

When you speak, you must come to the podium in the front and clearly state your name and address for the record. Please turn off or mute your cell phone or pager at the start of the meeting. Please be advised that if you don't turn off your cell phone or pager and it rings, you will be asked to leave the chambers.

**MEETING OF THE
PLANNING AND ZONING BOARD
QUASI-JUDICIAL PUBLIC HEARING**

July 7, 2015

AGENDA

CALL TO ORDER: Set for 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

1. Request for approval for a new multi-family dwelling for "Equity Miami, LLC" located at 9350 Bay Harbor Terrace, Lot 1 of Block 18. The developers are proposing to construct a (6) six unit townhouse development. The proposed units range from 2,263 to 2,291 sq. ft. of a/c plus balconies, garages, etc. The proposed design incorporates one rectangular shaped building positioned north/south on the site. The building has 3 stories in height (2 floors of residential over one floors of parking garage, family room and bathroom @ max. 28 feet above BFE. Enclosed please find the site plan and elevations. (Item #1A)

** Staff Review:* Design meets Town Code and was approved by the Development Review Committee. See report attached.

PUBLIC COMMENT - for the purpose of hearing any public comment with respect to an application for site plan approval at 9350 Bay Harbor Terrace.

2. Request for approval for a new hotel "Grand Beach Hotel" located at 9601 E. Bay Harbor Drive, Lots 35-37 of Block 4. The developers are proposing to construct a ninety-nine (99) room hotel. The proposed units range from 353 to 1,402 sq. ft. of a/c plus balconies, etc. The previous Bay Harbor Inn complex was demolished after plans to renovate the former hotel were abandoned due to flood-proofing and structural issues. The proposed design incorporates one rectangular shaped building positioned north / south on the site. Two one way driveway connection to E.Bay Harbor Drive are proposed. The proposed new building is 7 stories in height (6 floors of hotel rooms over one floor of common area. @ 7'4" above BFE (permitted 75'). The developer will be required to obtain 22 Transfer of Development Rights (TDR). Enclosed please find the site plan and elevations. (Item #2A)

** Staff Review:* Design meets Town Code and was approved by the Development Review Committee pending the approval of 22 Transfer of Development Rights.

PUBLIC COMMENT - for the purpose of hearing any public comment with respect to an application for site plan approval at 9601 E. Bay Harbor Drive.

CONCLUSION OF QUASI-JUDICIAL PUBLIC HEARING

3. Approval of the minutes held on March 3, 2015, March 17, 2015, April 7, 2015 and May 5, 2015 (Item #3)

ADJOURNMENT: Approximately 8:00 p.m.

Pursuant to Florida Statutes 286.0105, the Town hereby advises the public that should any person decide to appeal any decision of the Planning and Zoning Board with respect to any matter to be considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

AGENDA ITEM REPORT

July 7, 2015

ITEM NUMBER: 1.

ITEM: Request for approval for a new multi-family dwelling for "Equity Miami, LLC" located at 9350 Bay Harbor Terrace, Lot 1 of Block 18. The developers are proposing to construct a (6) six unit townhouse development. The proposed units range from 2,263 to 2,291 sq. ft. of a/c plus balconies, garages, etc. The proposed design incorporates one rectangular shaped building positioned north/south on the site. The building has 3 stories in height (2 floors of residential over one floors of parking garage, family room and bathroom @ max. 28 feet above BFE. Enclosed please find the site plan and elevations. (Item #1A)

DESCRIPTION:

for the purpose of hearing any public comment with respect to an application for site plan approval at 9350 Bay Harbor Terrace.

RECOMMENDED ACTION:

Design meets Town Code and was approved by the Development Review Committee. See report attached.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Marante
 Ayanidys Marante

ATTACHMENTS

1.	Site Plan and Elevations	9350BHTP&ZJuly7.pdf
2.	Staff Report	BHI PZB Staff Report 9350 BHT - June 30 2015.pdf

PROPOSED NEW BUILDING FOR:
BAY HARBOR TERRACE

9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154



Aerial View Looking West



LOCATION PLAN
N.T.S.

GENERAL CODE DATA	
APPLICABLE CODES	CODE OF BAY HARBOR ISLANDS, FLORIDA
ZONING CODE	
BUILDING CODE	FBC 2010 ALL PLANS AND CALCULATIONS
ZONING	RM-2 MULTIFAMILY ZONING DISTRICT
LAND USE DESIGNATION	NON-WATERFRONT PROPERTY
NET LOT AREA	1116 SF.
BUILDING USE	PRINCIPAL USE: RM-2 TOWNHOUSES
BASED FLOOD ELEVATION: BFE + 8' NGVD + 0'-0"	
GARAGE ELEVATION + 7'-2" NGVD	
LEGAL DESCRIPTION	
BAY HARBOR ISLAND FB 46-5 LOT 1 BLK 18 LOT SIZE 75,000 X 150 OR 13813-937 0388 I	

INDEX OF DRAWINGS	
A-00	COVER SHEET
A-01	RENDERINGS
A-02	SITE PHOTOS
A-03	AERIAL VIEWS
SP-1	SITE PLAN
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE PLAN
L-3	LANDSCAPE ELEVATIONS
L-4	LANDSCAPE ELEVATIONS
A-1	GROUND FLOOR PLAN
A-2	SECOND FLOOR PLAN
A-3	THIRD FLOOR PLAN
A-4	ROOF PLAN
A-5	UPPER ROOF PLAN
A-6	1 FLOOR PLAN UNIT TYPE A
A-7	1 FLOOR PLAN UNIT TYPE B
A-8	GENERAL NOTES
A-9	DOOR SCHEDULES
A-10	WINDOW SCHEDULES
A-11	FINISH SCHEDULES
A-12	EXTERIOR ELEVATIONS
A-13	EXTERIOR ELEVATIONS
A-14	CROSS-SECTIONS
A-15	CROSS-SECTIONS
A-16	STAIR SECTION DETAILS
C-1	CIVIL DWG
C-2	CIVIL DWG
C-3	CIVIL DWG
IL-1	ILLUMINATION PLAN
SP-1	FIRE APPROVAL


GEORGE E. PEON
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AR# 0007999

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PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

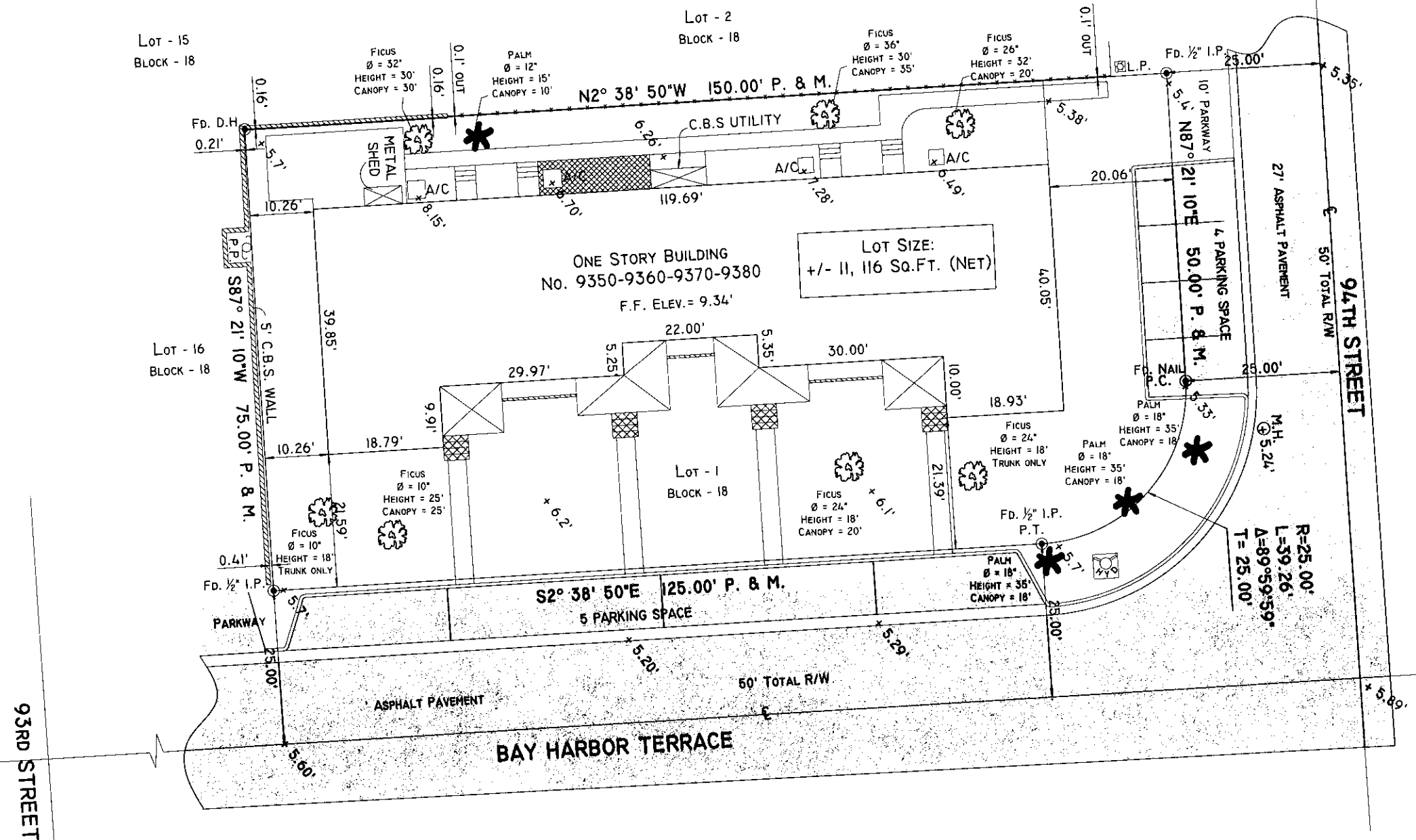
ALL DRAWINGS, DESIGN, AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FBC 2010 AND THE FBC 2010 AMENDMENTS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.

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A-00	
COVER SHEET	
OF:	SHEETS

GEORGE E. PEON
A.I.A. ARCHITECT
AR# 0007999

MAP OF BOUNDARY SURVEY

SITE ADDRESS: 9350-9360-9370-9380 BAY HARBOR TERRACE, BAY HARBOR ISLAND, FLORIDA 33156



LEGEND & ABBREVIATIONS		
CONCRETE	B.C. = BLOCK CORNER	U.E. = UTILITY EASEMENT
CONC. BLOCK WALL	E. = PROPERTY LINE	A.E. = ANCHOR EASEMENT
WOOD DECK	C. = CENTER LINE	D.E. = DRAINAGE EASEMENT
COVERED AREA	M. = MONUMENT LINE	ENCR. = ENCROACHMENT
ASPHALT	CLC. = CALCULATED	F.F. ELEV. = FINISHED FLOOR ELEVATION
CHAIN LINK FENCE (CLF)	M. = FIELD MEASURED	N.T.S. = NOT TO SCALE
WOOD FENCE (WF)	R. = PER PLAT	P.B. = PLAT BOOK
IRON FENCE (IF)	TYP. = TYPICAL	O.R.B. = OFFICIAL RECORD BOOK
A = ARC DISTANCE	P.R.M. = PERMANENT REFERENCE MONUMENT	H.M. = MAN HOLE
L = LENGTH	P.C.P. = PERMANENT CONTROL POINT	C.B.S. = CONCRETE BLOCK STRUCTURE
A = CENTRAL ANGLE / DELTA	FD. NAIL = FOUND NAIL	B.L.G. = BUILDING
R = RADIUS	FD. D.H. = FOUND DRILL HOLE	O.H.L. = OVERHEAD UTILITY LINES
T = TANGENT	FD. 1/2" I.P. = FOUND IRON PIPE 1/2" DIAMETER	TEL. = TELEPHONE FACILITIES
P.T. = POINT OF TANGENCY	C.M. = CONCRETE MONUMENT	C.B. = CATCH BASIN
P.C. = POINT OF CURVATURE	FD. I.R. = FOUND IRON REBAR	CATV = CABLE UTILITY BOX
P.C.C. = POINT OF COMPOUND CURVE	FD. P.K. NAIL = FOUND PARKER-KALON NAIL	W.M. = WATER METER
P.R.C. = POINT OF REVERSE CURVE	P.S.M. = PROFESSIONAL SURVEYOR AND MAPPER	R/W = RIGHT OF WAY
CH. BRG. = CHORD BEARING	A/C = AIR CONDITIONER PAD	ELEV. = ELEVATION
B.M. = BENCH MARK	T.X. = TRANSFORMER	SEC. = SECTION
B.R. = BEARING REFERENCE	P.P. = POWER POLE	TWS. = TOWNSHIP
P.O.B. = POINT OF BEGINNING	D.M.E. = DRAINAGE & MAINTENANCE EASEMENT	RG. = RANGE
T.B.M. = TEMPORARY BENCH MARK		SWK. = SIDEWALK
		EXISTING ELEVATION

LEGAL DESCRIPTION:
LOT 1, BLOCK 18, BAY HARBOR ISLAND, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

FLOOD INSURANCE RATE MAP (FIRM) INFORMATION:
COMMUNITY NUMBER: 120637
PANEL NUMBER: 0144
SUFFIX: L
ANAL REVISED DATE: 09/11/2009
FLOOD ZONE: AE BASE FLOOD ELEV. = 8.0'

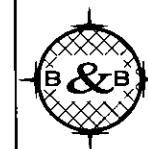
BENCH MARK USED:
MIAMI-DADE COUNTY BENCH MARK
NO. R-243
ELEV. = 6.59'

CERTIFIED TO:
CWV DEVELOPMENT.

NOTES:
1. LEGAL DESCRIPTION PROVIDED BY OTHERS. THIS SURVEY DOES NOT DETERMINE OR IMPLY PROPERTY OWNERSHIP.
2. THE LANDS SHOWN HEREIN ARE SUBJECT TO RESTRICTIONS OF PLAT OF RECORD. THERE MAY BE ADDITIONAL RESTRICTIONS THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
3. BOUNDARY DISTANCES AND DIRECTIONS ARE PLATTED AND MEASURED UNLESS OTHERWISE SHOWN.
4. ELEVATIONS, IF SHOWN, ARE REFERRED TO NGVD 1929.
5. UNDERGROUND IMPROVEMENTS AND UTILITIES ARE NOT LOCATED ON THIS SURVEY MAP.
6. FENCE OWNERSHIP NOT DETERMINED. APPARENT CLEARANCES AND/OR ENCROACHMENTS ARE NOTED BY VISUAL MEANS ONLY.
7. NO IDENTIFICATION CAPS FOUND ON PROPERTY CORNERS, UNLESS OTHERWISE NOTED.
8. THE SCALE, AS SHOWN, IS THE INTENDED PLOTTING SCALE OF THIS MAP.
9. THIS SURVEY IS EXCLUSIVELY FOR THE USE OF THE PARTIES TO WHOM IT IS CERTIFIED.
10. THIS SURVEY MAP AND THE COPIES THEREOF, ARE NOT VALID WITHOUT THE SIGNATURE AND RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
11. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

I HEREBY CERTIFY THAT THIS SKETCH OF SURVEY OF THE HEREON DESCRIBED PROPERTY IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY MADE UNDER MY DIRECTION AND SAID SURVEY MEETS THE MINIMUM STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17 FLORIDA ADMINISTRATIVE CODE PURSUANT TO SECTION 472.027 FLORIDA STATUTES AND IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ODALYS C. BELLO-IZNAGA
PROFESSIONAL SURVEYOR & MAPPER No. 6169
STATE OF FLORIDA
FIELD WORK DATE: 01/21/2015
COMPLETION DATE: 01/22/2015



BELLO & BELLO
LAND SURVEYING CORPORATION
LB No. 7262
12230 S.W. 131ST AVENUE, SUITE 201
MIAMI, FLORIDA 33186
PH: (305) 251-9606 FAX: (305) 251-6057

SURVEY No. 14859



② NW View



③ REAR VIEW (SE)



① SW View

GEORGE E. PEON
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AR# 0007999

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PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

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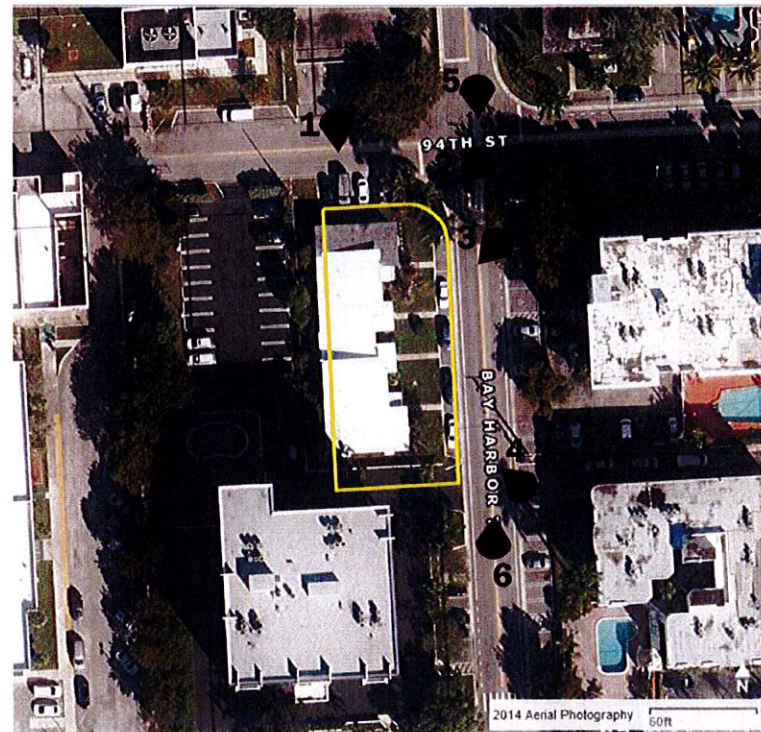
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N LOCATION MAP NTS

GEORGE E. PEON
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	BY

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SITE PHOTOS

OF: - SHEETS: -



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PROPOSED NEW BUILDING FOR:
9350 BHI LLC
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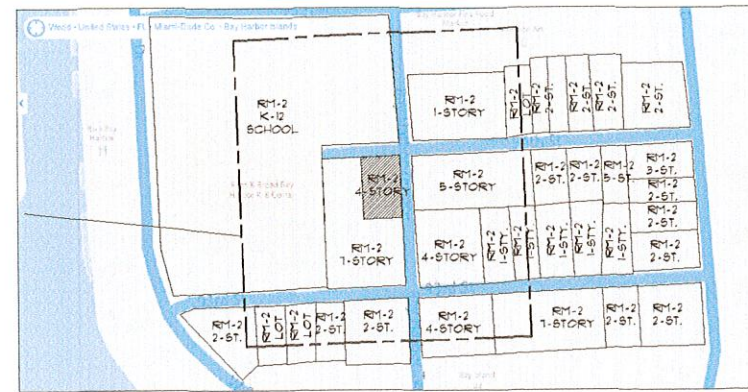
AERIAL VIEWS

OF SHEETS

GEORGE E. PEON
A.I.A. ARCHITECT
AR# 0007999

PROPOSED POTABLE WATER : 200 GDF X 6 DU : 1200 GDF
EXISTING POTABLE WATER : 200 GDF X 4 DU : 800 GDF
NET INCREASE POTABLE WATER : 1200 GDF - 800 GDF : 400 GDF
PROPOSED SANITARY SEWER : 156 GDF X 6 DU : 936 GDF
EXISTING SANITARY SEWER : 156 GDF X 4 DU : 624 GDF
NET INCREASE SANITARY SEWER : 936 GDF - 624 GDF : 312 GDF
PROPOSED SOLID WASTE : 0.632 TONS/YR X 6 DU : 3.792 TONS/YR
EXISTING SOLID WASTE : 0.632 TONS/YR X 4 DU : 2.528 TONS/YR
NET INCREASE SOLID WASTE : 3.792 TONS/YR - 2.528 TONS/YR : 1.264 TONS/YR

ITE LAND USE CODE 230										
DESCRIPTION ITE CODE	UNITS	RATE WEEKDAY DAILY TRAFFIC	PEAK PERIOD RATE	PERCENT IN	PERCENT OUT	NUMBER OF DU	CALCULATED DAILY TRIPS	CALCULATED DAILY TRIPS	TRIPS IN	TRIPS OUT
RES1 CONDOS/ TOWNHOUSES 230 AM	DU	5.81	.44	17%	83%	6	35	3	1	2
RES1 CONDOS/ TOWNHOUSES 230 PM	DU	5.81	.52	81%	33%	6	35	3	2	1



ADJACENT LAND USE MAP
N SCALE: NTS

LOCATION PLAN

APPLICABLE CODES
ZONING CODE: CODE OF BAY HARBOR ISLANDS, FLORIDA
BUILDING CODE: FEB 2010 ALL PLANS AND CALCULATIONS

ZONING:	RM-2 MULTIFAMILY ZONING DISTRICT
LAND USE DESIGNATION:	NON-WATERFRONT PROPERTY M4-MEDIUM HIGH DENSITY
NET LOT AREA:	11.16 SF.
BUILDING USE:	PRINCIPAL USE: RM-2 TOWNHOUSES
BASED FLOOD ELEVATION: BFE + 8' NGVD + 0'-0"	
GARAGE ELEVATION + 1'-2" NGVD	

BAY HARBOR ISLAND PD 48-5
LOT 1 BLK 18, LOT SIZE 75,000 X 150
OR 13613-937 0288 1

ITEM:	REQUIREMENT
SETBACK REQUIRED:	BUILDING LESS THAN 30' IN HEIGHT FRONT 20'-0'
	BUILDING LESS THAN 45' IN HEIGHT FRONT 25'-0'
	SIDE 10'-0' FOR EACH ADD. 3' ABOVE 30' BUILDING HEIGHT THERE SHALL BE AN ADD' 1' SETBACK
	REAR 10'-0' FOR EACH ADD. 3' ABOVE 30' BUILDING HEIGHT THERE SHALL BE AN 1' SETBACK

SETBACK PROVIDED:	FRONT 20'-0"
	SIDE 10'-0" (INTERIOR)
	SIDE 20'-0" (FACING STREET)
	REAR 10'-0"
MAX. HEIGHT ALLOWABLE:	65'-0" - ABOVE BFE
MAX. HEIGHT PROVIDED:	36'-0" ABOVE BFE

DENSITY ALLOWED:	34 DU/ACRE = 86 UNITS
DENSITY PROPOSED:	6 UNITS
PARKING REQUIRED:	2/UNIT = 12 P.S.
PARKING PROPOSED:	12 P.S.

ITEM:	REQUIREMENT
LANDSCAPED SPACE REQUIRED	20% x (1116 SF NET LOT - 22232 SF)
LANDSCAPED SPACE PROVIDED	3,803 SF = 34%
ROOFTOP RECREATION LANDSCAPE REQUIRED	15% x (418) SF ROOFTOP AREA = 628 SF
ROOFTOP RECREATION LANDSCAPE PROVIDED (PLANTER AREAS)	1521 = 638 SF

UNIT TYPE A (4 UNITS)	UNIT TYPE B (2 UNITS)
3 BEDROOM/5 BATH GARAGE/ROOF TERRACE	3 BEDROOM/5 BATH/ GARAGE/ROOF TERRACE
1ST FLOOR GARAGE	1ST FLOOR 516 5F GARAGE 203 5F
2ND FLOOR BALCONY	2ND FLOOR 856 5F BALCONY 81 5F
3RD FLOOR BALCONY	3RD FLOOR 881 5F BALCONY 65 5F
ROOF OPEN FLOOR TERRACE 433 5F	ROOF OPEN FLOOR TERRACE 508 5F
A/C AREA : 1291 5F NON A/C : 935 5F	A/C AREA : 1263 NON A/C : 921



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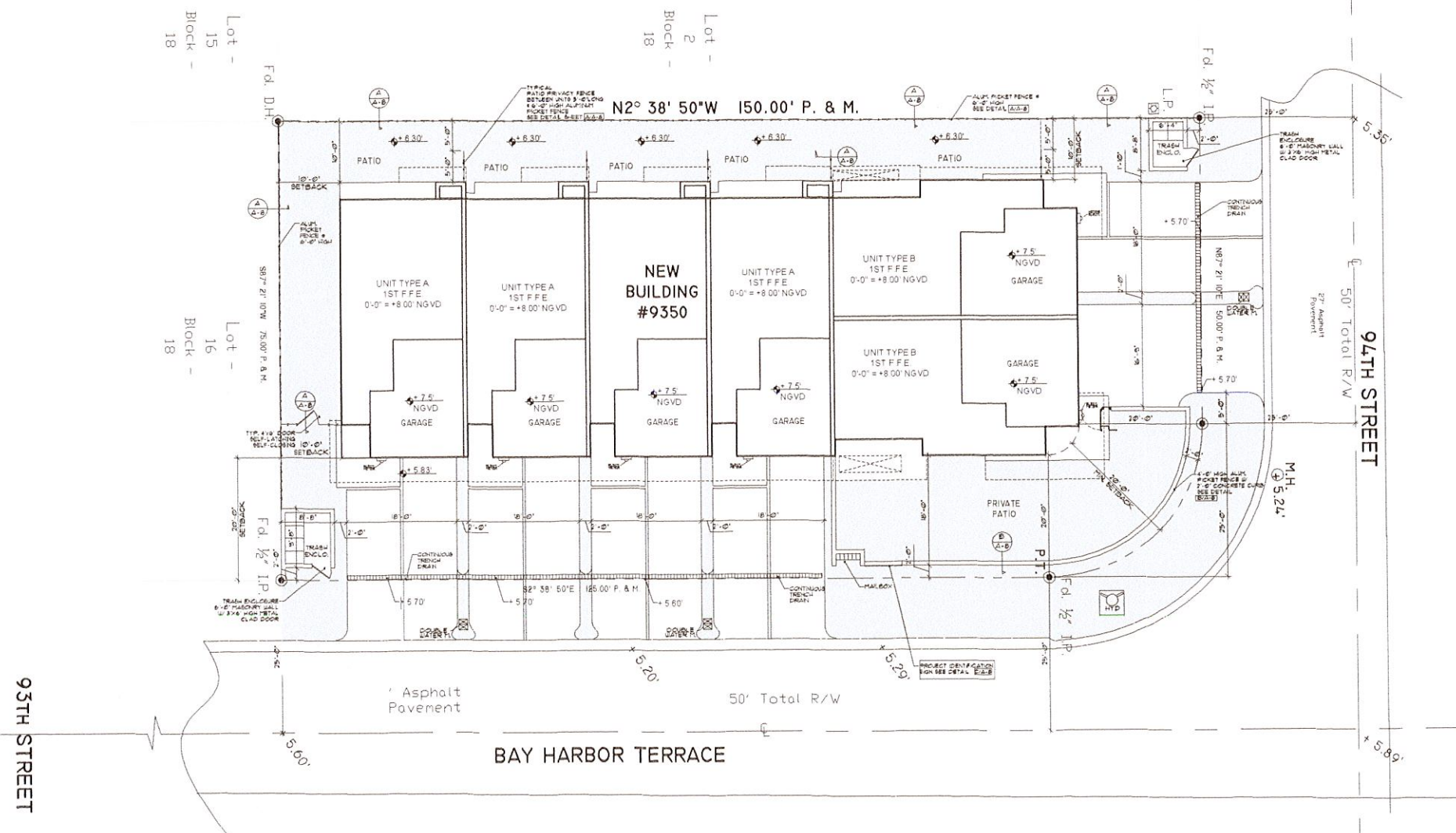
PROPOSED NEW BUILDING FOR:
9350 BHI LLC
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BAY HARBOR ISLANDS, FL 33154

ALL ITEMS, DESIGN ARRANGEMENTS AND PLANS INDICATED COVERED BY THE INVENTION OF THIS OFFICE, AND WERE REVISED AND

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OF SHEETS

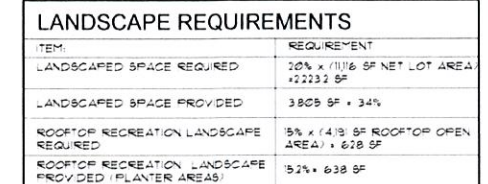


NOTE: NOTHING WILL BE ERECTED, PARKED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER WITH IN TRIANGLE OF VISIBILITY SO AS TO MATERIALLY IMPED VISION BETWEEN A HEIGHT OF 3' AND 8' ABOVE THE ESTABLISHED GRADE, MEASURE AT THE DRIVEWAY OR AT THE TRIANGLE OF VISIBILITY AND INTERSECTION.

SITE PLAN

SCALE: 3/32" = 1' - 0"

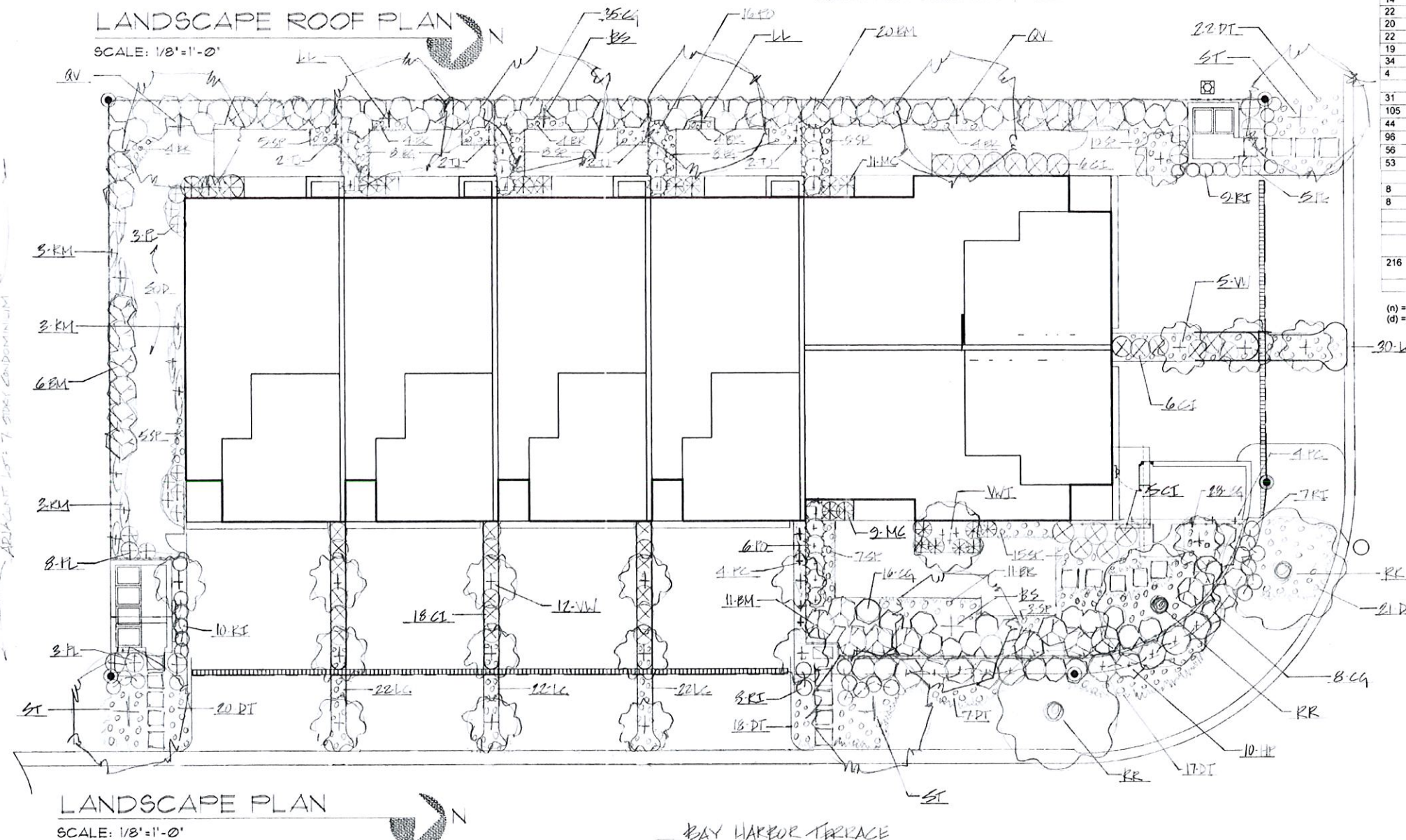
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QTY	SYM	BOTANICAL NAME	COMMON NAME	SPECIFICATIONS
		TREES		
2	BS	Bursera simaruba	Gumbo Limbo	FG, 14' - 16' ht. (n) (d)
2	LL	Lysiloma latisiliquum	Wid Tamarind	FG, 12' - 14' ht. (n) (d)
2	QV	Quercus virginiana	Live Oak	FG, 14' - 18' ht. (n) (d)
3	ST	Street Trees	Street Trees	To be determined by the Town
		PALM TREES		
9	RM	Ravenala madagascariensis	Traveler's Tree	15 gal. cont., 8' 10" ht. (d)
3	RR	Roystonea regia	Florida Royal Palms	Existing Street Trees (d)
17	WW	Veitchia winin	Winin Palm	FG, 18' - 22' ht. (d)
1	VWT	Veitchia winin Triple	Triple Trunk Winin Palm	FG 14' - 18' ht. (d)
		SHRUBS & SMALL PALMS		
37	BM	Bambusa multiplex	Hedge Bamboo	FG 8'-10" ht. (d)
28	BG	Bougainvillea	Multicolor Bougainvillea	7 gal. cont. (Rooftop) (d)
12	CM	Carissa macrocarpa	Natal Plum	3 gal. cont. (Rooftop) (d)
35	CI	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	3 gal. cont. (n) (d)
58	CG	Clusia guttifera	Small Leaf Clusia	7 gal. cont., 3' - 4' ht. (n) (d)
12	EM	Euphorbia mili 'Marathon'	Dwarf White Crown of Thorns	1 gal. cont. (Rooftop) (d)
10	HP	Hamelia patens	Firebush	7 gal. cont., 4' - 5' ht. (n) (d)
14	HPC	Hamelia patens 'Compacta'	Dwarf Firebush	3 gal. cont. (Rooftop) (n) (d)
22	LF	Leucophyllum frutescens	Texas Sage	3 gal. cont. (Rooftop) (d)
22	MC	Muhlenbergia capilaris	Pink Muhly Grass	3 gal. cont. (n) (d)
22	PO	Podocarpus	Podocarpus	3 gal. cont. (d)
19	PL	Psychotria ligustrifolia	Wid Coffee	7 gal. cont. (n) (d)
34	RI	Rhaphiolepis indica Dwarf	Dwarf Indian Hawthorn	3 gal. cont. (n) (d)
4	SR	Serenoa repens Silver Form	Silver Saw Palmetto	7 gal. cont., 30" ht. (Rooftop) (n) (d)
		GROUNDCOVERS		
31	BR	Bromelad spp	Variegated Bromeliads	1 gal. cont., multi-color
105	DT	Daniella tasmanica 'Variegata'	Variegated Flax Lily	1 gal. cont., lilac flower (d)
44	EG	Evolvulus glomeratus	Blue Daze	1 gal. cont. (d)
96	LC	Lantana camara	Yellow Lantana	1 gal. cont.
56	LC	Lantana camara	Yellow Lantana	1 gal. cont. (Rooftop)
53	SP	Spathoglottis plicata	Ground Orchid	1 gal. cont., purple, white, yellow
		*VINES		
8	PC	Pseudogynoxys chenopodioides	Mexican Flame Vine	3 gal. cont., yellow-orange (d)
8	TJ	Trachelospermum jasminoides	Confederate Jasmine	3 gal. cont. (d)
		MISC.		
		Sod	St. Augustine 'Floratum'	270 sq. ft.
		Mulch	Shredded Cypress or Eucalyptus	11 cu. yards (2" layer over approx. 1,800 sq. ft. plant beds)
216		Pavers	2'x2' Coral blocks	Set on 2" depth crushed, compacted limerock base 38 cu. Yards (2,100 sq. ft., 6" depth)
		Top Soil		

(n) = native species
(d) = drought tolerant

NOTE: NOTHING WILL BE ERECTED, PARKED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER WITH IN TRIANGLE OF VISIBILITY SO AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF 3' AND 8' ABOVE THE ESTABLISHED GRADE, MEASURE AT THE DRIVEWAY OR AT THE TRIANGLE OF VISIBILITY AND INTERSECTION.



GEORGE E. PEON
ARCHITECT, A.I.A.
 AR# 0007999

**ARCHITECTURE
PLANNING
INTERIORS**

**4143 SW 74 CT. SUITE D
MIAMI, FL. 33155
PH. (305) 269-9335
FAX. (305) 269-9457**

PROPOSED NEW BUILDING FOR:

9350 BHI LLC

9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

ALL IDEAS, DESIGN ARRANGEMENTS AND PLANS INCORPORATED OR REPRESENTED BY THIS OFFERING SHALL BE THE PROPERTY OF THIS OFFICE AND WILL BE LOANED AND DEVELOPED FOR THE USE ON, AND IN CONNECTION WITH, THE SPECIFIC PROJECTS OF THIS OFFICE. ANY OTHER USE OF ANY PLAN SHALL BE UNLAWFUL AND DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CHIEF OF HIGHWAY ENGINEERING. ANY CONTRACTOR OR SUBCONTRACTOR SHALL HAVE PRECEDENCE OVER SCALE DIMENSIONS ALL CONTRACTORS SHALL BE RESPONSIBLE FOR ALL VARIATION FROM THE DIMENSIONS AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATION FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.

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CHECKED: G.E.P.

DATE: _____

SCALE: AS SHOWN.

JOB NUMBER:

SHEET:

L-1

OF: SHEETS

EXOTICSCAPE & ASSOCIATES
LANDSCAPE ARCHITECTURE
(305)785-8258
MIGUEL COSIO, L.A. ASLA 0000197
MERCEDES PORCARI

Town of Bay Harbor Islands, Florida Landscape Requirements Legend (Worksheet)

Multi-Family Residential / Townhouse Sites (RM-1, RM-2, RM-3)
Town Landscape Code (Sec. 24-16) & Miami-Dade Landscape Code (Chapter 18A)

Site Address 9350 BAY HARBOR TERRACE Legal Description BAY HARBOR ISLANDS PHASE 1, BLOCK 18

Net Lot Area 0.26 Acres / 11,116 SF

I. Open Space Requirement
1. Net Lot Area = 11,116 SF x 20% = 2,223 SF 20% / 2,223 SF 34% / 3,805 SF
(BHI - Sec. 23-11)

2. Maximum Lawn Area Allowed
(MDC - Sec. 18A-6(A)(5))
a. Req. open space 2,223 SF x 60% = 1,333 SF 60% Max / 1,333 SF % / 2,708 SF

II. Shade Trees

A. Required

1. 28 shade trees/acre: 28 x 0.26 acres = 7.28 8 (8 SHADE TREES)
(Min. 12" in height / 4" clear wood / 2 1/2" caliper)
(Palm trees substituted at a 3:1 ratio; max. 25% of required shade trees)
(MDC - Sec. 18A-6(C)(3)) and BHI Sec. 24-16

2. Native Species Required - 50% Min.
of shade trees req. 8 x 50% = 4 4
(BHI - Sec. 24-16(a)(2))

3. Drought Tolerant and Low Maintenance Species Required - 50% Min.
of shade trees req. 8 x 50% = 4 8
(MDC - Sec. 18A-6(C)(1)(b))

B. Tree Species

1. Number of shade trees required
(from Sec. (II)(A)(1) above) 8 (MDC WITH PALM SUBSTITUTIONS AT 3:1 RATIO)

2. Number of shade tree species required
(BHI - Sec. 24-16(a)(2)) 3 3

*See Following Table.

Number of Different Tree Species based on Quantity

1-5 required shade trees	2 shade tree species
6-10 required shade trees	3 shade tree species
11-15 required shade trees	4 shade tree species
16-20 required shade trees	5 shade tree species
21-30 required shade trees	6 shade tree species
31 or more required shade trees	7 shade tree species

C. Tree Heights

1. Number of stories of building 3

Number of shade trees required
(from Sec. (II)(A)(1) above) 8

3. Shade tree heights required: 12 ft. - 25 % or 2 shade trees
14-16 ft. - 75 % or 6 shade trees (4 SHADE TREES @ 14'-16' HT., 6 PALMS)
16-18 ft. - _____ % or _____ shade trees FOR 2 TREES AT 3:1 SUBSTITUTE
18-20 ft. - _____ % or _____ shade trees END, 18'-22' HT.)

Size of Tree Species in Relationship to Building Height

No. Stories	Min. Shade Tree Height (ft.)	Min. Spread (ft.)	Palm Height (ft.)
1-2	12	5	14-18
3	50% min. req.	5	18-22
4	50% min. req.	5	14-18
5	25% 14-16	6	18-22
6	25% 16-18	7	22-28
7	25% min. req.	5	14-18
8	50% 18-18	7	22-28
9	25% 18-20	8	22-28

(BHI - Sec. 24-16(a)(2))

III. Street Trees

1. Street Trees @ 1:35'

Width of lot 212'135" = 6
(15' min height / 6" clear wood / 2 1/2" caliper)
(Street tree species determined by Street Tree Master Plan)
(Street trees do not count toward required on site shade trees)
(BHI - Sec. 24-16(a)(2)(e))

IV. Shrubs Required	Required	Provided
1. 10 shrubs required per shade tree (Min. 24" in height / visual screen min. 36" in height / max 24" on center) (BHI - Sec. 24-16(a)(2)(d))	<u>80</u>	<u>315</u>
2. Native Species Required - 30% Min. (MDC - Sec. 18A-6(D)(1)(a))	<u>24</u>	<u>194</u>
3. Drought Tolerant and Low Maintenance Species Required - 50% Min. (MDC - Sec. 18A-6(D)(1)(b))	<u>40</u>	<u>315</u>

V. Buffers (If applicable) (BHI - Sec. 24-16)

1. Parking Lot from ROW	<u>NO</u> (yes / no)	<u>NO</u> (yes / no)
2. Dissimilar Uses	<u>YES</u> (yes / no)	<u>YES</u> (yes / no)

VI. Parking Lot Landscaping (If applicable)

Required	Provided
1. 10 SF / parking space: 10 x _____ spaces = _____ SF (MDC - Sec. 18A-6(J))	<u>NA</u>
2. Shade Trees Required (MDC - Sec. 18A-6(J))	<u>NA</u>
3. Shrubs Required (MDC - Sec. 18A-6(I))	<u>NA</u>

VII. Right Tree Right Place (BHI - Sec. 24-16(a)(2)(X))

1. Number of trees near power lines (See attached FPL guidelines)	<u>NA</u>
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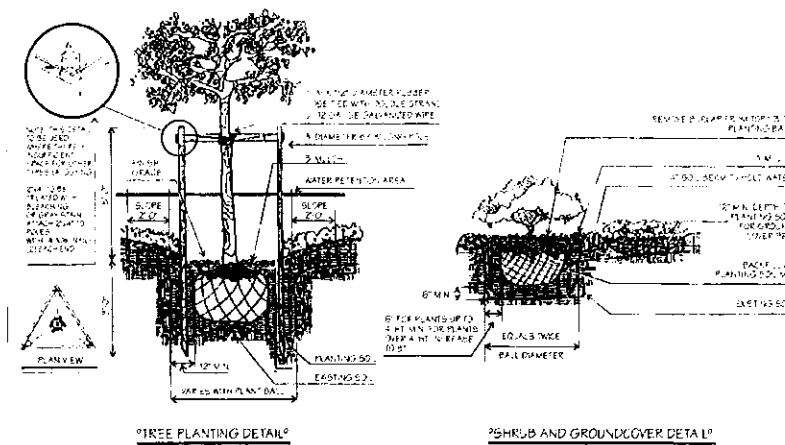
VIII. Florida Friendly Landscaping (MDC - Sec. 18A-2(A))

All landscaping shall promote Florida Friendly landscaping principles through the use of drought-tolerant plant species, grouping of plant material by water requirements, the use of irrigation systems that conserve the use of potable and non-potable water supplies and restrictions on the amount of lawn areas. Florida Friendly landscape principles also promote planting the right plant in the right place and appropriate fertilization and mulching.

