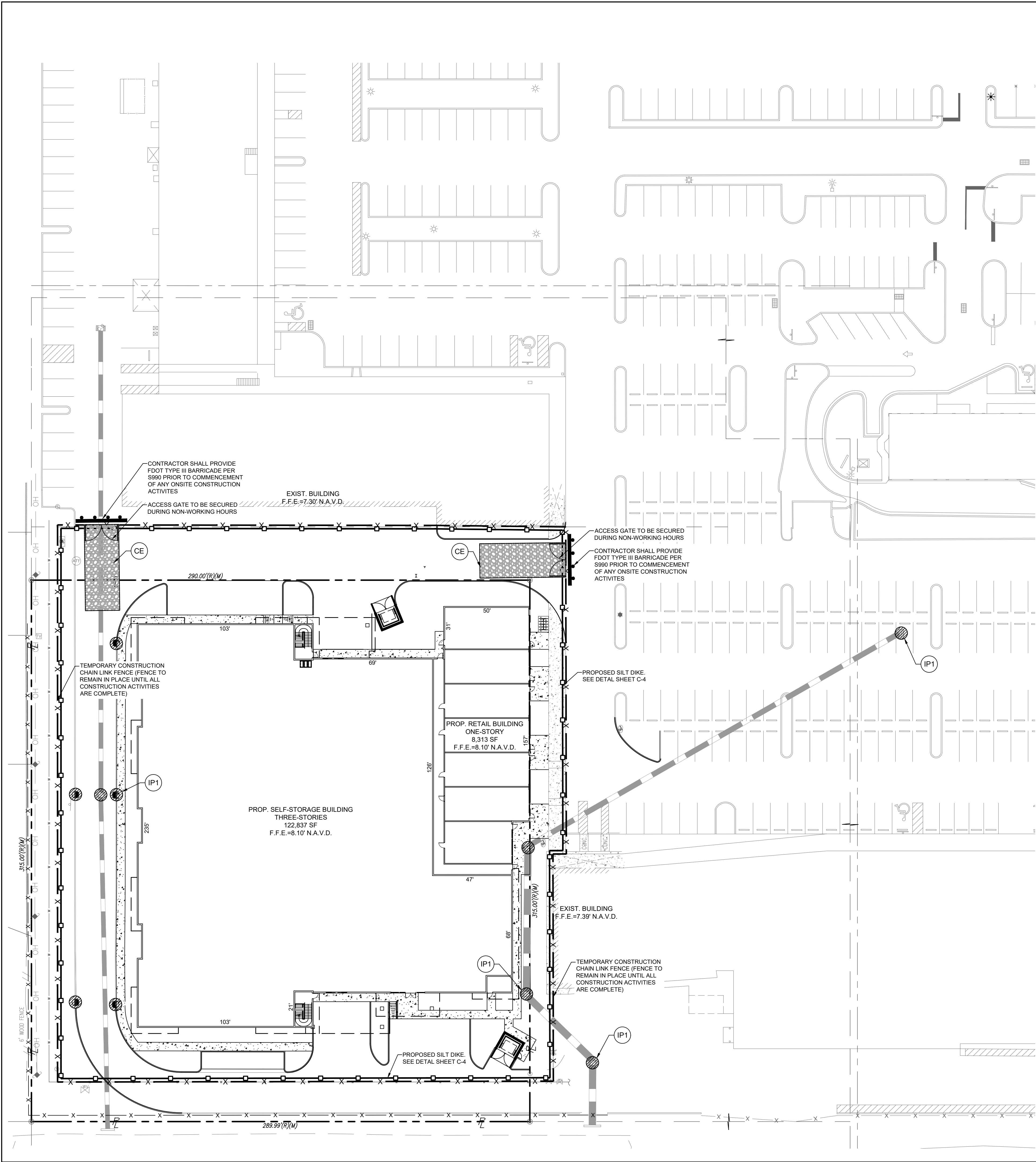
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GENERAL  
NOTES

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C-1.4





EROSION SEDIMENTATION CONTROL NOTES

MAINTENANCE OF EROSION CONTROL MEASURES IS OF PARAMOUNT IMPORTANCE TO IMC PROPERTIES. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. THE EROSION CONTROL SYSTEM DESCRIBED WITHIN THE CONSTRUCTION DOCUMENTS SHOULD BE CONSIDERED TO REPRESENT THE MINIMUM ACCEPTABLE STANDARDS FOR THIS PROJECT. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DEPENDENT UPON THE STAGE OF CONSTRUCTION. THE SEVERITY OF THE RAINFALL EVENT AND/OR AS DEEMED NECESSARY AS A RESULT OF ON-SITE INSPECTIONS BY THE OWNER, THEIR REPRESENTATIVES OR THE JURISDICTIONAL AUTHORITIES. THESE ADDITIONAL MEASURES SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER. IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO ASSURE THAT THE STORM WATER DISCHARGE FROM THE SITE DOES NOT EXCEED THE TOLERANCES ESTABLISHED BY ANY OF THE JURISDICTIONAL AUTHORITIES. REFERENCE THE EROSION CONTROL PLAN AND DETAILS.

THIS PLAN HAS BEEN PREPARED TO ENSURE COMPLIANCE WITH RULES OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, CHAPTER 17-25-FAC.

**SITE**

A. SITE CONDITIONS

1. SITE OPERATOR (CONTRACTOR) SHALL PREPARE A CONSTRUCTION SCHEDULE THAT INCLUDES THE DATE GRADING WILL BEGIN AND THE EXPECTED DATE OF STABILIZATION AND SHALL INCLUDE THE CONSTRUCTION SCHEDULE AS PART OF THIS STORM WATER POLLUTION PREVENTION PLAN (SWPPP).

B. SEQUENCE OF IMPLEMENTATION OF CONTROLS

1. INSTALLATION OF CONTROL MEASURES (CONSTRUCTION ENTRANCE, SILT FENCE, FILTER SACKS, GUTTER EEL ETC.)

2. DEMOLITION AND CLEARING, GRUBBING AND EXCAVATION.

3. CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE BUILDING, SITE DEVELOPMENT, AND INFRASTRUCTURE NECESSARY TO SERVE THE PROPOSED PROJECT.

4. FINAL STABILIZATION.

C. PHASING OF CONTROL MEASURES

1. PHASE 1- INITIAL PHASE  
THIS PHASE INCLUDES EROSION AND SEDIMENT CONTROL MEASURES REQUIRED BEFORE AND DURING DEMOLITION STAGE OF CONSTRUCTION.

THIS PHASE INCLUDES

- ESTABLISH STABILIZED CONSTRUCTION ENTRANCE.
- INSTALLATION OF SILT FENCE.
- INSTALL FILTER SACKS IN OFF-SITE INLET GRATES AND PLACE GUTTER EEL ON TOP OF GRATES.
- INSTALL FILTER SACKS IN EXISTING ONSITE STORM INLETS DURING DEMOLITION.

2. PHASE 2- INTERMEDIATE PHASE  
THIS PHASE INCLUDES EROSION AND SEDIMENT CONTROL MEASURES REQUIRED DURING SITE GRADING FROM INITIAL GRADING THROUGH CURB AND GUTTER PHASE.

THIS PHASE INCLUDES

- INSTALLATION OF FILTER SACKS IN PROPOSED INLETS.
- MAINTAIN ALL MEASURES IN PHASE 1

3. PHASE 3- FINAL PHASE  
THIS PHASE INCLUDES EROSION AND SEDIMENT CONTROL MEASURES REQUIRED DURING FINAL BUILDING CONSTRUCTION, PAVING, AND FINAL LANDSCAPE.

THIS PHASE INCLUDES

- REMOVAL OF GUTTER EELS FROM RIGHT OF WAY INLETS.
- MAINTAIN REMAINING MEASURES FROM PHASES 1 AND 2.

**CONTROLS**

EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO, OR AS THE FIRST STEP IN CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. THE EROSION CONTROL SYSTEM DESCRIBED WITHIN THE CONSTRUCTION DOCUMENTS SHOULD BE CONSIDERED TO REPRESENT THE MINIMUM ACCEPTABLE STANDARDS FOR THIS PROJECT. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DEPENDENT UPON THE STAGE OF CONSTRUCTION. THE SEVERITY OF THE RAINFALL EVENT AND/OR AS DEEMED NECESSARY AS A RESULT OF ON-SITE INSPECTIONS BY THE OWNER, THEIR REPRESENTATIVES OR THE JURISDICTIONAL AUTHORITIES. THESE ADDITIONAL MEASURES IF NEEDED SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER. IT IS NOTED THAT THE MEASURES IDENTIFIED ON THIS PLAN ARE ONLY SUGGESTED BEST MANAGEMENT PRACTICES (BMPs). THE CONTRACTOR SHALL PROVIDE POLLUTION PREVENTION AND EROSION CONTROL MEASURES AS SPECIFIED IN FDOT INDEXES #100 THROUGH #102 AND AS NECESSARY FOR EACH SPECIFIC APPLICATION. IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO ASSURE THAT THE STORMWATER DISCHARGE FROM THE SITE DOES NOT EXCEED THE TOLERANCES ESTABLISHED BY ANY OF THE APPLICABLE JURISDICTIONAL AUTHORITIES.

**A. EROSION AND SEDIMENT CONTROLS**

**GENERAL EROSION CONTROL**

A. CLEARING AND GRUBBING OPERATIONS SHALL BE CONTROLLED SO AS TO MINIMIZE UNPROTECTED ERODIBLE AREAS EXPOSED TO WEATHER. GENERAL EROSION CONTROL BMPs SHALL BE EMPLOYED TO MINIMIZE SOIL EROSION AND OFF-SITE SEDIMENTATION. WHILE THE VARIOUS TECHNIQUES REQUIRED WILL BE SITE AND PLAN SPECIFIC, THEY SHOULD BE EMPLOYED PRIOR TO ANY CONSTRUCTION ACTIVITY.

B. EXCAVATED MATERIAL WILL NOT BE DEPOSITED IN LOCATIONS WHERE IT COULD BE WASHED AWAY BY HIGH WATER OR STORM WATER RUNOFF. STOCKPILED MATERIAL SHALL BE COVERED OR ENCLOSED WITH SEDIMENT CONTAINMENT DEVICES.

C. STABILIZATION MEASURES SHALL BE IMMEDIATELY INITIATED FOR EROSION AND SEDIMENT CONTROL ON DISTURBED AREAS. CLEARED SITE DEVELOPMENT AREAS WHICH WILL REMAIN AT ROUGH GRADE FOR 7 DAYS OR MORE SHOULD BE STABILIZED IMMEDIATELY BY COVERING WITH ADEQUATE AMOUNTS OF HAY OVER SEEDING AND PERIODICALLY WATERED SUFFICIENT TO STABILIZE THE TEMPORARY GROUND COVER, OR BY THE USE OF AN APPROPRIATE ALTERNATIVE BMP.

D. ALL GRASS SLOPES CONSTRUCTED STEEPER THAN 4H:1V SHALL BE SOODED IMMEDIATELY AFTER FINAL GRADE IS ESTABLISHED. PERMANENT SOIL EROSION CONTROL MEASURES FOR ALL SLOPES, CHANNELS, DITCHES OR ANY DISTURBED LAND AREAS SHALL BE COMPLETED IMMEDIATELY AFTER FINAL GRADING.

E. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PROVIDED AND INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION. SEDIMENT CONTROL CONSISTS OF SILT FENCING AND FLOATING TURBIDITY BARRIERS PER FDOT INDEX NO. 102 AND 103. EROSION CONTROL CONSISTS OF SEEDING AND MULCHING, SOODING, WETTING SURFACES, PLACEMENT OF COARSE AGGREGATE, TEMPORARY PAVING.

F. MAINTAIN TEMPORARY EROSION CONTROL SYSTEMS AS DIRECTED BY OWNER OR GOVERNING AUTHORITIES TO CONTROL EROSION AND SILTATION DURING LIFE OF CONTRACT. OWNER HAS AUTHORITY TO LIMIT SURFACE AREA OF ERODIBLE EARTH MATERIAL EXPOSED BY CLEARING AND GRUBBING, EXCAVATION, TRENCHING, BORROW AND EMBANKMENT OPERATIONS. OWNER ALSO HAS AUTHORITY TO DIRECT CONTRACTOR TO PROVIDE IMMEDIATE PERMANENT OR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

G. CONTRACTOR SHALL RESPOND TO EROSION AND SEDIMENT CONTROL MAINTENANCE REQUIREMENTS OR IMPLEMENT ADDITIONAL MEASURES TO CONTROL EROSION ORDERED BY OWNER OR GOVERNING AUTHORITIES WITHIN 48 HOURS OR SOONER IF REQUIRED AT NO ADDITIONAL COST TO THE OWNER.

H. CONTRACTOR WILL BE REQUIRED TO INCORPORATE PERMANENT EROSION CONTROL FEATURES INTO PROJECT AT EARLIEST PRACTICAL TIME TO MINIMIZE NEED FOR TEMPORARY CONTROLS.

I. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS REPRESENT A MINIMUM REQUIREMENT. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES NEEDED IN ORDER TO PREVENT THE TRANSFER OF SEDIMENT FROM THE PROJECT AREA AND PREVENT THE EROSION OF SURFACES DURING CONSTRUCTION, AS NEEDED TO PROTECT ADJACENT PROPERTIES AND WATER BODIES.

J. INSPECT EVERY TWO WEEKS DURING CONSTRUCTION. REMOVE ANY SEDIMENT BUILD-UP. REPAIR AND REINSTALL ANY DAMAGED OR MISSING SEDIMENT CONTROL MEASURES. INSTALL ADDITIONAL MEASURES IF INSPECTION REVEALS ADDITIONAL SEDIMENTATION CONTROL IS NECESSARY.

K. AREAS TO BE PAVED SHALL BE TREATED WITH A BITUMINOUS PRIME COAT AND SANDED TO MINIMIZE EROSION. WHERE PAVING IS SCHEDULED TO OCCUR MORE THAN 48 HOURS AFTER INSTALLATION OF BASE COURSE, AREAS TO RECEIVE CONCRETE PAVING SHALL BE EITHER PROTECTED WITH A LAYER OF FDOT COARSE AGGREGATE MATERIAL OR SHALL BE PAVED WITHIN 48 HOURS OF INSTALLATION OF THE SUBGRADE. INSTALL FINAL SURFACE COURSES WITHIN 14 DAYS AFTER REMOVAL OF EXISTING PAVEMENT.

**CONTROL OF WIND EROSION**

A. BARE EARTH AREAS SHALL BE WATERED DURING CONSTRUCTION AS NECESSARY TO MINIMIZE THE TRANSPORT OF FUGITIVE DUST. IT MAY BE NECESSARY TO LIMIT CONSTRUCTION VEHICLE SPEED IF BARE EARTH HAS NOT BEEN EFFECTIVELY WATERED. IN NO CASE SHALL FUGITIVE DUST BE ALLOWED TO LEAVE THE SITE UNDER CONSTRUCTION.

B. AS REQUIRED AFTER COMPLETION OF CONSTRUCTION, BARE EARTH AREAS SHALL BE VEGETATED.

C. AT ANY TIME BOTH DURING AND AFTER SITE CONSTRUCTION THAT WATERING AND/OR VEGETATION ARE NOT EFFECTIVE IN CONTROLLING WIND EROSION AND/OR TRANSPORT OF FUGITIVE DUST, OTHER METHODS ARE NECESSARY FOR SUCH CONTROL SHALL BE EMPLOYED. THESE METHODS MAY INCLUDE ERECTION OF DUST CONTROL FENCES. IF REQUIRED, DUST CONTROL FENCES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL FOR A SILT FENCE EXCEPT THE MINIMUM HEIGHT SHALL BE 4 FEET.

IN ADDITION TO THOSE RESPONSIBILITIES OUTLINED WITHIN THE CONSTRUCTION PLANS AND DOCUMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING MEASURES:

A. PROJECT SCHEDULE WITH EROSION AND SEDIMENT CONTROL INSTALLATION AND MAINTENANCE TIED TO SPECIFIC DATES OR CONSTRUCTION ACTIVITIES.

B. ALTERATIONS TO THE DESIGN EROSION AND SEDIMENT CONTROLS DUE TO DIFFERENCES BETWEEN THE DESIGN PLANS AND ANTICIPATED CONSTRUCTION PHASING AND THE CONTRACTOR'S CONSTRUCTION METHODS.

C. NAME AND PHONE NUMBER OF CONTRACTOR'S REPRESENTATIVE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROL INSTALLATION AND MAINTENANCE ON A 24 HOUR BASIS.

D. THE CONTRACTOR WILL FURNISH, INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE, ALL NECESSARY EROSION CONTROL. THE CONTRACTOR WILL FURNISH AND INSTALL ALL NECESSARY PERMANENT EROSION CONTROLS.

E. THE DEVELOPMENT OF THE APPLICABLE BMP'S TO ENSURE THE CONTROL OF OFF-SITE TRACKING (SPILLAGE, SANITARY WASTE, FERTILIZERS & PESTICIDES, SOLID WASTE DISPOSAL AND NON-STORMWATER DISCHARGES & HAZARDOUS WASTE. WHEN A SPILL OF REPORTABLE QUANTITIES IS DISCOVERED ON THE SITE, THE CONTRACTOR SHALL CLEAN UP ALL SPILLED MATERIALS AND DISPOSE OF IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS. THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE AUTHORITIES, IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS AND PROJECT ENGINEER. THE CONTRACTOR SHALL RETAIN CLEAN UP INFORMATION AS WELL AS DISPOSAL MANIFESTS WITH THEIR SWPPP.

THE CONTRACTOR IS ADVISED THAT THE CONTRACT DRAWINGS ONLY INDICATE EROSION, SEDIMENT, AT LOCATIONS DETERMINED IN THE DESIGN PROCESS. HOWEVER, THE CONTRACTOR IS REQUIRED TO PROVIDE ANY ADDITIONAL CONTROLS NECESSARY TO PREVENT THE POSSIBILITY OF SILTING ANY ADJACENT LOWLAND PARCEL OR RECEIVING WATER.

**STORM WATER MANAGEMENT**

THE STORM WATER RUNOFF FROM THE PROJECT AREA WILL BE COLLECTED IN A SYSTEM OF INLETS AND CONVEYED TO EXFILTRATION TRENCHES FOR WATER QUALITY TREATMENT AND PEAK ATTENUATION.

**MAINTENANCE**

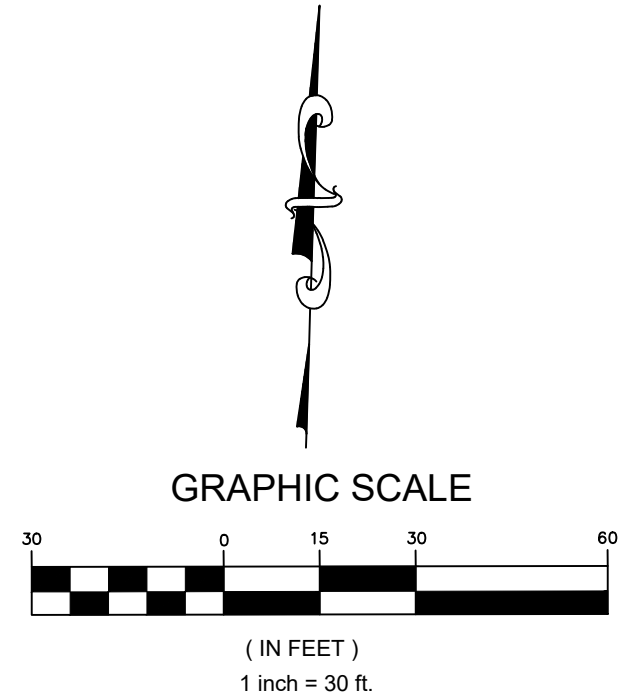
MAINTENANCE OF EROSION CONTROL DEVICES IS OF PARAMOUNT IMPORTANCE TO CYS/PHARMACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL POLLUTION PREVENTION CONTROLS. DAILY REVIEW SHALL BE MADE BY THE CONTRACTOR TO DETERMINE IF CONSTRUCTION ACTIVITIES HAVE ALTERED THE EFFECTIVENESS OF EROSION, SEDIMENTATION, AND POLLUTION CONTROL MEASURES. CORRECTIVE ACTION SHALL BE PERFORMED IMMEDIATELY. AT THE END OF EACH DAY OF WORK THE CONTRACTOR WILL COMPLETE A REPORT DETAILING MEASURES THAT ARE NOT ACHIEVING PERMIT COMPLIANCE AND THE CORRECTIVE ACTION THAT IS TAKEN. UNLESS OTHERWISE SPECIFIED, ACCUMULATED SEDIMENTS SHOULD BE REMOVED BEFORE THEY REACH ONE-HALF OF THE CAPACITY OF THE CONTROL DEVICE.

**INSPECTION**

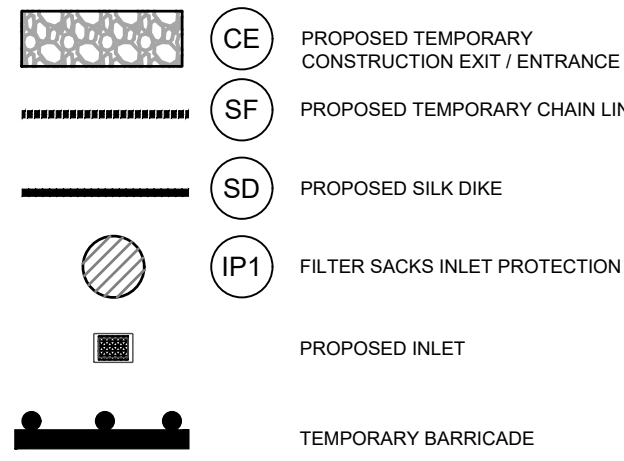
THE CONTRACTOR IS REQUIRED TO INSPECT AND MAINTAIN CONTROLS WEEKLY AND WITHIN 24 HOURS AFTER A RAINSTORM IN EXCESS OF 0.25 INCHES. THE CONTRACTOR SHALL REPORT ALL INSPECTION FINDINGS AND CORRECTIVE ACTIONS TAKEN AS A RESULT OF THE INSPECTION. INSPECTION REPORTS SHALL BE SIGNED BY THE INSPECTOR AND CONTRACTOR AND MAINTAINED FOR FUTURE REFERENCE AS NEEDED.

THE INSPECTOR MUST BE A QUALIFIED EROSION AND SEDIMENT CONTROL INSPECTOR AS DEFINED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION.

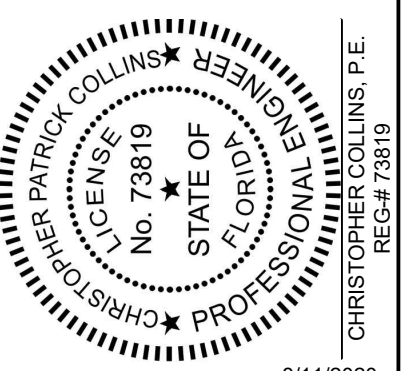
IT IS THE CONTRACTOR'S RESPONSIBILITY (FOR ALL SITES WHICH ARE ONE (1) ACRE OR GREATER) TO FILE "NOTICE OF INTENT (NOI) FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER A NPDES GENERAL PERMIT" (EPA FORM 4010-9 OR LATEST VERSION) TO EPA AND "NOTICE OF INTENT TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES" (EPA FORM 62-421 3004(B) OR LATEST VERSION) TO FDEP TO THE FOLLOWING ADDRESSES: NPDES STORMWATER NOTICES CENTER, MS #2510 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION 2600 BLAIR STONE ROAD TALLAHASSEE, FLORIDA 32399-2400



DRAINAGE SYMBOLS LEGEND



696 N.E. 125th STREET  
NORTH MIAMI, FL 33161  
Phone: 305.720.2079  
C.O.A. 33221



8/11/2020  
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Designed by: C.P.C.

Drawn by: A.T.S.

Checked by: C.P.C.

Approved by: C.P.C.

Scale: 1" = 30'

Date: 03/10/2020

Job No.: F003

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Plans for  
**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

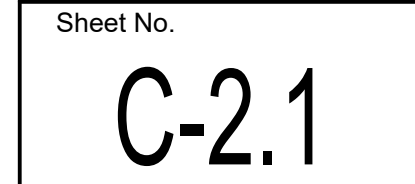
**EROSION CONTROL PLAN**

Sheet No.

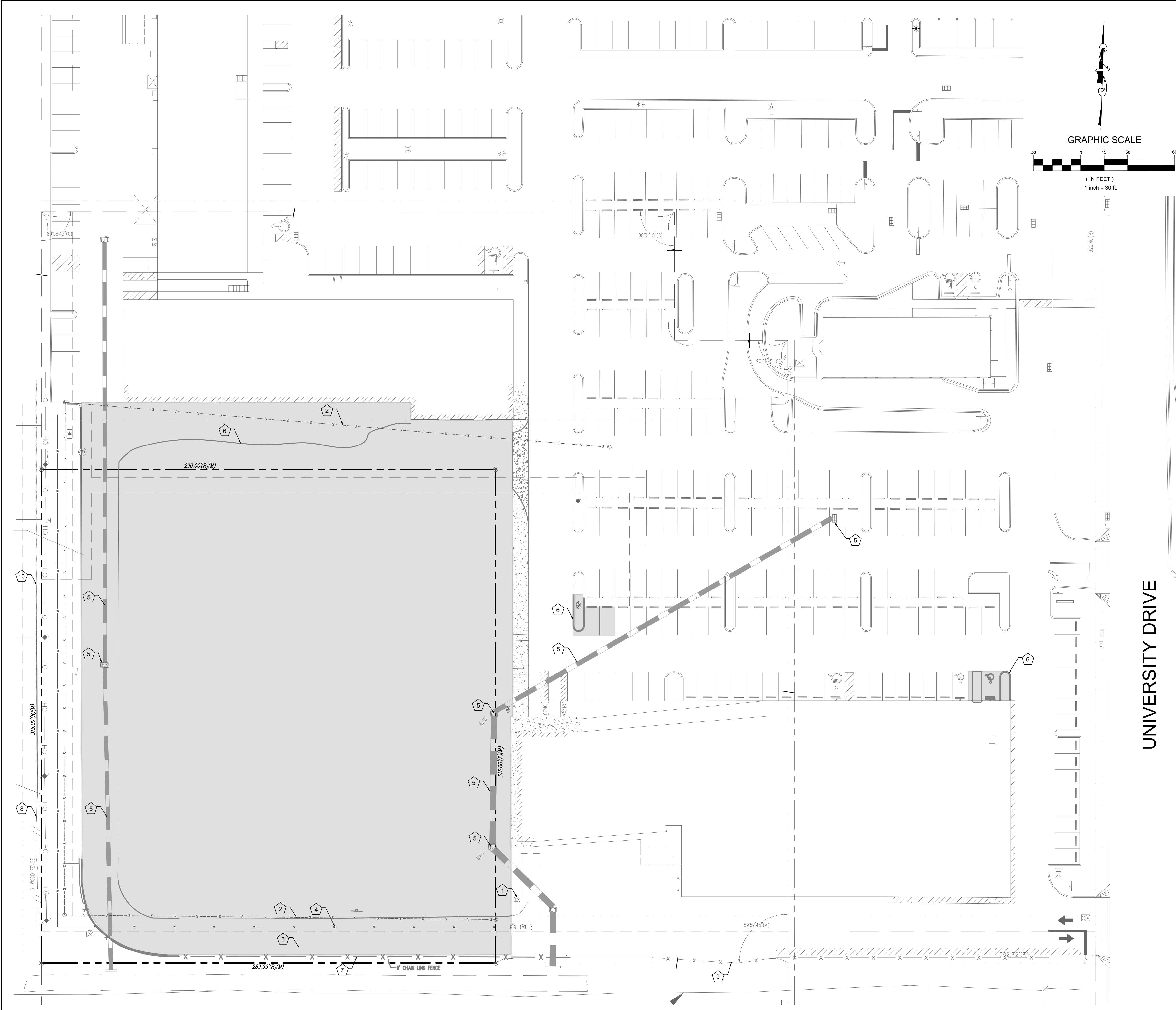
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### KEYNOTE LEGEND

- EXIST. FIRE HYDRANT TO REMAIN AND BE PROTECTED DURING CONSTRUCTION
- EXISTING SANITARY SEWER PIPE TO REMAIN
- EXISTING UTILITIES TO BE REMOVED. CONTRACTOR SHALL MAINTAIN UNINTERRUPTED SERVICE DURING CONSTRUCTION AND COORDINATE WITH FLORIDA POWER AND LIGHT, MID-WASD AND MIAMI DADE COUNTY PUBLIC WORKS DEPT. SPECIFICATIONS
- EXISTING WATERMAIN TO REMAIN
- EXISTING STORMWATER MANAGEMENT SYSTEM: STRUCTURES, ROOF DRAINERS, PIPES, ETC. TO REMAIN
- EXISTING ASPHALT AND CURB TO BE REMOVED
- EXISTING 6' CHAIN LINK FENCE TO BE REMOVED
- EXISTING 6' WOOD FENCE TO REMAIN
- EXISTING 6' CHAIN LINK FENCE TO REMAIN
- EXISTING 3' CONCRETE FENCE TO REMAIN

### HATCH LEGEND

- PROPERTY LINE
- [Hatched Box] LIMITS OF EXISTING ONSITE PAVEMENT AND CURB TO BE SAW CUT AND REMOVED DOWN TO NATURAL SOIL (UNLESS OTHERWISE NOTED)

### DEMOLITION NOTES

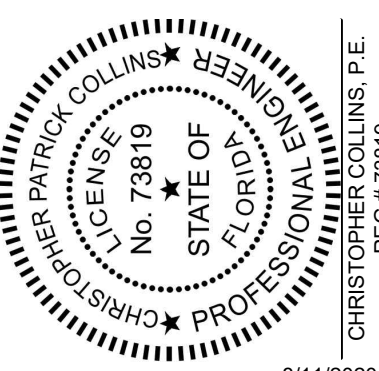
- THE CONTRACTOR SHALL FURNISH ALL MATERIALS, LABOR, SUPERVISION, AND EQUIPMENT REQUIRED FOR THE ORDERLY DEMOLITION AND REMOVAL OF EXISTING STRUCTURES, PAVEMENT AND UTILITIES AS SHOWN ON THE DRAWINGS AND DESCRIBED HEREIN.
- DEMOLITION SHALL BE CONDUCTED AS SHOWN ON CONSTRUCTION DRAWINGS AND SHALL MEET APPLICABLE FEDERAL, STATE AND LOCAL CODES AND REGULATIONS
- THE CONTRACTOR SHALL COORDINATE DEMOLITION OF UTILITIES WITH UTILITY COMPANIES, GIVING THEM NOTICE OF DESTRUCTION AND REMOVAL OF SERVICE LINES AND CAPPING LINES WHEN NECESSARY.
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ON-SITE LOCATIONS OF EXISTING UTILITIES.
- THE CONTRACTOR IS REQUIRED TO FAMILIARIZE HIMSELF WITH THE STRUCTURES TO BE DEMOLISHED. A BRIEF DESCRIPTION OF THE STRUCTURES IS INCLUDED FOR THE CONTRACTOR'S CONVENIENCE ONLY.
- THE DEMOLITION SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING: PAVEMENTS, SIGNS, CURBS, UTILITIES, SIDEWALKS, TREES, BUILDING AND MISCELLANEOUS APPURTENANCES. UTILITY DEMOLITION INCLUDES ABOVE GROUND AND UNDERGROUND UTILITIES.
- THE CONTRACTOR SHALL PRESERVE ANY BENCHMARKS LOCATED ON THE SITE.
- PROVIDE ADEQUATE PROTECTION FOR PERSONS AND PROPERTY AT ALL TIMES. EXECUTE THE WORK IN A MANNER TO AVOID HAZARDS TO PERSONS AND PROPERTY AND PREVENT INTERFERENCE WITH THE USE OF, AND ACCESS TO ADJACENT BUILDINGS, STREETS AND SIDEWALKS SHALL NOT BE BLOCKED BY DEBRIS AND EQUIPMENT.
- WET DOWN DEBRIS DURING DEMOLITION AND LOADING OPERATIONS TO PREVENT THE SPREAD OF DUST.
- CONTRACTOR MUST STOP OPERATION AND NOTIFY THE OWNER FOR PROPER DIRECTION IF ANY ENVIRONMENTAL OR HEALTH RELATED CONTAMINATE IS ENCOUNTERED DURING THE DEMOLITION/EXCAVATION PROCESS.
- DISPOSAL:
  - THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSING IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES, OF ALL STRUCTURES, PARKING, DRIVES, DRAINAGE, STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE FILL MATERIAL, DEPOSITED AND COMPACTED IN 12 INCH LIFTS.
  - THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING OF THE DEBRIS IN A LAWFUL MANNER. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
- CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING BUILDINGS AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES AND THE CONSTRUCTION OF THE NEW DEVELOPMENT.
- PERMITTING: IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY REQUIRED PERMITTING FOR DEMOLITION FROM RESPONSIBLE REGULATORY AGENCIES AND FULLY ACKNOWLEDGE AND COMPLY WITH ALL REQUIREMENTS PRIOR TO COMMENCING DEMOLITION WORK.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE THE EXTENT OF DEMOLITION REQUIRED IN ORDER TO PERFORM THE CONTRACT WORK FOR THIS PROJECT. THE CONTRACTOR SHALL CONDUCT SITE VISITS AND SHALL EXAMINE ALL OF THE INFORMATION WITHIN THESE DOCUMENTS; ALL DISCREPANCIES AND/OR OMISSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO BID SUBMITTAL.
- PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
- THE SITE SHALL BE LEFT CLEAN AFTER DEMOLITION WORK AND BE READY FOR FILLING AND COMPACTION OPERATIONS (FILL SHALL BE COMPACTED 12 INCH LIFTS).
- PAVEMENT REMOVAL:
  - WHERE EXISTING PAVEMENT IS TO BE REMOVED, SAW-CUT THE SURFACING LEAVING A UNIFORM AND STRAIGHT EDGE WITH MINIMUM DISTURBANCE TO THE REMAINING ADJACENT SURFACING. IF CONSTRUCTION RESULTS IN RAVELING OF THE SAW-CUT SURFACE, RECUT BACK FROM THE RAVELED EDGE PRIOR TO RESTORATION.
  - WHERE EXISTING PAVEMENT, CURB, CURB AND GUTTER, SIDEWALK, DRIVEWAY, OR VALLEY GUTTER IS REMOVED FOR THE PURPOSE OF CONSTRUCTING OR REMOVING BOX CULVERTS, PIPE, INLETS, MANHOLES, APPURTENANCES, FACILITIES OR STRUCTURES, SAID PAVEMENT, ETC., SHALL BE REPLACED AND RESTORED IN EQUAL OR BETTER CONDITION THAN THE ORIGINAL. CONTRACTOR SHALL PROVIDE ALL NECESSARY LABOR, MATERIALS, EQUIPMENT, TOOLS, SUPPLIES, AND OTHER EQUIPMENT AS REQUIRED.
- REFER TO LANDSCAPE PLANS FOR TREES TO BE REMOVED, RELOCATED OR TO REMAIN

### GENERAL NOTES

- CONTRACTOR SHALL REFER TO THE ENVIRONMENTAL ASSESSMENT DONE FOR THE SITE PRIOR TO DEMOLITION.
- REFER TO LANDSCAPE PLAN FOR TREE REMOVAL.
- THE CONTRACTOR SHALL PREPARE THE SITE FOR FILLING AND COMPACTION OPERATIONS PER THE GEO-TECHNICAL REPORT.
- REFER TO C-8, UTILITY PLAN, FOR IDENTIFICATION OF EXISTING UTILITIES TO REMAIN, AND COORDINATION REQUIREMENTS FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITIES.
- PER THE MIAMI DADE COUNTY PUBLIC WORKS DEPT.:
  - ALL BACKFILL SHALL BE DEPOSITED AND COMPACTED IN 12 INCH LIFTS.
  - UTILITIES TO BE ABANDON IN PLACE ARE REQUIRED TO BE CAPPED AND AND FILLED WITH FLOW-ABLE FILL EXCAVATED IN 12' COMPACTED LIFTS.
  - BACKFILLING OF UNDERGROUND REMOVALS (SUCH AS STORM DRAINAGE STRUCTURES/PIPE & UTILITY LINES) WILL REQUIRE BACKFILLING IN 12' COMPACTED LIFTS.



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City of Miramar DRC Round 1	
Designed by:	C.P.C.
Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	1" = 30'
Date:	03/10/2020
Job No.:	F003
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Plans for	
MIRAMAR STORAGE	
ONVY ROAD	
MIRAMAR,	
FLORIDA 33025	

DEMOLITION PLAN	
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Sheet No.	
C-3.0	

**Sunshine811**  
Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.  
Check positive response codes before you dig!



AS PER SECTION 816.10.1.2.1 OF CITY'S DEVELOPMENT CODE, NEW NON-RESIDENTIAL BUILDINGS SHALL HAVE THE LOWEST FLOOR ELEVATED TO OR ABOVE THE ELEVATION REQUIRED IN THE FLORIDA BUILDING CODE, THE BASE FLOOD ELEVATION PLUS ONE FOOT, OR 6 INCHES ABOVE THE HIGHEST CROWN ELEVATION OF THE CENTERLINE OF THE ADJACENT STREET, WHICHEVER IS HIGHER.

ELEVATIONS ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVVD88) AND ARE BASED ON THE BROWARD COUNTY BENCHMARK #1046.

REFER TO BOUNDARY AND TOPOGRAPHIC SURVEY CONDUCTED BY JORGE L. CABRERA.

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**PROPOSED DRAINAGE SYMBOLS LEGEND**

			PROPOSED LIMITS OF MILL AND RESURFACE
			PROP. DRAINAGE MANHOLE
			EXIST. CATCH BASIN (TO REMAIN)
			EXIST. STORM SEWER PIPE (TO REMAIN)
<b>MILLING &amp; SUB-BASE</b>			PROPOSED LANDSCAPING

N.T.S.

STRUCTURE TABLE			
STRUCTURE NUMBER	STRUCTURE TYPE	RIM ELEVATION	INVERT ELEVATION
S-1	PROP. 48" CATCH BASIN AND USF 5115-6220 FRAME AND GRATE (OR APPROVED EQUIVALENT) WITH TYPE II SKIMMER PER FOOT STDND PLAN INDEXES 232 & 241	6.62	(18") 1.17 (S)
S-2	PROP. 48" CATCH BASIN AND USF 5115-6220 FRAME AND GRATE (OR APPROVED EQUIVALENT) WITH TYPE II SKIMMER PER FOOT STDND PLAN INDEXES 232 & 241	6.25	(18") 1.17 (W) (18") 1.17 (S) (18") 1.17 (N)
S-3	PROP. 48" CATCH BASIN AND USF 5115-6220 FRAME AND GRATE (OR APPROVED EQUIVALENT) WITH TYPE II SKIMMER PER FOOT STDND PLAN INDEXES 232 & 241	6.54	(18") 1.17 (N)
S-4	PROP. 48" CATCH BASIN AND USF 5115-6220 FRAME AND GRATE (OR APPROVED EQUIVALENT) WITH TYPE II SKIMMER PER FOOT STDND PLAN INDEXES 232 & 241	6.49	(18") 1.17 (N) (18") 1.17 (S)
S-5	PROP. 48" CATCH BASIN AND USF 5115-6220 FRAME AND GRATE (OR APPROVED EQUIVALENT) WITH TYPE II SKIMMER PER FOOT STDND PLAN INDEXES 232 & 241	6.75	(18") 1.17 (N)
EX-1	EXISTING CATCH BASIN. CONTRACTOR TO CORE DRILL AND CONNECT PROP. 18" HDPE STORM PIPE	6.37	(18") 1.17 (E) (18") 1.17 (W)



CHRISTOPHER PATRICK COLLINS  
LICENSE  
No. 73819  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

CHRISTOPHER COLLINS, P.E.

