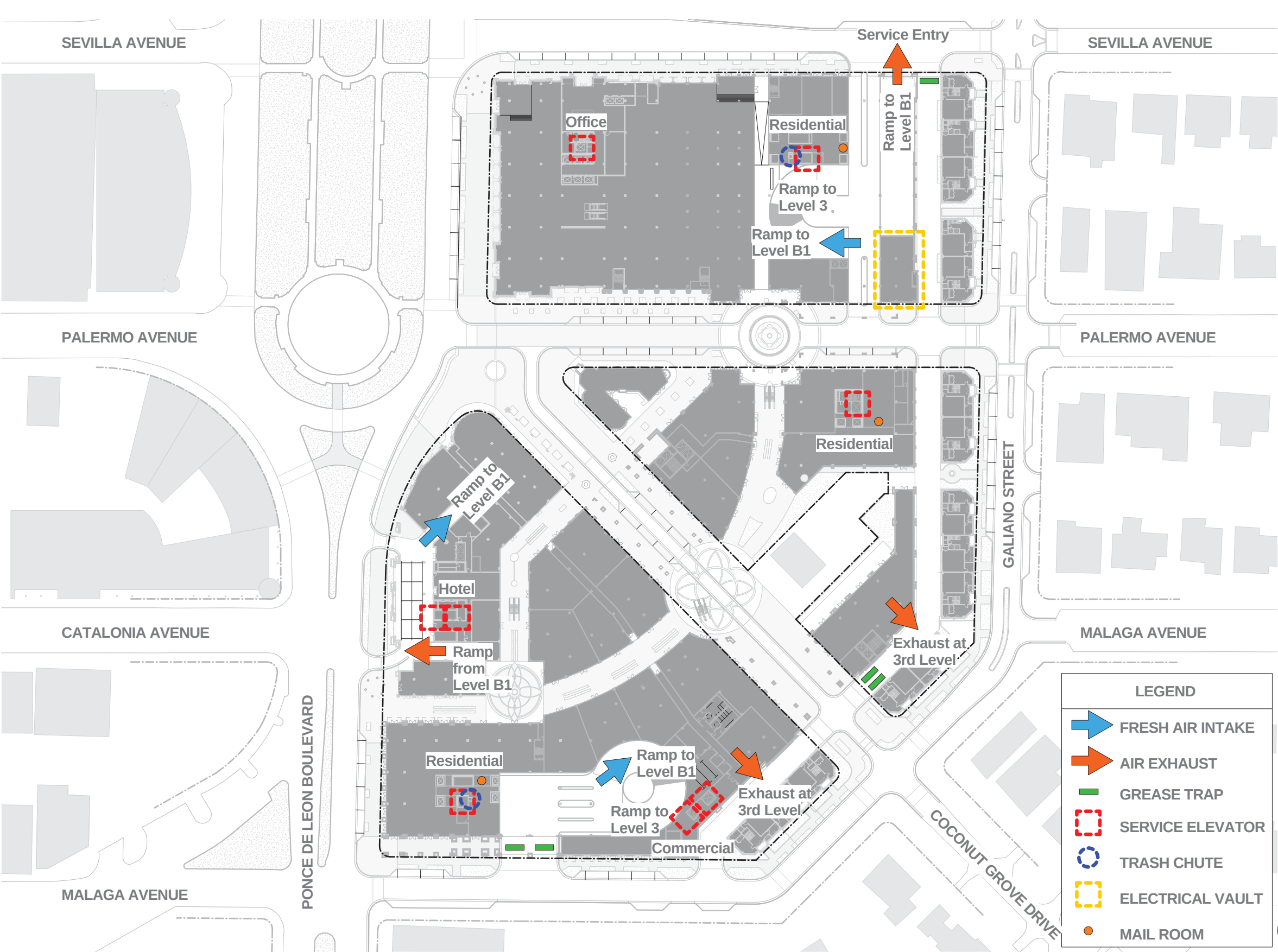


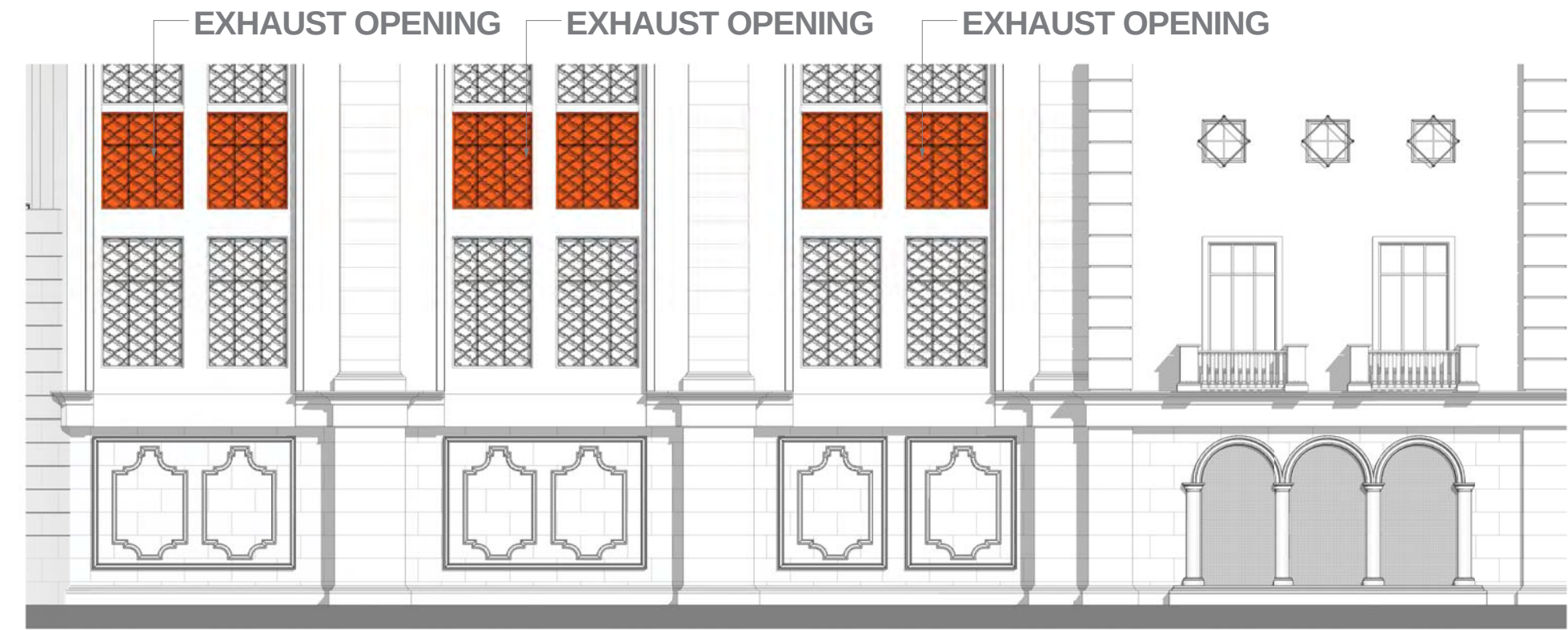
MECHANICAL & SERVICE LOCATIONS - GROUND FLOOR PLAN



NOTE:

- BELOW GRADE BASEMENT PARKING EXHAUST TO BE LOCATED ABOVE THE PEDESTRIAN LEVEL

MECHANICAL & SERVICE LOCATIONS - ELEVATIONS



1 BELOW GRADE EXHAUST- SOUTH PARCEL
3/16" = 1'-0"

PARKING - LEVEL 04
43' - 0"

PARKING - LEVEL 03
34' - 0"

COMMERCIAL - LEVEL 02
17' - 0"

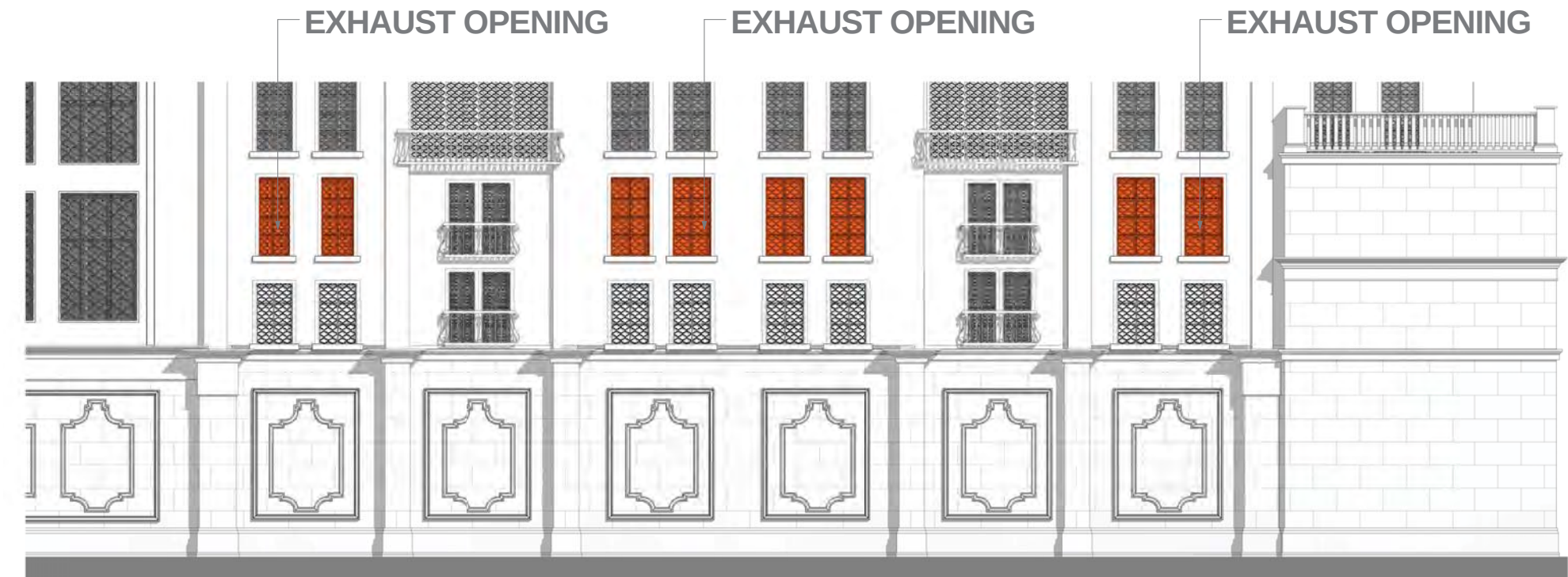
COMMERCIAL - LEVEL 01
0' - 0"

NOTE:
• BELOW GRADE
BASEMENT PARKING
EXHAUST TO BE
LOCATED ABOVE THE
PEDESTRIAN LEVEL

EXHAUST OPENING



2 BASEMENT EXHAUST LOCATION 1



3 BELOW GRADE EXHAUST- NORTH PARCEL
3/16" = 1'-0"

PARKING - LEVEL 03
34' - 0"

COMMERCIAL - LEVEL 02
17' - 0"

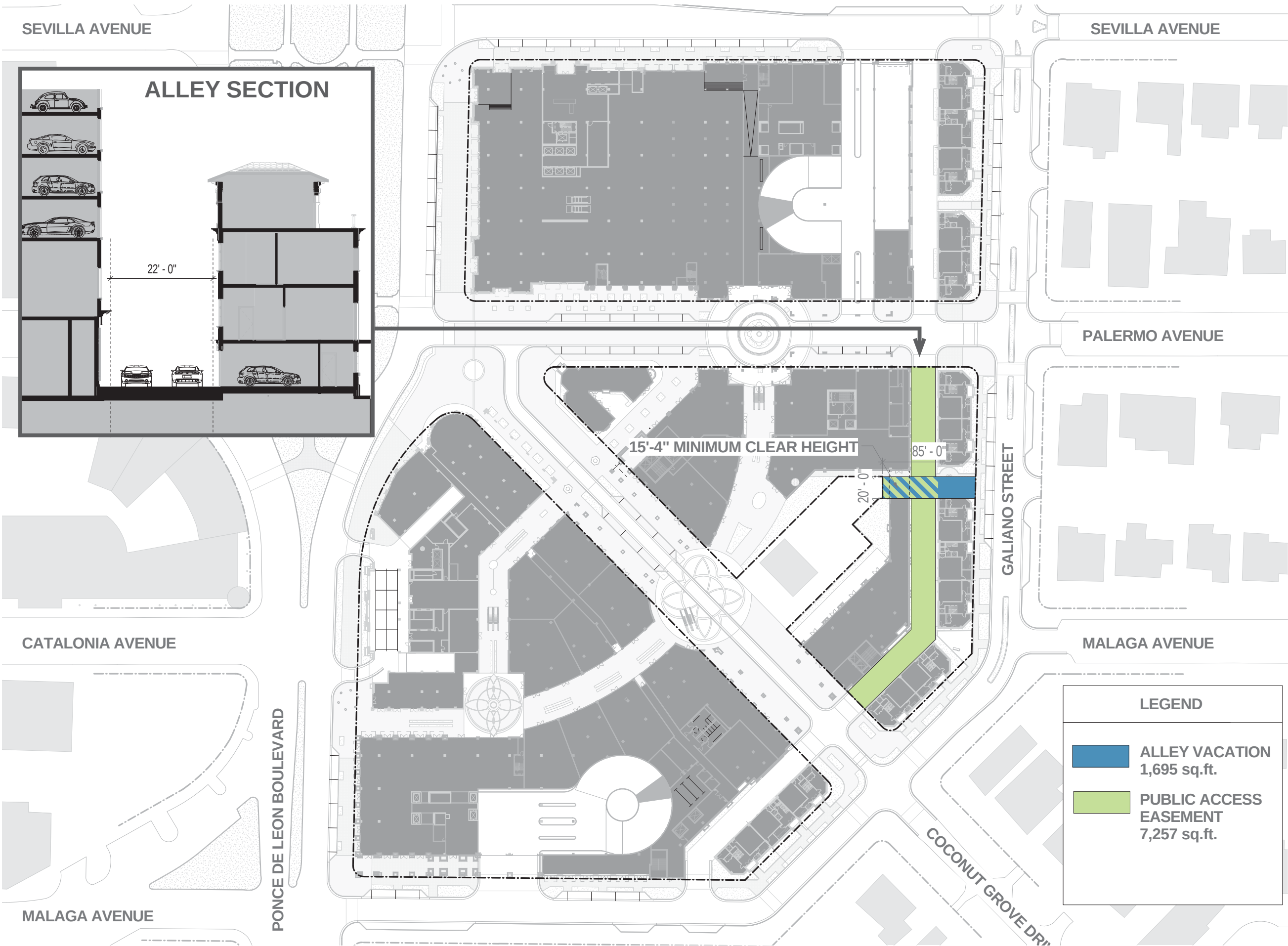
COMMERCIAL - LEVEL 01
0' - 0"

EXHAUST OPENING

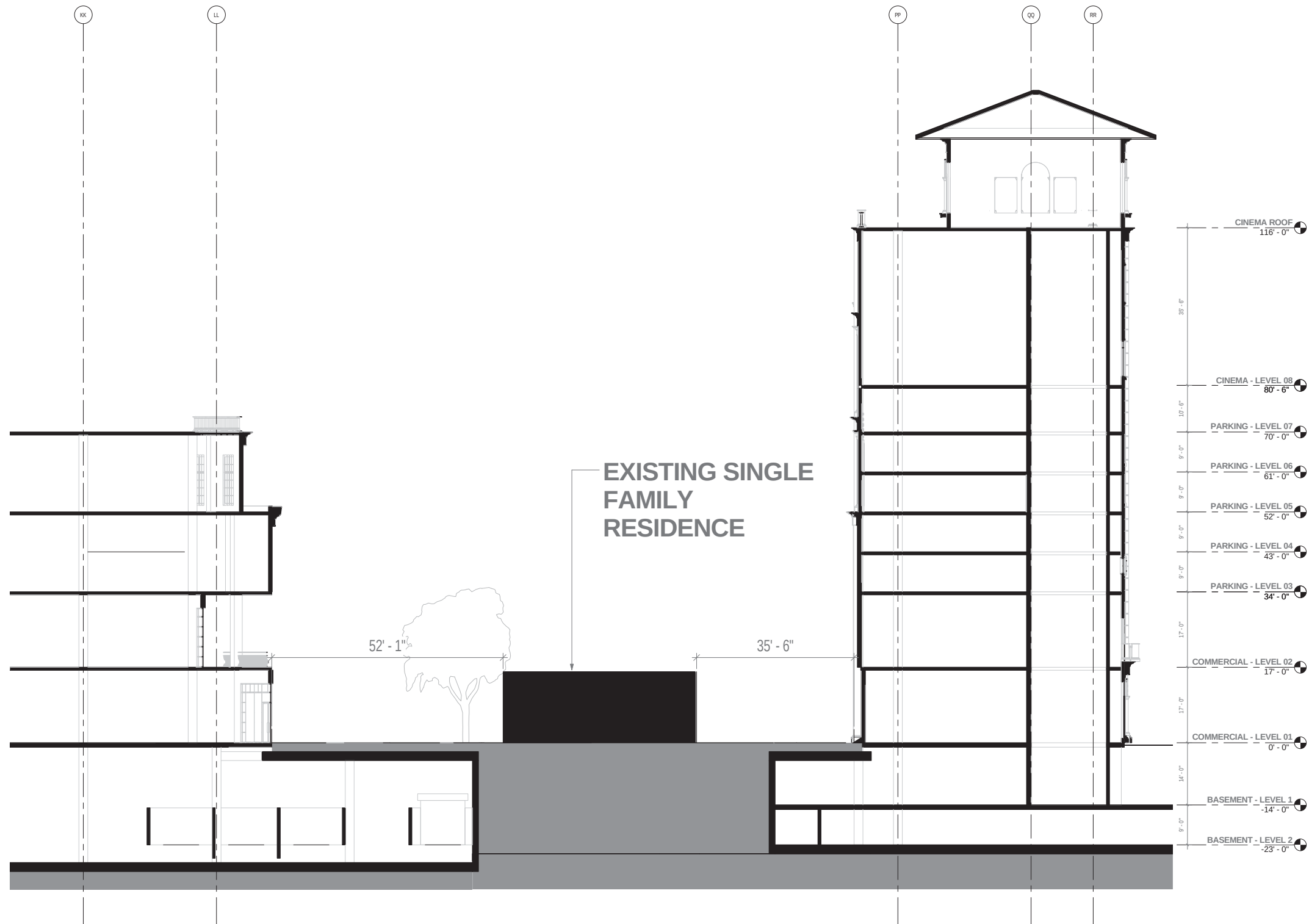


4 BASEMENT EXHAUST LOCATION 2

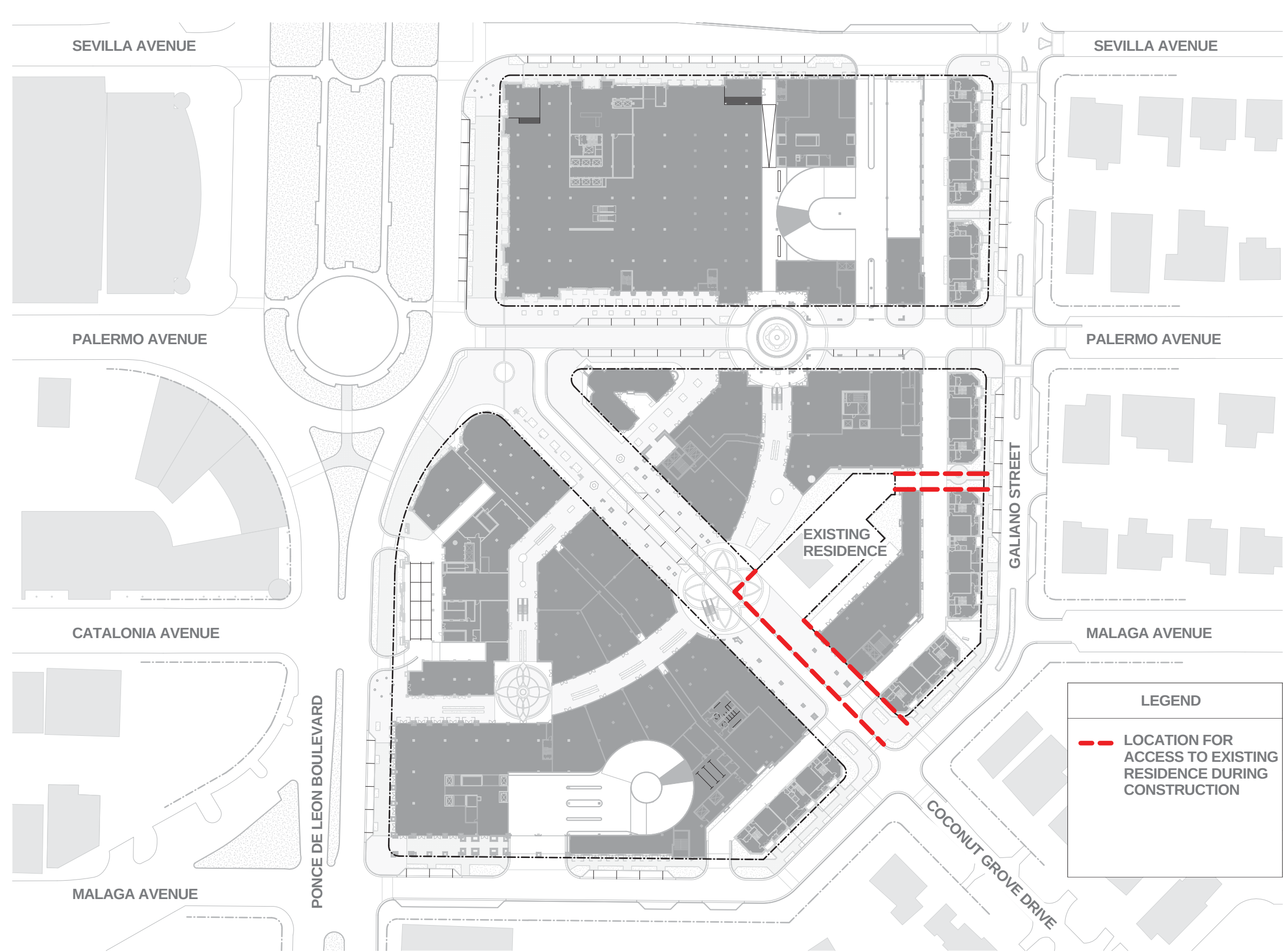
ALLEY VACATION



SINGLE FAMILY RESIDENCE CONTEXT SECTION



SINGLE FAMILY RESIDENCE CONSTRUCTION ACCESS DIAGRAM



NOTE:

- ACCESS AND PULIC UTILITIES TO EXISTING RESIDENCE SHALL BE MAINTAINED DURING CONSTRUCTION OF THE PROJECT.