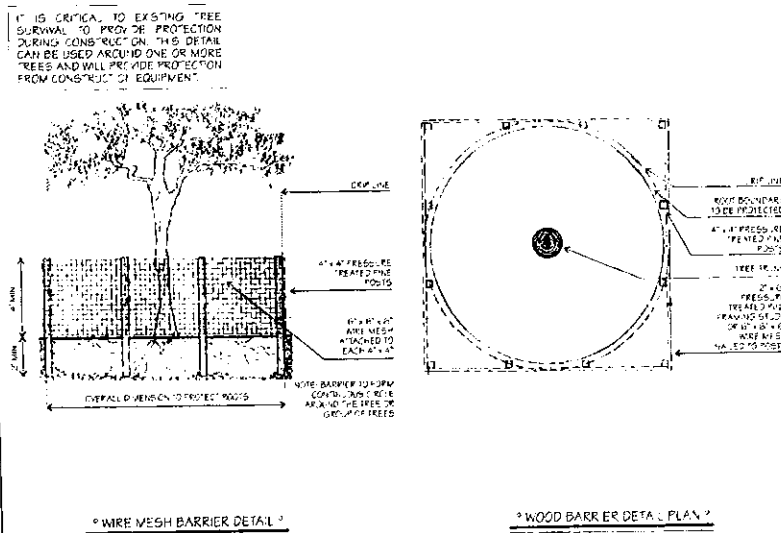
LANDSCAPE NOTES:

- ALL PLANTING MATERIAL SHALL BE GRADED FLORIDA NO.1 OR BETTER, AS OUTLINED UNDER "GRADES AND STANDARDS FOR NURSERY PLANTS," STATE PLANT BOARD OF FLORIDA.
- PLANTING SOIL FOR ALL PLANTINGS SHALL CONSIST OF 50% FLORIDA PEAT MIXED WITH 50% EXISTING SOIL UNLESS OTHERWISE NOTED, AND SHALL BE FREE OF DEBRIS, ROOTS, CLAY, STONES, PLANTS, AND OTHER FOREIGN MATERIALS.
- MULCH MATERIALS SHALL BE SHREDDED CYPRESS MULCH NO STONED AT THE TIME OF APPLICATION. ALL TREES, SHRUBS, AND GROUND COVER BEDS SHALL RECEIVE TWO INCHES OF MULCH IMMEDIATELY AFTER PLANTING.
- PROVIDED FULL AUTOMATIC UNDERGROUND IRRIGATION SYSTEM TO ALL LANDSCAPED AREAS. IRRIGATION SYSTEM SHALL PROVIDE FOR A 100% COVERAGE WITH A 50% OVERLAP. AUTOMATIC SYSTEM WITH RAIN MOISTURE SENSOR AS PER FLORIDA XERISCAPE LAW REQUIREMENTS. NO OVER SPRAY SHALL FALL ONTO PAVED SURFACES. ALL GUIDELINES AS OUTLINED BY THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) SHALL BE STRICTLY ADHERED TO.
- CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION AND AVOID AND PROTECT UTILITY LINES, DUCTS, BURIED CABLES, AND OTHER UTILITIES IN THE AREA.
- TREE, PALM, SHRUB AND GROUND COVER LOCATIONS AREA TO BE STAKED IN THE FIELD AND APPROVED BY THE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR SHALL COORDINATE WITH THE IRRIGATION CONTRACTOR AND LEAVE PROVISIONS FOR ALL.
- SOD SHALL BE ST. AUGUSTINE T. CRANTAM, STRONGLY ROOTED, AND FREE FROM WEED, FUNGUS AND DISEASE. CONTRACTOR SHALL SOD ALL AREAS AS INDICATED ON THE PLAN OR AS DIRECTED. PAYMENT SHALL BE AS PER THE TOTAL SODDED AREA TO BE VERIFIED IN THE FIELD.
- SOD SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS AS DEFINED BY FDOT. SOD SHALL CARRY A 5 MONTH WARRANTY.
- ALL SHRUBS AND GROUND COVERS SHALL CARRY A 180-DAY WARRANTY. ALL TREES AND PALMS SHALL CARRY A ONE-YEAR WARRANTY FROM THE DATE OF FINAL ACCEPTANCE.
- ALL TREES AND PALMS ARE TO BE STAKED AS PER ACCEPTED STANDARDS BY THE FLORIDA NURSERYMEN AND GROWERS ASSOCIATION (FNGA).
- THE PLANT LIST IS INTENDED ONLY AS AN AID TO BIDDING. ANY DISCREPANCIES FOUND BETWEEN THE QUANTITIES ON THE PLANTS AND PLANT LIST / BID FORM, THE QUANTITIES ON THE PLAN WILL BE HELD VALID.
- CONTRACTOR SHALL PROVIDE A WATER TRUCK DURING PLANTING TO INSURE PROPER WATERING IN DURING INSTALLATION AND WILL BE RESPONSIBLE FOR CONTINUAL WATER UNTIL FINAL ACCEPTANCE BY THE OWNER.

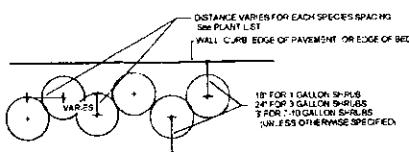
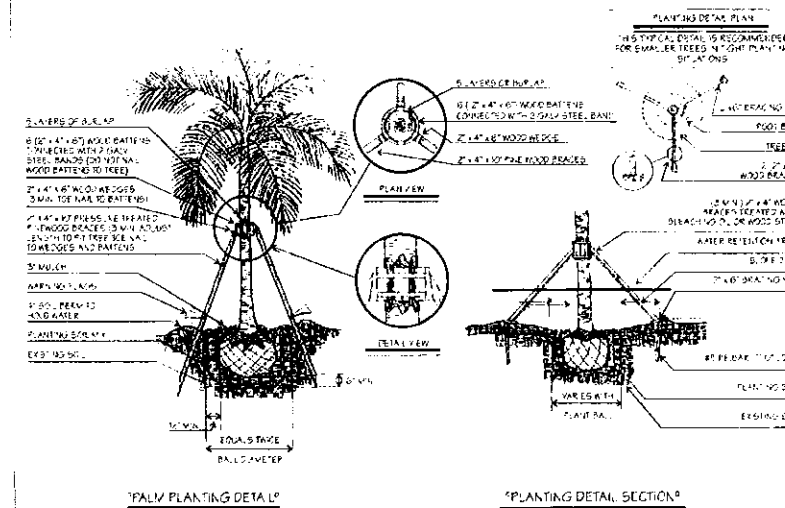
TREE AND SHRUB PLANTING DETAIL



TREE PROTECTION AND SUPPORT



PALM PLANTING DETAIL



SHRUB SPACING DIAGRAM

GEORGE E. PEON
ARCHITECT, A.I.A.
AR# 0007999

ARCHITECTURE
PLANNING
INTERIORS

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PH: (305) 269-9335
FAX: (305) 269-9457

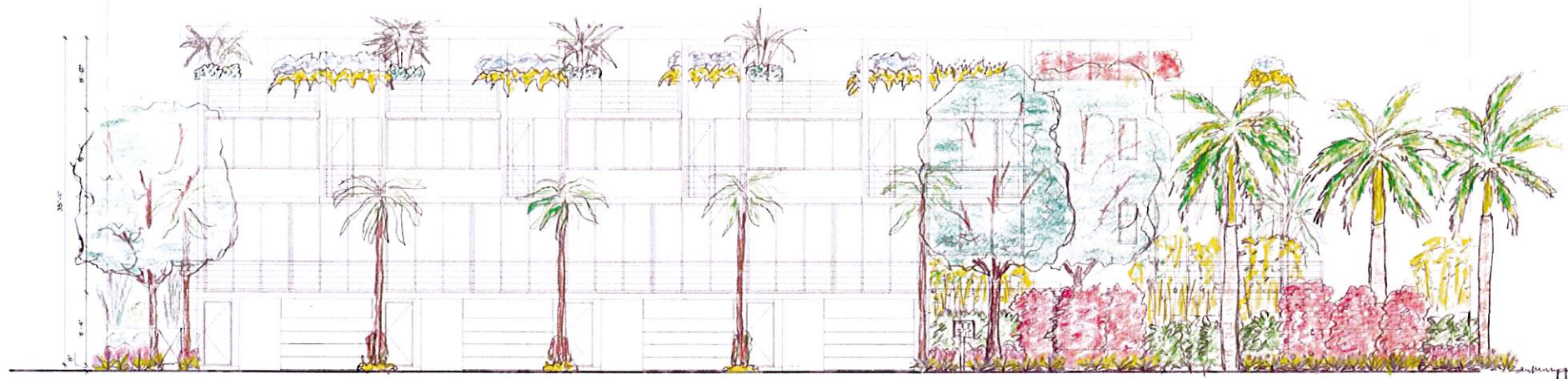
PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

ALL PLANS, SPECIFICATIONS, AND NOTES ARE TO BE CONSIDERED AS PART OF THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR COMPLYING WITH ALL APPLICABLE LAWS, ORDINANCES, AND REGULATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND FOR THE PROTECTION OF ALL EXISTING TREES AND PLANTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING STRUCTURES AND FOR THE PROTECTION OF ALL EXISTING LANDSCAPE.

DRAWN: _____
CHECKED: G.F.P.
DATE: _____
SCALE: AS SHOWN
JOB NUMBER: _____
SHEET: _____

L-2

EXOTICSCAPE & ASSOCIATES
LANDSCAPE ARCHITECTURE
(305) 785-8258
MIGUEL COSIO, L.A. ASLA 0000197
MERCEDES PORCARI



EAST ELEVATION-FRONT
SCALE: 1/8"=1'-0"



NORTH ELEVATION-RIGHT
SCALE: 1/8"=1'-0"



SOUTH ELEVATION-LEFT
SCALE: 1/8"=1'-0"



WEST ELEVATION-REAR
SCALE: 1/8"=1'-0"

FULL • GROWN

EXOTICSCAPE & ASSOCIATES
LANDSCAPE ARCHITECTURE
(305)785-8256
MIGUEL COSIO, L.A. ASLA 0000197
MERCEDES PORCARI

GEORGE E. PEON
ARCHITECT, A.I.A.
AR# 0007999

ARCHITECTURE
PLANNING
INTERIORS

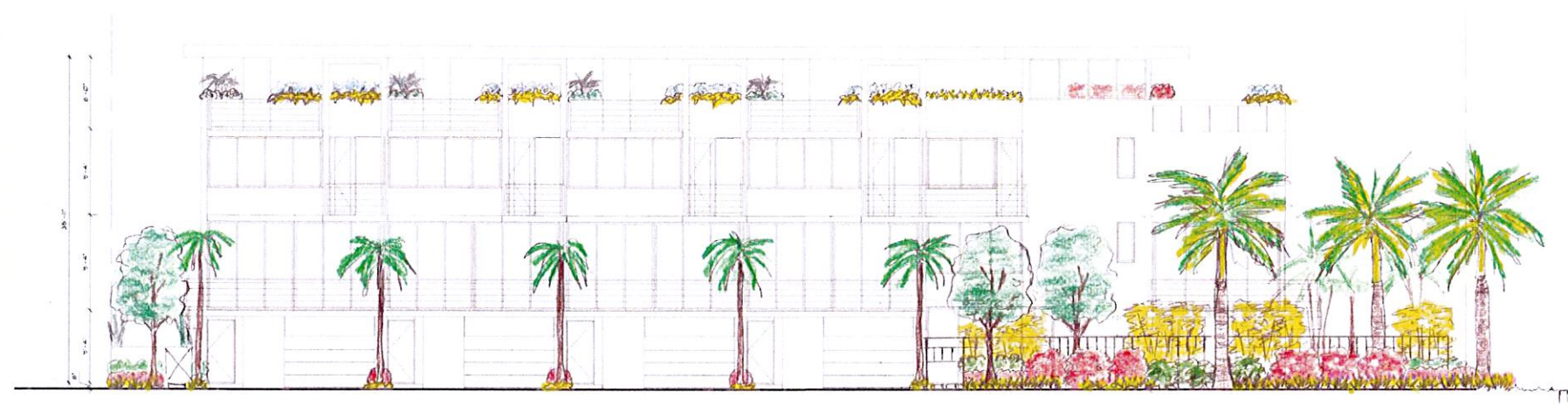
4143 SW 74 CT, SUITE D
MIAMI, FL 33155
PH. (305) 269-9335
FAX. (305) 269-9457

1. APPROVED FOR CONSTRUCTION	BY
DATE: 12/1/15	DATE:

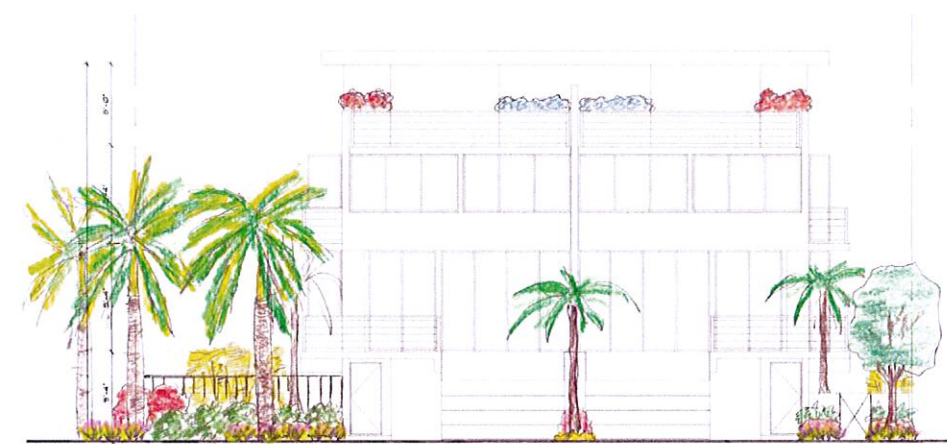
PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

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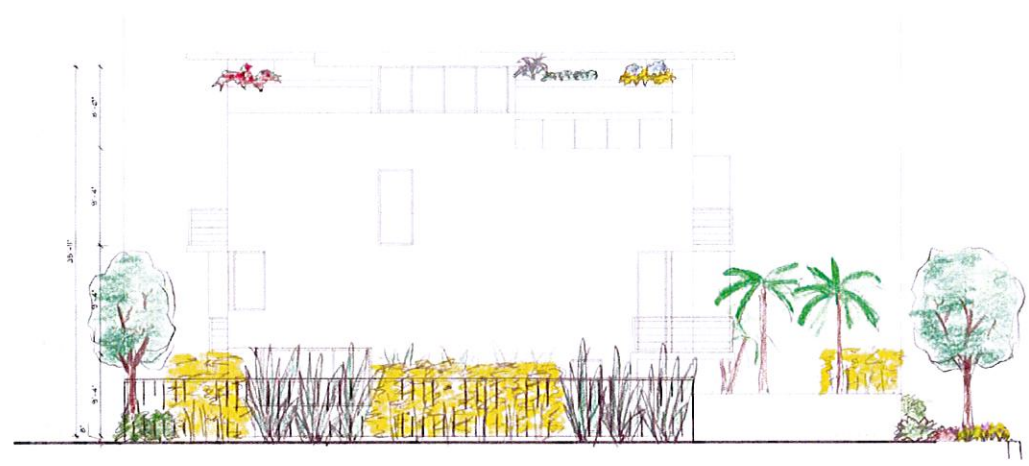
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OF	SHEETS



EAST ELEVATION-FRONT
SCALE: 1/8"=1'-0"



NORTH ELEVATION-RIGHT
SCALE: 1/8"=1'-0"



SOUTH ELEVATION-LEFT
SCALE: 1/8"=1'-0"



WEST ELEVATION-REAR
SCALE: 1/8"=1'-0"

AT TIME OF PLANTING

EXOTICSCAPE & ASSOCIATES
LANDSCAPE ARCHITECTURE
(305)785-8256
MIGUEL COSIO, L.A. ASLA 0000197
MERCEDES PORCARI

GEORGE E. PEON
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MIAMI, FL 33155
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PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

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OF	SHEETS

GEORGE E. PEON
 ARCHITECT, A.I.A.
 AR# 0007999

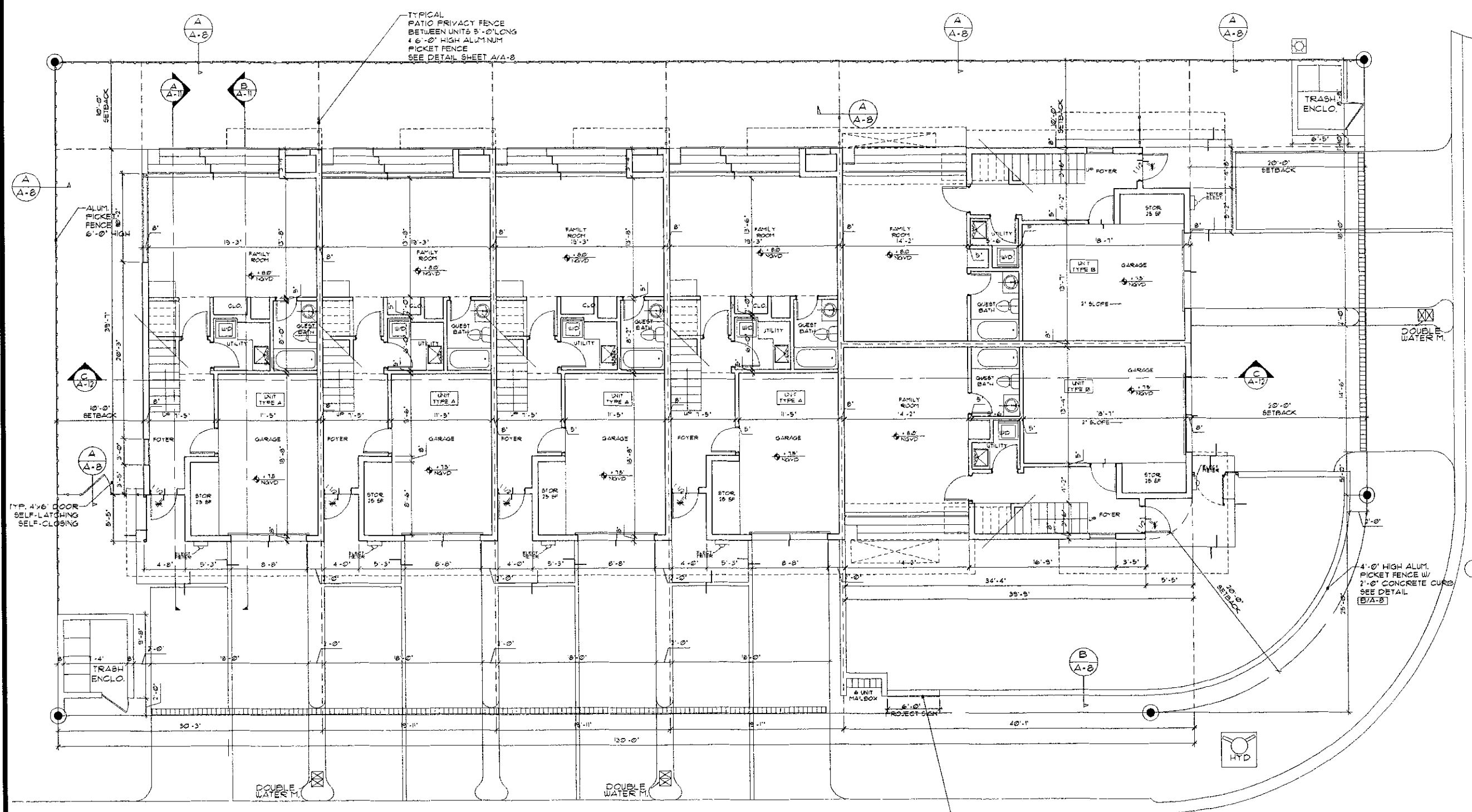
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4143 SW 74 CT. SUITE D
 MIAMI, FL. 33155
 PH. (305) 269-9335
 FAX. (305) 269-9457

PROPOSED NEW BUILDING FOR
9350 BHI LLC
9350 BAY HARBOR TERRACE
 BAY HARBOR ISLANDS, FL 33154

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 OF _____ SHEETS



PROPOSED GROUND FLOOR PLAN
 SCALE: 3/16"=1'-0"

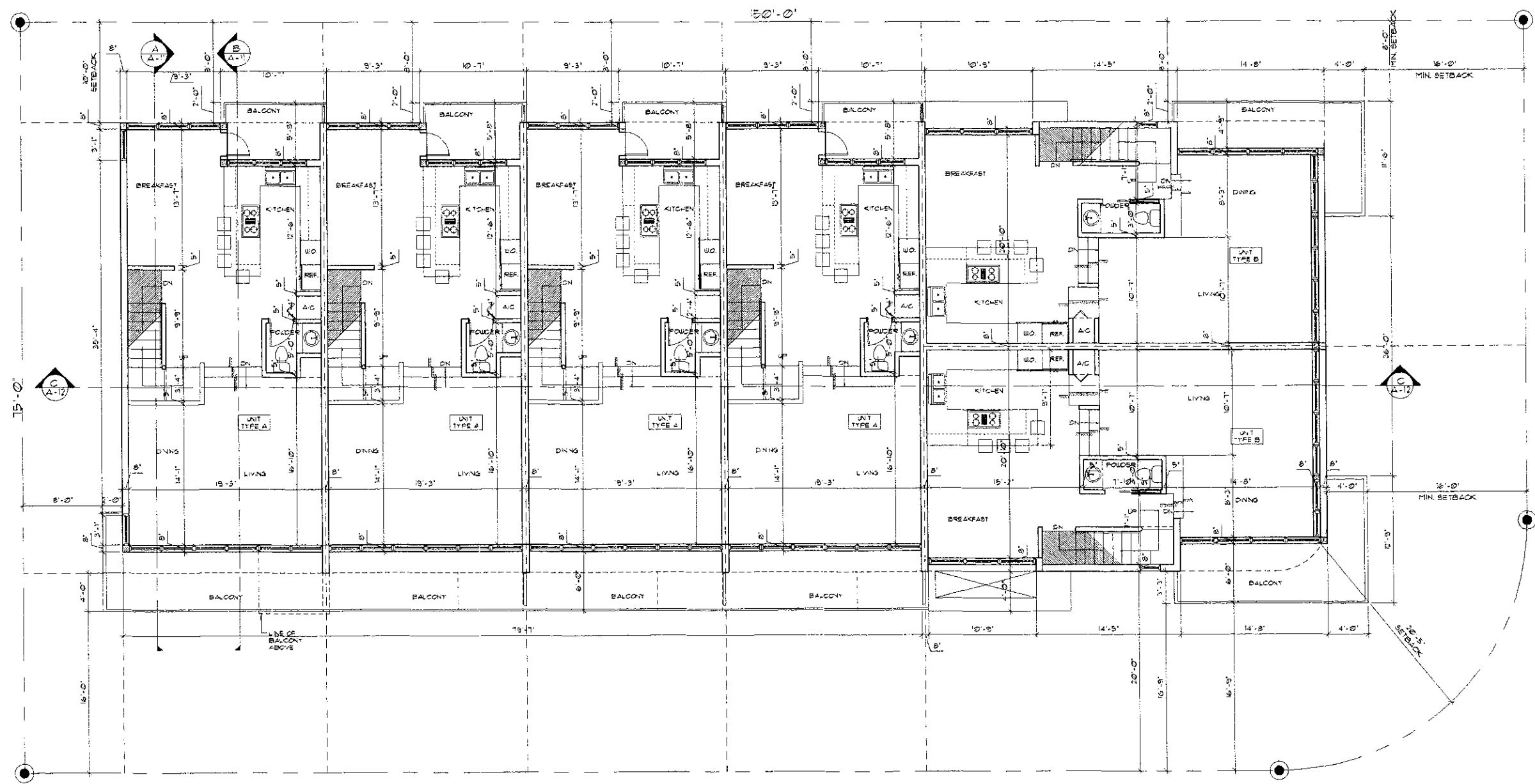
SQUARE FEET PER UNIT	
UNIT TYPE A (4 UNITS)	UNIT TYPE B (2 UNITS)
3 BEDROOMS BATH/ GARAGE/ROOF TERRACE	3 BEDROOMS BATH/ GARAGE/ROOF TERRACE
1ST FLOOR GARAGE 763 SF	1ST FLOOR GARAGE 516 SF
2ND FLOOR BALCONY 722 SF	2ND FLOOR BALCONY 181 SF
3RD FLOOR BALCONY 27 SF	3RD FLOOR BALCONY 619 SF
ROOF OPEN FLOOR TERRACE 423 SF	ROOF OPEN FLOOR TERRACE 508 SF
A/C AREA 239 SF NON A/C 935 SF	A/C AREA 2263 SF NON A/C 1037 SF

GEORGE E. PEON
 A.I.A. ARCHITECT
 AR# 0007999

PROPOSED NEW BUILDING FOR
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE F.L.A.C. BUILDING CODE AND ALL APPLICABLE ORDINANCES. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR SEEING THAT THE WORK IS DONE IN ACCORDANCE WITH THE PERMITS AND THE LATEST EDITIONS OF THE F.L.A.C. BUILDING CODE AND ALL APPLICABLE ORDINANCES. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR SEEING THAT THE WORK IS DONE IN ACCORDANCE WITH THE PERMITS AND THE LATEST EDITIONS OF THE F.L.A.C. BUILDING CODE AND ALL APPLICABLE ORDINANCES.

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DATE: _____
SCALE: AS SHOWN
JOB NUMBER: _____
SHEET: **A-2**
OF _____ SHEETS



PROPOSED SECOND FLOOR PLAN
SCALE: 3/16" = 1'-0"

SQUARE FEET PER UNIT			
UNIT TYPE A (4 UNITS)		UNIT TYPE B (2 UNITS)	
3 BEDROOMS BATH/ GARAGE/ROOF TERRACE		3 BEDROOMS BATH/ GARAGE/ROOF TERRACE	
1ST FLOOR GARAGE	567 SF	1ST FLOOR GARAGE	526 SF
2ND FLOOR BALCONY	826 SF	2ND FLOOR BALCONY	826 SF
3RD FLOOR BALCONY	886 SF	3RD FLOOR BALCONY	886 SF
ROOF OPEN FLOOR TERRACE	433 SF	ROOF OPEN FLOOR TERRACE	508 SF
A/C AREA + NON A/C	2291 SF	A/C AREA + NON A/C	2263 SF

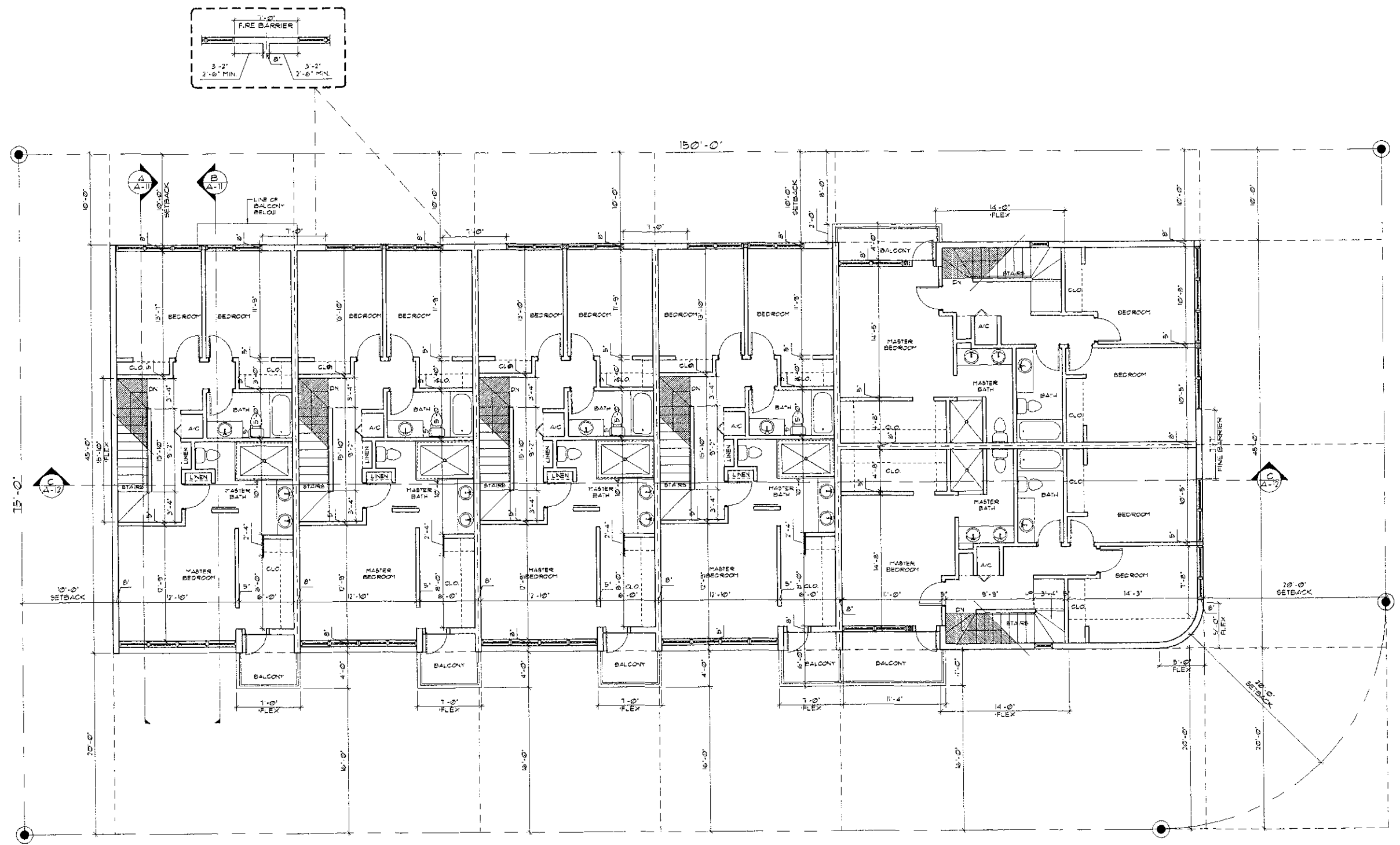
NOTE:
FLEX CALCULATIONS AREA ENCROACHING INTO SETBACK
ABOVE 30'-0" + 40'-0" L/F IN 6" FEET ELEVATION (WHERE 40' IS ALLOWED)
EAST/WEST SIDE
LOT SIDE 50'-0" + 10'-0" / 3'-0" (FLEX) ALLOWED PER SEC 23.11. B3 (4)
NORTH/SOUTH SIDE
LOT WIDTH 75'-0" + 15'-0" / 3'-0" (FLEX) ALLOWED
NOTE:
12'-0" MIN. WHERE 15' IS ALLOWED

GEORGE E. PEON
A.L.A. ARCHITECT
AR# 0007999

PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES OF THE STATE OF FLORIDA AND THE CITY OF MIAMI. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING AND SHALL BE RESPONSIBLE FOR THE QUALITY OF THE WORK. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING AND SHALL BE RESPONSIBLE FOR THE QUALITY OF THE WORK.

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DATE: _____
SCALE: AS SHOWN
JOB NUMBER: _____
SHEET: **A-3**
OF SHEETS



SQUARE FEET PER UNIT			
UNIT TYPE A (14 UNITS)		UNIT TYPE B (12 UNITS)	
3 BEDROOMS BATH GARAGE/ROOF TERRACE		3 BEDROOMS BATH GARAGE/ROOF TERRACE	
1ST FLOOR	861 SF	1ST FLOOR	876 SF
GARAGE	763 SF	GARAGE	703 SF
2ND FLOOR	816 SF	2ND FLOOR	886 SF
BALCONY	204 SF	BALCONY	51 SF
3RD FLOOR	898 SF	3RD FLOOR	881 SF
BALCONY	31 SF	BALCONY	65 SF
ROOF OPEN FLOOR TERRACE	433 SF	ROOF OPEN FLOOR TERRACE	808 SF
A/C AREA +	773 SF	A/C AREA +	763 SF
NON A/C +	816 SF	NON A/C +	1021 SF

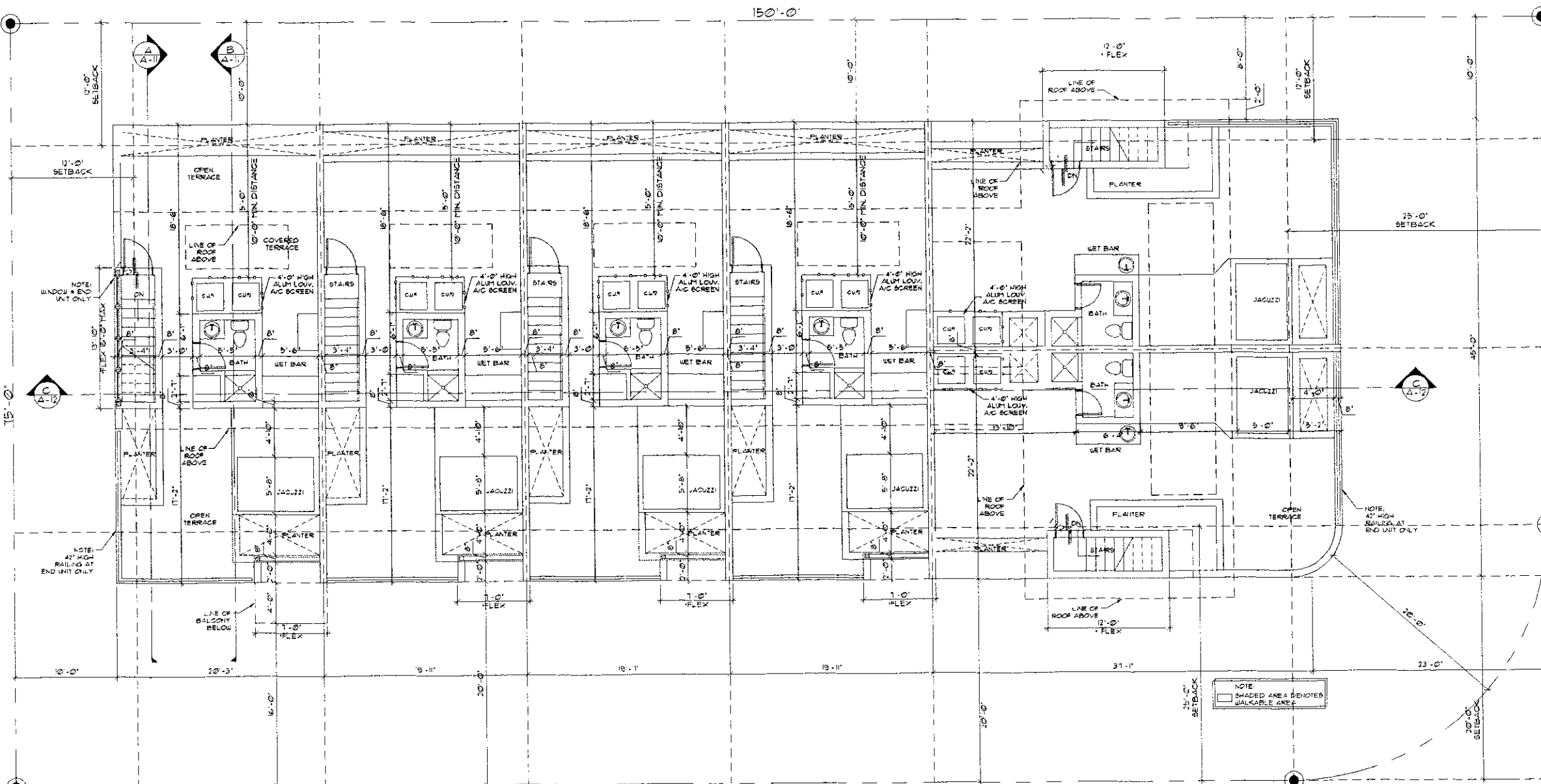
NOTE:
ELEV. CALCULATIONS AREA ENCLOSING TO SETBACK
ABOVE 30'-0" x 10'-0" L.F. IN STREET ELEVATION WHERE 40' IS ALLOWED
EAST/WEST SIDE
LOT SIZE 90'-0" x 120'-0" (FLEX) ALLOWED PER SEC. 231.07 (4)
NORTH/SOUTH SIDE
LOT WIDTH 75'-0" x 45'-0" (FLEX) ALLOWED
NOTE:
13'-0" MIN. WHERE IS ALLOWED

PROPOSED THIRD FLOOR PLAN
SCALE: 3/16" = 1'-0"

GEORGE E. PEON
A.I.A. ARCHITECT
AR# 0007999

PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

THIS PLAN, SPECIFICATIONS, AND SCHEDULES ARE PREPARED BY THE ARCHITECT AND ARE TO BE USED IN CONNECTION WITH THE CONTRACT FOR THE CONSTRUCTION OF THE PROJECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED HEREON. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF INFORMATION PROVIDED BY OTHERS. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF INFORMATION PROVIDED BY OTHERS.