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Plans for

**MIRAMAR  
STORAGE**

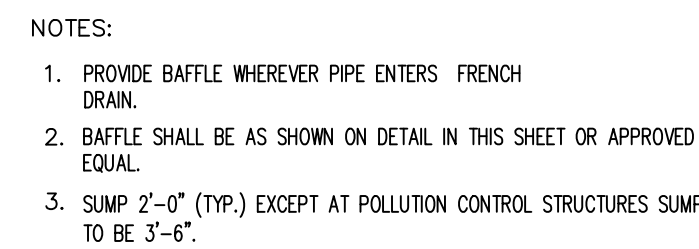
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

Sheet No. 1

**PD-1**

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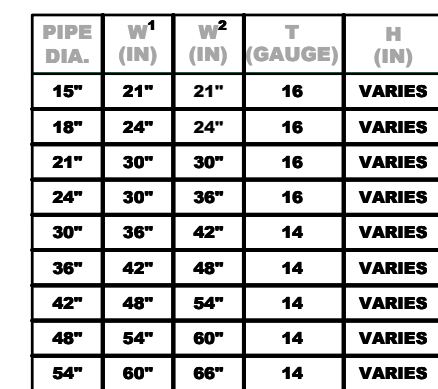




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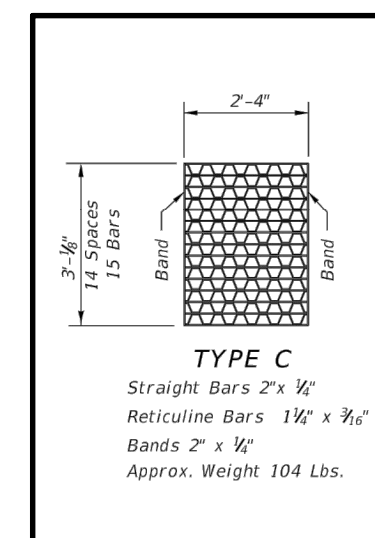


N.T.S.



- NOTES**
1. ALUMINUM SHEET OF SAME THICKNESS (GAUGE) AS PIPE SHALL BE WELDED TO CLOSE OPENING AT THE TOP.
  2. THE BOTTOM ELEVATION OF THE POLLUTION TREATMENT BAFFLE MUST BE AT LEAST 1.5' BELOW CONNECTION ELEVATION.
  3. NEOPRENE ADHESIVE BACKED GASKET, OR APPROVED EQUAL (1"X2") SHALL BE INSTALLED ON THE SIDES AND TOP ALL BAFFLE TREATMENT BAFFLE TO BE FASTENED IN PLACE WITH "X"X4" STAINLESS STEEL "RED HEADS", OR APPROVED EQUIV.
  4. FILTRATION TRENCHES SHALL HAVE A POLLUTION TREATMENT BAFFLE AT EACH CONNECTION POINT TO A DISTRIBUTION BRACKET.
  5. BRACKET MAY BE ADDED TO FLAT BARS TO EASE INSTALLATION OF FLAT BAR STRUCTURES. SPACING TO MATCH HOLES IN FLAT BARS.

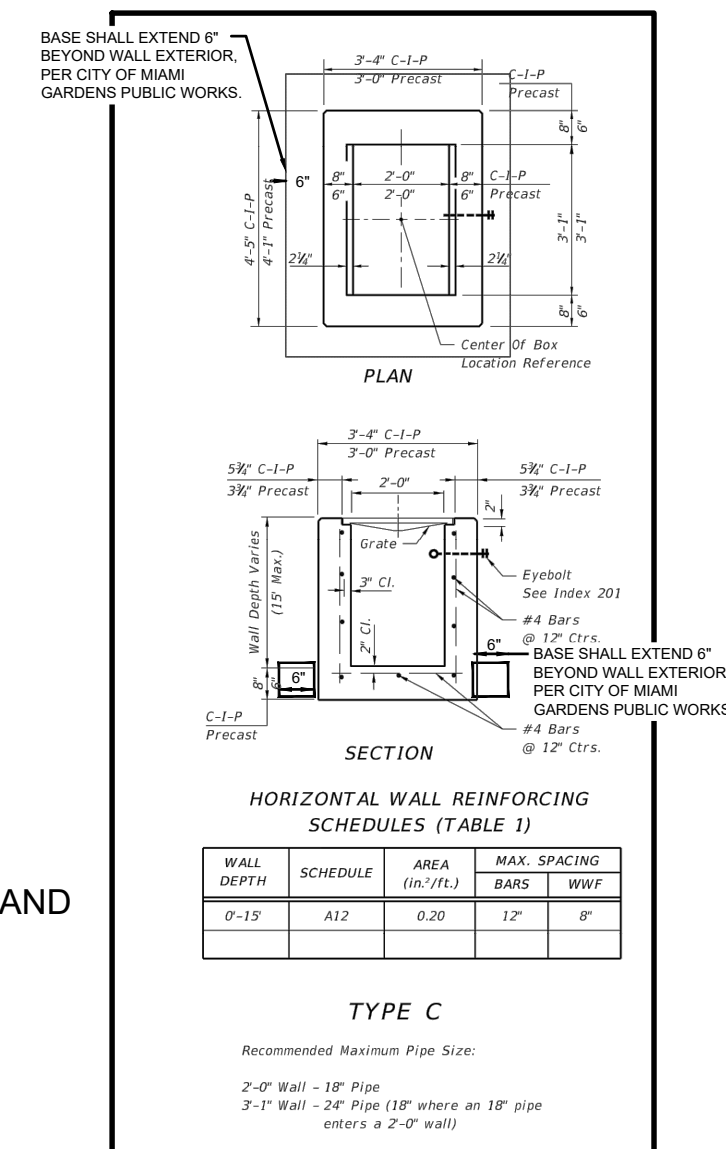
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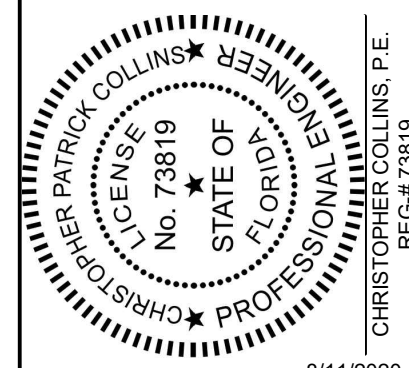
NOTE:

SEE FDOT INDEX 232 FOR  
COMPLETE DETAIL, NOTES AND  
SPECIFICATIONS.

N.T.S



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CITY OF MIRAMAR DRC ROUND 1	
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Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	N.T.S.
Date:	03/10/2020
Job No.:	F003

Plans for

**MIRAMAR  
STORAGE**

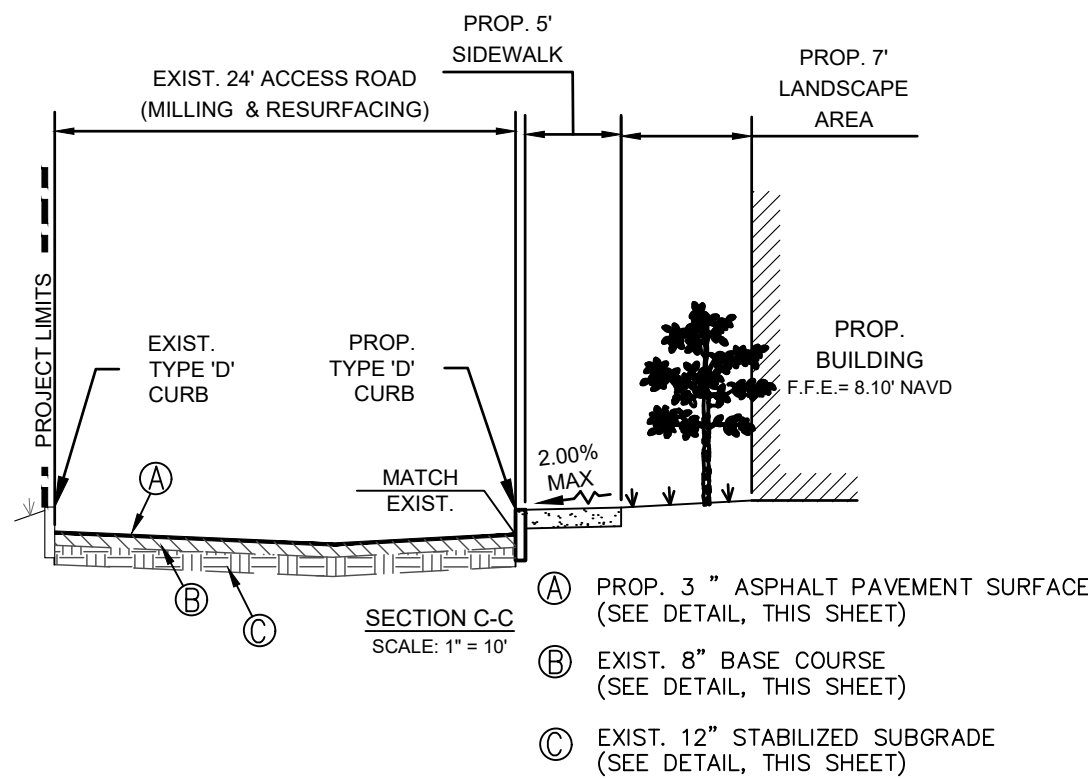
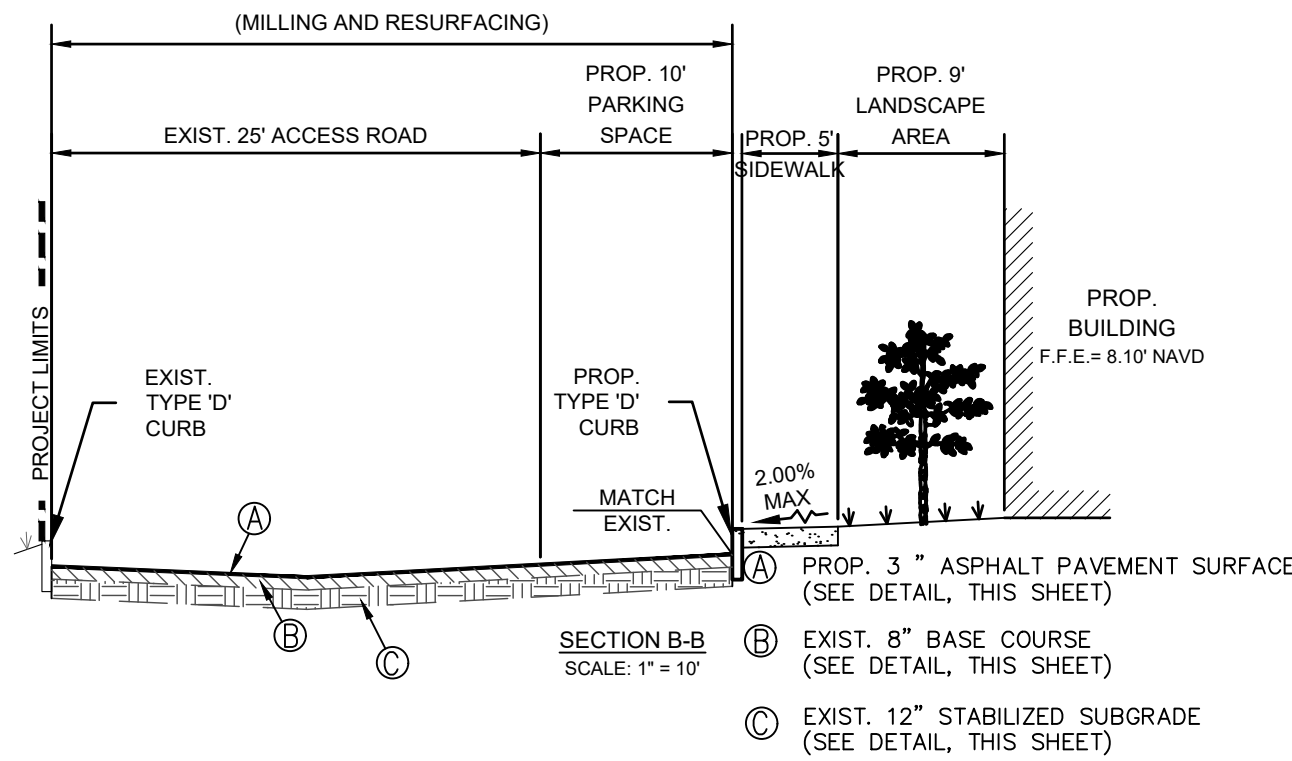
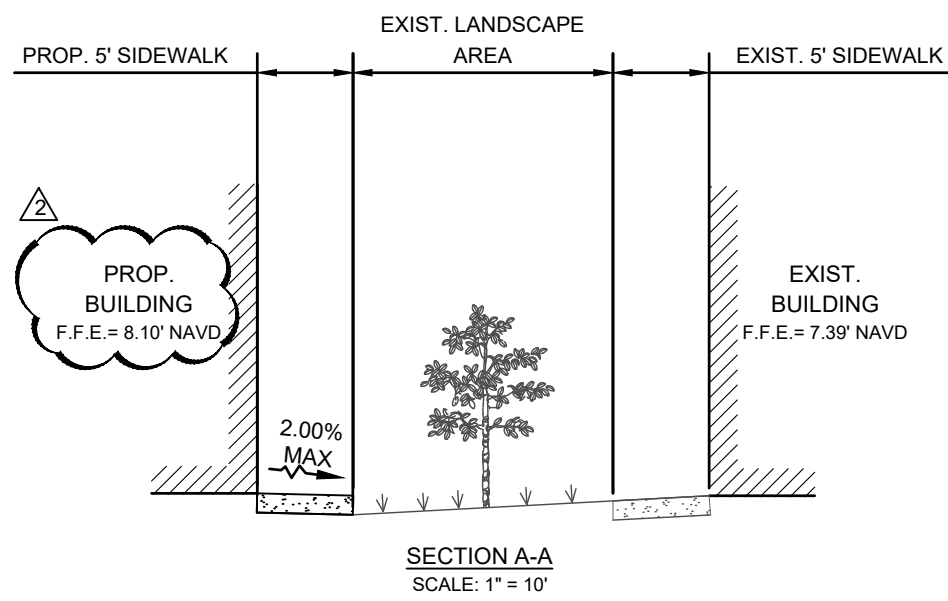
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## GRADING & DRAINAGE DETAILS

Sheet No.

PD-2



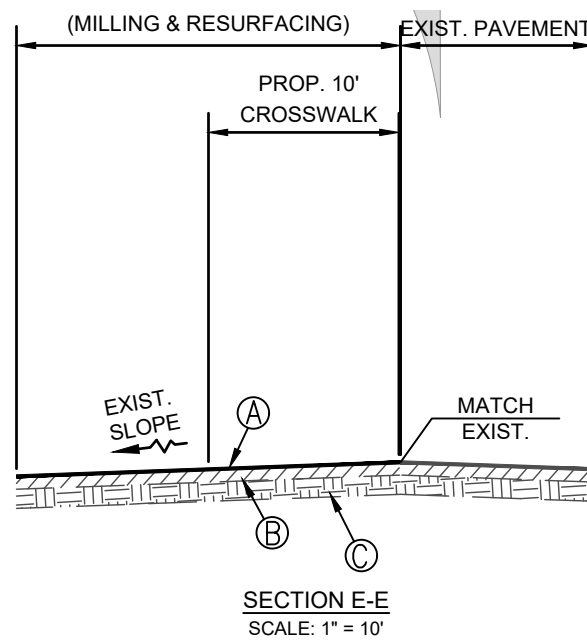
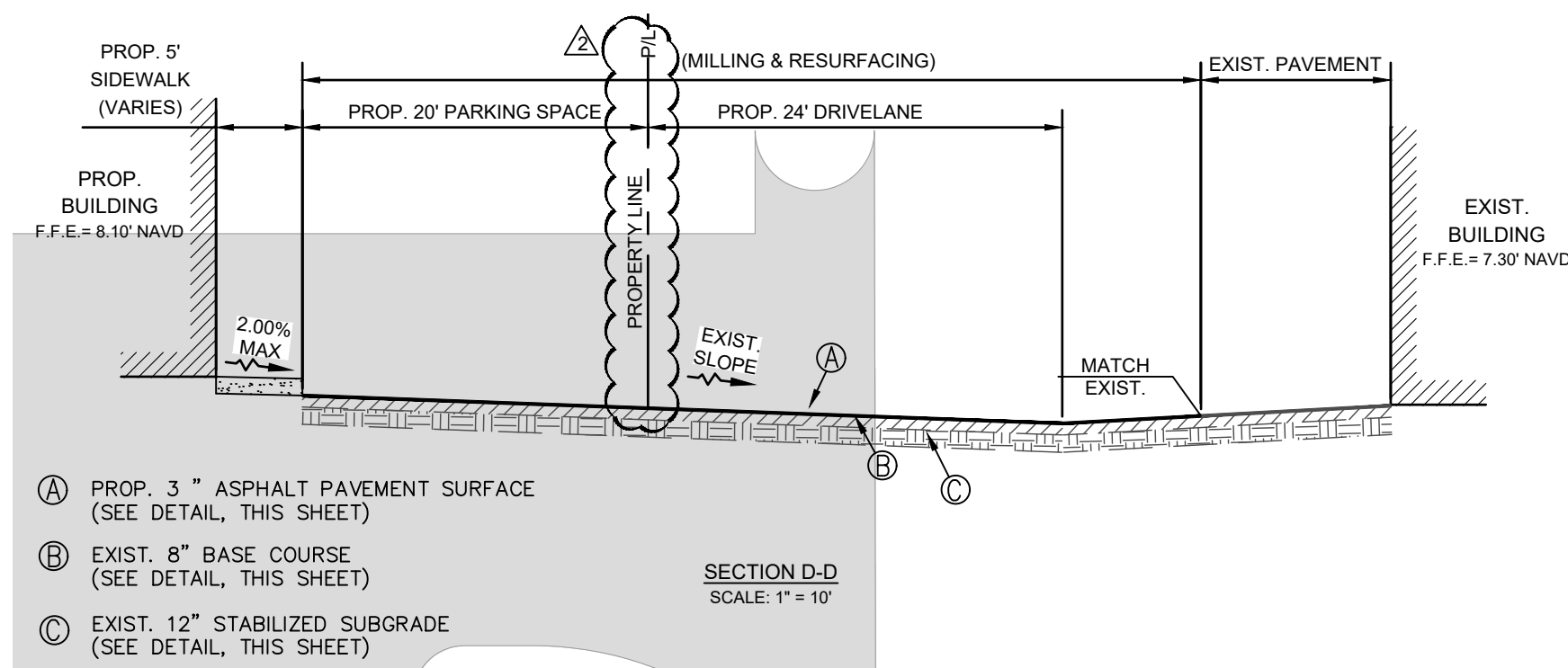


#### ELEVATIONS NOTE:

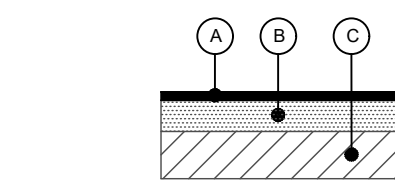
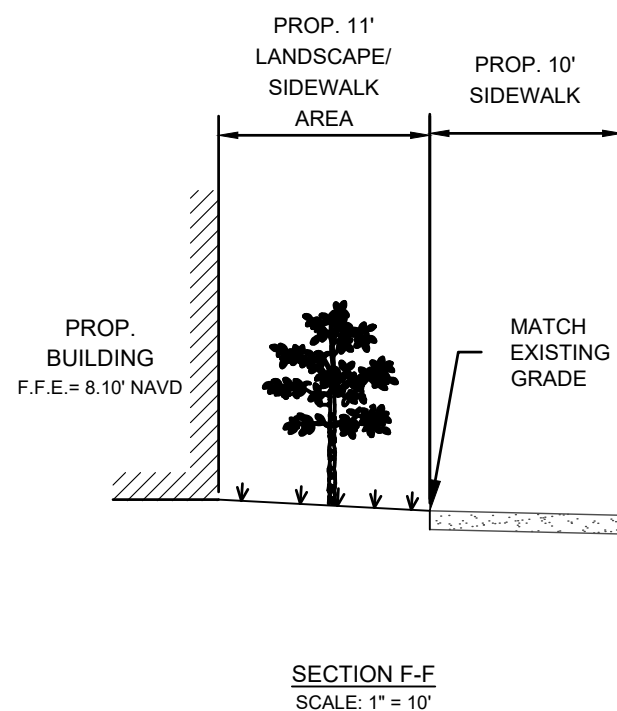
ELEVATIONS ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE BASED ON THE BROWARD COUNTY BENCHMARK #1046.  
REFER TO BOUNDARY AND TOPOGRAPHIC SURVEY CONDUCTED BY JORGE L. CABRERA.

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- A PROP. 3" ASPHALT PAVEMENT SURFACE (SEE DETAIL, THIS SHEET)
- B EXIST. 8" BASE COURSE (SEE DETAIL, THIS SHEET)
- C EXIST. 12" STABILIZED SUBGRADE (SEE DETAIL, THIS SHEET)

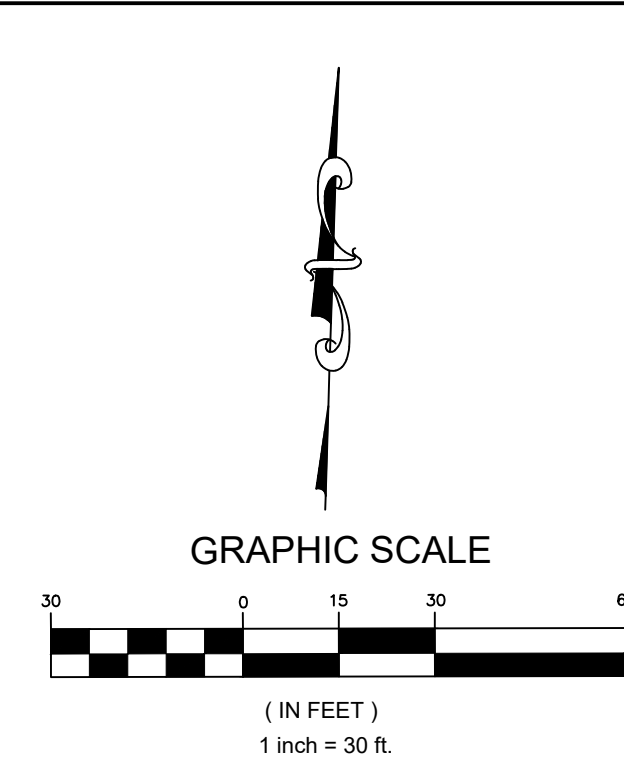
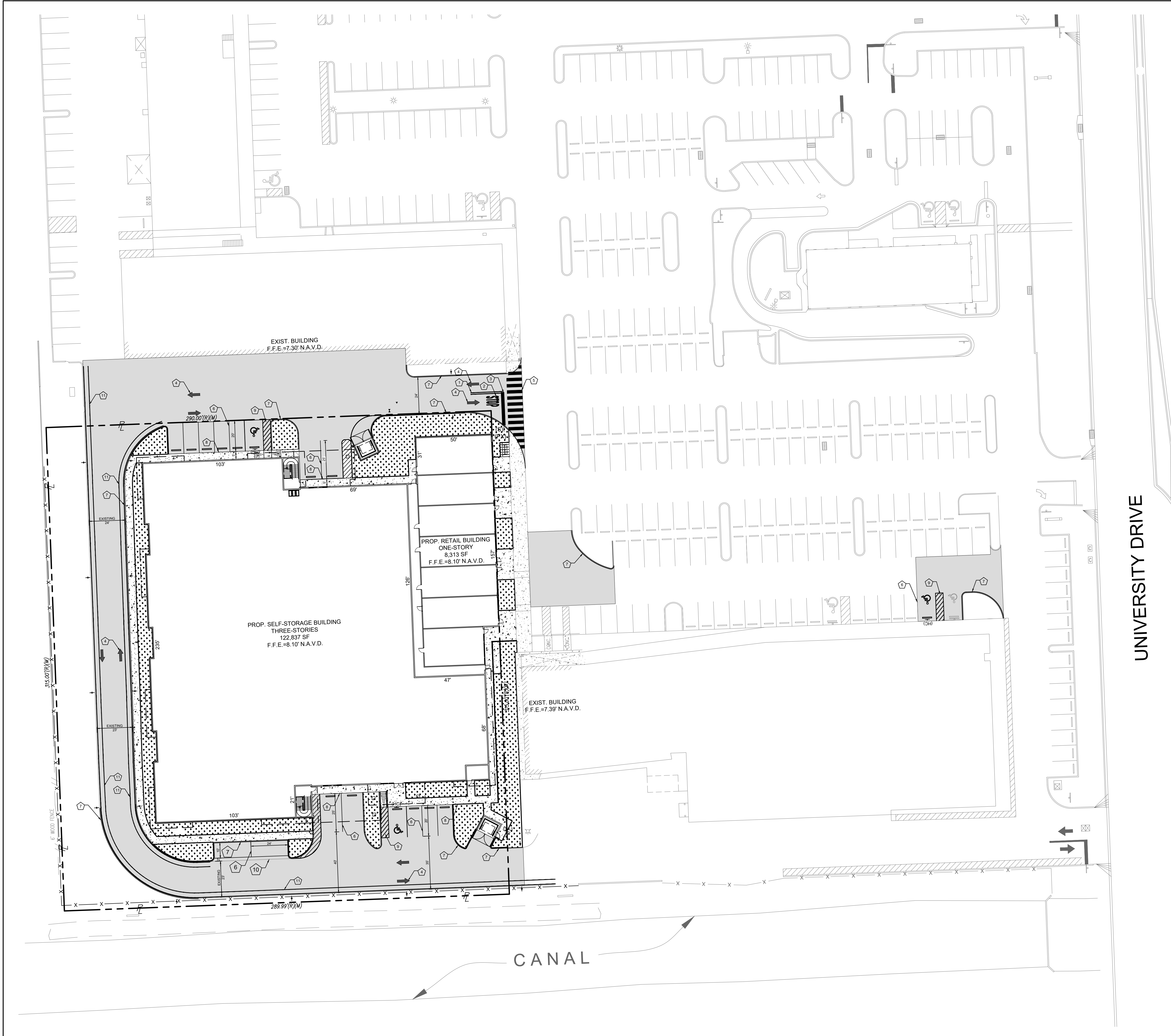


- A 3" OPTIONAL BASE GROUP 9 (OBG9). ASPHALT SHALL BE PLACED IN TWO (2) LIFTS: 2" OF SP STRUCTURAL COURSE AND 1" OF FC-9.5.
- B EXISTING 8" CRUSHED LIMESTONE BASE
- C EXISTING TYPE B OR C, 12" STABILIZED SUB-BASE

#### MILLING & RESURFACE PAVEMENT DETAIL

N.T.S.





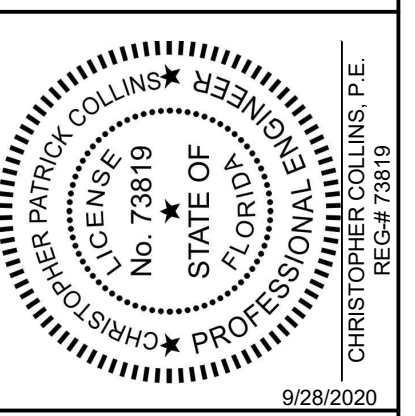
- KEYNOTE LEGEND**
- 1 PROPOSED 6" WHITE DOUBLE SOLID LINE PER FDOT INDEX 711-011
  - 2 PROPOSED PAVEMENT MARKING PER FDOT INDEX 711-011
  - 3 PROPOSED 24" STOP BAR PER FDOT INDEX 711-011
  - 4 PROPOSED WHITE THROUGH LANE-USE ARROW PER FDOT INDEX 711-011
  - 5 PROPOSED 10' PEDESTRIAN CROSSWALK PER FDOT INDEX 711-011
  - 6 PROPOSED 4" WHITE SOLID LINE PER FDOT INDEX 711-011 (TYP)
  - 7 PROPOSED TYPE 'D' CURB
  - 8 PROPOSED ELEVATED CONCRETE SIDEWALK
  - 9 PROPOSED 5' ACCESSIBLE PARKING STRIPING
  - 10 PROPOSED 2' VALLEY AND GUTTER (SEE DETAIL SHEET 12.0)
  - 11 PROPOSED 3' FIRE LANE (SEE DETAIL SHEET FP-3.1)

- SIGNAGE LEGEND**
- (S) STOP SIGN (R1-1)
  - (HC) HANDICAP PARKING SIGN
  - (PX) PEDESTRIAN CROSSING (R1-5bL)

- HATCH LEGEND**
- PROPOSED CONCRETE SIDEWALK
  - PROPOSED LIMITS OF MILL AND RESURFACE
  - PROPOSED LANDSCAPING



696 N.E. 125th STREET  
NORTH MIAMI, FL 33161  
Phone: 305.720.2079  
C.O.A. 33221



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Revision	Date
Comment	
Revision	Date
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Revision	Date
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Revision	Date 2020.09.22
Comment	CITY OF MIRAMAR DRC ROUND 3
Revision	Date 2020.08.11
Comment	CITY OF MIRAMAR DRC ROUND 2
Revision	Date 2020.05.27
Comment	CITY OF MIRAMAR DRC ROUND 1
Designed by:	C.P.C.
Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	1" = 30'
Date:	03/10/2020
Job No.:	F003

Plans for  
**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**PAVEMENT,  
MARKING,  
AND SIGNAGE  
PLAN**

Sheet No.  
**PMS-1**

**Sunshine**  
Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.  
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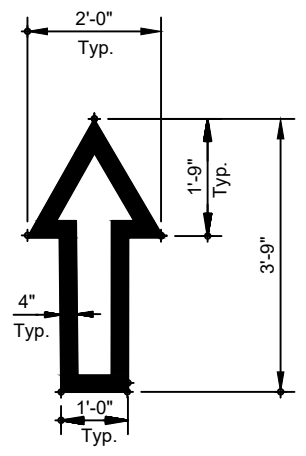


**Sunshine811**  
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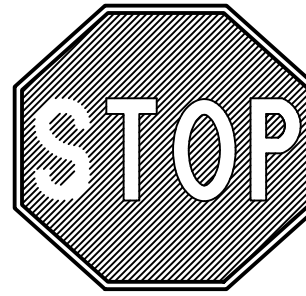




NOTE: ALL TRAFFIC FLOW ARROWS TO BE REFLECTIVE YELLOW PAINT PER SPECS

### TRAFFIC FLOW ARROW

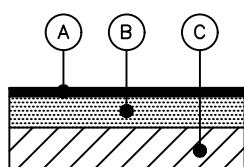
N.T.S.



30" x 30" OR  
24" X 24" (FOR ON SITE ONLY)  
HIGH INTENSITY  
R1-1

### STOP SIGN

N.T.S.

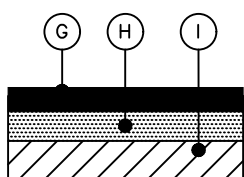


- (A) 15' FLORIDA DOT ASPHALT TYPE S-HL OR S-HR, PER CITY OF MIAMI SPECIFICATIONS, ASPHALT SHALL BE PLACED IN TWO (2) LIFTS. ALTERNATELY, FOOT ROAD AND BRIDGE DESIGN CRITERIA FOR A SUPER PAVE MIXTURE WITH AN EQUIVALENT TRAFFIC LEVEL DESIGN MIXTURE AS ABOVE WILL BE ACCEPTED.

- (B) 8" CRUSHED LIMEROCK BASE COURSE HAVING A MINIMUM LBR OF 100 AND MINIMUM CARBON CALCIUM CONTENT 70% COMPACTED TO AT LEAST 98% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-1557, PLACED IN (2) LIFTS, PER MG, PM.

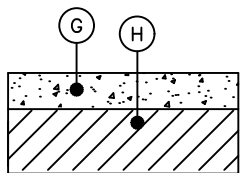
- (C) TYPE B OR C, 12" STABILIZED SUB-BASE FILL WITH MINIMUM LBR OF 40 COMPACTED TO AT LEAST 98% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-1557.

### LIGHT AND MEDIUM DUTY FLEXIBLE PAVEMENT



- (G) MINIMUM 2-1/2" TYPE S-1 ASPHALTIC CONCRETE CONSTRUCTED IN TWO (2) 1-1/4" INCH LIFTS.
- (H) 12" CRUSHED LIMEROCK BASE COURSE HAVING A MINIMUM LBR OF 100 AND MINIMUM CARBON CALCIUM CONTENT 70% COMPACTED TO AT LEAST 98% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-1557, PLACED IN (2) LIFTS, PER MG, PM.
- (I) 12" LIMEROCK BASE (HEAVYLOAD PAVEMENT) TO BE PLACED IN (2) 6" COMPACTED LIFTS.

### HEAVIER TRAFFIC LOADING



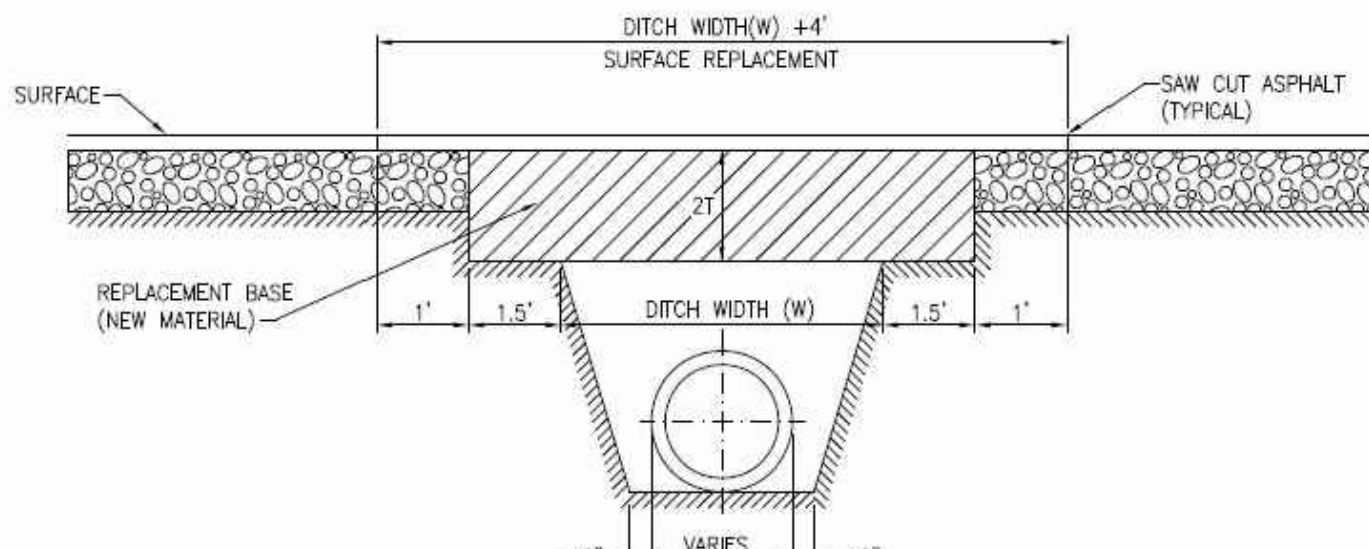
- (G) 6 INCHES OF REINFORCED CONCRETE, WITH A MINIMUM COMPRESSIVE STRENGTH OF 5000 PSI.
- (H) 12" CRUSHED LIMEROCK BASE COURSE HAVING A MINIMUM LBR OF 100 AND MINIMUM CARBON CALCIUM CONTENT 70% COMPACTED TO AT LEAST 98% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY PER ASTM D-1557, PLACED IN (2) LIFTS, PER MG, PM.
- 12" LIMEROCK BASE (HEAVYLOAD PAVEMENT) TO BE PLACED IN (2) 6" COMPACTED LIFTS.

### HEAVY LOADING (USE) LOADING AREAS, DUMPSTER PADS

NOTES:  
1. BASE MATERIAL SHALL BE EXTENDED A MINIMUM OF 1 FOOT BEYOND THE BACK OF CURB AND SUB-BASE SHALL BE EXTENDED 1 FOOT MIN. BEYOND THE BASE.

NOTE:  
SEE GEOTECHNICAL REPORT, PREPARED BY EAST COAST TESTING AND ENGINEERING DATED JUNE 20, 2016, FOR SITE PREPARATION AND DETAILED PAVEMENT SECTION REQUIREMENTS.

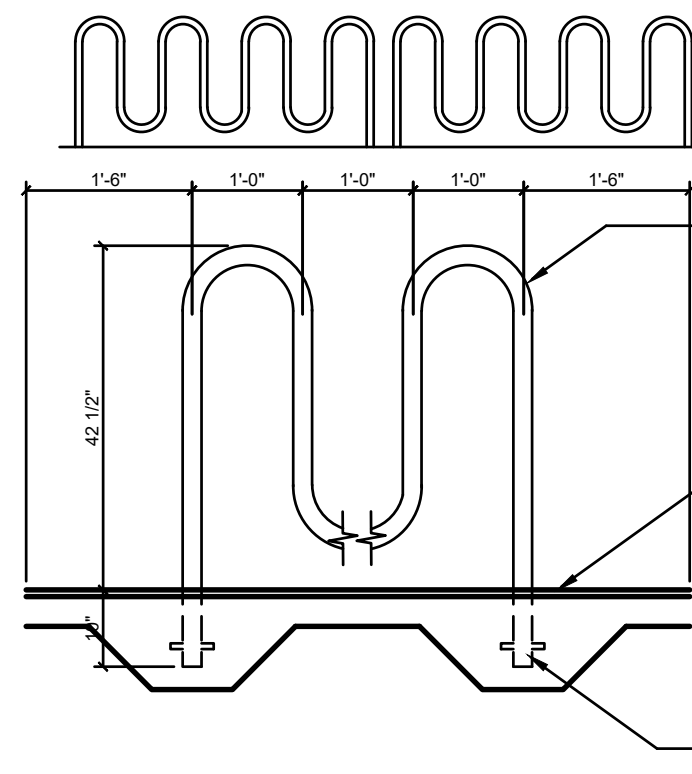
### PAVING DETAILS



### GENERAL NOTES

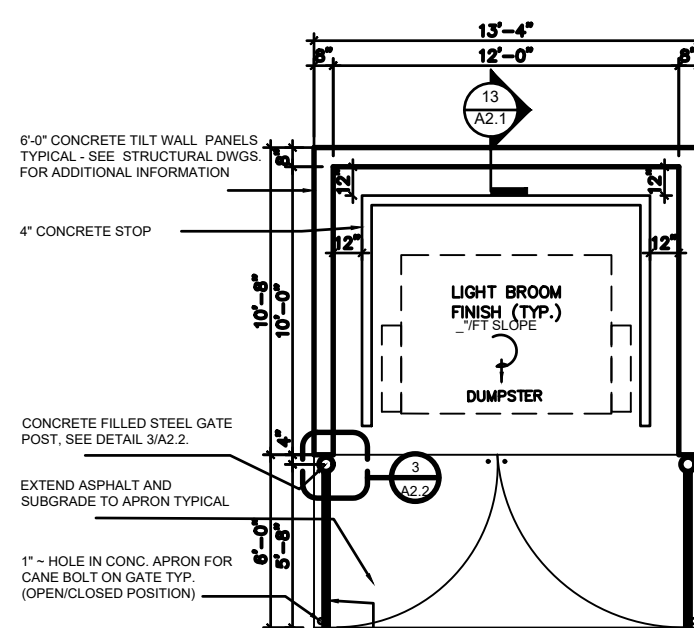
1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE, MINIMUM 18", MAXIMUM 24".
2. BASE MATERIAL SHALL BE PLACED IN 6" MAXIMUM (LOOSE MEASUREMENT) LAYERS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE MATERIAL SHALL BE CONSISTENT WITH THE SURROUNDING SURFACE MATERIAL.
5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70% (FOR LOCAL STREETS).
6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL COVERED WITH A 2" THICK ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING, UNTIL REPLACED WITH A PERMANENT PAVEMENT PATCH.
7. RESTORATION MUST BE RECTANGLE IN SHAPE WITH A UNIFORM WIDTH ACROSS A FULL LANE.