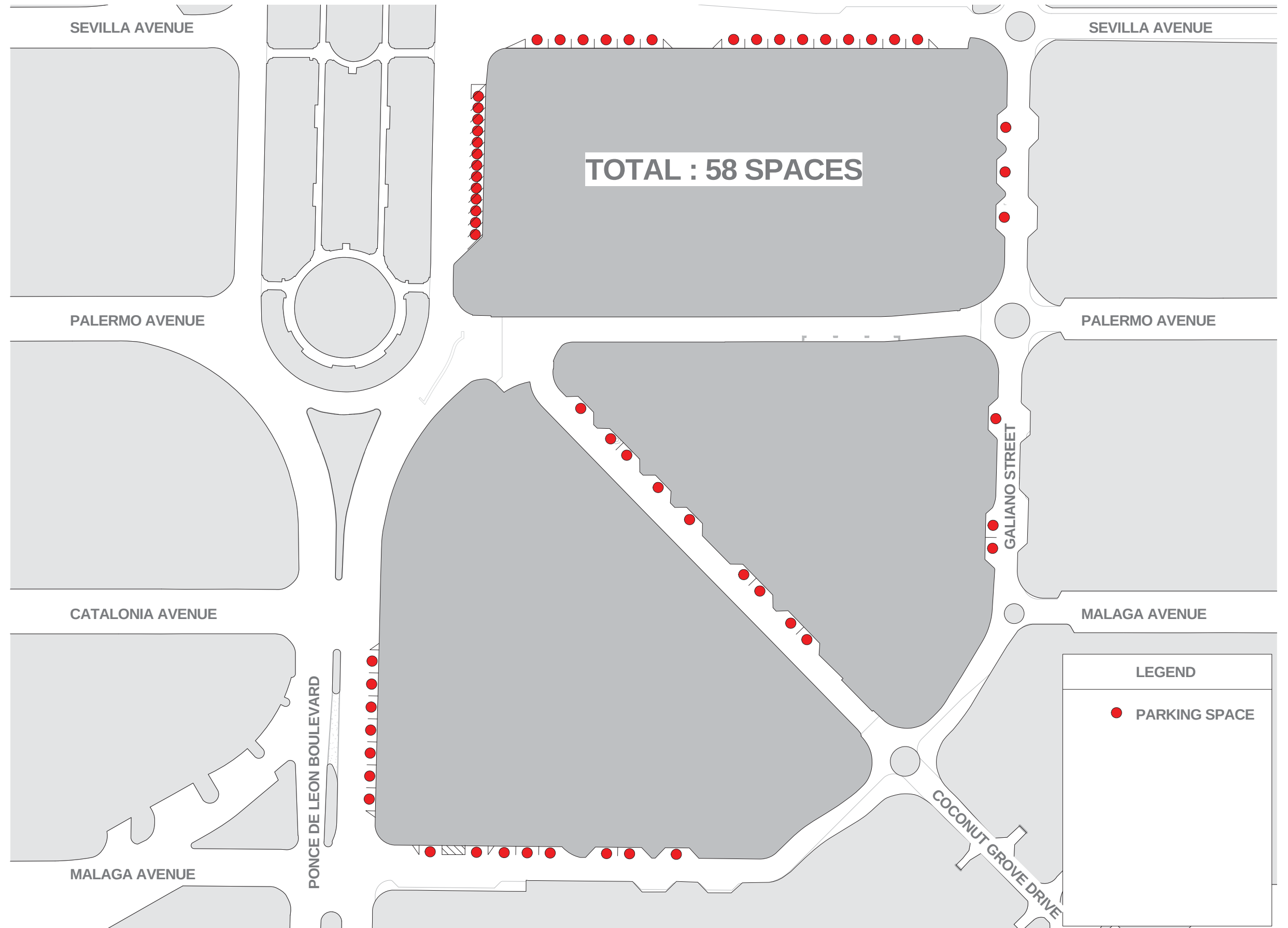


PARKING AND CIRCULATION
DIAGRAMS

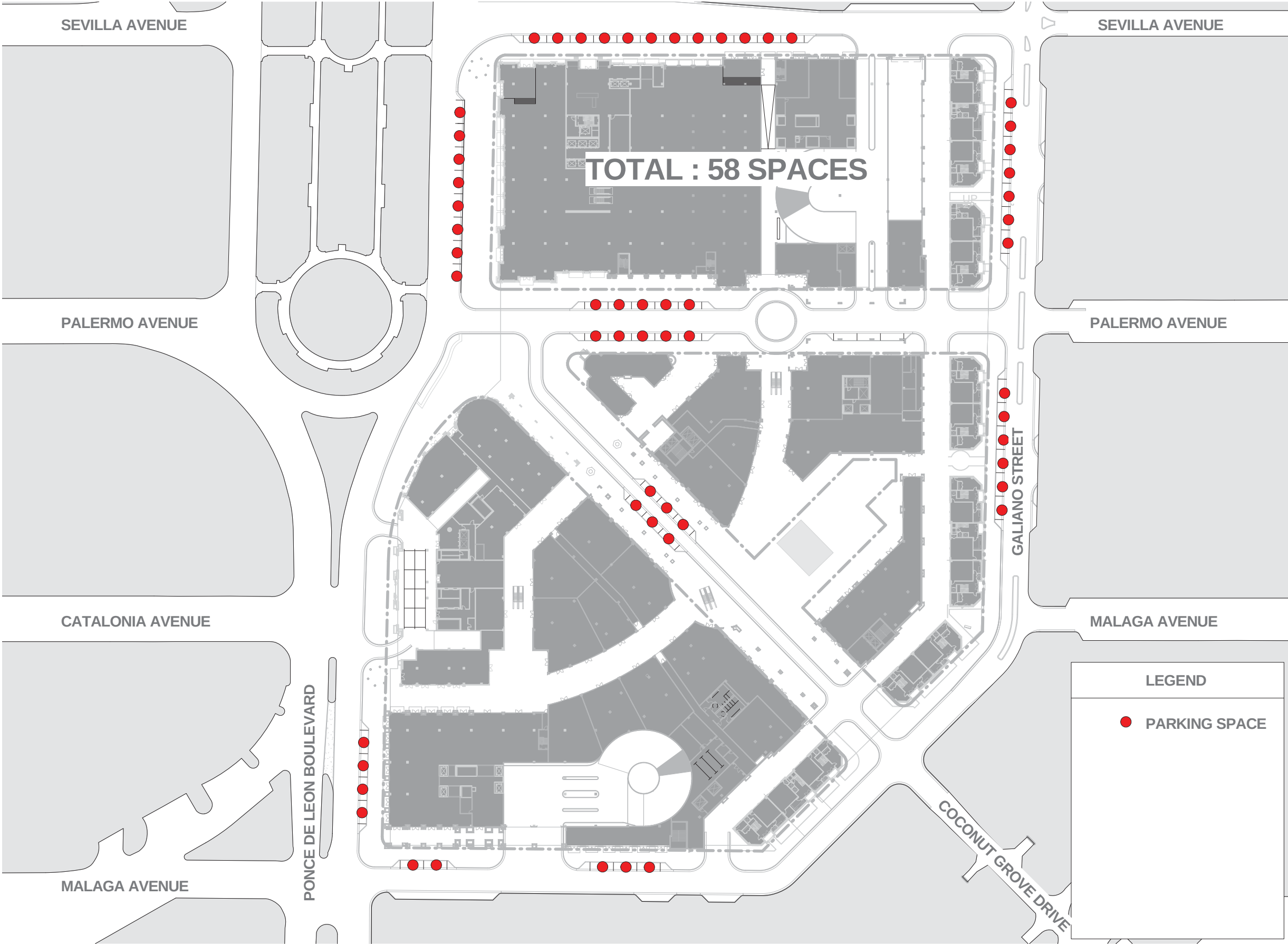
MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



EXISTING ON-STREET PARKING

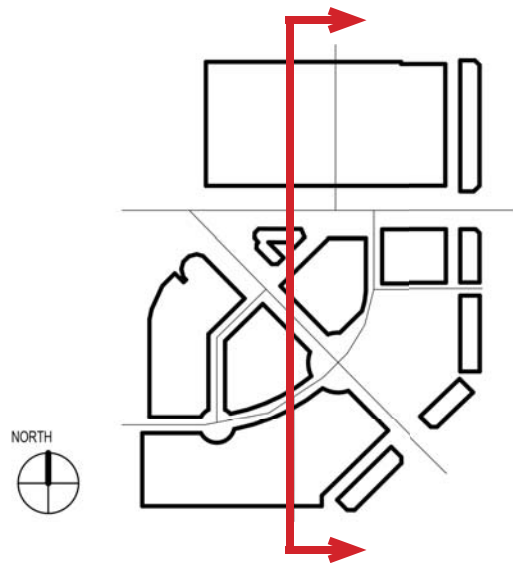


PROPOSED ON-STREET PARKING

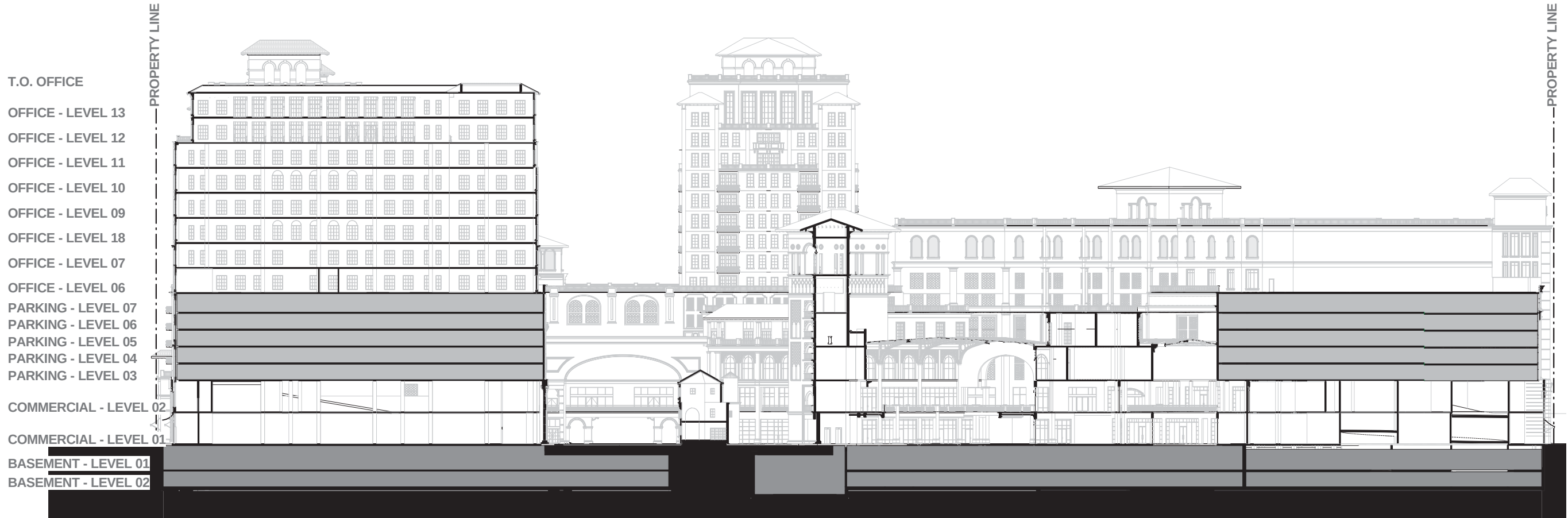




PARKING SECTION DIAGRAM



ABOVE GRADE STRUCTURED PARKING	1,210 SPACES
BELOW GRADE STRUCTURED PARKING	1,423 SPACES
<u>ON-STREET PARKING</u>	<u>58 SPACES</u>
TOTAL ON-SITE PARKING	2,691 SPACES



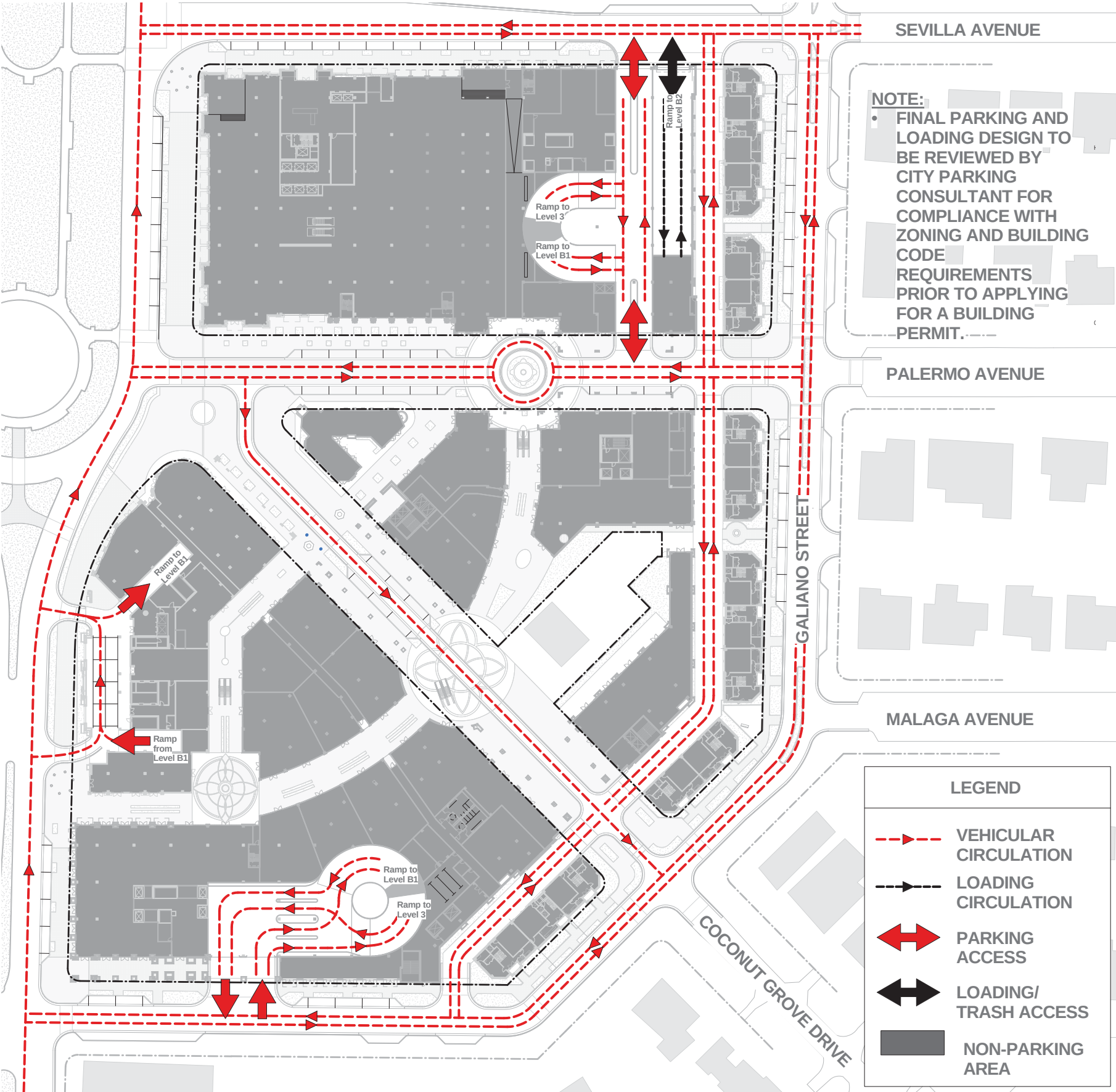
VEHICULAR CIRCULATION DIAGRAM - GROUND FLOOR

- North Parcel Curb Cuts Grouped And Moved East
- Improved Vehicle Circulation And Stacking Within Parking Garages