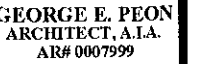


PROPOSED ROOF TERRACE PLAN
SCALE: 3/16" = 1'-0"

SQUARE FEET PER UNIT	
UNIT TYPE A (14 UNITS)	UNIT TYPE B (12 UNITS)
3 BEDROOMS BATH/ GARAGE/ROOF TERRACE	3 BEDROOMS BATH/ GARAGE/ROOF TERRACE
1ST FLOOR GARAGE 961 SF 763 SF	1ST FLOOR GARAGE 826 SF 303 SF
2ND FLOOR BALCONY 826 SF 702 SF	2ND FLOOR BALCONY 856 SF 151 SF
3RD FLOOR BALCONY 826 SF 37 SF	3RD FLOOR BALCONY 856 SF 65 SF
ROOF OPEN FLOOR TERRACE 433 SF	ROOF OPEN FLOOR TERRACE 508 SF
A/C AREA = 228 SF NOT A/C = 535 SF	A/C AREA = 228 SF NOT A/C = 1021 SF

LANDSCAPE REQUIREMENTS	
ROOFTOP OPEN SPACE	4,181 SF
ROOFTOP RECREATION LANDSCAPE REQUIRED	15% x (4,181 SF ROOFTOP OPEN AREA) = 628 SF
ROOFTOP RECREATION LANDSCAPE PROVIDED	15% x 638 SF (PLANTERS) =

NOTE:
FLEX CALCULATED AREA ENDOUGHING INTO SETBACK
ABOVE 30'-0" x 40'-0" L.F. N STREET ELEVATION WHERE 40' IS ALLOWED
EAST/WEST SIDE
LOT SIZE 180'-0" x 120'-0" (FLEX) ALLOWED PER SEC. 23.1.05 (4)
NORTH/SOUTH SIDE
LOT WIDTH 18'-0" x 120'-0" (FLEX) ALLOWED
NOTE:
13'-0" MIN. WHERE 5' IS ALLOWED



**ARCHITECTURE
PLANNING
INTERIORS**

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MIAMI, FL. 33155
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FAX. (305) 269-9457

PROPOSED NEW BUILDING FOR:

9350 BHI LLC

9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

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CHECKED GEP

DATE _____

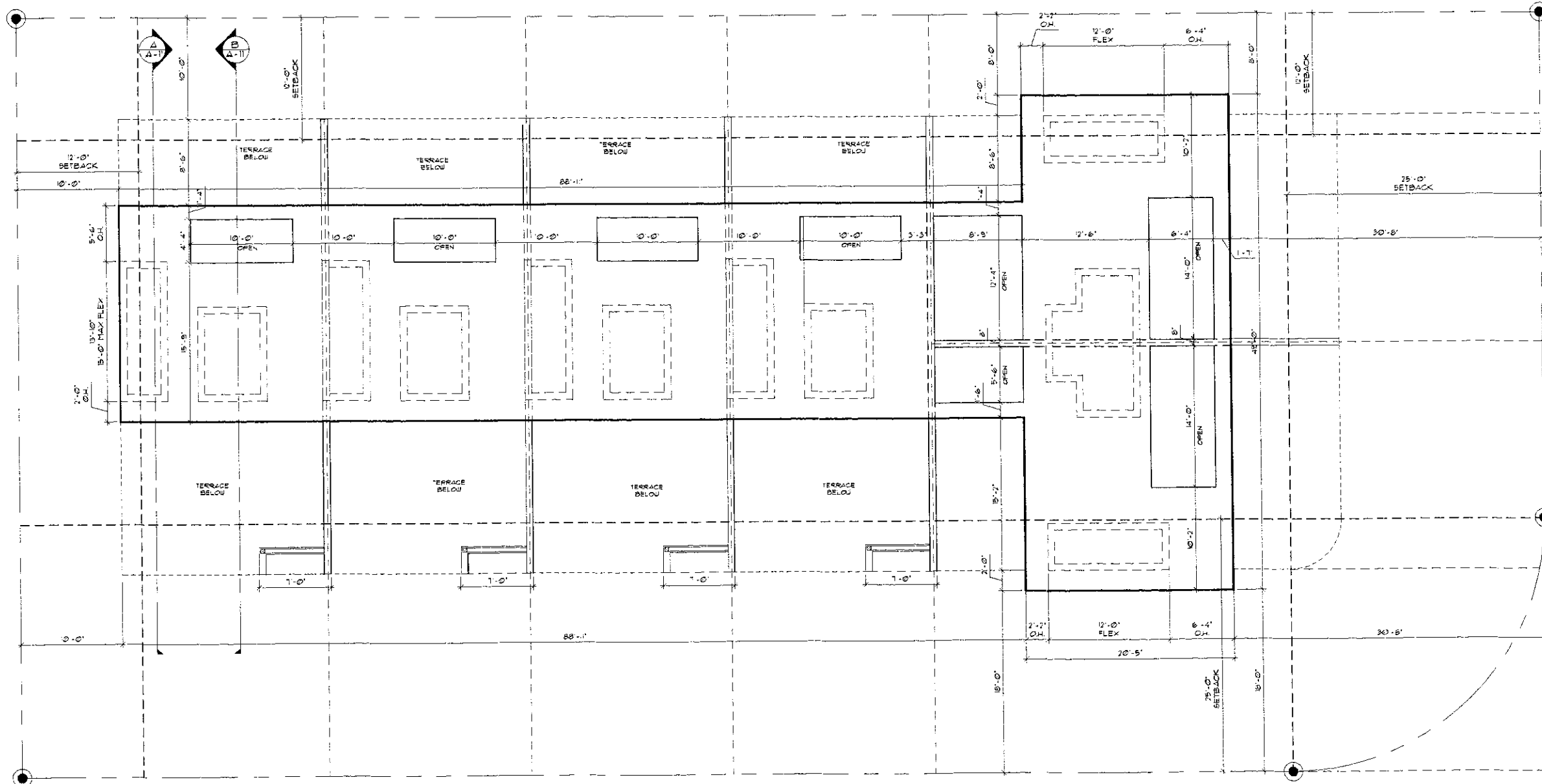
SCALE: AS SHOWN

JCB NUMBER

SHEET

A-5

OF SHEETS



PROPOSED UPPER ROOF PLAN
SCALE: 3/16" = 1'-0"

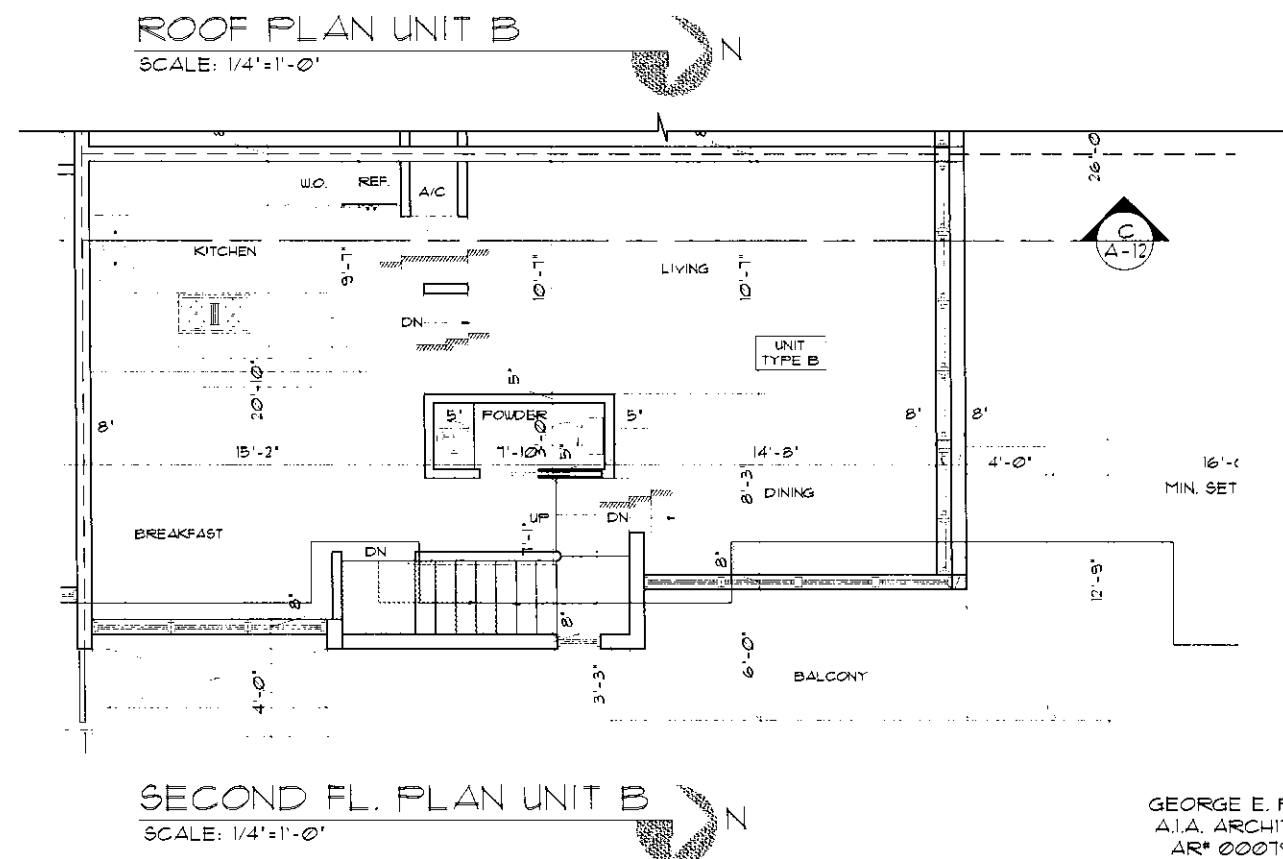
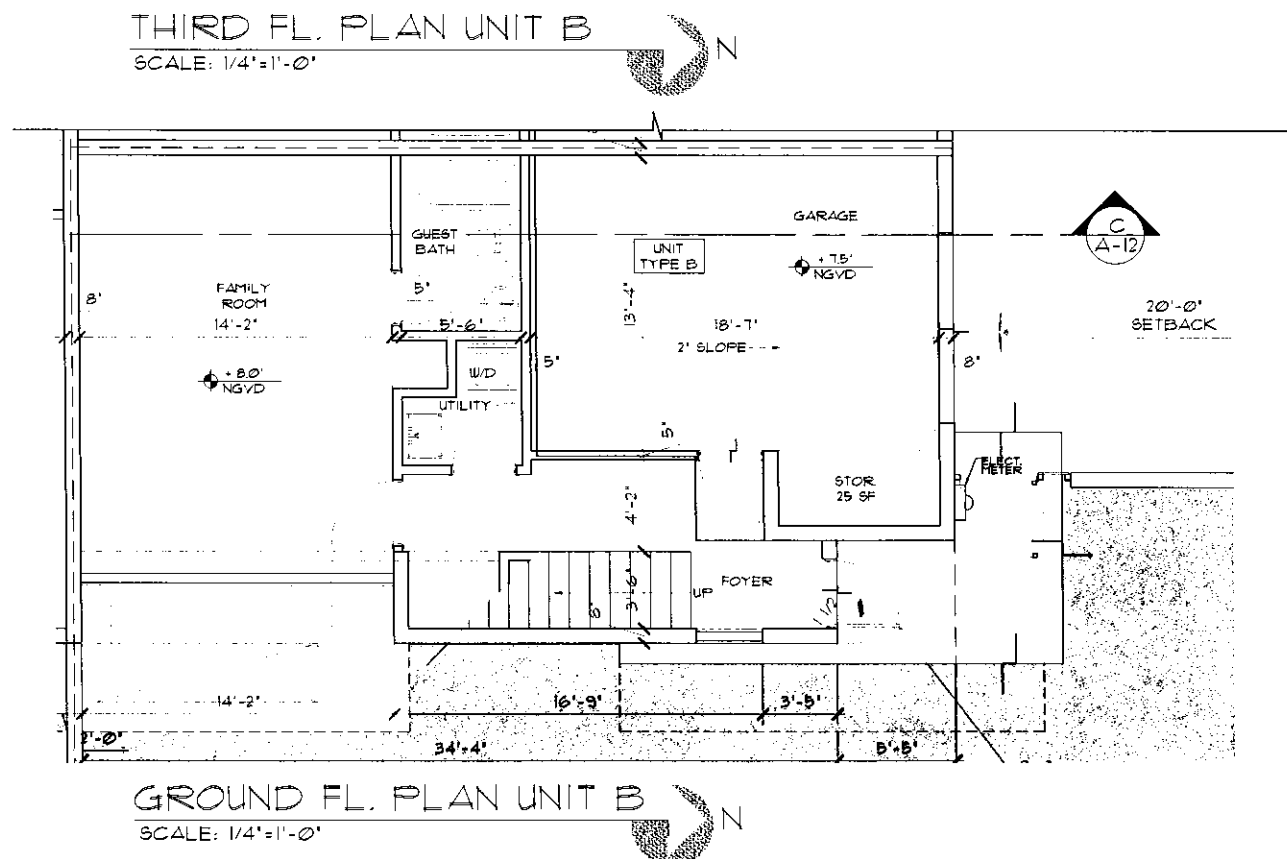
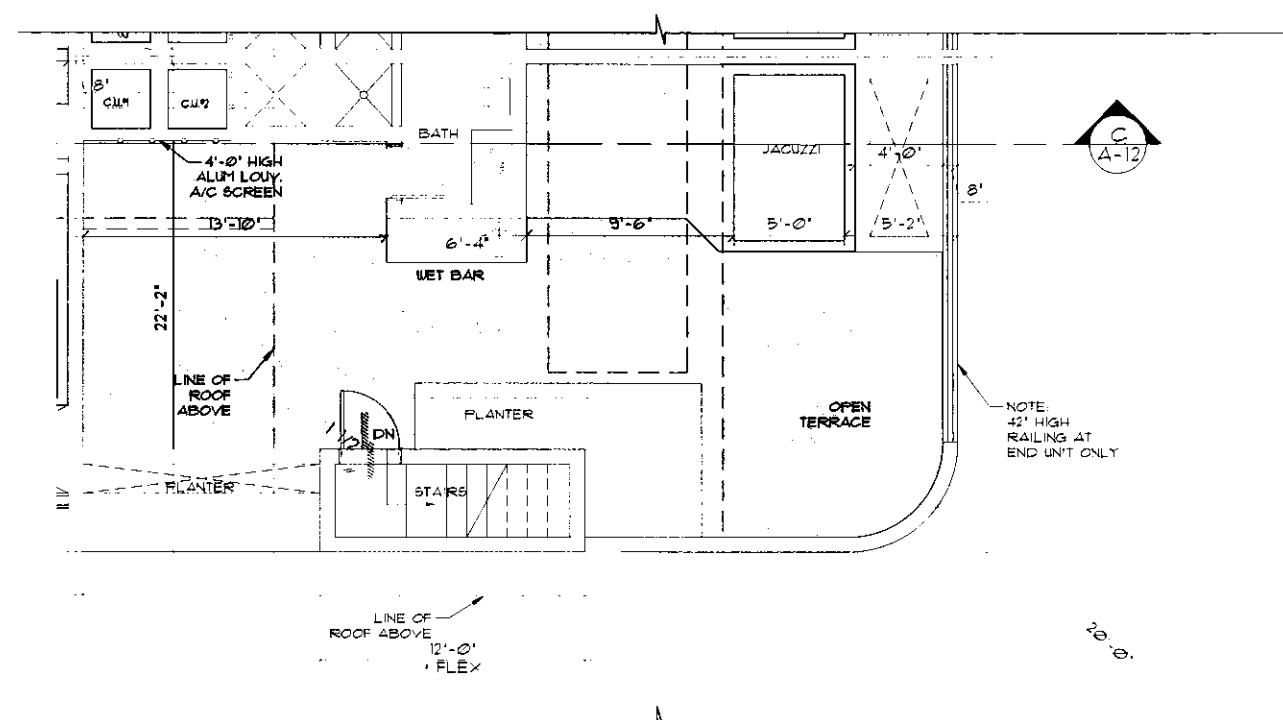
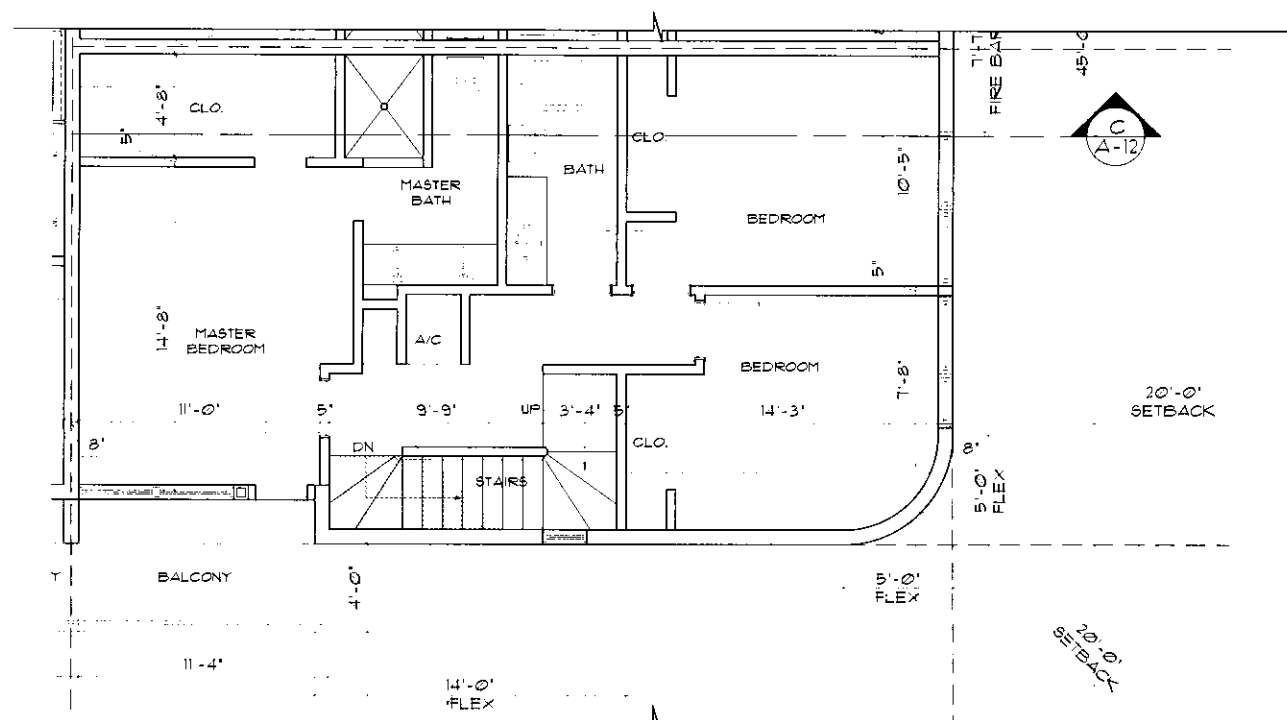


NOTE:
 1. RE CALCULATIONS ARE ENCROACHING INTO SETBACKS
 ABOVE 30'-0" x 40'-0" L.F. N STREET ELEVATION WHERE 40' IS ALLOWED
 EAST/NEST SIDE
 LOT SIZE 15'-0" x 30'-0" x 34'-0" (FLEX) ALLOWED PER SEC 103. B) (4)
 NORTH/SOUTH SIDE
 LOT WIDTH 15'-0" x 45'-0" x 15'-0" (FLEX) ALLOWED
 NOTE:
 1. 10'-0" MIN. WHERE 15' IS ALLOWED

GEORGE E. PEON
A.I.A. ARCHITECT
AR# 0001999

SQUARE FEET UNIT A	
UNIT TYPE 2 (4 UNITS)	
3 BEDROOM/5 BATH/ GARAGE/ROOF TERRACE	
1ST FLOOR	567 SF
GARAGE	263 SF
2ND FLOOR	876 SF
BALCONY	202 SF
3RD FLOOR	858 SF
	37 SF
ROOF OPEN FLOOR TERRACE:	433 SF
A/C AREA *	2281 SF
NON A/C *	935 SF

SQUARE FEET UNIT B	
UNIT TYPE B (2 UNITS)	
3 BEDROOM/3 BATH/ GARAGE/ROOF TERRACE	
1ST FLOOR	536 SF
GARAGE	303 SF
2ND FLOOR	856 SF
BALCONY	151 SF
3RD FLOOR	881 SF
BALCONY	69 SF
ROOF OPEN	
FLOOR TERRACE	508 SF
A/C AREA *	2263 SF
NON A/C *	1021 SF



ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL, ELECTRICAL, AND PLUMBING CODES. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR SEEING THAT THE WORK IS DONE IN ACCORDANCE WITH THE PERMITS AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL, ELECTRICAL, AND PLUMBING CODES. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR SEEING THAT THE WORK IS DONE IN ACCORDANCE WITH THE PERMITS AND THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES AND THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL, ELECTRICAL, AND PLUMBING CODES.

1. ALL FINISH MATERIAL SHALL BE CLASS "B" PLANE SPREAD.
2. THE SELECTION OF ALL FINISH MATERIALS SHALL BE APPROVED BY THE ARCHITECT
3. THE WORK SHALL BE DONE IN ACCORDANCE WITH THE BEST PRACTICES IN THE CONSTRUCTION INDUSTRY AND TO THE SATISFACTION OF THE ARCHITECT. THE WORK SHALL BE COMPLETED IN A NON-PROFESSIONAL MANNER SHALL BE REJECTED AND SHALL BE REDONE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING PROPERTY, FURNISHINGS AND EQUIPMENT IN AREAS WHERE WORK IS BEING DONE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES CAUSED TO EXISTING PROPERTY SPACES AND EQUIPMENT.
5. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL COMPLY WITH ALL NATIONAL, STATE AND LOCAL CODES HAVING JURISDICTION AND WITH REQUIREMENTS OF THE UTILITY COMPANIES AND AGENCIES. ALL WORK SHALL BE INSPECTED AND APPROVED BY THESE CODES SHALL BE MADE BY THE CONTRACTOR WITHOUT ANY ADDITIONAL COST TO THE OWNER.
6. DEMOLITION SHALL NOT AFFECT ANY PUMPING ELECTRICAL OR SPRINKLER LINES OUTLET OR WATER LINES.
7. ALL MATERIALS FURNISHED ON THE JOB SITE SHALL BE NEW AND STORED IN SUCH A MANNER AS TO PROTECT THEM FROM WEATHER AND DAMAGE TO THE ELEMENTS.
8. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND ANGLES AND ALL OTHER EXISTING CONDITIONS PRIOR TO COMMENCING ANY WORK. CONTRACTOR TO ALSO VERIFY AND REPORT ALL REQUIRED PERMITS AND APPROVALS TO THE ARCHITECT. THE CONTRACTOR MUST APPROVE, PLEASE NOTIFY ENGINEER BY CERTIFIED MAIL OF ANY CONFLICTS OR DISCREPANCIES, IF ANY.
9. THE CONTRACTOR SHALL BE RESPONSIBLE AND BY SOLELY RESPONSIBLE FOR ALL TEMPORARY PROTECTIONS, PROTECTIVE COVERINGS, AND SHORING REQUIRED TO MAINTAIN PLUMBNESS AND STABILITY OF ALL STRUCTURAL ELEMENTS DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPORT ALL SUBCONTRACTORS THE FINAL APPROVED SITE AND LOCATION OF ALL OPENINGS TO BE PROVIDED FOR RESPECTIVE TRADES HE SHALL BE RESPONSIBLE FOR LOCATION AND DETAILS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES INCURRED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO CHARGE TO THE OWNER.
12. ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH THE FLORIDA BUILDING CODE 2001.
13. THE CONTRACTOR SHALL SUBMIT ALL PROPOSED SUBSTITUTIONS OF SPECIFIED PRODUCTS AND/OR MATERIALS IN WRITING TO THE ARCHITECT. SUCH SUBSTITUTIONS SHALL BE SUBJECT TO THE ARCHITECT'S APPROVAL.
14. AFTER COMPLETION OF THE WORK THE PREMISES AND THE BUILDING SHALL BE LEFT CLEAN AND FREE OF PAINT, CONCRETE AND GROUT RESIDUES AND SPATTERS. ALL CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE BUILDING AND ALL BUILDING MATERIALS SHALL BE REMOVED FROM THE SITE.
15. THE CONTRACTOR SHALL VERIFY ALL WINDOW AND DOOR OPENINGS AND SIZES IN CASE OF DISCREPANCIES OR CONFLICTS THE ARCHITECT SHALL BE NOTIFIED BEFORE PROCEEDING WITH THE WORK.
16. THE CONTRACTOR SHALL INCLUDE IN THE DOOR AND WINDOW WORK THE FURNISHING AND INSTALLATION OF AN INSECT SCREEN OR INSECT REPRODUCTION AT SAID DRAWN.
17. THE CONTRACTOR SHALL SUBMIT TO THE ARCHITECT FOR REVIEW/ APPROVAL THREE TRIPPLICATE FOR ALL SPECIFIED ITEMS.
18. ALL WORK IN CONTACT WITH CONCRETE SHALL BE PRESSURE TREATED.
19. DO NOT SCALE DRAWINGS.
20. THESE DRAWINGS ARE INSTRUMENTS OF CONSTRUCTION AND REMAIN THE SOLE PROPERTY OF THE ARCHITECT AND ENGINEER. NO DUPLICATION OR REPRODUCTION OF SAID DRAWINGS SHALL BE MADE ONLY WITH THE WRITTEN CONSENT OF THE ARCHITECT OR ENGINEER.

TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, THE
STRUCTURAL DESIGN COMPLIES WITH THE APPLICABLE
SECTIONS OF THE FLORIDA RESIDENCIAL CODE AND ALL
DADE COUNTY APPLICABLE CODES

MEANS AND METHODS OF CONSTRUCTION AND SAFETY PRECAUTION ARE THE RESPONSIBILITIES OF THE CONTRACTOR.

IN THE EVENT THAT THE ARCHITECT IS NOT RETAINED TO PROVIDE CONSTRUCTION OBSERVATION SERVICES DURING THE CONSTRUCTION IT IS AGREED THAT THE OWNER WILL DEFEND, INDEMNIFY AND HOLD HARMLESS THE ARCHITECT FROM ANY CLAIM OR SUIT WHATSOEVER, INCLUDING BUT NOT LIMITED TO ALL PAYMENTS, EXPENSES OR COSTS INVOLVED ARISING FROM THE CONTRACTOR'S FAILURE TO CONFORM TO THE ARCHITECT'S DRAWINGS.

THE CONTRACTOR IS TO BE RESPONSIBLE FOR HIS OR HER'S
EMPLOYEE'S NEGLIGENT ACTS, ERRORS, OR OMISSIONS.

NOTE: NOTHING WILL BE ERECTED, PARKED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER WITH IN TRIANGLE OF VISIBILITY SO AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF 3' AND 8' ABOVE THE ESTABLISHED GRADE, MEASURE AT THE DRIVEWAY OR AT THE TRIANGLE OF VISIBILITY AND INTERSECTION.

1916.17 Termite protection. All buildings shall have preconstruction treatment protection against subterranean termites. The rules and laws as established by the Florida Department of Agriculture and Consumer Services shall be deemed as approved with respect to pre-construction soil treatment for protection against subterranean termites. A Certificate of Compliance shall be issued to the building department by the licensed pest control company that contains the following statements:

The building has received a complete treatment for the prevention of subterranean termites. Treatment is in accordance with rules and laws established by the Florida Department of Agriculture and Consumer Services.*

NOTE:
ALL RAIN WATER WILL BE RETAINED WITHIN THE
PROPERTY LINE

THIS IS A FULLY SPRINKLERED BUILDING
AND PROTECTED WITH AN AUTOMATIC
FIRE PROTECTION ALARM

FBC 2010 ALL PLANS AND CALCULATIONS
LIFE SAFETY CODE
2012 FLORIDA ACCESSIBILITY CODE

TYPE OF CONSTRUCTION AS PER FBC 503 %01 (TYPE III)
6023 TYPE III B

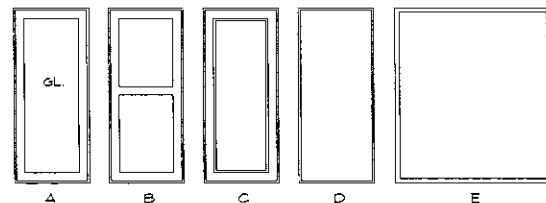
Type III construction is that type of construction in which the exterior walls are of noncombustible materials and the interior building elements are of any material permitted by this code. Fire-retardant-treated wood framing complying with Section 2303.2 shall be permitted within exterior wall assemblies of a 2-hour rating or less.

THERE IS A FIRE SPRINKLER SYSTEM
EXISTING FIRE ALARM AND SMOKE DETECTORS

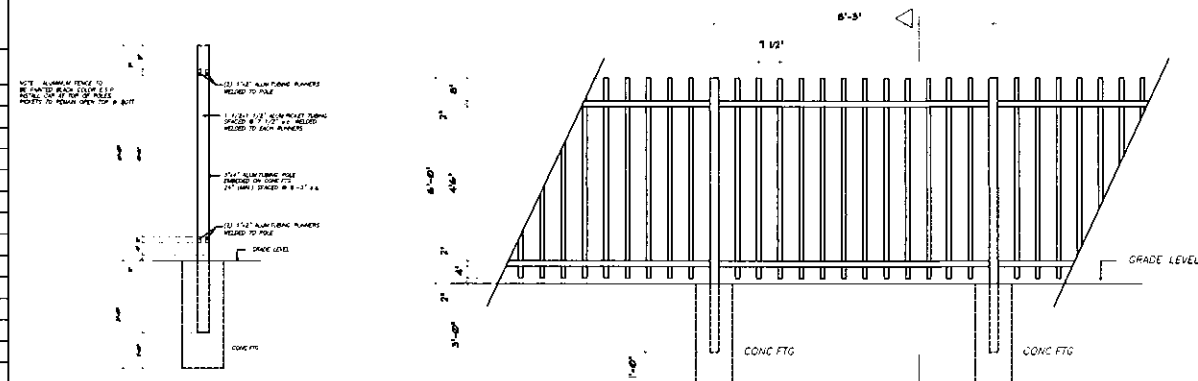
ALL INTERIOR FINISHES INCLUDING WALLS, PARTITIONS, CEILING, AND OTHER EXPOSED INTERIOR SURFACES, COMPRISING BOTH PLASTER, WOOD, OR OTHER INTERIOR FINISH MATERIAL, AND ANY SURFACING MATERIAL SUCH AS PAINT OR WALL PAPER APPLIED THEREOF SHALL HAVE A FLAME SPREAD CLASSIFICATION OF CLASS A

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	TOTAL	TAX	DISCOUNT	NET TOTAL	REMARKS
1	36" x 55" TINT WHITE ALUM.	0.01	0.50	IMPACT RESISTANT					
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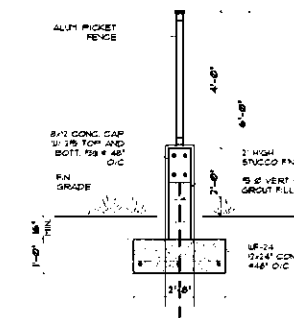
ROOM	FLOOR	CEILING	WALL	BASE	SILL	REMARKS
CORRIDOR,FOYER						
LIVING ROOM						
DINING ROOM						
KITCHEN						
BATH						
CLOSETS						
UTILITY ROOM						
W/C CLOSETS						
PORCH						
TERRACE						
GARAGE						

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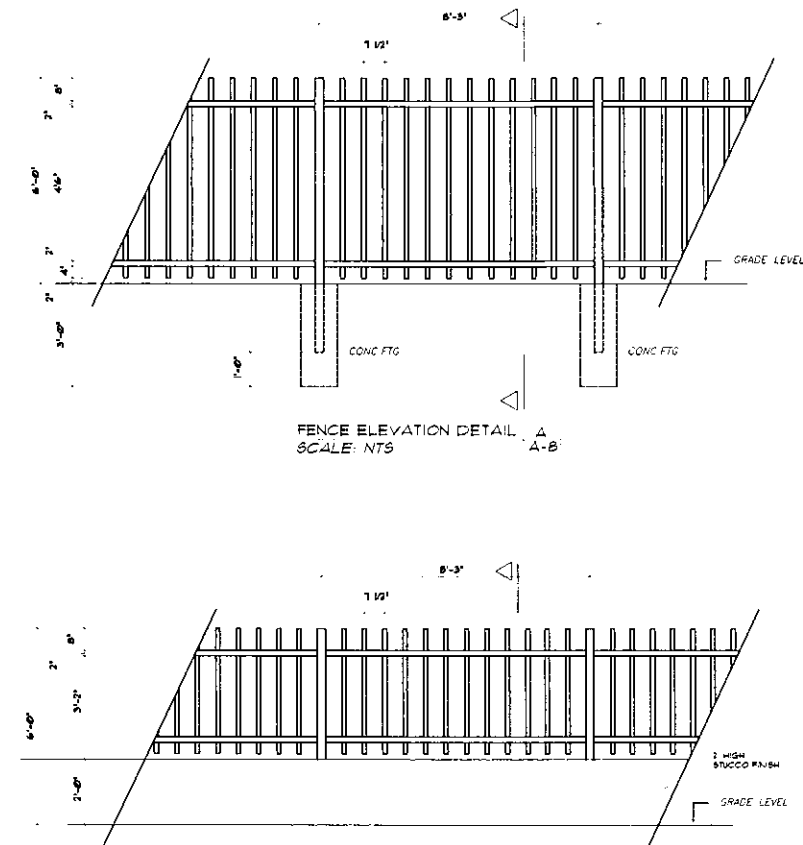
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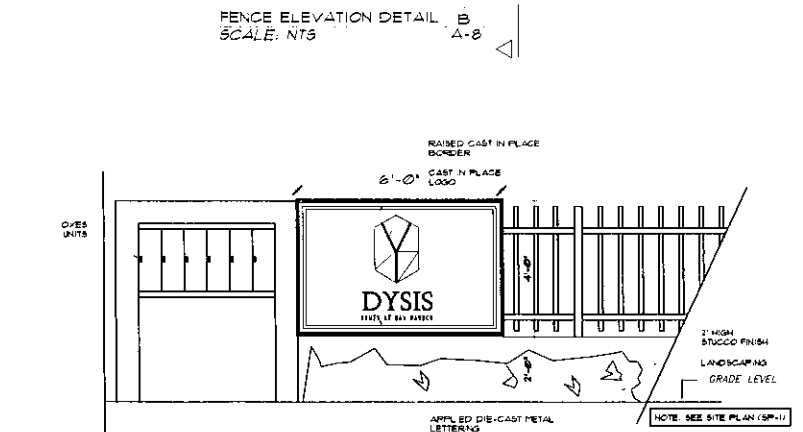
SECTION DETAIL A
SCALE: NTS A-8



SECTION DETAIL B
SCALE: NTS A-8



FENCE ELEVATION DETAIL A
SCALE: NTS A-8



PROJECT SIGN ELEVATION: C
SCALE: NTS A-8



GEORGE E. PEON
ARCHITECT, A.I.A.
AR# 0007999

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INTERIORS**

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FAX. (305) 269-9457**

PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR T
BAY HARBOR ISLANDS, F

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DATE:	.
SCALE:	AS SHOWN.
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OF: SHEETS

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A.I.A. ARCHITECT
AR# 0007999



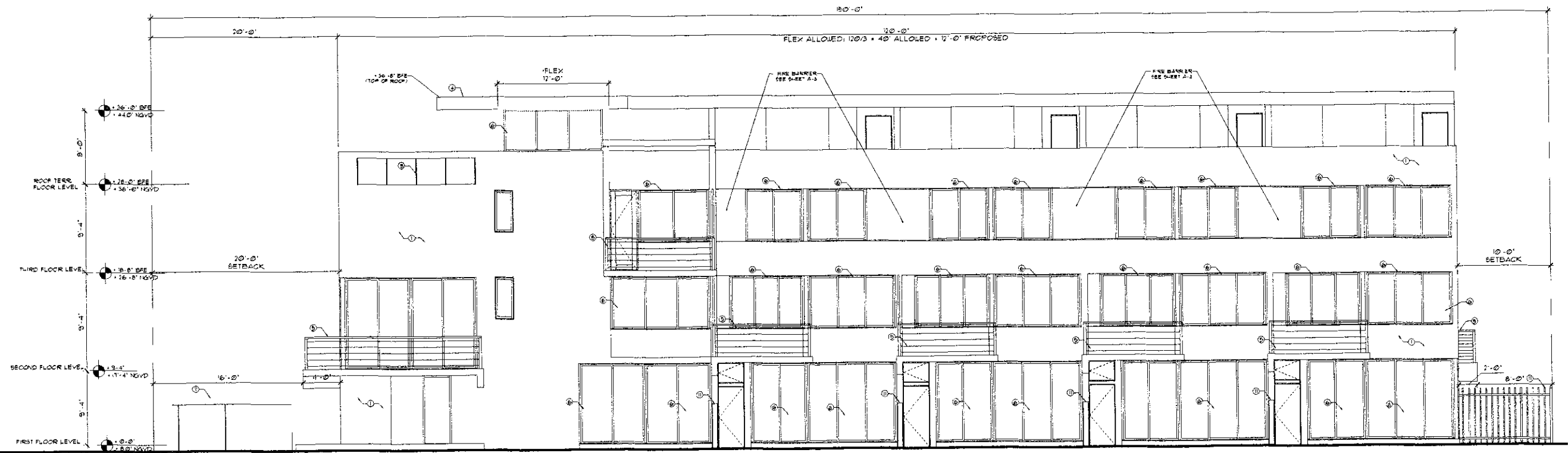
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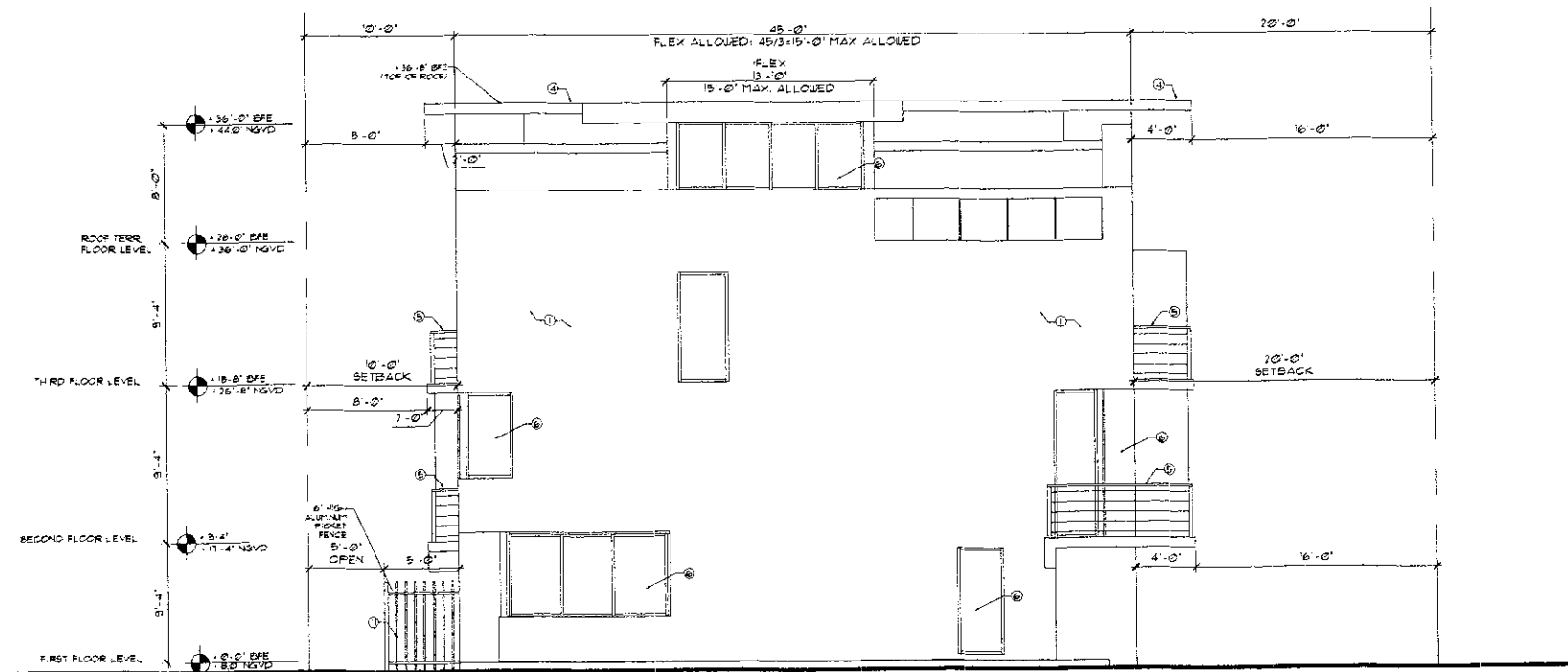
PROPOSED NEW BUILDING FOR:
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9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

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OF	SHEETS



WEST ELEVATION-REAR
SCALE: 3/16"=1'-0"

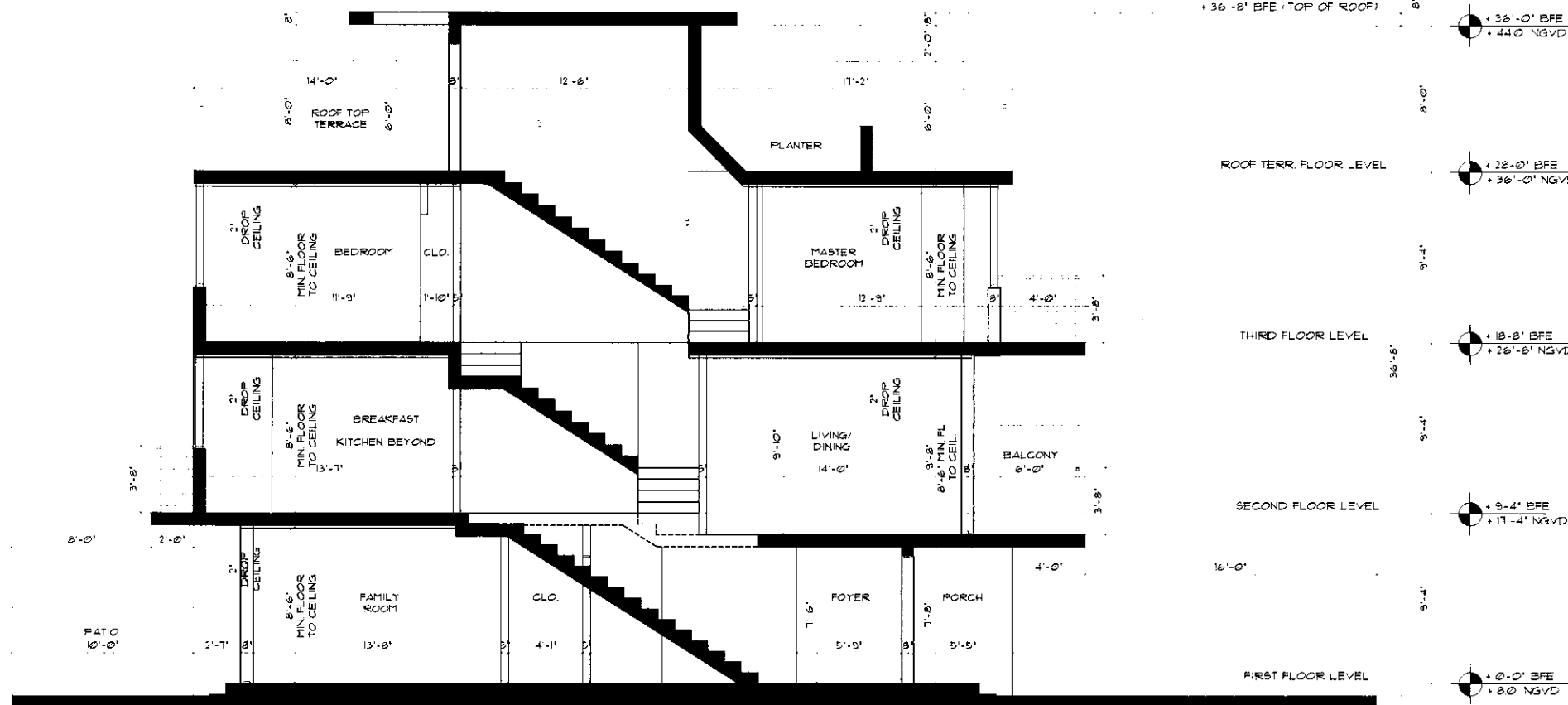


SOUTH ELEVATION-LEFT
SCALE: 3/16" = 1'-0"

EXTERIOR FINISHES		
	DESCRIPTION	FINISH
1	WALLS-TEXTURED STUCCO PAINTED	PAIN A
2	WALLS-TEXT. STUCCO-ACCENT COLOR	PAINT B
3	SORRITS/BALCONIES/OVERHEADS.	
4	STUCCO PAINTED	PAIN A
5	ROOF CONCRETE SLAB	
6	SELOPEX INSULATION/WATERPROOFING	
7	RAILING-STEEL CABLE	STAINLESS STEEL
8	WINDOWS/DOORS ALUM. FRAME-TYPACT RESISTANT	WHITE AND ALUM.
9	FRONT DOOR-SOLID CORE WOOD	TBS
10	GARAGE DOOR-OVERHEAD INSULATED	TBS
11	GLASS RAILING + ROOF TERRACE	LAMINATED/INTERFERED GL. CLEAR
12	ROOF TERRACE	PAVERS OVER LIGHT CONCRETE
13	PICKET RAILING FENCE	ALUMINUM-BLACK
14	DRIVEWAYS	CEMENT PAVERS

NOTE:
FLEX CALCULATIONS AREA ENDOUCHING INTO SETBACK
ABOVE 30'-0" 40'-0" LF 75' STREET ELEVATION WHERE 40' IS ALLOWED
EASTWEST SIDE
LOT 91E 150'-0" 20'-0" 30'-0" 40'-0" (FLEX) ALLOWED PER SEC. 23.1. 72' 14"
NORTH/SOUTH SIDE
LOT WIDTH 75'-30" 45' 5' 5'-0" (FLEX) ALLOWED
NOTE:
15'-0" MIN WHERE 15' IS ALLOWED

GEORGE E. FEON
A.I.A. ARCHITECT
AR# 0007999



CROSS SECTION A-LOOKING SOUTH
SCALE: 1/4"=1'-0"



CROSS SECTION B-LOOKING NORTH
SCALE: 1/4"=1'-0"

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AR# 0007999

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PROPOSED NEW BUILDING FOR:
9350 BHI LLC
9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