### ROADWAY CUT RESTORATION FOR UTILITY CROSSING



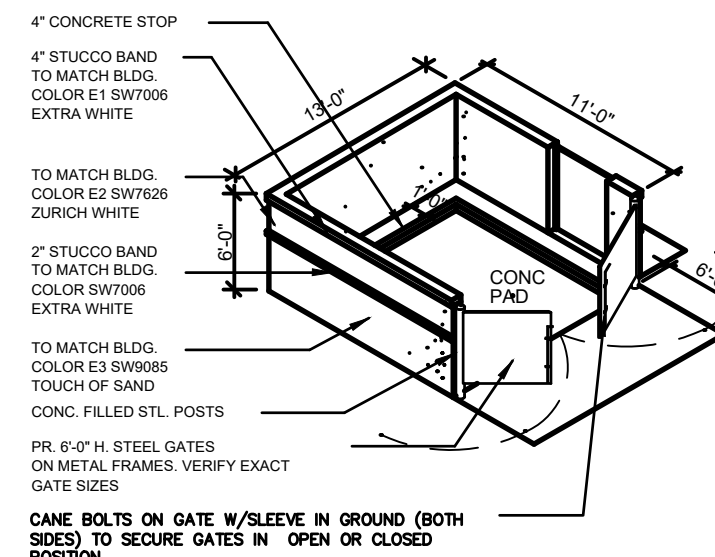
### BICYCLE RACK DETAIL

N.T.S.



### NOTES:

1. DUMPSTER ENCLOSURE GATES SHALL BE METALLIC SELF-LATCHING GATES.
2. DUMPSTER ENCLOSURE SHALL BE PAINTED WITH THE SAME PRIMARY COLOR OF THE SELF STORAGE BUILDING.

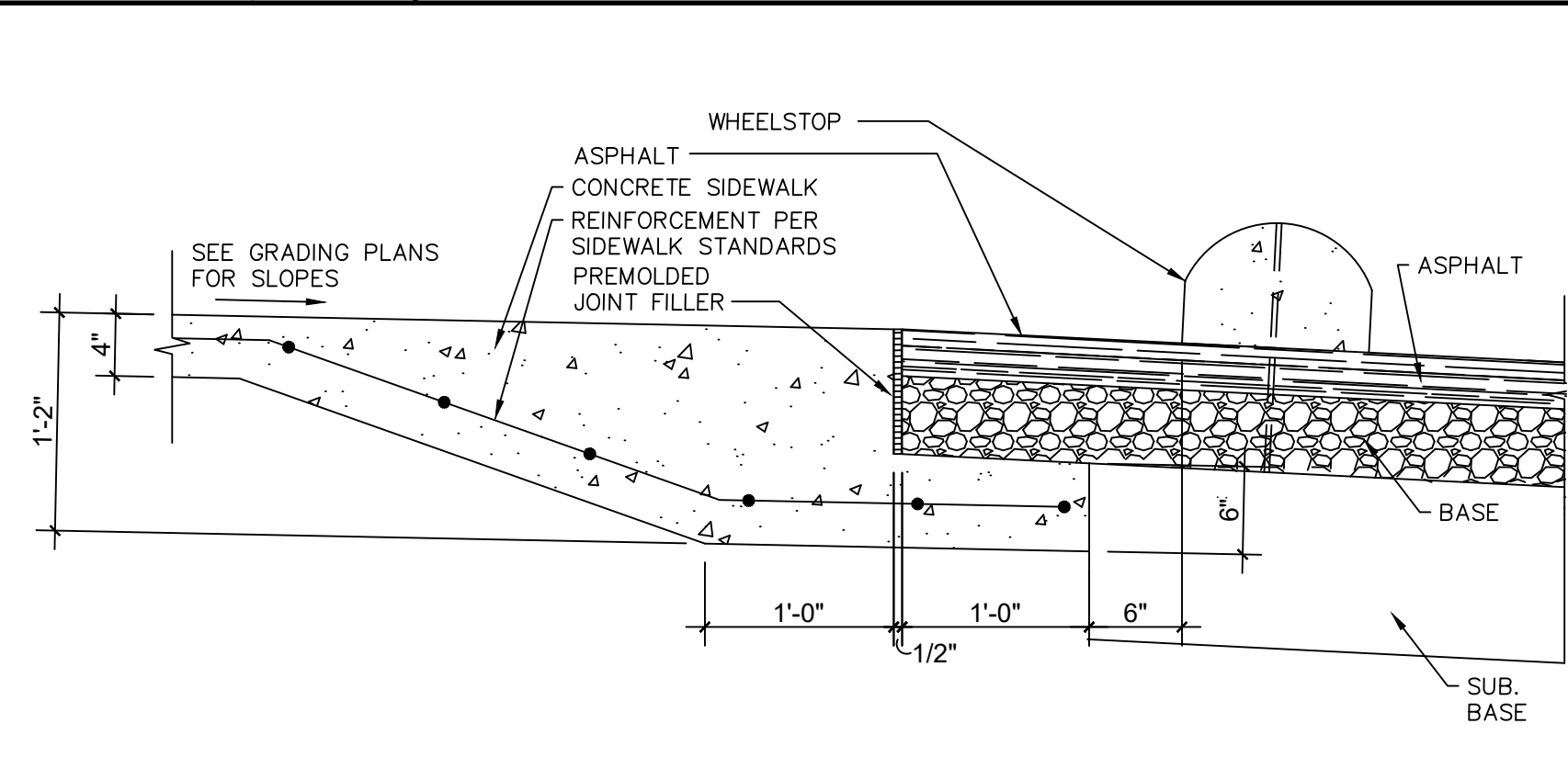


### LOCATIONAL CRITERIA

1. DUMPSTER ENCLOSURE MUST BE LOCATED AWAY FROM PROJECT ENTRANCES, AND NO CLOSER THAN TWENTY-FIVE (25) FEET TO ANY DWELLING UNIT OR OUTDOOR RECREATION AREA.
2. DUMPSTER ENCLOSURES SHOULD BE LOCATED NO FURTHER THAN 150 FEET FROM A BUILDING EGRESS POINT OR FROM ANY DWELLING UNIT.
3. LOCATE DUMPSTER ENCLOSURES SO THAT COLLECTION VEHICLES DO NOT HAVE TO BACK OUT INTO MAJOR ROADS.
4. ORIENT DUMPSTER ENCLOSURES TO PERMIT FULLY MECHANICALLY ASSISTED PICK-UP BY FRONT END LOADING TRUCKS.
5. WHEN DUMPSTERS ARE TO BE SERVICED FROM AN ALLEY, ENCLOSURES SHOULD BE ANGLED THIRTY (30) DEGREES AND RECESSED OFF THE ALLEY APPROXIMATELY SIX (6) FEET. THE INTENT OF RECESSING THE ENCLOSURE IS SO THAT GATES DO NOT OPEN INTO THE ALLEY OBSTRUCTING TRAFFIC AND SO ADEQUATE SIGHT DISTANCES CAN BE MAINTAINED.
6. ENCLOSURE WALLS - MASONRY WITH PLASTERED AND PAINTED SURFACES OR FINISHED WITH OTHER APPROVED MATERIALS COLOR AND FINISH TO MATCH BUILDINGS.
7. GATE CONSTRUCTION - STURDY PAINTED GALVANIZED METAL FRAME WITH GALVANIZED STEEL DECK FINISH ATTACHED PROVIDE GATE STOPS TO SECURE GATES WHEN IN OPEN POSITION.
8. THE SLAB WILL BE 6" CONC. SLAB ON GRADE WITH 2 LAYERS OF #4-10 TO W.W.M. AND MONOLITHIC FOOTING AS PER STRUCTURAL DRAWINGS.
9. THE FOOTING WILL BE AS PER STRUCTURAL DRAWINGS.
10. REFER TO STRUCTURAL DRAWINGS FOR WALL REINFORCING.
11. PLACE A MIN. OF 18" WIDE CONC. TOE AT ALL DUMPSTER ISLANDS.
12. SITE DUMPSTER ENCLOSURE SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARD G-4.

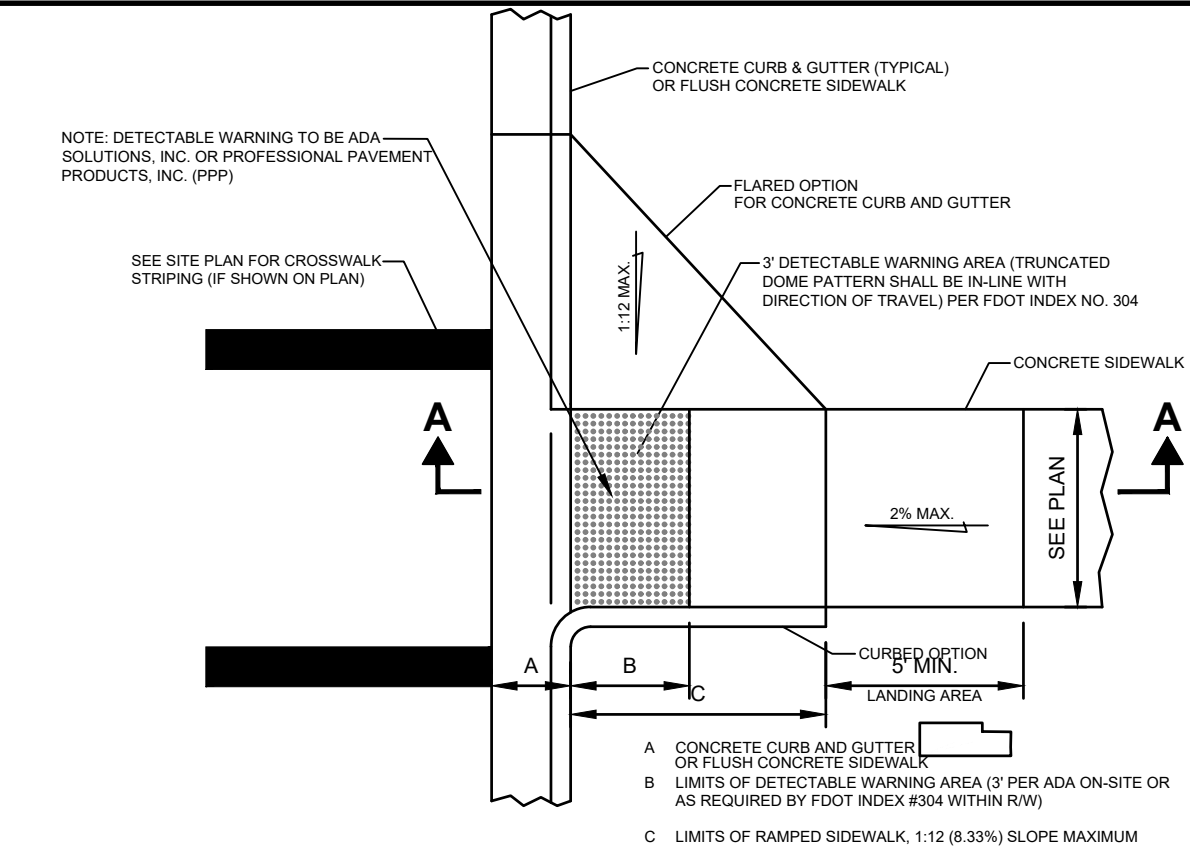
### DUMPSTER ENCLOSURE DETAILS

N.T.S.

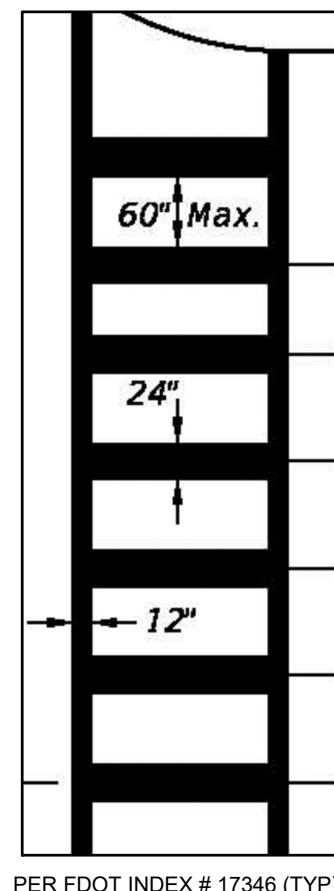


### \* CONCRETE PAVEMENT TRANSITION DETAIL

N.T.S.

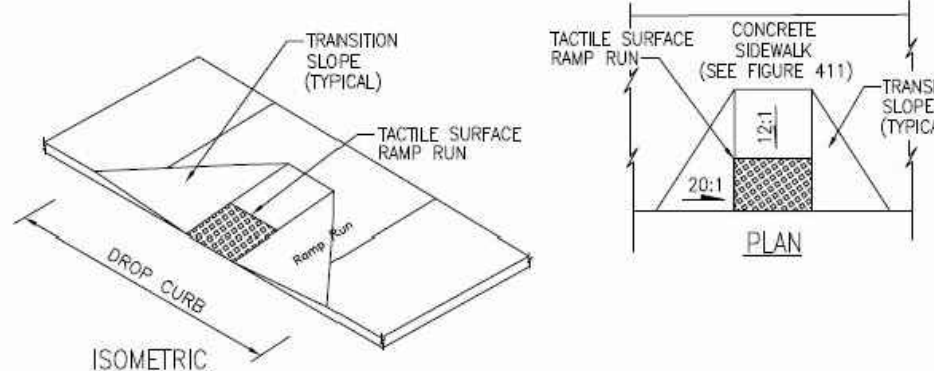


### HANDICAP RAMP DETAIL SECTION A-A



### CROSSWALK DETAIL

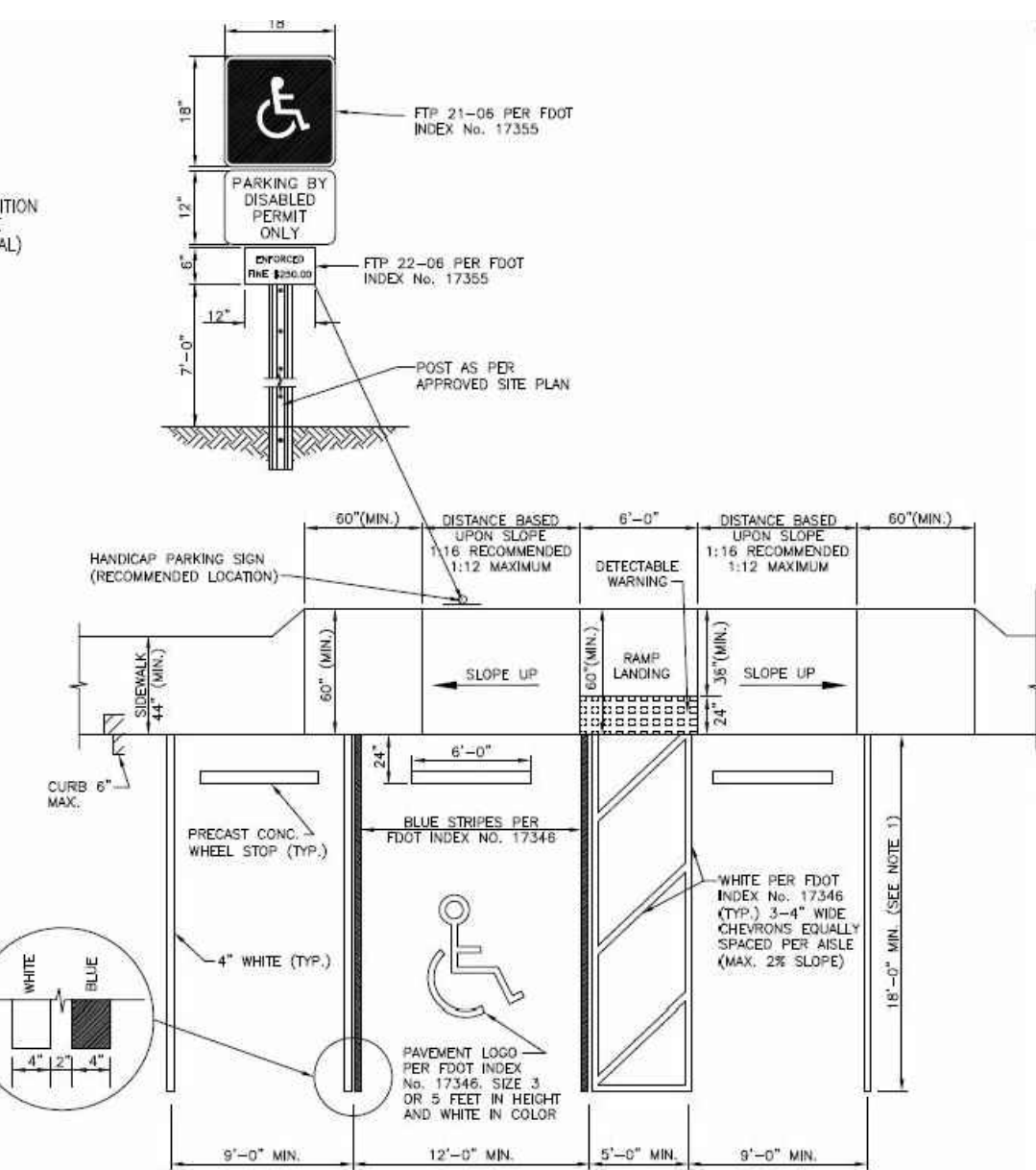
N.T.S.



### GENERAL NOTES

1. PEDESTRIAN PATHWAYS WITH RUNNING SLOPES STEEPER THAN 20:1 ARE CONSIDERED RAMPS. RAMP RUNNING SLOPES SHALL NOT EXCEED 12:1. RAMP CROSS SLOPES SHALL NOT EXCEED 0.02.
2. CURBED FACILITIES WITH SIDEWALKS AND THOSE WITHOUT SIDEWALKS ARE TO HAVE CURB CUT RAMPS CONSTRUCTED AT ALL STREET INTERSECTIONS AND AT TURNING THAT HAVE CURBED RETURNS. PARTIAL CURB RETURNS SHALL EXTEND TO THE LIMIT PRESCRIBED BY INDEX NO. 515 TO ACCOMMODATE CURB CUT RAMPS. RAMPS CONSTRUCTED AT LOCATIONS WITHOUT SIDEWALKS SHALL HAVE A LANDING CONSTRUCTED AT THE TOP OF EACH RAMP.
3. THE LOCATION AND ORIENTATION OF CURB CUT RAMPS SHALL BE DETERMINED BY THE CIVIL ENGINEER.
4. IF A CURB CUT RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, THEN THE WALK SHALL HAVE TRANSITION SLOPES TO THE RAMP; THE MAXIMUM SLOPE OF THE TRANSITIONS SHALL BE 12:1. CURB CUT RAMPS WITH RETURNED CURBS MAY BE USED WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP.
5. CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FOOT INDEX 304. RAMPS RUNS SHALL HAVE A DETECTABLE WARNING TACTILE SURFACE EXTENDING THE FULL WIDTH OF THE RAMP AND 24" FROM THE BACK OF CURB; DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED IN ACCORDANCE WITH FOOT SPECIFICATION 527 (LATEST EDITION) AND BE LISTED ON THE FOOT QUALIFIED PRODUCTS LIST IN ACCORDANCE WITH 527-2.4.
6. WHERE A CURB CUT RAMP IS CONSTRUCTED WITHIN EXISTING CURB, CURBS AND GUTTER AND/OR SIDEWALK, THE EXISTING CURB OR CURB AND GUTTER SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE OR WALK AROUND OR TO THE EXTENT THAT NO REMAINING SECTION OF CURB OR CURB AND GUTTER IS LESS THAN 5' LONG. THE EXISTING SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE OR WALK AROUND OR TO THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5' LONG.

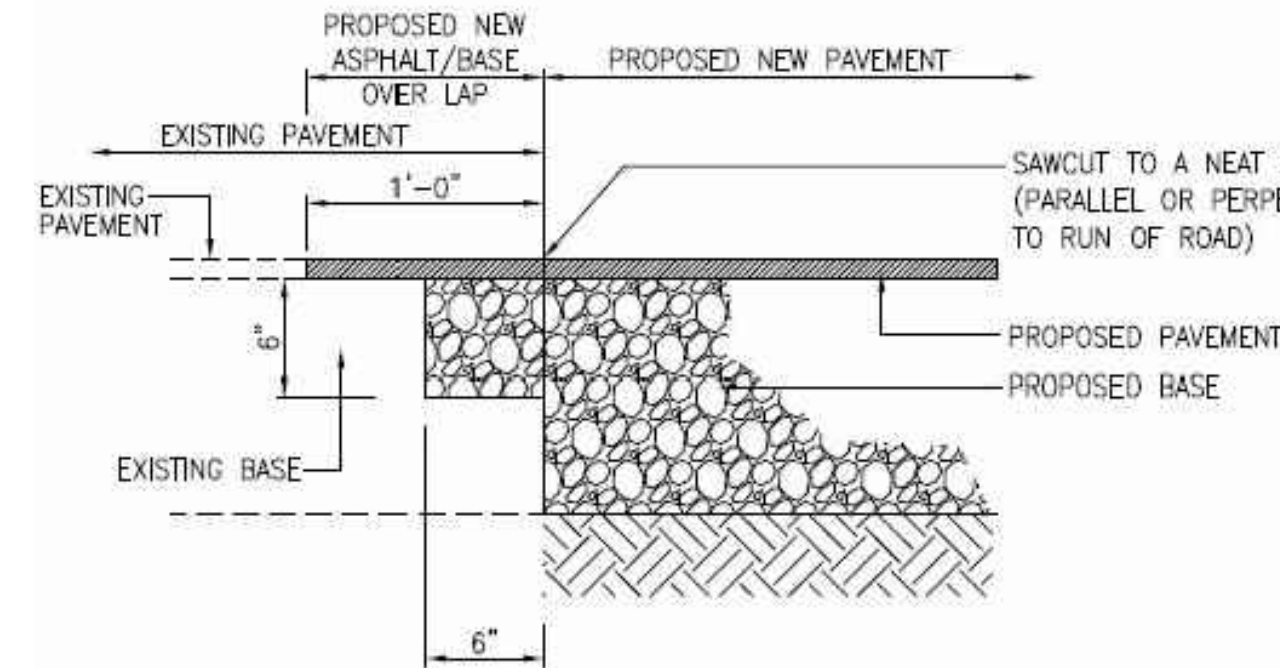
### SIDEWALK RAMP DETAIL



NOTE 1: FOR ANGLED PARKING AT 45° - 19°1' AND AT 60° - 20°1' REFER TO FOOT INDEX 17346

### TYPICAL HANDICAP PARKING DETAIL

△

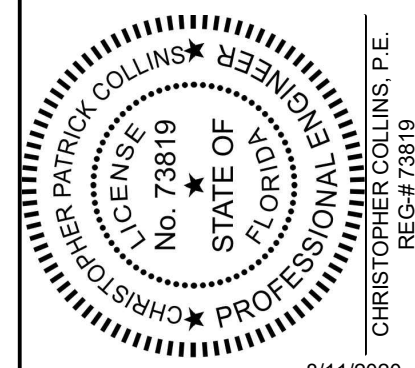


### SAWCUT PAVEMENT DETAIL

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U  
R  
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Revision △ Date  
Comment

Revision △ Date 2020.08.11  
Comment  
CITY OF MIRAMAR DRC ROUND 2

Revision △ Date 2020.05.27  
Comment  
CITY OF MIRAMAR DRC ROUND 1

Designed by: C.P.C.  
Drawn by: A.T.S.  
Checked by: C.P.C.  
Approved by: C.P.C.

Scale: N.T.S.  
Date: 03/10/2020  
Job No.: F003

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Plans for

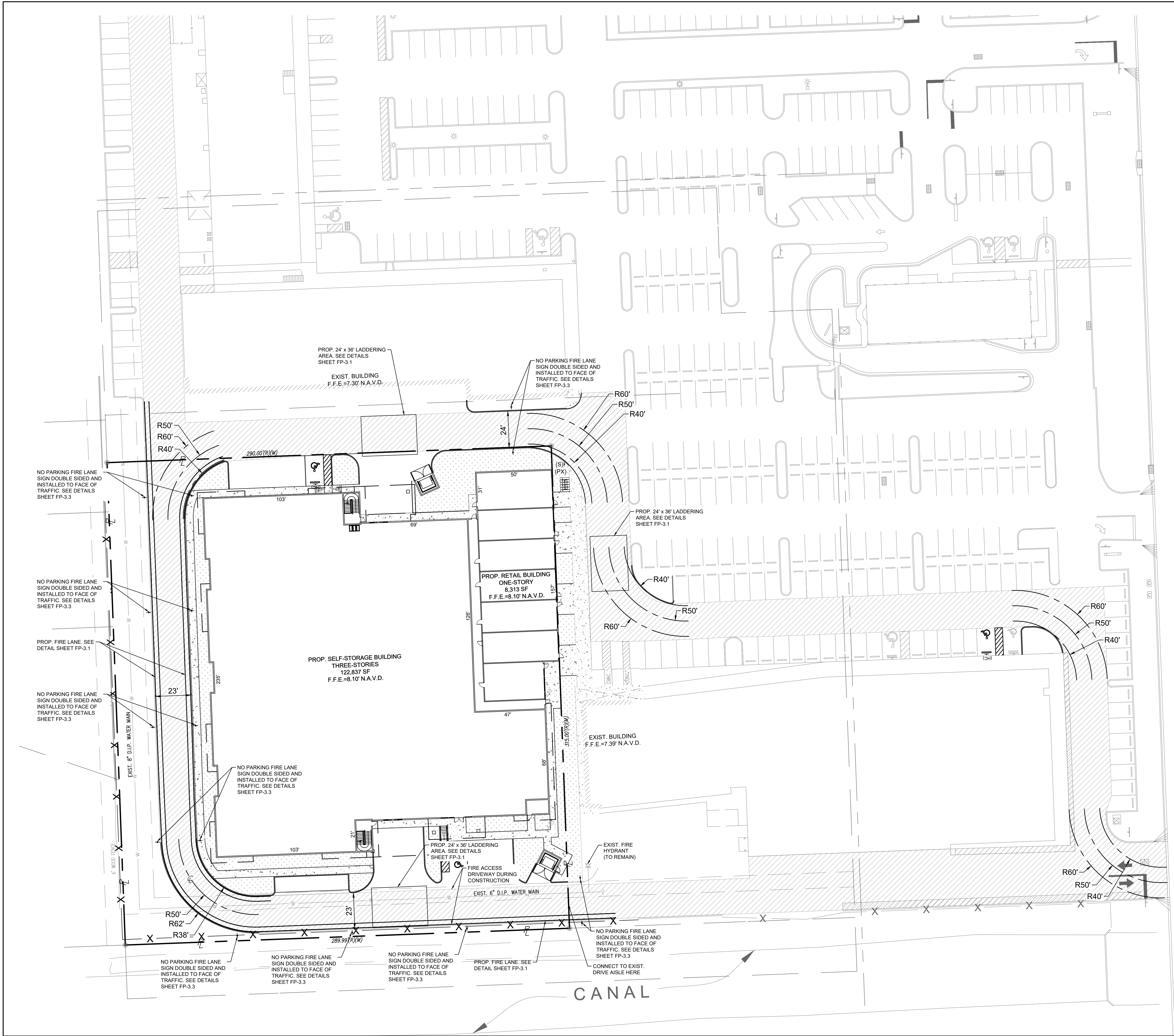
MIRAMAR STORAGE  
ONX ROAD  
MIRAMAR, FLORIDA 33025

GENERAL DETAILS

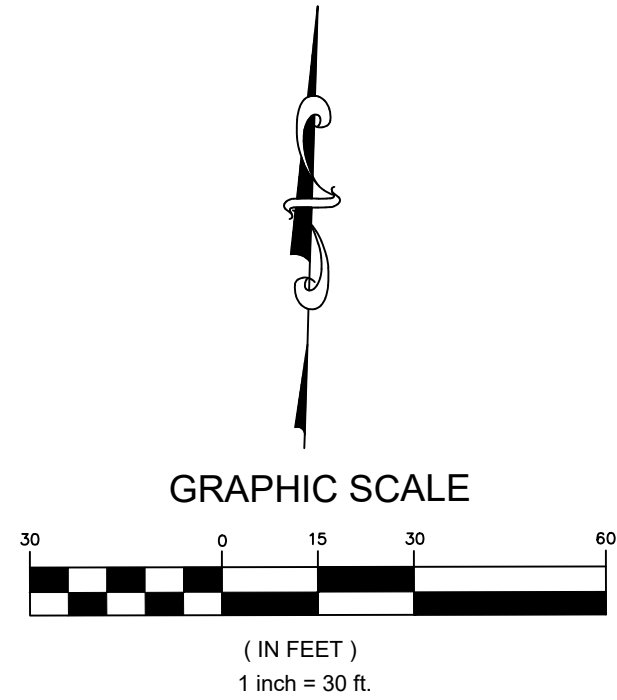
Sheet No. △

C-5.0





UNIVERSITY DRIVE



SYMBOLOLOGY LEGEND

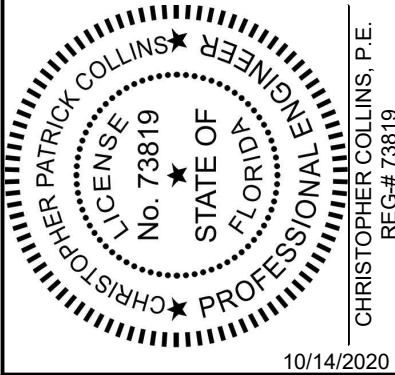
- PROPERTY LINE
- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT (TO REMAIN)

HATCH LEGEND

- PROPOSED FIRE ACCESS DRIVEWAY DURING CONSTRUCTION. A MINIMUM OF 20' WIDE DRIVEWAY PATH WITHIN THE FIRE ROUTE SHALL REMAIN CLEAR AND OPEN AT ALL TIMES.



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Revision Date 2020.09.22  
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Comment

Designed by: C.P.C.

Drawn by: A.T.S.

Checked by: C.P.C.

Approved by: C.P.C.

Scale: 1" = 30'

Date: 10/14/2020

Job No.: F003

Plans for

**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

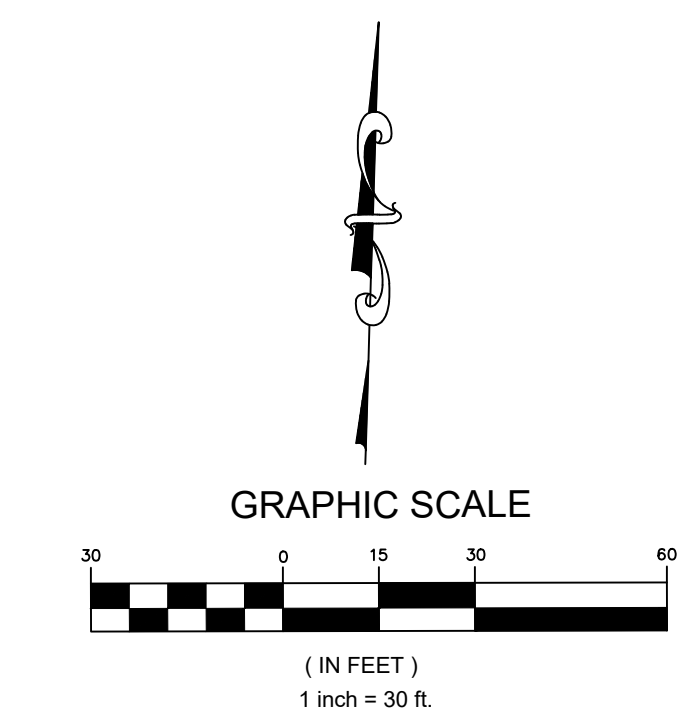
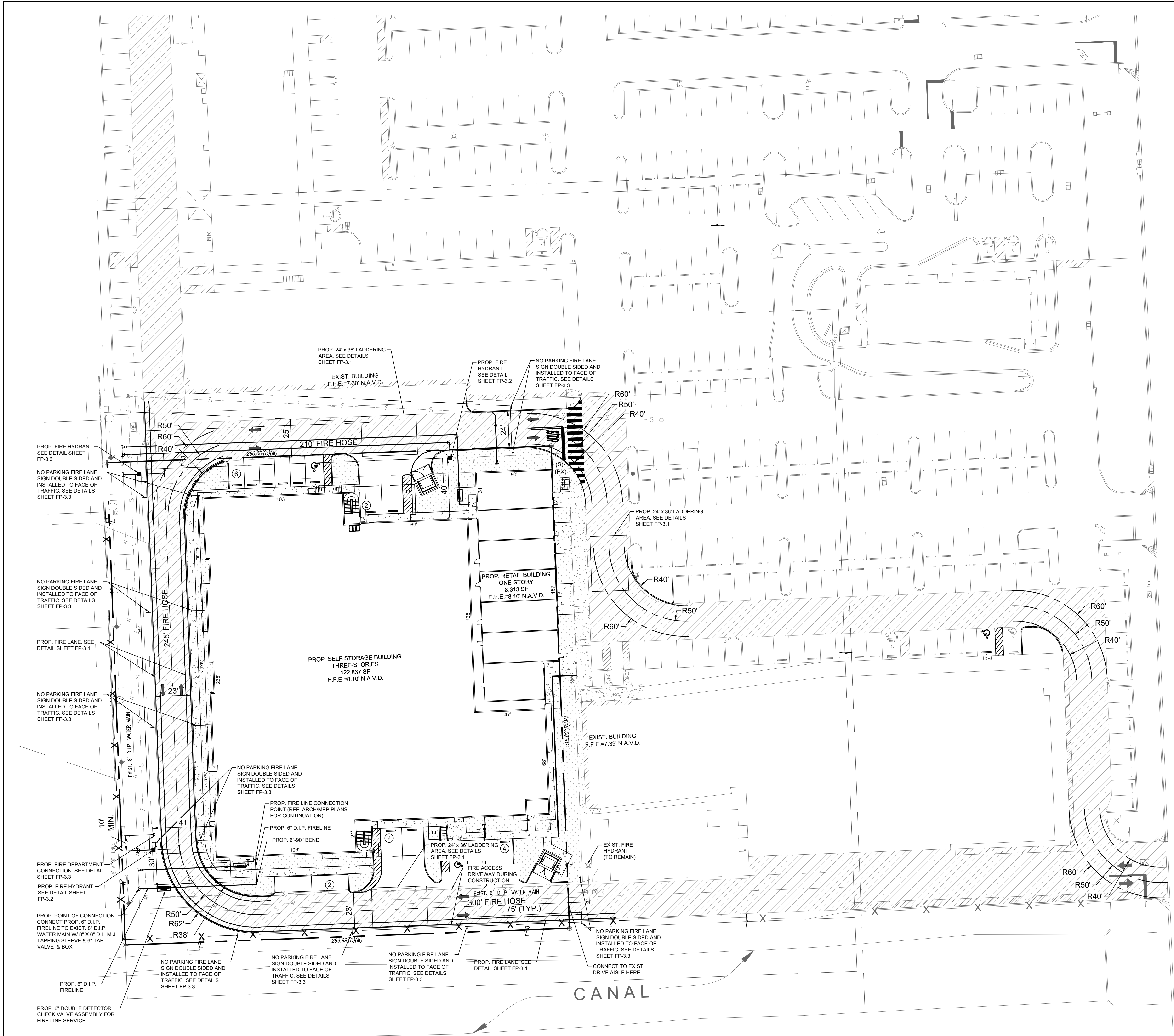
**FIRE PROTECTION DURING CONSTRUCTION**

Sheet No.

**FP-1.0**







SYMBOLOLOGY LEGEND

- PROPERTY LINE
- EXISTING WATER MAIN
- PROPOSED FIRE LINE
- PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY FOR FIRE LINE SERVICE
- PROPOSED FIRE DEPARTMENT CONNECTION
- EXISTING FIRE HYDRANT (TO REMAIN)
- PROPOSED FIRE HYDRANT

HATCH LEGEND

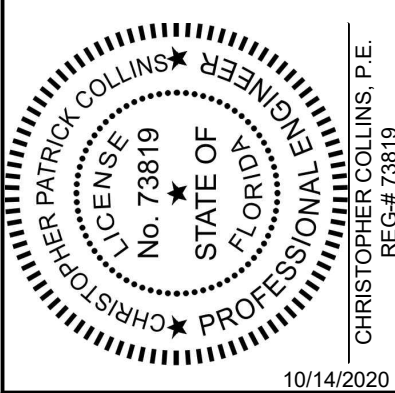
- PROPOSED FIRE ACCESS DRIVEWAY DURING CONSTRUCTION. A MINIMUM OF 20' WIDE DRIVEWAY PATH WITHIN THE FIRE ROUTE SHALL REMAIN CLEAR AND OPEN AT ALL TIMES.