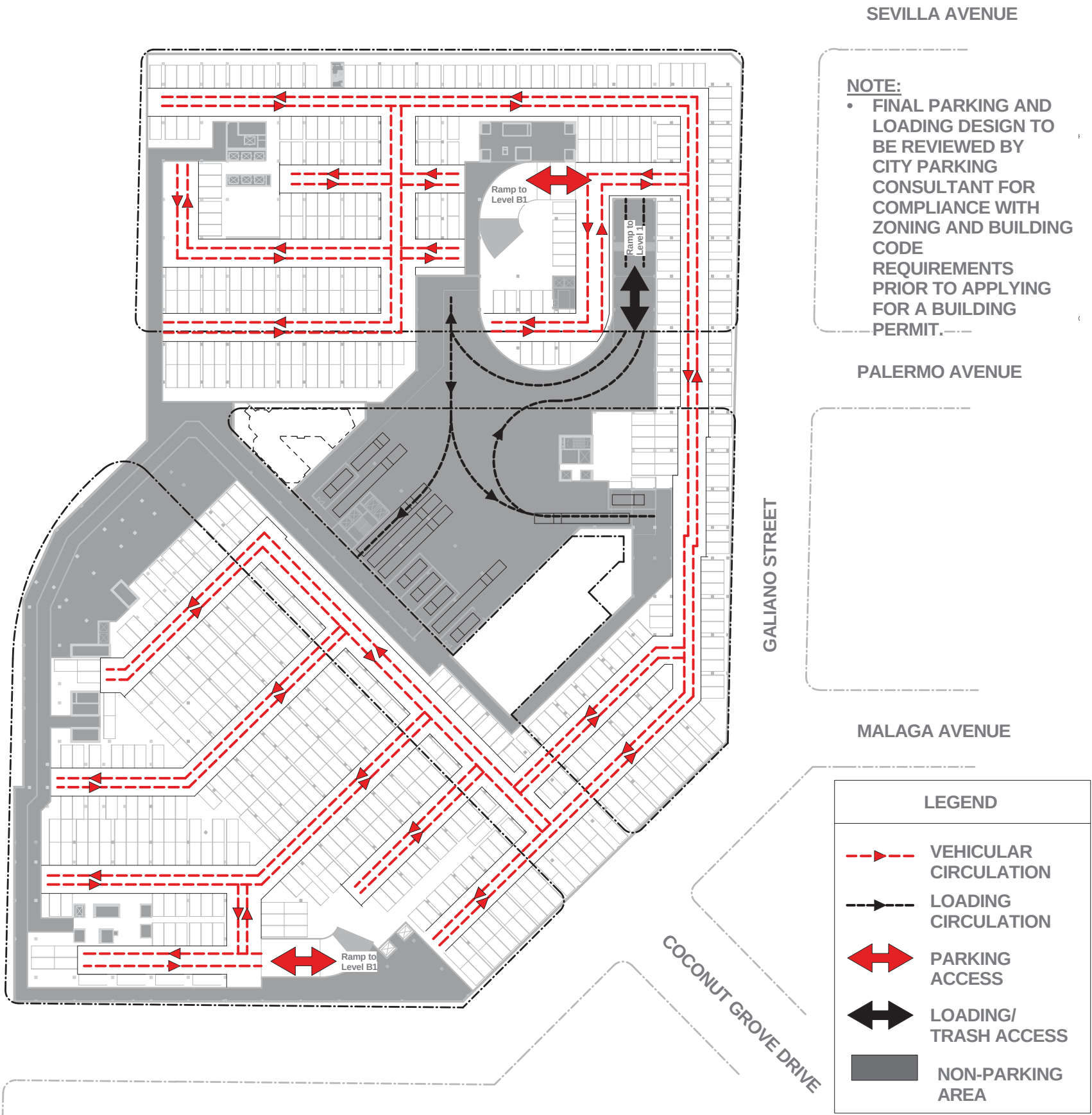
PARKING COUNTS	
ON-STREET PARKING	58
TOWNHOUSES	30
BASEMENT LEVEL 2	630
BASEMENT LEVEL 1	550
LEVEL 3	277
LEVEL 4	303
LEVEL 5	303
LEVEL 6	303
LEVEL 7	237
TOTAL PROVIDED PARKING	2,691

TOTAL PARKING REQUIRED BASED ON PARKING ANALYSIS:	2,653
---	-------

BASEMENT LEVEL 2 VALET SPACES :	383
(14% OF TOTAL PROVIDED PARKING)	



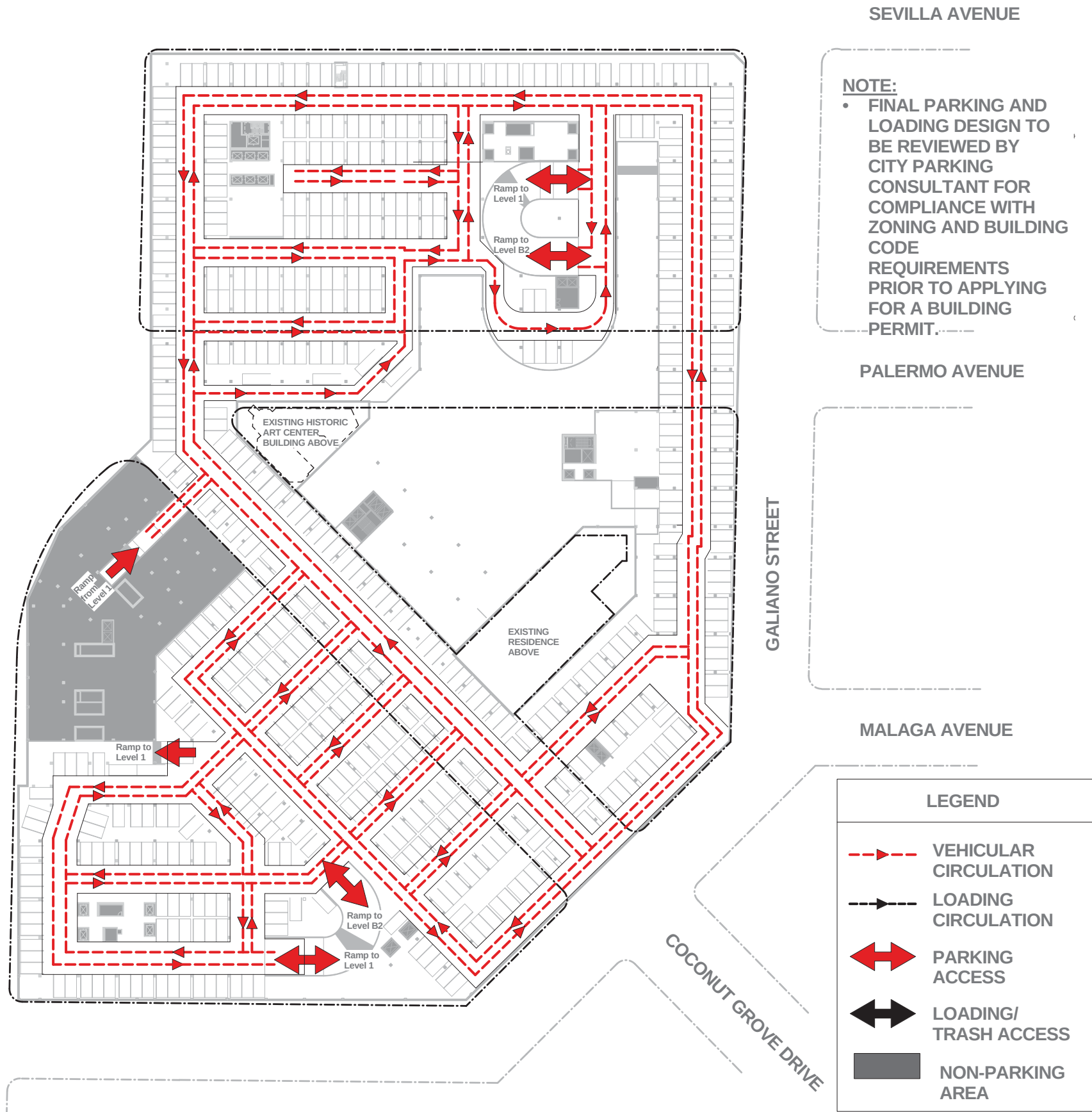
VEHICULAR CIRCULATION DIAGRAM - BASEMENT FLOOR 2



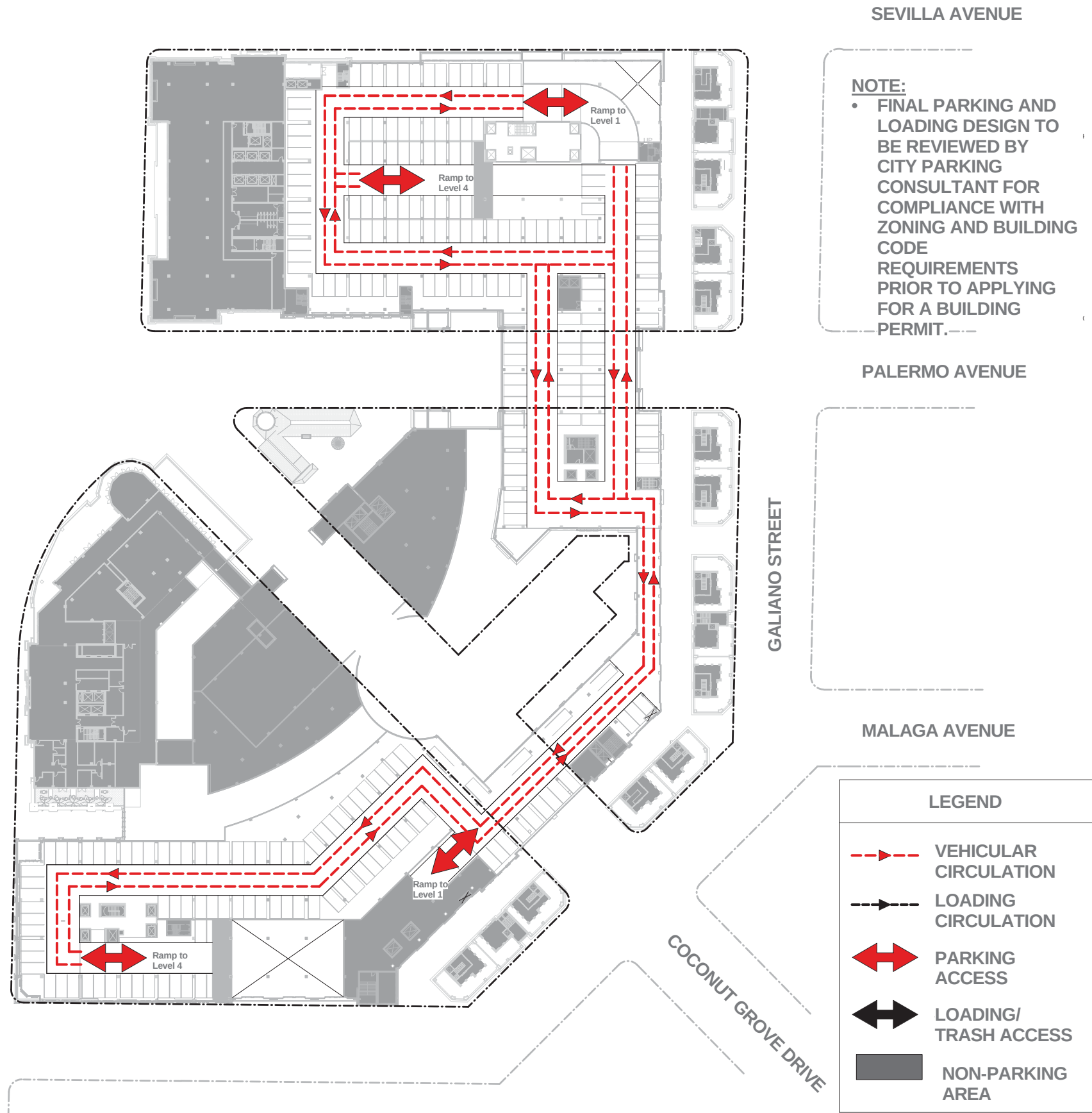
- Two Levels Of Below Grade Parking
- More Efficient Parking Layout

VEHICULAR CIRCULATION DIAGRAM - BASEMENT FLOOR 1

- Two Levels Of Below Grade Parking
- More Efficient Parking Layout

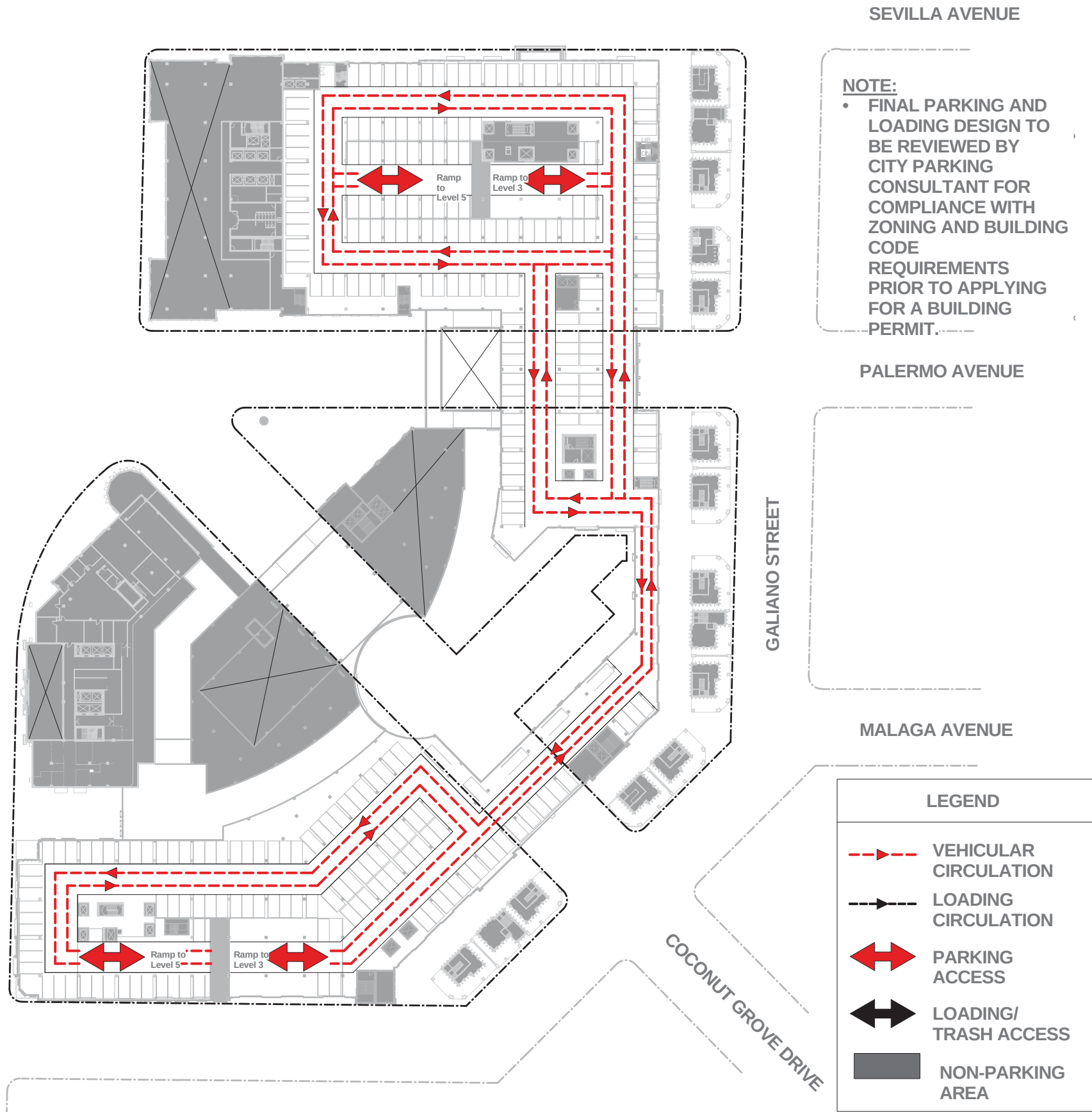


VEHICULAR CIRCULATION DIAGRAM - THIRD FLOOR

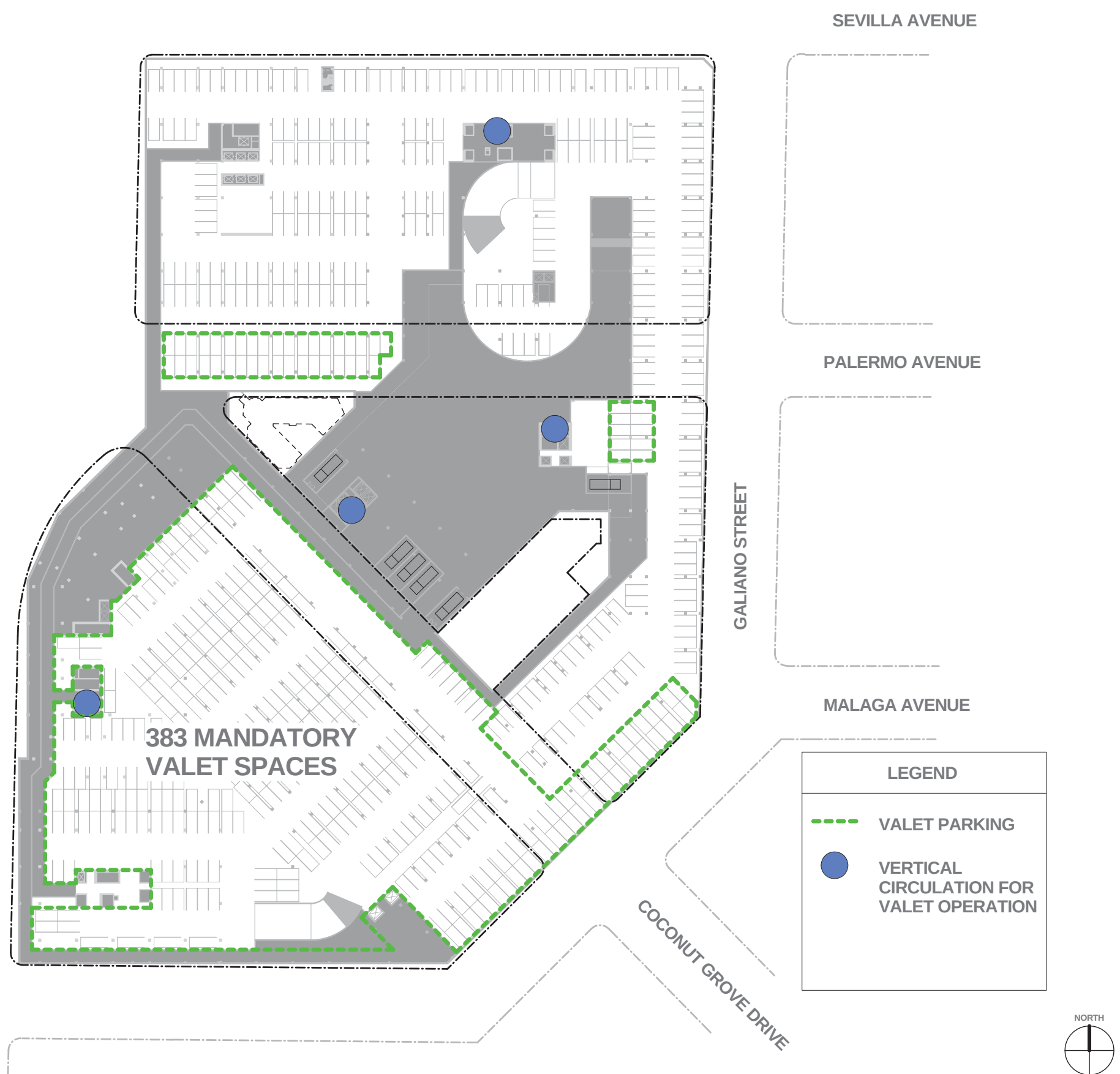


VEHICULAR CIRCULATION DIAGRAM - FLOORS 4-7

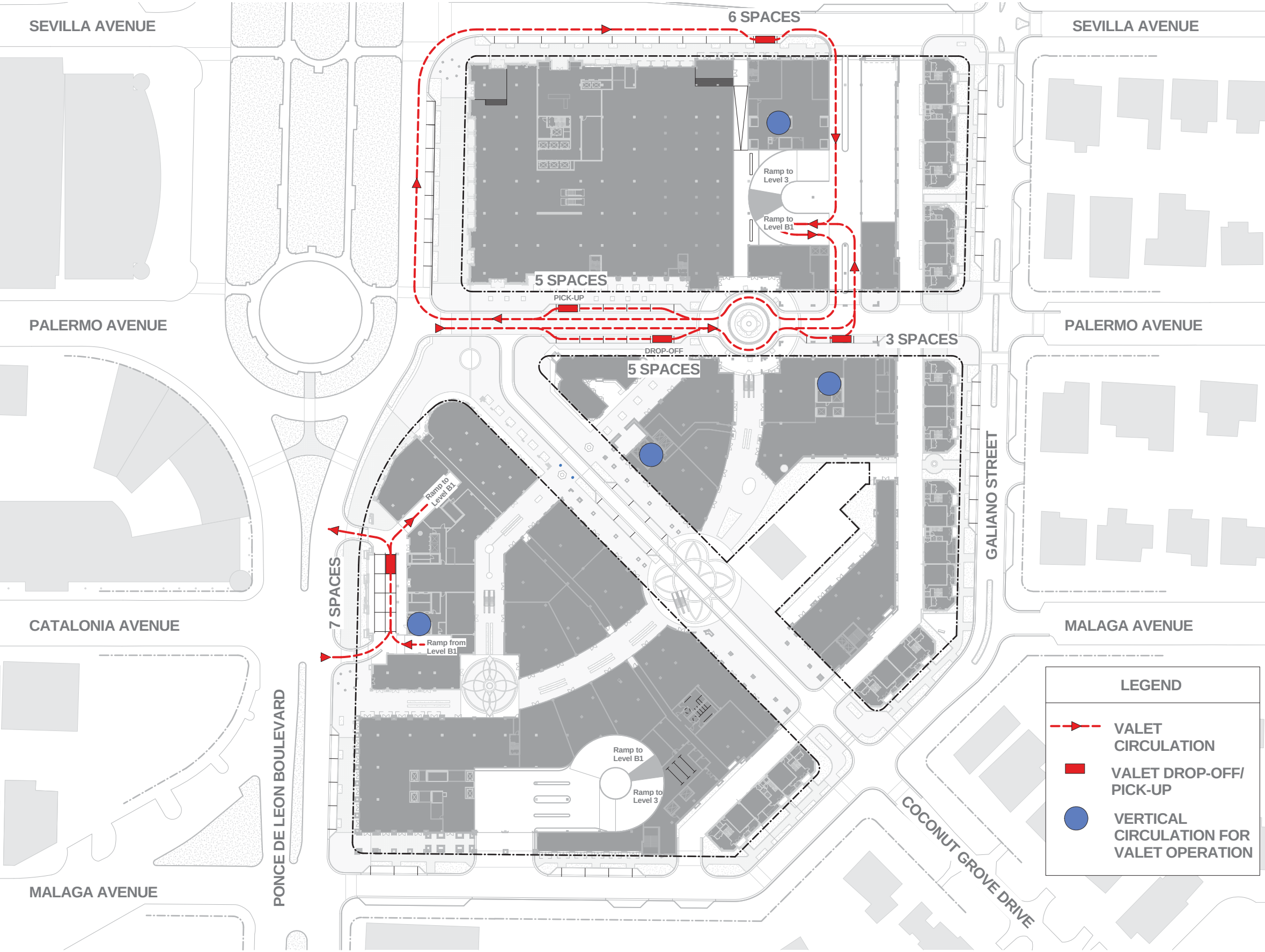
- More Efficient Parking
- Fully Connected Parking