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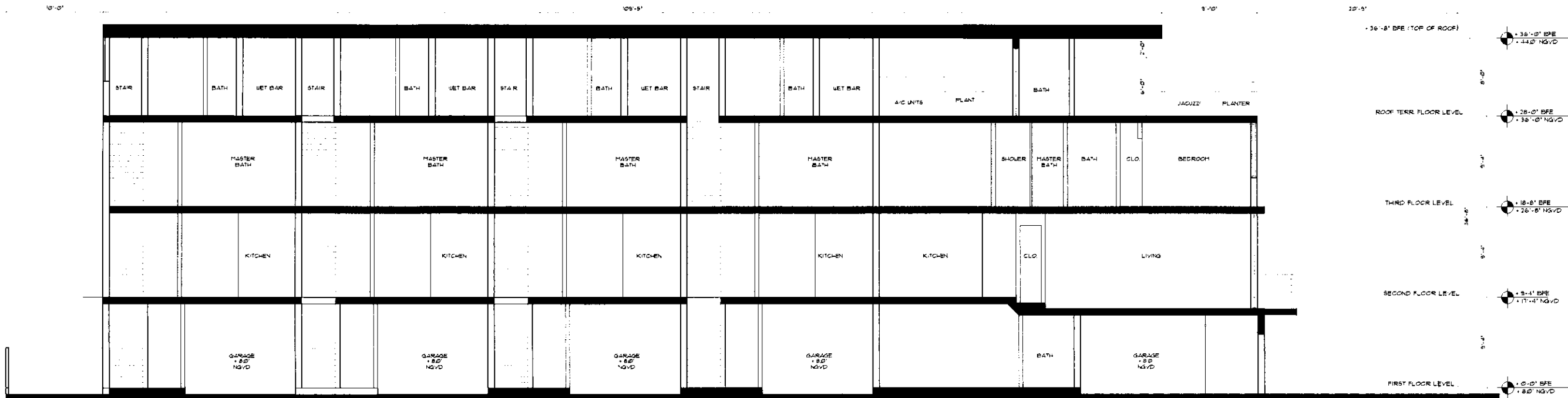
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DATE: _____
SCALE: AS SHOWN
JOB NUMBER: _____
SHEET: **A-11**
OF: _____ SHEETS



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CROSS SECTION C
SCALE: 3/16"=1'-0"

PROPOSED NEW BUILDING FOR:

9350 BHI LLC

9350 BAY HARBOR TERRACE

BAY HARBOR ISLANDS, FL 33154

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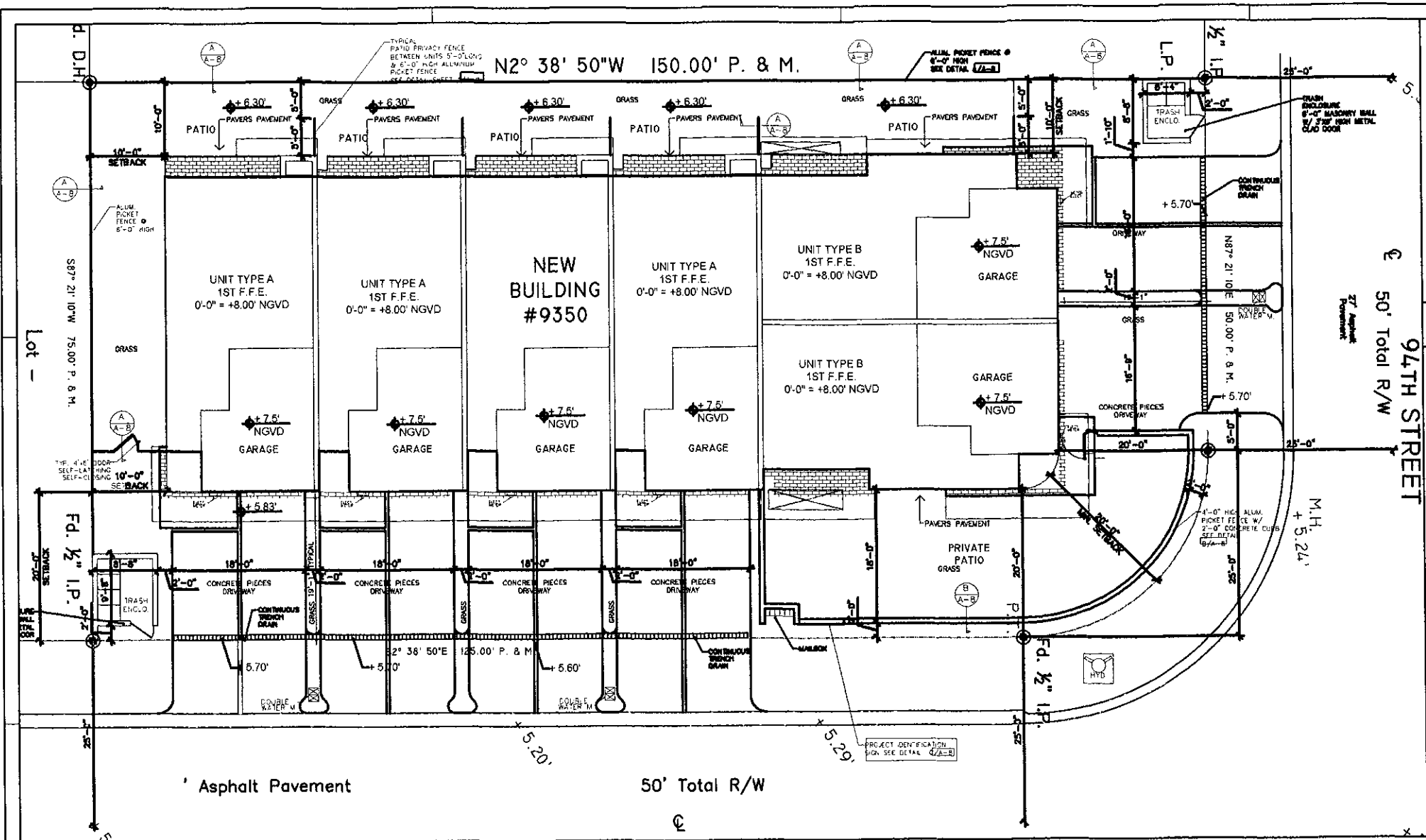
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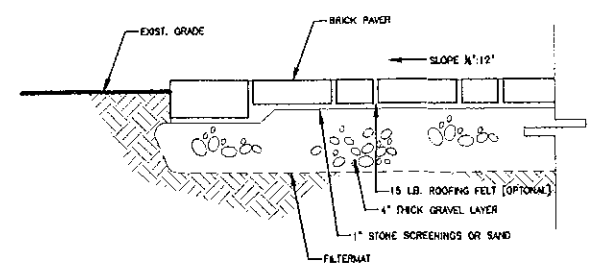
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SHEETS

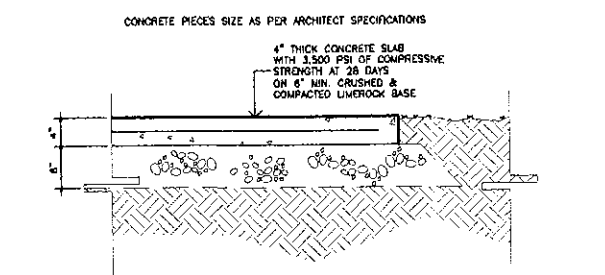
GEORGE E. PEON
A.I.A. ARCHITECT
AR# 0007999



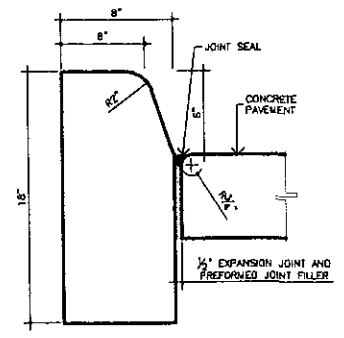
1 SITE & PAVING PLAN
SCALE: 1/8" = 1'-0"



1 C1 TYPICAL BRICK PAVEMENT DETAIL
SCALE: 1/2" = 1'-0"



2 C1 CONCRETE PIECES PAVEMENT DETAIL
SCALE: 1" = 1'-0"



4 C1 TYPICAL CURB DETAIL
SCALE: 2" = 1'-0"

CERTIFICATE OF AUTHORIZATION # 26074
P.E. # 14170
12355 SW 129 CT SUIT 4
MIAMI, FLORIDA 33186
PHONE (305) 251-9177
FAX (305) 251-8372
ALFREDO M. CARBONELL, P.E., Inc.

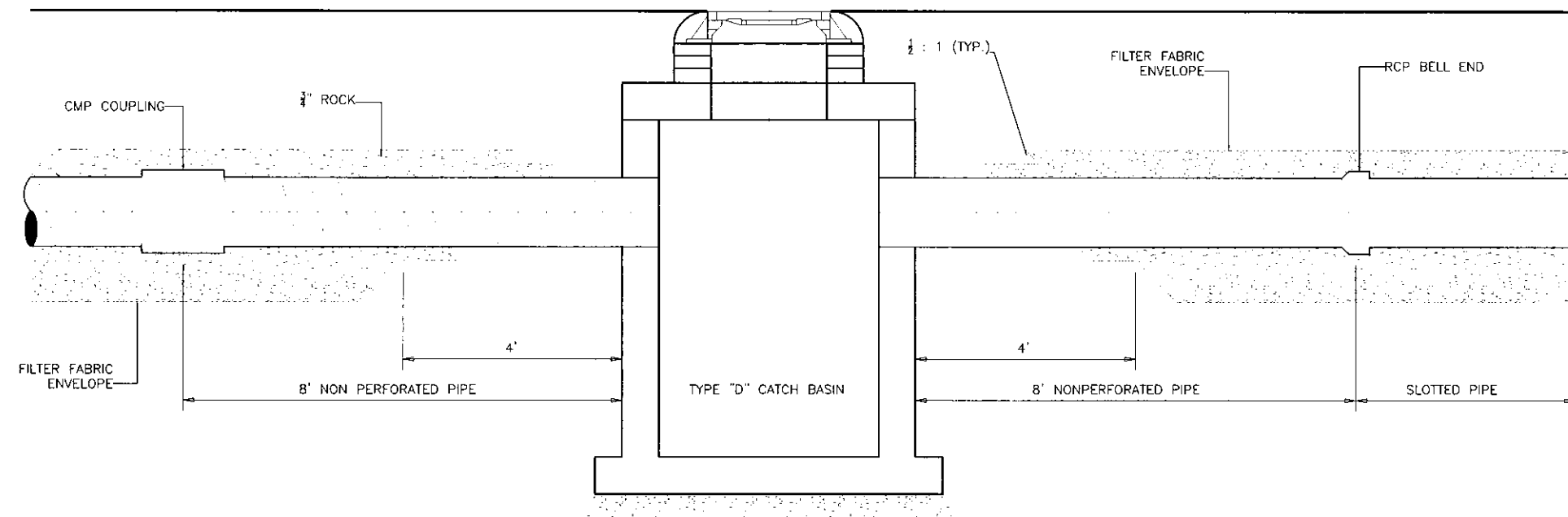
Reviews

Client: **9350 BHI, LLC**
Project: **PROPOSED APARTMENT BUILDING**
9350 BAY HARBOR TERRACE BAY HARBOR ISLANDS, FL 33154
PROPERTY FOLIO NUMBER: 13-2227-001-3230

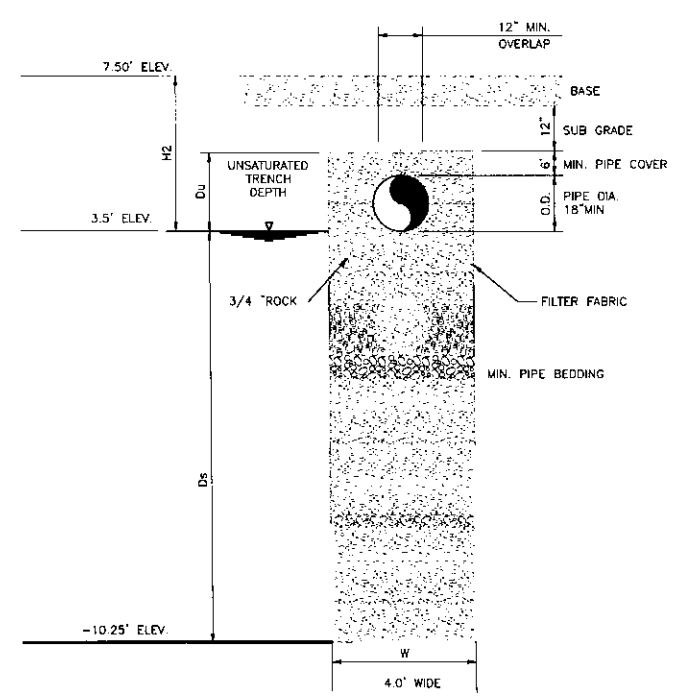
Plan Description:
SITE & PAVING PLAN

FLA. REG. P.E. # 14170
Designed by: **ALFREDO M. CARBONELL**
Drawn by: **ERICK FLORIDO**
Checked by: **ALFREDO M. CARBONELL**
Date: **JANUARY 21, 2015**
Scale: **AS SHOWN**
Sheet: **2015-01-21**

C1
1 of 2 Sheets

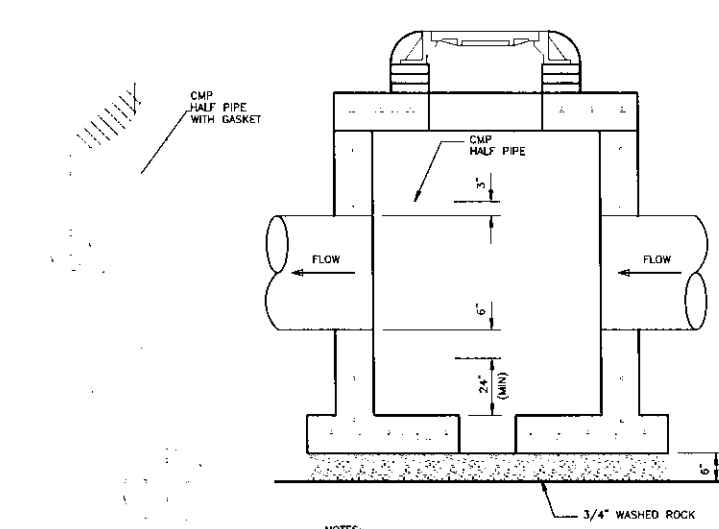


1
C3
TYPICAL EXFILTRATION TRENCH LONGITUDINAL SECTION
NOT TO SCALE



L= LENGTH OF TRENCH REQUIRED (FEET)
V= VOLUME TREATED (ACRE - INCHES)
W= TRENCH WIDTH (FEET)
K= HYDRAULIC CONDUCTIVITY (CFS/FT - FT² HEAD)
H₂= DEPTH TO WATER TABLE (FEET)
D_u= NON-SATURATED TRENCH DEPTH (FEET)
D_s= SATURATED TRENCH DEPTH (FEET)

2
C3
TYPICAL EXFILTRATION TRENCH CROSS SECTION
NOT TO SCALE



- NOTES:
1. HALF ROUND PLATE TO BE WELDED TO TOP FOR POLLUTION RETARDANT BASIN.
 2. THE HALF ROUND PIPE SHALL BE ONE SIZE LARGER THAN DISCHARGE PIPE.
 3. FOR STRUCTURE'S CONSTRUCTION DIMENSIONS AND SPEC'S, SEE PRE CAST CATCH BASIN DETAIL.
 4. WEEP HOLES ARE NOT PERMITTED IN WELL FIELD AREAS.

3
C3
POLLUTION RETARDANT CATCH BASIN DETAIL
NOT TO SCALE

CERTIFICATE OF AUTHORIZATION # 26074
P.E. # 14170
12355 SW 129 CT. SUIT 4
MIAMI, FLORIDA 33186
PHONE (305) 251-9177
FAX: (305) 251-8372

ALFREDO M. CARBONELL, P.E. Inc.

Reviews

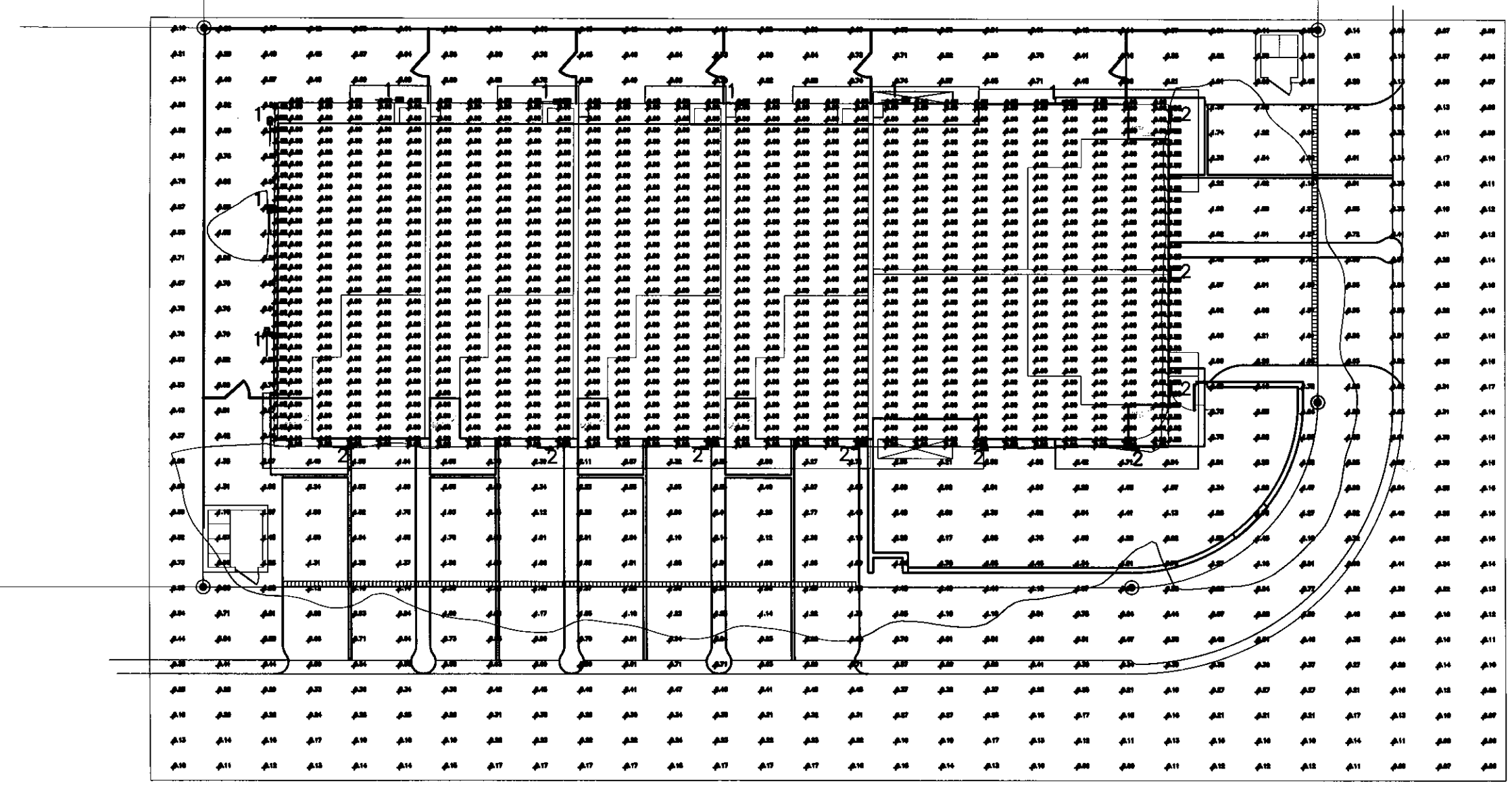
Client: **9350 BHI, LLC**
Project: **PROPOSED APARTMENT BUILDING**
9350 BAY HARBOR, TERRACE BAY HARBOR ISLANDS, FL 33154
PROPERTY FOLIO NUMBER: 13-2227-001-3230

Plan Description: **DRAINAGE DETAILS PLAN**

Seal:
FLA. REG. P.E. # 14170

Designed by: **ALFREDO M. CARBONELL**
Drawn by: **ERICK FLORIDO**
Revised & Sealed: **ALFREDO M. CARBONELL**
Date: **JANUARY 21, 2015**
Scale: **AS SHOWN**
Date: **2015-01-21**

Sheet: **C3**
3 of 3 Sheets



DIALux

LIGHTING:

- 1 (8) Lithonia Lighting DSXW1 LED 10C 350 30K T2M MVOLT DSXW1 LED WITH 1 LIGHT ENGINE, 10 LED's, 350mA DRIVER, 3000K LED, TYPE 2 MEDIUM OPTIC
- 2 (9) Lithonia Lighting DSXW2 LED 20C 530 30K T2M MVOLT DSXW2 LED WITH 2 LIGHT ENGINES, 20 LED's, 530mA DRIVER, 3000K LED, TYPE FORWARD THROW MEDIUM OPTIC

Isolines

1.0 fc

 SITE PLAN ILLUMINATION
SCALE: 1/8" = 1'-0"

CERTIFICATE OF AUTHORIZATION # 26074
P.E. # 14170
12355 SW 129 CT. SUIT 4
MIAMI, FLORIDA 33186
PHONE: (305) 251-9177
FAX: (305) 251-8372

ALFREDO M. CARBONELL, P.E. Inc.

Review:

Client: 9350 BHI, LLC
Project: PROPOSED APARTMENT BUILDING
9350 BAY HARBOR TERRACE BAY HARBOR ISLANDS, FL 33154
PROPERTY FOLIO NUMBER: 13-2227-001-3230

Plan Description:
SITE PLAN
ILLUMINATION

Seal:
FLA. REG. P.E. # 14170

Designed by: ALFREDO M. CARBONELL
Drawn by: ERICK FLORIDO
Reviewed by: ALFREDO M. CARBONELL
Date: JANUARY 21, 2015
Scale: AS SHOWN
1/8" = 1'-0"
2015-01-21

Sheet:
11-1
1 of 1 Sheets

PROPOSED POTABLE WATER = 200 GDF × 6 DU = 1200 GDF
EXISTING POTABLE WATER = 200 GDF × 4 DU = 800 GDF
NET INCREASE POTABLE WATER = 1200 GDF - 800 GDF = 400 GDF
PROPOSED SANITARY SEWER = 156 GDF × 6 DU = 936 GDF
EXISTING SANITARY SEWER = 156 GDF × 4 DU = 624 GDF
NET INCREASE SANITARY SEWER = 936 GDF - 624 GDF = 312 GDF
PROPOSED SOLID WASTE = 0.632 TONS/YR × 6 DU = 3.792 TONS/YR
EXISTING SOLID WASTE = 0.632 TONS/YR × 4 DU = 2.528 TONS/YR
NET INCREASE SOLID WASTE = 3.792 TONS/YR - 2.528 TONS/YR = 1.264 TONS/YR

ITE LAND USE CODE 230										
DESCRIPTION ITE CODE	UNITS	RATE WEEKDAY DAILY TRAFFIC	PEAK PERIOD RATE	PERCENT IN	PERCENT OUT	NUMBER OF DU	CALCULATED DAILY TRIPS	CALCULATED DAILY TRIPS	TRIPS IN	TRIPS OUT
RESI. CONDOS/ TOWNHOUSES 230 AM	D.U.	581	.44	17%	83%	6	35	3	1	2
RESI. CONDOS/ TOWNHOUSES 230 PM	D.U.	581	52	67%	33%	6	35	3	2	1



APPLICABLE CODES ZONING CODE: BUILDING CODE:	CODE OF BAY HARBOR ISLANDS, FLORIDA FBC 2010 ALL PLANS AND CALCULATIONS
ZONING: LAND USE DESIGNATION:	RM-2 MULTIFAMILY ZONING DISTRICT NON-WATERFRONT PROPERTY MH-MEDIUM HIGH DENSITY

BAY HARBOR ISLAND FB 46-5
LOT 1 BLK 18, LOT 9 SIZE 75,000 X 150
OR 1303-937 0988 1

ITEM	REQUIREMENT
SETBACK REQUIRED:	BUILDING LESS THAN 30' IN HEIGHT FRONT 20'-0"
	BUILDING LESS THAN 45' IN HEIGHT FRONT 25'-0"
SIDE	10'-0" FOR EACH ADD. 3' ABOVE 30' BUILDING HEIGHT THERE SHALL BE AN ADDED 1' SETBACK
REAR	10'-0" FOR EACH ADD. 3' ABOVE 30' BUILDING HEIGHT THERE SHALL BE AN ADDED 1' SETBACK

DENSITY ALLOWED:	34 DUA/ACRE = 8.6 UNITS
DENSITY PROPOSED:	6 UNITS
PARKING REQUIRED:	2/UNIT = 12 P.S.
PARKING PROPOSED:	12 P.S.

ITEM:	REQUIREMENT
LANDSCAPED SPACE REQUIRED	20% x (1116 SF NET LOT AREA = 2232 SF
LANDSCAPED SPACE PROVIDED	3805 SF = 34%
ROOFTOP RECREATION LANDSCAPE REQUIRED	15% x (419) SF ROOFTOP OPEN AREA = 628 SF
ROOFTOP RECREATION LANDSCAPE PROVIDED (PLANTER AREAS)	152% = 638 SF

UNIT TYPE A (4 UNITS)		UNIT TYPE B (2 UNITS)	
3 BEDROOM/5 BATH/ GARAGE/ROOF TERRACE		3 BEDROOM/5 BATH/ GARAGE/ROOF TERRACE	
1ST FLOOR	567 SF	1ST FLOOR	526 SF
GARAGE	263 SF	GARAGE	303 SF
2ND FLOOR		2ND FLOOR	
BALCONY	826 SF	BALCONY	856 SF
	202 SF		151 SF
3RD FLOOR		3RD FLOOR	
BALCONY	898 SF	BALCONY	881 SF
	37 SF		65 SF
ROOF OPEN		ROOF OPEN	
FLOOR TERRACE	433 SF	FLOOR TERRACE	508 SF
A/C AREA *		A/C AREA *	
NON A/C *	2291 SF	NON A/C *	2263 SF
	935 SF		1027 SF



GEORGE E. PEON
ARCHITECT, A.I.A.
AR# 0007999

4143 SW 74 CT. SUITE D
MIAMI, FL. 33155
PH. (305) 269-9335
FAX. (305) 269-9457

9350 BHI LLC

9350 BAY HARBOR TERRACE
BAY HARBOR ISLANDS, FL 33154

ALL PLANS, DESIGN ARRANGEMENTS AND SPECIFICATIONS ARE REPRESENTED BY THIS DRAWING AND ARE OWNED BY AND THE PROPERTY OF THIS OFFICE AND WILL BE LOANED TO AND USED BY THE CLIENT ONLY IN CONNECTION WITH THE SPECIFIC PROJECT. NO OTHER REUSE, REPRODUCTION, OR TRANSMISSION OF THESE DRAWINGS OR INFORMATION CONTAINED HEREIN TO ANY OTHER PERSON OR FIRM WITHOUT THE WRITTEN PERMISSION OF THE OFFICE IS HEREBY PROHIBITED. ANY VIOLATION OF THESE CONDITIONS SHALL BE CONSIDERED A BREACH OF CONTRACT AND THE CLIENT SHALL BE RESPONSIBLE FOR ALL DAMAGES AND LOSSES SUFFERED BY THE ARCHITECT DUE TO SUCH VIOLATION. THE NUMBER OF ANY REVISIONS TO THESE DRAWINGS SHALL BE INDICATED BY A LETTER AND A NUMBER IN THE MARGIN OF THE DRAWING. ANY REVISIONS TO THESE DRAWINGS SHALL BE MADE BY THE ARCHITECT AND SHALL BE SUBJECT TO THE SAME CONDITIONS AS SHOWN BY THESE DRAWINGS.

DRAWN:	-
CHECKED:	G. E. P.
DATE:	-
SCALE:	AS SHOWN.
JOB NUMBER:	
SHEET	

SP-1

OF: SHEETS



SCALE: 3/32"=1'-0"

NOTE: NOTHING WILL BE ERECTED, PARKED, PLANTED OR ALLOWED TO GROW IN SUCH A MANNER WITH IN TRIANGLE OF VISIBILITY SO AS TO MATERIALLY IMPEDE VISION BETWEEN A HEIGHT OF 3' AND 8' ABOVE THE ESTABLISHED GRADE, MEASURED AT THE DRIVEWAY OR AT THE TRIANGLE OF VISIBILITY AND INTERSECTION.

**TOWN OF BAY HARBOR ISLANDS
COMMUNITY DEVELOPMENT
MEMORANDUM**

To: Planning and Zoning Board
Town of Bay Harbor Islands

From: Scott D. Marks *SDM*
Community Planner
MMPA - Consultant Town Planner

Date: June 30th, 2015

Subject: Site Development Plan Application
9350 Bay Harbor Townhouses – 6 DU Townhouse Complex
9350 Bay Harbor Terrace
Bay Harbor Islands Acct. No. MB2014-152
MMPA Acct. No. 01-0702-1003

RECOMMENDED ACTION

MMPA recommends the Planning and Zoning Board review the most recent revised plans dated June 30th, 2015 and, if found acceptable, **APPROVE** the proposed Site Development Plan application subject to the following findings and conditions listed herein:

- (1) Subject to any staff recommended conditions listed herein.
-

PROJECT REVIEW HISTORY

On November 26th, 2014, the Town received a Site Development Plan application for the above referenced property. The Town's DRC met several times since then and recommended approval of the application, subject to the architect making additional revisions discussed at the meetings, and submitting a plan revision check-set to staff for final sign-off prior to scheduling the matter for Planning and Zoning Board meeting. MMPA received several revised sets of plans from the architect and found that the most recent plans (6/30/15) have resolved all DRC issues.

GENERAL PROJECT INFORMATION

Land Use Designation: MH – Medium-High Density Residential
Zoning District: RM-2 Multiple Family District
General Location: 9350 Bay Harbor Terrace
Legal Description: Lot 1 of Block 18, "Bay Harbor Island" Subdivision according to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of M-D County.

PROJECT DESCRIPTION

The project architect, George E. Peon, as agent for the owner (9350 BHI, LLC) has submitted a Site Development Plan application to allow for the construction of a six (6) dwelling unit townhouse development located at 9350 Bay Harbor Terrace. The proposed dwelling units range between 2,263 to 2,291 square feet of A/C space plus garages, balconies, etc. The lot is currently developed with a one-story / 4 DU complex. Therefore, the net increase will be 2 DU.

The proposed site design incorporates one (1) rectangular-shaped building positioned north / south on the site. The "front doors" of the proposed dwelling units face east (4 units) and north (2 units). Four (4) driveway connections to Bay Harbor Terrace and two (2) driveway connections to 94th Street are proposed. The driveways are straight-in driveways and are between 14'-6" and 18'-0" in width. The survey indicates that the lot is a "full lot" that never deeded the front 11-feet of the lot to the Town for on-street roadway swale parking, as many others did in the past; however, this is a corner lot so the square footage is somewhat smaller. There are several parallel parking spaces adjoining the lot in the Town right-of-way that will be removed upon redevelopment.

On the building rooftops are six (6) proposed individual recreation areas, each with a Jacuzzi, wet bar, half-bathroom, and expansive open terrace. The propose new building is 3-stories in height – two (2) floors of residential over one (1) floor of garage / family room / bathroom @ 28' above BFE. There are stair towers to the roof that are shown @ 36'-0" above BFE.

The Miami-Dade County Property Appraiser's records indicate that the lot is currently developed as a one-story residential complex with a total of 4 DU. The survey submitted indicates the lot is 11,116 square feet / 0.26 acres in size. Based on the above this would allow a maximum of nine (9) dwelling units on the property at the maximum allowable base density (34 DUA). The proposal is to build six (6) townhouse residential units (23.3 DUA) which would not require the developer to obtain any TDR units (none are requested). There will be 3 TDR units available.

According to the Town's 2006 Historic Structure Survey, the existing 4 DU complex was built in 1951. The architectural style listed is Masonry Vernacular (FMSF No. DA10144).

The adjoining / nearby development sites currently include the 7-story 9300 Harbor Terrace Condominium complex @ 24 DU / 31 DUA to the immediate south and west (south is the building, west is their surface parking lot). To the east across Bay Harbor Terrace is the 6-story Vintage Condominium complex @ 69 DU / 66.8 DUA and the 4-story Atrium Apartment complex @ 26

DU / 50 DUA. To the north across 94th Street is the drive-through facility for the Bank of America on Kane Concourse and a portion of the Ruth K. Broad Elementary School. This area of the Town is predominated by a mixture of older low-rise residential complexes (2-3 stories) and mid-rise residential complexes (5-7 stories). The Town's 2002 Community Vision Master Plan identifies this area as being preferred for mid-rise residential complexes (5-7+/- stories). Therefore, the proposed development is deemed generally consistent with the Town's future vision for this area.

BACKGROUND INFORMATION

The Town of Bay Harbor Islands completed major amendments to the Town's adopted Comprehensive Plan and Land Development Regulations (LDRs) in the last 10+/- years. The former RE zoned lands located on waterfront lots were rezoned into the RM-1 District, while interior (non-waterfront lots) are zoned RM-2. This waterfront lot is zoned RM-1. The Town also adopted numerous other modifications to many other code provisions that affect yard encroachments, parking lot designs, building height limits and exceptions, building design standards, landscaping and other provisions.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of "Medium-High Density Residential". The maximum allowable base density is 34 DUA. Additional dwelling units may be acquired to increase the base density if approved by the Town Commission. The developer is seeking to build only 6 DU while 9 DU are allowed via the base density. Therefore, no additional TDRs are being requested; nor are any required. The proposed development is consistent with the applicable FLUM designation of the property.

Land Development Regulations / Zoning Code – The property has a Zoning classification of RM-2 Multiple Family Zoning District. The maximum building height allowed in this area is 65 feet (measured from BFE to top of main roof deck). The proposed use of the property is consistent with this zoning classification.

PLATTING

The site will not require re-platting, as the site is currently platted as described above.

RIGHT-OF-WAY, OFF-STREET PARKING AND ACCESS DESCRIPTION

As stated above, the Site Development Plan depicts access to the site from four (4) main driveway connections to Bay Harbor Terrace and two (2) driveway connections to 94th Street. The driveways are straight-in driveways that range from 14'-6" to 18'-0" in width and lead to six (6) individual 1-car garages. The Town limits driveway widths to 12-feet for a signal driveway and 18-feet for double driveways for townhouses with individual driveways. Based on 6 DU the Code requires at least twelve (12) parking spaces. Six (6) one-car parking garages are provided in addition to six (6) driveway parking spaces (one in each driveway); therefore, the plans meet the minimum off-street parking requirements. As this is a single lot development with direct driveway connections, no guest spaces are required.

A Fire Department staging area is not shown on the plans. The applicant has previously included an approved plan from the MDCFD, however no staging area is shown. Any changes required by the Fire Department subsequent to the Town's site plan approval may cause the plans to be resubmitted to the DRC / PZB.

BUILDING DESIGN / BUILDING LENGTH / BREEZEWAY

The building design is modern with an abundant use of white accents and glass.

The building does not exceed one hundred twenty (120) feet in length nor does the building exceed forty-five (45) feet in height, therefore, no "breezeway" is required, nor building angulation.

SUGGESTED CONDITIONS OF APPROVAL / SITE PLAN COMMENTS

Following are suggested conditions of approval and/or comments on the latest plans dated June 30th, 2015 submitted to the Town for consideration:

- 1) This approval is based on the revised Site Development Plans prepared by George E. Peon dated June 30th, 2015. Any substantial changes requested after the PZB approval requires a separate approval from staff / Planning and Zoning Board, as specified in the Town Code.
- 2) Coordinate with the Miami-Dade County School Board staff through the Town's Building Department staff to address any public school concurrency deficiencies at public schools that serve the Town. If mitigation is required, an agreement / mitigation must be finalized prior to the issuance of building permits.

AGENDA ITEM REPORT

July 7, 2015

ITEM NUMBER: 2.

ITEM: Request for approval for a new hotel "Grand Beach Hotel" located at 9601 E. Bay Harbor Drive, Lots 35-37 of Block 4. The developers are proposing to construct a ninety-nine (99) room hotel. The proposed units range from 353 to 1,402 sq. ft. of a/c plus balconies, etc. The previous Bay Harbor Inn complex was demolished after plans to renovate the former hotel were abandoned due to flood-proofing and structural issues. The proposed design incorporates one rectangular shaped building positioned north / south on the site. Two one way driveway connection to E.Bay Harbor Drive are proposed. The proposed new building is 7 stories in height (6 floors of hotel rooms over one floor of common area. @ 74'10" above BFE (permitted 75'). The developer will be required to obtain 22 Transfer of Development Rights (TDR). Enclosed please find the site plan and elevations. (Item #2A)

DESCRIPTION:

for the purpose of hearing any public comment with respect to an application for site plan approval at 9601 E. Bay Harbor Drive.