UNIVERSITY DRIVE

CANAL



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NORTH MIAMI, FL 33161  
Phone: 305.720.2079  
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Revision	Date 2020.09.22	Comment
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Designed by:	C.P.C.
Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	1" = 30'
Date:	10/14/2020
Job No.:	F003

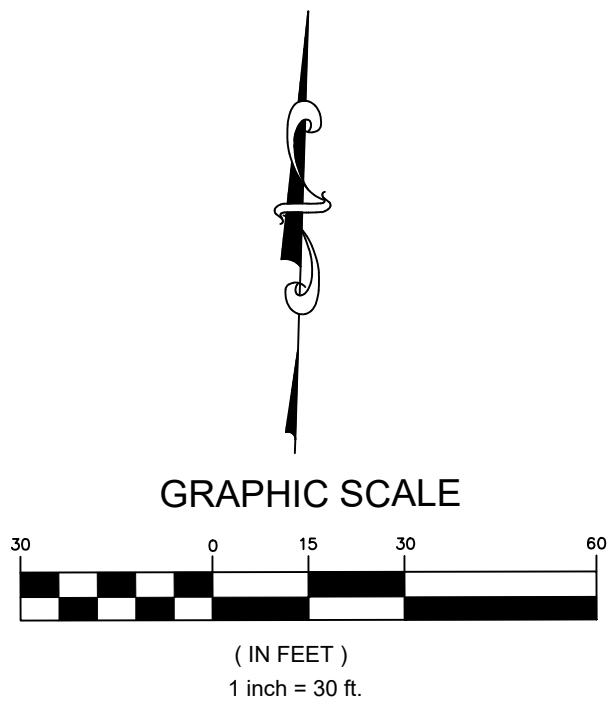
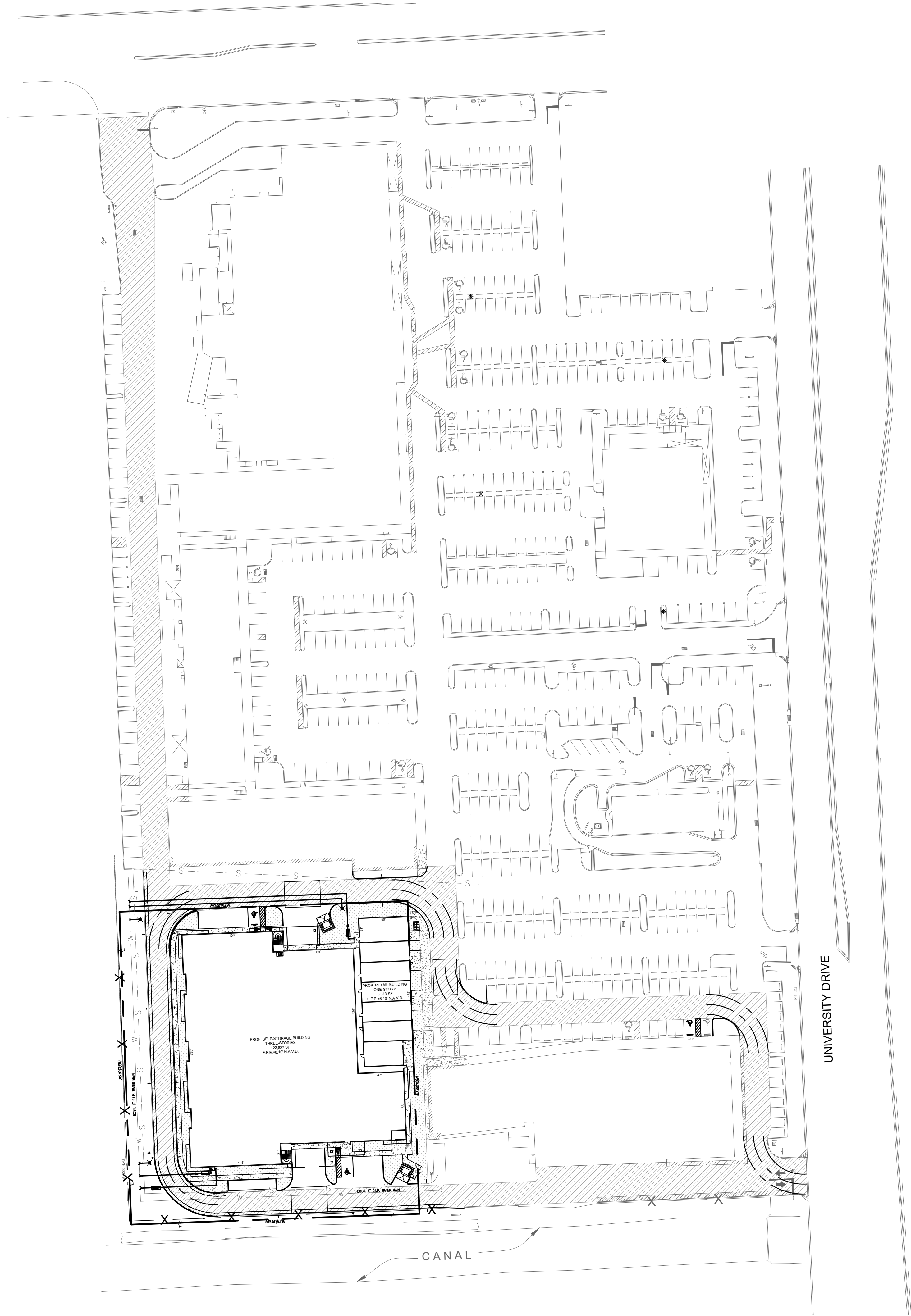
Plans for  
**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**FIRE PROTECTION AFTER CONSTRUCTION**

Sheet No.  
**FP-2A**

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SYMBOLOLOGY LEGEND

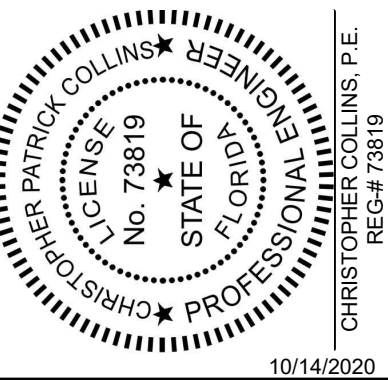
- PROPERTY LINE
- W — EXISTING WATER MAIN
- PROPOSED FIRE LINE
- PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY FOR FIRE LINE SERVICE
- PROPOSED FIRE DEPARTMENT CONNECTION
- EXISTING FIRE HYDRANT (TO REMAIN)
- PROPOSED FIRE HYDRANT

HATCH LEGEND

- PROPOSED FIRE ACCESS DRIVEWAY DURING CONSTRUCTION. A MINIMUM OF 20' WIDE DRIVEWAY PATH WITHIN THE FIRE ROUTE SHALL REMAIN CLEAR AND OPEN AT ALL TIMES.



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Revision	Date

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Revision	Date

Revision	Date
	2020.09.22

Revision	Date

Revision	Date

Designed by:	C.P.C.
Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	1" = 30'
Date:	10/14/2020

Job No.:	F003
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Plans for  
**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**FIRE PROTECTION AFTER CONSTRUCTION**  
Sheet No.

**FP-2B**

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## FIRE PROTECTION NOTES

1. FIRE HYDRANTS  
THE NUMBER AND TYPE OF FIRE HYDRANTS AND CONNECTIONS TO OTHER APPROVED WATER SUPPLIES SHALL BE CAPABLE OF DELIVERING THE REQUIRED FIRE FLOW AND SHALL BE PROVIDED AT APPROVED LOCATIONS. NOTE: ALL NEW FIRE HYDRANTS SHALL BE COMPRESSION TYPE WITH THE BOTTOM VALVE OPENING TO BE FIVE AND ONE-FOURTH (5 1/4) INCHES IN DIAMETER. THEY SHALL BE ORIENTED SO AS TO HAVE THE CENTER OF THE STEAMER CONNECTION A MINIMUM OF EIGHTEEN (18) INCHES ABOVE THE CROWN OF THE NEAREST ROADWAY OR EIGHTEEN (18) INCHES ABOVE THE SURROUNDING GROUND AND WITH THE STEAMER OPENING OF FOUR AND ONE-HALF (4 1/2) INCHES (MAXIMUM HEIGHT) IN SIZE WITH FOUR (4) NATIONAL STANDARD THREADS PER INCH. ALL FIRE HYDRANTS SHALL BE "TRAFFIC TYPE" TO BREAKAWAY UPON IMPACT. THE FIRE HYDRANT MAIN BODY VALVE SHALL OPEN AGAINST THE FLOW AND SHALL CLOSE WITH THE FLOW. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.3 AND CITY OF MIAMI ENGINEERING DIVISION FIRE HYDRANT ASSEMBLY DETAIL FIGURE 200)

2. FIRE HYDRANT CLEARANCE  
CLEARANCES OF SEVEN AND ONE HALF FEET (7' 6") IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANTS, WITH A FOUR FOOT (4') CLEARANCE TO THE REAR. NOTE: "NO PARKING" SIGNS OR OTHER DESIGNATION INDICATING THAT PARKING IS PROHIBITED SHALL BE PROVIDED IN THE SEVEN AND ONE HALF FEET (7' 6") SPACE ON BOTH SIDES OF THE CENTER LINE OF THE HYDRANT. ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC PAINT. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.4.1)

3. FIRE HYDRANT VISIBILITY AND ACCESS:  
NO PERSON SHALL PLACE OR KEEP ANY POST, FENCE, VEHICLE, GROWTH, VEGETATION, TRASH OR STORAGE OR OTHER MATERIALS THAT WOULD OBSTRUCT A FIRE HYDRANT OR FIRE PROTECTION APPLIANCE AND HINDER OR PREVENT ITS IMMEDIATE USE BY FIRE DEPARTMENT PERSONNEL. NOTE: ONE (1) BLUE DOUBLE-REFLECTIVE DEPARTMENT OF TRANSPORTATION TYPE ROAD MARKER IS TO BE ADHERED TO THE HARD SURFACES ROADWAY IN THE MIDDLE OF THE LANE NEAREST TO AND DIRECTLY IN FRONT OF THE FIRE HYDRANT. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.3.1 AND CITY OF MIAMI ENGINEERING DIVISION FIRE HYDRANT ASSEMBLY DETAIL FIGURE 200)

4. FIRE HYDRANT STREET LOCATIONS:  
THE NUMBER AND TYPE OF FIRE HYDRANTS AND CONNECTIONS TO OTHER APPROVED WATER SUPPLIES SHALL BE CAPABLE OF DELIVERING THE REQUIRED FIRE FLOW AND SHALL BE PROVIDED AT APPROVED LOCATIONS. NOTE: EVERY STREET INTERSECTION SHALL HAVE ONE (1) FIRE HYDRANT ON AT LEAST ONE (1) CORNER OF THE INTERSECTION UNLESS SITUATED AT FOUR-LANE OR MORE DIVIDED TRAFFICWAY WHERE TWO (2) HYDRANTS WILL BE REQUIRED. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.3)

5. FIRE HYDRANT LOCATION:  
CLEARANCES OF SEVEN AND ONE HALF FEET (7' 6") IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANTS, WITH A FOUR FOOT (4') CLEARANCE TO THE REAR. NOTE: FIRE HYDRANTS SHALL BE LOCATED A MINIMUM OF FIVE (5) FEET AND A MAXIMUM OF TEN (10) FEET FROM THE CURB LINE OF FIRE LANES, STREETS, OR PRIVATE STREETS WHEN INSTALLED ALONG SUCH ACCESS WAYS. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.4.1 AND CITY OF MIAMI ENGINEERING DIVISION STANDARD FIRE HYDRANT PLACEMENT DETAIL FIGURE 200 AND TYPICAL HYDRANT/FIRE DEPT CONNECTION ISLAND DETAIL (PLAN VIEW) FIGURE 200.2)

6. FIRE HYDRANT SPACING:  
THE NUMBER AND TYPE OF FIRE HYDRANTS AND CONNECTIONS TO OTHER APPROVED WATER SUPPLIES SHALL BE CAPABLE OF DELIVERING THE REQUIRED FIRE FLOW AND SHALL BE PROVIDED AT APPROVED LOCATIONS. NOTE: IN HIGH VALUE OR HIGH LIFE HAZARD DISTRICTS, THE INTERMEDIATE DISTANCE BETWEEN HYDRANTS SHALL NOT EXCEED 500 FEET WITH HYDRANTS SO LOCATED THAT ALL BUILDINGS IN THE DISTRICT CAN BE REACHED BY COMPARATIVELY SHORT HOSE LINES FROM MORE THAN ONE HYDRANT. IN SINGLE FAMILY RESIDENTIAL DISTRICTS, THE INTERMEDIATE DISTANCE BETWEEN HYDRANTS CANNOT EXCEED 500 FEET. THE DISTANCE FOR MEASURE SHALL BE BY CENTER LINE OF TRAFFICWAY AS THE FIRE APPARATUS WOULD NORMALLY TRAVEL, AND/OR DRIVEWAY ACCESS ON THE PROPERTY WHERE ADDITIONAL HYDRANTS ARE TO BE LOCATED ON PRIVATE PROPERTY WHERE THE APPARATUS WOULD NORMALLY TRAVEL. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.3)

7. FIRE HYDRANTS SPACING FROM EXTERIOR WALLS:  
THE NUMBER AND TYPE OF FIRE HYDRANTS AND CONNECTIONS TO OTHER APPROVED WATER SUPPLIES SHALL BE CAPABLE OF DELIVERING THE REQUIRED FIRE FLOW AND SHALL BE PROVIDED AT APPROVED LOCATIONS. NOTE: IN ALL NEW COMMERCIAL BUILDINGS, A HYDRANT SHALL BE INSTALLED WITHIN 300 FEET OF ANY PORTION OF THE EXTERIOR OF THE STRUCTURE. THE DISTANCE FOR MEASURE SHALL BE BY CENTER LINE OF TRAFFICWAY AS THE FIRE APPARATUS WOULD NORMALLY TRAVEL, AND/OR DRIVEWAY ACCESS ON THE PROPERTY WHERE ADDITIONAL HYDRANTS ARE TO BE LOCATED ON PRIVATE PROPERTY WHERE THE APPARATUS WOULD NORMALLY TRAVEL. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.3)

8. FIRE HYDRANT PLACEMENT FOR PROTECTION REGARDING WALL COLLAPSE:  
HYDRANTS SHALL BE LOCATED NOT LESS THAN 40 FEET (12.2 M) FROM THE BUILDINGS TO BE PROTECTED. NOTE: HYDRANTS MAY BE PLACED IN LOCATIONS NOT SUBJECT TO COLLAPSE WITH THE APPROVAL OF THE AUTHORITY HAVING JURISDICTION. (NFPA 24 2002 EDITION SECTION 7.2.3)

9. FIRE HYDRANT PROTECTION:  
HYDRANTS SHALL BE PROTECTED IF SUBJECT TO MECHANICAL DAMAGE. NOTE: FIRE HYDRANTS LOCATED IN PARKING AREAS SHALL BE PROTECTED BY A PERMANENT BARRIER APPROVED BY THE FIRE CODE OFFICIAL THAT WILL PREVENT PHYSICAL DAMAGE FROM VEHICLES IF LOCATED CLOSER THAN 5' FROM THE CURB. (NFPA 24 2002 EDITION SECTION 7.3.5)

10. COLOR CODING OF FIRE HYDRANTS:  
HYDRANTS SHOULD BE CLASSIFIED IN ACCORDANCE WITH THEIR RATED CAPACITIES (AT 20 PSI RESIDUAL PRESSURE OR OTHER DESIGNATED VALUE) AS FOLLOWS:

CLASS	FLOW	COLOR OF BONNETS
AA	1500 GPM OR GREATER	LIGHT BLUE
A	1,000-1499 GPM	GREEN
B	500-999 GPM	ORANGE
C	LESS THAN 500 GPM	RED

COLOR CODING OF HYDRANTS SHALL BE INDICATED BY THE GALVANS PEX MINUTE FLOW. ALL BARRELS ARE TO BE CHROME YELLOW. (NFPA 291 2002 EDITION, SECTIONS 5.1, 5.2.1, 5.2.2)

11. BACK-FLOW PREVENTER LOCATION:  
THE INSTALLATION OF DEVICES TO PROTECT THE PUBLIC WATER SUPPLY FROM CONTAMINATION SHALL COMPLY WITH THE PROVISIONS OF NFPA 13, STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, OR NFPA 24, STANDARD FOR THE INSTALLATION OF PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCES, AND THE PLUMBING CODE OF THE JURISDICTION. NOTE: ALL BACKFLOW PREVENTERS SHALL BE INSTALLED ABOVE GROUND. POST INDICATOR VALVES SHALL BE LOCATED NOT LESS THAN 40 FEET (12.2 M) FROM BUILDINGS. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION, SECTION 13.5.3, NFPA 24 2002 EDITION SECTION 6.1.3.1)

12. BACK-FLOW PREVENTER PROTECTION:  
THE INSTALLATION OF DEVICES TO PROTECT THE PUBLIC WATER SUPPLY FROM CONTAMINATION SHALL COMPLY WITH THE PROVISIONS OF NFPA 13, STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, OR NFPA 24, STANDARD FOR THE INSTALLATION OF PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCES, AND THE PLUMBING CODE OF THE JURISDICTION. NOTE: ALL BACKFLOW PREVENTERS MUST BE PROTECTED BY A PERMANENT BARRIER AS APPROVED BY THE FIRE CODE OFFICIAL. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION, SECTION 13.5.3)

13. BACK-FLOW PREVENTER SUPERVISION:  
WHERE AN AUTOMATIC SPRINKLER SYSTEM IS PROVIDED EITHER AS A

REQUIREMENT OR AS AN ALTERNATE TO ANOTHER REQUIREMENT OF THIS CODE, THE SYSTEM SHALL BE SUPERVISED BY AN APPROVED CENTRAL, PROPRIETARY, AUXILIARY, OR REMOTE STATION SYSTEM IN ACCORDANCE WITH NFPA 72. NOTE: ALL REQUIRED BACKFLOW PREVENTER CONTROL VALVES SHALL BE MONITORED BY AN ELECTRONIC TAMPER SWITCH CONNECTED TO A CENTRAL ALARM SERVICE. (FLORIDA BUILDING CODE SECTION 903.9.1)

14. FIRE PROTECTION APPLIANCE CLEARANCE  
CLEARANCES OF SEVEN AND ONE HALF FEET (7' 6") IN FRONT OF AND TO THE SIDES OF THE FIRE PROTECTION APPLIANCES. NOTE: SIGNS OR OTHER DESIGNATION INDICATING THAT PARKING IS PROHIBITED SHALL BE PROVIDED IN THE SEVEN AND ONE HALF FEET (7' 6") SPACE ON BOTH SIDES OF THE CENTER LINE OF THE BACKFLOW PREVENTER. ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC PAINT. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.4.2)

15. POINT OF SERVICE:  
"POINT-OF-SERVICE", THE POINT AT WHICH THE UNDERGROUND PIPING FOR A SPRINKLER SYSTEM USING WATER AS THE EXTINGUISHING AGENT BECOMES USED EXCLUSIVELY FOR THE SPRINKLER SYSTEM. THE POINT-OF-SERVICE IS DESIGNATED BY THE ENGINEER WHO SEALED THE PLANS FOR A SYSTEM OF 50 OR MORE HEADS OR BY THE CONTRACTOR WHO DESIGNED THE PLANS FOR A SYSTEM OF 49 OR FEWER HEADS. F.S. CH. 633.02(17)

16. DEPTH OF COVER  
THE DEPTH OF COVER OVER WATER PIPES SHALL BE DETERMINED BY THE MAXIMUM DEPTH OF FROST PENETRATION IN THE LOCALITY WHERE THE PIPE IS LAID. THE TOP OF THE PIPE SHALL BE BURIED NOT LESS THAN 1 FT (0.3 M) BELOW THE FROST LINE FOR THE LOCALITY. IN THOSE LOCATIONS WHERE FROST IS NOT A FACTOR, THE DEPTH OF COVER SHALL BE NOT LESS THAN 2 1/2 FT (0.8 M) TO PREVENT MECHANICAL DAMAGE. PIPE UNDER DRIVEWAYS SHALL BE BURIED A MINIMUM OF 3 FT (0.9 M) AND UNDER RAILROAD TRACKS A MINIMUM OF 4 FT (1.2 M). (NFPA 24 2002 EDITION SECTION 10.4)

17. FIRE DEPARTMENT CONNECTION LOCATION:

• FIRE DEPARTMENT CONNECTIONS SHALL BE ON THE STREET SIDE OF BUILDINGS, FULLY VISIBLE AND RECOGNIZABLE FROM THE STREET OR NEAREST POINT OF FIRE DEPARTMENT APPARATUS ACCESSIBILITY, AND SHALL BE LOCATED AND ARRANGED SO THAT HOSE LINES CAN BE ATTACHED TO THE INLETS WITHOUT INTERFERENCE FROM NEARBY OBJECTS, INCLUDING BUILDINGS, FENCES, POSTS, OR OTHER FIRE DEPARTMENT CONNECTIONS.

• FIRE DEPARTMENT CONNECTIONS FOR AUTOMATIC SPRINKLER SYSTEMS, STANDPIPES OR OTHER SYSTEMS FURNISHING WATER FOR FIRE EXTINGUISHMENT SHALL BE LOCATED BETWEEN 10 FEET AND 15 FEET FROM A FIRE HYDRANT.

• THE FIRE DEPARTMENT CONNECTION AND THE NEAREST FIRE HYDRANT SHALL BE LOCATED ON THE SAME PLANE AND SIDE OF THE ROADWAY OR FIRE LANE.

• FIRE DEPARTMENT CONNECTIONS AND THE NEAREST HYDRANT SHALL BE LOCATED A MINIMUM OF SEVEN FEET SIX INCHES (7' 6") AND A MAXIMUM OF TEN FEET (10') FROM THE CURB LINE OF FIRE LANES, STREETS.

FIRE DEPARTMENT CONNECTIONS AND ASSOCIATED FIRE HYDRANT SHALL BE LOCATED SO THAT THE FIRE DEPARTMENT CONNECTION IS PASSED PRIOR TO REACHING THE FIRE HYDRANT.

(FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.3, NFPA 14, 2003 EDITION SECTION 6.3.5.1)

18. FIRE DEPARTMENT CONNECTION INSTALLATION:  
FIRE DEPARTMENT CONNECTION SHALL BE LOCATED NOT LESS THAN 18 INCHES NOR MORE THAN 48 INCHES ABOVE THE LEVEL OF THE ADJOINING GROUND, SIDEWALK, OR GRADE SURFACE. LOCATION OF ALL SHARED CONNECTIONS SHALL BE APPROVED BY THE FIRE DEPARTMENT. ALL HOSE CONNECTION AND FIRE DEPARTMENT CONNECTION THREADS SHALL BE TESTED TO VERIFY THEIR COMPATIBILITY WITH THREADS USED BY THE LOCAL FIRE DEPARTMENT. NOTE: TWO AND ONE-HALF INCH N.S.T. HOSE CONNECTIONS ARE REQUIRED. (NFPA 14 2003 EDITION SECTIONS 6.3.6, 11.3.1)

19. FIRE DEPARTMENT CONNECTION ACCESS:  
CLEARANCES OF SEVEN AND ONE HALF FEET (7' 6") ON IN FRONT OF AND TO THE SIDES OF THE FIRE DEPARTMENT CONNECTION MUST BE MAINTAINED AT ALL TIMES. FIRE DEPARTMENT CONNECTIONS SHALL BE IDENTIFIED BY A SIGN THAT STATE "NO PARKING, FIRE DEPARTMENT CONNECTION" AND SHALL BE DESIGNED IN ACCORDANCE WITH FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS FOR INFORMATION SIGNAGE. NOTE: SIGNS SHALL BE PROVIDED FOLLOWING THESE GUIDELINES: 24" (HEIGHT) BY 18" (WIDTH), WHITE BACKGROUND WITH RED LETTERS. SIGNS SHALL BE SEVEN (7) FEET IN HEIGHT FROM THE ROADWAY TO THE BOTTOM OF THE SIGN. THE BUILDING SERVED BY THE FIRE DEPARTMENT CONNECTION SHALL HAVE ITS COMPLETE ADDRESS ATTACHED TO THE FIRE DEPARTMENT CONNECTION SIGN. THE AREA IN FRONT OF THE FIRE DEPARTMENT CONNECTION SHALL BE DESIGNATED BY YELLOW PAINTING, STRIPING, OR MARKINGS ON THE CURBS AND ROADWAYS. ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC PAINT. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.3.4.3)

## EMERGENCY ACCESS FOR FIRE DEPARTMENT EQUIPMENT AND OPERATIONS

1. A FIRE DEPARTMENT ACCESS ROAD IS THE ROAD OR OTHER MEANS DEVELOPED TO ALLOW ACCESS AND OPERATIONAL SETUP FOR FIRE-FIGHTING AND RESCUE OPERATIONS. NOTE: MEANS OF ACCESS FOR FIRE DEPARTMENT APPARATUS SHALL CONSIST OF FIRE LANES, PRIVATE STREETS, STREETS, PARKING LOT LANES OR A COMBINATION THEREOF. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 3.8.8.7)

2. FIRE DEPARTMENT ACCESS ROADS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 18.2 FOR EVERY FACILITY BUILDING OR PORTION OF A BUILDING HEREAFTER CONSTRUCTED OR RELOCATED. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.1)

3. FIRE ACCESS ROADS SHALL BE SURFACED WITH SOLID PAVEMENT, GRASS TURF REINFORCED BY CONCRETE GRIDS, OR BY SIMILAR TYPE SURFACES APPROVED BY THE AUTHORITY HAVING JURISDICTION, DESIGNED TO ACCOMMODATE FIRE APPARATUS WEIGHING A MINIMUM OF 32 TONS. NOTE: GRASS OR SOO OVER A FIRE ACCESS ROAD IS NOT ACCEPTABLE. (FLORIDA FIRE PREVENTION CODE BROWARD COUNTY AMENDMENTS SECTION F-17.1)

4. THE TURNING RADIUS OF A FIRE DEPARTMENT ACCESS ROAD SHALL BE AS APPROVED BY THE AHJ. NOTE: TURNS IN MEANS OF ACCESS SHALL MAINTAIN THE MINIMUM ROAD WIDTH. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.5.2)

5. THE TURNING RADIUS OF A FIRE DEPARTMENT ACCESS ROAD SHALL BE AS APPROVED BY THE AHJ. NOTE: TURNS IN MEANS OF ACCESS SHALL BE CONSTRUCTED WITH A MINIMUM RADIUS OF 25 FEET AT THE INSIDE CURB LINE AND A RADIUS OF 50 FEET AT THE OUTSIDE CURB LINE. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.5.3)

6. FIRE DEPARTMENT ACCESS ROADS SHALL HAVE AN UNOBSTRUCTED WIDTH OF NOT LESS THAN 20 FT AND AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13' 6". MINIMUM WIDTH MAY BE REDUCED TO MEET SPECIAL ACCESS WITH THE APPROVAL OF THE FIRE OFFICIAL. NOTE: MEANS OF ACCESS SHALL BE NOT LESS THAN 30 FEET WIDE PROVIDED NO PARKING IS ALLOWED, NOT LESS THAN 30 FEET WIDE IF PARALLEL PARKING IS ALLOWED ON ONE SIDE, AND NOT LESS THAN 36 FEET WIDE IF PARALLEL PARKING IS ALLOWED ON BOTH SIDES. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.5.1)

7. WHERE REQUIRED BY THE AHJ, APPROVED SIGNS OR OTHER APPROVED NOTICES SHALL BE PROVIDED AND MAINTAINED FOR FIRE DEPARTMENT ACCESS ROADS TO IDENTIFY SUCH ROADS, OR PROHIBIT THE OBSTRUCTION THEREOF OR BOTH. NOTE: "NO PARKING" SIGNS OR APPROVED DESIGNATION INDICATING THAT PARKING IS PROHIBITED SHALL BE PROVIDED AT ALL NORMAL AND EMERGENCY ACCESS POINTS INTO RESIDENTIAL DEVELOPMENTS. (FLORIDA FIRE PREVENTION

CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.5.7)

8. MORE THAN ONE FIRE DEPARTMENT ACCESS ROAD SHALL BE PROVIDED WHEN IT IS DETERMINED BY THE AHJ THAT ACCESS BY A SINGLE ROAD COULD BE IMPAIRED BY VEHICLE CONGESTION, CONDITION OF TERRAIN, CLIMATIC CONDITIONS, OR OTHER FACTORS THAT COULD LIMIT ACCESS. NOTE: RESIDENTIAL DEVELOPMENTS SHALL HAVE A MINIMUM OF ONE PRIMARY ACCESS ROAD. A SECONDARY ACCESS ROAD SHALL BE REQUIRED IN RESIDENTIAL COMMUNITIES WITH MORE THAN 100 SINGLE-FAMILY DWELLING UNITS OR 150 MULTI-FAMILY DWELLING UNITS. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.4)

9. MORE THAN ONE FIRE DEPARTMENT ACCESS ROAD SHALL BE PROVIDED WHEN IT IS DETERMINED BY THE AHJ THAT ACCESS BY A SINGLE ROAD COULD BE IMPAIRED BY VEHICLE CONGESTION, CONDITION OF TERRAIN, CLIMATIC CONDITIONS, OR OTHER FACTORS THAT COULD LIMIT ACCESS. NOTE: THE SECONDARY ACCESS ROAD, IF REQUIRED, SHALL BE A MINIMUM OF 14 FEET IN UNOBSTRUCTED WIDTH AND SHALL BE SURFACED WITH SOLID PAVEMENT, GRASS TURF REINFORCED BY CONCRETE GRIDS OR BY SIMILAR SURFACES APPROVED BY THE AUTHORITY HAVING JURISDICTION DESIGNED TO ACCOMMODATE FIRE APPARATUS WEIGHING A MINIMUM OF 32 TONS. NOTE: GRASS OR SOO OVER A FIRE ACCESS ROAD IS NOT ACCEPTABLE. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.4, BROWARD COUNTY AMENDMENTS SECTION F-17.1)

10. DEAD-END FIRE DEPARTMENT ACCESS ROADS IN EXCESS OF 150 FT IN LENGTH SHALL BE PROVIDED WITH APPROVED PROVISIONS FOR THE TURNING AROUND OF FIRE APPARATUS. NOTE: THE CLOSED END SHALL BE PROVIDED WITH A TURNAROUND NO LESS THAN 100 FEET IN DIAMETER. EXCEPTION: A SECONDARY ACCESS ROAD THAT IS NOT REQUIRED FOR FIRE DEPARTMENT ACCESS OR OPERATIONS AND IS LESS THAN 50 FEET IN LENGTH MEASURED FROM THE CLOSED END TO THE CENTER OF THE RIGHT-OF-WAY. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.5.4)

11. REQUIRED FIRE LANES SHALL BE PROVIDED WITH THE INNER EDGE OF THE ROADWAY NO CLOSER THAN 10 FEET AND NO FURTHER THAN 30 FEET FROM THE BUILDING. SUCH LANES SHALL HAVE A SURFACE DESIGNED TO ACCOMMODATE FIRE APPARATUS WITH A MINIMUM HEIGHT OF 32 TONS. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.1.3)

12. WHERE REQUIRED BY THE AHJ, APPROVED SIGNS OR OTHER APPROVED NOTICES SHALL BE PROVIDED AND MAINTAINED FOR FIRE DEPARTMENT ACCESS ROADS TO IDENTIFY SUCH ROADS, OR PROHIBIT THE OBSTRUCTION THEREOF, OR BOTH. NOTE: FIRE LANES SHALL BE MARKED WITH FREESTANDING SIGNS WITH THE WORDING "NO PARKING FIRE LANE BY ORDER OF THE FIRE/POLICE DEPARTMENT". SIGN(S) SHALL BE EIGHTEEN INCHES (18") BY TWENTY-FOUR INCHES (24"), WITH WHITE BACKGROUND AND RED LETTERS. SIGNS SHALL BE A MAXIMUM OF SEVEN FEET (7') IN HEIGHT FROM THE ROADWAY TO THE BOTTOM PART OF THE FIRE LANE'S SIGNS. SUCH SIGNS SHALL FACE THE TRAFFIC FLOW AND BE NO FURTHER THAN 60 FEET APART. NOTE: BUILDINGS WHICH HAVE A SETBACK OF MORE THAN 150 FEET FROM A PUBLIC ROADWAY, OR HAVE A SETBACK OF MORE THAN 50 FEET AND ARE MORE THAN 30 FEET IN HEIGHT SHALL BE PROVIDED WITH A DESIGNATED FIRE LANE. FIRE LANES MAY ALSO BE MARKED BY YELLOW PAINTING, STRIPING, OR MARKING OF CURBS AND ROADWAY BETWEEN EACH FIRE LANE. SIGN(S) TO ENSURE THAT THE MINIMUM ROAD WIDTH IS NOT OBSTRUCTED. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.2.2.5.2, 18.2.2.5.6)

## ACCESS GATES

1. THE AUTHORITY HAVING JURISDICTION SHALL HAVE THE AUTHORITY TO REQUIRE FIRE DEPARTMENT ACCESS BE PROVIDED TO EACH SUBDIVISION OR DEVELOPMENTS THROUGH THE USE OF AN APPROVED DEVICE OR SYSTEM. (FLORIDA FIRE PREVENTION CODE 2004 EDITION, NFPA 1, 2003 EDITION SECTION 18.12.2)

ACCESS GATES SHALL BE PROVIDED WITH A KEYPAD ENTRY SYSTEM INSTALLED IN AN ACCESSIBLE LOCATION. A CODED NUMBER WILL BE DESIGNATED BY THE FIRE CHIEF AND POLICE CHIEF FOR FIRE AND POLICE DEPARTMENT ENTRY.

ALL ACCESS GATES SHALL BE DESIGNED TO PROVIDE AUTOMATIC ENTRY FOR FIRE APPARATUS IN THE FORM OF SIREN ACTIVATION, SCANNERS OR OTHER APPROVED METHODS.

ALL ACCESS GATES SHALL BE DESIGNED TO UNLOCK WITH A READILY ACCESSIBLE MANUAL RELEASING DEVICE.

DURING A POWER FAILURE, ALL ACCESS GATES SHALL BE DESIGNED TO FAIL IN THE OPEN POSITION.

A KEY BOX SHALL BE INSTALLED AT THE GATE IN ALL GATED COMMUNITIES. THE KEY BOX SHALL BE A TYPE APPROVED BY THE FIRE CHIEF.

## FIRE PROTECTION DURING CONSTRUCTION

1. EVERY BUILDING SHALL BE ACCESSIBLE TO FIRE DEPARTMENT APPARATUS BY WAY OF ACCESS ROADWAYS WITH AN ALL-WEATHER DRIVING SURFACE OF NOT LESS THAN 20 FT (6 M) OF UNOBSTRUCTED WIDTH, TO WITHSTAND THE LIVE LOADS OF FIRE APPARATUS AND HAVING A MINIMUM OF 13 FT 6 IN (4 M) OF VERTICAL CLEARANCE. DEAD-END FIRE DEPARTMENT ACCESS ROADS IN EXCESS OF 150 FT (45 M) IN LENGTH SHALL BE PROVIDED WITH APPROVED PROVISIONS FOR THE TURNING AROUND OF FIRE DEPARTMENT APPARATUS. (NFPA 241 2000 EDITION SECTIONS 7.5.5.1 & 7.5.5.2)

2. WHERE UNDERGROUND WATER MAINS AND HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED AND IN SERVICE PRIOR TO CONSTRUCTION WORK. (NFPA 241 2000 EDITION SECTION 8.7.2.3)

NOTE 1: THE CONTRACTOR WILL BE RESPONSIBLE FOR VISIBLY INDICATING THAT HYDRANTS ARE "OUT OF SERVICE." THE "OUT OF SERVICE" DESIGNATION MUST REMAIN ON THE HYDRANT UNTIL THE HYDRANTS ARE ACCEPTED BY THE ENGINEERING DEPARTMENT. OUT OF SERVICE RINGS OR OTHER APPROVED METHODS MUST BE USED TO IDENTIFY THE "OUT OF SERVICE" HYDRANTS.

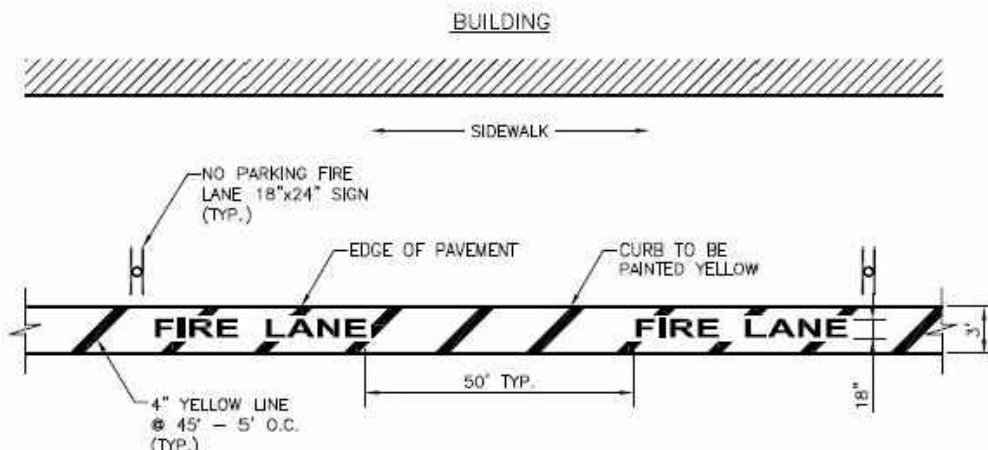
NOTE 2: THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND CITY OF MIAMI FIRE AND ENGINEERING DEPARTMENTS 24 HOURS PRIOR TO TESTING A REPRESENTATIVE FROM THE FIRE DEPARTMENT WILL BE REQUIRED TO WITNESS ALL FLOW TESTS. RESULTS OF THE FLOW TEST SHALL BE DOCUMENTED BY THE INSTALLING CONTRACTOR AND FORWARDED TO THE CITY OF MIAMI FIRE AND ENGINEERING DEPARTMENTS.

NOTE 3: THE CONTRACTOR IS RESPONSIBLE FOR COLOR CODING OF FIRE HYDRANTS. FIRE HYDRANTS SHALL BE COLOR CODED AS SOON AS POSSIBLE AFTER ACCEPTANCE BY THE CITY OF MIAMI ENGINEERING AND FIRE DEPARTMENTS.