VALET OPERATIONS DIAGRAM - BASEMENT FLOOR 2



VALET OPERATIONS DIAGRAM - GROUND FLOOR



MEDITERRANEAN VILLAGE CONCEPTUAL VALET OPERATING PLAN

VALET SERVICE IS PLANNED FOR SEVERAL USES WITHIN THE OVERALL PROJECT FOR HOTEL GUESTS, RESIDENTIAL VISITORS, AND RETAIL PATRONS. ALL VALET PARKING WILL BE PROVIDED WITHIN THE LOWER/BASEMENT LEVEL OF THE PARKING AREA. THE FOLLOWING SECTIONS SUMMARIZE THE ANTICIPATED LOCATION OF THE VALET STAND FOR EACH USE AND THE VALET ROUTE FOR EACH VALET STAND.

A HOTEL/SOUTH RESIDENTIAL TOWER VALET STAND WILL BE PROVIDED FOR HOTEL GUESTS AND GUEST OF THE SOUTH RESIDENTIAL TOWER WITHIN THE PORTE COCHERE LOCATED DIRECTLY OFF THE NORTHBOUND LANES OF PONCE DE LEON BOULEVARD NORTH OF MALAGA AVENUE. VALET DRIVERS WILL ENTER THE PARKING AREA VIA THE DOWNWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE IMMEDIATELY NORTH OF THE VALET STAND PROVIDING DIRECT ACCESS TO THE LOWER PARKING LEVEL. VALETS WILL RETURN PARKED VEHICLES FROM THE LOWER LEVEL VIA THE UPWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE AREA IMMEDIATELY SOUTH OF THE VALET STAND. NOTE THAT ALL VALET OPERATIONS WILL OCCUR WITHIN THE PORTE COCHERE AREA AND WILL NOT REQUIRE CIRCULATION ON TO PONE DE LEON BOULEVARD. THE PORTE COCHERE HAS A VEHICLE QUEUING CAPACITY OF APPROXIMATELY 7 SPACES WHICH IS EXPECTED TO BE ADEQUATE.

A VALET DROP-OFF STAND WILL BE PROVIDED ALONG PALERMO AVENUE WEST OF THE SITE'S MAIN PARKING GARAGE ACCESS POINT. THE VALET DROP-OFF STANDS WILL BE PROVIDED ALONG THE SOUTH SIDE OF THE ROADWAY WITH THE PRIMARY DROP-OFF STAND LOCATED CENTRAL TO THE STREET BLOCK AND A SECONDARY DROP-OFF (RESIDENTIAL GUESTS ONLY) STAND BE PROVIDED IN FRONT OF THE PALERMO RESIDENTIAL TOWER LOBBY. THE PRIMARY VALET DROP-OFF STAND WILL SERVE RETAIL/RESTAURANT/THEATRE PATRONS OF THE OVERALL DEVELOPMENT. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS PRIMARY VALET DROP-OFF STAND. A TOTAL OF THREE (3) ON-STREET PARKING SPACES ARE REQUIRED FOR THE SECONDARY VALET DROP-OFF STAND. VALET OPERATORS WILL ENTER THE PARKING AREA FROM THE VALET DROP-OFF STANDS BY PERFORMING AN EASTBOUND LEFT-TURN ONTO THE INTERNAL NORTH-SOUTH PARKING SERVICE DRIVE AND PERFORMING A NORTHBOUND LEFT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA.

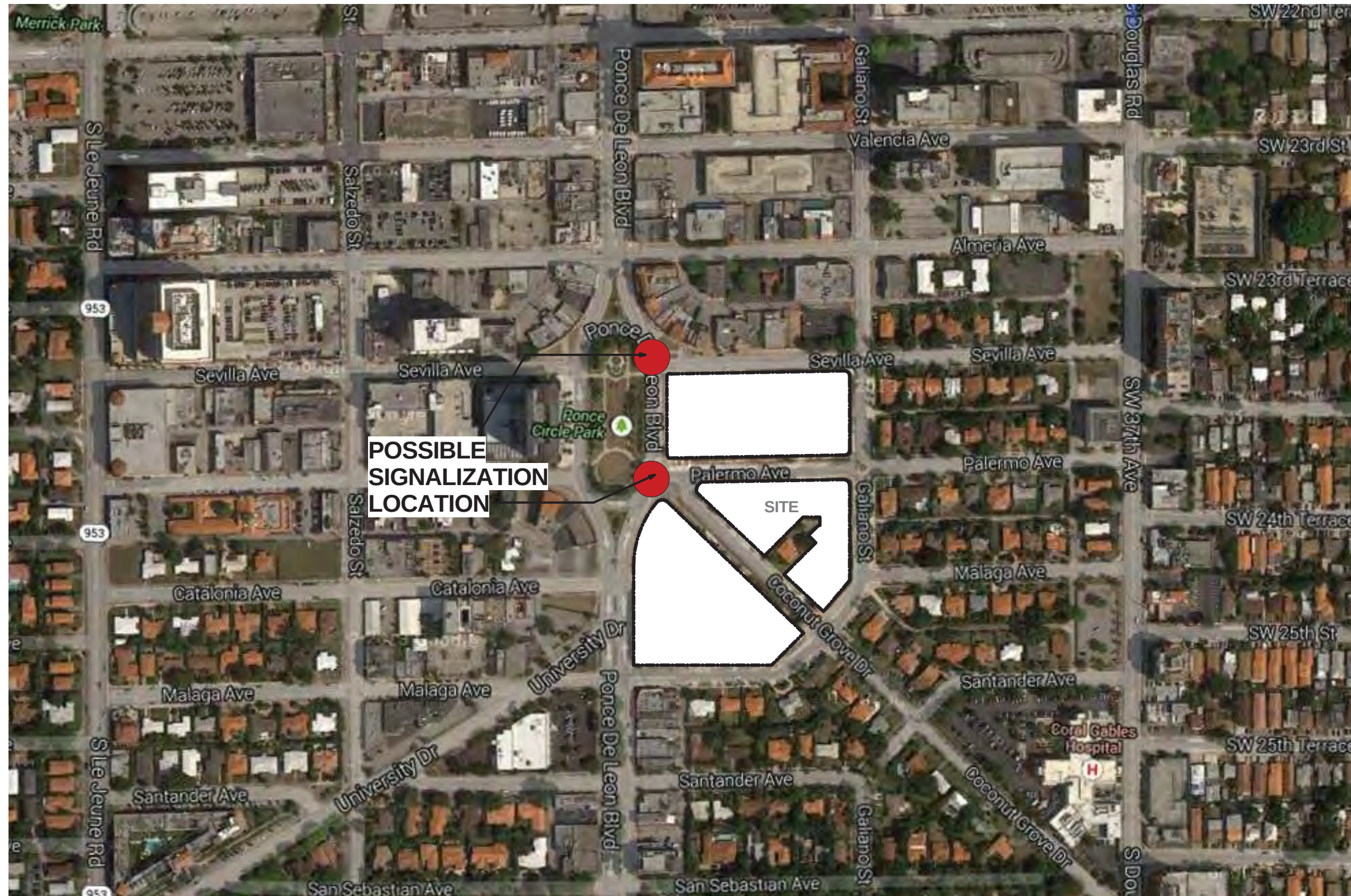
A VALET PICK-UP STAND WILL BE PROVIDED ALONG THE NORTH SIDE OF PALERMO AVENUE SERVING BOTH THE RESIDENTIAL GUESTS AND GENERAL RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL RETRIEVE VEHICLES BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO PALERMO AVENUE, AND RETURNING TO THE VALET STAND. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET PICK-UP STAND.

A VALET STAND WILL BE PROVIDED ALONG THE SOUTH SIDE OF SEVILLA AVENUE ADJACENT TO THE NORTH RESIDENTIAL TOWER LOBBY AND PASEO. THIS VALET STAND WILL SERVE BOTH RESIDENTIAL GUESTS OF THE NORTH TOWER AND A PORTION OF THE RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL ACCESS THE PARKING AREA BY PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE SOUTHBOUND, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA. VALET DRIVERS WILL RETRIEVE BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL TO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO PALERMO AVENUE WESTBOUND, AND RETURN TO THE VALET STAND VIA PALERMO AVENUE WESTBOUND, PONCE DE LEON BOULEVARD NORTHBOUND, AND SEVILLA AVENUE EASTBOUND (CLOCKWISE ROUTE). A TOTAL OF SEVEN (7) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET STAND.

DETAILED VALET OPERATIONS/STAFF PLANS FOR EACH LOCATION WILL BE FURTHER DEVELOPED AS THE PROJECT IS REFINED AND OPERATING COMPANIES ARE RETAINED.



TRAFFIC SIGNALIZATION PLAN



NOTE:

- POSSIBLE SIGNALIZATION PENDING MIAMI-DADE COUNTY APPROVAL
- ONCE THE PROJECT HAS COMPLETED CONSTRUCTION AND IS UNDER FULL OPERATION, MIAMI-DADE COUNTY WILL REVIEW THE POSSIBLE SIGNALIZATION OF EACH INTERSECTION BASED ON THEIR OWN TRAFFIC ANALYSIS

TROLLEY IMPROVEMENTS PLAN

OPTION B
PROPOSED CENTRAL
BUSINESS DISTRICT
(CBD) ROUTE

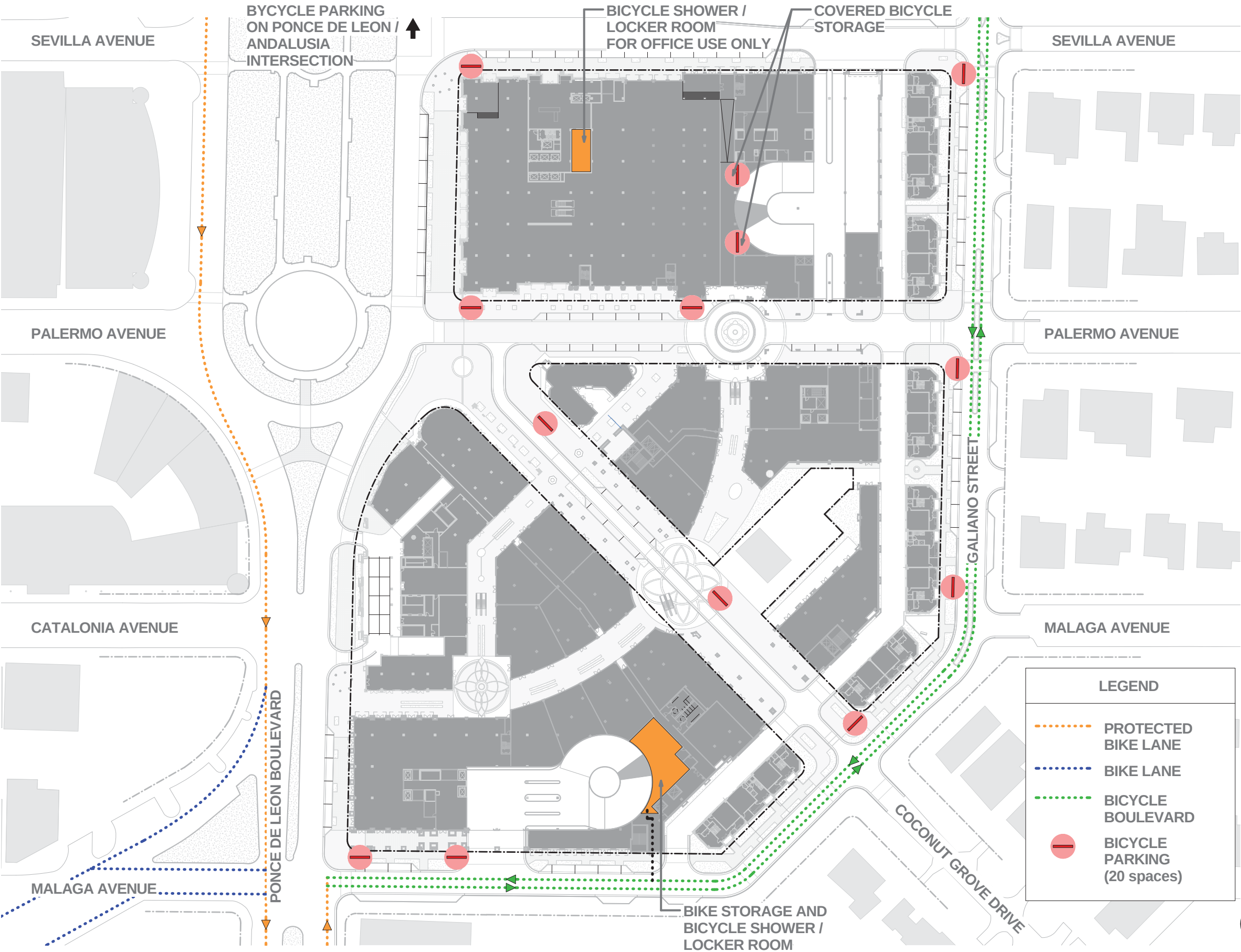


OPTION A
EXISTING TROLLEY
ROUTE SERVICE
ENHANCEMENTS

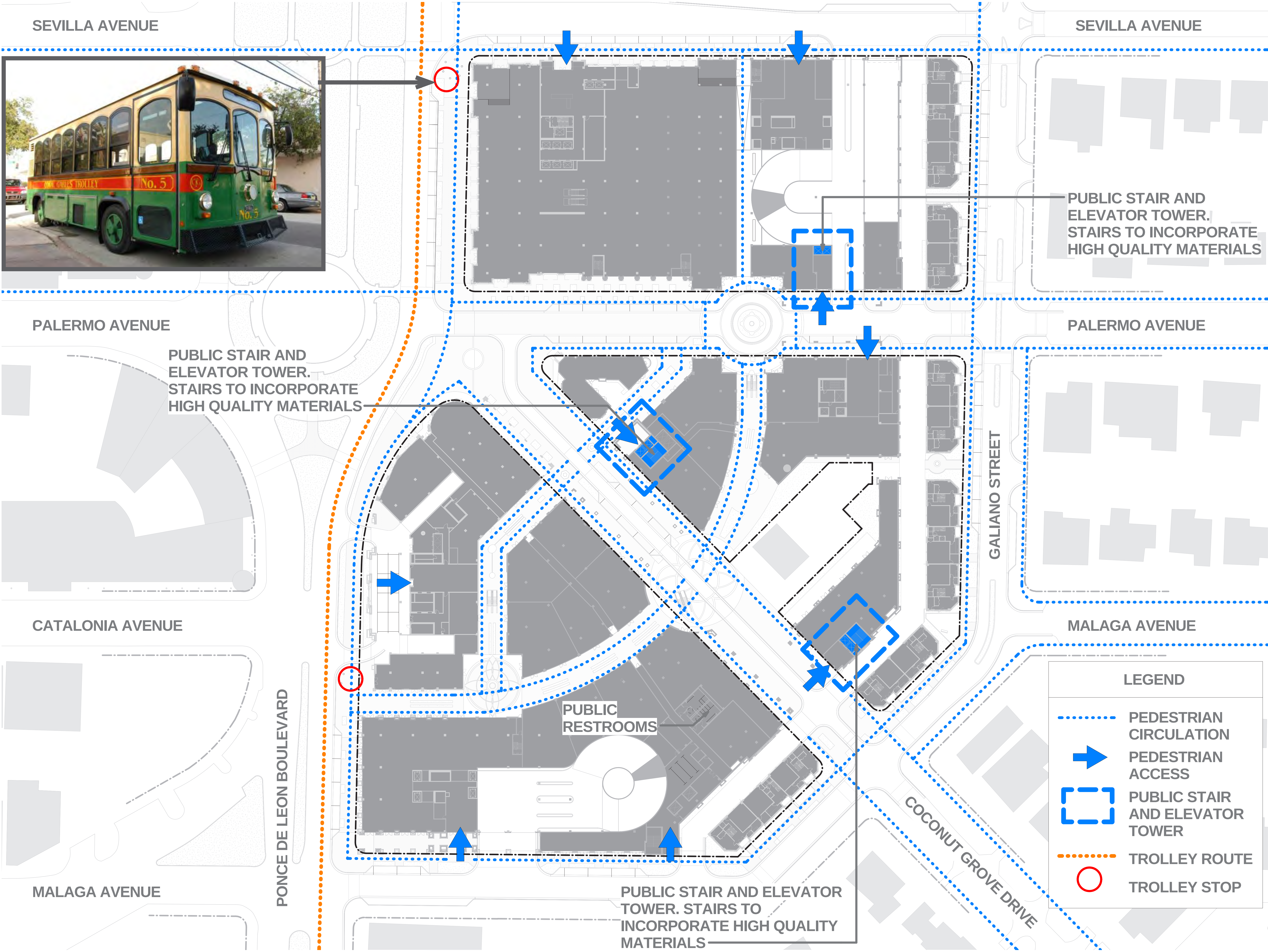
THE CURRENT TROLLEY OPERATES ALONG PONCE DE LEON BOULEVARD BETWEEN FLAGLER STREET AND THE COCONUT GROVE METRORAIL STATION WEEKDAYS FROM 6:30 A.M. TO 8 P.M. IN AN EFFORT TO ENHANCE SERVICE AND PROVIDE ADDITIONAL TRANSPORTATION OPTIONS, IT IS PROPOSED TO OPERATE THE TROLLEY TWO (2) ADDITIONAL HOURS EACH WEEKDAY. THE CURRENT TROLLEY OPERATES AT 10-15 MINUTE HEADWAYS ALONG A 7 MILE ROUTE REQUIRING APPROXIMATELY 5 TROLLEYS TO BE IN SERVICE AT ONE (1) TIME.