RECOMMENDED ACTION:

Design meets Town Code and was approved by the Development Review Committee pending the approval of 22 Transfer of Development Rights.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Marante
 Ayanidys Marante

ATTACHMENTS

1.	Site Plan and Elevations	grandbeachjuly7.pdf
2.	Traffic Study	grandbeacgtraffic.pdf
3.	Drainage Report	grandbeachdrainage.pdf
4.	Staff Report	BHI PZB Staff Grand Bch Hotel June 12 2015.pdf

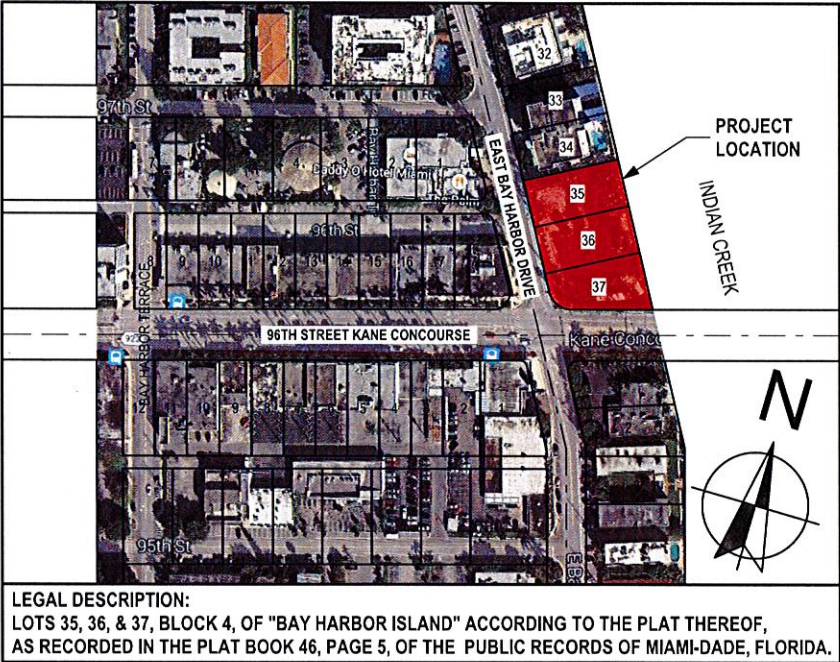
GRAND BEACH HOTEL | BAY HARBOR

9601 East Bay Harbor Drive, Bay Harbor Islands, Florida 33154



GRAND BEACH HOTEL BAY HARBOR

9601 East Bay Harbor Drive
Bay Harbor Islands, Florida 33154



DEVELOPER
MB DEVELOPMENT, LLC
9418 Collins Avenue
Surfside, FL 33154

ARCHITECTURE
CARINO & CO.
1500 Bay Road Suite 618
Miami Beach, FL 33139
(786) 218-2188

STRUCTURAL ENGINEER
DE LOS REYES ENGINEERING, INC.
8726 N.W. 26th St., Suites 1 & 2
Miami, FL 33172
(305) 477-8814

LANDSCAPE ARCHITECT
SECTION-L
3821 El Prado Blvd,
Miami, FL 33133
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MEP ENGINEER
RJ MIRANDA CONSULTANTS, INC
8211 S.W 11 Terrace
Miami, FL 33156
(305) 661-0800

TRAFFIC ENGINEER
DAVID PLUMMER & ASSOCIATES
1750 Ponce De Leon Blvd.,
Coral Gables, FL 33134
(305) 447-0900

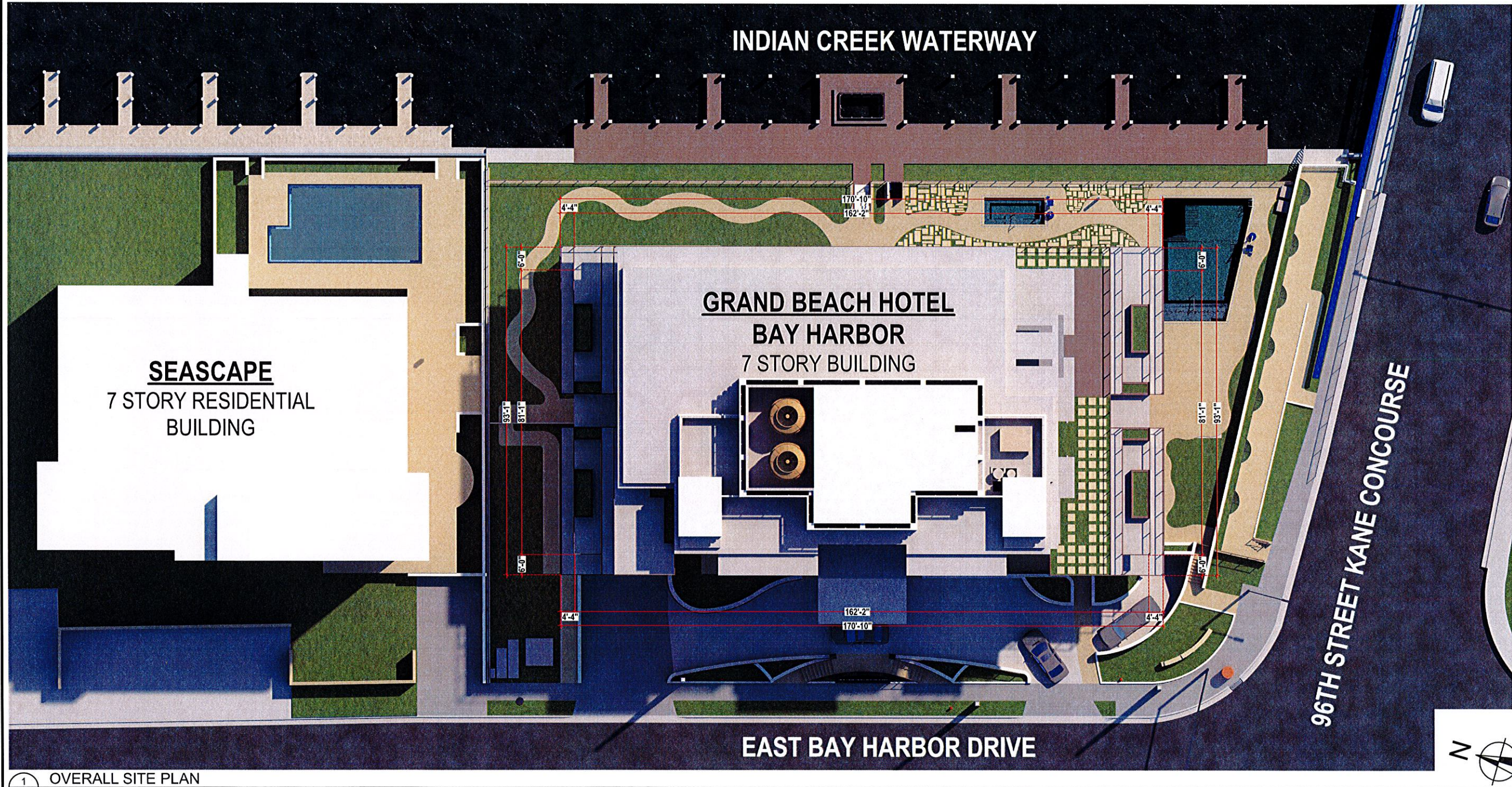
CIVIL ENGINEER
ROSS ENGINEERING, INC.
17670 N.W. 78th Ave.,
Hialeah, FL 33015
(786) 468-8304

SEAWALL ENGINEER
OCEAN CONSULTING, INC.
340 Minorca Ave., Suite 7
Coral Gables, FL 33134
(305) 921-9344

SHEET INDEX	
ID	NAME
	COVER SHEET
	OVERALL SITE PLAN
	SURVEY
A-000	PROJECT DATA
A-001	BUILDING ZONE AREAS BY CATEGORY
A-002	ADJACENT LAND USES
A-100	LOWER LEVEL - GARAGE
A-101	LEVEL 1 - LOBBY
A-102	LEVEL 2 - UNITS
A-103	LEVEL 3 - UNITS
A-104	LEVEL 4 - UNITS
A-105	LEVEL 5 - UNITS
A-106	LEVEL 6 - UNITS
A-107	LEVEL 7 - UNITS
A-108	LEVEL 8 - ROOF
A-109	TOP OF ROOF
A-200(a)	BUILDING SETBACK PLANES
A-200(b)	SLAB PROTRUSION DETAILS
A-201	WEST ELEVATION
A-202	NORTH ELEVATION
A-203	EAST ELEVATION
A-204	SOUTH ELEVATION
A-301	SECTIONS
A-302	SECTIONS
A-311	SECTIONS
A-312	SECTIONS
A-619	VALET PARKING DIAGRAM
A-620	DELIVERY TRUCK PARKING DIAGRAM
A-621	GARBAGE / RECYCLING PICK-UP PROCESS
A-622	RETAINING WALL AT NORTH PROPERTY LINE
A-623	NGRTH PROPERTY LINE FENCE
A-626	TOP OF ROOF SCREEN & MECHANICAL ROOM DETAILS
A-629	PUBLIC PROMENADE - RAISED
A-702	EXTERIOR BUILDING MATERIALS & FINISHES
LS-101	LOBBY LEVEL LIFE SAFETY PLAN
LS-200	FIRE ENGINE NORTH DRIVEWAY SET-UP SECTION VIEW
LS-201	FIRE ENGINE SOUTH DRIVEWAY SET-UP SECTION VIEW
LIG-101	GROUND FLOOR LIGHTING PLAN
LV-101	LOW VOLTAGE GROUND FLOOR PLAN
C-1	GENERAL NOTES AND SPECIFICATIONS
C-2	PAVING GRADING AND DRAINAGE PLAN
C-3	WATER AND SANITARY SEWER PLAN
C-4	PAVEMENT MARKING AND SIGNAGE PLAN
C-5	POLLUTION AND EROSION CONTROL PLAN
C-6	PAVING GRADING AND DRAINAGE DETAILS
C-7	WATER AND SANITARY SEWER DETAILS
C-8	POLLUTION PREVENTION DETAILS
C-9	FPL POLE LAYOUT
L-001	TREE SURVEY
L-002	TREE DISPOSITION
L-300	LANDSCAPE CALCULATIONS AND NOTES
L-301	GROUND FLOOR : TREES & PALMS PLAN
L-302	GROUND FLOOR : SHRUBS & GROUND COVER PLAN
L-303	FOURTH FLOOR TERRACE : TREE & GROUND COVER PLAN
L-304	FIFTH FLOOR TERRACE : TREE & GROUND COVER PLAN
L-305	SEVENTH FLOOR TERRACE : TREE & GROUND COVER PLAN
L-306	SOUTH LANDSCAPE ELEVATION
L-307	WEST LANDSCAPE ELEVATION
L-308	NORTH LANDSCAPE ELEVATION
L-309	NORTH LANDSCAPE : SEASCAPE ELEVATION
L-310	EAST LANDSCAPE ELEVATION
SIG-101a	LEVEL 1 - LOBBY : EXTERIOR SIGNAGE
SIG-200	PRIMARY MONUMENT SIGN & SECONDARY SIGN DETAILS
SIG-201	LEVEL 1 - LOBBY : SIGNAGE PROOFS
	RENDERING
	AERIAL RENDERING
	WATER & SEWER DESIGN FLOW CALCS. (SEE ATTACHED)
	DRAINAGE REPORT (SEE ATTACHED)
	IMPACT ANALYSIS REPORT (SEE ATTACHED)
	TRAFFIC STUDY (SEE ATTACHED)

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BIM Server: BIMSERVERX - BIM Server (11.0) Bay Harbor Bay Harbor



1 OVERALL SITE PLAN
NOT TO SCALE

DEVELOPMENT
9418 Collins Ave.
Suite 300, FL 33154
info@mbdevelopment.com

Architect:
JOHN K. CARINO
AR 95403

CONSULTANT:
CARINO & CO.
ARCHITECTURE + DESIGN
JOHN K. CARINO
ARCHITECT
1770 1ST ST
SUITE 300
MIAMI, FL 33133
(305) 441-1111

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
OVERALL SITE PLAN

No. REVISION DATE

PROJECT DATA
DATE
5/20/2015

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BIM Server: BIMSERVERX - BIM Server (16.0)Bay Harbor\Bay Harbor

BUILDING AREAS BY CATEGORY				
CATEGORY	STORY	ZONE NAME	#	AREA (SF)
Circulation-Horz.	LOBBY LEVEL	CORRIDOR		804.66
	LOBBY LEVEL	ELEVATOR LOBBY		897.65
	LOBBY LEVEL	B.O.H. CORR.		217.73
	LEVEL 2 - UNITS	CORRIDOR		1,729.97
	LEVEL 3 - UNITS	CORRIDOR		1,729.96
	LEVEL 4 - UNITS	CORRIDOR		1,730.97
	LEVEL 5 - UNITS	CORRIDOR		1,525.68
	LEVEL 6 - UNITS	CORRIDOR		1,531.57
	LEVEL 7 - UNITS	CORRIDOR		1,315.36
				11,483.55 sq ft
Circulation-Vert.	PARKING LEVEL	ELEVATORS	ELVR1	214.69
	PARKING LEVEL	SERV. ELEV.	ELVR2	73.11
	PARKING LEVEL	STAIR 1	STR1	179.69
	PARKING LEVEL	STAIR 2	STR2	179.71
	LOBBY LEVEL	ELEVATORS	ELVR1	210.00
	LOBBY LEVEL	SERV. ELEV.	ELVR2	73.11
	LOBBY LEVEL	ADA LIFT	ELVR3	23.09
	LOBBY LEVEL	STAIR 1	STR1	179.69
	LOBBY LEVEL	STAIR 2	STR2	179.69
	LEVEL 2 - UNITS	ELEVATORS	ELVR1	210.00
	LEVEL 2 - UNITS	SERV. ELEV.	ELVR2	73.11
	LEVEL 2 - UNITS	STAIR 1	STR1	179.69
	LEVEL 2 - UNITS	STAIR 2	STR2	179.69
	LEVEL 3 - UNITS	ELEVATORS	ELVR1	210.00
	LEVEL 3 - UNITS	SERV. ELEV.	ELVR2	73.11
	LEVEL 3 - UNITS	STAIR 1	STR1	179.69
	LEVEL 3 - UNITS	STAIR 2	STR2	179.69
	LEVEL 4 - UNITS	ELEVATORS	ELVR1	210.00
	LEVEL 4 - UNITS	SERV. ELEV.	ELVR2	73.11
	LEVEL 4 - UNITS	STAIR 1	STR1	179.69
	LEVEL 4 - UNITS	STAIR 2	STR2	179.69
	LEVEL 5 - UNITS	ELEVATORS	ELVR1	210.00
	LEVEL 5 - UNITS	SERV. ELEV.	ELVR2	73.11
	LEVEL 5 - UNITS	STAIR 1	STR1	179.69
	LEVEL 5 - UNITS	STAIR 2	STR2	179.69
	LEVEL 6 - UNITS	ELEVATORS	ELVR1	210.00
	LEVEL 6 - UNITS	SERV. ELEV.	ELVR2	73.11
	LEVEL 6 - UNITS	STAIR 1	STR1	179.69
	LEVEL 6 - UNITS	STAIR 2	STR2	179.69
	LEVEL 7 - UNITS	ELEVATORS	ELVR1	210.00
	LEVEL 7 - UNITS	SERV. ELEV.	ELVR2	73.11
	LEVEL 7 - UNITS	STAIR 1	STR1	179.69
	LEVEL 7 - UNITS	STAIR 2	STR2	179.69
	ROOF	ELEVATORS	ELVR1	210.00
	ROOF	SERV. ELEV.	ELVR2	73.11
	ROOF	STAIR 1	STR1	147.10
	ROOF	STAIR 2	STR2	146.33
				5,744.26 sq ft
Guest Balconies	LOBBY LEVEL	GUEST PATIO		257.02
	LEVEL 2 - UNITS	BALCONY	B2-1	1,324.36
	LEVEL 2 - UNITS	BALCONY	B2-2	349.77
	LEVEL 2 - UNITS	BALCONY	B2-3	172.00
	LEVEL 2 - UNITS	BALCONY	B2-4	172.00
	LEVEL 2 - UNITS	BALCONY	B2-5	349.77
	LEVEL 3 - UNITS	BALCONY	B3-1	1,350.83
	LEVEL 3 - UNITS	BALCONY	B3-2	349.77
	LEVEL 3 - UNITS	BALCONY	B3-3	172.00
	LEVEL 3 - UNITS	BALCONY	B3-4	172.00
	LEVEL 3 - UNITS	BALCONY	B3-5	347.50
	LEVEL 4 - UNITS	BALCONY	B4-1	1,321.17
	LEVEL 4 - UNITS	BALCONY	B4-2	331.26
	LEVEL 4 - UNITS	BALCONY	B4-3	172.00
	LEVEL 4 - UNITS	BALCONY	B4-4	172.00
	LEVEL 4 - UNITS	BALCONY	B4-5	331.26
	LEVEL 5 - UNITS	BALCONY	B5-1	961.14
	LEVEL 5 - UNITS	BALCONY	B5-2	85.07
	LEVEL 5 - UNITS	BALCONY	B5-3	172.00
	LEVEL 5 - UNITS	BALCONY	B5-4	172.00
	LEVEL 5 - UNITS	BALCONY	B5-5	85.07
	LEVEL 6 - UNITS	BALCONY	B6-1	1,323.20
	LEVEL 6 - UNITS	BALCONY	B6-2	336.34
	LEVEL 6 - UNITS	BALCONY	B6-3	172.00
	LEVEL 6 - UNITS	BALCONY	B6-4	172.00
	LEVEL 6 - UNITS	BALCONY	B6-5	333.07
	LEVEL 7 - UNITS	BALCONY	B7-1	519.76
	LEVEL 7 - UNITS	BALCONY	B7-2	717.59
	LEVEL 7 - UNITS	BALCONY	B7-3	172.00
	LEVEL 7 - UNITS	BALCONY	B7-4	172.00
	LEVEL 7 - UNITS	BALCONY	B7-5	188.29
				12,925.24 sq ft
Guest Terrace	LEVEL 4 - UNITS	TERRACE	T4-2	40.99
	LEVEL 4 - UNITS	TERRACE	T4-5	40.99
	LEVEL 5 - UNITS	TERRACE	T5-1	374.18
	LEVEL 5 - UNITS	TERRACE	T5-2	374.22
	LEVEL 5 - UNITS	TERRACE	T5-3	372.93
	LEVEL 5 - UNITS	TERRACE	T5-4	378.89
	LEVEL 7 - UNITS	TERRACE	B7-2	1,119.67
	LEVEL 7 - UNITS	TERRACE	B7-5	231.27
				2,931.14 sq ft
Guest Unit-Bathroom	LOBBY LEVEL	BATH SML	101	28.13
	LOBBY LEVEL	BATH ADAT-L	101	41.02
	LOBBY LEVEL	BATH LG-R	103	41.02
	LOBBY LEVEL	BATH SM-R	103	28.13
	LOBBY LEVEL	BATH SML	106	28.13
	LOBBY LEVEL	BATH LG-L	105	41.02
	LEVEL 2 - UNITS	BATH LG-L	201	41.02
	LEVEL 2 - UNITS	BATH SM-R	201	28.13
	LEVEL 2 - UNITS	BATH LG-R	202	41.02
	LEVEL 2 - UNITS	BATH SML	202	28.13
	LEVEL 2 - UNITS	BATH LG-L	203	41.02
	LEVEL 2 - UNITS	BATH LG-R	204	41.02
	LEVEL 2 - UNITS	BATH SM-R	204	28.13
	LEVEL 2 - UNITS	BATH LG-R	205	41.02
	LEVEL 2 - UNITS	BATH SM-R	205	28.13
	LEVEL 2 - UNITS	BATH SML	207	28.13
	LEVEL 2 - UNITS	BATH LG-L	207	43.06
	LEVEL 2 - UNITS	BATH LG-R CF	209	28.13
	LEVEL 2 - UNITS	BATH SM-R CF	209	28.13
	LEVEL 2 - UNITS	BATH SML CF	211	28.13
	LEVEL 2 - UNITS	BATH LG-L CF	211	41.02
	LEVEL 2 - UNITS	BATH LG-LP CF	212	49.62
	LEVEL 3 - UNITS	BATH SML	301	28.13
	LEVEL 3 - UNITS	BATH LG-L	301	41.02
	LEVEL 3 - UNITS	BATH SM-R	301	28.13
	LEVEL 3 - UNITS	BATH LG-R	302	41.02
	LEVEL 3 - UNITS	BATH SML	302	28.13
	LEVEL 3 - UNITS	BATH LG-L	303	28.13
	LEVEL 3 - UNITS	BATH LG-L	303	41.02
	LEVEL 3 - UNITS	BATH LG-L	304	68.74
	LEVEL 3 - UNITS	BATH LG-L	304	28.13
	LEVEL 3 - UNITS	BATH LG-R	305	41.02
	LEVEL 3 - UNITS	BATH SM-R	305	28.13
	LEVEL 3 - UNITS	BATH LG-L	307	41.02
	LEVEL 3 - UNITS	BATH SML	307	28.13
	LEVEL 3 - UNITS	BATH LG-R CF	309	41.02
	LEVEL 3 - UNITS	BATH SM-R CF	309	28.13
	LEVEL 3 - UNITS	BATH SM-R	311	28.13
	LEVEL 3 - UNITS	BATH LG-L	311	41.02
	LEVEL 3 - UNITS	BATH SM-L	312	28.13
	LEVEL 3 - UNITS	BATH LG-LP	312	49.62
	LEVEL 3 - UNITS	BATH SML	312	28.13
	LEVEL 3 - UNITS	BATH SM-R	315	28.13
	LEVEL 3 - UNITS	BATH LG-R	315	41.02
	LEVEL 3 - UNITS	BATH SM	317	28.13
	LEVEL 3 - UNITS	BATH LG-L	317	41.02
	LEVEL 3 - UNITS	BATH LG-R CF	318	41.02
	LEVEL 3 - UNITS	BATH SM-R CF	318	28.13
	LEVEL 3 - UNITS	BATH SM-R	319	28.13
	LEVEL 3 - UNITS	BATH LG-R	319	41.02
	LEVEL 3 - UNITS	BATH LG-L	320	41.02
	LEVEL 3 - UNITS	BATH SML	320	28.13
	LEVEL 3 - UNITS	BATH SML	321	28.13
	LEVEL 3 - UNITS	BATH LG-L	321	41.02
	LEVEL 3 - UNITS	BATH LG-R	323	41.02
	LEVEL 3 - UNITS	BATH SM-R	323	28.13
	LEVEL 3 - UNITS	BATH SML	324	28.13
	LEVEL 3 - UNITS	BATH SML	324	41.45
	LEVEL 3 - UNITS	BATH LG-R	325	41.02
	LEVEL 3 - UNITS	BATH SML	325	28.13
	LEVEL 3 - UNITS	BATH LG-L	326	41.02
	LEVEL 3 - UNITS	BATH SM-R	326	28.13
	LEVEL 4 - UNITS	BATH SM-R	301	32.82
	LEVEL 4 - UNITS	BATH LG-L	401	41.02
	LEVEL 4 - UNITS	BATH LG-R	402	41.02
	LEVEL 4 - UNITS	BATH SML	403	28.13
	LEVEL 4 - UNITS	BATH LG-L	403	41.02
	LEVEL 4 - UNITS	BATH LG-R6	404	67.17
	LEVEL 4 - UNITS	BATH SM-R	404	28.13
	LEVEL 4 - UNITS	BATH SM-R	406	28.13
	LEVEL 4 - UNITS	BATH LG-R	405	41.02
	LEVEL 4 - UNITS	BATH SML	407	28.13
	LEVEL 4 - UNITS	BATH LG-L	407	41.02
	LEVEL 4 - UNITS	BATH LG-R	409	41.02
	LEVEL 4 - UNITS	BATH SM-R	409	28.13
	LEVEL 4 - UNITS	BATH SML	411	28.13
	LEVEL 4 - UNITS	BATH LG-L	411	41.02
	LEVEL 4 - UNITS	BATH LG-LP	412	49.62
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	LEVEL 4 - UNITS	BATH SML	412	28.13
	LEVEL 4 - UNITS	BATH SM-R	415	28.13
	LEVEL 4 - UNITS	BATH LG-R	415	41.02
	LEVEL 4 - UNITS	BATH SM	417	28.13
	LEVEL 4 - UNITS	BATH LG-L	417	41.02
	LEVEL 4 - UNITS	BATH LG-R	418	41.02
	LEVEL 4 - UNITS	BATH SM-R	418	28.13
	LEVEL 4 - UNITS	BATH LG-R	419	43.06
	LEVEL 4 - UNITS	BATH SM-R	419	28.13
	LEVEL 4 - UNITS	BATH SML	420	28.13
	LEVEL 4 - UNITS	BATH LG-L	420	41.02
	LEVEL 4 - UNITS	BATH SML	421	28.13
	LEVEL 4 - UNITS	BATH LG-L	421	41.28
	LEVEL 4 - UNITS	BATH SM-R	423	28.13
	LEVEL 4 - UNITS	BATH LG-R	423	41.02
	LEVEL 4 - UNITS	BATH ADA-S-L CF	424	68.74
	LEVEL 4 - UNITS	BATH SML CF	424	28.13
	LEVEL 4 - UNITS	BATH SML CF	425	28.13
	LEVEL 4 - UNITS	BATH LG-R CF	425	41.02
	LEVEL 4 - UNITS	BATH LG-L	426	41.02
	LEVEL 4 - UNITS	BATH SML CF	501	28.13
	LEVEL 5 - UNITS	BATH LG-L CF	501	41.02
	LEVEL 5 - UNITS	BATH SM-R	502	28.13
	LEVEL 5 - UNITS	BATH ADA-S-R	502	70.81
	LEVEL 5 - UNITS	BATH SML	503	28.13
	LEVEL 5 - UNITS	BATH LG-R	503	41.02
	LEVEL 5 - UNITS	BATH SML	505	28.13
	LEVEL 5 - UNITS	BATH LG-L	505	41.02
	LEVEL 5 - UNITS	BATH LG-R	507	41.02
	LEVEL 5 - UNITS	BATH SM-R	507	28.13
	LEVEL 5 - UNITS	BATH LG-L	509	41.02
	LEVEL 5 - UNITS	BATH SML	509	28.13
	LEVEL 5 - UNITS	BATH SML	510	28.13
	LEVEL 5 - UNITS	BATH SML	510	28.13
	LEVEL 5 - UNITS	BATH LG-R	511	41.02
	LEVEL 5 - UNITS	BATH SM-R	511	28.13
	LEVEL 5 - UNITS	BATH LG-LP	512	49.62
	LEVEL 5 - UNITS	BATH LG-L	515	41.02
	LEVEL 5 - UNITS	BATH SML	515	28.13

BUILDING AREAS BY CATEGORY				
CATEGORY	STORY	ZONE NAME	#	AREA (SF)
Circulation-Horz.	LEVEL 2 - UNITS	BATH SM-L CF	212	28.13
	LEVEL 2 - UNITS	BATH SM-L CF	212	28.13
	LEVEL 2 - UNITS	BATH LG-R	215	41.02
	LEVEL 2 - UNITS	BATH SM-R	215	28.13
	LEVEL 2 - UNITS	BATH SM	217	28.13
	LEVEL 2 - UNITS	BATH LG-L	217	41.02
	LEVEL 2 - UNITS	BATH SM-R	218	28.13
	LEVEL 2 - UNITS	BATH LG-R	218	41.02
	LEVEL 2 - UNITS	BATH SM-R	219	28.13
	LEVEL 2 - UNITS	BATH LG-R	219	41.02
	LEVEL 2 - UNITS	BATH LG-L	220	41.02
	LEVEL 2 - UNITS	BATH SML	220	28.13
	LEVEL 2 - UNITS	BATH LG-L	221	41.02
	LEVEL 2 - UNITS	BATH SML	221	28.13
	LEVEL 2 - UNITS	BATH LG-R	223	41.02
	LEVEL 2 - UNITS	BATH SM-R	223	28.13
	LEVEL 2 - UNITS	BATH ADA-S-L	224	70.81
	LEVEL 2 - UNITS	BATH SML	224	28.13
	LEVEL 2 - UNITS	BATH LG-R	225	41.02
	LEVEL 2 - UNITS	BATH SML	225	28.13
	LEVEL 2 - UNITS	BATH LG-L	226	41.02
	LEVEL 2 - UNITS	BATH SM-R	226	28.13
	LEVEL 3 - UNITS	BATH LG-L	301	41.02
	LEVEL 3 - UNITS	BATH SM-R	301	32.82
	LEVEL 3 - UNITS	BATH LG-R	302	41.02
	LEVEL 3 - UNITS	BATH SML	302	32.83
	LEVEL 3 - UNITS	BATH SML	303	28.13
	LEVEL 3 - UNITS	BATH LG-L	303	41.02
	LEVEL 3 - UNITS	BATH ADA-V-R	304	68.74
	LEVEL 3 - UNITS	BATH SM-R	304	28.13
	LEVEL 3 - UNITS	BATH LG-R	305	41.02
	LEVEL 3 - UNITS	BATH SM-R	305	28.13
	LEVEL 3 - UNITS	BATH LG-L	307	41.02
	LEVEL 3 - UNITS	BATH SML	307	28.13
	LEVEL 3 - UNITS	BATH LG-R CF	309	41.02
	LEVEL 3 - UNITS	BATH SM-R CF	309	28.13
	LEVEL 3 - UNITS	BATH SM-R	311	28.13
	LEVEL 3 - UNITS	BATH LG-L	311	41.02
	LEVEL 3 - UNITS	BATH SML	312	28.13
	LEVEL 3 - UNITS	BATH LG-LP	312	49.62
	LEVEL 3 - UNITS	BATH SML	312	28.13
	LEVEL 3 - UNITS	BATH SM-R	315	28.13
	LEVEL 3 - UNITS	BATH LG-R	315	41.02
	LEVEL 3 - UNITS	BATH SM	317	28.13
	LEVEL 3 - UNITS	BATH LG-L	317	41.02
	LEVEL 3 - UNITS	BATH LG-R CF	318	41.02
	LEVEL 3 - UNITS	BATH SM-L CF	318	28.13
	LEVEL 3 - UNITS	BATH SM-R	319	28.13
	LEVEL 3 - UNITS	BATH LG-R	319	41.02
	LEVEL 3 - UNITS	BATH LG-L	320	41.02
LEVEL 3 - UNITS	BATH SML	320	28.13	
LEVEL 3 - UNITS	BATH SML	321	28.13	
LEVEL 3 - UNITS	BATH LG-L	321	41.02	
LEVEL 3 - UNITS	BATH LG-R	323	41.02	
LEVEL 3 - UNITS	BATH SM-R	323	28.13	
LEVEL 3 - UNITS	BATH SML	324	28.13	
LEVEL 3 - UNITS	BATH LG-L	324	41.45	
LEVEL 3 - UNITS	BATH LG-R	325	41.02	
LEVEL 3 - UNITS	BATH SML	325	28.13	
LEVEL 3 - UNITS	BATH LG-L	326	41.02	
LEVEL 3 - UNITS	BATH SM-R	326	28.13	
LEVEL 4 - UNITS	BATH SM-R	301	32.82	
LEVEL 4 - UNITS	BATH LG-L	401	41.02	
LEVEL 4 - UNITS	BATH LG-R	402	41.02	
LEVEL 4 - UNITS	BATH SML	403	28.13	
LEVEL 4 - UNITS	BATH LG-L	403	41.02	
LEVEL 4 - UNITS	BATH LG-R6	404	67.17	
LEVEL 4 - UNITS	BATH SM-R	404	28.13	
LEVEL 4 - UNITS	BATH SM-R	405	28.13	
LEVEL 4 - UNITS	BATH LG-R	405	41.02	
LEVEL 4 - UNITS	BATH SML	407	28.13	
LEVEL 4 - UNITS	BATH LG-L	407	41.02	
LEVEL 4 - UNITS	BATH LG-R	409	41.02	
LEVEL 4 - UNITS	BATH SM-R	409	28.13	
LEVEL 4 - UNITS	BATH SML	411	28.13	
LEVEL 4 - UNITS	BATH LG-L	411	41.02	
LEVEL 4 - UNITS	BATH LG-LP	412	49.62	
LEVEL 4 - UNITS	BATH SML	412	28.13	
LEVEL 4 - UNITS	BATH SML	412	28.13	
LEVEL 4 - UNITS	BATH SM-R	415	28.13	
LEVEL 4 - UNITS	BATH LG-R	415	41.02	
LEVEL 4 - UNITS	BATH SM	417	28.13	
LEVEL 4 - UNITS	BATH LG-L	417	41.02	
LEVEL 4 - UNITS	BATH LG-R	418	41.02	
LEVEL 4 - UNITS	BATH SM-R	418	28.13	
LEVEL 4 - UNITS	BATH LG-R	419	43.06	
LEVEL 4 - UNITS	BATH SM-R	419	28.13	
LEVEL 4 - UNITS	BATH SML	420	28.13	
LEVEL 4 - UNITS	BATH LG-L	420	41.02	
LEVEL 4 - UNITS	BATH SML	421	28.13	
LEVEL 4 - UNITS	BATH LG-L	421	41.28	
LEVEL 4 - UNITS	BATH SM-R	423	28.13	
LEVEL 4 - UNITS	BATH LG-R	423	41.02	
LEVEL 4 - UNITS	BATH ADA-S-L CF	424	68.74	
LEVEL 4 - UNITS	BATH SM-L CF	424	28.13	
LEVEL 4 - UNITS	BATH SM-L CF	425	28.13	
LEVEL 4 - UNITS	BATH LG-R CF	425	41.02	
LEVEL 4 - UNITS	BATH LG-L	426	41.02	
LEVEL 5 - UNITS	BATH SM-L CF	501	28.13	
LEVEL 5 - UNITS	BATH LG-L CF	501	41.02	
LEVEL 5 - UNITS	BATH SM-R	502	28.13	
LEVEL 5 - UNITS	BATH ADA-S-R	502	70.81	
LEVEL 5 - UNITS	BATH SM-R	503	28.13	
LEVEL 5 - UNITS	BATH SM-R	503	41.02	
LEVEL 5 - UNITS	BATH SML	505	28.13	
LEVEL 5 - UNITS	BATH LG-L	505	41.02	
LEVEL 5 - UNITS	BATH LG-R	507	41.02	
LEVEL 5 - UNITS	BATH SM-R	507	28.13	
LEVEL 5 - UNITS	BATH LG-L	509	41.02	
LEVEL 5 - UNITS	BATH SML	509	28.13	
LEVEL 5 - UNITS	BATH SML	510	28.13	
LEVEL 5 - UNITS	BATH SML	510	28.13	
LEVEL 5 - UNITS	BATH LG-R	511	41.02	
LEVEL 5 - UNITS	BATH SM-R	511	28.13	
LEVEL 5 - UNITS	BATH LG-LP	512	49.62	
LEVEL 5 - UNITS	BATH LG-L	515	41.02	
LEVEL 5 - UNITS	BATH SML	515	28.13	

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BM Server: BIMSERVER\BIM - BIM Server (18.0)Bay HarborBay Harbor



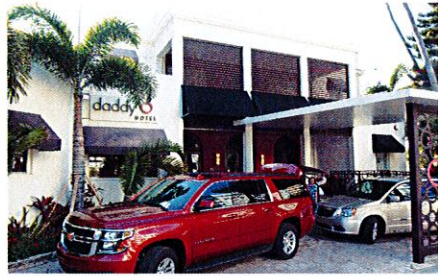
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2. Island Place Residences - 9721 E. Bay Harbor Dr.



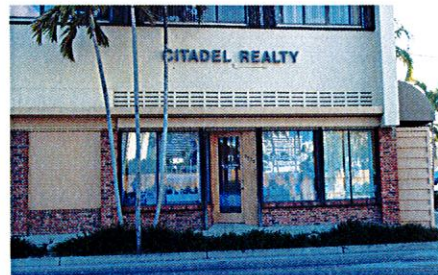
3. 5 Story Residences - 9700 E. Bay Harbor Dr.



4. Daddy O Hotel - 9660 E. Bay Harbor Dr.



5. Palm Restaurant - 9650 E. Bay Harbor Dr.

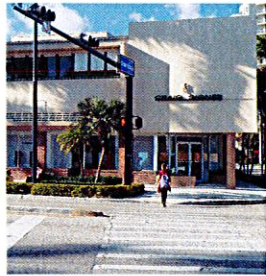


6. Citadel Realty - 9630 E. Bay Harbor Dr.



ADJACENT LAND USES WITHIN 300' OF GRAND BEACH HOTEL

SCALE: 1" = 50'



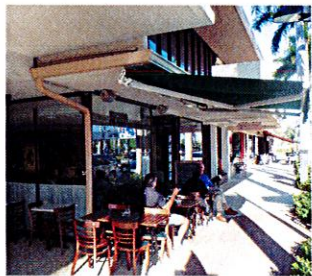
7. Craig Signer Clothing - 1001 Kane Concourse



10. Betto's Restaurant - 1009 Kane Concourse



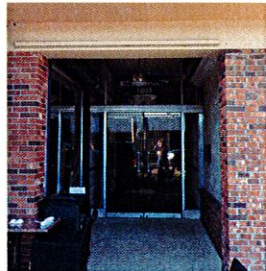
13. Subway Restaurant - 1017 Kane Concourse



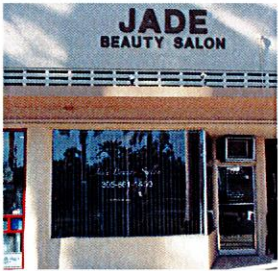
16. Bistro Cafe and Bakery - 1023 Kane Concourse



22. Ocean Cadillac - 1000 Kane Concourse



8. KC Property - 1005 Kane Concourse



11. Jade Beauty Salon - 1013 Kane Concourse



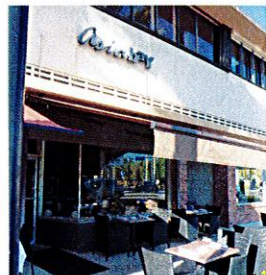
14. Salon Pooch-Ini - 1019 Kane Concourse



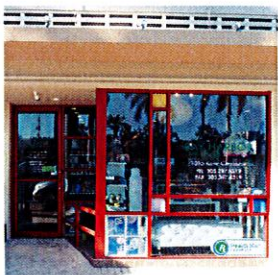
17. Atlantic Pacific Company - 1025 Kane Concourse



23. Riviera Apartments - 9541 E. Bay Harbor Dr.



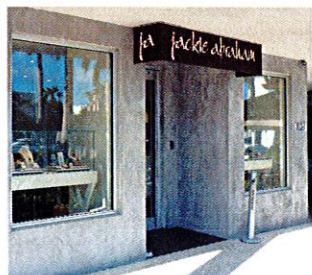
9. Asia Bay Restaurant - 1007 Kane Concourse



12. Bay Harbor Drugs - 1015 Kane Concourse



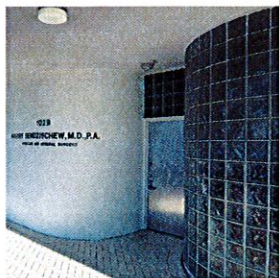
15. Turnberry Realty - 1021 Kane Concourse



18. Jackie Abraham Jewelers - 1027 Kane Concourse



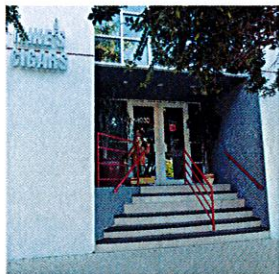
24. TAUBCO - 9557 E. Bay Harbor Dr.



19. Harry Sendzischew M.D. - 1029 Kane Concourse



20. Daniel Weissman D.M.D. - 1031 Kane Concourse



21. Mike's Cigars - 1030 Kane Concourse

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AS 95403

CONSULTANT:

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FAX: 305.555.1112

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

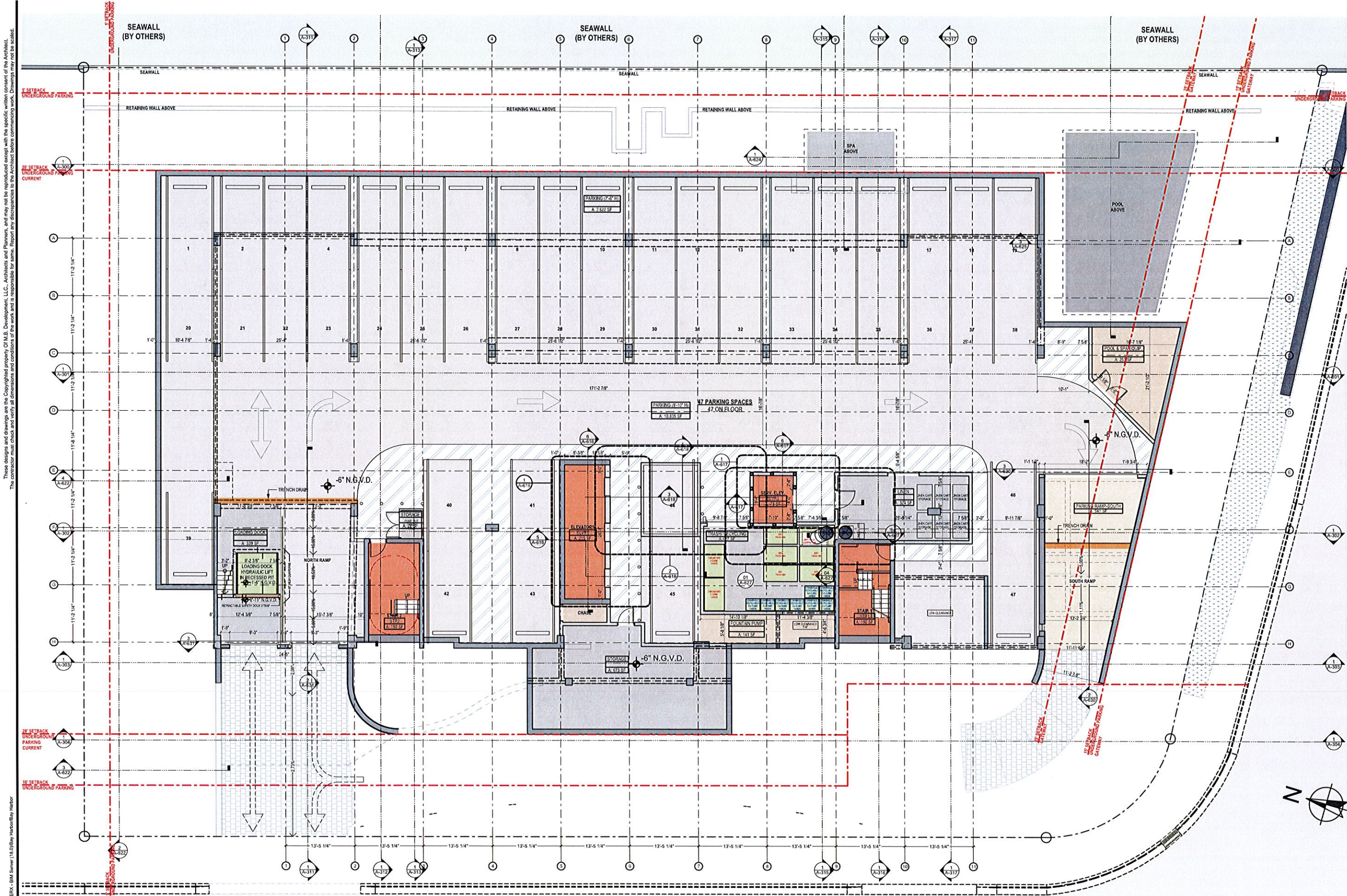
ADJACENT LAND USES

No. REVISION DATE

A-002

PROJECT DATA

R. DATE 5/20/2015



BM Survey: BIM/SURVEY - BIM Survey (18.0) Bay Harbor/Bay Harbor

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1
A-100 **PARKING LEVEL**
SCALE: 1/8" = 1'-0"

**MB**
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Architect:
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AS 9403

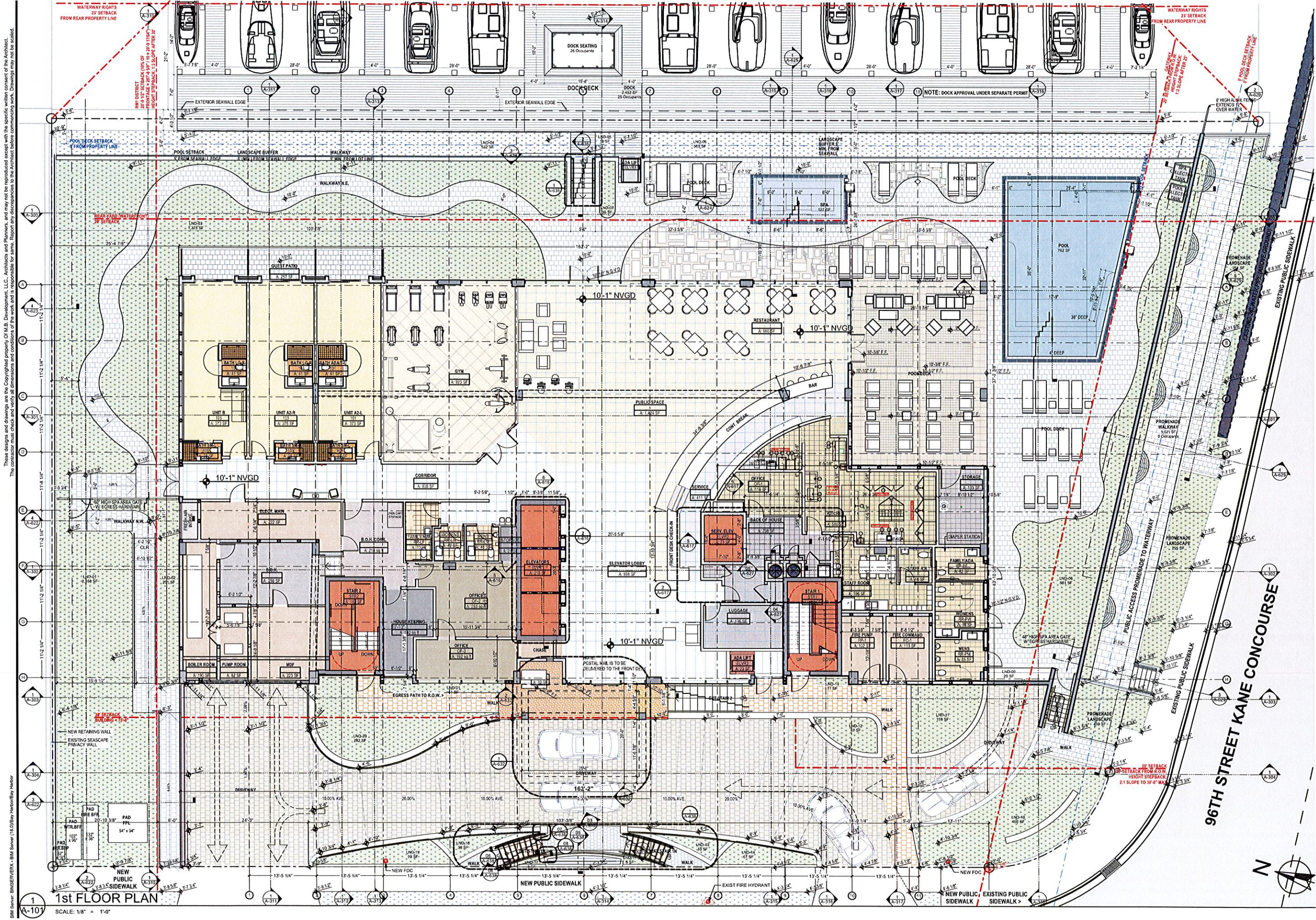
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ARCHITECTURAL - CIVIL
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GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
LOWER LEVEL - GARAGE

NO. REVISION DATE

A-100
PLANS
DATE
5/20/2015



SEAL:

Architect: JOHN K. CARNO
AS 9403

CONSULTANT:

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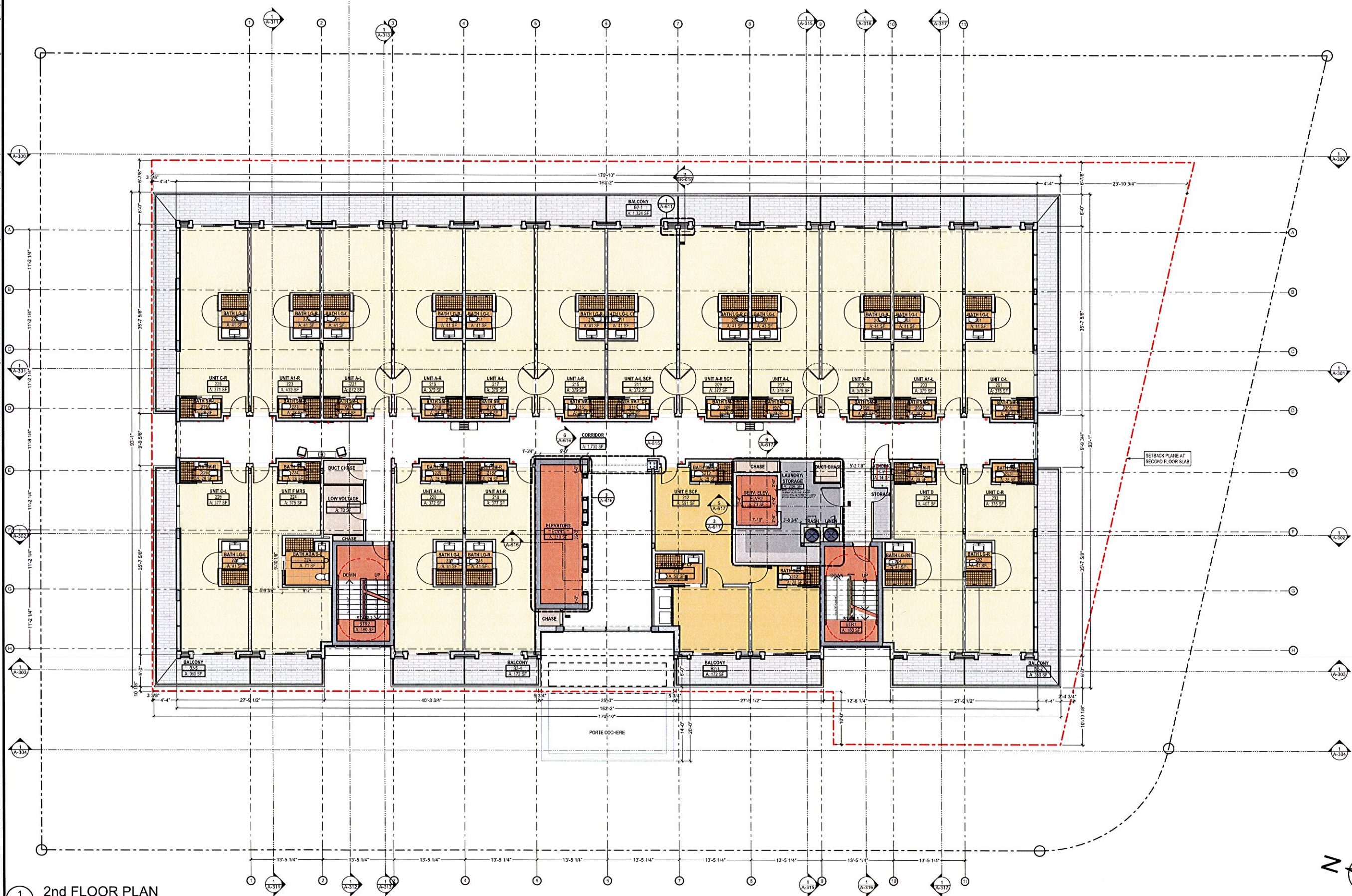
GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
LEVEL 1 - LOBBY

PLANS

A-101

DATE: 5/20/2015

BM Server: BIMSERVER - BIM Server (18.0) Bay Harbor Bay Harbor
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1 2nd FLOOR PLAN
SCALE: 1/8" = 1'-0"

DEVELOPMENT
9418 Collins Ave.
Surfside, FL 33154
info@mbdevelopment.net

SEAL:
Architect:
JOHN K. CARINO
A# 95403

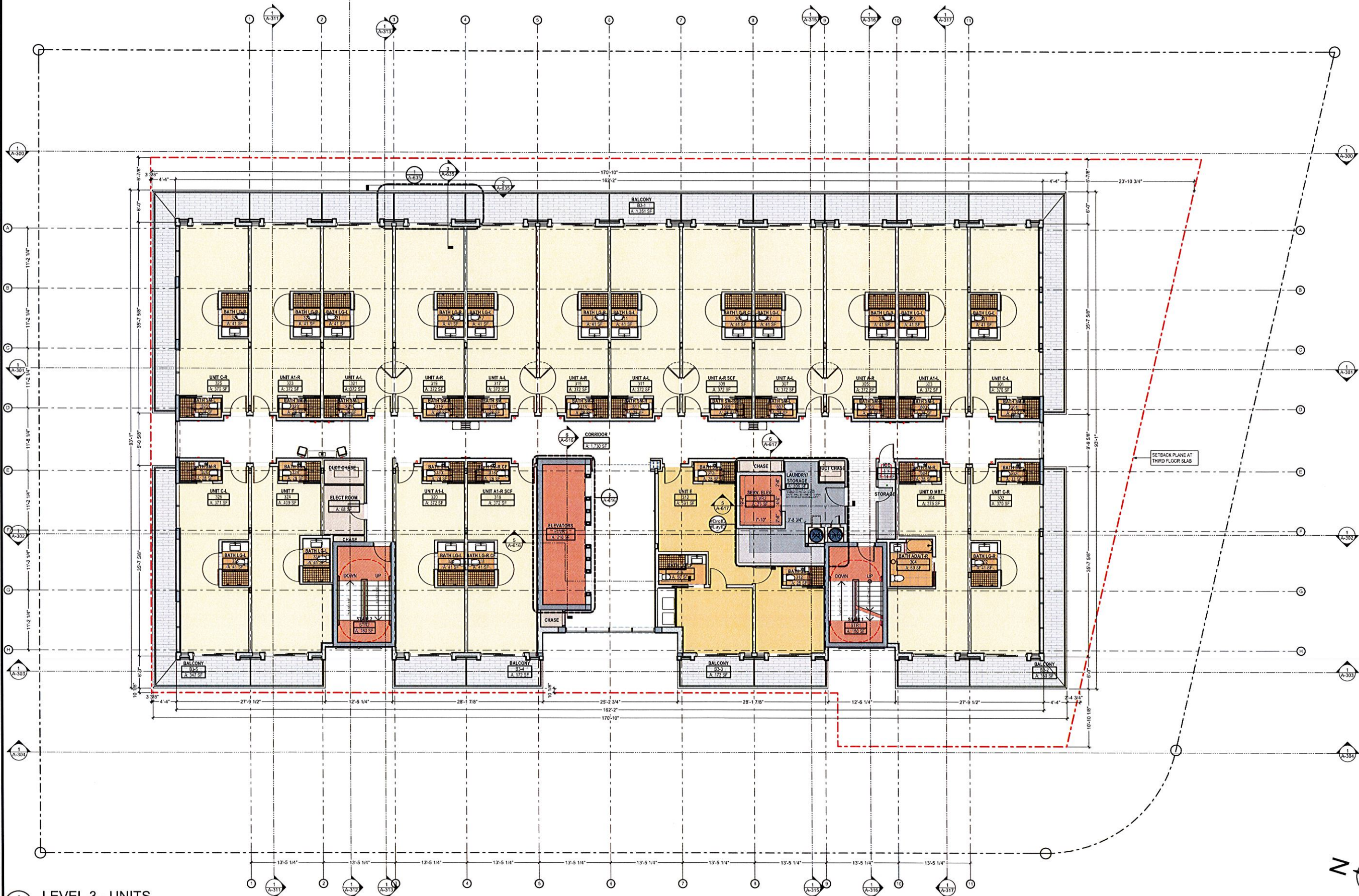
CONSULTANT:
CARINO & CO.
ARCHITECTURE + DESIGN
JOHN K. CARINO
ARCHITECT
A# 95403
CONSULTANT
1001 E. BAY HARBOR DRIVE, SUITE 200
BAY HARBOR, FL 33154

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
LEVEL 2 - UNITS

No. REVISION DATE

A-102
PLANS
DATE
5/21/2015

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1 LEVEL 3 - UNITS
A-103

SCALE: 1/8" = 1'-0"

DEVELOPMENT
9418 Collins Ave.
Surfside, FL 33154
info@mbdevelopment.com

SEAL:

Architect:
JOHN K. CARINO
AR 9403

CONSULTANT:

CARINO & CO.
ARCHITECTURAL DESIGN
10000 W. BAYHARBOR DRIVE, SUITE 100
BAYHARBOR, FL 33154
TEL: 305.444.1111
WWW.CARINOANDCO.COM

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

LEVEL 3 - UNITS

No. REVISION DATE

A-103

PLANS

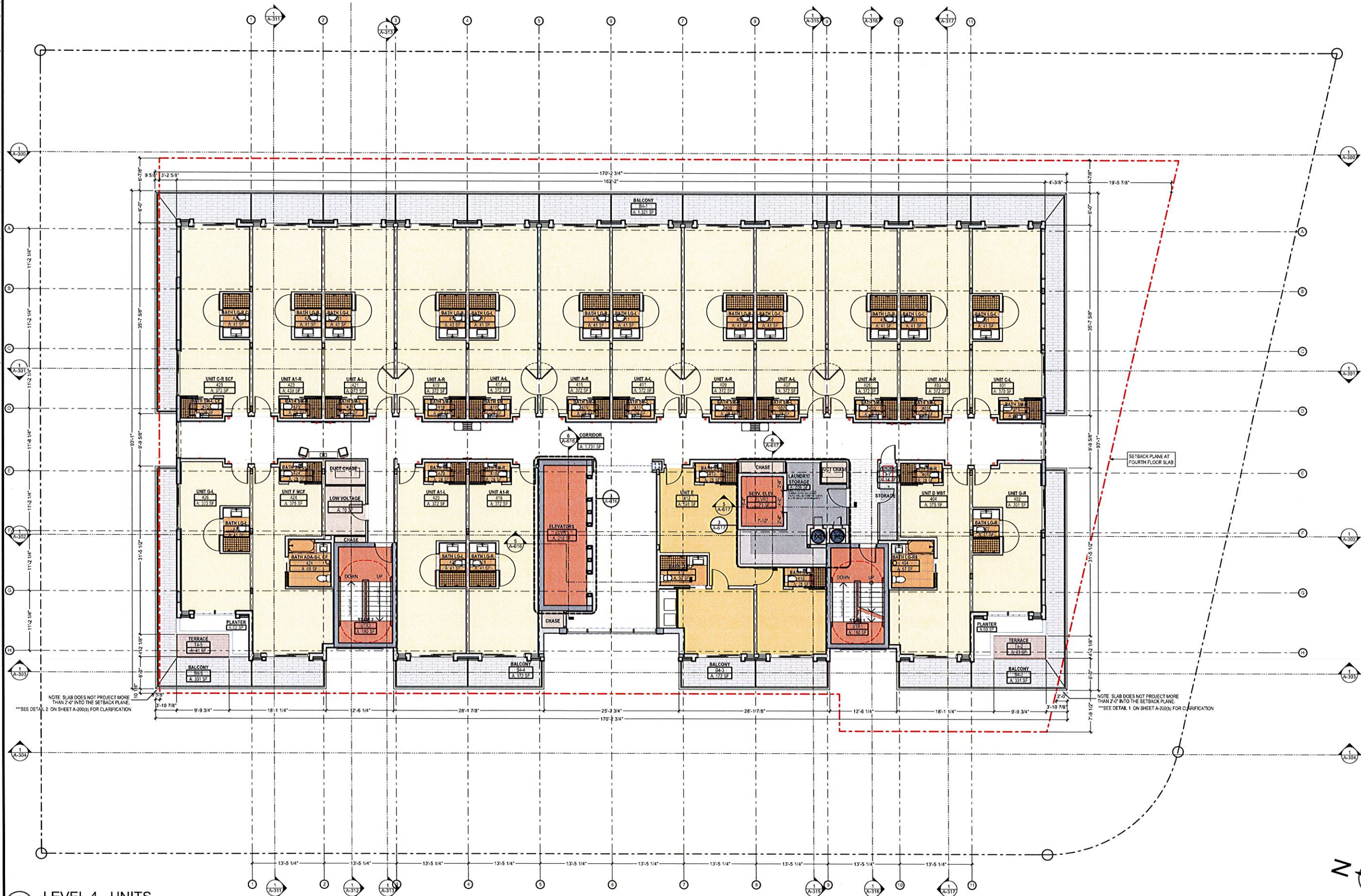
R.

DATE

5/21/2015

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BM Server: BIMSERVER - BIM Server (18.0) Bay Harbor Bay Harbor



1
A-104
LEVEL 4 - UNITS
SCALE: 1/8" = 1'-0"

DEVELOPMENT
9418 COLONY AVE.
SUNRISE, FL 33154
info@cmdevelopment.net

Architect:
JOHN K. CARINO
AF 9403

CONSULTANT:

CARINO & CO.
ARCHITECTS & PLANNERS
10001 N. W. 11TH AVE., SUITE 100
MIAMI, FL 33157
TEL: 305.444.1111
FAX: 305.444.1112

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

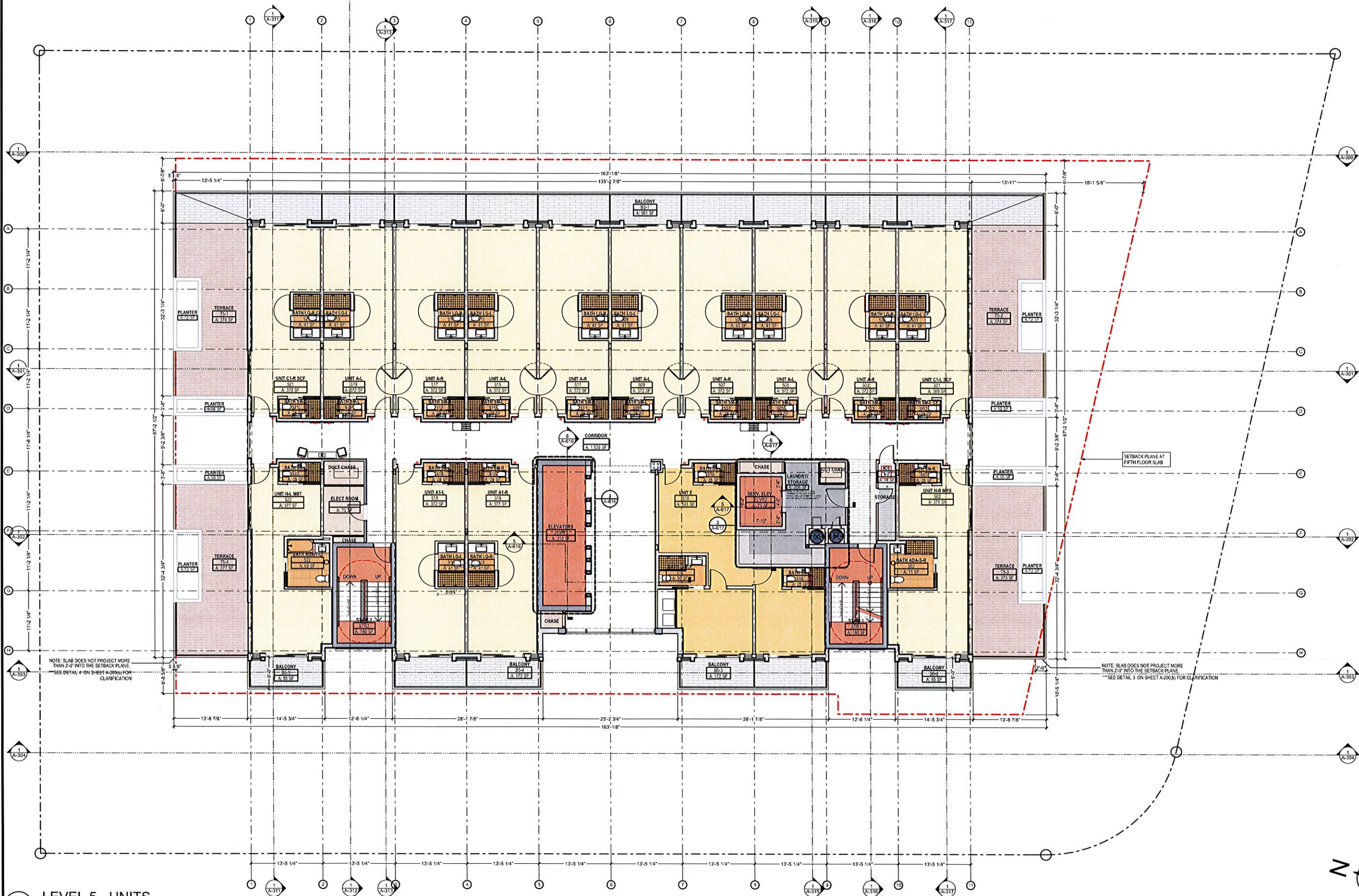
LEVEL 4 - UNITS

No. REVISION DATE

A-104
PLANS
DATE
5/21/2015

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BM Server: BMSEVERX - BIM Server (18.0) Bay Harbor Bay Harbor



1
A-105
LEVEL 5 - UNITS
SCALE: 1/8" = 1'-0"

DEVELOPMENT
9418 Collins Ave.
Suite 406, FL 33154
info@mbdevelopment.net

Architect:
JOHN K. CARINO
AS 9403

Consultant:

CABINO & CO.
ARCHITECTURAL DESIGN
JOHN K. CARINO
ARCHITECT
10000 BAYHARBOR DRIVE
SUITE 406
BAYHARBOR, FL 33154

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

LEVEL 5 - UNITS

No. REVISION DATE

A-105
PLANS
DATE
5/21/2015

BIM Server: BIMSERVERX - BIM Server (18.0)/Bay Harbor/Bay Harbor

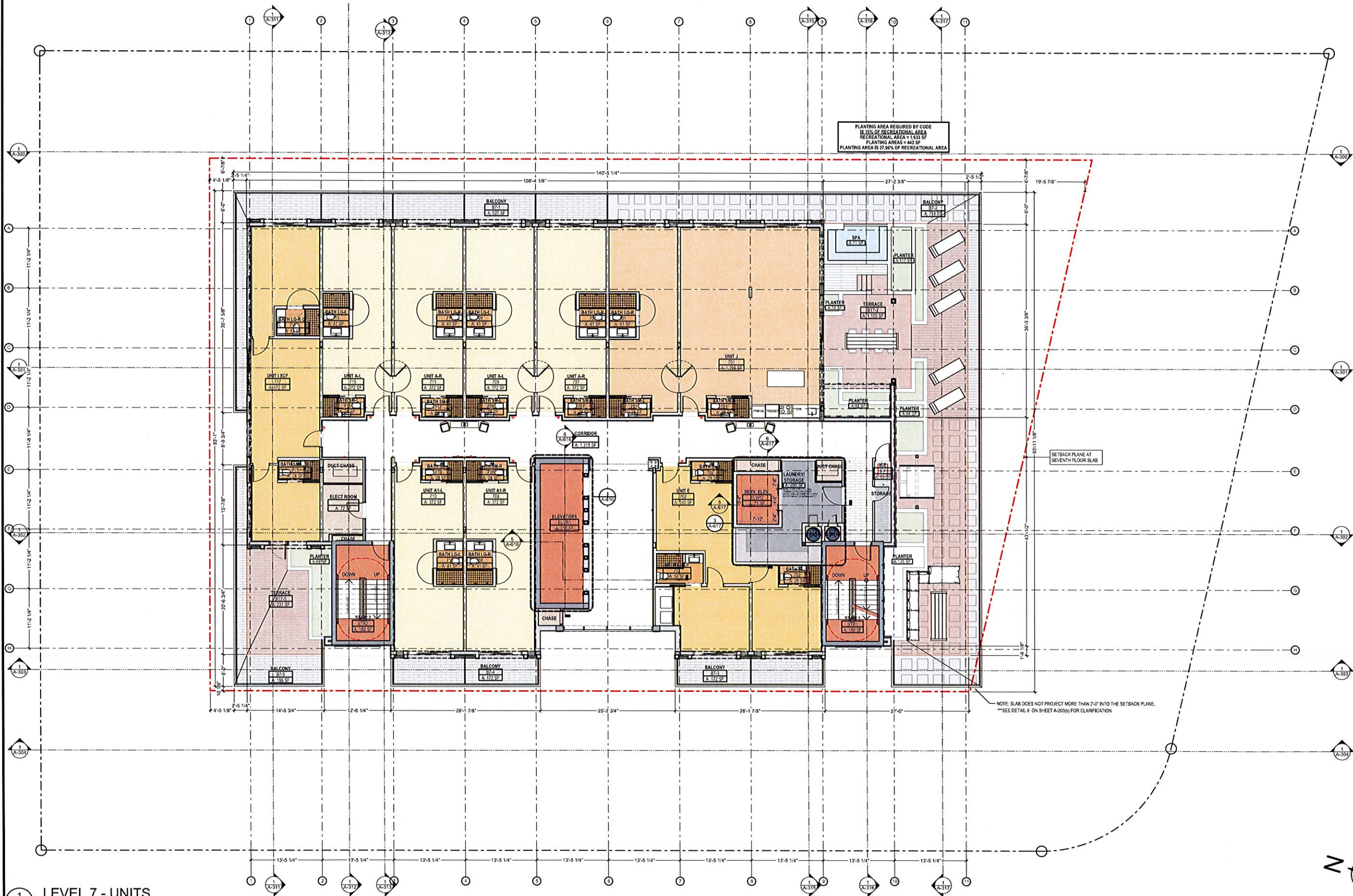


SCALE: 1/8" = 1'-0"

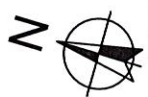
R. DATE 5/21/2015

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BIM Server: BIA/SERVERX - BIM Server (11.0) Bay Harbor/Bay Harbor



1
A-107
LEVEL 7 - UNITS
SCALE: 1/8" = 1'-0"



DEVELOPMENT
9418 Collins Ave.
Suite 400, FL 33154
info@mbdevelopment.net

Architect:
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AS 9403

CONSULTANT:
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1001 N. W. 10th St., Suite 100
Fort Lauderdale, FL 33304
Phone: 754.466.1111
Fax: 754.466.1112
www.carinoandco.com

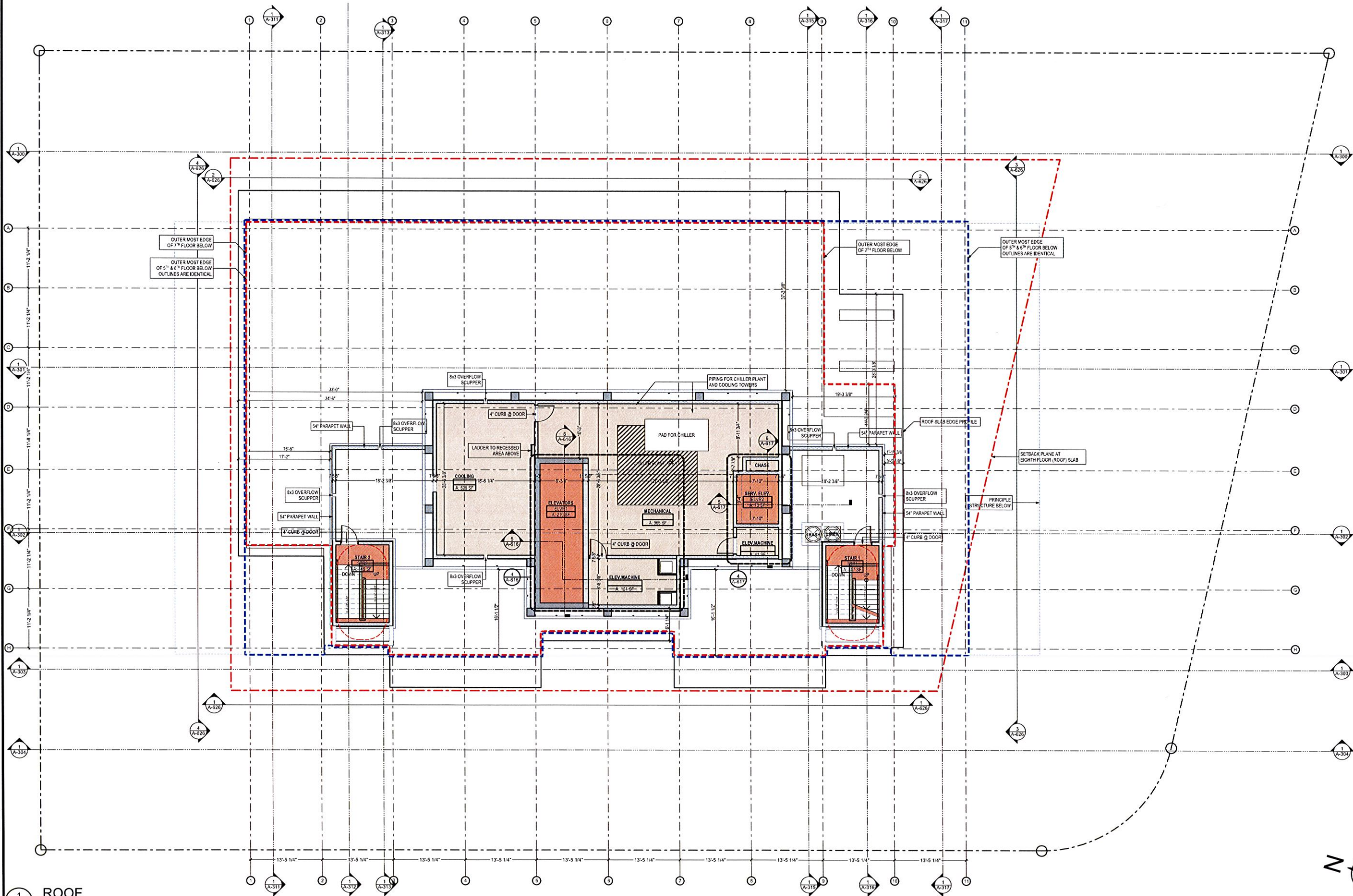
GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
LEVEL 7 - UNITS

No. REVISION DATE

A-107
PLANS
DATE
5/21/2015

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BM Server: BIMSERVER - BIM Server (18.0) Bay Harbor/Bay Harbor



1
A-108
ROOF
SCALE: 1/8" = 1'-0"

DEVELOPMENT
9418 Collins Ave.
Suite 300, FL 33154
info@mbdevelopment.com

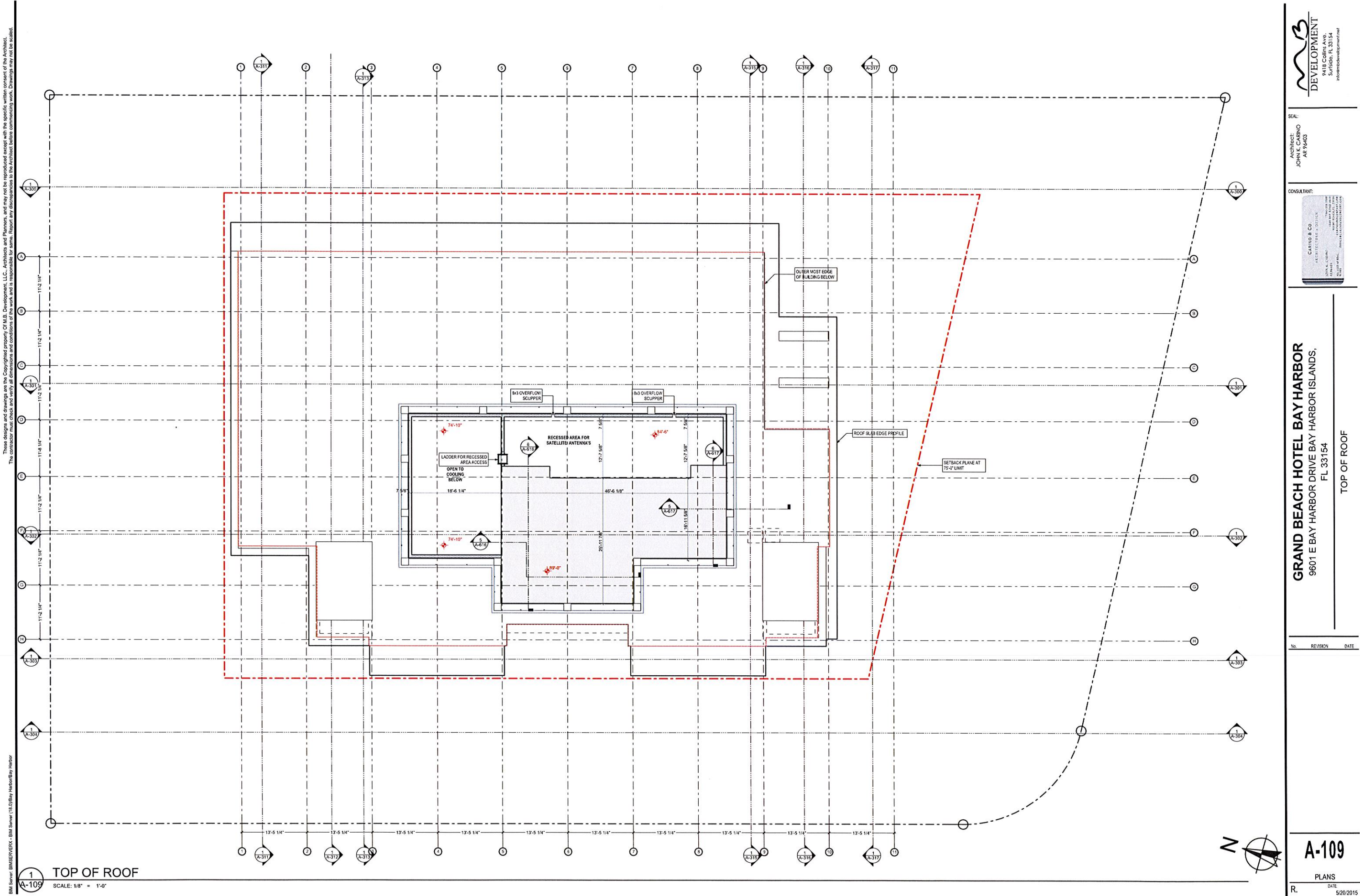
Architect:
JOHN K. CARINO
A-95403

CONSULTANT:
CARINO & CO.
ARCHITECTURE + DESIGN
JOHN K. CARINO
A-95403
1000 BAY HARBOR DRIVE
SUITE 300
BAY HARBOR, FL 33154

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
LEVEL 8 - ROOF

No. REVISION DATE

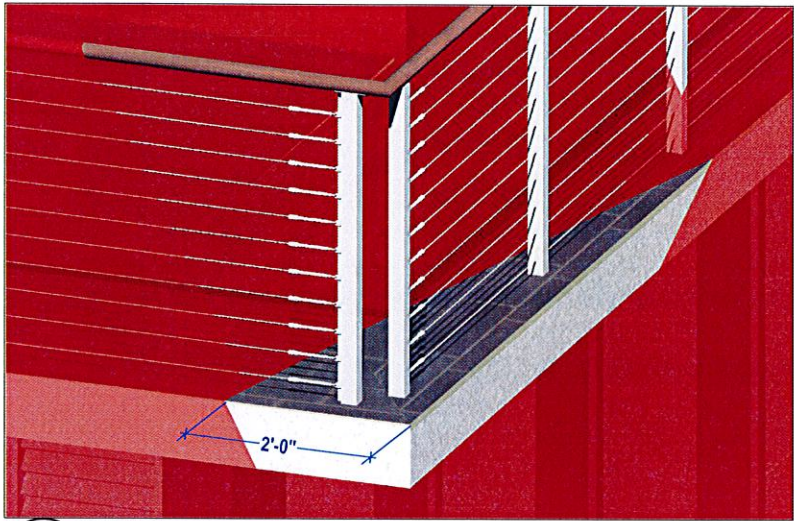
A-108
PLANS
DATE
5/21/2015



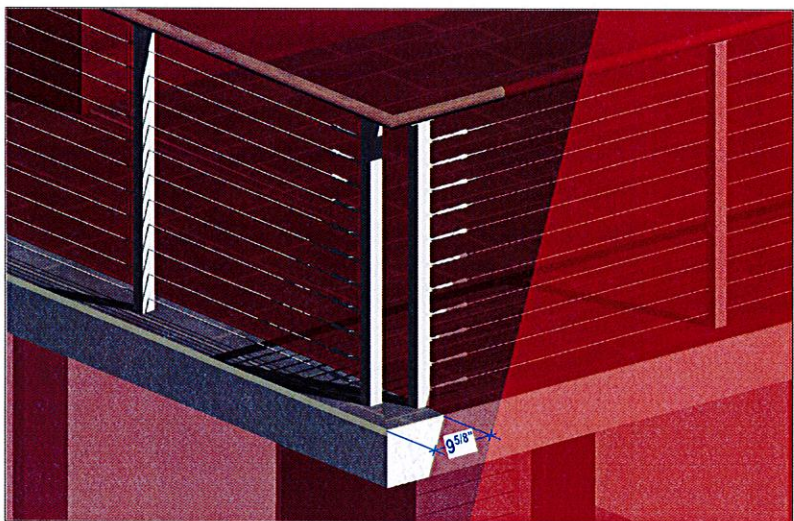


4 NE PERSPECTIVE

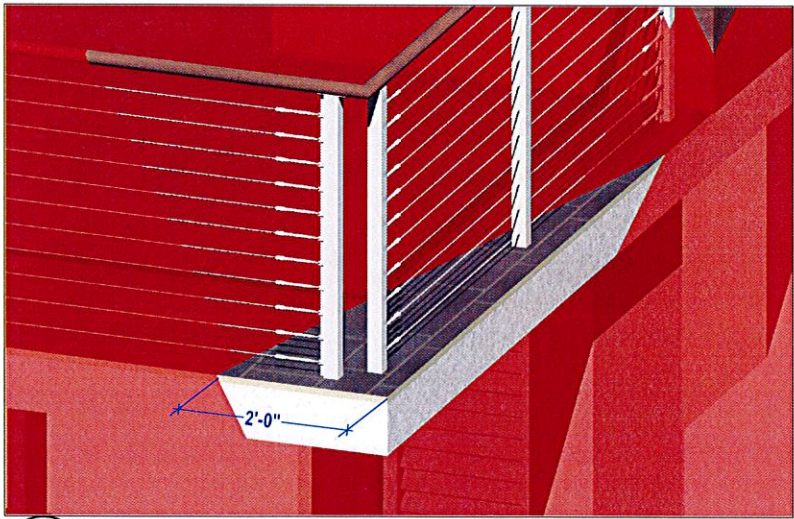




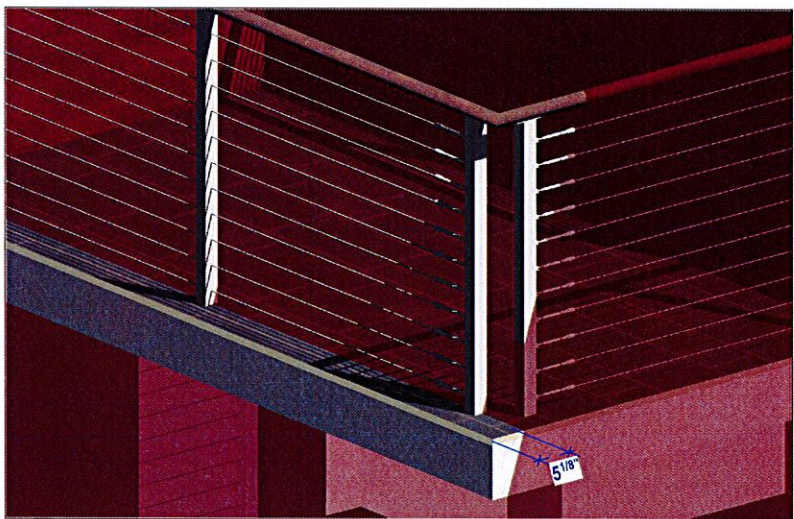
1 LEVEL 4 - SOUTH ELEVATION
A-200(b)



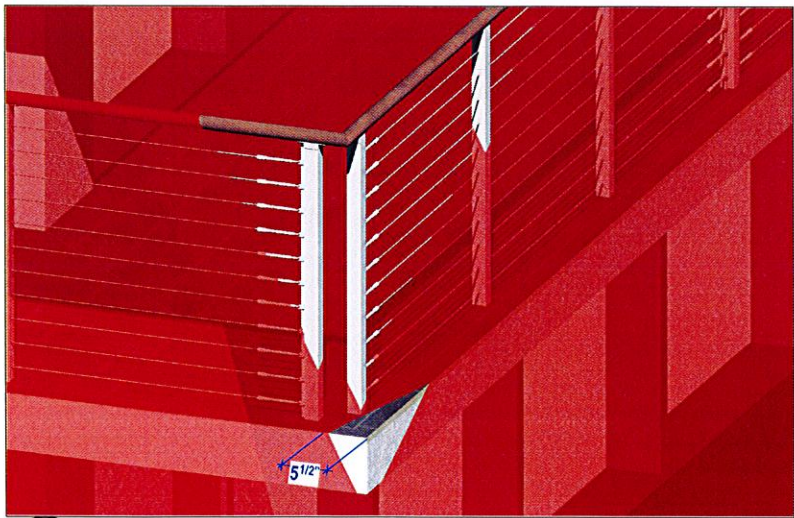
2 LEVEL 4 - NORTH ELEVATION
A-200(b)



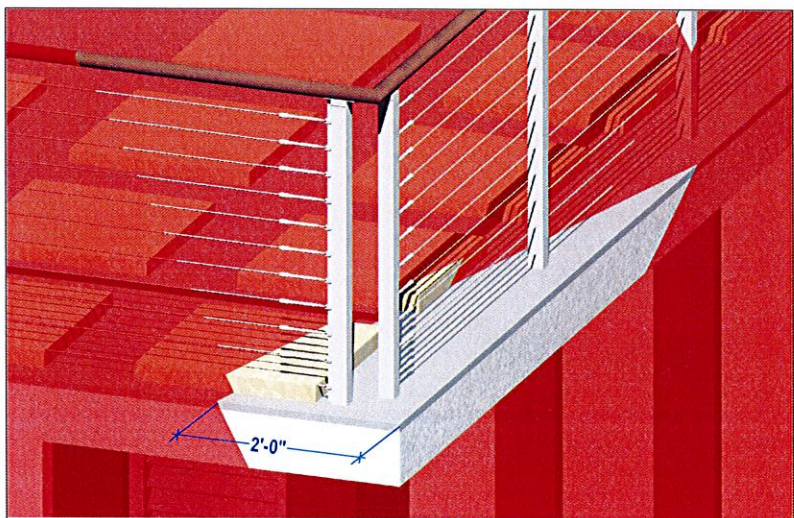
3 LEVEL 5 - SOUTH ELEVATION
A-200(b)



4 LEVEL 5 - NORTH ELEVATION
A-200(b)



5 LEVEL 6 - SOUTH ELEVATION
A-200(b)



6 LEVEL 7 - SOUTH ELEVATION
A-200(b)

BIM Server: BIMSERVERX - BIM Server (18.0)/Bay Harbor/Bay Harbor



Architect:
JOHN K. CARINO
AR 96403

CONSULTANT

CARINO & CO.
ARCHITECTURE + DESIGN

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304608
HOLLISTON RD.
WILKES
OFFICE: 304.608.3110
CARINOD@CARINO.COM
1040 EAST JORDAN BLVD.
STAGG, AL 35149