3. A SUITABLE LOCATION AT THE SITE SHALL BE DESIGNATED AS A COMMAND POST AND PROVIDED WITH PLANS, EMERGENCY INFORMATION, KEYS, COMMUNICATION, AND EQUIPMENT, AS NEEDED. THE PERSON IN CHARGE OF FIRE PROTECTION SHALL RESPOND TO THE LOCATION COMMAND POST WHENEVER FIRE OCCURS. (NFPA 241 2000 EDITION SECTIONS 7.5.2 & 7.0.5)

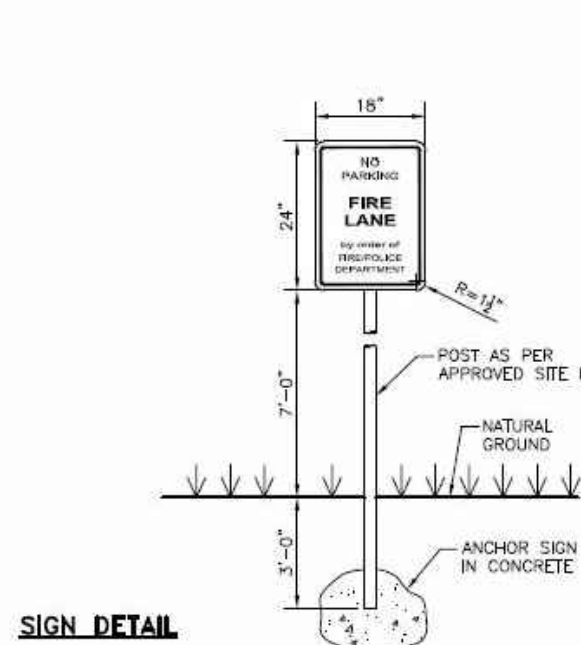
4. THERE SHALL BE READILY AVAILABLE PUBLIC FIRE ALARM BOX NEAR THE PREMISES, TELEPHONE SERVICE TO THE RESPONDING FIRE DEPARTMENT, OR EQUIVALENT FACILITIES. INSTRUCTIONS SHALL BE ISSUED TO NOTIFY THE FIRE DEPARTMENT IMMEDIATELY IN CASE OF FIRE. WHEN TELEPHONE SERVICE IS EMPLOYED, THE LOCAL FIRE DEPARTMENT NUMBER AND SITE ADDRESS SHALL BE CONSPICUOUSLY POSTED NEAR EACH TELEPHONE. (NFPA 241 2000 EDITION SECTIONS 7.4.1 & 7.4.2)

5. THE REQUIRED WIDTH OF ACCESS ROADWAYS SHALL NOT BE OBSTRUCTED IN ANY MANNER, INCLUDING PARKING OF VEHICLES. "NO PARKING" SIGNS OR OTHER APPROPRIATE NOTICE, OR BOTH, PROHIBITING OBSTRUCTION SHALL BE PERMITTED TO BE REQUIRED AND SHALL BE MAINTAINED. (NFPA 241 2000 EDITION SECTIONS 7.5.5.3)



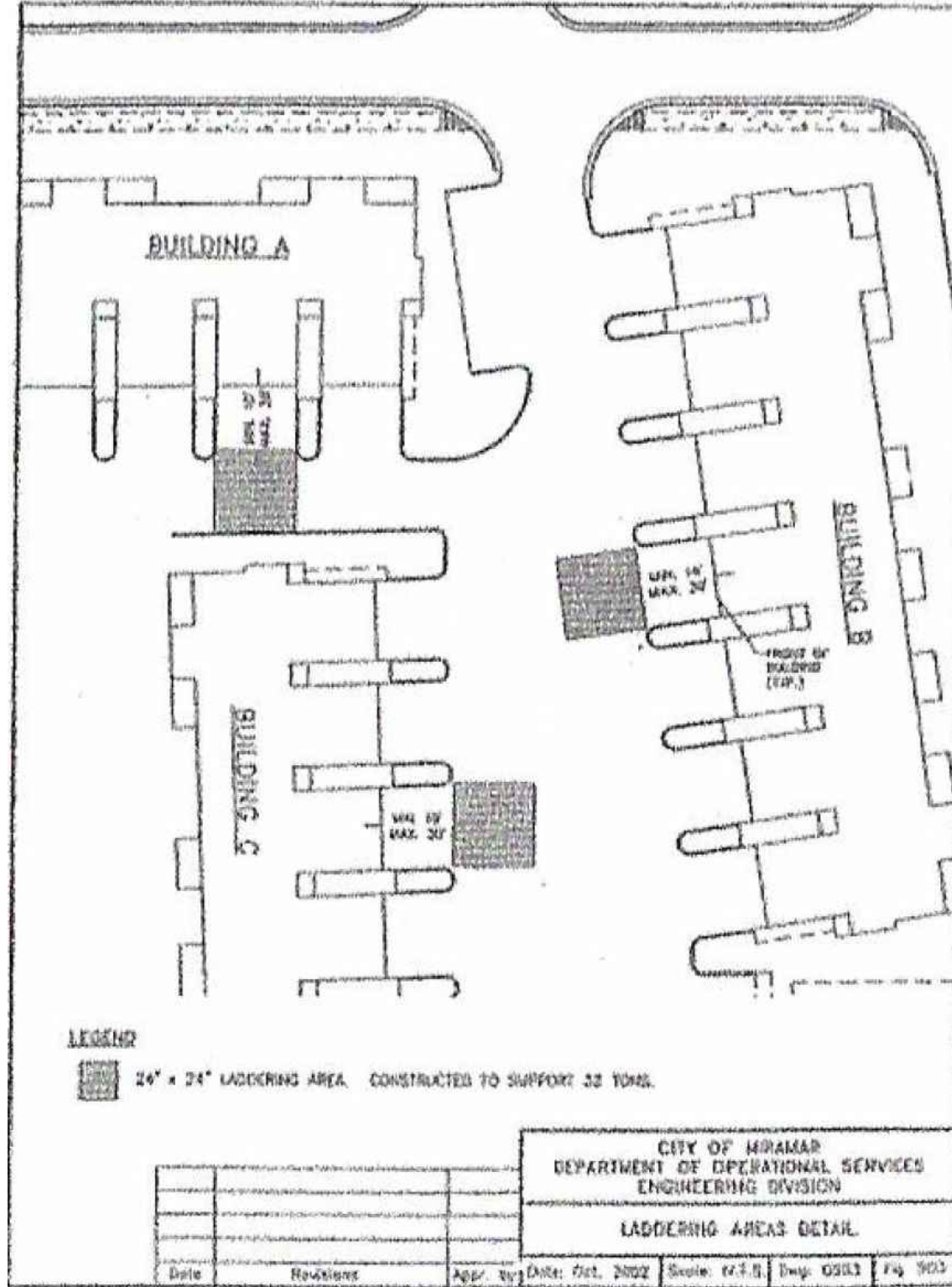
NOTES:  
1. ALL PAVEMENT MARKING SHALL BE OF THERMOPLASTIC PAINT.

## FIRE LANE STRIPING DETAIL



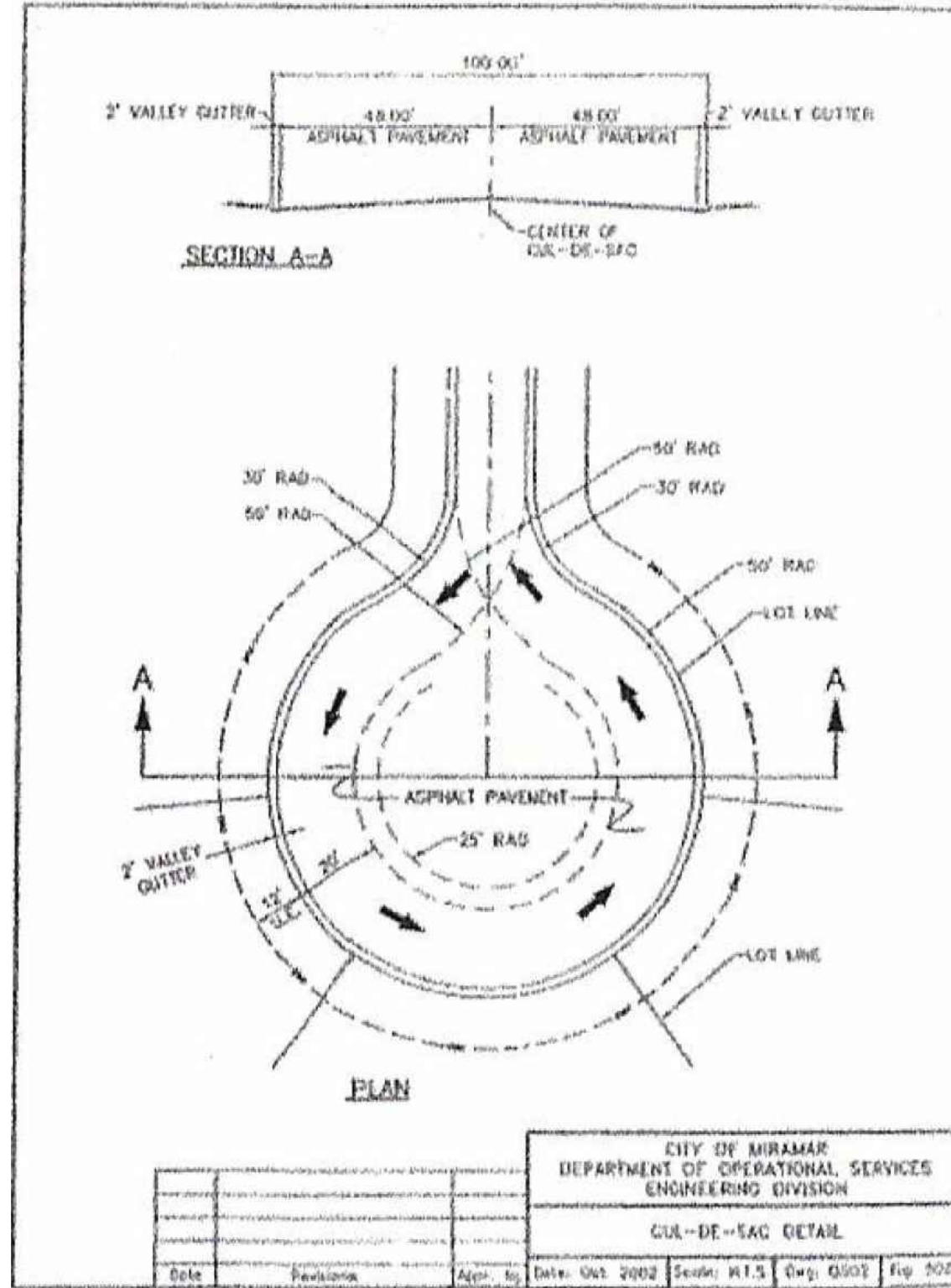
NOTES:  
1. "NO PARKING FIRE LANE BY ORDER OF FIRE/POLICE DEPARTMENT" SIGN AT MAX 75' O.C. SIGN TO BE 18'x24" W/ RED LETTERS ON WHITE BACKGROUND.  
2. SIGN TO BE POSTED 7' ABOVE FINISHED GRADE. ON SLOPED STANDARD POST.

## FIRE LANE DETAIL



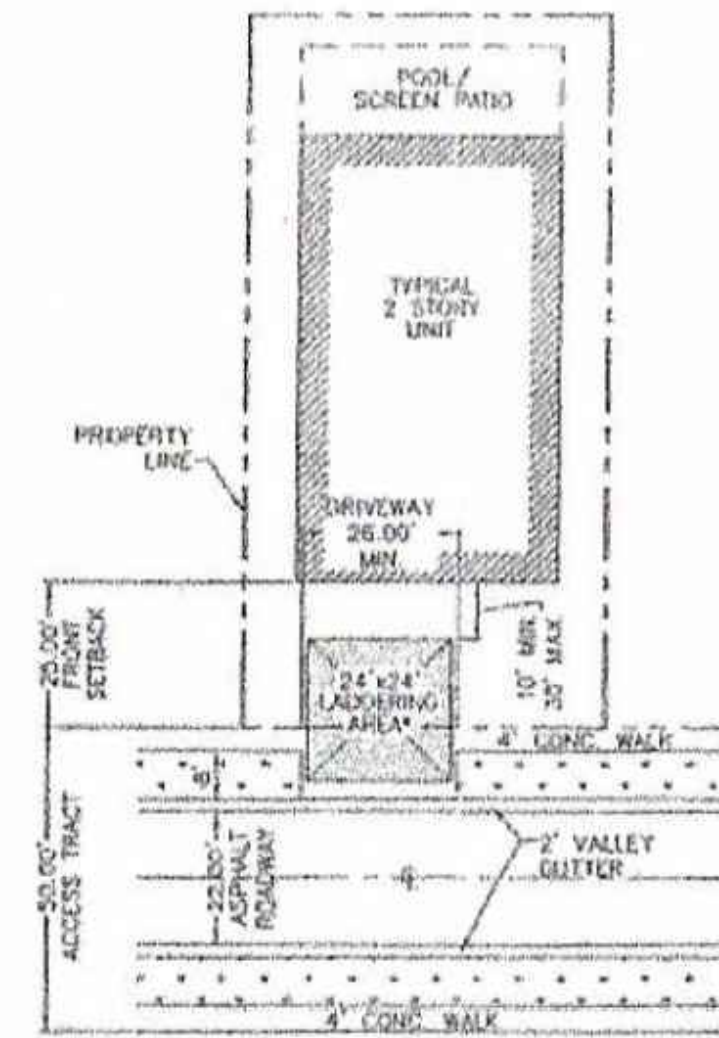
LEGEND  
24' x 24' LADDERING AREA. CONSTRUCTED TO SUPPORT 32 TONS.

Date	Revised	Appr. by	Date	Scale	Rev	Fig



Date	Revised	Appr. by	Date	Scale	Rev	Fig

## LADDERING DETAILS FOR SINGLE FAMILY HOUSING AREAS REQUIRED FOR ALL BUILDINGS GREATER THAN ONE STORY

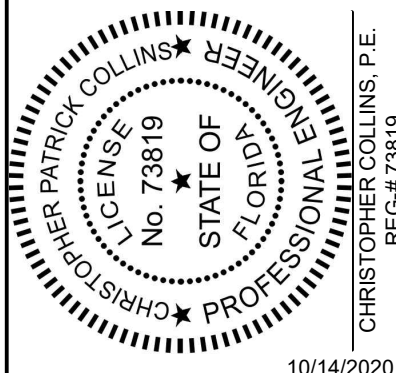


\*CONSTRUCTED TO SUPPORT A 32 TON VEHICLE.

Date	Revised	Appr. by	Date	Scale	Rev	Fig

U  
R  
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A  
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I  
G  
N

696 N.E. 125th STREET  
NORTH MIAMI, FL 33161  
Phone: 305.720.2079  
C.O.A. 33221



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Designed by:	C.P.C.
Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	N.T.S.

Date: 09/23/2020  
Job No.: F003

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Plans for

MIRAMAR STORAGE  
ONYX ROAD  
MIRAMAR, FLORIDA 33025

FIRE PROTECTION NOTES & DETAILS

Sheet No.

FP-3.1

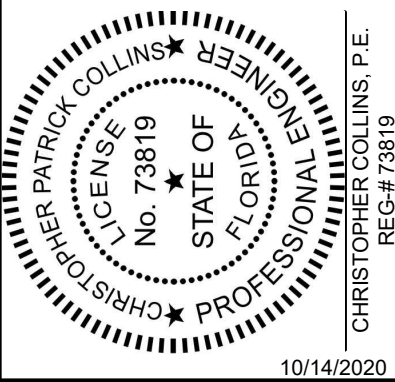
Sunshine  
Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.  
Check positive response codes before you dig!





DESIGN

696 N.E. 125th STREET  
NORTH MIAMI, FL 33161  
Phone: 305.720.2079  
C.O.A. 33221



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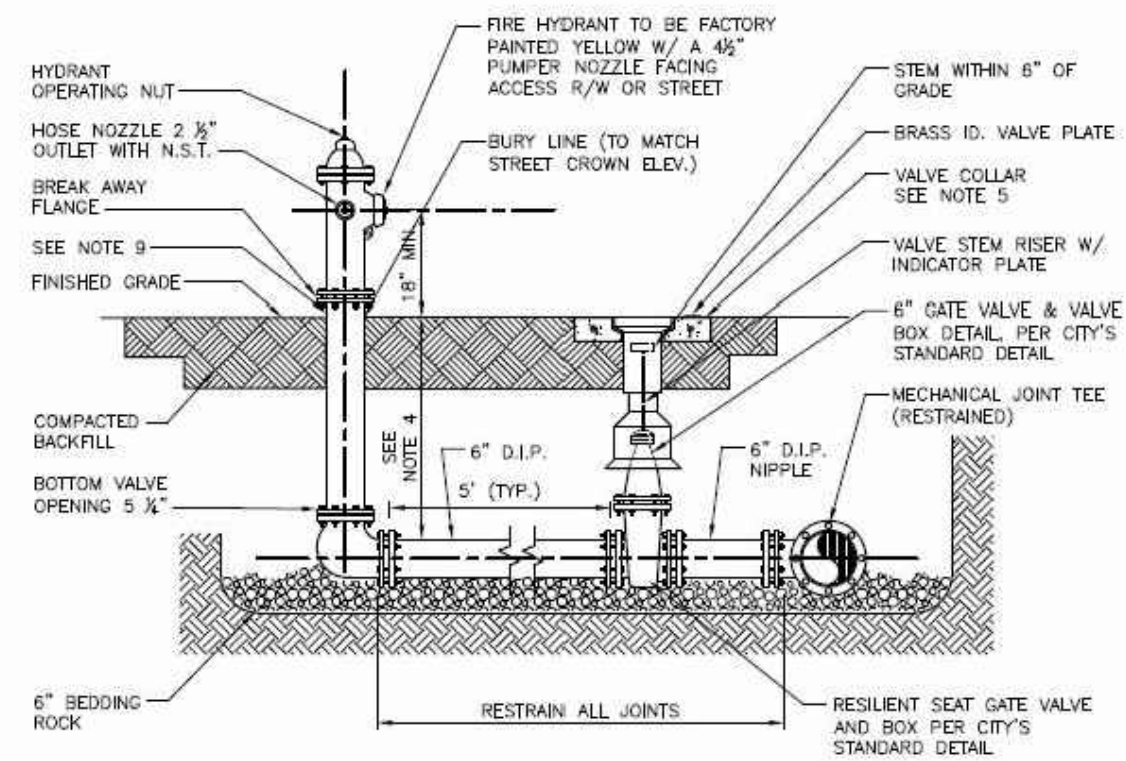
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Comment	

Designed by:	C.P.C.
Drawn by:	A.T.S.
Checked by:	C.P.C.
Approved by:	C.P.C.
Scale:	N.T.S.
Date:	09/23/2020
Job No.:	F003
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Plans for  
**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**FIRE PROTECTION DETAILS**

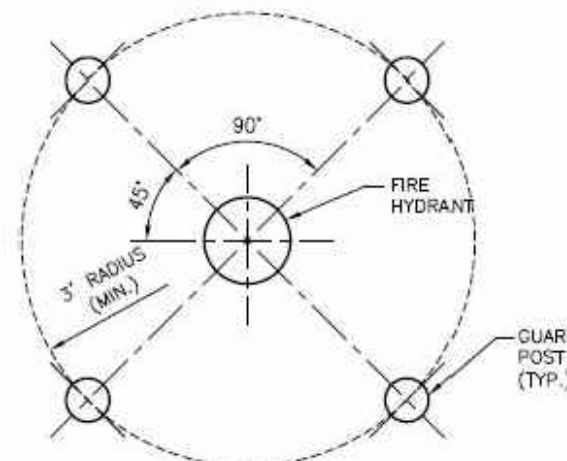
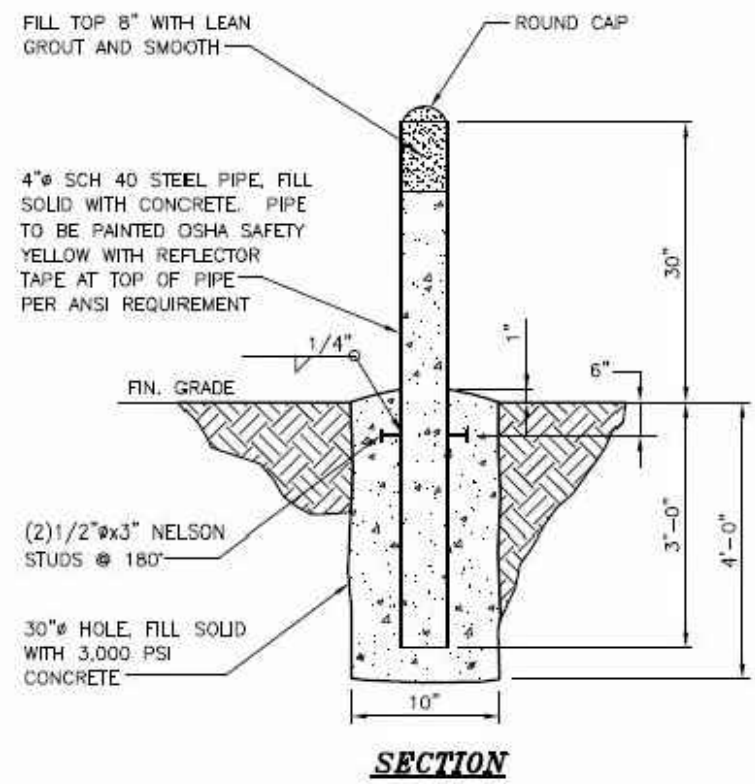
Sheet No.  
**FP-3.2**



- NOTES:**
- PIPE SHALL BE DUCTILE IRON CLASS 52. DIP SPOOL PIECES TO BE CLASS 350.
  - ALL PIPES AND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT. MATERIAL TO BE DUCTILE IRON.
  - HYDRANT VALVES SHALL BE INSTALLED AS CLOSE TO WATER MAIN AS POSSIBLE.
  - DEPTH OF COVER TO TOP OF UNDERGROUND PIPING: 30" MINIMUM TYPICAL, 36" MINIMUM UNDER DRIVING SURFACES.
  - VALVE COLLAR SHALL BE 24"x24"x4" CONCRETE COLLAR W/ 1-#4 BAR (CONT.) PER CITY'S STANDARD DETAIL.
  - NO HYDRANT SHOULD BE LOCATED CLOSER THAN 5' TO A TYPE "D" CURB OR 7' TO A VALLEY CUTTER.
  - GUARD POSTS AROUND FIRE HYDRANTS ARE REQUIRED WHEN HYDRANTS ARE PLACED WITH IN 6 FEET OF ALL ROADWAYS, DRIVEWAYS, TURN RADIUS, OR PARKING AREA.
  - A BLUE REFLECTIVE PAVEMENT MARKER SHALL BE PROVIDED IN THE CENTER OF THE NEAREST LANE OF ROAD PAVEMENT ADJACENT TO ALL FIRE HYDRANT LOCATIONS.
  - CLEARANCE BETWEEN BOTTOM OF BOLTS AND GRADE SHALL BE 6" MINIMUM.

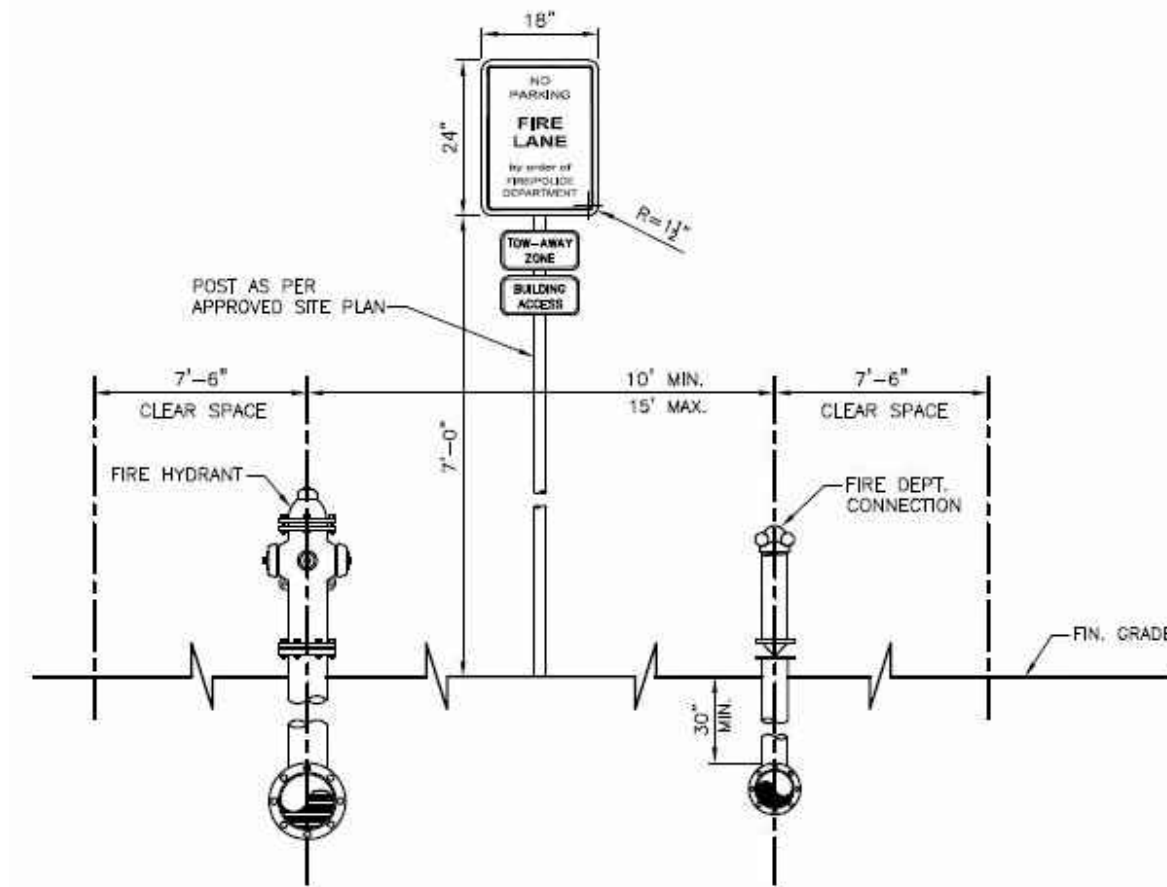
CONTRACTOR SHALL COLOR CODE THE TOP OF EACH HYDRANT INDICATED BY THE GALLONS PER MINUTE OF FLOW. THE BODY OF ALL FIRE HYDRANT SHALL BE PAINTED YELLOW (RUST-OLEUM #944 SAFETY YELLOW, O.A.E. WITH A 40 MIL DFT.) AND THE TOP COLOR CODED AS FOLLOWS:	<b>COLOR OF BONNETS &amp; CAPS</b>
1,500 GPM OR GREATER	BLUE
1,000 GPM OR GREATER	GREEN
500-1,000 GPM	ORANGE
LESS THAN 500 GPM	RED

**FIRE HYDRANT ASSEMBLY DETAIL**



**PLAN VIEW**

**GUARD POST DETAIL**



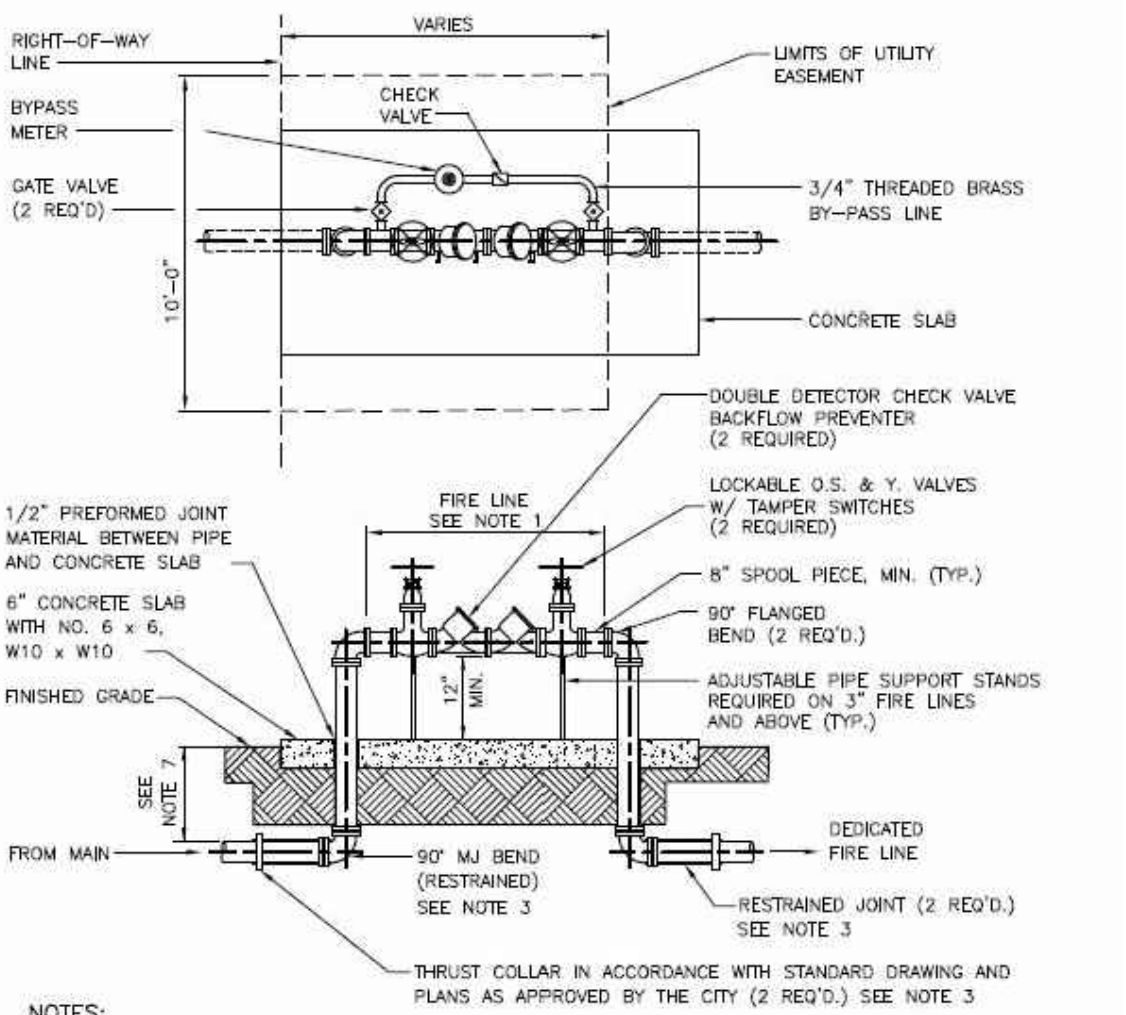
**NOTE: FIRE HYDRANT AND FDC SHALL BE ON THE SAME PLANE**

**NOTES:**

- FIRE LANE SIGN:**
- SIGNS SHALL HAVE A WHITE REFLECTORIZED BACKGROUND WITH RED OPAQUE LEGEND AND BORDER.
  - "FIRE LANE" LETTERS SHALL BE 12" AND ALL OTHER LETTERS SHALL BE 1" SERIES "C".
  - SIGNS SHALL BE MOUNTED ON POST AT LOCATIONS DEPICTED ON SITE PLAN AT A MAXIMUM HEIGHT OF 7'-0" FROM THE FINISHED GRADE TO THE BOTTOM PART OF THE SIGN.

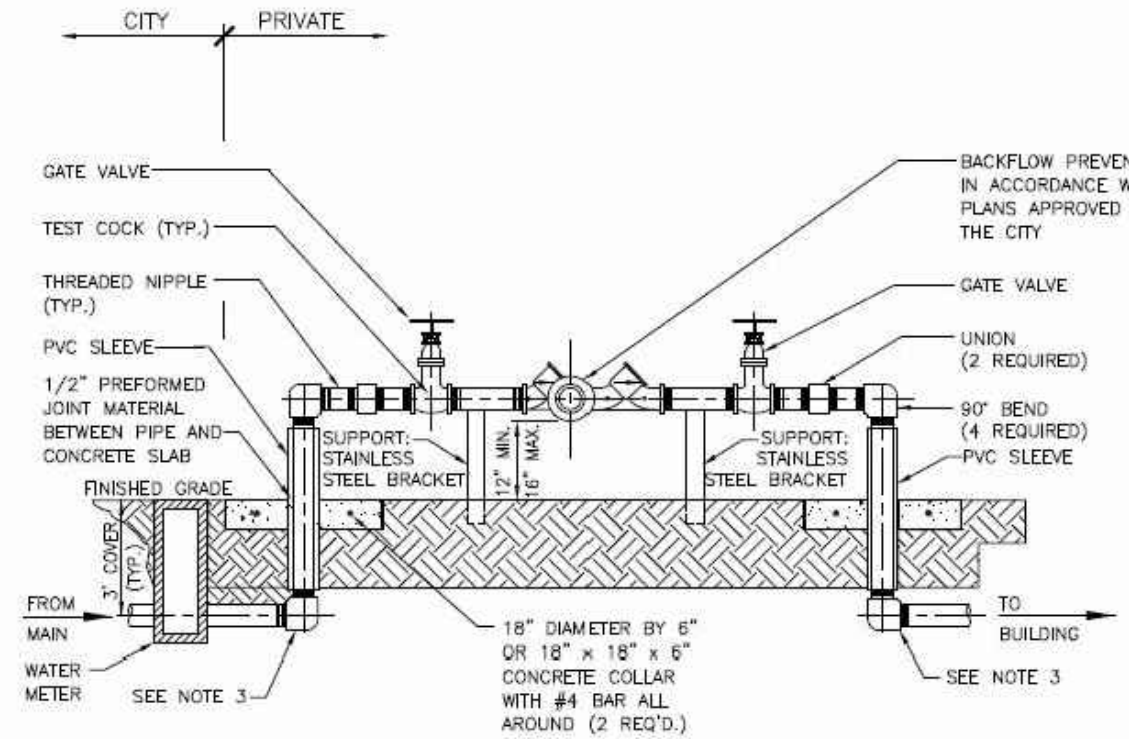
- TOW-AWAY ZONE SIGN AND BUILDING ADDRESS SIGN:**
- SIGNS SHALL BE A MINIMUM OF 6"x12" WHITE BACKGROUND WITH RED LETTERS MINIMUM LETTER SIZE TO BE ONE INCH.

**FIRE HYDRANT-FIRE DEPT. CONNECTION LOCATION DETAIL**



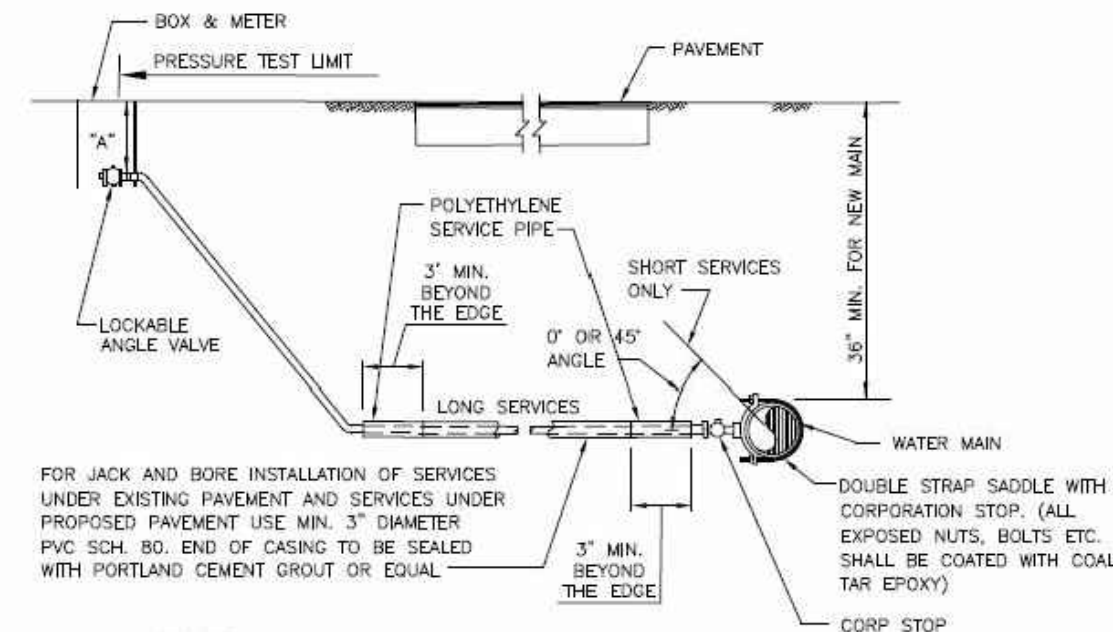
- NOTES:**
- ALL PIPE AND FITTINGS 2" AND SMALLER SHALL BE THREADED BRASS.
  - ALL PIPE FITTINGS 4" DIA. AND LARGER SHALL BE CEMENT-LINED DUCTILE IRON WITH FLANGED FITTINGS FOR ABOVEGROUND USE. MECHANICAL JOINT FITTINGS SHALL BE USED UNDERGROUND.
  - MEGALUGS, OR APPROVED EQUAL, CAN BE USED IN PLACE OF RESTRAINED JOINTS ON ALL UNDERGROUND PIPING.
  - PAINT ALL ABOVEGROUND DUCTILE PIPING, FITTINGS AND VALVES.
  - BACKFLOW PREVENTOR CONTROL VALVES SHALL BE MONITORED BY AN ELECTRONIC TAMPER SWITCH CONNECTED TO A CENTRAL ALARM SERVICE.
  - DEPTH OF COVER TO TOP OF UNDERGROUND PIPING:  
- 30" MINIMUM (TYP.)  
- 36" MINIMUM UNDER DRIVING SURFACES

**FIRE LINE-DOUBLE DETECTOR CHECK VALVE ASSEMBLY DETAIL**



- NOTES:**
- ALL PIPE AND FITTINGS 2" AND SMALLER SHALL BE THREADED BRASS. ALL 3" PIPE TO BE GALVANIZED STEEL.
  - ALL PIPE FITTINGS 4" AND LARGER SHALL BE CEMENT-LINED DUCTILE IRON WITH FLANGED FITTINGS FOR ABOVEGROUND USE. MECHANICAL JOINT FITTINGS SHALL BE USED UNDERGROUND WITH RESTRAINED JOINTS AND THRUST COLLARS.
  - APPROVED RESTRAINED ALL JOINTS ON UNDERGROUND DUCTILE IRON PIPING 4" AND LARGER.
  - ALL ABOVEGROUND DUCTILE PIPING, FITTINGS AND VALVES SHALL BE PAINTED RUST-OLEUM BLUE OR APPROVED EQUAL.
  - PROVIDE STAINLESS STEEL SUPPORT BRACKET AND PVC SLEEVE AS SHOWN ON DETAIL.

**REDUCED PRESSURE BACKFLOW PREVENTER**



- NOTES:**
- SUCCESSIVE TAPS INTO THE WATER MAIN SHALL BE SPACED A MINIMUM OF 18" APART. TAPS SPACED BETWEEN 18" TO 48" SHALL BE OFFSET TO EACH SIDE OF THE MAIN.
  - METER BOX SHALL BE SET TO CONFORM TO FINISHED GRADE ADJACENT TO PROPERTY LINE. METER SHALL NOT BE PLACED IN SIDEWALK OR DRIVEWAY AREAS. SERVICE LINES SHALL NOT BE PLACED UNDER DRIVEWAYS.
  - ALL 5/8" & 1" METERS REQUIRE A LOCKABLE ANGLE CURB VALVE (ANGLE BALL VALVE: 3/4" VALVE FOR 5/8" METER, 1" VALVE FOR 1" METER AND 1 1/2" VALVE FOR 1 1/2" METER). YOKE AND INTEGRAL CHECK VALVE.
  - A DUAL CHECK VALVE OR OTHER BACKFLOW PREVENTION DEVICE REQUIRED ON ALL SERVICES BEHIND METER.
  - DIMENSION "A" = 7" (5/8" METER)  
= 8" (1" METER)  
= 8" (1 1/2" METER)  
= 12" (2" METER)
  - MAXIMUM SERVICE LENGTH IS 100' TO METER.
  - BEDDING (MIN. 4") AND COVER (MIN. 4") OVER SERVICE LINE OR CASING SHALL CONSIST OF FINE GRANULAR MATERIAL. UNSUITABLE IN-SITU MATERIALS SUCH AS MUCK, DEBRIS AND LARGER ROCKS SHALL BE REMOVED WITH 3/4" MAXIMUM SIZE.
  - USE MIN. 3" DIAMETER PVC SCH. 80 CASING FOR ALL LONG SERVICES UNDER EXISTING OR PROPOSED ROADWAY. END OF CASING TO EXTEND MIN. 3 FEET FROM EDGE OF PAVEMENT AND IS TO BE SEALED WITH CEMENT.

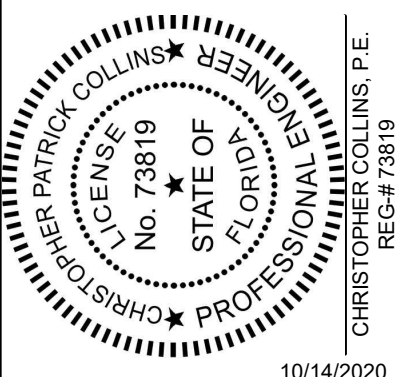
**TYPICAL SERVICE CONNECTION FOR 5/8\", 1\", 1 1/2\", OR 2\" METER**





DESIGN

696 N.E. 125th STREET  
NORTH MIAMI, FL 33161  
Phone: 305.720.2079  
C.O.A. 33221



This item has been digitally signed and sealed by Christopher P. Collins, P.E. on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronics copies.



Revision Date  
Comment

Revision Date  
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Revision Date  
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Designed by: C.P.C.