THE CURRENT TROLLEY ROUTE OPERATES FIVE (5) DAYS A WEEK (MONDAY THROUGH FRIDAY) FOR 52 WEEKS A YEAR WITH THE EXCEPTION OF ELEVEN (11) MUNICIPAL HOLIDAYS WHICH IS EQUIVALENT TO APPROXIMATELY 2 WEEKS OF SERVICE. THEREFORE, OUR ANALYSIS ASSUMED THE TROLLEY WOULD OPERATE FOR 50 WEEKS PER YEAR IN TOTAL. BASED UPON DISCUSSIONS WITH CITY STAFF, THE CURRENT OPERATING COST PER HOUR OF SERVICE IS APPROXIMATELY \$36 PER TROLLEY PER HOUR. THEREFORE, THE ESTIMATED ANNUAL OPERATING COST OF THIS EXPANDED SERVICE IS APPROXIMATELY \$90,000 ANNUALLY. NOTE THAT THIS REVIEW ASSUMED THAT THE ADDITIONAL TROLLEY VEHICLE IS AVAILABLE TO OPERATE THE PROPOSED DOWNTOWN ROUTE. NO CAPITAL EXPENSES WERE ASSUMED IN THIS REVIEW.

BICYCLE PARKING AND FACILITIES LOCATIONS

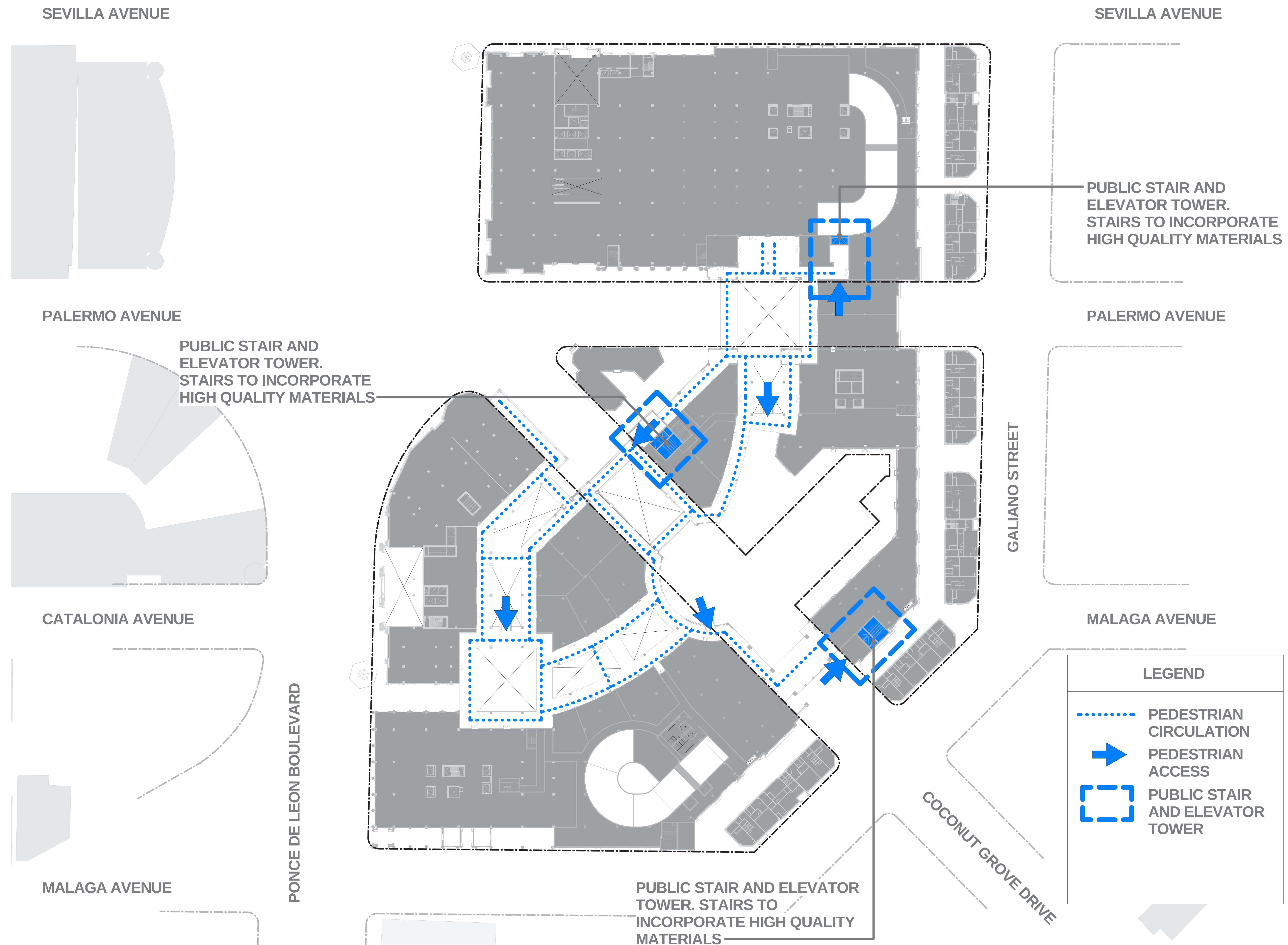


PEDESTRIAN CIRCULATION - GROUND FLOOR



- New Trolley Stops Added
- Contributions To Be Made To City Of Coral Gables Trolley

PEDESTRIAN CIRCULATION - SECOND FLOOR



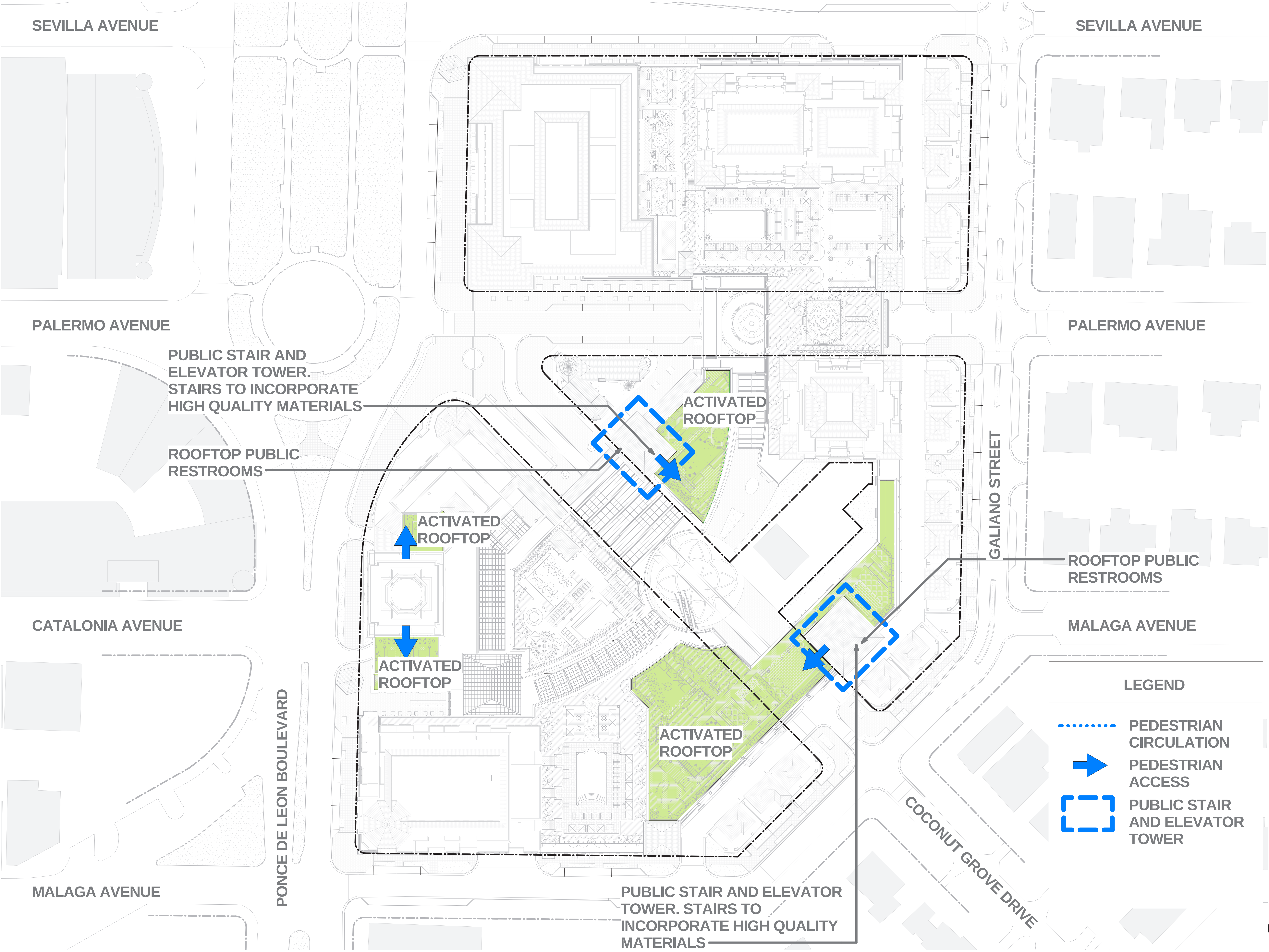
RTKL

AN ARCADIS COMPANY



AGAVE PONCE

PEDESTRIAN CIRCULATION - ROOF



NOTE:

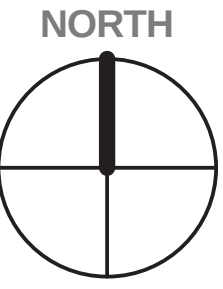
- PRIOR TO SUBMITTING FOR BUILDING PERMIT, A MEETING WITH THE CITY POLICE DEPARTMENT WILL BE HELD TO TO DISCUSS CPTED DESIGN CRITERIA FOR ROOFTOP PARK DESIGN

LEGEND

PEDESTRIAN CIRCULATION

PEDESTRIAN ACCESS

PUBLIC STAIR AND ELEVATOR TOWER



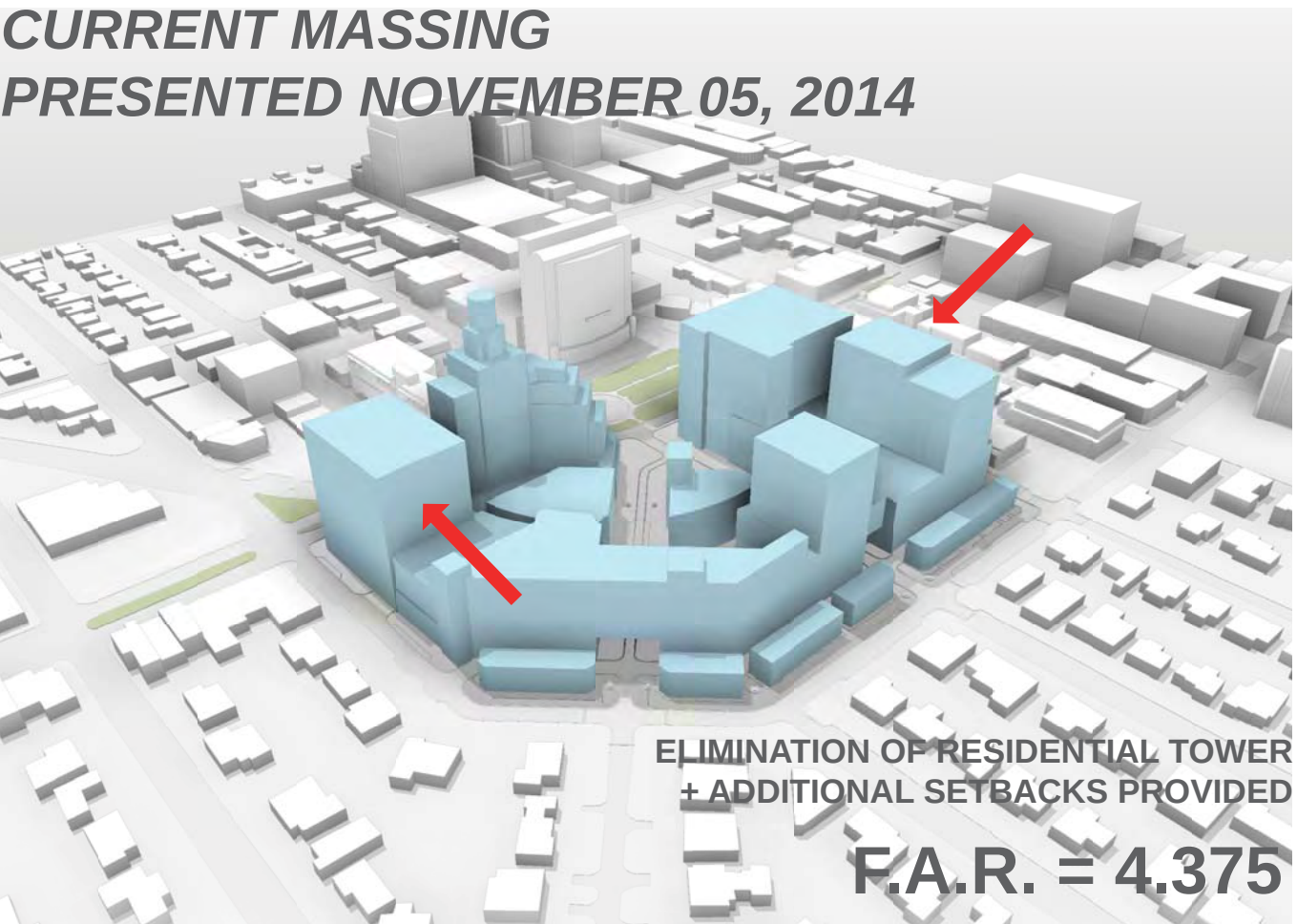
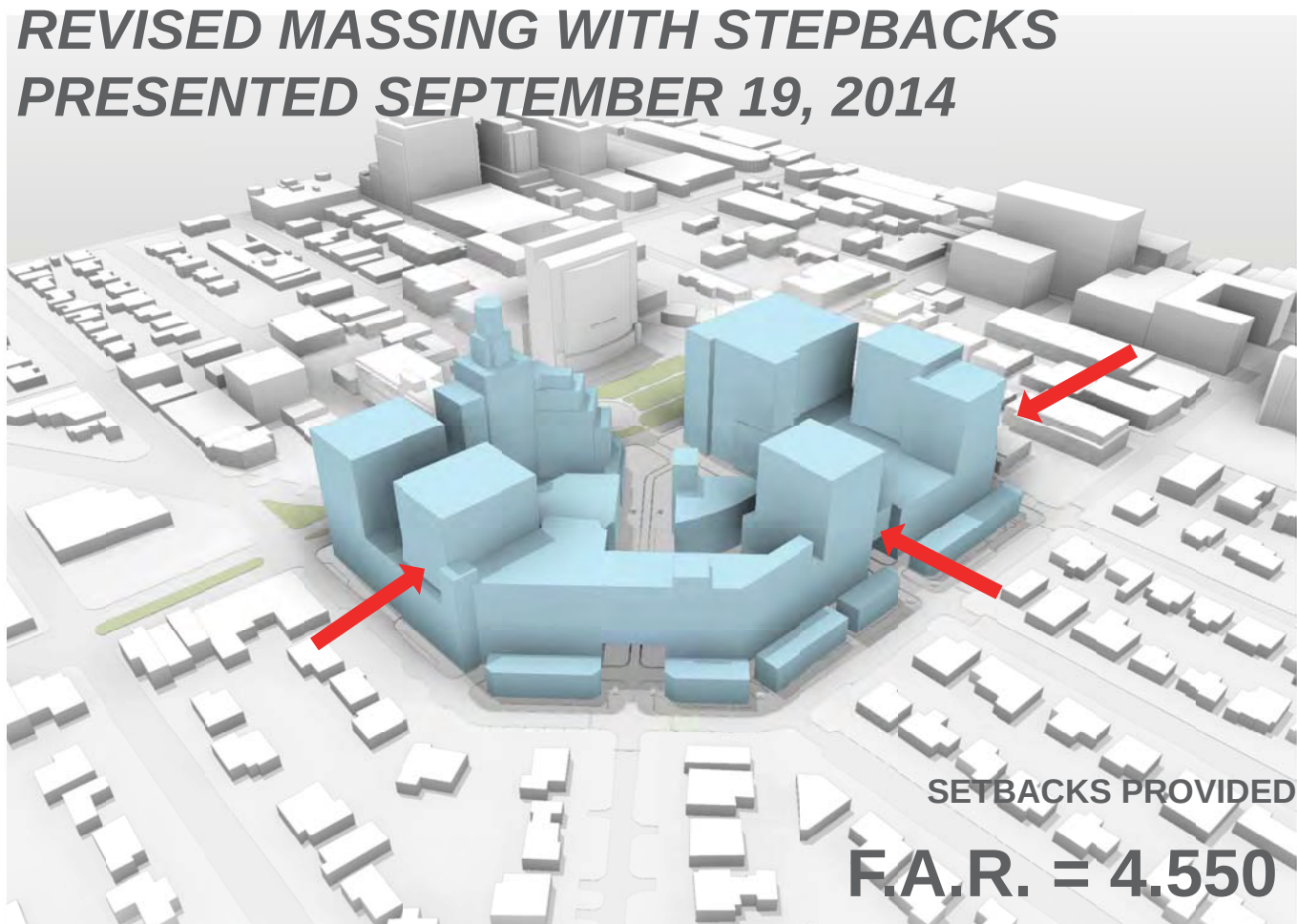


MASSING DIAGRAMS

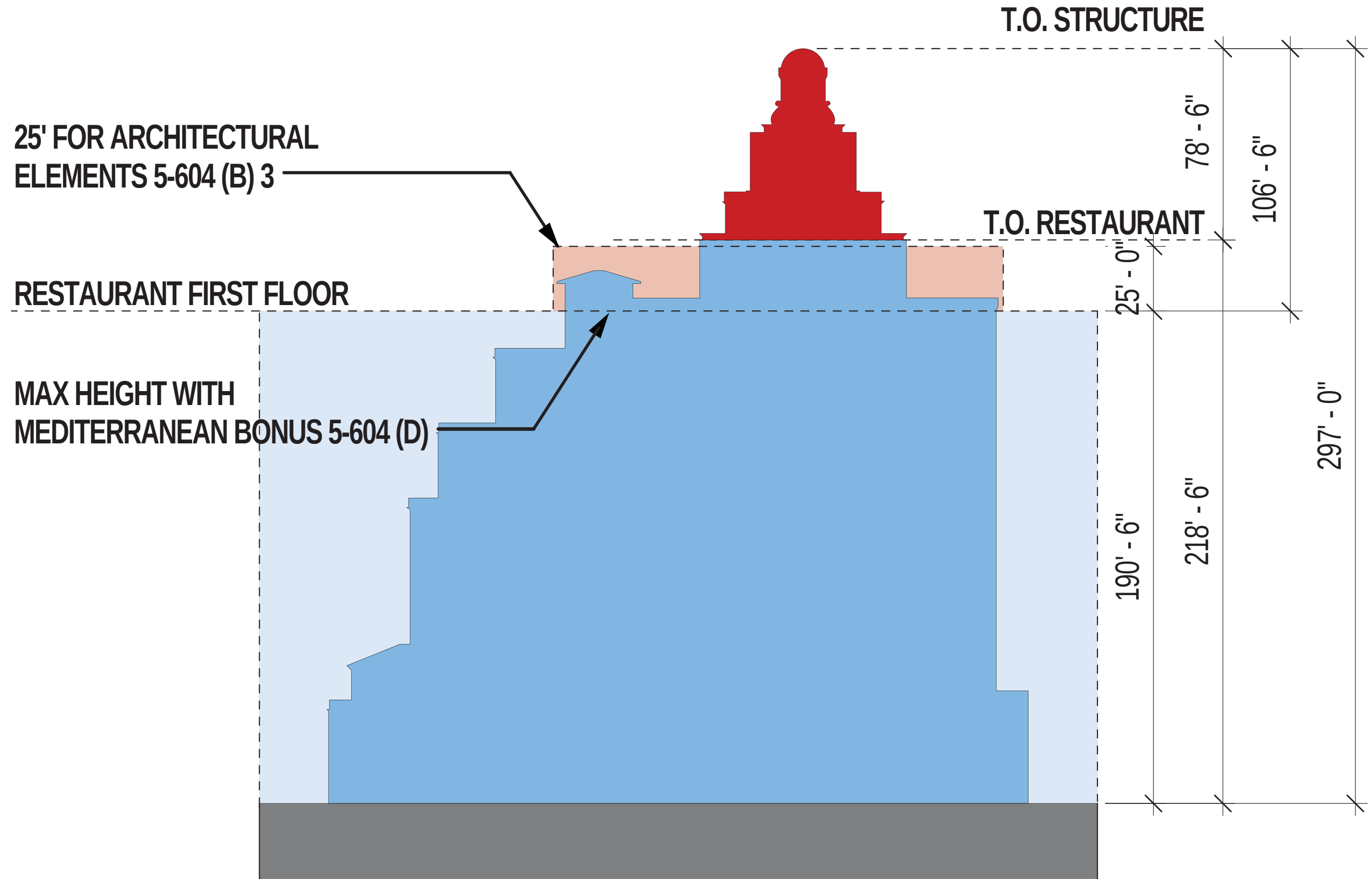
MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