**WACHS HOTEL BAY
HARBOR DRIVE BAY HARBOR
FL 33154
WEST ELEVATION**

No.	REVISION	DATE
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A-201

ELEVATIONS

R. DATE: 5/20/2015



CONSULTANT



FL 33154

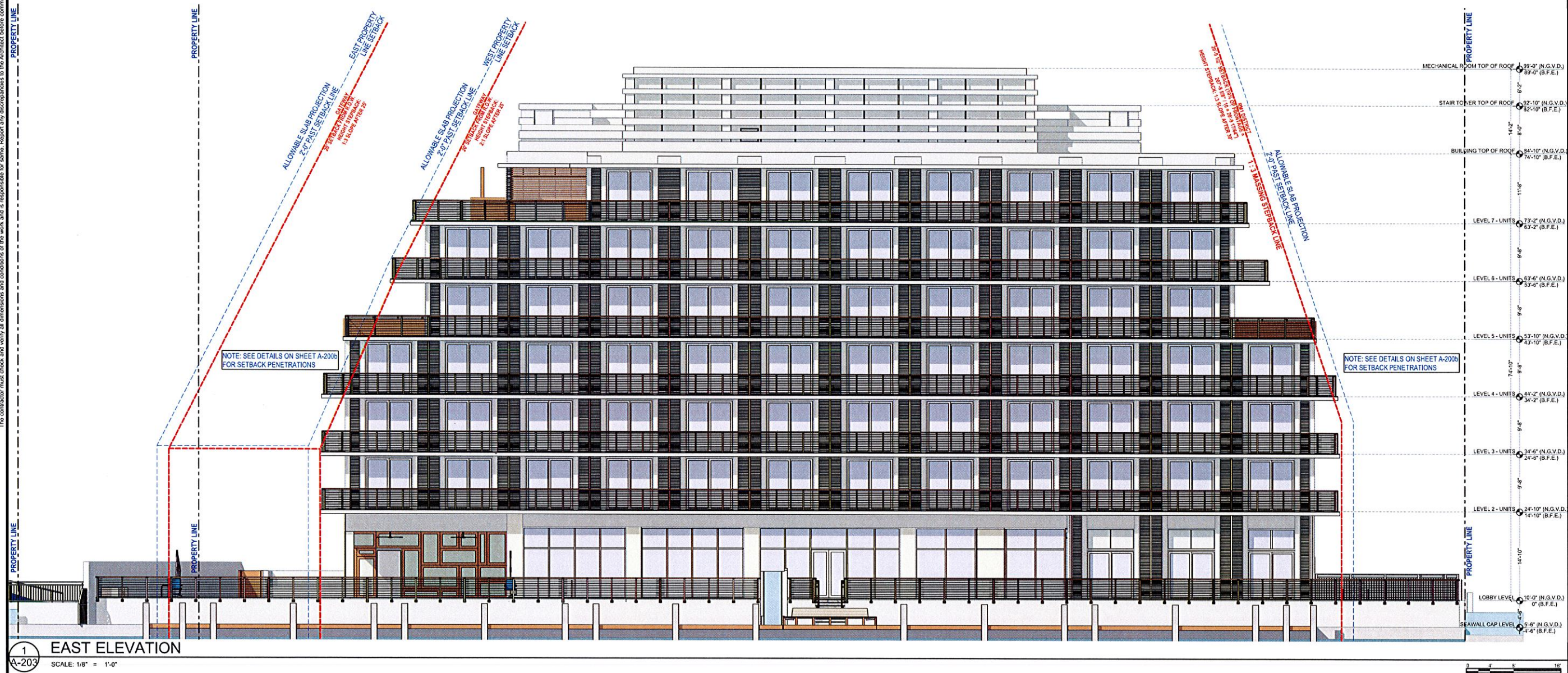
NORTH ELEVATION

No.	REVISION	DATE
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A-202

ELEVATIONS

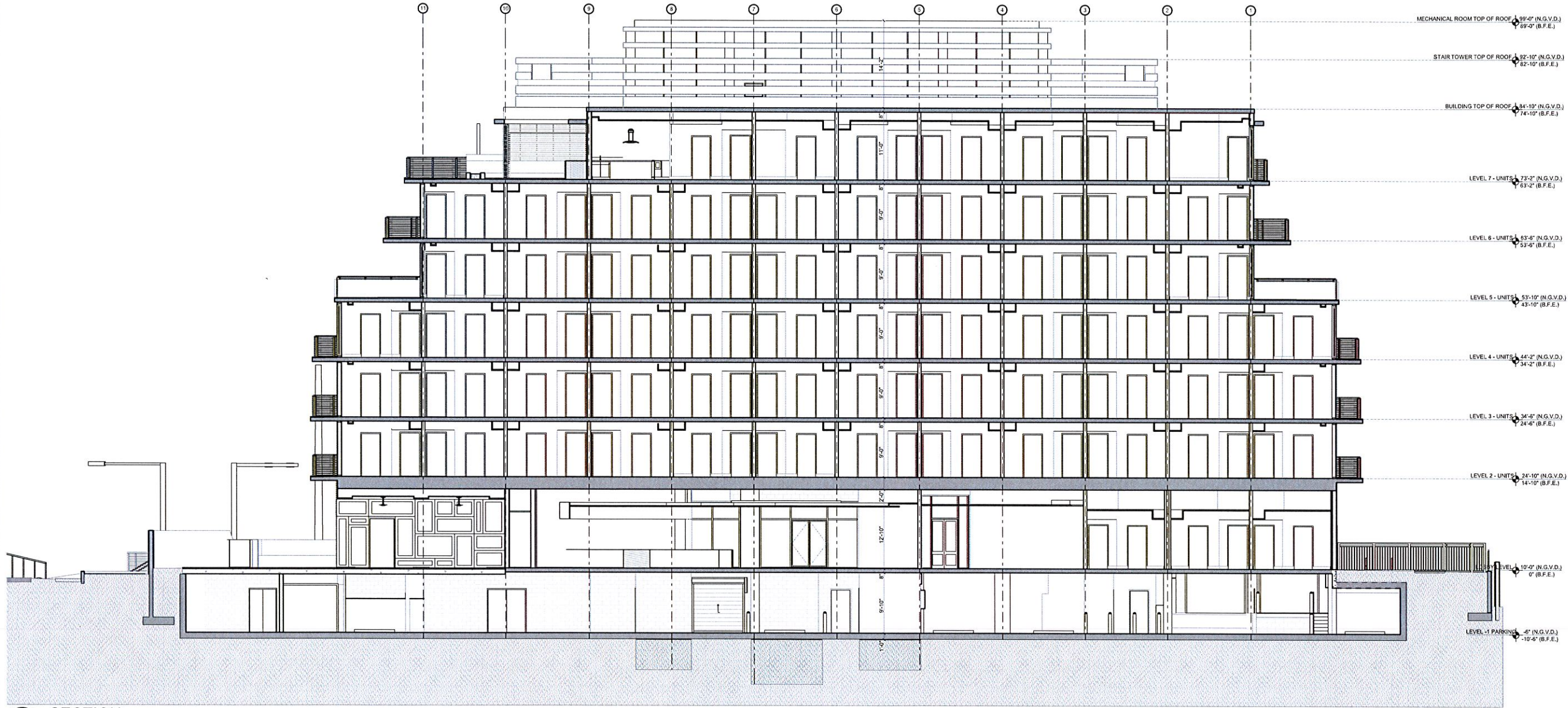
R. DATE 5/20/2015





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BIM Server: BIMSERVERX - BIM Server (18.0) Bay Harbor Bay Harbor



1 SECTION
A-301

0 4' 8' 16'

DEVELOPMENT
9418 Collins Ave.
Suite 606, FL 33154
info@mbdevelopment.com

Architect:
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AS 9403

CONSULTANT:
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ARCHITECTURE + DESIGN
JOHN K. CARINO
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SUITE 606
BAY HARBOR, FL 33154
REGISTERED PROFESSIONAL ARCHITECT
FL 12014

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

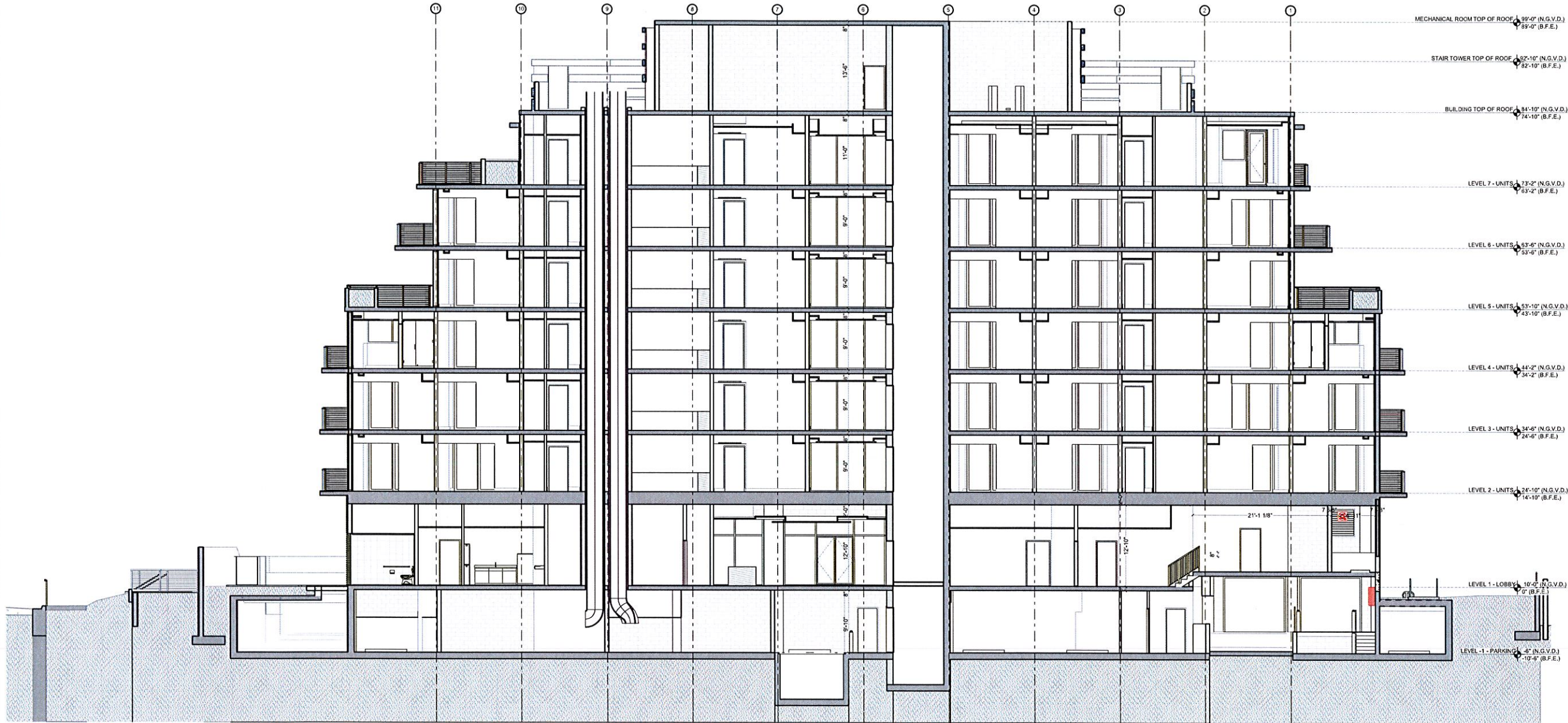
No. REVISION DATE

A-301

N-S
R. DATE
5/20/2015

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BIM Server: BIMSERVERX - BIM Server (18.0) Bay Harbor Bay Harbor



SECTION 1
A-302

0' 2' 4' 6' 8' 10'

DEVELOPMENT
9418 Collins Ave.
Suite 306, FL 33154
info@mbdevelopment.net

Architect:
JOHN K. CARINO
AS 9403

CONSULTANT:

CARINO & CO.
ARCHITECTS • DESIGN
JOHN K. CARINO
1000 BAY HARBOR DRIVE
SUITE 306
FL 33154
305.444.1111

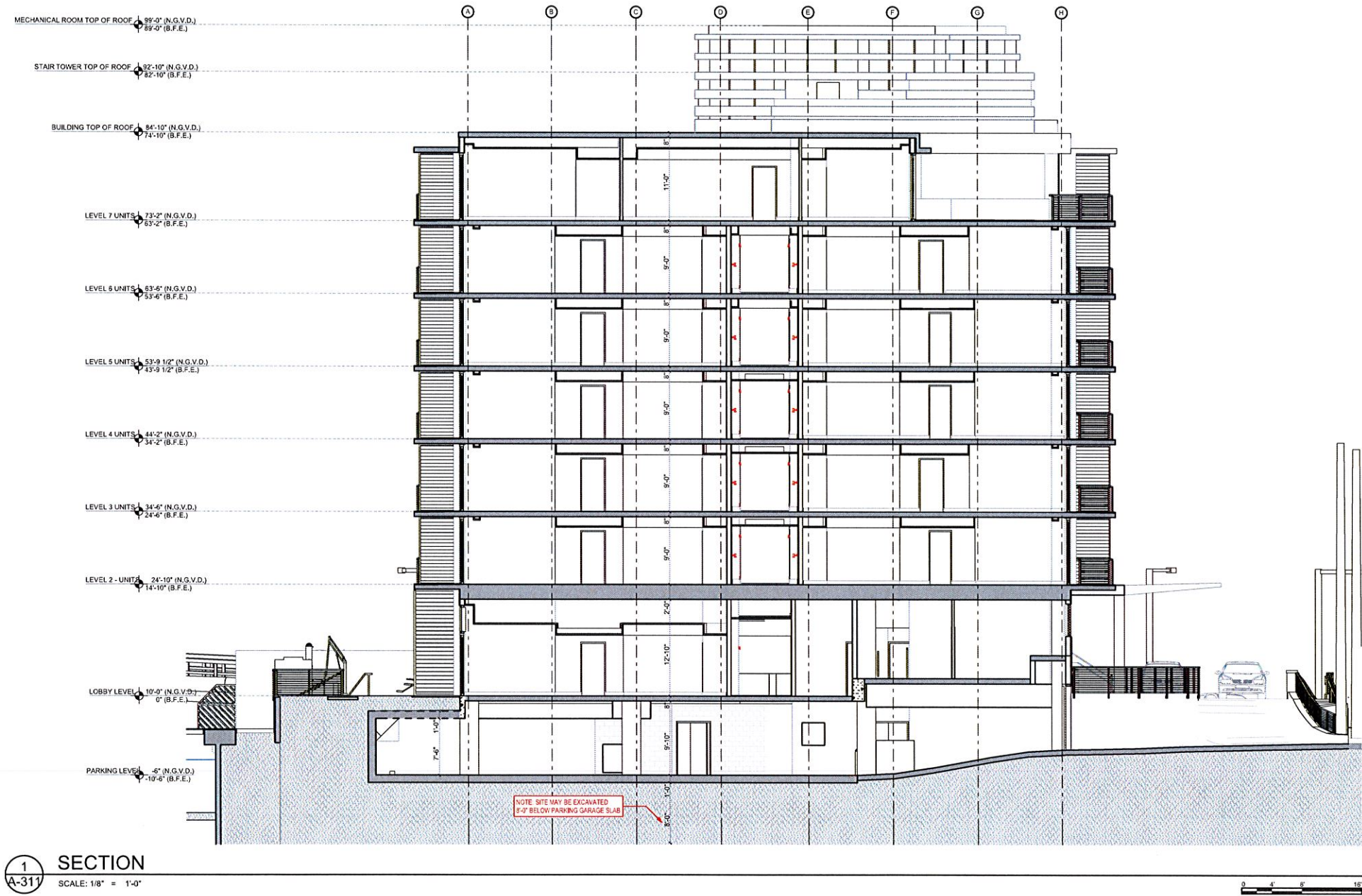
GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

SECTIONS

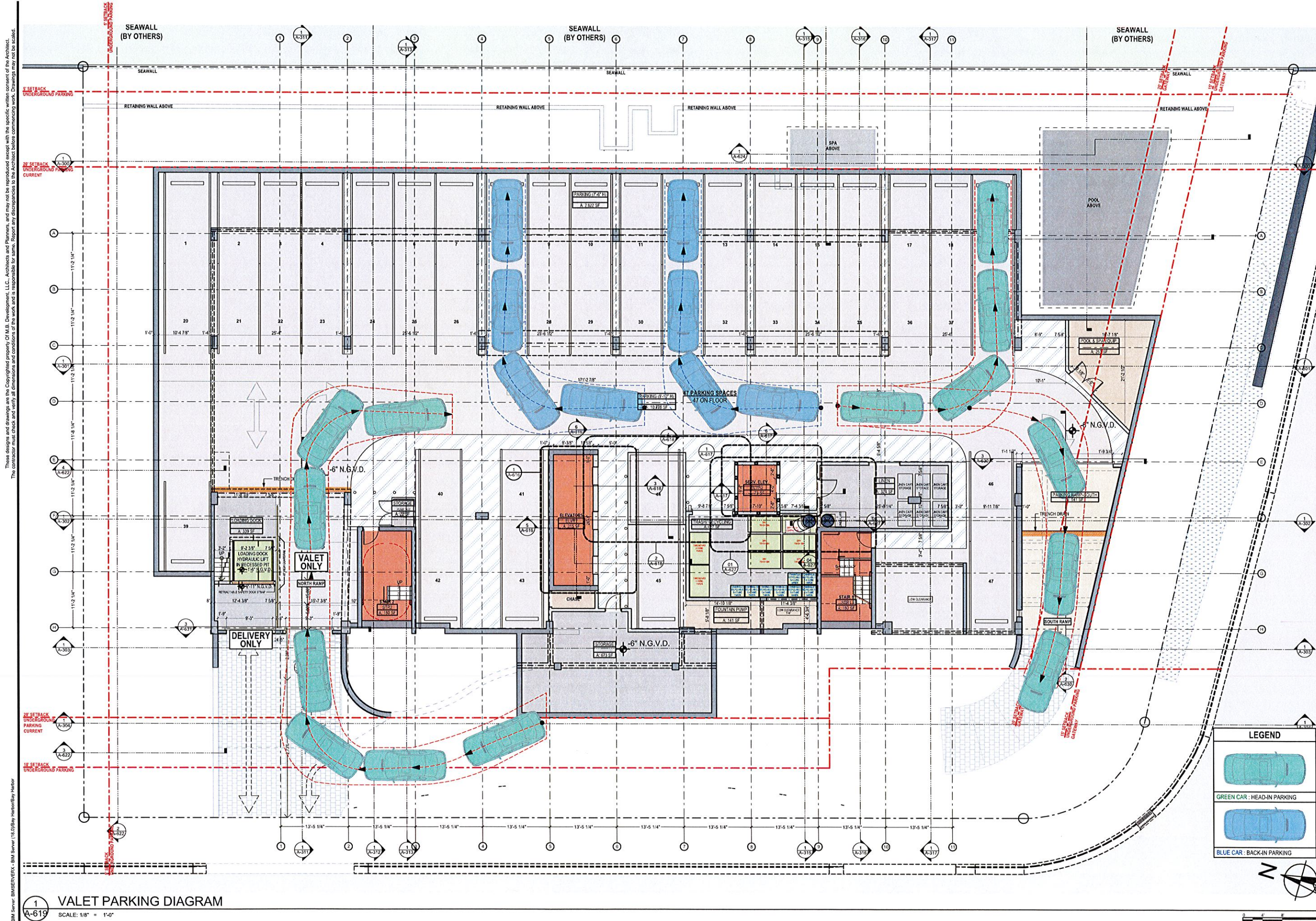
No. REVISION DATE

A-302

N-S
R. DATE
5/20/2015







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BIM Server: BIMSERVER - BIM Server (18.0) Bay Harbor Bay Harbor

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9418 Collins Ave.
Suite 300, FL 33154
info@mbdevelopment.com

SEAL:
Architect:
JOHN K. CARNO
A-9403

CONSULTANT:
CARNO & CO.
ARCHITECTURE + DESIGN
JOHN K. CARNO
A-9403
2012-2015

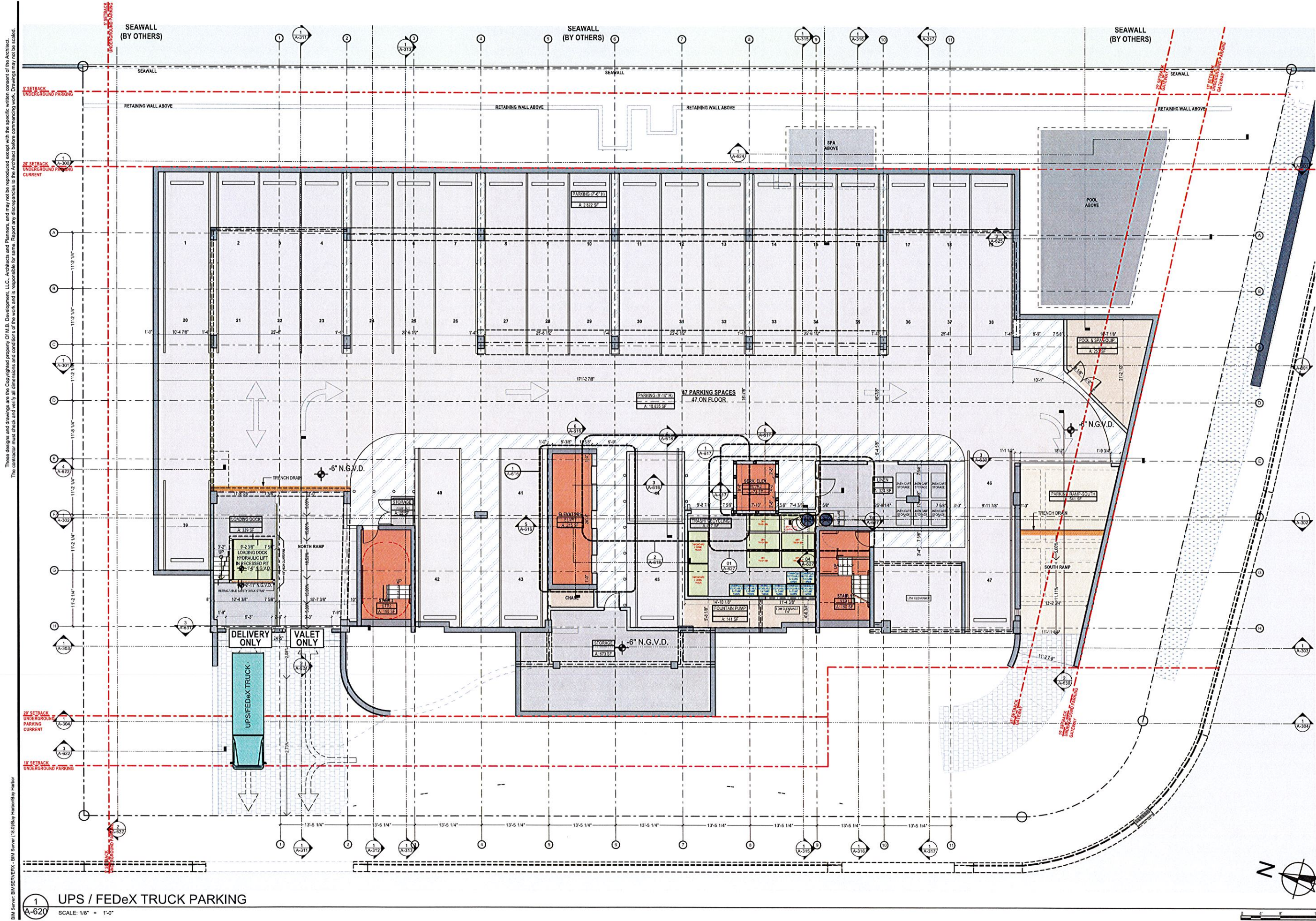
GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

VALET PARKING DIAGRAM

No.	REVISION	DATE
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A-619

DETAILS
DATE
5/20/2015



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BM Server: BIMSERVERX - BIM Server (14.0) Bay Harbor Bay Harbor

DEVELOPMENT
9418 COLLETT AVE
SUNRISE, FL 33154
info@mdevelopment.net

SEAL:
Architect:
JOHN K. CARINO
AF 95403

CONSULTANT:
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ARCHITECTS & PLANNERS
1000 N. W. 10TH AVE
SUITE 1000
MIAMI, FL 33136
305.571.1111
www.carinoandco.com

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

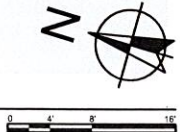
DELIVERY TRUCK PARKING DIAGRAM

No. REVISION DATE

A-620

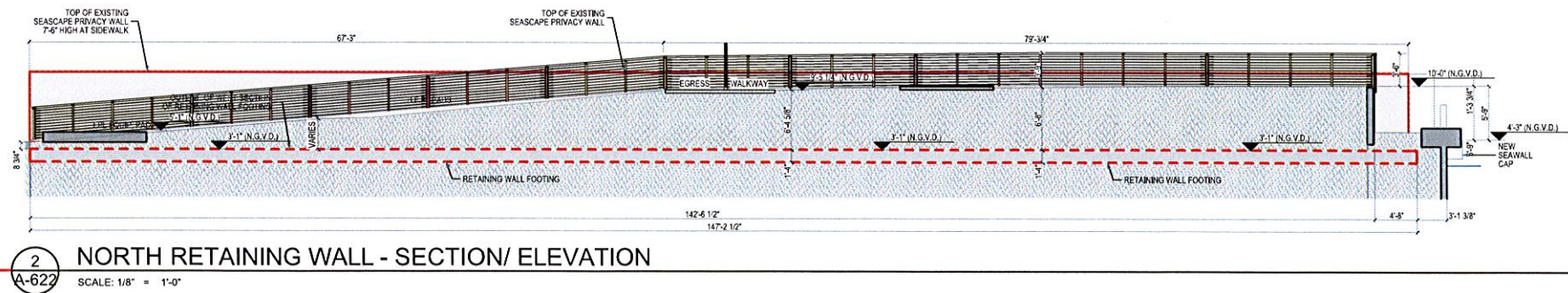
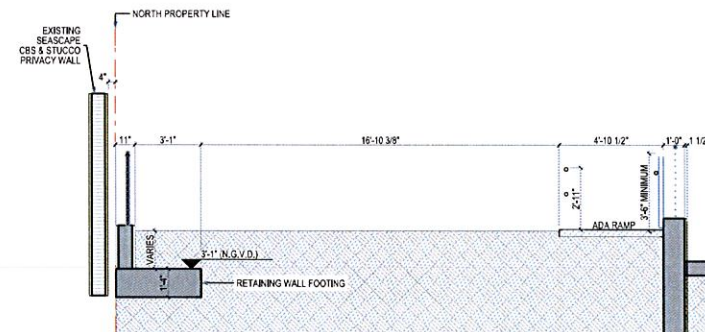
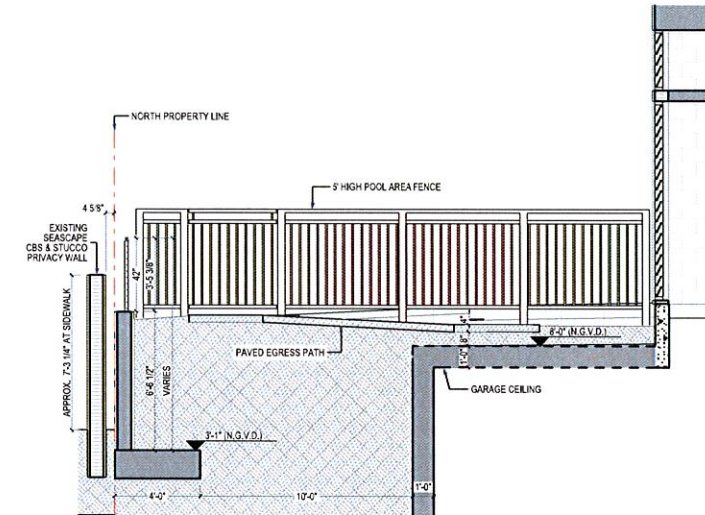
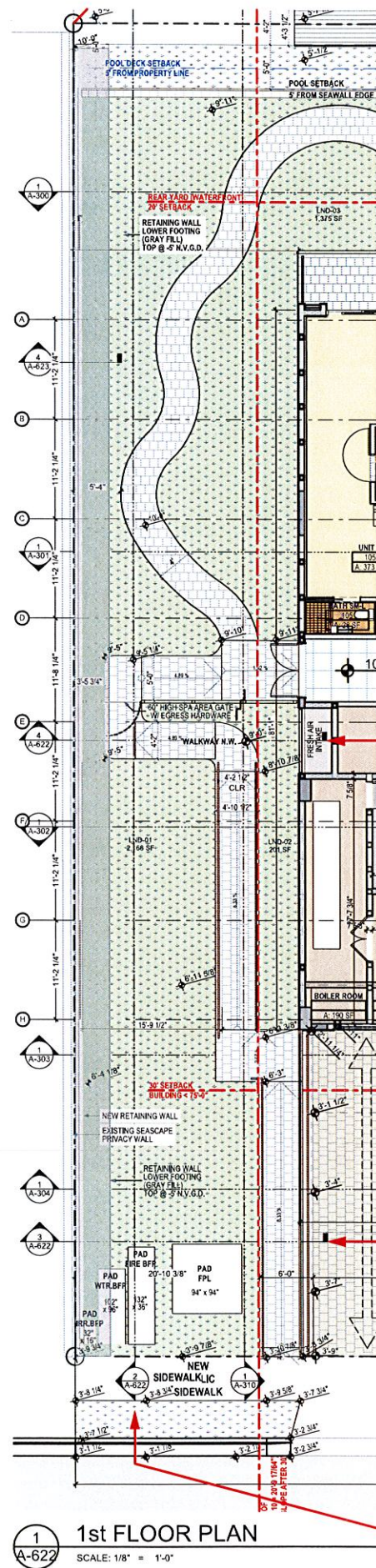
DETAILS
DATE
5/20/2015

BIM Server; BIMSERVERX - BIM Server (18.0) Bay Harbor/Bay Harbor

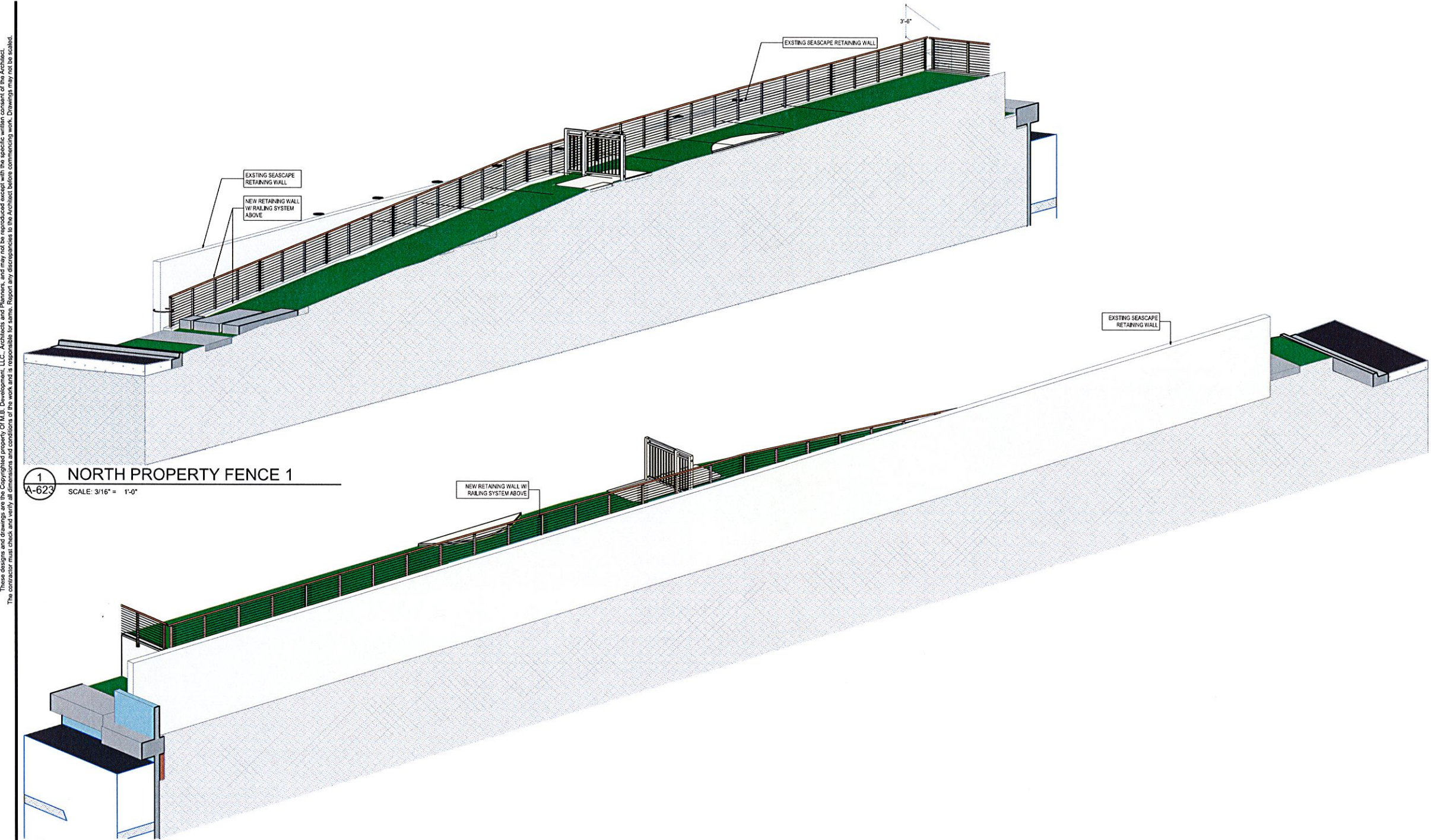


pcofranc@wm.com

R. DATE: 5/20/201

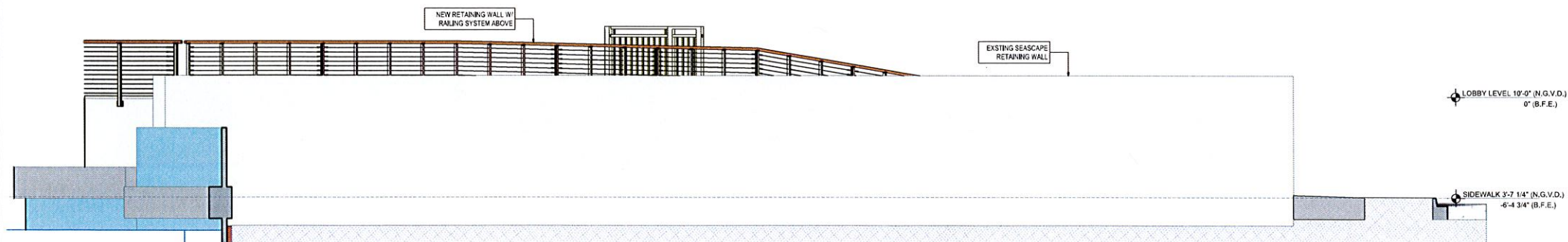


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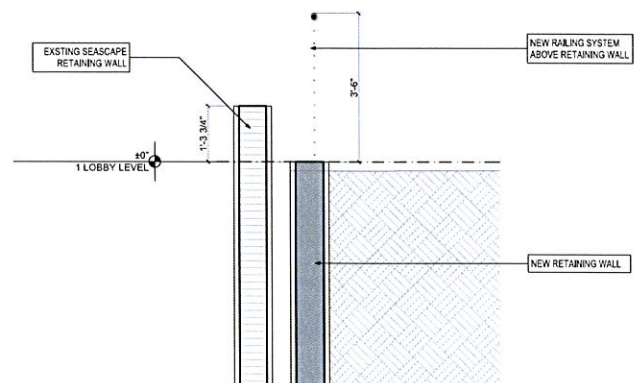


1 NORTH PROPERTY FENCE 1
A-623 SCALE: 3/16" = 1'-0"

2 NORTH PROPERTY FENCE 2
A-623 SCALE: 3/16" = 1'-0"



3 NORTH PROPERTY FENCE 3
A-623 SCALE: 1/4" = 1'-0"



4 NORTH PROPERTY LINE FENCE SECTION
A-623 SCALE: 1/2" = 1'-0"

BIM Server: BIMSERVERX - BIM Server (10.0) Bay Harbour Bay Harbor

DEVELOPMENT
9418 COLONY AVE.
SUNRISE, FL 33154
info@mbdevelopment.net

Architect:
JOHN K. CARINO
AR 95403

CONSULTANT:



GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

NORTH PROPERTY LINE FENCE

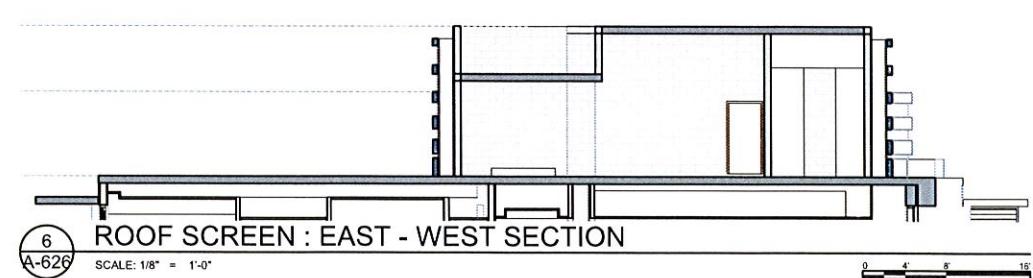
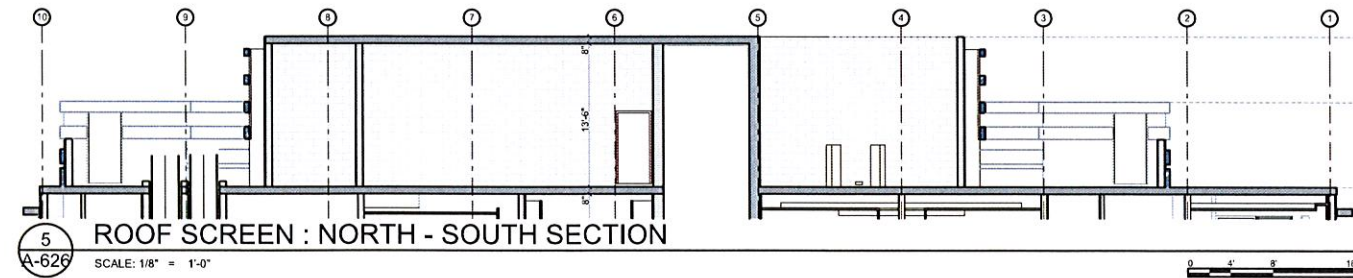
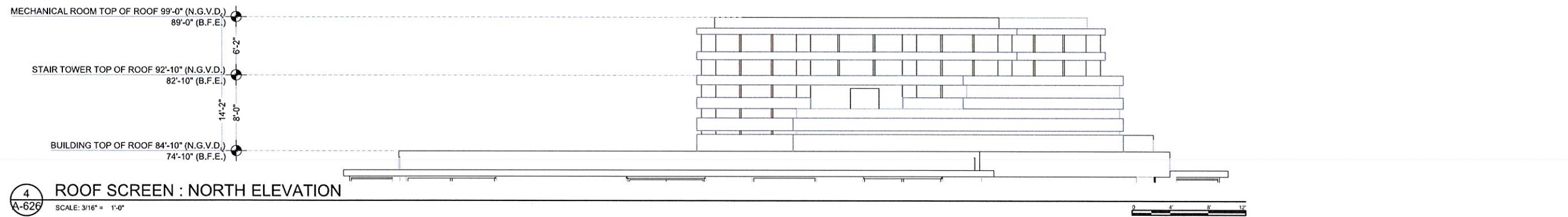
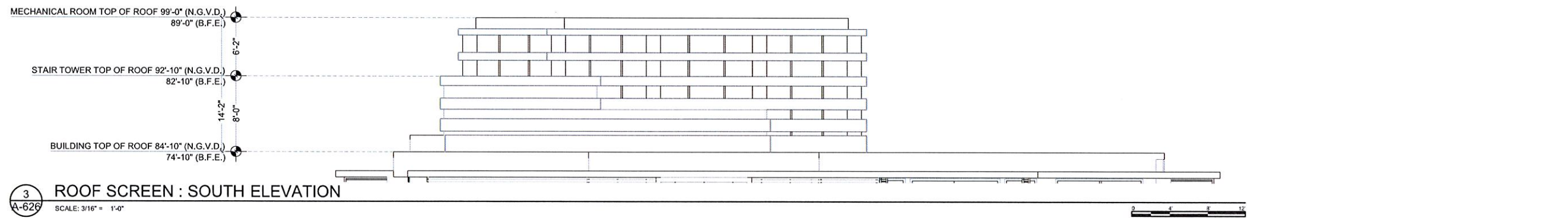
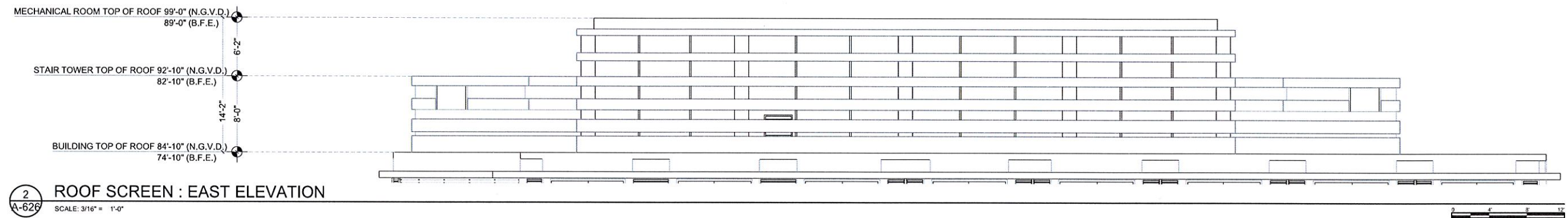
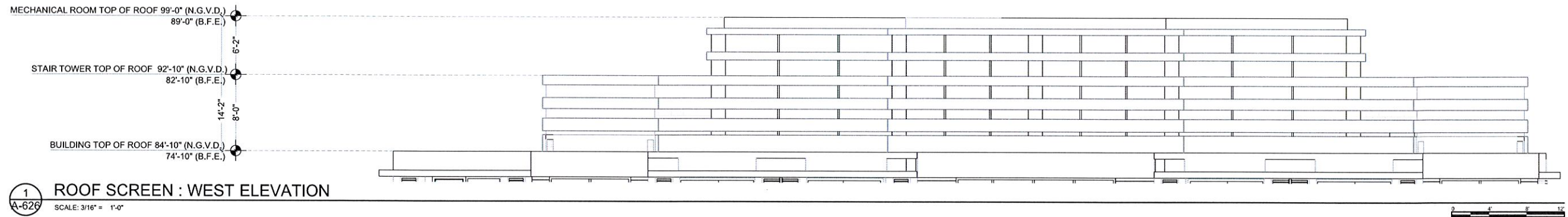
No. REVISION DATE

A-623

DATE
5/20/2015

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BIM Server: BIMSERVERX - BIM Server (18.0) Bay Harbor Bay Harbor



DEVELOPMENT
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info@mbdevelopment.net

Architect:
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AS 9403

CONSULTANT:
CARNO & CO.
ARCHITECTS & DESIGNERS
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BAY HARBOR, FL 33154
TEL: 305.444.1111
WWW.CARNOCOA.COM

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

TOP OF ROOF SCREEN & MECHANICAL ROOM DETAILS

No. REVISION DATE

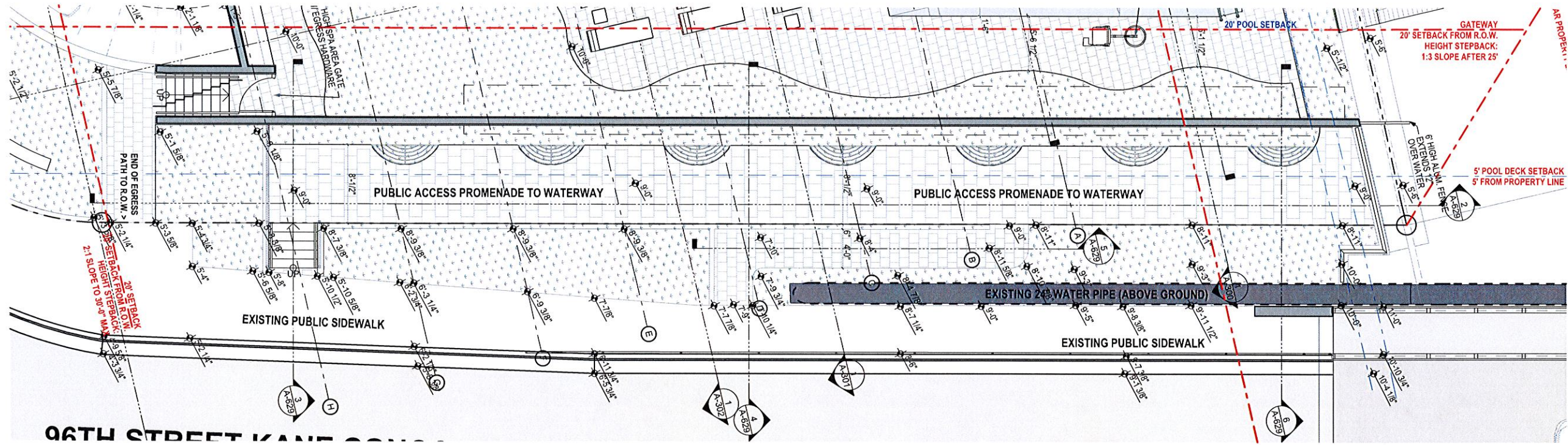
A-626

DETAILS

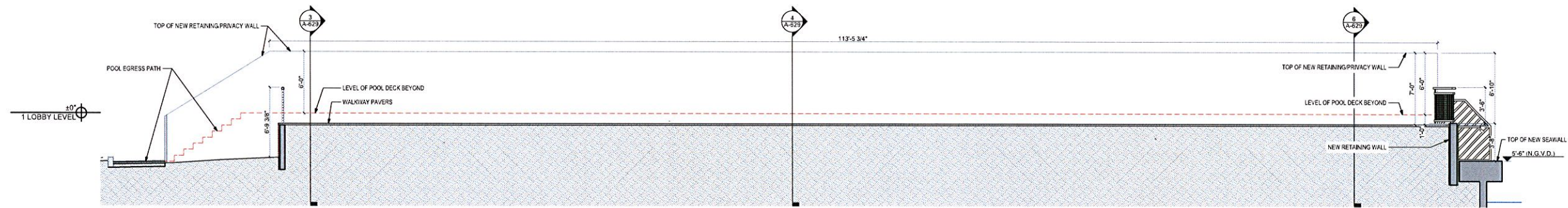
R. DATE
5/20/2015

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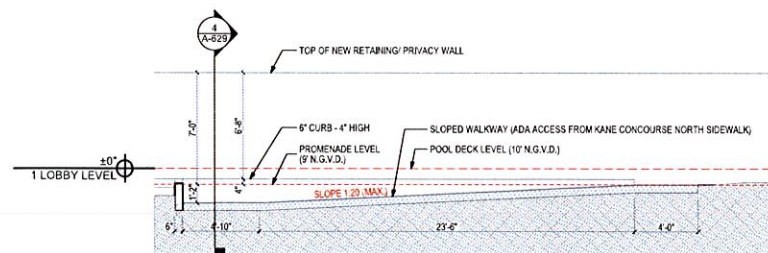
BIM Server: BIMSERVERX - BIM Server (18.0) Bay Harbor Bay Harbor