Drawn by: A.T.S.

Checked by: C.P.C.

Approved by: C.P.C.

Scale: N.T.S.

Date: 09/23/2020

Job No.: F003

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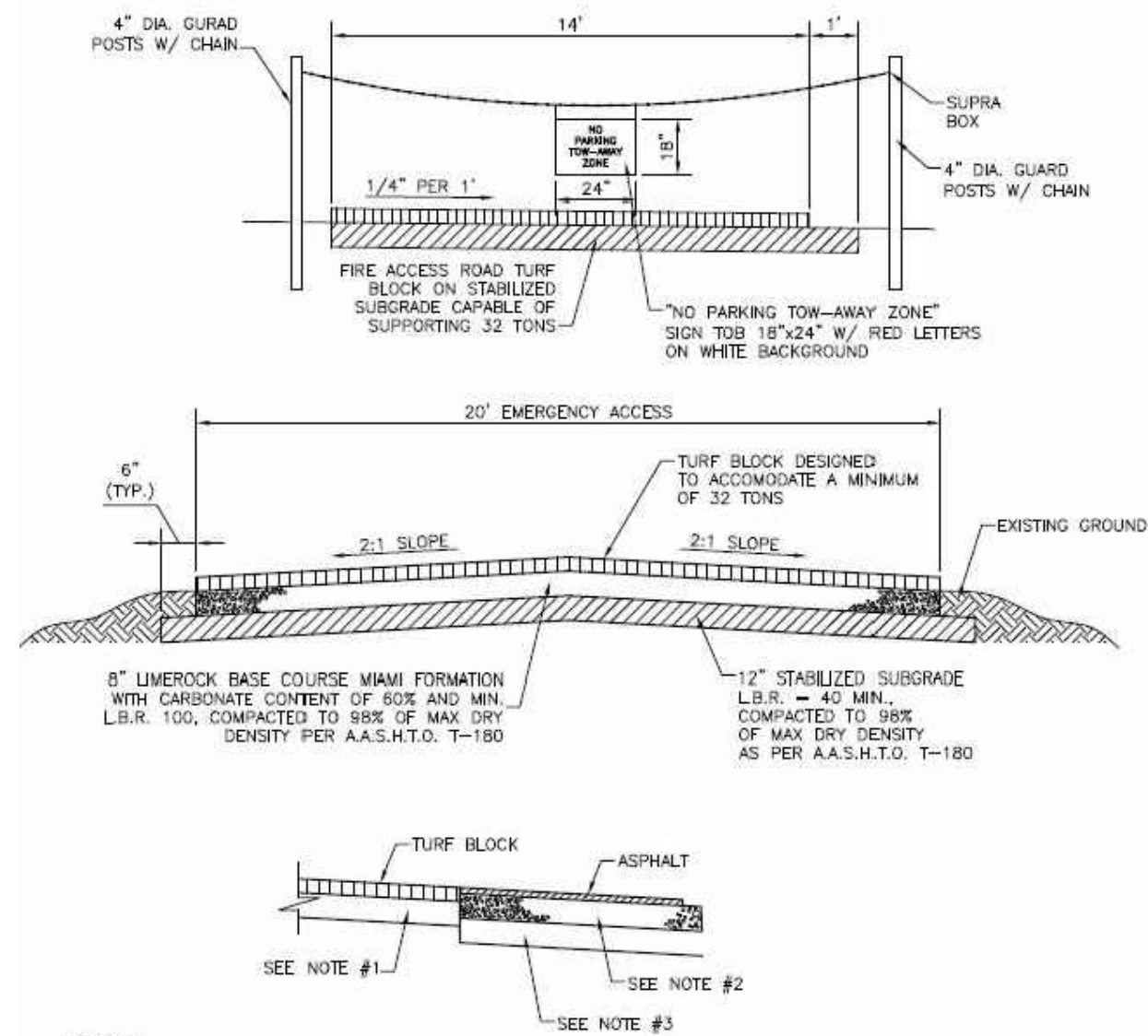
Plans for

**MIRAMAR STORAGE**  
ONYX ROAD  
MIRAMAR,  
FLORIDA 33025

**FIRE PROTECTION DETAILS**

Sheet No.

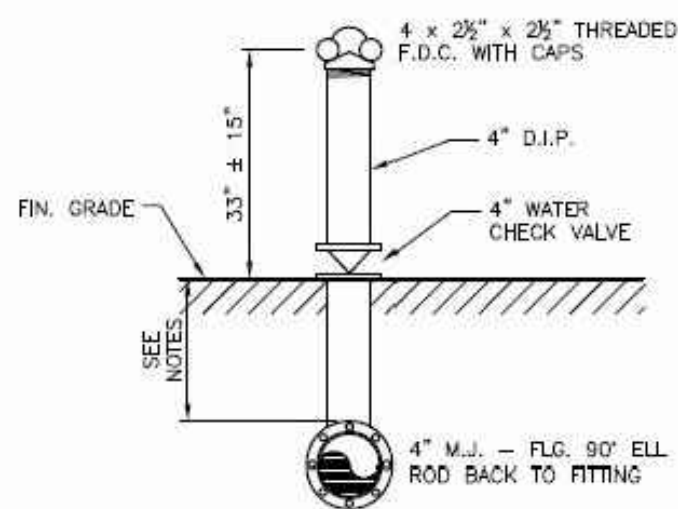
**FP-3.3**



NOTES:

1. 12" STABILIZED SUBGRADE MIN. LBR 40 COMPACTED TO 98% A.A.S.H.T.O. T-180 CAPABLE OF SUPPORTING 32 TONS.
2. THE BASE COURSE SHALL BE UNIMPROVED (70% CALCIUM), 8" THICK COMPACTED IN ACCORDANCE WITH A.A.S.H.T.O. SPECIFICATION T-180 TO 98% DENSITY.
3. ALL ORGANIC AND YIELDING MATERIAL WITHIN THE LIMITS SHOWN SHALL BE REMOVED AND REPLACED WITH CLEAN FILL. THE SUBBASE SHALL EXTEND 12" BELOW THE BASE COURSE, SHALL HAVE A MINIMUM DRY DENSITY OF 115 PCF AND SHALL BE COMPACTED TO 98% OF MAXIMUM DRY DENSITY PER A.A.S.H.T.O. SPECIFICATION T-180, METHOD "C". MINIMUM LBR TO BE 40.

EMERGENCY ACCESS ROADWAY DETAIL

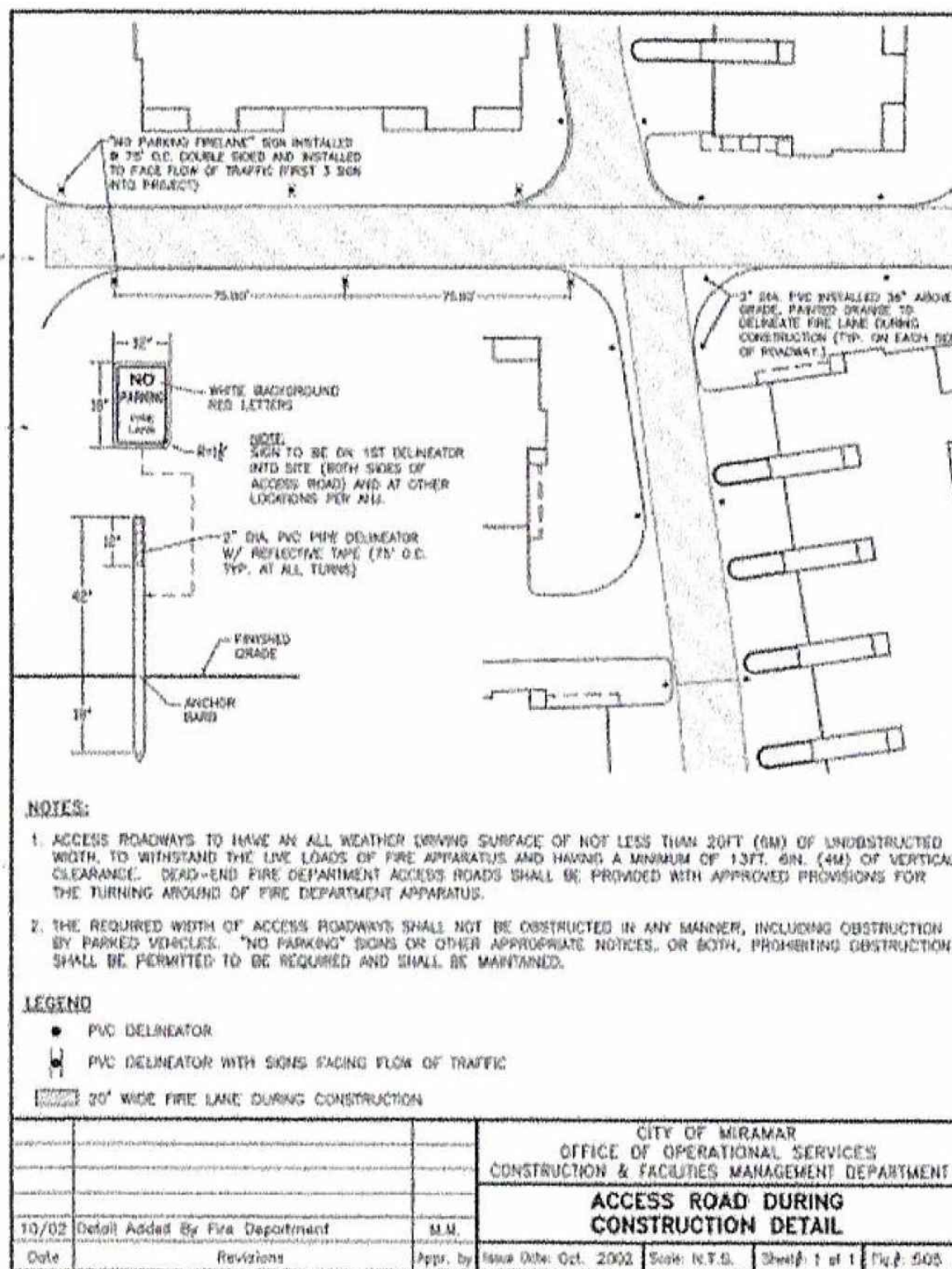


THERE SHALL BE NO SHUT OFF VALVE IN THE FIRE DEPARTMENT CONNECTION.  
NFPA 24 2-6.3

NOTES:

1. DEPTH OF COVER TO TOP OF PVC UNDERGROUND PIPING SHALL BE NOT LESS THAN 36" MINIMUM.
2. DEPTH OF COVER TO TOP OF DIP UNDERGROUND PIPING SHALL BE NOT LESS THAN 30" MINIMUM.

STANDARD FIRE DEPARTMENT CONNECTION DETAIL



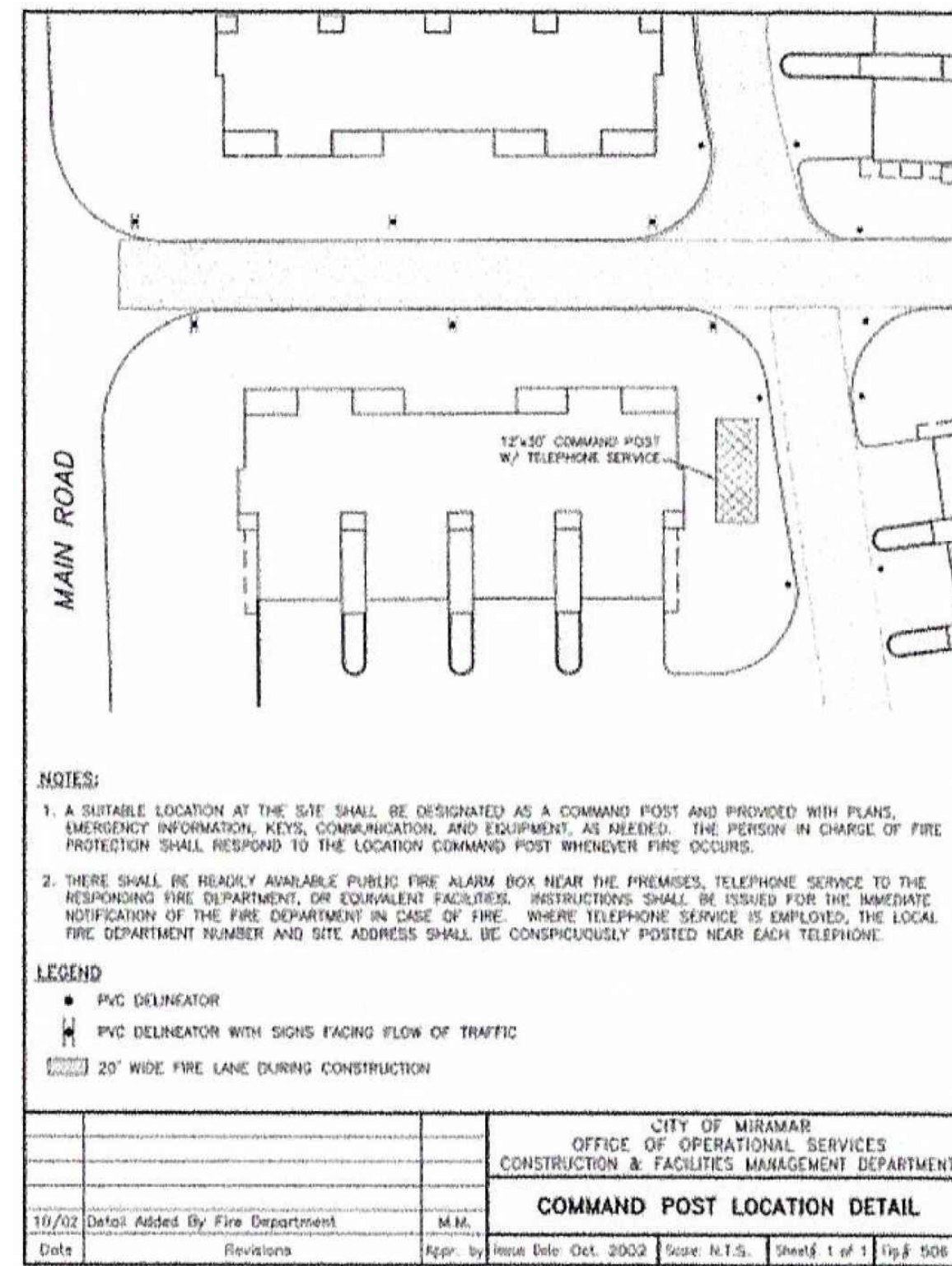
NOTES:

1. ACCESS ROADWAYS TO HAVE AN ALL WEATHER DRIVING SURFACE OF NOT LESS THAN 20FT (6M) OF UNOBSTRUCTED WIDTH TO WITHSTAND THE LINE LOADS OF FIRE APPARATUS AND HAVING A MINIMUM OF 13FT. 6IN. (4M) OF VERTICAL CLEARANCE. 2000-LBS FIRE DEPARTMENT ACCESS ROADS SHALL BE PROVIDED WITH APPROVED PROVISIONS FOR THE TURNING AROUND OF FIRE DEPARTMENT APPARATUS.
2. THE REQUIRED WIDTH OF ACCESS ROADWAYS SHALL NOT BE CONSTRUCTED IN ANY MANNER, INCLUDING CONSTRUCTION BY PARKED VEHICLES. "NO PARKING" SIGNS OR OTHER APPROPRIATE NOTICES, OR BOTH, PROHIBING OBSTRUCTION SHALL BE PERMITTED TO BE REQUIRED AND SHALL BE MAINTAINED.

LEGEND

- PVC DELIMITER
- PVC DELIMITER WITH SIGNS FACING FLOW OF TRAFFIC
- 20' WIDE FIRE LANE DURING CONSTRUCTION

CITY OF MIRAMAR OFFICE OF OPERATIONAL SERVICES CONSTRUCTION & FACILITIES MANAGEMENT DEPARTMENT	
ACCESS ROAD DURING CONSTRUCTION DETAIL	
10/02	Detail Added By Fire Department
Date	Revisions
Appr. by	Issue Date: Oct. 2002
Scale	N.T.S.
Sheet	1 of 1
Fig.	3-508



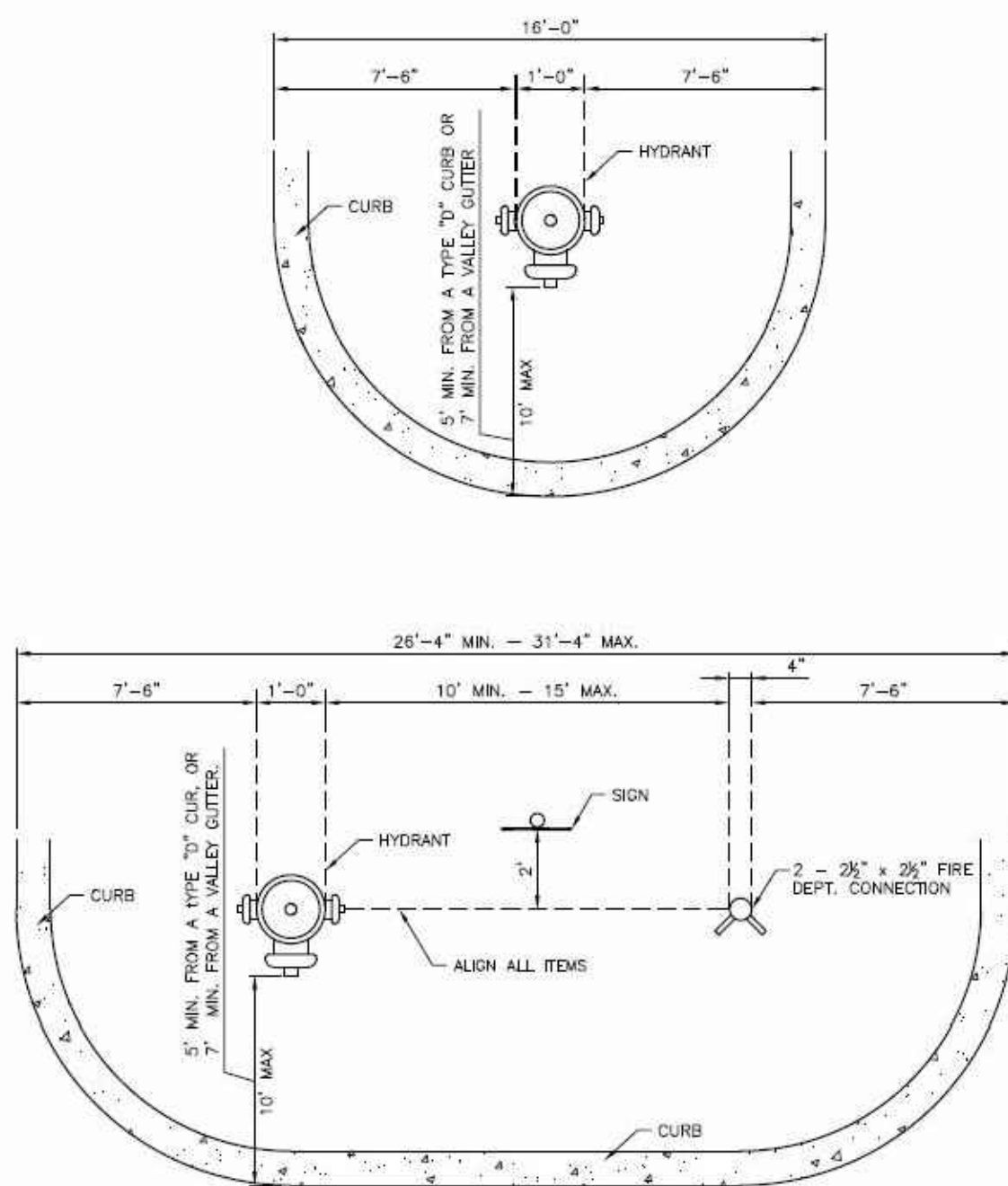
NOTES:

1. A SUITABLE LOCATION AT THE SITE SHALL BE DESIGNATED AS A COMMAND POST AND PROVIDED WITH PLANS, EMERGENCY INFORMATION, KEYS, COMMUNICATION, AND EQUIPMENT, AS REEDED. THE PERSON IN CHARGE OF FIRE PROTECTION SHALL RESPOND TO THE LOCATION COMMAND POST WHENEVER FIRE OCCURS.
2. THERE SHALL BE READILY AVAILABLE PUBLIC FIRE ALARM BOX NEAR THE PREMISES, TELEPHONE SERVICE TO THE RESPONDING FIRE DEPARTMENT, OR EQUIVALENT FACILITIES. INSTRUCTIONS SHALL BE ISSUED FOR THE IMMEDIATE NOTIFICATION OF THE FIRE DEPARTMENT IN CASE OF FIRE. WHERE TELEPHONE SERVICE IS EMPLOYED, THE LOCAL FIRE DEPARTMENT NUMBER AND SITE ADDRESS SHALL BE CONSPICUOUSLY POSTED NEAR EACH TELEPHONE.

LEGEND

- PVC DELIMITER
- PVC DELIMITER WITH SIGNS FACING FLOW OF TRAFFIC
- 20' WIDE FIRE LANE DURING CONSTRUCTION

CITY OF MIRAMAR OFFICE OF OPERATIONAL SERVICES CONSTRUCTION & FACILITIES MANAGEMENT DEPARTMENT	
COMMAND POST LOCATION DETAIL	
10/02	Detail Added By Fire Department
Date	Revisions
Appr. by	Issue Date: Oct. 2002
Scale	N.T.S.
Sheet	1 of 1
Fig.	3-508

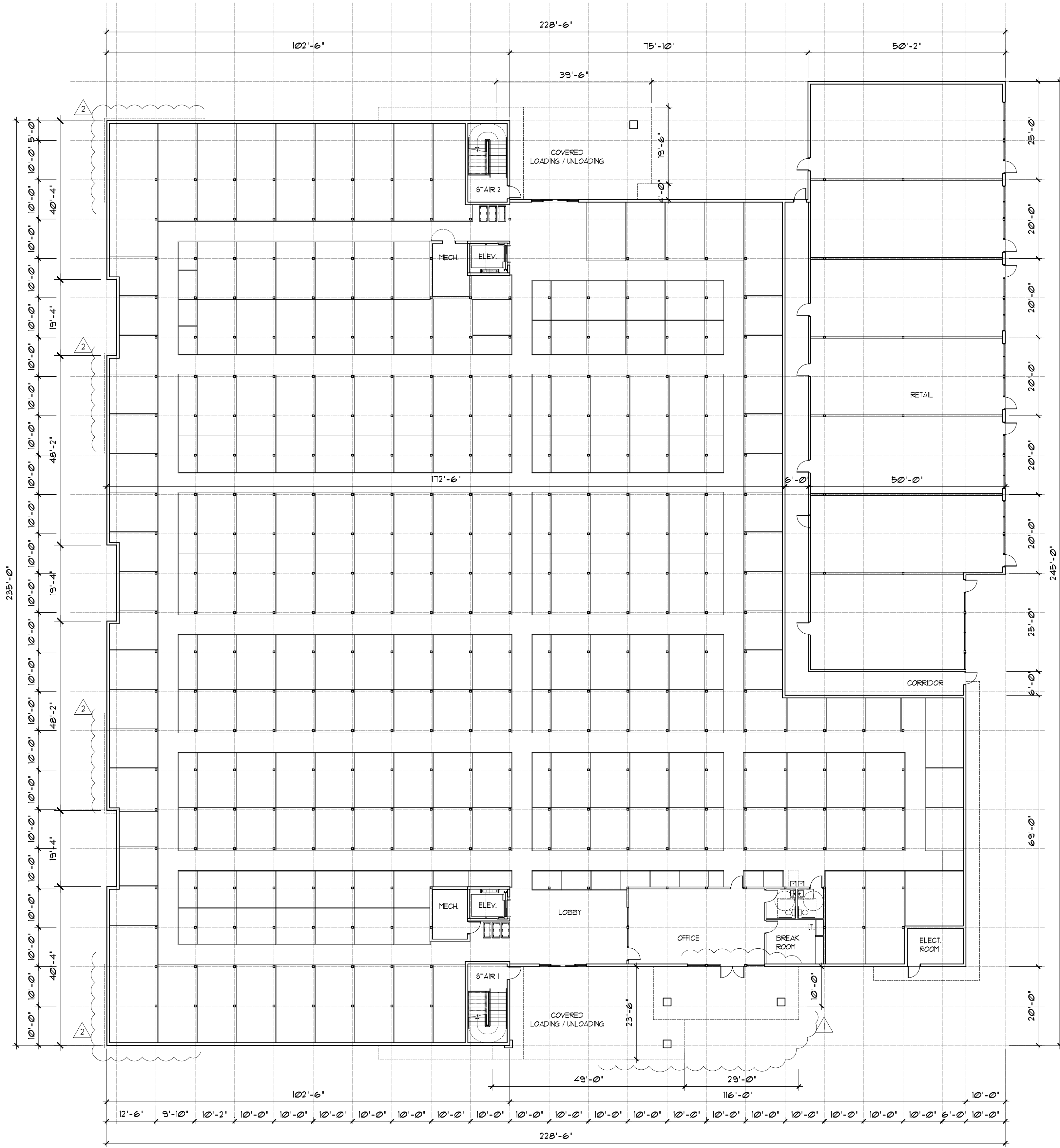


TYP. FIRE HYDRANT/FIRE DEPT. CONNECTION ISLAND DETAIL (PLAN VIEW)

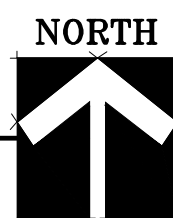


Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked.  
Check positive response codes before you dig!





1  
A4.0  
GROUND FLOOR PLAN  
1/16" = 1'-0"



Revisions:	
1	05/17/2020 PAC COMMENTS OWNER REVISIONS
2	
3	
4	

DRAWN BY:	FS.
CHECKED BY:	KSC
DATE:	07/22/2019
SCALE:	AS NOTED
PROJECT #:	19072
CAD DWG FILE:	

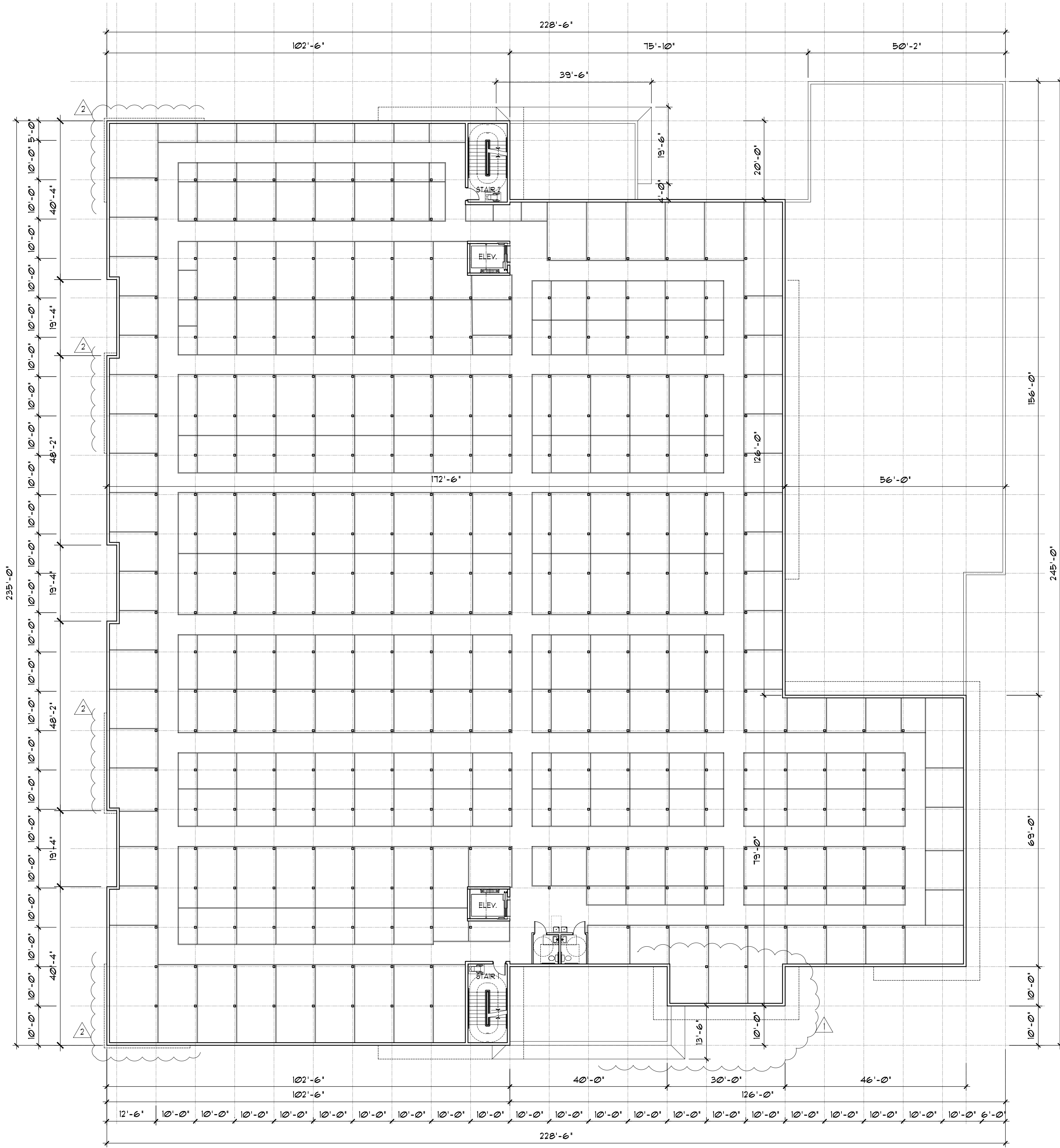
ARI2546
KENNETH R. CARLSON

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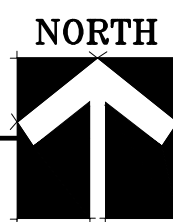
**KENNETH R. CARLSON - ARCHITECT, P.A.**  
1166 W. NEWPORT CENTER DR., SUITE #311  
DEERFIELD BEACH, FLORIDA 33442  
PH. (954) 421 - 8848  
FAX (954) 421 - 9929  
e-mail: kenc@krcarlson.com

**PROPOSED RETAIL & SELF STORAGE FACILITY**  
3100 THRU 3372 UNIVERSITY DRIVE  
MIRAMAR, FLORIDA 33025





1  
A4.1  
SECOND FLOOR PLAN  
1/16" = 1'-0"



Revisions:	
05/17/2020	PRELIMINARY
07/22/2019	OWNER REVISIONS
07/22/2019	AS NOTED
07/22/2019	AS NOTED
07/22/2019	AS NOTED

DRAWN BY: FS	CHECKED BY: KSC
DATE: 07/22/2019	SCALE: AS NOTED
PROJECT #: 190712	CAD FILE: 190712

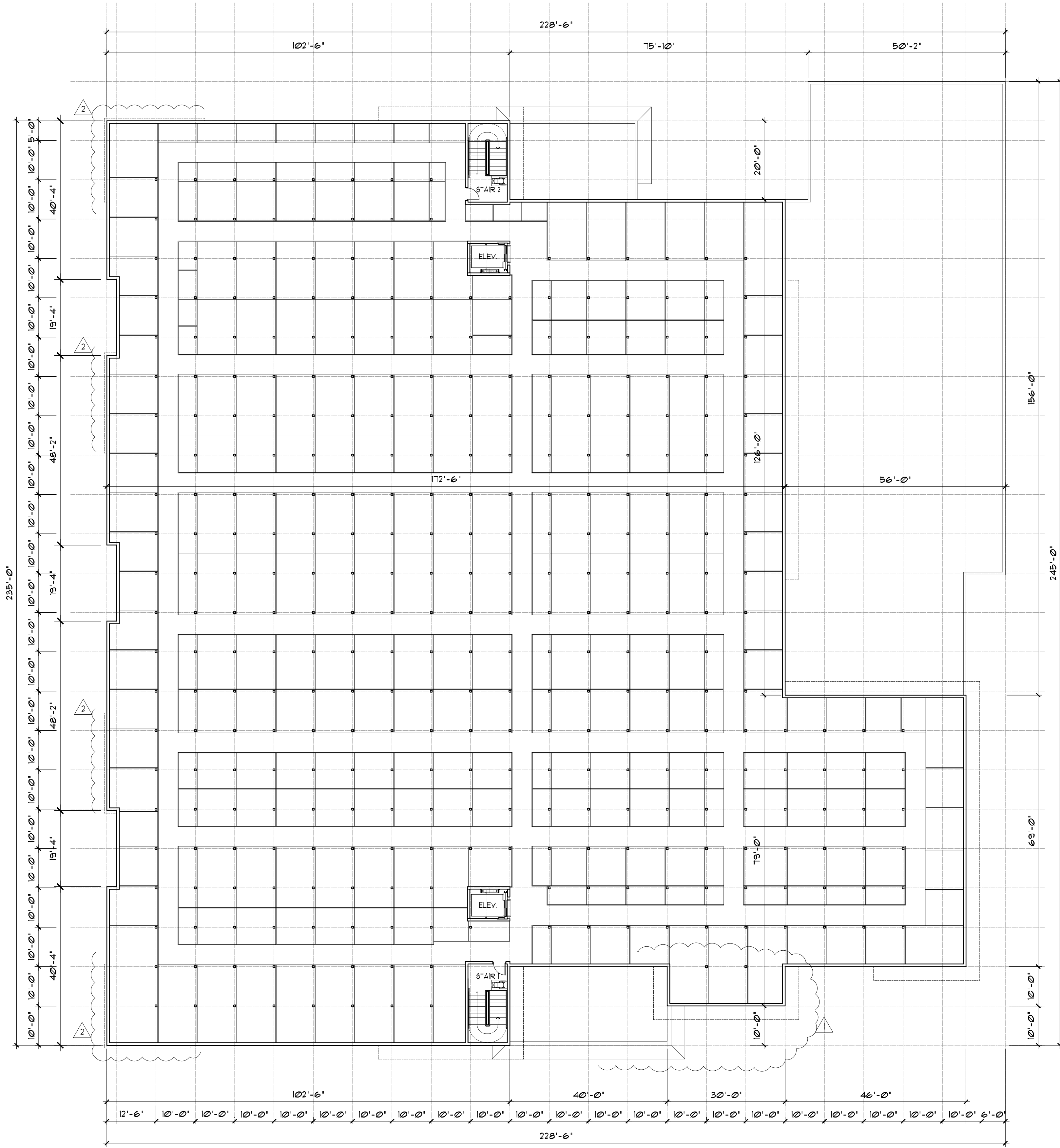
ARI2546	KENNETH R. CARLSON
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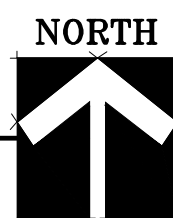
**KENNETH R. CARLSON - ARCHITECT, P.A.**  
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**PROPOSED RETAIL & SELF STORAGE FACILITY**  
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MIRAMAR, FLORIDA 33025





1  
A4.2  
THIRD FLOOR PLAN  
1/16" = 1'-0"



DRAWN BY: FS.  
CHECKED BY: KSC  
DATE: 07/22/2019  
SCALE: AS NOTED  
PROJECT #: 190712  
CAD FILE: FILE

Revisions:  
05/21/2020  
PAC COMMENTS  
05/21/2020  
OWNER REVISIONS

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PROPOSED RETAIL & SELF STORAGE FACILITY  
3100 THRU 3372 UNIVERSITY DRIVE  
MIRAMAR, FLORIDA 33025

KENNETH R. CARLSON  
AR12546

SHEET OF  
A4.2  
PAGE OF





THE SIGN CONTRACTOR SHALL BE PROPERLY LICENSED AND INSURED PRIOR TO OBTAINING ALL NECESSARY PERMITS.

MARK	DESCRIPTION	MATCH MANUF.	COLOR SCHEDULE		COMMON NAMES:
			CATALOG No.	COLOR	
E1	PAINTED MEDIUM TEXTURE	SHERWIN WILLIAMS	SW 1006	EXTRA WHITE	WHITE
E2	PAINTED MEDIUM TEXTURE	SHERWIN WILLIAMS	SW 7626	ZURICH WHITE	LIGHT BEIGE
E3	PAINTED MEDIUM TEXTURE	SHERWIN WILLIAMS	SW 9085	TOUCH OF SAND	BEIGE
E4	PAINTED MEDIUM TEXTURE	SHERWIN WILLIAMS	SW 6031	TEMPERATE TAUPE	LIGHT BROWN
E5	PRE-FINISHED METAL SPANISH 3' ROOF TILE	BERRIDGE	KYNAR 500	TERRA-COTTA	TERRACOTTA
E6	PRE-FINISHED METAL BAHAMA SHUTTER	T.B.D.	TO MATCH SW 6031	TEMPERATE TAUPE	LIGHT BROWN
E7	SPANDREL	YKK	-	DARK GRAY	DARK GRAY
E8	FAUX SHUTTER	T.B.D.	TO MATCH SW 7626	ZURICH WHITE	LIGHT BEIGE
E9	PRE-ENGINEERED FACTORY FINISHED ALUM. FENCE & GATES	SHERWIN WILLIAMS	TO MATCH SW 6258	TRICORN BLACK	BLACK
E10	STOREFRONT GLAZING	YKK	-	CLEAR	CLEAR
E11	STOREFRONT FRAME	YKK	-	BLACK	BLACK
E12	PAINTED MEDIUM TEXTURE	SHERWIN WILLIAMS	SW 7069	IRON ORE	DARK GRAY
E13	PAINTED SMOOTH TEXTURE	DRYVIT	-	DARK GRAY	DARK GRAY
E14	PREFAB METAL SCREEN	YKK	TO MATCH SW 7626	ZURICH WHITE	LIGHT BEIGE

3 MASTER SIGN PLAN - SIGN CRITERIA  
A5.0

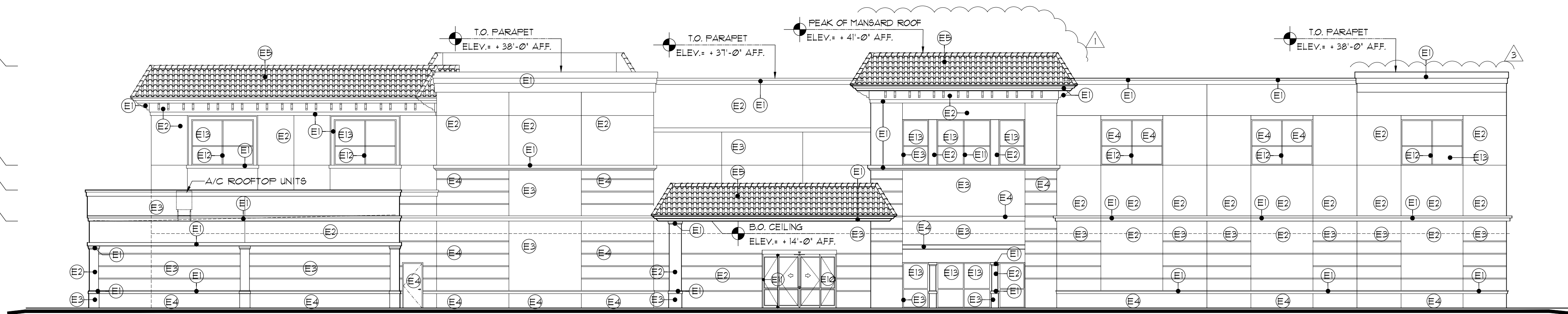
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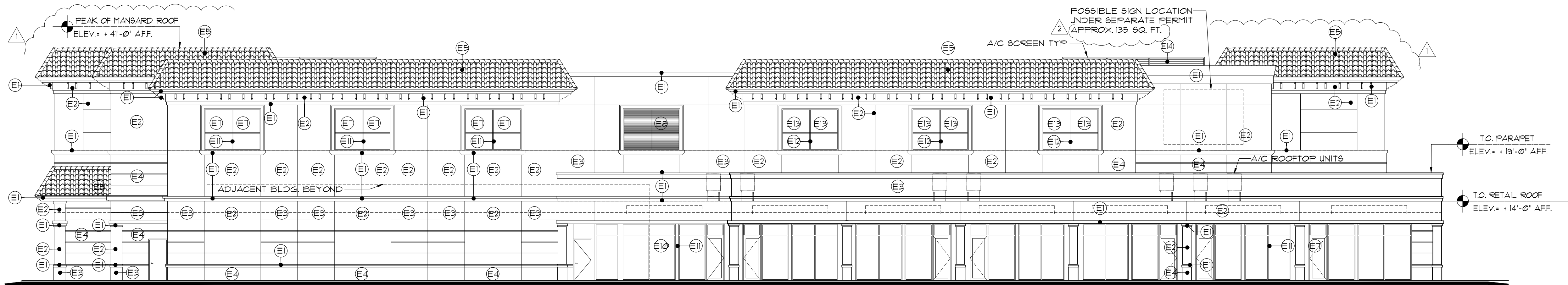


- PEAK OF MANSARD ROOF  
ELEV. = +39'-0" AFF.
- T.O. ROOF  
ELEV. = +34'-0" AFF.
- T.O. 3RD FLOOR  
ELEV. = +23'-0" AFF.
- T.O. PARAPET  
ELEV. = +19'-0" AFF.
- T.O. RETAIL ROOF  
ELEV. = +14'-0" AFF.
- T.O. 2ND FLOOR  
ELEV. = +12'-0" AFF.
- T.O. GROUND FLOOR  
ELEV. = +0'-0" AFF.