MASSING PROGRESSION

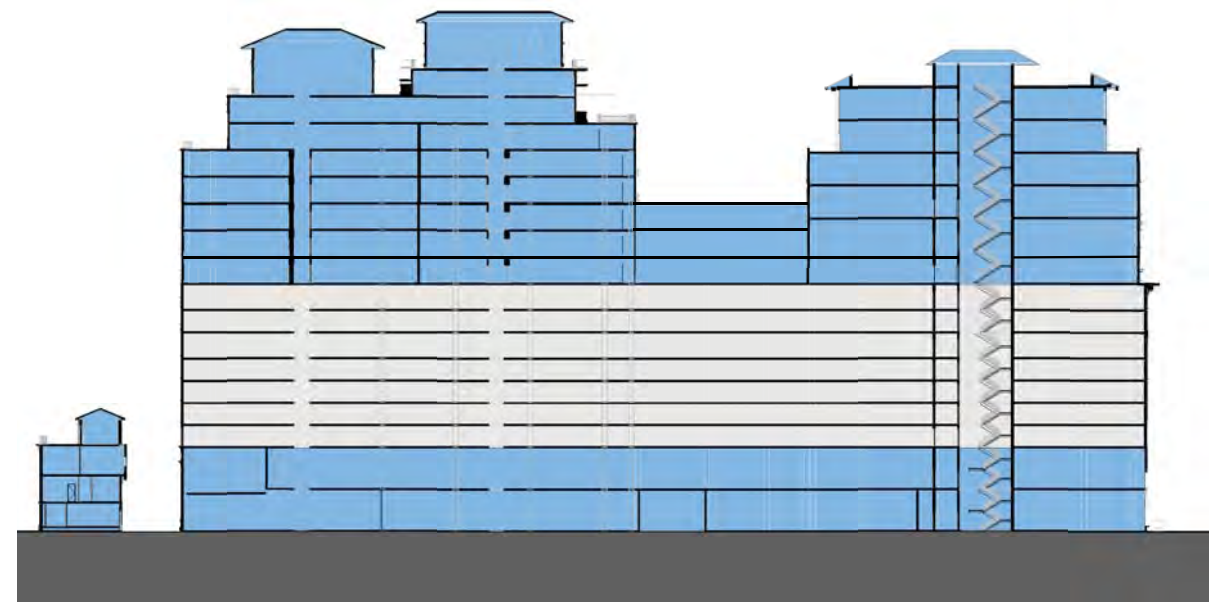


HOTEL HEIGHT COMPARISON



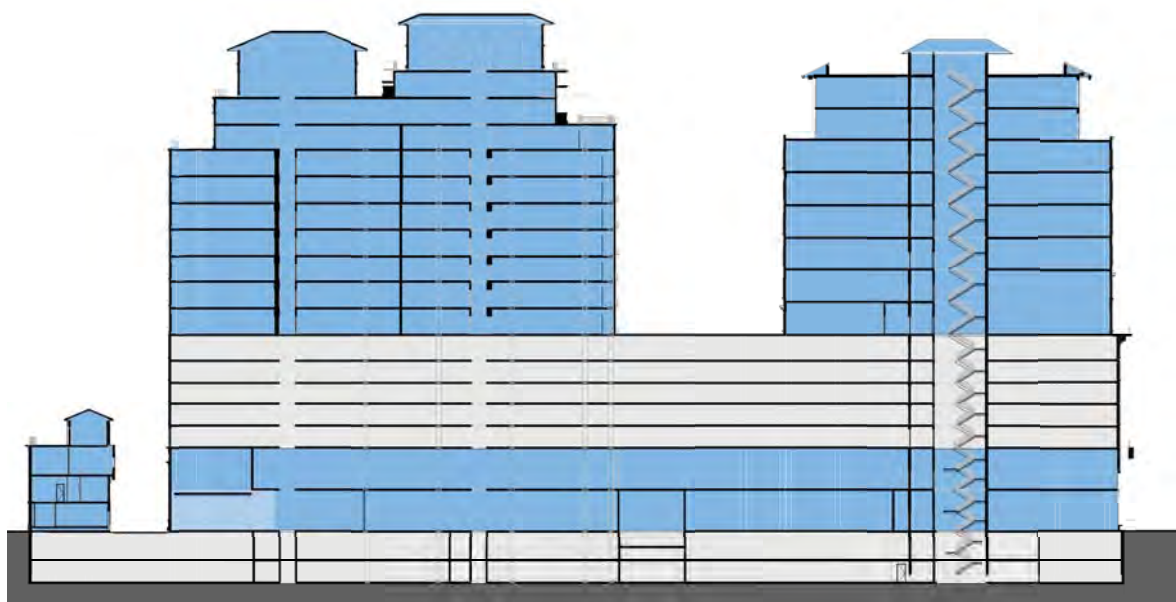
REDUCE BUILDING MASS BY PLACING PARKING BELOW GRADE

EXISTING LAND USE



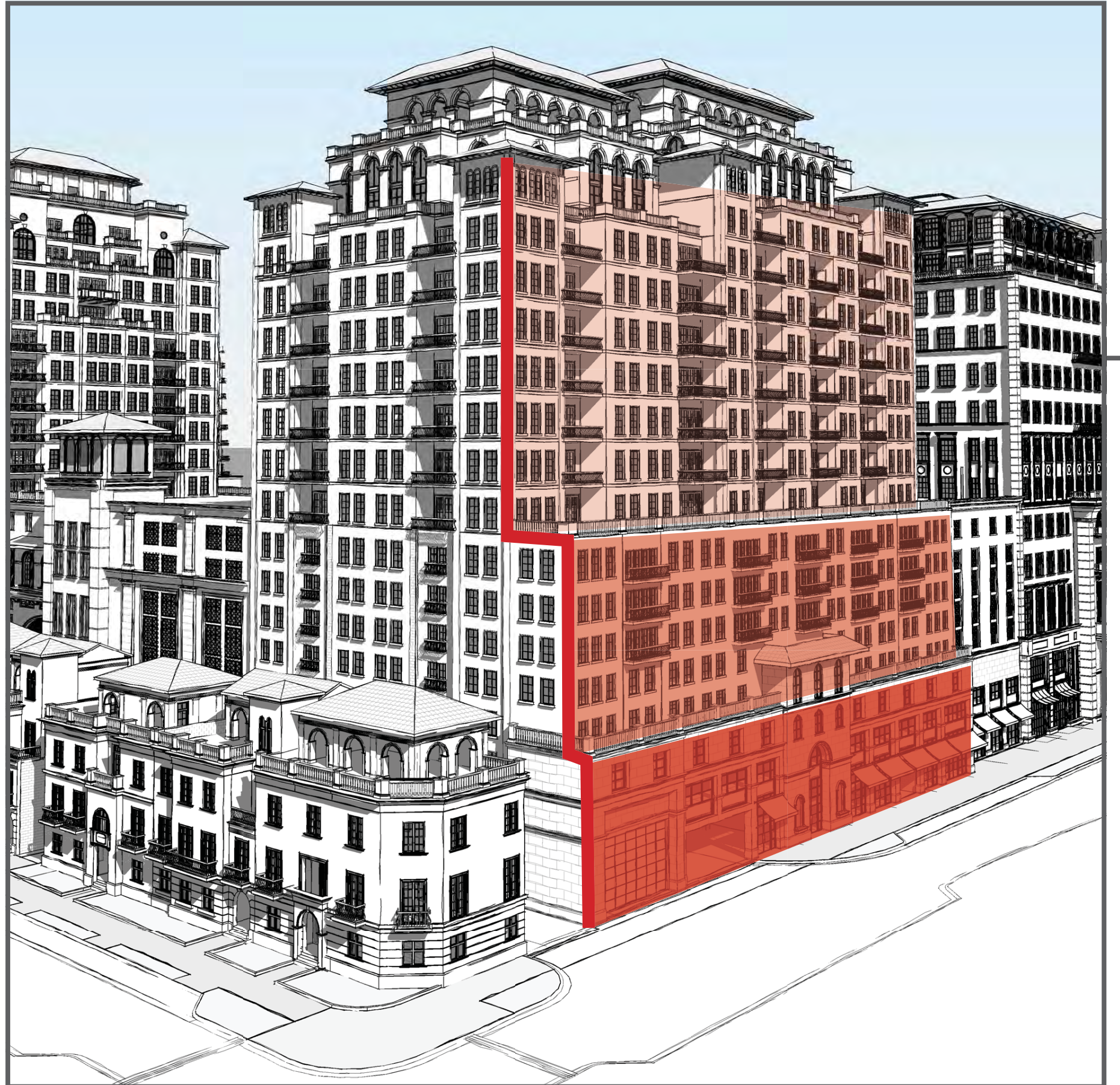
+/- 3.500 FAR of Retail, Office & Residential
+/- 3.863 FAR of Parking Above Grade
+/- 7.363 FAR Total

PROPOSED FORM BASED PAD

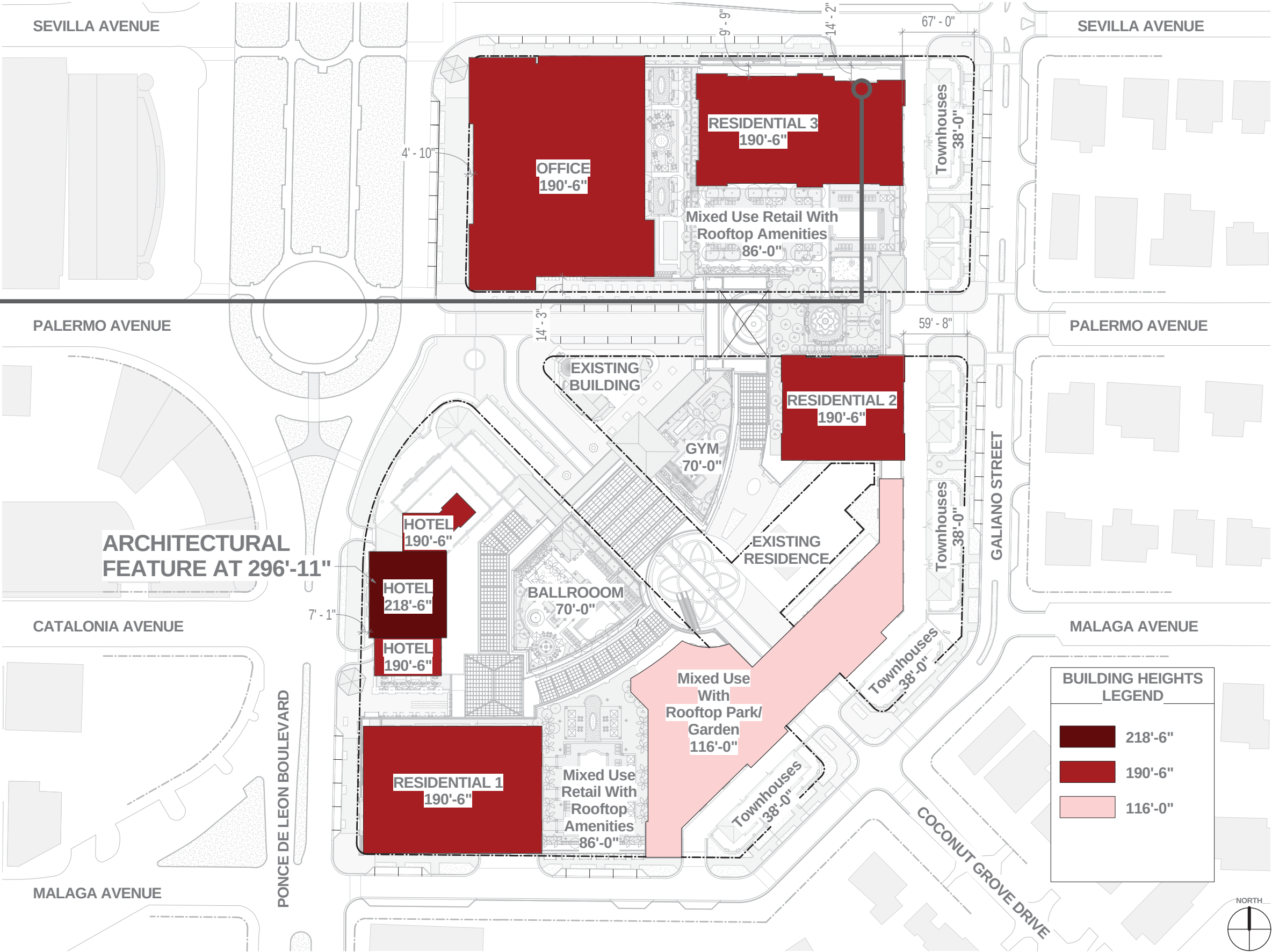


+/- 4.375 FAR of Retail, Office & Residential
+/- 2.800 FAR of Parking Above Grade
+/- 7.175 FAR Total Above Ground

RESIDENTIAL TOWER 3 STEPBACKS



BUILDING HEIGHTS AND SETBACKS



An architectural rendering of a large, multi-story building complex with Mediterranean-style architecture. The building features numerous windows, balconies, and a prominent central tower with a dome. The scene includes trees, cars, and pedestrians, suggesting a vibrant urban environment.