1  
A5.1  
NORTH ELEVATION  
3/32" = 1'-0"

- PEAK OF MANSARD ROOF  
ELEV. = +39'-0" AFF.
- T.O. ROOF  
ELEV. = +34'-0" AFF.
- T.O. 3RD FLOOR  
ELEV. = +23'-0" AFF.
- T.O. 2ND FLOOR  
ELEV. = +12'-0" AFF.
- T.O. GROUND FLOOR  
ELEV. = +0'-0" AFF.



2  
A5.1  
EAST ELEVATION  
3/32" = 1'-0"

THE PURPOSE OF THIS INFORMATION IS TO DEFINE ALL EXTERIOR SIGNAGE FOR THIS BUILDING FOR DESIGN AESTHETIC OF THEIR IDENTIFICATION SIGNAGE.

**SIGN SPECIFICATIONS:**

LETTER FABRICATION  
LETTERS WILL BE INDIVIDUAL ALUMINUM .040 RETURNS WITH .063 BACKS  
LETTER FACES WILL BE 3/16" PLEXIGLAS  
LETTER COLORS FACES TO BE APPROVED BY LANDLORD  
LETTER COLOR RETURNS TO BE APPROVED BY LANDLORD  
LETTERS WILL BE INTERNALLY ILLUMINATED USING PRINCIPAL LED'S OR EQUAL WITH REMOTE POWER PACKS  
RACEWAY MOUNTED LETTERS ARE NOT PERMITTED.  
ALL WIRING TO BE IN ACCORDANCE WITH NEC CODE WITH UL LABEL AND DISCONNECT SWITCH.

**REGISTERED TRADEMARKS**

TENANT OF BUILDING THAT HAVE A REGISTERED TRADEMARKS LOGOS OR A RECOGNIZED FONT STYLE ARE PERMITTED TO USE IN THEIR IDENTIFICATION SIGNAGE.  
CORPORATE COLORS MAY BE USED IN NATIONALLY RECOGNIZED LOGOS AND LETTER STYLES.

**SIGNAGE LOCATION AND SIZE**

BUILDING SIGNAGE IS RESTRICTED TO THE SIGN BAND AREA AS SHOWN ON ELEVATION DRAWINGS AND TWO SIGNS ARE NOT ALLOWED ON SAME ELEVATION. MAXIMUM SIGN AREA MUST COMPLY WITH THE CITY OF MIRAMAR SIGN CODE. SIGNAGE SHALL NOT EXCEED 80% OF THE DESIGNATED SIGN BAND AREA.  
PLANS OF PROPOSED SIGNAGE SHALL CALL OUT ALL SPECIFICATIONS IN ACCORDANCE WITH SIGN CRITERIA.  
ALL COLORS, SIZE, AND CONSTRUCTION INFORMATION SHOULD BE ON DETAILED PROPOSED PLANS.  
ONCE PLANS ARE REVIEWED BY PROPERTY OWNER AND OR ITS REPRESENTATIVE A PERMIT MUST BE OBTAINED FROM THE CITY OF MIRAMAR BUILDING DEPARTMENT PRIOR TO INSTALLATION.

**GENERAL**

THE SIGN CONTRACTOR SHALL BE PROPERLY LICENSED AND INSURED PRIOR TO OBTAINING ALL NECESSARY PERMITS.

MARK	DESCRIPTION	MATCH MANUF.	COLOR SCHEDULE		COMMON NAMES:
			CATALOG No.	COLOR	
E1	PAINTED MEDIUM TEXTURE	SHERWIN WILLIAMS	SW 1006	EXTRA WHITE	WHITE
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E9	PRE-ENGINEERED, FACTORY FINISHED ALUM. FENCE & GATES	SHERWIN WILLIAMS	TO MATCH SW 6258	TRICORN BLACK	BLACK
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E14	PREFAB METAL SCREEN	YKK	TO MATCH SW 1626	ZURICH WHITE	LIGHT BEIGE

3  
A5.0  
MASTER SIGN PLAN - SIGN CRITERIA

PROPOSED RETAIL & SELF STORAGE FACILITY

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MIRAMAR, FLORIDA 33025

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PH. (954) 421 - 8848 FAX (954) 421 - 9929  
e-mail: kennethcarlson.com

Revisions:

- 05/17/2020  
DESIGN COMMENTS  
07/22/2019  
DESIGN COMMENTS  
09/20/20  
OWNER REVISIONS

DRAWN BY: F.S.  
CHECKED BY: KRC

DATE: 07/22/2019  
SCALE: AS NOTED  
PROJECT #: 19072  
CAD FILE: A5.1

AR12546

KENNETH R. CARLSON

SHEET

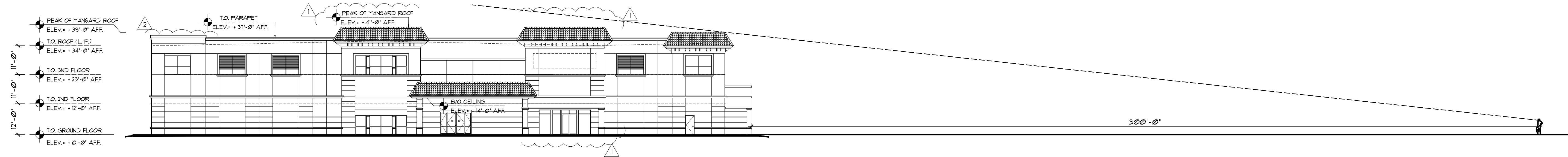
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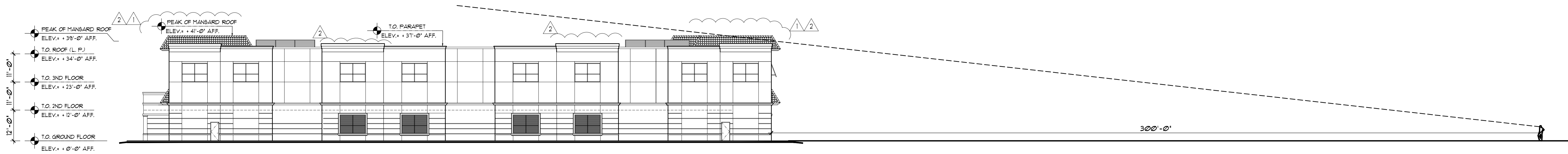
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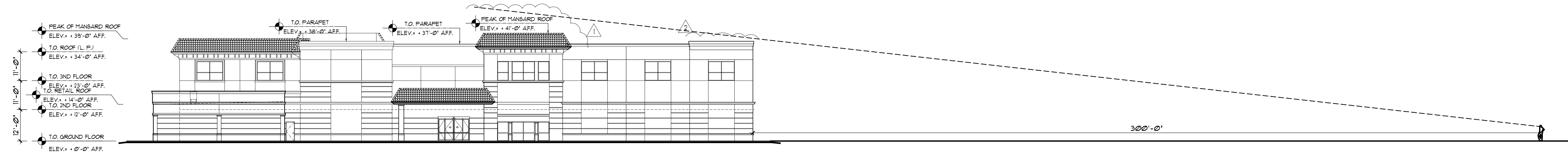




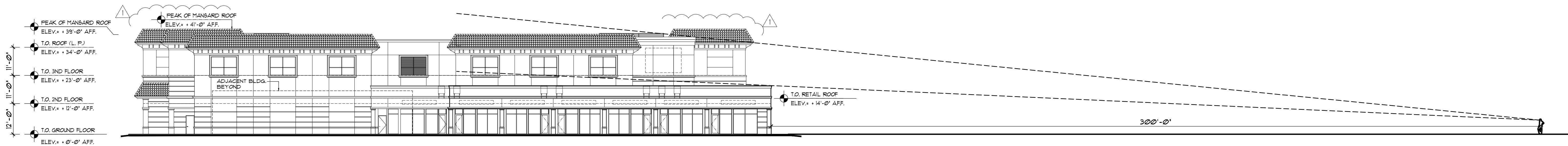
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A5.2 1/2" = 1'-0"



2 WEST ELEVATION LINE-OF-SIGHT DIAGRAM  
A5.2 1/2" = 1'-0"



3 NORTH ELEVATION LINE-OF-SIGHT DIAGRAM  
A5.2 1/2" = 1'-0"



4 EAST ELEVATION LINE-OF-SIGHT DIAGRAM  
A5.2 1/2" = 1'-0"

PROPOSED RETAIL & SELF STORAGE FACILITY

3100 THRU 3372 UNIVERSITY DRIVE  
MIRAMAR, FLORIDA 33025

KENNETH R. CARLSON - ARCHITECT, P.A.

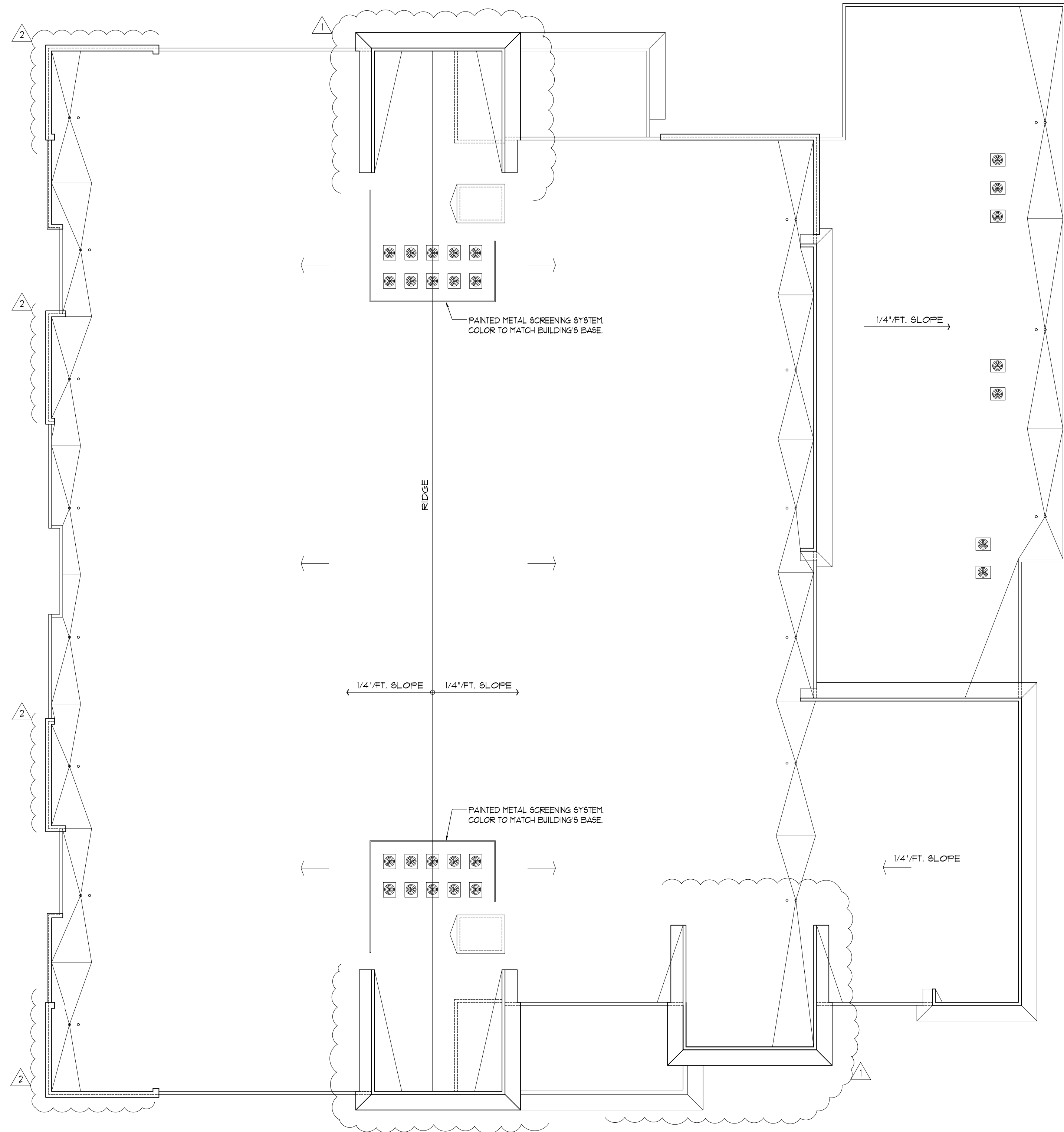
1166 W. NEWPORT CENTER DR., SUITE #311  
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e-mail: kenc@krcarlson.com

Revisions:	05/21/2020
1	PRELIMINARY
2	PRELIMINARY
3	OWNER REVIEW
4	OWNER REVIEW

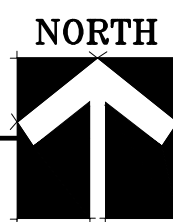
DRAWN BY:	F.S.
CHECKED BY:	KSC
DATE:	07/22/2019
SCALE:	AS NOTED
PROJECT #:	19072
CAD FILE:	FILE.A5.1

ARI2546  
KENNETH R. CARLSON





1  
A7.0  
ROOF PLAN  
1/8" = 1'-0"



DRAWN BY: F.S.  
CHECKED BY: KSC  
DATE: 07/22/2019  
SCALE: AS NOTED  
PROJECT #: 19072  
CAD FILE: 19072

Revisions:  
05/21/2020  
1.00 COMMENTS  
07/22/2019  
2.00 OWNER REVISIONS

KENNETH R. CARLSON  
ARI2546

SHEET OF  
A7.0  
PAGE OF

KENNETH R. CARLSON - ARCHITECT, P.A.  
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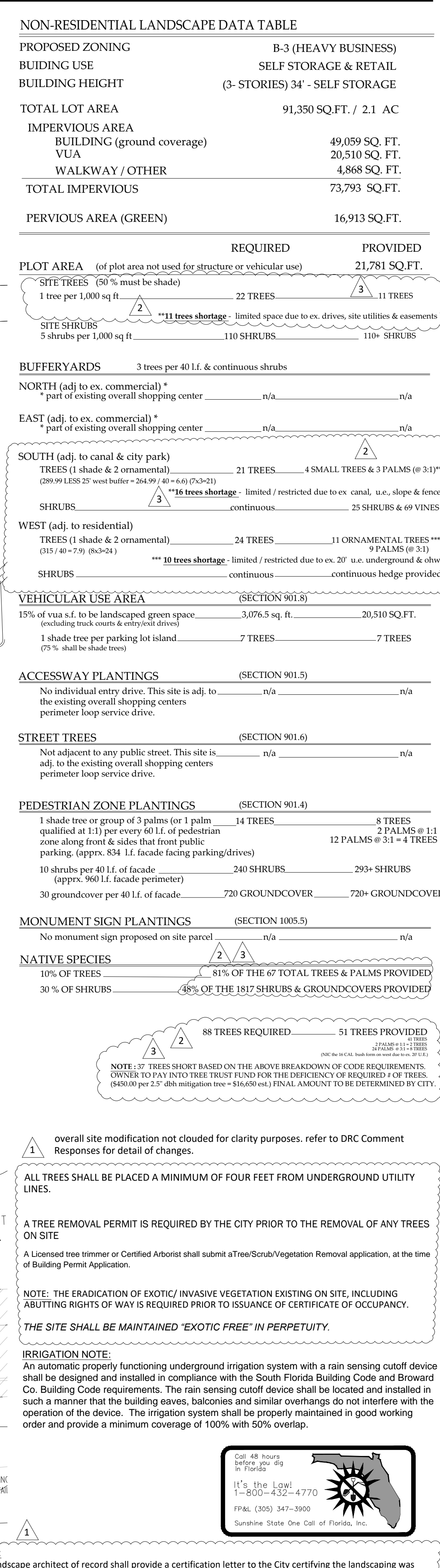
PROPOSED RETAIL & SELF STORAGE FACILITY  
3100 THREE 3372 UNIVERSITY DRIVE  
MIRAMAR, FLORIDA 33025







LOT 19, BLOCK 3 (P.B. 92, PG. 31)	LOT 18, BLOCK 3 (P.B. 92, PG. 31)	LOT 17, BLOCK 3 (P.B. 92, PG. 31)	LOT 16, BLOCK 3 (P.B. 92, PG. 31)	WEST LIN (P.B. 92, PG. 31)
FOLIO #: 5141 28 12 0550	FOLIO #: 5141 28 12 0540	FOLIO #: 5141 28 12 0530	FOLIO #: 5141 28 12 0520	
OWNER: HARLEY, JEFFREY H & MARIA H/E HARLEY, CHERYL-KAYE A	OWNER: CERNE, KERY & STEPHANIA	OWNER: CHAFFIN, DAILEY DELPHINA	OWNER: UAGBOR, JANET A & MARK W	



# NON-RESIDENTIAL LANDSCAPE DATA TABLE

PROPOSED ZONING

B-3 (HEAVY BUSINESS)

BUILDING USE

SELF STORAGE & RETAIL

BUILDING HEIGHT

(3- STORIES) 34' - SELF STORAGE

TOTAL LOT AREA

91,350 SQ.FT. / 2.1 AC

IMPERVIOUS AREA

BUILDING (ground coverage)

49,059 SQ. FT.

VUA

20,510 SQ. FT.

WALKWAY / OTHER

4,868 SQ. FT.

TOTAL IMPERVIOUS

73,793 SQ.FT.

PERVIOUS AREA (GREEN)

16,913 SQ.FT.

REQUIRED

PROVIDED

PLOT AREA (of plot area not used for structure or vehicular use)

21,781 SQ.FT.

SITE TREES (50 % must be shade)

1 tree per 1,000 sq ft

2

11 trees shortage - limited space due to ex. drives, site utilities & easements

22 TREES

3

11 TREES

SITE SHRUBS

5 shrubs per 1,000 sq ft

3

110 SHRUBS

110+ SHRUBS

BUFFERYARDS

3 trees per 40 l.f. & continuous shrubs

NORTH (adj to ex. commercial) \*

\* part of existing overall shopping center

n/a

n/a

EAST (adj. to ex. commercial) \*

\* part of existing overall shopping center

n/a

n/a

SOUTH (adj. to canal & city park)

2

TREES (1 shade & 2 ornamental)

21 TREES

4 SMALL TREES & 3 PALMS (@ 3:1)

(289.99 LESS 25' west buffer = 264.99 / 40 = 6.6) (7x3=21)

SHRUBS

continuous

25 SHRUBS & 69 VINES

WEST (adj. to residential)

3

TREES (1 shade & 2 ornamental)

24 TREES

11 ORNAMENTAL TREES \*\*\*

(315 / 40 = 7.9) (8x3=24)

9 PALMS (@ 3:1)

SHRUBS

continuous

continuous hedge provided

VEHICULAR USE AREA

(SECTION 901.8)

15% of vua s.f. to be landscaped green space (excluding truck courts & entry/exit drives)

3,076.5 sq. ft.

20,510 SQ.FT.

1 shade tree per parking lot island.

7 TREES

7 TREES

(75 % shall be shade trees)

ACCESSWAY PLANTINGS

(SECTION 901.5)

No individual entry drive. This site is adj. to

n/a

n/a

the existing overall shopping centers perimeter loop service drive.

STREET TREES

(SECTION 901.6)

Not adjacent to any public street. This site is adj. to the existing overall shopping centers perimeter loop service drive.

n/a

n/a

PEDESTRIAN ZONE PLANTINGS

(SECTION 901.4)

1 shade tree or group of 3 palms (or 1 palm qualified at 1:1) per every 60 l.f. of pedestrian zone along front & sides that front public parking. (apprx. 834 l.f. facade facing parking/drives)

14 TREES

8 TREES

2 PALMS @ 1:1

12 PALMS @ 3:1 = 4 TREES

10 shrubs per 40 l.f. of facade (apprx. 960 l.f. facade perimeter)

240 SHRUBS

293+ SHRUBS

30 groundcover per 40 l.f. of facade

720 GROUNDCOVER

720+ GROUNDCOVER

MONUMENT SIGN PLANTINGS

(SECTION 1005.5)

No monument sign proposed on site parcel

n/a

n/a

NATIVE SPECIES

2

3

10% OF TREES

81% OF THE 67 TOTAL TREES & PALMS PROVIDED

30 % OF SHRUBS

48% OF THE 1817 SHRUBS & GROUNDCOVERS PROVIDED

88 TREES REQUIRED

51 TREES PROVIDED

4 TREES

27 PALMS = 11 + 2 TREES

36 PALMS @ 3:1 = 12 TREES

ONLY for 10 CAL. bush cover plants @ 3:1 = 3 TREES

NOTE: 137 TREES SHORT BASED ON THE ABOVE BREAKDOWN OF CODE REQUIREMENTS. OWNER TO PAY INTO TREE TRUST FUND FOR THE DEFICIENCY OF REQUIRED # OF TREES. (\$450.00 per 2.5" dbh mitigation tree = \$16,650 est.) FINAL AMOUNT TO BE DETERMINED BY CITY.

1

overall site modification not clouded for clarity purposes. refer to DRC Comment Responses for detail of changes.

ALL TREES SHALL BE PLACED A MINIMUM OF FOUR FEET FROM UNDERGROUND UTILITY LINES.

A TREE REMOVAL PERMIT IS REQUIRED BY THE CITY PRIOR TO THE REMOVAL OF ANY TREES ON SITE

A Licensed tree trimmer or Certified Arborist shall submit a Tree/Scrub/Vegetation Removal application, at the time of Building Permit Application.

NOTE: THE ERADICATION OF EXOTIC/ INVASIVE VEGETATION EXISTING ON SITE, INCLUDING ABUTTING RIGHTS OF WAY IS REQUIRED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

THE SITE SHALL BE MAINTAINED "EXOTIC FREE" IN PERPETUITY.

IRRIGATION NOTE:

An automatic properly functioning underground irrigation system with a rain sensing cutoff device shall be designed and installed in compliance with the South Florida Building Code and Broward Co. Building Code requirements. The rain sensing cutoff device shall be located and installed in such a manner that the building eaves, balconies and similar overhangs do not interfere with the operation of the device. The irrigation system shall be properly maintained in good working order and provide a minimum coverage of 100% with 50% overlap.

Call 48 hours before you dig in Florida

It's the Law!

1-800-432-4770

FLSA (305) 347-3900

Sunshine State One Call of Florida, Inc.

1

landscape architect of record shall provide a certification letter to the City certifying the landscaping was



**Lynn Bender  
Landscape  
Architecture**

5610 Adair Way  
Lake Worth, FL 33467  
Phone: 561-644-3237  
FL-LA6666715  
lbenderlarch@gmail.com

---

**PROJECT ARCHITECT**  
KENNETH R. CARLSON -  
ARCHITECT, P.A.  
1002 E. NEWPORT CENTER DR. # 101  
DEERFIELD BEACH, FLORIDA 33442  
PH. (954) 427 - 8848

**PROPOSED RETAIL & SELF STORAGE FACILITY**

3100 THRU 3372 S. UNIVERSITY DRIVE  
MIRAMAR, FLORIDA 33025

**PROPOSED LANDSCAPE PLAN**

---

Designed: _____	LMB
Drawn: _____	LMB
Approved: _____	
Date: _____	03-06-2020
Job No.: _____	20-008

---

3	civil updates- new base curb radius & fire hyds.	10/16/20
2	DRC COMMENTS	8/10/20
1	DRC COMMENTS	5/27/20

---

**LYNN M. BENDER**  
LA6666715



---



**Scale: 1" = 20'-0"**

0      10'      20'      40'

---

Sheet No. \_\_\_\_\_







EXISTING TREE DISPOSITION CHART								
TREE #	BOTANICAL NAME	COMMON NAME	DBH (IN)	HT / CT (FT)	CANOPY SPR (FT)	MITIGATION	CONDITION	DISPOSITION
1	ACACIA AURICULIFORMIS	EARLEAF ACACIA	24	28	35	N/A	POOR	REMOVE
2	ACACIA AURICULIFORMIS	EARLEAF ACACIA	28	45	50	N/A	POOR	REMOVE
3	ACACIA AURICULIFORMIS	EARLEAF ACACIA	20	45	45	N/A	POOR	REMOVE
4	SABAL PALMETTO	CABBAGE PALM	15	18	16	1:1	GOOD	REMOVE
5	SABAL PALMETTO	CABBAGE PALM	25	18	30	1:1	GOOD	REMOVE
6	SABAL PALMETTO	CABBAGE PALM	15	16	16	1:1	GOOD	REMOVE
7	SABAL PALMETTO	CABBAGE PALM	12	24	16	1:1	GOOD	REMOVE
8	SABAL PALMETTO	CABBAGE PALM	14	14	16	1:1	GOOD	REMOVE
9	SABAL PALMETTO	CABBAGE PALM	16	13	16	1:1	GOOD	REMOVE
10	SABAL PALMETTO	CABBAGE PALM	14	8	16	1:1	GOOD	REMOVE
11	SABAL PALMETTO	CABBAGE PALM	14	8	16	1:1	GOOD	REMOVE
12	SABAL PALMETTO	CABBAGE PALM	25	13	26	1:1	GOOD	REMOVE
13	SABAL PALMETTO	CABBAGE PALM	14	7	18	1:1	GOOD	REMOVE
14	SABAL PALMETTO	CABBAGE PALM	14	14	18	1:1	GOOD	REMOVE
15	SABAL PALMETTO	CABBAGE PALM	13	15	18	1:1	GOOD	REMOVE
16	SABAL PALMETTO	CABBAGE PALM	14	5	16	1:1	GOOD	REMOVE
17	SABAL PALMETTO	CABBAGE PALM	15	12	0	1:1	DEAD	REMOVE
18	SABAL PALMETTO	CABBAGE PALM	13	13	18	1:1	GOOD	REMOVE
19	SABAL PALMETTO	CABBAGE PALM	14	12	18	1:1	GOOD	REMOVE

REFER TO TREE RESOURCE EVALUATION REPORT (DATED JANUARY 22, 2020) PREPARED BY:

Jeff Shimonski  
President, Tropical Designs of Florida  
Member, American Society of Consulting Arborists  
ISA Certified Arborist Municipal Specialist FL-1052AM  
ISA Tree Risk Assessment Qualification  
LIAF Florida Certified Landscape Inspector 2016-0175  
305-773-9406  
Jeff@TropicalArboriculture.com

NO SPECIMEN TREES ARE PRESENT ON THIS PROPERTY.

CABBAGE PALMS SUGGESTED TO BE REMOVED DUE TO CONFLICT WITH O.H.W.'S.

MITIGATION VALUES IF APPLICABLE TBD BY CITY LANDSCAPE ARCHITECT AT TIME OF TREE REMOVAL PERMIT PROCESS.

REFER TO SHEET LP1 & LP2 FOR PROPOSED PLANTINGS.

ANY MITIGATION NOT MET ON-SITE SHALL BE PAID INTO CITY TREE TRUST FUND.

## EXISTING TREE LEGEND



EARLEAF ACACIA



SABAL PALM

#1

TREE #

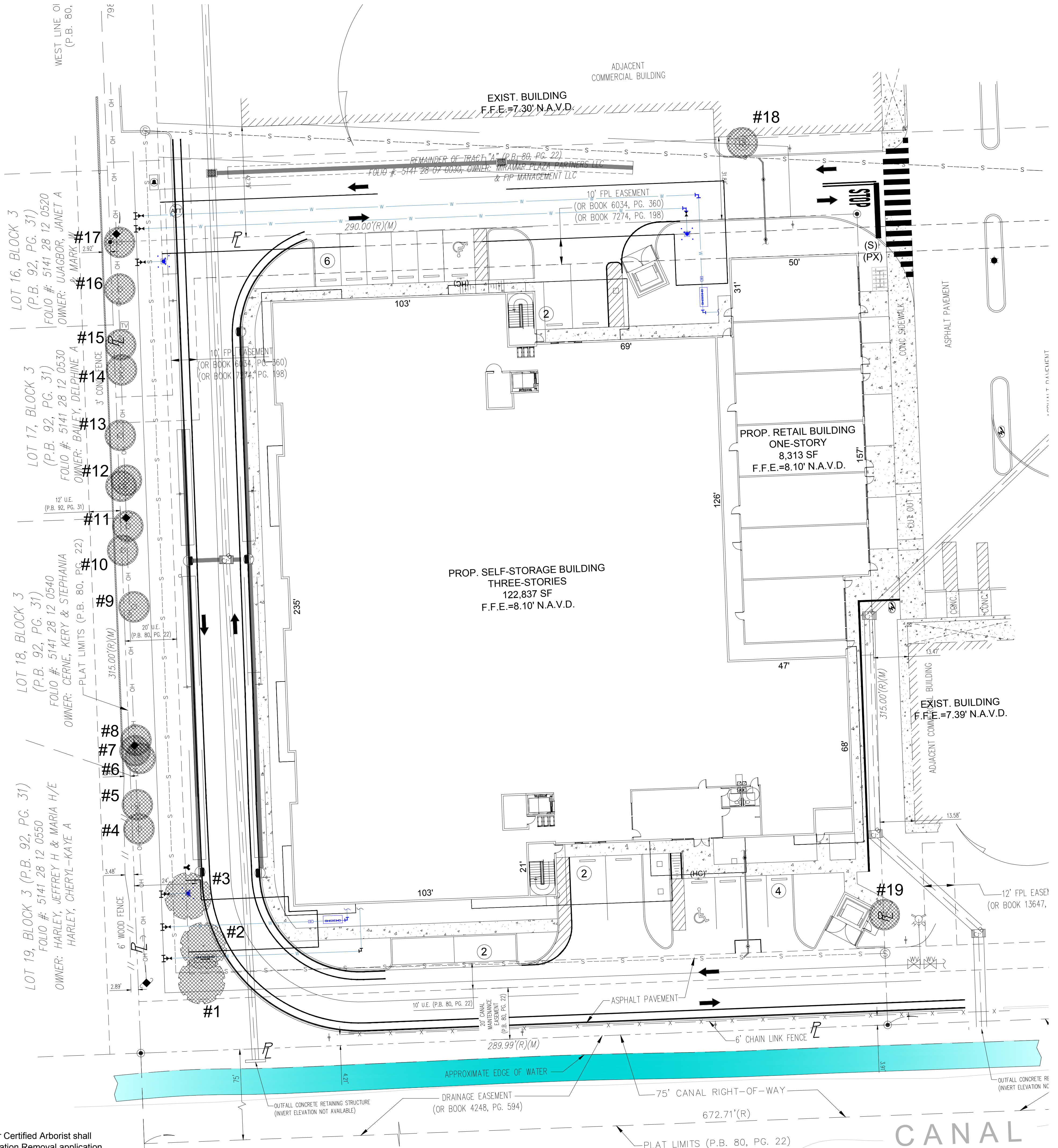
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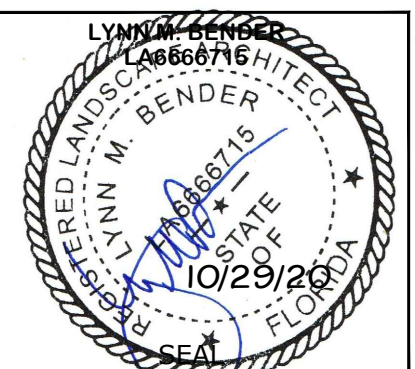
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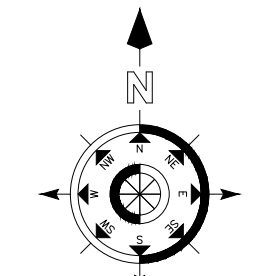
**PROPOSED RETAIL & SELF STORAGE FACILITY**  
3100 THRU 3372 S. UNIVERSITY DRIVE  
MIRAMAR, FLORIDA 33025

**EXISTING TREE DISPOSITION PLAN**

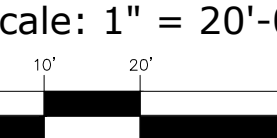
Designed: LMB  
Drawn: LMB  
Approved:  
Date: 05-27-2020  
Job No.: 20-008

3	civil updates- new base curb radius & fire hyds.	10/16/20
2	DRC COMMENTS	8/10/20
1	DRC COMMENTS added sheet	5/27/20





Scale: 1" = 20'-0"



Sheet No.

**TDP1**  
of 1





**City of Miramar**  
**Community Development Department**  
**Development Review Report – Conditional Use**

---

**I) Project Summary**

**Project Name:** Miramar Storage and Retail

**Application:** 2002605

**Application Summary:** The Applicant is proposing a new three-story, 122,237 square-foot self-storage facility and one-story, 8,313 square-foot retail development generally located approximately 379 feet west of University Drive and 810 feet south of Miramar Parkway. The property is the last remaining, undeveloped parcel at this center.

**Related Application(s):** 2002604 – Rezoning  
2002606 – Site Plan  
2002607 – CAB  
2002608 – Escrow

**Agent:** Vince Rodriguez  
The Feldman Companies  
11601 Biscayne Blvd, Suite 311  
Miami FL 33181  
Phone: 786-972-7813  
Email: [vince@thefeldmancompanies.com](mailto:vince@thefeldmancompanies.com)

**Owner:** Miramar Plaza Partners, LLC  
2627 NE 203 Street – Suite 202  
Aventura, FL 33180  
Phone: 786-972-7813



## II) Planning Information

Site Address/Location: Onyx Road (Folio: 514128070040)

Land Use Plan Designation: Commercial

Existing Zoning District: Community Business, B2

Proposed Zoning District: Heavy Business, B3

Existing Use: Vacant

Proposed Uses of Property: Self-Storage and Retail

Adjacent properties:

	EXISTING USE	ZONING	LAND USE PLAN
North	Miramar Parkway Plaza	Community Business, B2	Commercial
East	Miramar Parkway Plaza	Community Business, B2	Commercial
South	Broward County Miramar Pinelands Park	Open Space, OS	Commercial
West	The Knolls	Residential Single Family 5, RS5	Low 5

### Aerial View





## IV) Background

The proposed self-storage and retail development is located at the southwestern corner of Miramar Parkway and South University Drive, within a shopping center that includes a grocery supermarket, several retail establishments, and restaurants. The proposed site is currently vacant and is on the southernmost end abutting a canal/County park on the south end and single family residential to the west. Currently, the property is B2, Community Business zoning but the applicant is proposing B3, Heavy Business to apply for a conditional use for a self-storage facility. This use is not uncommon within the area as there is a self-storage facility just southeast of this property within a B3 zoning district.

## V) Review Criteria

The City's Land Development Code ("LDC") Section 315.7 provides that a variance can only be granted if a preponderance of the evidence demonstrates that the conditions listed herein are met.

- 1) *The proposed use shall be consistent with the comprehensive plan.*

### **Applicant's Response:**

The proposed self-storage use for which the conditional use is sought is consistent with the Comprehensive Plan. Specifically, the proposed self-storage use will utilize infill redevelopment practice in accordance with Comprehensive Plan FLUE Objective 9 to "encourage redevelopment and infill development", and more specifically FLUE Policy 9A.6 to "encourage the development of vacant nonresidential lots, less than or equal to two acres in size and which are surrounded by developed parcels." In addition, the Property is a vacant parcel surrounded by developed parcels and tucked behind an existing Shopping Center serving the community, making it suitable for development of this kind while staying within the City's adopted level of service standards and achieving full use of existing facilities in accordance with FLUE Policy 1.2. Further, the Project will not require the extension of sewer and water service outside of its approved service area and thus will not contribute to urban sprawl, but instead will promote compact, efficient urban development in accordance with FLUE Policy 2.6.

### **Staff's Evaluation:**

Staff agrees that the proposed use is consistent with the Comprehensive plan as self-storage facilities and retail are both allowed within the Commercial land use designation. The design of the proposed development itself allows the retail to be in line with existing retail establishments within the shopping center while providing for self-storage usage in the rear of the proposed development.



- 2) *The establishment, maintenance, or operation of the conditional use shall not impede the development and improvement of surrounding properties for uses permitted in the zoning district nor be detrimental to or endanger the public health, safety, aesthetics, comfort, or general welfare or have a negative impact on the value of those properties.*

**Applicant's Response:**

The establishment, maintenance, or operation of the proposed conditional use will not impede the development and improvement of surrounding properties for uses permitted in the zoning district nor be detrimental or an endangerment to the public health, safety, aesthetics, comfort, or general welfare or have a negative impact on the value of those properties. To the contrary, the Project will revitalize a blighted, vacant parcel at the rear of the Shopping Center, making it beneficial for improvement and development of the Shopping Center and surrounding properties. In addition, the infill redevelopment of a blighted parcel will naturally work to improve public safety, aesthetics, general welfare, and value of the surrounding properties. Also, given the fact that a commercial retail component is also a part of the overall Project, the requested conditional use and concurrent rezoning serves to benefit the area.

Currently the entire Miramar Mall Parcel contains an existing 601 parking spaces. The proposed development shall propose an additional 19 spaces for a total overall postdevelopment parking count of 620 parking spaces. The owner shall enter into a parking agreement with Miramar Mall Ownership for communal shared parking access. With regard to landscape maintenance, LBLA Inc, Landscape Architect, shall provide site specific summary of landscaping maintenance at time of Building Permit application. In addition, a maintenance requirement note has been added to Sheet LP-2 for general reference stating Code Section 901.14. The architectural design of the proposed limited access storage building was inspired by several of the existing buildings in the existing shopping center. Our desire is to weave into the building components commonality of both building components and finishes. One of the major building components of the existing shopping center is barrel tile roofing. Our desire was not to overwhelm the building with barrel tile but to use the tile to create accent elements to give the building commonality. Associated with the tile feature, the use of tower elements on the mass of the three-story building, this created articulation of the roof line. Varying the height of the building enhances the visual engagement of the proposed building with the adjacent buildings. The proposed single-story retail component is in context with the adjacent buildings. The two existing buildings have two varied style covered canopies. Our design had to engage a covered walkway that was sympathetic to both buildings. The design was a cantilevered continuous canopy over the walk and creating column pilasters on the building wall façade to create the continuous rhythm of a covered colonnade. The sense of blending with the shopping center is also enhanced with the additional of subtle offsets in the walls and continuous parapet banding and a strong base along the edge of the buildings which secure the building mass to the site. . The color pallet of the building will be neutral with several scent areas to peak curiosity and drawing the attention the building entrances. All mechanical equipment shall be screened behind parapets and loading areas shall be serviced with store front glass sliding doors. Tenants will be encouraged to back into the



loading space thus creating a curb side friendly view of front of vehicles not open truck doors. We feel the building will be an asset to the existing shopping center.

**Staff's Evaluation:**

Staff concurs that the applicant is working with the city to ensure long-term maintenance and operation of the property will enhance the overall shopping center.

- 3) *The use shall be consistent with the existing natural environment, and community character of the immediate neighborhood, hours of operation compatible with adjacent properties, and is appropriate at the particular location*

**Applicant's Response:**

The proposed use is consistent with the existing natural environment, community character of the immediate neighborhood, the proposed hours of operation are compatible with adjacent properties and is appropriate at the particular location. The proposed use is compatible with the existing natural environment and is the appropriate location for the Project, as the majority of the surrounding parcels are developed with community-serving commercial uses. The Shopping Center behind which the Property is located is consistent with the proposed use and character of the Project. In addition, the proposed self-storage use will have compatible, if not reduced, hours of operation with the Shopping Center. Further, the Project's self-storage use will be strategically positioned behind the proposed retail building and the existing Shopping Center, providing consistency and continuity with the commercial uses while also providing for an element of obscurity from view and maintaining convenient access from University Drive.

Office hours: 9am-6pm. Storage facility access hours: 6am-10pm

**Staff's Evaluation:**

Staff concurs with the applicant's response.

- 4) *Utilities, roadway capacity, drainage, and other necessary public facilities, including police and fire protection and emergency-rescue services, shall exist at a minimum at the city's adopted level of service, or will be available prior to issuance of any certificate of occupancy.*

**Applicant's Response:**

Utilities, roadway capacity, drainage, and other necessary public facilities, including police and fire protection and emergency-rescue services, exist at the city's adopted level of service. The proposed self-storage use generates a relatively low demand for utilities, roadway capacity, drainage and other necessary public facilities. Petitioner understands that the proposed use will not exceed the current adopted level of service for the City's utilities, roadway capacity, drainage, and other necessary public facilities.

**Staff's Evaluation:**

Staff concurs with the applicant's response.



- 5) *Adequate measures exist or shall be taken by the applicant or the property owner to provide safe ingress and egress to the proposed use, for both vehicles and pedestrians, in a manner that minimizes traffic congestion in the public streets and the use may not result in a significantly greater amount of traffic on local streets than would result from a development permitted by right.*

**Applicant's Response:**

Adequate measures exist or shall be taken by Petitioner to provide safe ingress and egress to the proposed use, for both vehicles and pedestrians, in a manner that minimizes traffic congestion in the public streets and the use may not result in a significantly greater amount of traffic on local streets than would result from a development permitted by right. Two points of ingress and egress are provided for the Project, one on the northwest corner of the Property, and the other on the northeast corner of the Property. Both ingress and egress points shall meet the existing drive aisles to University Drive. In addition, pedestrian connectivity is provided for throughout the perimeter of the Project's structures, which also connects to both ingress and egress points and the existing Shopping Center. Further, as the proposed self-storage use has a generally low trip generation rate and is projected to generate 31.78 daily PM peak hour trips, the proposed use will not significantly generate traffic congestion on the public and local streets. Considering the foregoing, adequate measures exist or shall be taken by Petitioner to provide safe ingress and egress to the proposed use, for both vehicles and pedestrians, in a manner that minimizes traffic congestion in the public streets and the use may not result in a significantly greater amount of traffic on local streets than would result from a development permitted by right.

Please refer to Sheet No. PMS-1 for directional signage for development. Please refer to plan sheet C-1.2 Master Parking Plan for existing parking spaces and overall site layout including accessible pathways.

**Staff's Evaluation:**

Staff is working with the applicant by requesting locations of directional signage, as well as a secondary conceptual site plan with the proposed development shown within the entire shopping Plaza. This should highlight the amount of existing parking spaces that will be utilized for the proposed retail as well as pathways to the proposed self-storage facility.

- 6) *The design and configuration of the proposed use shall minimize adverse effects, including noise, light, dust, incompatible height or massing or size, incompatible methods of operation, or other potential nuisances, of the proposed use on adjacent property through the use of building orientation and design, setbacks, buffers, landscaping and other design criteria.*

**Applicant's Response:**

The design and configuration of the Project will minimize adverse effects, including noise, light, dust, incompatible height or massing or size, incompatible methods of operation, or other potential nuisances, of the proposed use on adjacent properties through the use of building orientation and design, setback, buffers, and landscape. The Property is bounded



to the south by a canal, while the surrounding uses to the north and east of the Property are commercial, together making the Project's proposed uses largely compatible with, and imposing little to no nuisances on, the adjacent properties. The substantial 32-feet of landscape buffering and privacy screening provided on the west side of the Property, specifically 25' wide continuous verdant landscaping along the property line and 7' wide along the western building façade, provides appropriate transition and prevents the use from intruding into the residential space near the proposed self storage. Further, the Project has been designed such that it is aesthetically attractive from the perspective of adjacent properties, while its 34-foot roof height and overall style has been designed to complement and minimize the line of sight from adjacent properties as much as possible. As such, the combination of the proposed configuration, landscaping, building height and design will together work to minimize the adverse effects or other potential nuisances of the proposed use on the adjacent residential properties.

The Applicant will upgrade the fence and provide an attractive buffer. Specifically, attractive landscaping is proposed along the western buffer (as per FPL Right Plant- Right Place guidelines) with 10' flowering tree species @ 18-20' o.c.) in conjunction with a 4' continuous hedge row. More trees and palms are proposed to the east of the ex. 20' utility easement, adjacent to the driveway curb and along the western building foundation to promote additional screening views from the western neighbors.

**Staff's Evaluation:**

Staff is recommending as a condition of approval that the applicant /property owner upgrade the deteriorating fence on the western portion of the property separating the shopping center and residential neighborhood as well as providing an appropriate landscape buffer within that area. In addition, upgrading the fence along the southern property should be considered adjacent to the canal.

- 7) *The use meets a public need and does not have an adverse impact on the economic stability of the neighborhood.*

**Applicant's Response:**

The use meets a public need and does not have an adverse impact on the economic stability of the neighborhood. As people continue to move into the area causing household sizes to change, residents continue to need creative ways to manage their belongings. In addition, the existing vacant state of the Property generates a sense of blight for the general area and Shopping Center. The Project proposes a well-planned redevelopment of the Property, which will reinvigorate the economic stability and value of the adjacent Shopping Center while providing a new, needed service to the community. In all, the proposed self-storage use will revive this vacant Property and the general area of the Shopping Center into a vibrant community amenity, provide jobs and further secure the economic stability of the neighborhood, and will provide an increasingly demanded service to the City's residents.



The Applicant is not able to commit to conducting a market analysis based on public need of self-storage facilities at this time. In addition, as market conditions have been severely impacted by COVID over the last four months, a market analysis conducted during this time would likely misrepresent the long term public need and viability of the proposed uses due to these uncharacteristic market conditions. Further, the proposed Project is a mixed-use project proposing retail commercial use fronting the existing shopping center.

**Staff's Evaluation:**

Currently, Staff does not know the full impact and requests a market analysis based on public need of self-storage facilities, as there are two similar facilities within a one-mile radius of this location. both of which received site plan approvals within the past four years. In addition, staff understands due to current conditions (Covid-19) a proper analysis cannot be conducted at this time. Based on the low-impact of the use, staff accepts the applicant's statement at this time.

- 8) *The land area must be sufficient, appropriate and adequate for the proposed use.*

**Applicant's Response:**

The Property's land area is sufficient, appropriate, and adequate for the proposed conditional use. The 2.10-acre Property's size and its location at the rear of the existing Shopping Center makes it highly suitable for the proposed Project and its uses. The Property's size and configuration has allowed for Petitioner to design the Project with a 61.5-foot setback from the western property line to allow for the maximum compatibility with the adjacent residential use, while remaining contextually appropriate with the commercial uses of the Shopping Center. As such, the Property's land area is sufficient, appropriate, and adequate for the proposed conditional use.

**Staff's Evaluation:**

Staff does determine that the site is adequate and sufficient for the proposed use.

**Staff Recommendation**

Staff recommends approval with conditions as noted in the memorandum.





**City of Miramar**  
**Community Development Department**  
**Development Review Report – Setback Variance**

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**I) Project Summary**

**Project Name:** Miramar Storage and Retail

**Application:** 2006693

**Application Summary:** The Applicant is proposing a new three-story, 122,237 square-foot self-storage facility and one-story, 8,313 square-foot retail development generally located approximately 379 feet west of University Drive and 810 feet south of Miramar Parkway. The setback from the side property line is 0 feet where 20 feet is required. The property is the last remaining, undeveloped parcel at this center.

**Related Application(s):** 2002604 – Rezoning  
2002605 – Conditional Use  
2002606 – Site Plan  
2002607 – CAB  
2002608 – Escrow

**Agent:** Vince Rodriguez  
The Feldman Companies  
11601 Biscayne Blvd, Suite 311  
Miami FL 33181  
Phone: 786-972-7813  
Email: [vince@thefeldmancompanies.com](mailto:vince@thefeldmancompanies.com)

**Owner:** Miramar Plaza Partners, LLC  
2627 NE 203 Street – Suite 202  
Aventura, FL 33180  
Phone: 786-972-7813



## II) Planning Information

Site Address/Location: Onyx Road (Folio: 514128070040)

Land Use Plan Designation: Commercial

Existing Zoning District: Community Business, B2

Proposed Zoning District: Heavy Business, B3

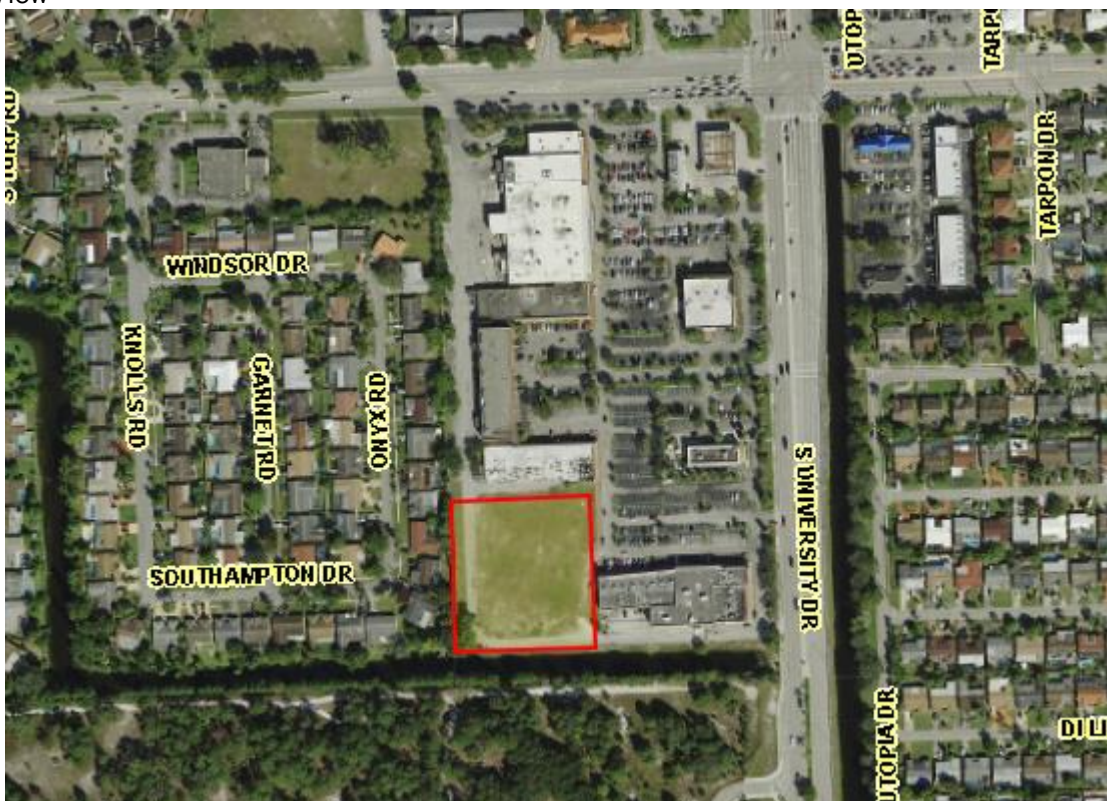
Existing Use: Vacant

Proposed Uses of Property: Self-Storage and Retail

Adjacent properties:

	EXISTING USE	ZONING	LAND USE PLAN
North	Miramar Parkway Plaza	Community Business, B2	Commercial
East	Miramar Parkway Plaza	Community Business, B2	Commercial
South	Broward County Miramar Pinelands Park	Open Space, OS	Commercial
West	The Knolls	Residential Single Family 5, RS5	Low 5

Aerial View





## IV) Background

The proposed self-storage and retail development is located at the southwestern corner of Miramar Parkway and South University Drive, within a shopping plaza that includes a grocery supermarket, several retail establishments, and restaurants. The proposed site is currently vacant and is on the southernmost end abutting a canal/County park on the south end and single family residential to the west. Currently, the property is B2, Community Business zoning but the applicant is proposing B3, Heavy Business to apply for a conditional use for a self-storage facility. This use is not uncommon within the area as there is a self-storage facility just southeast of this property within a B3 zoning district. For the purposes of this staff report, an analysis of how the proposed self-storage may impact surround developments.

## V) Review Criteria

The City's Land Development Code ("LDC") Section 315.7 provides that a variance can only be granted if a preponderance of the evidence demonstrates that the conditions listed herein are met.

- 1) *The particular physical surroundings, shape, topographical condition, or other physical or environmental condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the regulations were carried out literally.*

### **Applicant's Response:**

The particular physical surroundings and shape of the Property would result in a particular hardship upon the owner if the regulations were carried out literally. The Setback Variance Request is necessitated by the Property's size, configuration, and immediate adjacency to the existing Shopping Center to the north and east, and the single-family residential community to the west. The Project has been designed to provide a generous 61.5-foot setback from the western property line to ensure compatibility with the adjacent residential uses. In order to provide this 61.5-foot setback from the bordering residential use, the building footprint for the retail component was designed with a zero (0)-foot setback, such that it offers retail frontage in line with the Shopping Center and its existing sidewalk. This in turn allows for a functionality and integration into the existing Shopping Center, which is an important feature to ensure the retail component has appropriate frontage exposure and continuity with the Shopping Center. The Setback Variance Request is necessitated by the essential provision of the 61.5-foot setback from the residential uses to the west, while also ensuring viability of the retail component, to be merged with the Shopping Center. With the above foregoing, the particular physical surroundings, shape, and size of the Property would result in a particular hardship upon the owner if the regulations were carried out literally.

### **Staff's Evaluation:**

While subject property does not hold any physical or environmental conditions that would render the set back a undue hardship if regulations were carried out literally, the proposed infill development within the existing shopping center proves difficult to comply with B3



zoning regulations surrounded by a B2 zoning district. the setback itself will allow the proposed development to be in line with the existing shopping center.

- 2) *The conditions upon which the request for a variance is based are unique to the parcel and would not be generally applicable to other property within the vicinity.*

**Applicant's Response:**

The conditions upon which the Setback Variance Request is based are unique to the parcel and would not be generally applicable to other property within the vicinity. The Property is constrained by its location and adjacency to the existing Shopping Center to the north and east and the single-family residential community to the west. Due to the Property's surrounding uses, Petitioner designed the project to provide a generous 61.5-foot setback from the western property line to provide ample buffering from, and mitigate any impact on, the adjacent residential neighborhood. The Project's building footprint, with a zero (0)-foot setback from the retail component to the eastern property line, was necessitated by the intent to provide this important buffering from the adjacent residential uses to the west. In addition, because Petitioner intends to merge the retail portion of the Project with the existing Shopping Center prior to Certificate of Occupancy, it is prudent that the Project's retail component be situated such that it provides a sense of continuity with the existing sidewalk along the retail component's eastern façade, which currently connects the northern and southern portions of the existing Shopping Center. Positioning the retail component's frontage along the existing sidewalk, thereby functionally connecting it with the Shopping Center, is an important feature to provide that sense of place and integration into the Shopping Center. Considering the foregoing, the conditions upon which the Setback Variance Request is based are unique to the parcel and would not be generally applicable to other property within the vicinity.

**Staff's Evaluation:**

While the conditions are not necessarily unique to the parcel, the benefit of having the three-story building being located 20 feet farther away from the residential property, lessening the impact of its height, and being closer to and more integrated with the inline retail space, is both aesthetically pleasing as well as functional for the site's operation.

- 3) *That the special conditions or circumstances do not result from the deliberate actions of the applicant or property owner of the subject property to establish a use or structure which is not otherwise consistent with this Code*

**Applicant's Response:**

The special conditions or circumstances do not result from the deliberate actions of the applicant or property owner of the Property to establish a use or structure which is not otherwise consistent with this Code. As noted above, the Property is bordered on two sides by the existing Shopping Center, and a single-family residential community to the west, which have necessitated the specific Project design to ensure compatibility with surrounding uses as well as viability and integration with the Shopping Center for the retail component. As such, the Property's conditions and resulting Setback Variance Request do



not result from the deliberate actions of Petitioner or property owner to establish a use or structure which is not otherwise consistent with the City's LDC.

**Staff's Evaluation:**

Staff concurs with this statement.

- 4) *That the granting of the variance will not confer on the applicant or the property owner of the subject property any special privilege that is denied by the Code to other similarly situated lands, buildings, or structures in the same zoning district*

**Applicant's Response:**

The granting of the Setback Variance Request will not confer on Petitioner or the owner of the Property any special privilege that is denied by the Code to other similarly situated lands, buildings, or structures in the same zoning district. The Project's proposed uses, paired with the uniqueness of this Property given its size and immediate adjacency to the existing Shopping Center and single-family residential community, have necessitated the Project's design to provide a generous 61.5-foot setback from the western property line, and a zero (0)-foot setback from the retail component to the eastern property line. These features of the Project are important for ensuring that the Project is a long-term, viable success by strengthening the overall Shopping Center while making sure that the bordering residential uses are not negatively impacted by the development. Further, the uniqueness of the Property not only necessitates the Project design and requested variance as stated above, but also ensures that there is no such similarly situated lands, buildings, or structures in the same zoning district.

**Staff's Evaluation:**

The granting of this variance would not confer special privileges to the applicant.

- 5) *The granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the vicinity.*

**Applicant's Response:**

The granting of the Setback Variance Request will not be detrimental to the public welfare or injurious to other property or improvements in the vicinity. The requested zero (0)-foot side setback for the retail component will ensure maximum viability and integration into the existing Shopping Center, while the 61.5-foot setback from the western property line will provide ample buffering between the residential community and the Project's proposed self-storage component. These two elements will both work to enhance the vicinity's commercial properties and will protect the public welfare and property values of the neighboring residences. Further, the overall Project is poised to expand and strengthen the economic base of the City by activating a blighted, vacant property, creating temporary jobs during the construction phase, and providing storage and retail opportunities to City's residents. Finally, the Project's self-storage use will be strategically positioned behind the proposed retail building and the existing Shopping Center, providing consistency and continuity with the commercial uses while also providing for an element of obscurity from



view and maintaining convenient access from University Drive. Considering the foregoing, the granting of the Setback Variance Request will not be detrimental to the public welfare or injurious to other property or improvements in the vicinity.

**Staff's Evaluation:**

Granting of the variance will not be detrimental to the public welfare or injurious to other property or improvements in the vicinity.

- 6) *The proposed variance will not substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the vicinity.*

**Applicant's Response:**

The Setback Variance Request will not substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the vicinity. The requested variance will allow for the retail component to be appropriately situated along the existing sidewalk network throughout the Shopping Center and will allow for the retail component to integrate into, and strengthen, the Shopping Center. As demonstrated in the Traffic Study Report previously submitted for the Project, the Project is not anticipated to generate significant trips, and as such is not expected to increase congestion in the public streets. In addition, the Setback Variance Request will not generate an increase in danger of fire on the Property or surrounding properties. Further, as the Project will be an infill redevelopment of a vacant site and compatible with the surrounding uses designed to provide sufficient buffering to the adjacent residential uses, it will not only improve the public safety of the area by diminishing blight with active, vibrant development, but it will also work to sustain, or improve, property values in the vicinity.

**Staff's Evaluation:**

The variance should not have any bearing on increase of congestion in public streets, increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the vicinity.

## **Staff Recommendation**

Staff recommends approval stating that the proposed development will be in line with the existing shopping center by aligning proposed retail to be compatible with its surroundings and have the proposed self-storage facility in the rear. Without approval of this variance compatibility with the existing shopping center would prove to be more difficult.





**City of Miramar**  
**Community Development Department**  
**Development Review Report – Parking Variance**

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**I) Project Summary**

**Project Name:** Miramar Storage and Retail

**Application:** 2008876

**Application Summary:** The Applicant is proposing a new three-story, 122,237 square-foot self-storage facility and one-story, 8,313 square-foot retail development generally located approximately 379 feet west of University Drive and 810 feet south of Miramar Parkway. The total parking spaces required for the proposed development is 90 (62 spaces for the self-storage and 28 spaces for the retail component). The property is the last remaining, undeveloped parcel at this center.

**Related Application(s):** 2002604 – Rezoning  
2002605 – Conditional Use  
2002606 – Site Plan  
2002607 – CAB  
2006693 – Setback Variance  
2002608 – Escrow

**Agent:** Vince Rodriguez  
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Phone: 786-972-7813  
Email: [vince@thefeldmancompanies.com](mailto:vince@thefeldmancompanies.com)

**Owner:** Miramar Plaza Partners, LLC  
2627 NE 203 Street – Suite 202  
Aventura, FL 33180  
Phone: 786-972-7813

**II) Planning Information**

**Site Address/Location:** Onyx Road (Folio: 514128070040)

**Land Use Plan Designation:** Commercial

**Existing Zoning District:** Community Business, B2



**Proposed Zoning District:** Heavy Business, B3

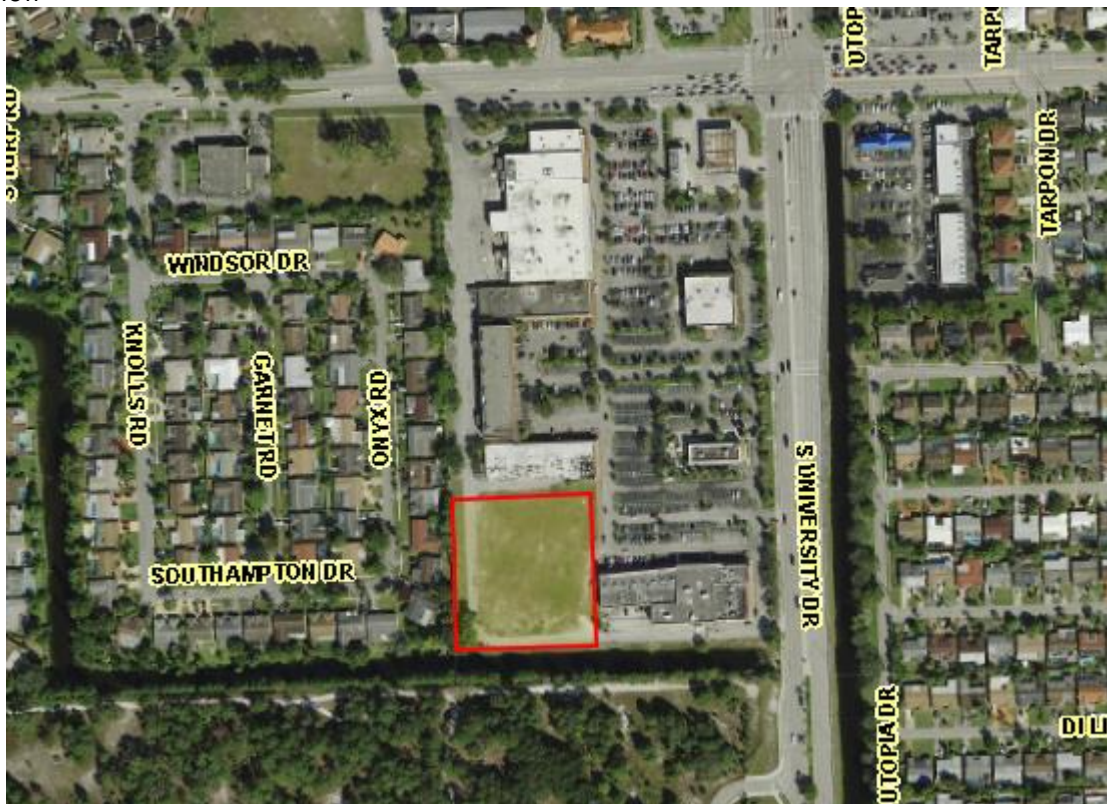
**Existing Use:** Vacant

**Proposed Uses of Property:** Self-Storage and Retail

**Adjacent properties:**

	EXISTING USE	ZONING	LAND USE PLAN
<b>North</b>	Miramar Parkway Plaza	Community Business, B2	Commercial
<b>East</b>	Miramar Parkway Plaza	Community Business, B2	Commercial
<b>South</b>	Broward County Miramar Pinelands Park	Open Space, OS	Commercial
<b>West</b>	The Knolls	Residential Single Family 5, RS5	Low 5

Aerial View



#### IV) Background

The proposed self-storage and retail development is located at the southwestern corner of Miramar Parkway and South University Drive, within a shopping plaza that includes a grocery supermarket, several retail establishments, and restaurants. The proposed site is currently



vacant and is on the southernmost end abutting a canal/County park on the south end and single family residential to the west. Currently, the property is B2, Community Business zoning but the applicant is proposing B3, Heavy Business to apply for a conditional use for a self-storage facility. This use is not uncommon within the area as there is a self-storage facility just southeast of this property within a B3 zoning district.

## V) Review Criteria

The City's Land Development Code ("LDC") Section 315.7 provides that a variance can only be granted if a preponderance of the evidence demonstrates that the conditions listed herein are met.

- 1) *The variance shall not be substantial in relation to what is required by the Code.*

### **Applicant's Response:**

The variance request is not substantial in relation to what is required by Code and is the minimum variance needed to provide a project on the Property that is compatible with the surrounding uses. As stated above, the Property is located on a vacant parcel adjacent to an existing Shopping Center. A shared parking agreement is also being proposed to allow additional parking for the proposed Project in the parking lot of the existing Shopping Center. It is important to note that currently, there are 610 parking spaces existing on the adjacent shopping center parcel. The Study indicates that, based upon the uses in the Shopping Center, only 596 parking spaces are actually needed for the Shopping Center. As stated above, the Project will add another 17 spaces to the existing 610 spaces, thereby creating a total of 627 combined parking spaces (*Shopping Center plus the Project*). As indicated by the Study, the Project and the Shopping Center only need 596 parking spaces, therefore there is a surplus of 31 parking spaces. Which indicates that the Shopping Center parcel can accommodate the 30-parking space short fall existing on the Project parcel.

### **Staff's Evaluation:**

The total current amount of parking spaces within the entire plaza is 610. The proposed development will add an additional 17 spaces bringing the total number to 627 spaces. Based on the proposed square footage, the code states it requires 90 spaces for the proposed development. While the current code requires one parking space for every 2,000 square feet for self-storage use (requiring 62 spaces for the self-storage component alone), the planning staff has been actively updating the Land Development Code and researching parking requirements based on industry standards for self-storage facilities. A proposal for reasonable number to calculate parking spaces for these types of uses may be 1 space for every 5,000 square feet, as these types of uses are low parking generators. Many self-storage uses have been granted parking variances with little to no issues in operations for this matter. In addition, the applicant has drafted a shared parking agreement to allow the usage of existing parking spaces to be utilized by the proposed development.



- 2) *The approval of the variance will be compatible with development patterns, and whether a substantial change will be produced in the character of the neighborhood.*

**Applicant's Response:**

The variance is necessitated by the desire to provide a project that is compatible with the surrounding development patterns and character of the area. As noted above, the Property is bordered on two sides by the existing Shopping Center, and a single-family residential community to the west, which have necessitated the specific Project design to ensure compatibility with surrounding uses as well as viability and integration with the Shopping Center for the retail component. The design components to provide the buffering from adjacent residential uses and provide continuity with the adjacent Shopping Center have resulted in increased landscape buffers and drive aisles providing connectivity. This has reduced the ability to provide additional parking spaces on the Property. With the above foregoing, the Project has been designed to be compatible with existing development patterns and character of the existing neighborhood.

**Staff's Evaluation:**

The existing development currently provides parking spaces along the western facade of the property line abutting residential communities. If the applicant proposed to continue this pattern, they would require a buffer yard and set back variance for landscaping as well as parking. Seeking a variance for this particular use in addition to entering into a shared parking agreement should mitigate the need for additional parking space is provided on site.

- 3) *The variance can be approved without causing substantial detriment to adjoining properties*

**Applicant's Response:**

The granting of the parking variance request will not cause substantial detriment to the adjoining properties. As stated above, there will be a shared parking agreement with the existing adjacent Shopping Center. This allows customers and employees of the Project to park in the parking lot of the existing Shopping Center. While the Property does not meet the parking requirements as a stand-alone parcel, the parking requirements for the Shopping Center and the Project are met as a whole with the parking provided on both parcels, with a total of 596 spaces required and 627 spaces available once the Project is complete. As shown in the attached parking study, the existing Shopping Center peak parking demand is 556 parking spaces on a weekday, and 540 spaces on a Saturday, leaving a surplus of spaces during the peak parking periods.

**Staff's Evaluation:**

The applicant is proposing 17 parking spaces on the northern and southern facade of the building away from the residential community to the West. In doing so the applicant should not cause substantial detriment to the residential community or existing shopping center. Any overflow parking that may be required can be accommodated within the existing shopping center parking area as agreed with in the shared parking agreement.



- 4) *The request is due to unique circumstances of the property, the property owner, and/or the applicant which would render conformity with the strict requirements of the Code unnecessarily burdensome*

**Applicant's Response:**

The Parking Variance Request is necessitated by the unique circumstances of the property. As noted above, the Property is bordered on two sides by the existing Shopping Center, and a single-family residential community to the west, which have necessitated the specific Project design to ensure compatibility with surrounding uses as well as viability and integration with the Shopping Center for the retail component. The design components to provide the buffering from adjacent residential uses and provide continuity with the adjacent Shopping Center have resulted in increased landscape buffers and drive aisles providing connectivity. This has reduced the ability to provide additional parking spaces on the Property. Providing the Code required 90 spaces on the Property would require removing the design improvements that provide the compatibility with the surrounding uses. Further, as evidenced by the Study, the Code indicated spaces are excessive and unnecessary. Therefore, based upon the above conforming to strict requirements of the Code are unnecessarily burdensome for the Petitioner.

**Staff's Evaluation:**

As mentioned previously, the current parking requirement for a self-storage facility within the City of Miramar is one space for every 2,000 square feet. this would require the self-storage facility to have a minimum of 61 spaces. if the code were one space for every 5,000 square feet (a requirement staff has been researching), the proposed development may be able to achieve the parking requirement based on industry standards.

- 5) *The difficulty cannot be obviated by some method feasible for the applicant to pursue other than by a variance.*

**Applicant's Response:**

Requesting a variance is the only feasible option for the Petitioner to pursue to provide a project on the Property that is designed to be compatible with the surrounding commercial and residential uses. The emphasis on a project that is designed to be compatible with surrounding uses has necessitated the need to reduce the amount of parking spaces provided on the Property. While the Property does not meet the parking requirements as a stand-alone parcel, the parking requirements are met with the two parcels combined, providing more spaces than required by Code.

**Staff's Evaluation:**

Originally, the applicant attempted to facilitate the deficiency of parking exclusively through the shared parking agreement but was unable to do so. Since the alternative could be to propose continuing parking along the western property line which Staff would deem ill



advisable as it would require additional variances and possible detriment to the abutting residential community.

- 6) *In view of the manner in which the difficulty arose, the interest of justice will be served by allowing the variance.*

**Applicant's Response:**

The interest of justice will be served by allowing the requested variance. As noted above, the Property is bordered on two sides by the existing Shopping Center, and a single-family residential community to the west. This has necessitated the specific Project design to ensure compatibility with surrounding uses as well as viability and integration with the Shopping Center for the retail component. Therefore, design emphasis has been placed on compatibility with existing uses rather than on providing additional parking spaces which are not needed. To construct a building on the Property that is not compatible with the surrounding residential and commercial uses would be unjust and not in the best interest of the community. Therefore, the variance is necessitated by the desire to design a project that is compatible with the area and in the interest of justice for the surrounding community and properties.

**Staff's Evaluation:**

Staff concurs with this statement.

## **Staff Recommendation**

Staff recommends approval with the condition of implementing a shared parking agreement with the property owner of the shopping center.



## ATTACHMENT 7

**From:** Hope Calhoun <[hcalhoun@dmblaw.com](mailto:hcalhoun@dmblaw.com)>  
**Sent:** Friday, November 6, 2020 12:15 PM  
**To:** Magny, Frensky <[fmagny@miramarfl.gov](mailto:fmagny@miramarfl.gov)>; Alpert, Michael <[malpert@miramarfl.gov](mailto:malpert@miramarfl.gov)>; Silva, Eric B. <[ebsilva@miramarfl.gov](mailto:ebsilva@miramarfl.gov)>  
**Cc:** Mitchell Feldman ([mitch@thefeldmancompanies.com](mailto:mitch@thefeldmancompanies.com)) <[mitch@thefeldmancompanies.com](mailto:mitch@thefeldmancompanies.com)>; Vincent Rodriguez <[vince@thefeldmancompanies.com](mailto:vince@thefeldmancompanies.com)>  
**Subject:** [EXTERNAL] FW: My contact information

**[EXTERNAL EMAIL] Please be cautious**  
Ensure you trust this sender before clicking on any links or attachments

Gentlemen, Ms. Lovell (Miramar resident) reached out to me today and sent me the email below. She advised me that she sent this email to "the City", but I am not certain who she actually sent it to. Therefore, I am passing on her email with my responses to her included. Please note that if her email is made a part of the record (and back up), then my response should be as well. Please advise if I need to send it to the clerk to confirm inclusion in to the record, or will you include it in your report. Thank you.

Hope Calhoun  
Partner  
Dunay, Miskel & Backman, LLP  
14 S.E. 4<sup>th</sup> Street, Suite 36  
Boca Raton, FL 33432  
Tel (direct): 561-405-3324  
Tel (main): 561-405-3300  
Fax: 561-409-2341  
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**From:** Hope Calhoun  
**Sent:** Friday, November 6, 2020 12:10 PM  
**To:** Doreen Lovell <[datluv@hotmail.com](mailto:datluv@hotmail.com)>  
**Subject:** RE: My contact information

Ms. Lovell, thank you for your email. I know that you said that you are waiting for a response from the City, but since you took the time to reach out to me, I think that you deserve a response from me. To that end, please see below:

Hope Calhoun  
Partner  
Dunay, Miskel & Backman, LLP  
14 S.E. 4<sup>th</sup> Street, Suite 36  
Boca Raton, FL 33432  
Tel (direct): 561-405-3324  
Tel (main): 561-405-3300  
Fax: 561-409-2341  
Email: [hcalhoun@dmbblaw.com](mailto:hcalhoun@dmbblaw.com)



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**From:** Doreen Lovell <[datluv@hotmail.com](mailto:datluv@hotmail.com)>  
**Sent:** Friday, November 6, 2020 11:39 AM  
**To:** Hope Calhoun <[hcalhoun@dmbblaw.com](mailto:hcalhoun@dmbblaw.com)>  
**Subject:** Re: My contact information

*PROPOSED THREE STOREY SELF-STORAGE FACILITY (PROJECT)*

*I am appalled that the City of Miramar even entertained the thought of having a THREE STOREY COMMERCIAL STORAGE FACILITY built within or near to the Residential Properties of THE*



*KNOLLS AND MISSION WOOD. As a citizen I wish to object to the construction of such based on the following:-*

- 1. It would necessitate changing the ZONE CODE to facilitate this venture. We are not requesting a change to the City's zoning code. We are requesting a change to the zoning designation of our property only. The proposed zoning designation is consistent with what is around us. The current zoning on this property is commercial, not residential. We are changing from one commercial zoning designation to another.*
- 2. There would be traffic congestion as it would be mid-way between a major intersection (Miramar Parkway and University) with a Traffic light and a Pedestrian Traffic light. Although you may believe that such a use generates traffic it actually does not. Self-storage facilities are in fact one of the lowest traffic generators that exist. I am happy to share the data that proves this with you.*
- 3. It is being constructed next to the Commercial Bank which would cause additional traffic congestion. As stated above, self-storage facilities do not create traffic congestion.*
- 4. It is being constructed in front of a SCHOOL AND A CHURCH (traffic congestion and danger to school children. Although a school and a church may exist in the plaza, this facility will not impact their operations. Further, a self-storage facility will not create traffic congestion because it does a big traffic generator.*
- 5. The Bank has been targeted by criminals on several occasions, placing a building of that height next to it would mean there would be less visibility around the bank. The location of the self-storage facility will not block the visibility of any of the existing businesses on the property.*
- 6. It is a known fact that storage facilities are opened to all and sundries, and as a citizen of Miramar, I do not wish to have my residential property value decreased, or not having it maintained its present Residential status. This self-storage facility will be a business where people can store their possessions. The property currently has a commercial zoning designation, not residential. There is no evidence that a self-storage facility will decrease property values. In fact, a vacant unused parcel does more to decrease property values, then does a thriving commercial center.*
- 7. There are TEN Storage facilities or more, in Miramar now from State Rd 7. To Miramar Pineland Park Douglas Rd to Palm and Miramar. Why the need for additional? Self-storage facilities are prevalent in many cities because there is a need for such a use. Many people are downsizing (either by force, or by choice), but they want to hold on to their possessions. With that in mind, self storage facilities give them an opportunity to move, without losing all of the things that they cherish.*

*The owner of a small Educational facility situated at the back of the Plaza (SOUTH) catering to children from Nursery Age to Grade 6, after school tutoring, and homework help approached the City of Miramar in 2019 for permission to expand and was denied on the basis that her times of operation there would cause traffic congestion, but consideration would be given if she*



*starts after 11.a.m. She requested using another building East of University near the Plaza with Hi-Hop and was denied on the basis that this would entail changing the Zone Code.*

*Is the City of Miramar saying that a Storage facility is more important than an educational facility that offers care for our children, provision for a meal for children who could not afford it, tutorial help and help to parents who would be free to out to work? Is Mega business being given priority over Small Minority owned business at this stage of our development? Couldn't another location be identified, why must we in the East Side of Miramar be always inconvenienced and treated or subjected to deterioration of our area? -----*

**NO COMMERCIALIZING OF OUR AREA IN EXCAHNGE FOR CASH.**

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