NEIGHBORING STREETScape IMPROVEMENTS

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

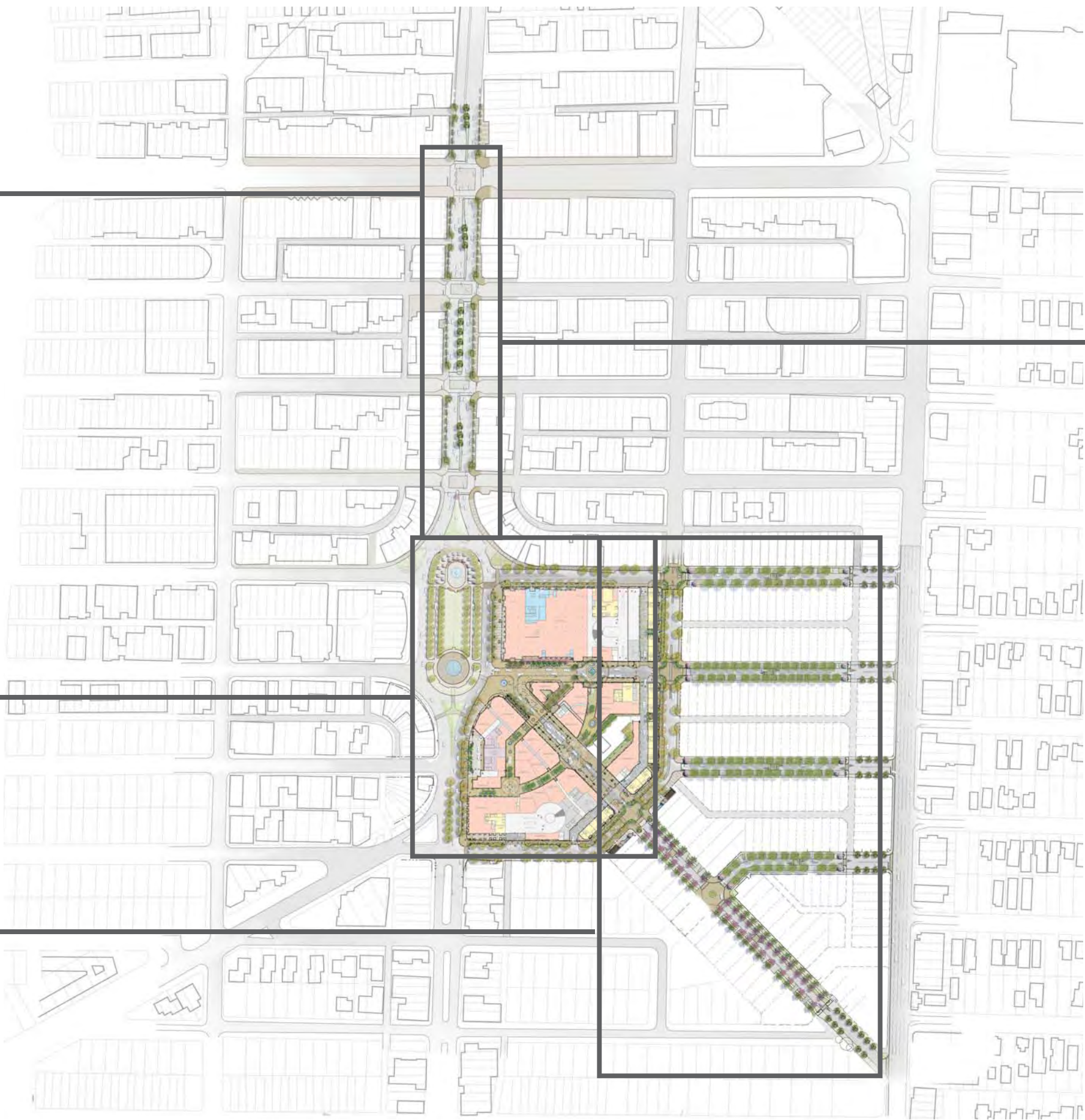


OVERALL NEIGHBORHOOD/STREETSCAPE ENHANCEMENTS

STREETSCAPE
IMPROVEMENTS TO EAST SIDE
OF PONCE DE LEON BLVD

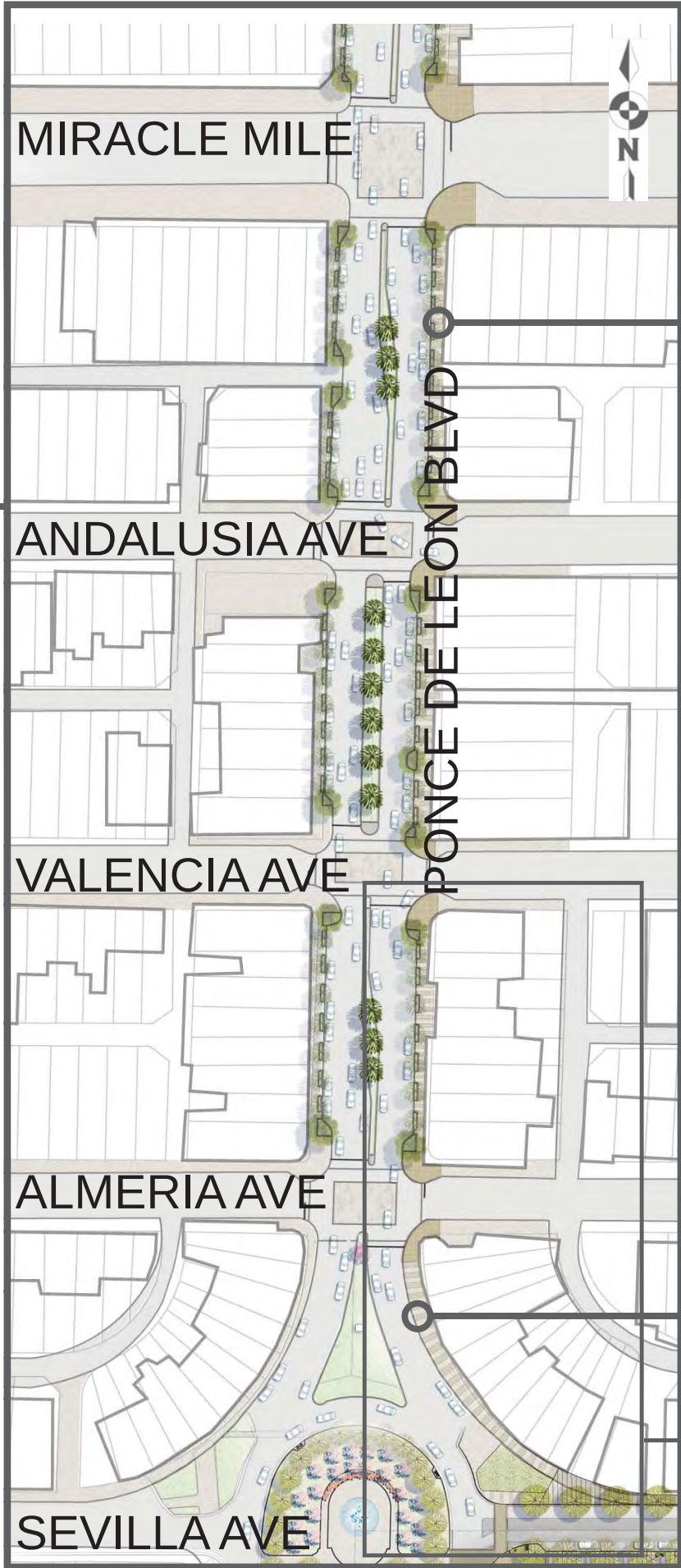
SITE AND SURROUNDING
STREET IMPROVEMENTS

NEIGHBORHOOD
STREETSCAPE
IMPROVEMENTS



PONCE DE LEON STREETSCAPE ENHANCEMENTS

*EAST SIDE OF PONCE DE LEON ONLY
ONLY

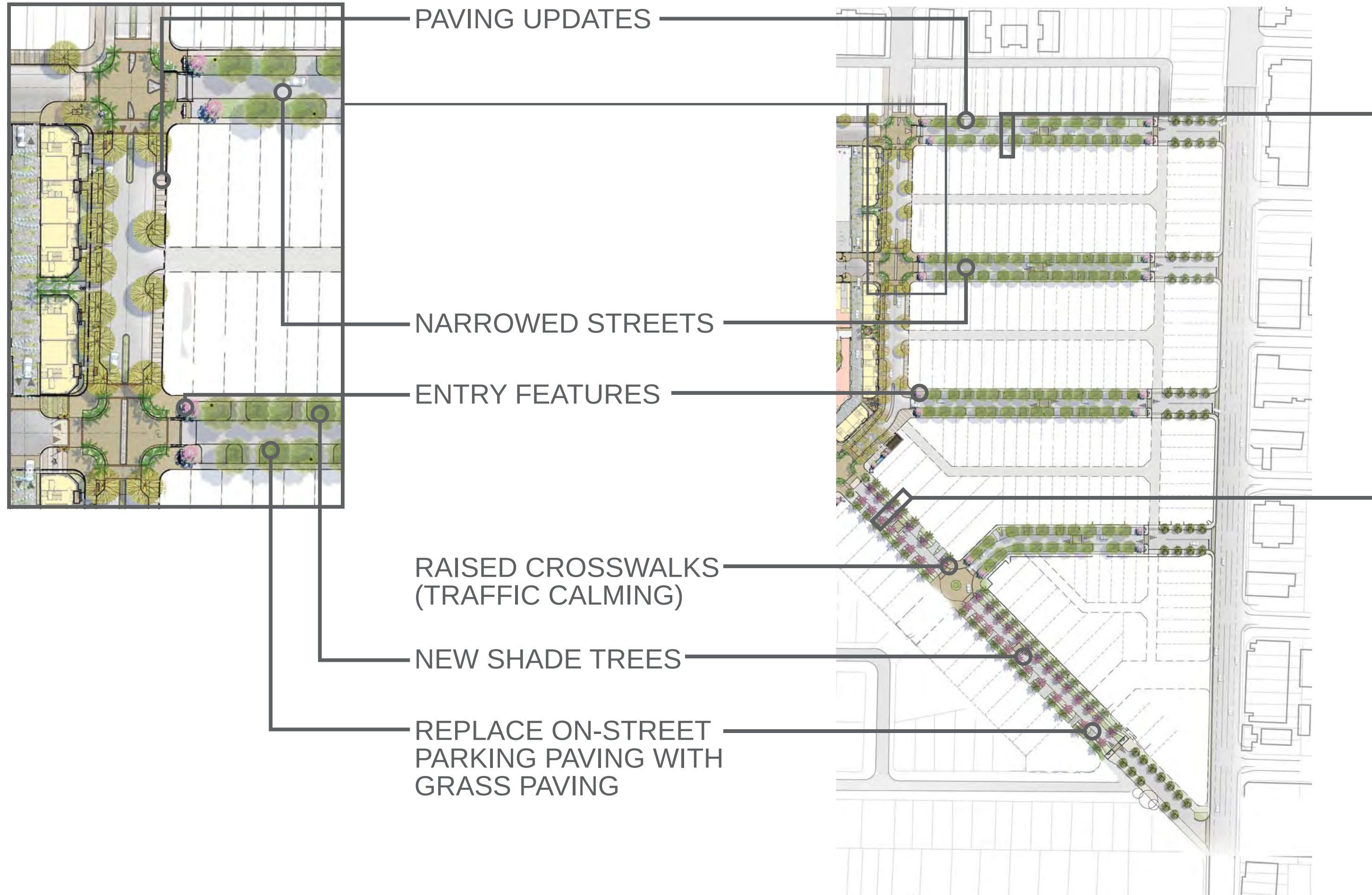


ADD PLANTER POTS

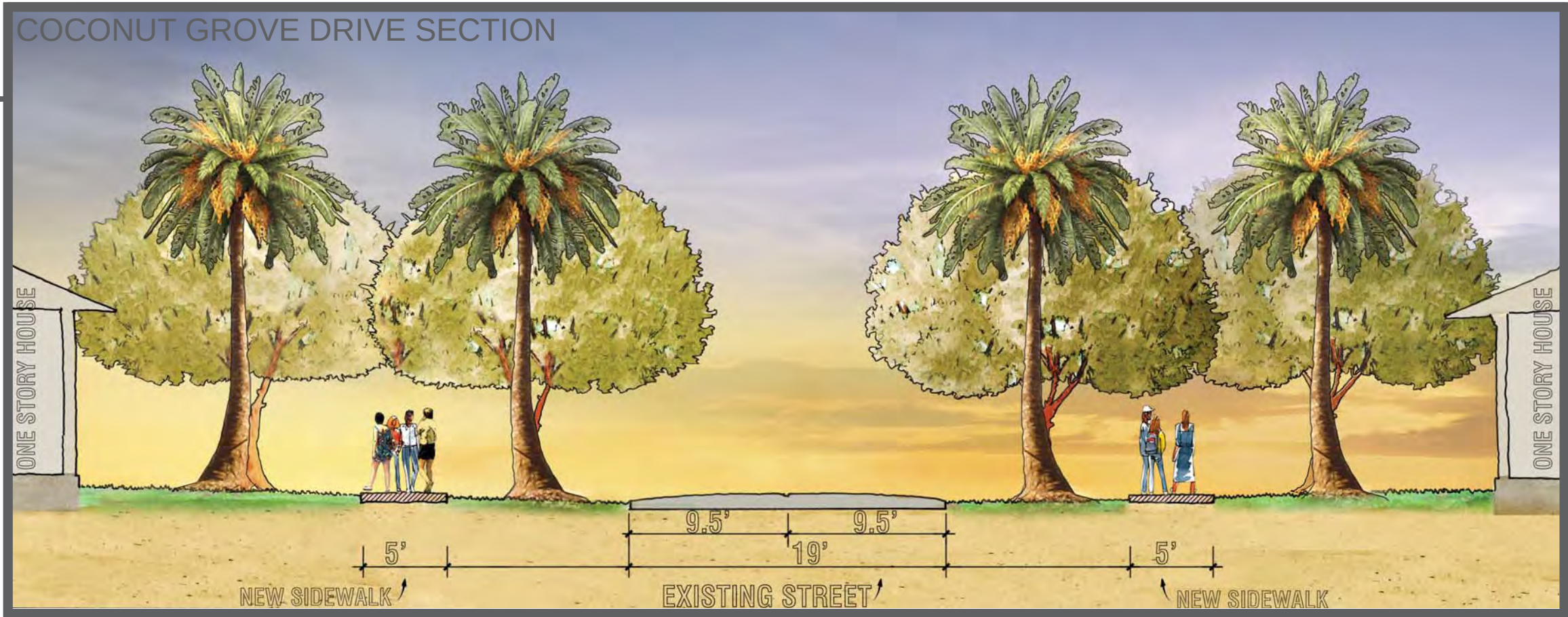
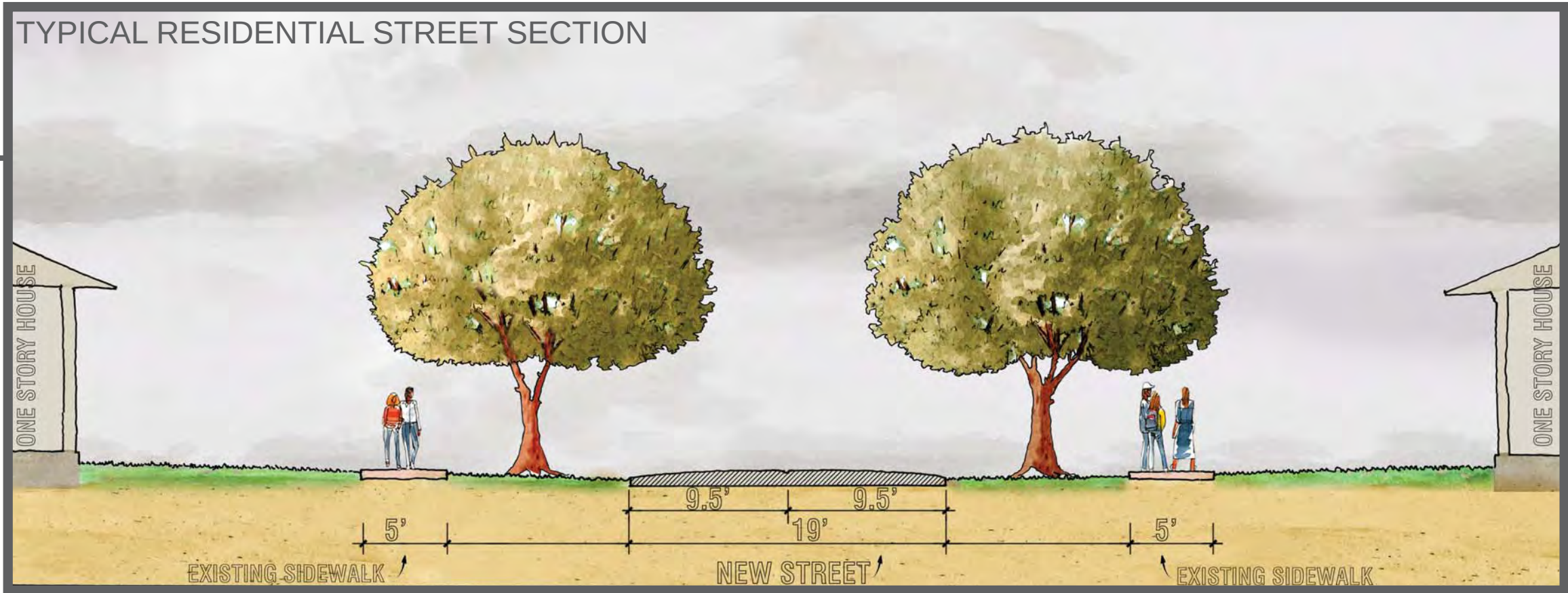
CONTINUE PAVING
TREATMENT



OVERALL NEIGHBORHOOD ENHANCEMENTS



STREET SECTIONS





PROJECT RENDERINGS

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

PLAZA AT PONCE AND PALERMO - LOOKING SOUTHEAST



AERIAL LOOKING SOUTHEAST

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

COCONUT GROVE ENTRY



FRED B. HARTNETT PARK - LOOKING SOUTHEAST



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



MEDITERRANEAN VILLAGE AT PONCE CIRCLE



HOTEL ENTRY ON PONCE DE LEON

REFINED HOTEL RESTAURANT AND CUPOLA



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

OFFICE LOBBY ENTRANCE ON SEVILLA



LOOKING SOUTHEAST ON PONCE DE LEON



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

RTKL
AN ARCADIS COMPANY


AGAVE PONCE

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

SEVILLA RESIDENTIAL ENTRY



AERIAL LOOKING SOUTHWEST



MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

RTKL
AN ARCADIS COMPANY


AGAVE PONCE

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

GALIANO TOWNHOMES





MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

RTKL
AN ARCADIS COMPANY


AGAVE PONCE

MALAGA AVENUE - LOOKING NORTHEAST AT COCONUT GROVE DRIVE

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

MALAGA AVENUE AT COCONUT GROVE DRIVE



AERIAL LOOKING NORTHWEST

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE





PARKING AND TRAFFIC SUMMARIES

MEDITERRANEAN VILLAGE
AT PONCE CIRCLE



AN ARCADIS COMPANY



PARKING SUMMARY



Parking Demand Reduction Analysis, January 2015,

PARKING REDUCTION

Methodology

Appendix B Parking Reduction Calculations contains the shared parking analysis spreadsheet separated into eight sections and are listed below with supporting narrative of parking reduction methodology and assumptions.

1. Land Use Inputs

Proposed land uses are categorized into Commercial/Hotel and Residential. Commercial/Hotel category also includes uses of retail, cinema, restaurant, daycare, office, and gym. Residential category contains townhouses, 2BR units, and 3BR units. Notes are included for square footage sizes (GLA and GFA) along with cinema square footage accounting for 3 screens and 290 seats.

2. Parking Ratio

For the proposed land uses, the parking ratios utilized were obtained from the City of Coral Gables Zoning Code Section 5-1409. The corresponding city use is listed for each proposed land use.

The restaurant uses have been separated into “family” and “fine/casual dining” type as defined by *ULI Shared Parking*. Family type restaurants are defined as typically lower priced, do not accept reservations, and lack bars or lounges. Family type is defined by ITE as High Turnover without Bar. Fine dining type restaurants include more leisurely dining, reservations, and lower turnover. Fine dining type is defined by ITE as Quality restaurant (931). Casual dining type restaurants are moderately priced, often chains, and generally do not accept reservations. Casual dining type is defined by ITE as High Turnover with Bar (932).

The type of hotel assumed is “business type” as defined by *ULI Shared Parking* and ITE to have limited restaurant or meeting facilities compared with full service hotels.

Understanding *ULI Shared Parking* contains separate parking demand ratios for employees/residents and visitors, the City of Coral Gables base parking demand ratios have been separated into employee and visitor ratios based on ULI relationships of employees/residents and visitors.

3. Trip Reductions

The mode split utilized in the shared parking analysis has been updated to provide separate mode splits for employees/residents and visitors. ULI Shared Parking Table 3-1 Examples of Journey-to-Work Data lists examples of transportation modes information provided by the 2000 U.S. Census Bureau. The mode split for employees/residents utilized is based upon 2012 American Community Survey Miami-Dade Profile dated September 2013 which provides Commuting to Work values from 2010 – 2012. This study has considered the modes of public transportation, walked, and other means to determine the percentage of employees not utilizing a vehicle and therefore not requiring a parking space. Other means category has been included to account for transportation modes such as bicycling and drop-off/pick-up.

The associated total mode split was 9.3% in 2010, 9.4% in 2011, and 10.1% in 2012 resulting in an average of 9.6%. The updated shared parking analysis has been updated for a 9.6% mode split employees/residents and 4.8% visitor mode split (1/2 of employee/resident). Reference Appendix C 2012 American Community Survey Miami-Dade Profile dated September 2013.



Parking Demand Reduction Analysis, January 2015,

4. Parking Calculations

The required parking for each land use, separated into employee/resident and visitor, is calculated based on City of Coral Gables parking demand ratios for employee/resident and visitor to determine the single use parking demand. Daycare is an accessory use to the project, and therefore, only employee generated parking demand is considered. The appropriate mode split is applied to the single use parking demand to determine the trip reduction demand, with the exception of residential townhouses where no trip reduction is applied.

5. Internal Capture

Internal capture is not considered in this parking reduction analysis.

6. Time of Day Trends

Weekday time-of-day factors for employees/residents and visitors were obtained from *ULI Shared Parking* Table 2-5 Recommended Time-of-Day Factors for Weekdays between the hours of 6:00 am and 12:00 am, excluding the daycare land use. Daycare time-of-day factors input are assumptions based upon peak times noted in ITE Parking Generation (Land Use: 565 Day Care Center). Note, only employee generated demand for daycare is considered. Retail utilizes the ULI land use of “Shopping Center – Typical”, Restaurant utilizes the ULI land use of “Family Restaurant” and “Fine/Casual Restaurant”, and Hotel utilizes the ULI land use of “Hotel – Business”. Townhouse residents utilize the ULI land use of “Residential Reserved”, and 2BR and 3BR residents utilize the ULI land use of “Residential – Resident”.

7. Shared Parking Calculations

Shared parking values are calculated for each land use, separated into employee/resident and visitor categories. The shared parking values are calculated by multiplying the appropriate land use input, City of Coral Gables parking ratio (employee/resident or visitor), and the appropriate time-of-day factor. The employee/resident and visitor shared parking values are added together to determine the peak shared parking demand of 2,869 spaces on a weekday at 2:00 pm. Note, the calculations in this section does not account for trip reduction.

8. Peak Parking Demand

Similar to Section 4, the shared required parking for each land use, separated into employee/resident and visitor, is calculated based on City of Coral Gables parking demand ratios for employee/resident and visitor to determine the single use shared parking demand of 2,869 spaces. The appropriate mode split is applied to the single use shared parking demand to determine the trip-reduced, shared parking demand of 2,653 spaces. Note, trip reduction was not applied to the residential townhouses.

Summary tables of employee/resident, visitor, and total parking spaces for shared parking values and shared parking with trip reduction values are compared with the City of Coral Gables single use parking demand of 3,182 spaces.

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PARKING SUMMARY



Parking Demand Reduction Analysis, January 2015,

Proposed Parking Demand

The proposed parking demand for Mediterranean Village utilizes the current uses per the Owner and Architect’s latest program and the City of Coral Gables Zoning Code parking demand ratios. Parking adjustments include multi-modal trips (based upon traffic impact analysis), and time of day trends for visitors, employees, and residents for each use (based upon ULI *Shared Parking*).

Below is a summary of the proposed parking demand in comparison to that required by the City of Coral Gables Zoning Code.

PARKING DEMAND		
City of Coral Gables Zoning Code Single Use Base Demand	+ Shared Parking	+ Modal Split
3,182 spaces		
	2,869 spaces (10% reduction)	
		2,653 spaces (17% total reduction)

Appendix B Parking Reduction Calculations contain the shared parking analysis values with a peak parking value identified on a weekday at 2 P.M.

PROVIDED PARKING: 2,691 SPACES

INCREASE OF 296 SPACES FROM PREVIOUS DESIGN



Parking Demand Reduction Analysis, January 2015,

Parking Demand Ratios

Parking demand ratios represent the number of required parking spaces for each land use, per defined unit. Several zoning ordinances and parking references have been researched to provide a comparison of parking demand ratios with those currently defined in the City of Coral Gables Zoning Code/Development Standards. The table below summarizes the parking demand ratios from five (5) local municipalities and from *ULI Shared Parking*, in comparison to those of Coral Gables.

Parking Demand Ratio Comparison Summary								
Municipality	Parking Demand Ratio							
	Retail (spa. / SF)	Cinema (spa. / unit)	Restaurant (spa. / SF)	Daycare (spa. / SF)	Hotel (spa. / room)	Office (spa. / SF)	Gym (spa. / SF)	Residential (spa. / unit)
Coral Gables (Zoning Code Art.5 Development Standards / Div 14 / Section 5-1409.B)	1 / 250 = 4 / 1000	1 / 300 = 3.33 / 1000 (Indoor Rec.)	12 / 1000	1 / 100 = 10 / 1000	1.125 / room	1 / 300 = 3.33 / 1000	1 / 300 = 3.33 / 1000 (Indoor Rec.)	1.75 / unit (1BR, 2BR) 2.25 / unit (3BR)
Miami (Miami 21 – Article 4 Table 4 / T5 Zone)	3 / 1000 (comm- ercial use)	3 / 1000 (comm- ercial use)	3 / 1000 (comm- ercial use)	3 / 1000 (comm- ercial use)	1 / 2 rooms = 0.5 / room + 0.1 / unit = (visitors) 0.6 /unit	3 / 1000	3 / 1000 (comm- ercial use)	1.5 / unit + 0.1 / unit = (visitors) 1.6 /unit
Miami Dade County (Zoning Article VII / Section 33-124)	1 / 250 = 4 / 1000	1 / 1000	1 / 50 = 20 / 1000 (Table svc) 1 / 250 = 4 / 1000 (Take out)	N/A	1 / 40 rooms + 1 / 2 rooms = 0.525 / room	1 / 300 = 3.33 / 1000	1 / 100 = 10 / 1000	1.5 / unit (1BR) 1.75 / unit (2BR) 2 / unit (3BR)
Miami Beach (Land Development Regulations / Ch. 130 / Dist. 2 - 6)	1 / 300 = 3.33 / 1000	1 / 4 seats	1 / 4 seats + 1 / 60 SF (not seating)	N/A	1 / room	1 / 400 = 2.5 /1000	1 / 4 seats or 1 / 60 SF	1.5 / unit (< 1ksf) 1.75 / unit (1ksf - 1.2ksf) 2.0 / unit (> 1.2ksf)
Ft. Lauderdale (Unified Land Development Code / Section 47 -20 / Varies)	1 / 250 = 4 / 1000	1 / 3 seats	1 / 30 + 1 / 250	1 / 325 = 3.08 / 1000	1 / room	1 / 250 = 4 / 1000	1 / 200 = 5 / 1000	1.75 / unit (1BR) 2.0 / unit (2BR) 2.1 / unit (3BR)
Broward County (Zoning Ch 39 / Article XII / Section 215)	1 / 200 (< 40 ksf) 1 / 250 (40-200 ksf) 1 / 300 (>200 ksf)	1 / 4 seats	1 / 100 = 10 / 1000	1 / 400 = 2.5 / 1000	3 / 4 rooms = 0.75 / room	1 / 200 = 5 / 1000	1 / 150 = 6.67 / 1000	1.5 / unit (1BR) 2 / unit (2BR) 2.25 / unit (3BR)
ULI Shared Parking (2 nd edition / Table 2-2 / combined weekday visitor and employee)	3.6 / 1000	0.20 / seat	18 / 1000 (Fine/Cas.) 10.5 / 1000 (Family)	N/A	1.25 / room (Business) 1.15 / room (Leisure)	3.8 / 1000 (< 25 ksf) 3.35 / 1000 (100 ksf) 2.8 / 1000 (500 ksf)	7 / 1000	1.65 / unit (Rental) 1.85 / unit (Owned)

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PARKING SUMMARY

January 27, 2015

January 27, 2015

Mediterranean Village - Parking Reduction Calculations

1. Land Use Inputs

Commercial and Hotel Uses			Notes: GLA Phase 1 (3 screens, 290 seats) GLA GLA GLA GFA GFA
Retail	242,000	SF	
Cinema	32,000	SF	
Restaurant (Family)	7,250	SF	
Restaurant (Fine/Casual)	21,750	SF	
Daycare	12,000	SF	
Hotel	184	Rooms	
Office	314,000	SF	
Gym	9,500	SF	
Residential Uses			
Townhouse	15	DU	
2 BR	128	DU	
3 BR	86	DU	

2. Parking Ratio

Parking Ratio		Coral Gables					
				Coral Gables Notes: City Use (Section 5-1409)	ULI Notes:	Parking Ratio Separation (ULI Based)	
Commercial and Hotel Uses						Visitor	Employee/Resident
	Retail	4.00	per KSF	Retail sales and services		3.22	0.78 per KSF
	Cinema	3.33	per KSF	Indoor recreation/entertainment		3.17	0.17 per KSF
	Restaurant (Family)	12.00	per KSF	Restaurants	Family Type (ITE - High Turnover without Bar).	10.29	1.71 per KSF
	Restaurant (Fine/Casual)	12.00	per KSF	Restaurants	Fine (ITE - Quality 931) / Casual (ITE - High Turnover with Bar 932) Type	10.17	1.83 per KSF
	Daycare	10.00	per KSF	Daycare		8.57	1.43 per KSF
	Hotel	1.13	per room	Overnight accommodations	Business Type	0.90	0.23 per room
	Office	3.33	per KSF	Offices		0.25	3.09 per KSF
	Gym	3.33	per KSF	Indoor recreation/entertainment		3.14	0.19 per KSF
Residential Uses							
	Townhouse	2.00	per DU	Townhouses	Owned	0.16	1.84 per DU
	2 BR	1.75	per DU	Multi-family dwellings	Owned	0.14	1.61 per DU
	3 BR	2.25	per DU	Multi-family dwellings	Owned	0.18	2.07 per DU

3. Trip Reductions

Multimodal Trip Reductions	(Miami-Dade County Average from 2010-2012)	
	9.60% (Employee and Resident)	4.80% (Visitor)

4. Parking Calculations

Commercial and Hotel Uses				Commercial and Hotel Uses				Trip Reduction
	Visitor	Empl./Res.	Total		Visitor	Empl./Res.	Total	
Retail	780	189	969	Retail	743	171	914	Y
Cinema	102	6	108	Cinema	98	6	104	Y
Restaurant (Family)	75	13	88	Restaurant (Family)	72	12	84	Y
Restaurant (Fine/Casual)	222	40	262	Restaurant (Fine/Casual)	212	37	249	Y
Daycare	0	18	18	Daycare	0	17	17	Y
Hotel	166	42	208	Hotel	159	38	197	Y
Office	77	970	1047	Office	74	877	951	Y
Gym	30	2	32	Gym	29	2	31	Y
Residential Uses				Residential Uses				N
Townhouse	3	28	31	Townhouse	3	28	31	
2 BR	19	206	225	2 BR	19	187	206	
3 BR	16	178	194	3 BR	16	161	177	Y
SINGLE USE DEMAND				TRIP REDUCTION DEMAND				
	1,490	1,692	3,182		1,425	1,536	2,961	

5. Internal Capture

Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

6. Time of Day Trends

ULI Weekday Visitor		Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
6am		1%	0%	25%	0%	0%	95%	0%	70%	0%	0%	0%
7am		5%	0%	50%	0%	0%	90%	1%	40%	10%	10%	10%
8am		15%	0%	60%	0%	0%	80%	20%	40%	20%	20%	20%
9am		35%	0%	75%	0%	0%	70%	60%	70%	20%	20%	20%
10am		65%	0%	85%	15%	0%	60%	100%	70%	20%	20%	20%
11am		85%	0%	90%	40%	0%	60%	45%	80%	20%	20%	20%
12pm		95%	20%	100%	75%	0%	55%	15%	60%	20%	20%	20%
1pm		100%	45%	90%	75%	0%	55%	45%	70%	20%	20%	20%
2pm		95%	55%	50%	65%	0%	60%	100%	70%	20%	20%	20%
3pm		90%	55%	45%	40%	0%	60%	45%	70%	20%	20%	20%
4pm		90%	55%	45%	50%	0%	65%	15%	80%	20%	20%	20%
5pm		95%	60%	75%	75%	0%	70%	10%	90%	40%	40%	40%
6pm		95%	60%	80%	95%	0%	75%	5%	100%	60%	60%	60%
7pm		95%	80%	80%	100%	0%	75%	2%	90%	100%	100%	100%
8pm		80%	100%	80%	100%	0%	80%	1%	80%	100%	100%	100%
9pm		50%	100%	60%	100%	0%	85%	0%	70%	100%	100%	100%
10pm		30%	80%	55%	95%	0%	95%	0%	35%	100%	100%	100%
11pm		10%	65%	50%	75%	0%	100%	0%	10%	80%	80%	80%
12am		0%	40%	25%	25%	0%	100%	0%	0%	50%	50%	50%

ULI Weekday Employee/Resident		Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Toenhouse	2 BR	3 BR
6am		10%	0%	50%	0%	100%	5%	3%	75%	100%	100%	100%
7am		15%	0%	75%	20%	100%	30%	30%	75%	100%	100%	100%
8am		40%	0%	90%	50%	100%	90%	75%	75%	100%	100%	100%
9am		75%	0%	90%	75%	100%	90%	95%	75%	100%	100%	100%
10am		85%	0%	100%	90%	100%	100%	100%	75%	100%	100%	100%
11am		95%	0%	100%	90%	100%	100%	100%	75%	100%	100%	100%
12pm		100%	50%	100%	90%	100%	100%	90%	75%	100%	100%	100%
1pm		100%	60%	100%	90%	100%	100%	90%	75%	100%	100%	100%
2pm		100%	60%	100%	90%	100%	100%	100%	75%	100%	100%	100%
3pm		100%	75%	75%	75%	100%	100%	100%	75%	100%	100%	100%
4pm		100%	75%	75%	75%	100%	90%	90%	75%	100%	100%	100%
5pm		95%	100%	95%	100%	100%	70%	50%	100%	100%	100%	100%
6pm		95%	100%	95%	100%	100%	40%	25%	100%	100%	100%	100%
7pm		95%	100%	95%	100%	50%	20%	10%	75%	100%	100%	100%
8pm		90%	100%	95%	100%	0%	20%	7%	50%	100%	100%	100%
9pm		75%	100%	80%	100%	0%	20%	3%	20%	100%	100%	100%
10pm		40%	100%	65%	100%	0%	20%	1%	20%	100%	100%	100%
11pm		15%	70%	65%	85%	0%	10%	0%	20%	100%	100%	100%
12am		0%	50%	35%	35%	0%	5%	0%	0%	100%	100%	100%

- Notes:
- Daycare values provided are estimated based upon ITE Parking Generation Land Use 565, Day Care Center.
 - Business type hotel utilized per ULI Shared Parking.

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PARKING SUMMARY

January 27, 2015

January 27, 2015

7. Shared Parking Calculations

Weekday Visitor

6am
7am
8am
9am
10am
11am
12pm
1pm
2pm
3pm
4pm
5pm
6pm
7pm
8pm
9pm
10pm
11pm
12am

Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR	TOTAL
8	0	19	0	0	158	0	21	0	0	0	205
39	0	38	0	0	149	1	12	0	2	2	242
117	0	45	0	0	133	15	12	1	4	3	330
273	0	56	0	0	116	46	21	1	4	3	520
507	0	64	33	0	100	77	21	1	4	3	809
663	0	68	89	0	100	35	24	1	4	3	985
741	20	75	167	0	91	12	18	1	4	3	1131
780	46	68	167	0	91	35	21	1	4	3	1214
741	56	38	144	0	100	77	21	1	4	3	1184
702	56	34	89	0	100	35	21	1	4	3	1044
702	56	34	111	0	108	12	24	1	4	3	1054
741	61	56	167	0	116	8	27	1	8	6	1191
741	61	60	211	0	125	4	30	2	11	10	1254
741	82	60	222	0	125	2	27	3	19	16	1296
624	102	60	222	0	133	1	24	3	19	16	1204
390	102	45	222	0	141	0	21	3	19	16	959
234	82	41	211	0	158	0	11	3	19	16	774
78	66	38	167	0	166	0	3	2	15	13	548
0	41	19	56	0	166	0	0	2	10	8	300

Weekday Employee/Resident

6am
7am
8am
9am
10am
11am
12pm
1pm
2pm
3pm
4pm
5pm
6pm
7pm
8pm
9pm
10pm
11pm
12am

Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR	TOTAL
19	0	7	0	18	2	29	2	28	206	178	488
28	0	10	8	18	13	291	2	28	206	178	781
76	0	12	20	18	38	728	2	28	206	178	1304
142	0	12	30	18	38	922	2	28	206	178	1574
161	0	13	36	18	42	970	2	28	206	178	1653
180	0	13	36	18	42	970	2	28	206	178	1672
189	3	13	36	18	42	873	2	28	206	178	1588
189	4	13	36	18	42	873	2	28	206	178	1588
189	4	13	36	18	42	970	2	28	206	178	1685
189	5	10	30	18	42	970	2	28	206	178	1677
189	5	10	30	18	38	873	2	28	206	178	1576
180	6	12	40	18	29	485	2	28	206	178	1184
180	6	12	40	18	17	243	2	28	206	178	929
180	6	12	40	9	8	97	2	28	206	178	766
170	6	12	40	0	8	68	1	28	206	178	718
142	6	10	40	0	8	29	0	28	206	178	648
76	6	8	40	0	8	10	0	28	206	178	561
28	4	8	34	0	4	0	0	28	206	178	492
0	3	5	14	0	2	0	0	28	206	178	436

Weekday Combined

6am
7am
8am
9am
10am
11am
12pm
1pm
2pm
3pm
4pm
5pm
6pm
7pm
8pm
9pm
10pm
11pm
12am

Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR	TOTAL
27	0	25	0	18	160	29	23	28	206	178	693
67	0	47	8	18	162	292	14	28	208	180	1024
193	0	57	20	18	171	743	14	29	210	181	1634
415	0	68	30	18	154	968	23	29	210	181	2095
668	0	77	69	18	142	1047	23	29	210	181	2462
843	0	81	125	18	142	1005	26	29	210	181	2657
930	23	88	203	18	133	885	20	29	210	181	2719
969	50	81	203	18	133	908	23	29	210	181	2803
930	60	51	180	18	142	1047	23	29	210	181	2869
891	61	44	119	18	142	1005	23	29	210	181	2720
891	61	44	141	18	146	885	26	29	210	181	2629
921	67	69	207	18	146	493	29	29	214	184	2375
921	67	72	251	18	141	246	32	30	217	188	2183
921	88	72	262	9	133	99	29	31	225	194	2061
794	108	72	262	0	141	69	25	31	225	194	1921
532	108	55	262	0	150	29	21	31	225	194	1607
310	88	50	251	0	166	10	11	31	225	194	1335
106	71	46	201	0	170	0	3	30	221	191	1039
0	44	23	70	0	168	0	0	30	216	186	736

8. Peak Parking Demand

Commercial and Hotel Uses				Commercial and Hotel Uses				Trip Reduction
	Visitor	Empl./Res.	Total		Visitor	Empl./Res.	Total	
Retail	741	189	930	Retail	705	171	876	Y
Cinema	56	4	60	Cinema	53	3	57	Y
Restaurant (Family)	38	13	51	Restaurant (Family)	36	12	47	Y
Restaurant (Fine/Casual)	144	36	180	Restaurant (Fine/Casual)	137	33	170	Y
Daycare	0	18	18	Daycare	0	16	16	Y
Hotel	100	42	142	Hotel	95	38	133	Y
Office	77	970	1047	Office	73	877	950	Y
Gym	21	2	23	Gym	20	1	21	Y
Residential Uses				Residential Uses				
Townhouse	1	28	29	Townhouse	1	28	29	N
2 BR	4	206	210	2 BR	4	186	190	Y
3 BR	3	178	181	3 BR	3	161	164	Y

SHARED PEAK PARKING DEMAND				SHARED PEAK PARKING DEMAND			
	Visitor	Empl./Res.	Total	W/ TRIP REDUCTIONS			
	1,184	1,685	2,869		1,127	1,526	2,653
			10% reduction				17% reduction

City of Coral Gables	Visitor	Empl./Res.	Total
Single Use Demand	1,490	1,692	3,182

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MEDITERRANEAN VILLAGE
AT PONCE CIRCLE

Kimley»Horn

RTKL
AN ARCADIS COMPANY

AGAVE PONCE

TRAFFIC SUMMARY

EXECUTIVE SUMMARY

Agave Ponce, LLC is proposing a mixed-use development (Mediterranean Village) in the City of Coral Gables in an area bounded by Ponce De Leon Boulevard (west), Galiano Street (east), Sevilla Avenue (north) and Malaga Avenue (south). The existing site contains vacant land and buildings that will be demolished. The proposed development will consist of a mix of office, residential, and retail uses including a hotel, restaurants, a gym/fitness club, a day care center, and a movie theater.

Trip generation calculations for the proposed mixed-use development were performed using the Institute of Transportation Engineer’s (ITE’s) *Trip Generation*, 9th Edition. The proposed development is expected to generate 864 new trips during the A.M. peak hour and 1,468 new trips during the P.M. peak hour.

In order to reduce cut-through traffic and speeds along surrounding local streets east of the site, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive. The non-restrictive measures include reduction of the pavement width, construction of mid-block raised center median with paver treatments within the travel lanes, construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to single-family residential homes, and reconstruction of existing roundabouts or installation of raised/abled intersections along Galiano Street/Malaga Avenue to address existing geometric deficiencies. The restrictive measures include the following:

- o Construction of north-south median at the intersection of Galiano Street at Sevilla Avenue, prohibiting east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.
- o Construction of north-south median at the intersection of Galiano Street at Palermo Avenue, prohibiting the east-west left and through movements, the northbound left-turn movement, and the southbound left-turn movement.

TRAFFIC SUMMARY

- o Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

Different project traffic distributions were considered for both the non-restrictive and restrictive measures.

Intersection capacity analyses indicate that the study intersections are expected to operate at levels of service (LOS) E or better during the A.M. and P.M. peak hours under all analysis conditions with exception of one (1) stop-controlled approach during the P.M. peak hour under future background conditions, one (1) stop-controlled approach during the A.M. peak hour under future total conditions with both traffic calming plans, and two (2) stop-controlled approaches during the P.M. peak hour under future total conditions with both traffic calming plans. These results are common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

Three (3) of these one-way stop-controlled intersections are candidates for signalization as the expected volumes, with the proposed development, meet the peak hour minimum volume threshold and meet the Miami-Dade County signalized intersection spacing standards. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization is appropriate and warranted. If TED determines it appropriate and warranted, traffic signalization plans would be required and reviewed by MDCPWM.

The remaining one-way stop-controlled intersection mentioned above is at a project driveway and it is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.

The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel including the following:

- Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art, robust landscaping, covered walkways, and enhanced streetscape features
- Secured bicycle parking areas
- Changing/shower facilities with lockers and bicyclists
- Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps
- The project will also consider making a contribution towards trolley service enhancements:
 - o Extend the existing weekday trolley service which operates until along Ponce De Leon Boulevard to a later hou
 - o Operate a new Central Business District (CBD) loop route along Alhambra Circle, Merrick Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo Street during weekday morning, mid-day, and afternoon peak periods.
 - o Modifications to the current trolley stop locations to improve accessibility to the project site.

Figure ES 1 illustrates the general traffic distribution, future operating conditions, and potential improvements found in the foregoing analysis.

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MEDITERRANEAN VILLAGE

ATPONCE CIRCLE