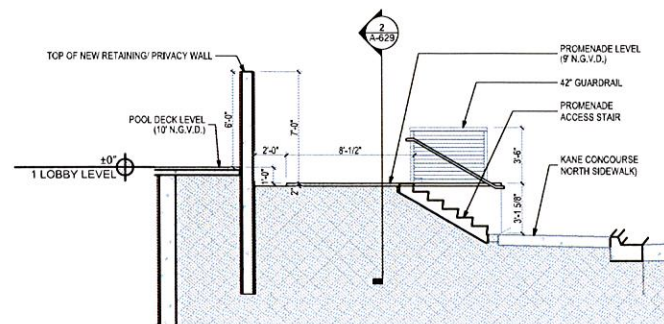
1 1st FLOOR PLAN
A-629 SCALE: 3/16" = 1'-0"



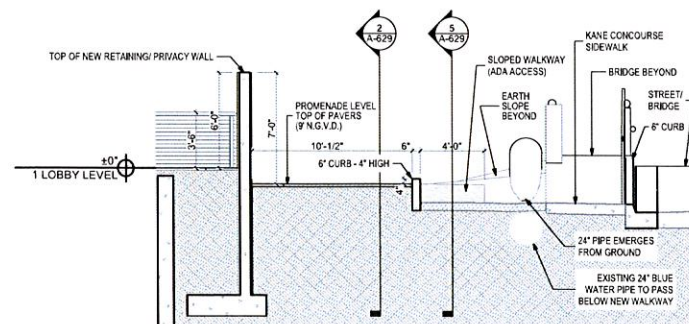
2 Public Promenade-Long E-W Section
A-629 SCALE: 3/16" = 1'-0"



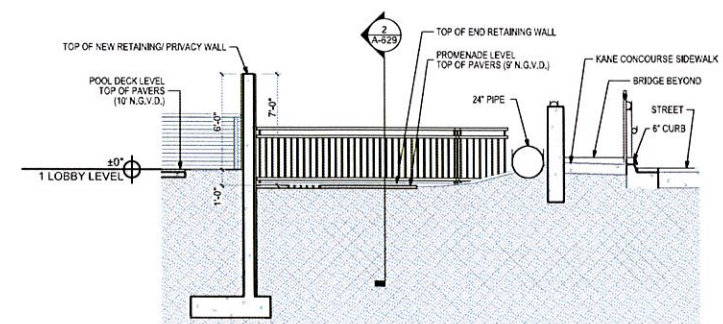
5 Public Promenade-ADA Access E-W Section
A-629 SCALE: 3/16" = 1'-0"



3 Public Promenade-West End N-S Section
A-629 SCALE: 3/16" = 1'-0"



4 Public Promenade-ADA Access N-S Section
A-629 SCALE: 3/16" = 1'-0"



6 Public Promenade-East End N-S Section
A-629 SCALE: 3/16" = 1'-0"

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AS 95403

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TEL: 305.444.1111
WWW.CARINOANDCO.COM

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154
PUBLIC PROMENADE - RAISED

No. REVISION DATE

A-629

DETAILS
R. DATE 5/20/2015

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BIM Server: BIMSERVERX - BIM Server (18.0) Bay Harbor Bay Harbor



1 EAST ELEVATION
A-702 NOT TO SCALE

04. LOBBY WALL FACADE
24x24 CORAL STONE TILE

05. FOUNTAIN/ SIGNAGE
GREY TILE, POLISHED S.S.
RAISED LETTERS, BACKLIT

06. DRIVEWAY PAVERS
SHELLOCK ATLANTIC SERIES
CONCRETE PAVERS

07. MONUMENT SIGNAGE
CORAL STONE TILE &
POLISHED S.S. RAISED LETTERS,
BACKLIT

10. CABLE GUARD RAIL SYSTEM (TYP.)
S.S. CABLES
WHITE VERTICAL ALUM. POSTS
WHITE ALUM. BRACKETS
STAINED RESYSTA CAP

09. DOORS AND WINDOWS (TYPICAL)
ALUMINUM FRAMES PAINTED WHITE
GREY IMPACT GLASS

08. POOL DECK PAVERS (BEYOND)
BEIGE 12x12 CONCRETE PAVERS

11. STUCCO (TYPICAL)
FINE TEXTURE STUCCO
WHITE PAINT

01. DECORATIVE WALL PANELS
STAINED RESYSTA BOARDS

02. GRILLS (TYPICAL)
ALUMINUM GRILLS
WHITE KYNAR PAINT

03. GARAGE DOORS
ALUMINUM PANELS
WHITE KYNAR PAINT

GRAND BEACH HOTEL

BEACH HOTEL



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BM Survey: BMSERVEX - BIM Survey (15.0) Bay Harbor/Bay Harbor

Memorandum



Date: April 9, 2015
To: Alan Cominsky, Division Chief
Miami Dade Fire Marshal
From: Tony Tola, Bureau O.I.C.
Fire Engineering & Water Supply Bureau
Subject: Modification of Code Requirement-Grand Beach Hotel-Bay Harbor
9601 East Bay Harbor Dr., Bay Harbor Islands, FL 33154

Request:

Grand Beach Hotel in Bay Harbor is requesting the Authority Having Jurisdiction approval for increased Life Safety features that will serve as equivalencies for non-compliance with provisions of Miami-Dade Fire Rescue Access Road Requirements (Aerial Apparatus Set-Up Sites section) requirement and the Florida Fire Prevention Code for the property located at 9601 East Bay Harbor Dr., Bay Harbor Islands, FL 33154, a proposed hotel.

Description and History:

The proposed subject building is a 7 story hotel with 99 guest rooms. The building has full sprinkler protection throughout. On the North side of the property is the "Seascape Condominium". On the East side is Indian Creek Waterway, and to the South side is Kane Concourse. The South side is jeopardized due to the following: 1) has 2 projections not allowing the setup area requirement of 21' X 36, 2) has the beginning of a slope, and 3) has FPL power lines overhead. Therefore, Aerial Apparatus Setup Site would only be accessible along the East side of the building on Bay Harbor Drive. This does not comply with the Aerial Apparatus Set-Up Sites section within the Miami-Dade Fire Rescue Access Road requirements and the Florida Fire Prevention Code, NFPA 1, Chapter 18, 2010 Edition.

Code Requirement:

Miami-Dade Fire Rescue Access Road Requirements requires the following:

Aerial Apparatus Set-Up Sites

- Sites shall be provided at the corner of each building over three stories in height and at the approximate center of buildings in excess of 125 feet in length for firefighting operations.
- Sites shall be no closer than 10 feet and no further than 30 feet from any building. Each site shall be a minimum 21 feet wide and 36 feet long with a cross slope no greater than 5 percent.
- Site shall comply with the requirements of the emergency vehicle support capabilities above and also capable of withstanding any point forces resulting from outriggers.

2013 Florida Fire Prevention Code, NFPA 1: 18: 2.3, Fire Department Access Roads requires the following:

NFPA 1: 18.2.3.1.4: When fire department access roads cannot be installed due to location on property, topography, waterways, nonnegotiable grades, or other similar conditions, the AHJ shall be authorized to require additional fire protection features.

Recommendation:

I recommend this request be approved.

Justification:

Proposing additional features listed below to comply with Miami-Dade Fire Rescue Access Road-Aerial Apparatus Set-Up Sites requirements due to limited access.

Equivalency Core A: for buildings 4 stories up to 8 stories, less than 75 ft high.

- Stair width increased to 48" per flight and having 36" doors.
- Enclosed two hour fire rated lobbies and 90 minute doors (for fire crews staging).
- Increased unit to unit fire separation to 1 hour, and unit to common areas to 2 hours (Stair enclosure wall rating reduction normally allowed under sec. 7.1.3.2.1. F.F.P.C. for apartments and hotels is not allowed).
- Increase elevator size to 5'3" X 6'8" clear interior dimensions having a minimum capacity of 3,500 lbs with a 48" opening door.
- Strengthen the impact resistance and structural integrity of elevator hoist-ways and exit enclosure wall by using concrete block or poured concrete, no drywall allowed.
- Pressurized, enclosed 1 hour rated lobby.

Comments:

None.

Requirement(s) for Approval:

Complying with the above mentioned equivalencies.

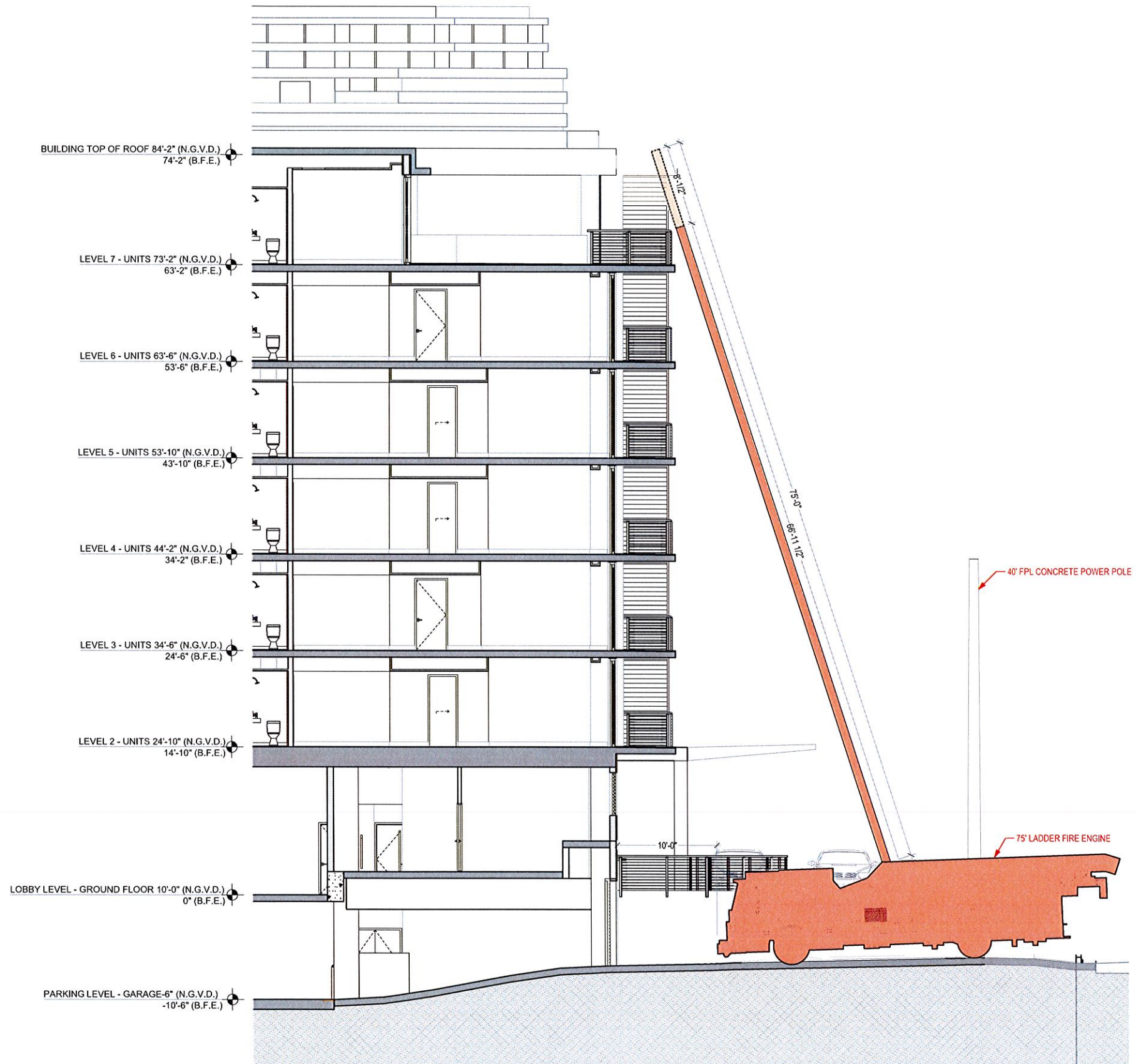
Thank you for your consideration.

Approved Date Disapproved

G. Ulloa, CFO
Fire Prevention Division OIC
4/10/15
A. Cominsky, Fire Marshal
Fire Prevention Division
4/10/15
A. Cominsky, Fire Marshal
Fire Prevention Division

75' LADDER FIRE ENGINE: DRIVEWAY SET-UP SECTION VIEW

01
S-200
SCALE: 3/16" = 1'-0"



DEVELOPMENT
9418 Collins Ave.
Suite 300, FL 33154
info@mbdevelopment.net

Architect:
JOHN K. CARINO
AS 9403

CONSULTANT:



GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

FIRE ENGINE NORTH DRIVEWAY SET-UP SECTION VIEW

No. REVISION DATE

LS-200

LIFE SAFETY DETAILS /
SECTIONS

R. DATE 5/21/2015

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I recommend this request be approved.

Justification:

Proposing additional features listed below to comply with Miami-Dade Fire Rescue Access Road-Aerial Apparatus Set-Up Sites requirements due to limited access.

Equivalency Core A: for buildings 4 stories up to 8 stories, less than 75 ft high.

- A1. Stair width increased to 48" per flight and having 36" doors.
A2. Enclosed two hour fire rated lobbies and 90 minute doors (for fire crews staging).
A3. Increased unit to unit fire separation to 1 hour, and unit to common areas to 2 hours (Stair enclosure wall rating reduction normally allowed under sec. 7.1.3.2.1. F.F.P.C. for apartments and hotels is not allowed).
A4. Increase elevator size to 5'3" X 6'8" clear interior dimensions having a minimum capacity of 3,500 lbs with a 48" opening door.
A5. Strengthen the impact resistance and structural integrity of elevator hoist-ways and exit enclosure wall by using concrete block or poured concrete, no drywall allowed.
A6. Pressurized, enclosed 1 hour rated lobby.

Comments:

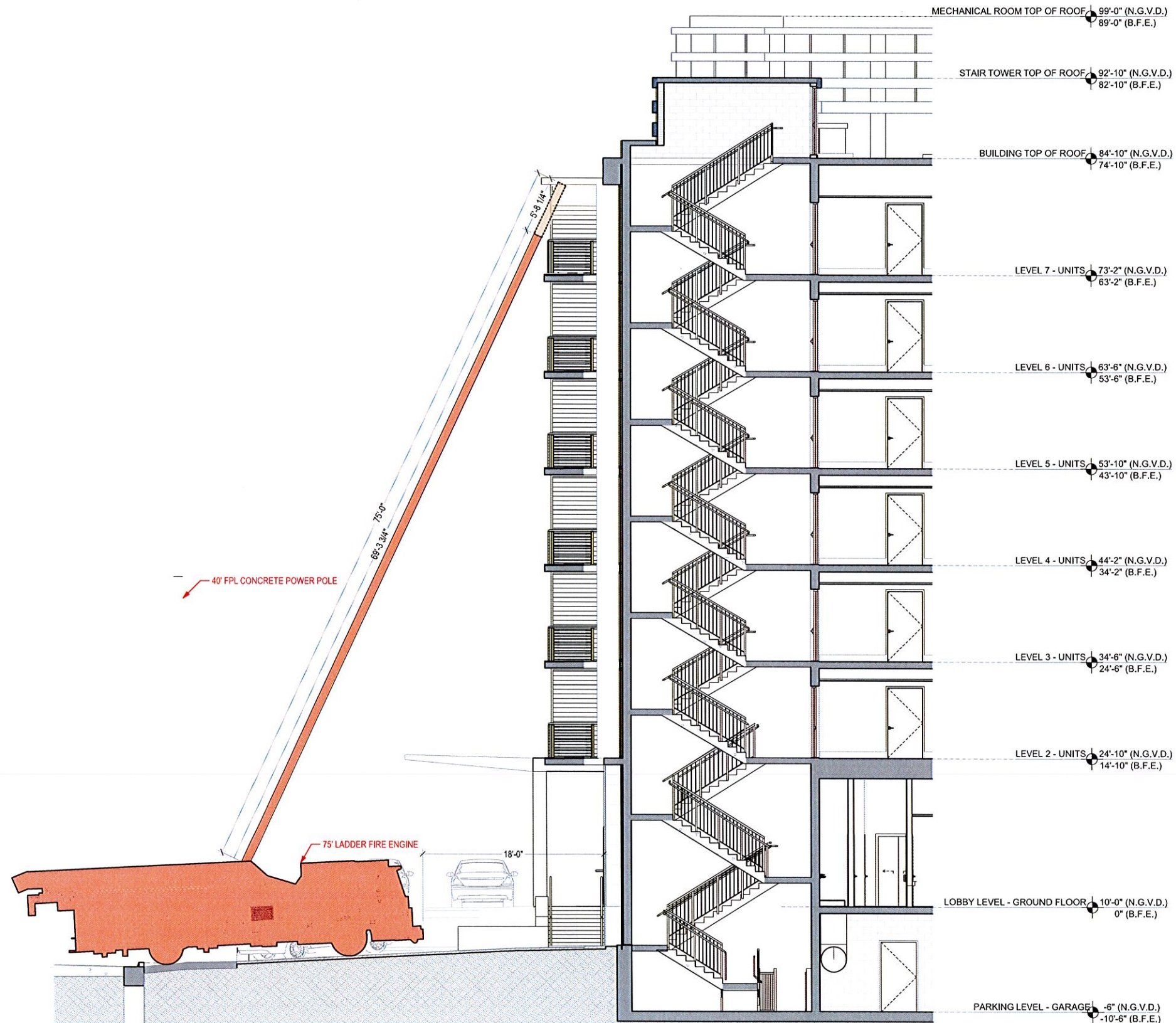
None.

Requirement(s) for Approval:

Complying with the above mentioned equivalencies.

Thank you for your consideration.

Approved	Date	Disapproved
 G. Ulloa, CFO Fire Prevention Division OIC	4/10/15	 A. Cominsky, Fire Marshal Fire Prevention Division

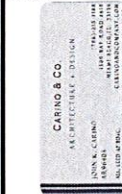


01
S-201
75' LADDER FIRE ENGINE: DRIVEWAY SET-UP SECTION VIEW
SCALE: 3/16" = 1'-0"

DEVELOPMENT
9418 Collins Ave.
Suite 100, FL 33154
info@mbdevelopment.net

Architect:
JOHN K. CARINO
AS 95403

CONSULTANT:



GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

FIRE ENGINE SOUTH DRIVEWAY SET-UP SECTION VIEW

No. REVISION DATE

LS-201
LIFE SAFETY DETAILS /
SECTIONS

R. DATE 5/21/2015

BIM Server: BIMSERVERX - BIM Server (18.0)/Bay Harbor/Bay Harbor

[illegible]

DEVELOPMENT
9418 Collins Ave.
Surfside, FL 33154
info@mbdevelopment.net

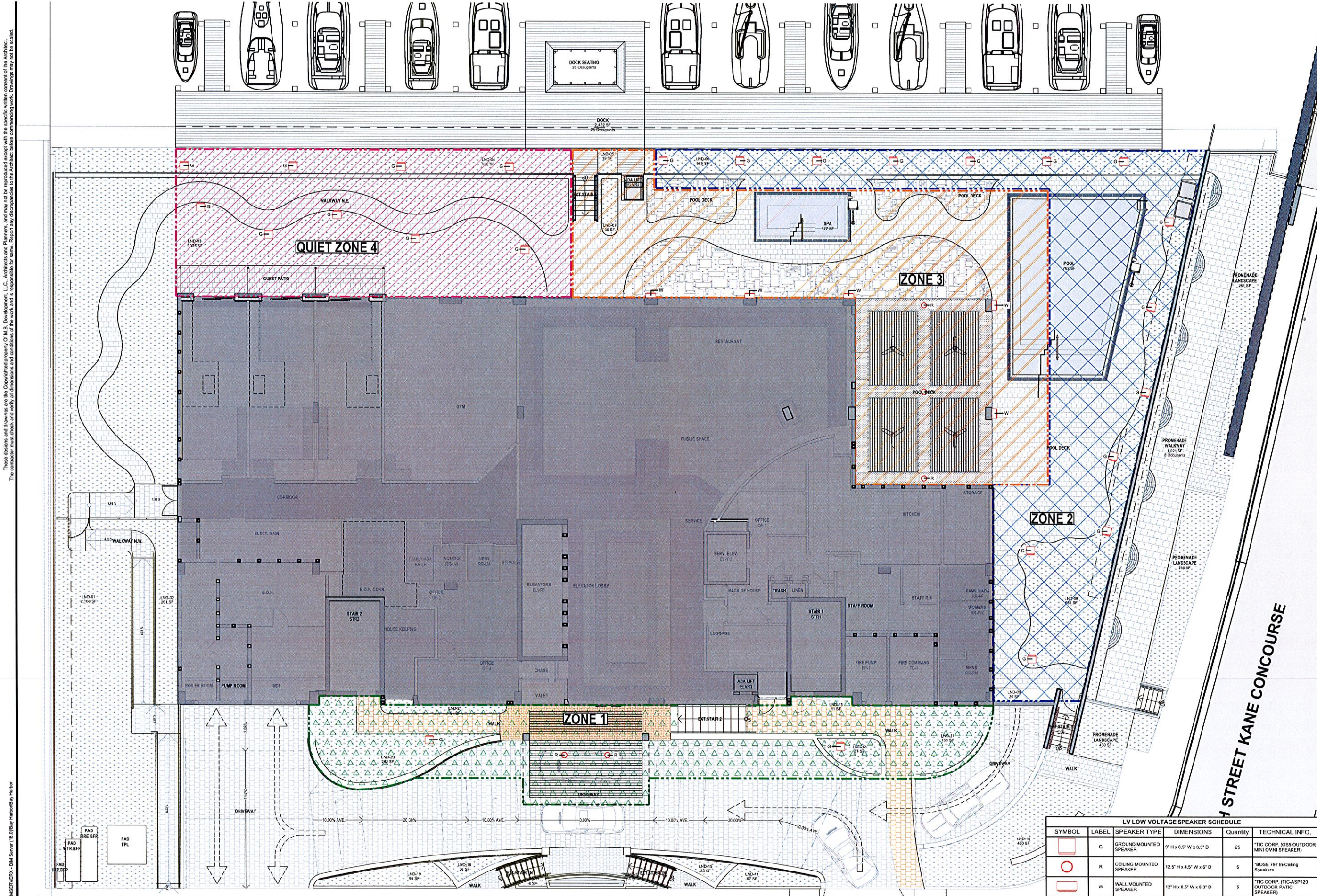
CONSULTANT:

CARINO & CO.
ARCHITECTURE + DESIGN
JENNIFER CARINO
JRC@CARINO.COM
MOBILE 410-410-
5640 OFFICE 410-410-5640

No.	REVISION	DATE
-----	----------	------

LIGHTING PLAN

R. DATE 5/20/2015



LV LOW VOLTAGE SPEAKER SCHEDULE					
SYMBOL	LABEL	SPEAKER TYPE	DIMENSIONS	Quantity	TECHNICAL INFO.
	G	GROUND MOUNTED SPEAKER	9" H x 8.5" W x 8.5" D	25	*TIC CORP. (G55 OUTDOOR MINI OMNI SPEAKER)
	R	CEILING MOUNTED SPEAKER	12.5" H x 4.5" W x 6" D	5	*BOSE 797 In-Ceiling Speakers
	W	WALL MOUNTED SPEAKER	12" H x 8.5" W x 8.0" D	5	*TIC CORP. (TIC-ASP120 OUTDOOR PATIO SPEAKER)

1 GROUND FLOOR SOUND SPEAKER PLAN

SCALE: 1/8" = 1'-0"

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

LEVEL 1 - LOBBY | LOW VOLTAGE MUSIC PLAN

DEVELOPMENT
9418 Collins Ave.
Surfside, FL 33154
info@development1.net

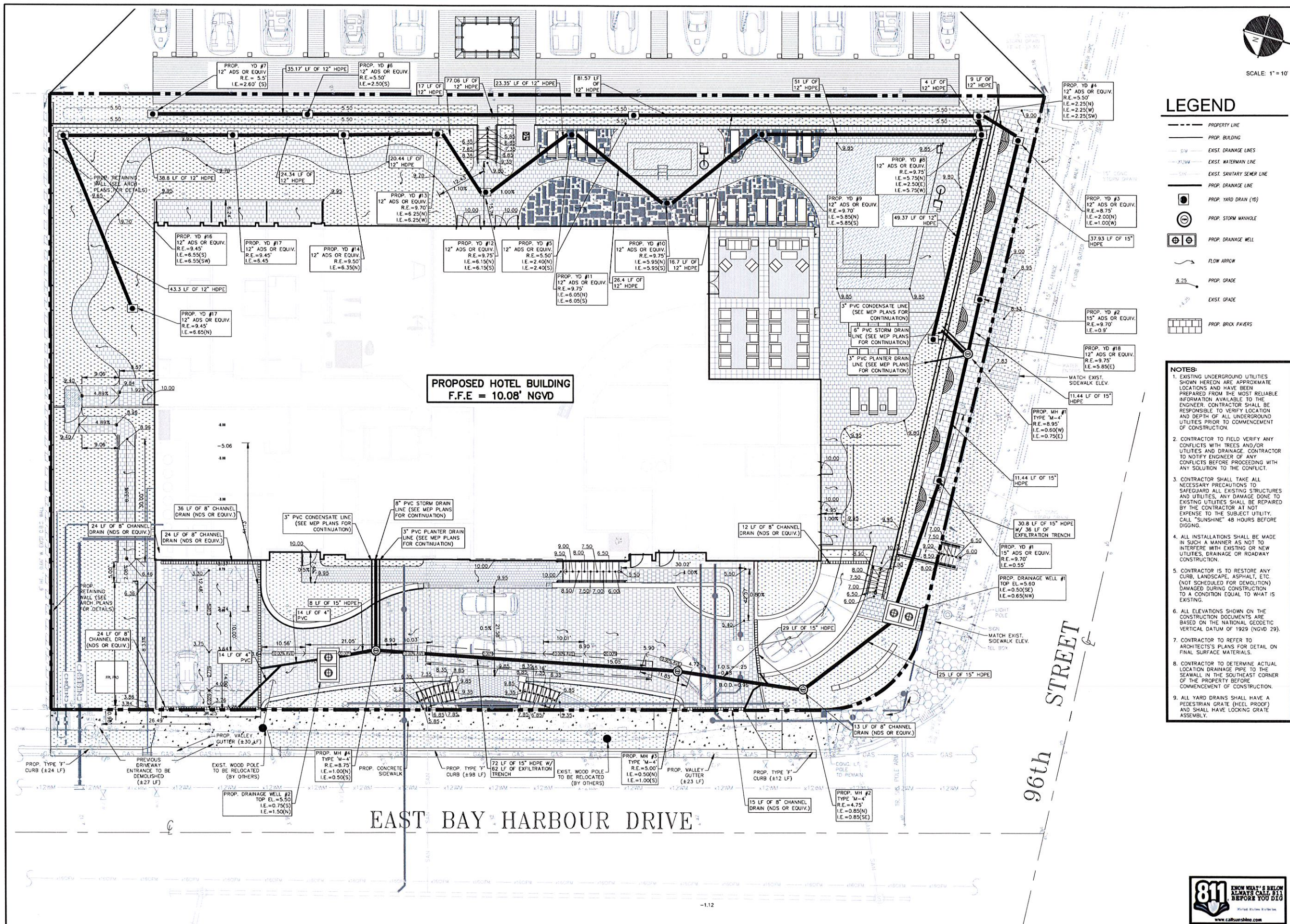
ARCHITECT:
JOHN K. CARINO
AS 9403

CONSULTANT:
CARINO & CO.
ARCHITECTURE + DESIGN
JOHN K. CARINO
1999 BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FL 33154
TEL: 305.444.1111
WWW.CARINOANDCO.COM

No. REVISION DATE

LV(M)-101

LOW VOLTAGE MUSIC
R. DATE: 5/20/2015

[illegible]



SCALE: 1" = 10'

NO.	DATE	REMARKS

3325 SOUTH UNIVERSITY DRIVE, SUITE 111
DAVIE, FLORIDA 33328
(954)318-0624 (954)358-0190 FAX
CERTIFICATE OF AUTHORIZATION No. 9808



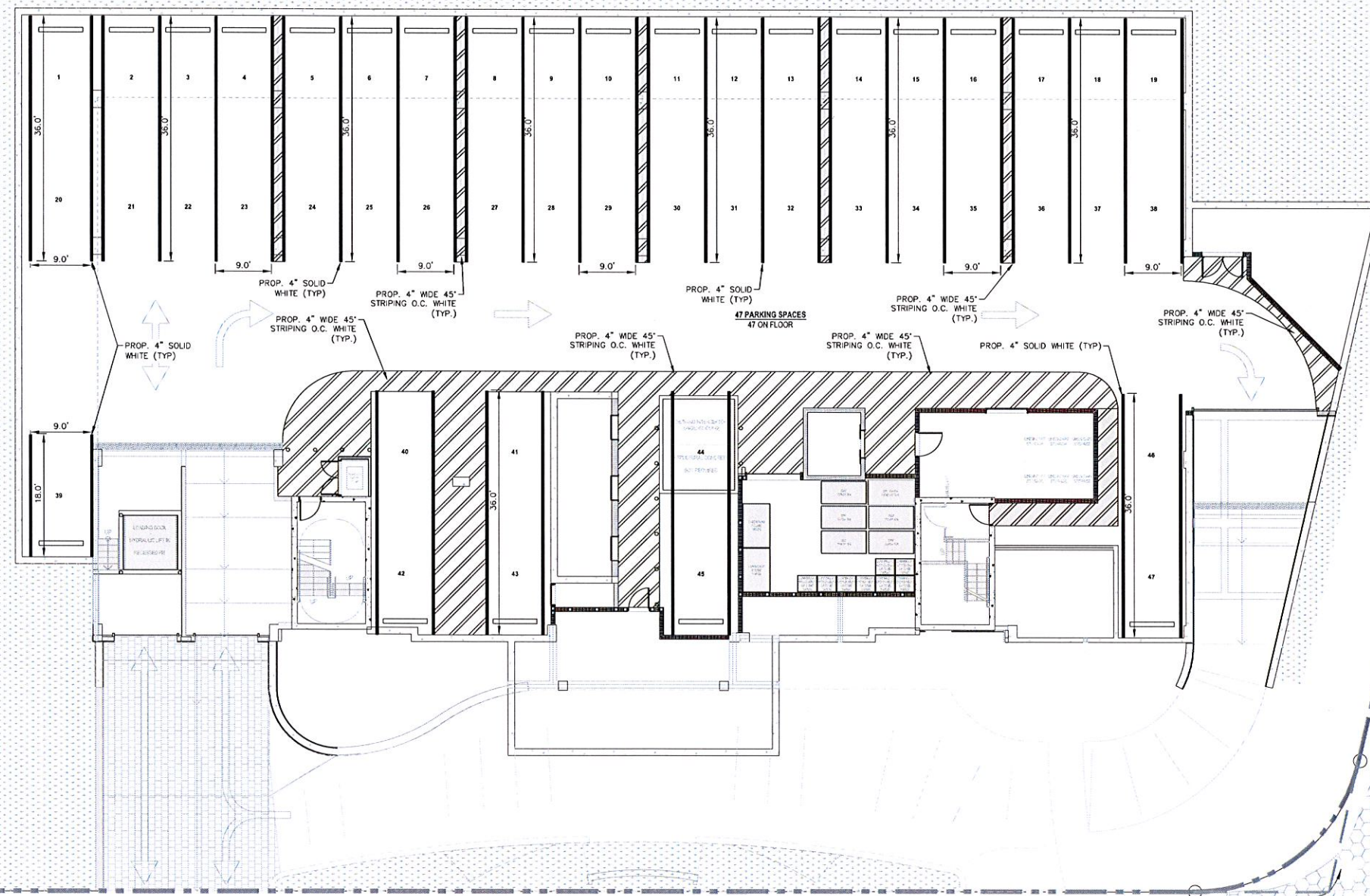
ROBERT J. ROSS, P.E.
FLORIDA P.E. #59485
DATE: 05/20/2015

GRAND BEACH HOTEL - BAY HARBOR
9601 E BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA 33154

PAVEMENT MARKING AND SIGNAGE PLAN

SCALE:
DRAWN BY:
CHECKED BY:
DATE:

C-4

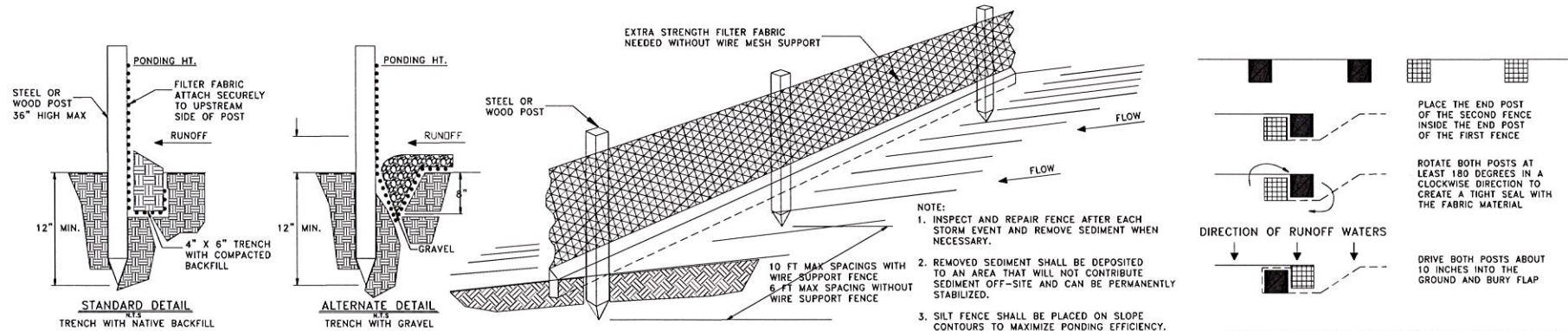


1. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING SILT FROM SITE IF NOT REUSABLE ON-SITE AND ASSURING PLAN ALIGNMENT AND GRADE IN ALL DITCHES AND SWALES AT COMPLETION OF CONSTRUCTION.
2. THE SITE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER COMPLETION OF CONSTRUCTION AND ONLY WHEN AREAS HAVE BEEN STABILIZED.
3. ADDITIONAL PROTECTION -- ON-SITE PROTECTION MUST BE PROVIDED THAT WILL NOT PERMIT SILT TO LEAVE THE PROJECT CONFINES DUE TO UNFORESEEN CONDITIONS OR ACCIDENTS.
4. CONTRACTOR SHALL INSURE THAT ALL DRAINAGE STRUCTURES, PIPES, ETC. ARE CLEANED OUT AND WORKING PROPERLY AT TIME OF ACCEPTANCE.
5. WIRE MESH SHALL BE LAID OVER THE TOP DROP INLET SO THAT THE WIRE EXTENDS A MINIMUM OF 1 FOOT BEYOND EACH SIDE OF THE INLET. STRIPS OF HARDWARE CLOTH OR FLEXIBLE WIRE MESH WITH 1/2 INCH OPENING SHALL BE USED, IF MORE THAN ONE STRIP OF MESH IS NECESSARY, THE STRIPS SHALL BE OVERLAPPED.
6. FDOT NO.1 COARSE AGGREGATE SHALL BE PLACED OVER THE WIRE MESH AS INDICATED ON DETAIL. THE DEPTH OF STONE SHALL BE AT LEAST 12 INCHES OVER THE ENTIRE INLET OPENING. THE STONE, SHALL EXTEND BEYOND THE INLET OPENING AT LEAST 18 INCHES ON ALL SIDES.
7. IF THE STONE FILTER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER EFFECTIVELY FILTERS, IT IS REMOVED. THE WIRE MESH MUST BE PULLED AWAY FROM THE INLET, CLEANED AND REPLACED.
8. BALES SHALL BE EITHER WIRE BOUND OR STRING TIED WITH THE BINDINGS ORIENTED AROUND THE SIDES RATHER THAN OVER AND UNDER THE BALES.
9. BALES SHALL BE PLACED LENGTHWISE IN SINGLE ROW SURROUNDING THE INLET, WITH THE ENDS OF THE ADJACENT BALES PRESSED TOGETHER.
10. THE FILTER BARRIER SHALL BE ENTRENCHED AND BACKFILLED, A TRENCH SHALL BE EXCAVATED AROUND THE INLETD WIDTH OF A BALE TO A MINIMUM DEPTH OF FOUR INCHES. AFTER THE BALES ARE STACKED, THE EXCAVATED SOIL SHALL BE BACKFILLED AND COMPACTED AGAINST THE FILTER BARRIER.
11. EACH BALE SHALL BE SECURELY ANCHORED AND HELD IN PLACE BY AT LEAST TWO STAKES OR REBARS DRIVEN THROUGH THE BALE.
12. LOOSE STRAW SHOULD BE WEDGED BETWEEN BALES TO PREVENT WATER FROM ENTERING BETWEEN BALES.
13. HAYBALE BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL.

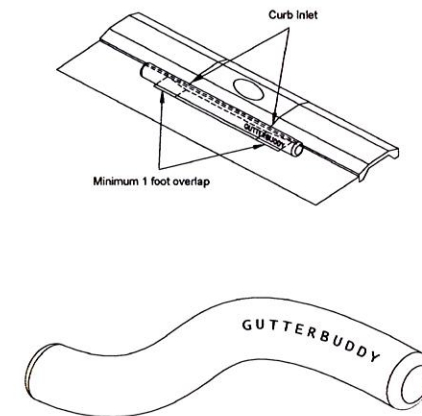
14. CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED BALES, END RUNS AND UNDERCUTTING BENEATH BALES.
15. NECESSARY REPAIRS TO BARRIERS OR REPLACEMENT OF BALES SHALL BE ACCOMPLISHED PROMPTLY.
16. SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH RAINFALL, THEY MUST BE REMOVED WHEN THE LEVEL OF DEPOSITION REACHES APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
17. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE HAYBALE BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDDED.
18. SILTFENCES AND FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
19. SHOULD THE FABRIC ON A SILT FENCE OR FILTER BARRIER DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE AND THE BARRIER IS STILL NECESSARY, THE FABRIC SHALL BE REPLACED PROMPTLY.
20. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN AND REPAIRS MADE AS NEEDED.
21. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO ONE HALF THE DESIGN DEPTH OF THE TRAP, REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
22. THE CONTRACTOR IS RESPONSIBLE FOR FOLLOWING THE BEST EROSION AND SEDIMENT CONTROL PRACTICES AS OUTLINED IN THE PLANS, SPECIFICATIONS AND APPLICABLE WATER MANAGEMENT DISTRICT PERMIT(S) FOR THIS PROJECT.
23. FOR ADDITIONAL INFORMATION ON SEDIMENT AND EROSION CONTROL REFER TO "THE FLORIDA DEVELOPMENT MANUAL - A GUIDE TO SOUND LAND AND WATERMANAGEMENT FROM THE STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION (FDER), CHAPTER 6.
24. EROSION AND SEDIMENT CONTROL BARRIERS SHALL BE PLACED ADJACENT TO ALL WETLAND AREAS WHERE THERE IS POTENTIAL FOR DOWNSTREAM WATER QUALITY DEGRADATION,
25. ALL DISTURBED AREAS SHALL BE GRASSED, FERTILIZED, MULCHED AND MAINTAINED UNTIL A PERMANENT VEGETATIVE COVER IS ESTABLISHED.
26. SOD SHALL BE PLACED IN AREAS WHICH MAY REQUIRE IMMEDIATE EROSION PROTECTION TO ENSURE WATER QUALITY STANDARDS ARE MAINTAINED.

27. ANY DISCHARGE FROM DEWATERING ACTIVITY SHALL BE FILTERED AND CONVEYED TO THE OUTFALL IN A MANNER WHICH PREVENTS EROSION AND TRANSPORTATION OF SUSPENDED SOLIDS TO THE RECEIVING OUTFALL.
28. DEWATERING PUMPS SHALL NOT EXCEED THE CAPACITY OF THAT WHICH REQUIRES A CONSUMPTIVE USE PERMIT FROM THE APPLICABLE WATER MANAGEMENT DISTRICT.
29. ALL DISTURBED AREAS TO BE STABILIZED THROUGH COMPACTION, SILT SCREENS, HAYBALES AND GRASSING. ALL FILL SLOPES 3:1 OR STEEPER TO RECEIVE STAKED SOLID SOO.
30. ALL DEWATERING, EROSION, AND SEDIMENT CONTROL TO REMAIN IN PLACE AFTER COMPLETION OF CONSTRUCTION AND BE REMOVED ONLY WHEN AREAS HAVE BEEN STABILIZED.
31. THIS PLAN INDICATES THE MINIMUM EROSION AND SEDIMENT CONTROL MEASURES REQUIRED FOR THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR MEETING ALL APPLICABLE RULES, REGULATIONS AND WATER QUALITY GUIDELINES AND MAY NEED TO INSTALL ADDITIONAL CONTROLS.
32. ALL EXCAVATIONS AND EARTHWORK SHALL BE DONE IN A MANNER TO MINIMIZE WATER TURBIDITY AND POLLUTION. DISCHARGE SHALL BE CONTROLLED AND REROUTED THROUGH HAY FILTERS, SILTATION DIAPERS AND SUMPS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PREVENTION, CORRECTION, CONTROL AND ABATEMENT OF EROSION AND WATER POLLUTION IN ACCORDANCE WITH CHAPTER 62-302, FLORIDA ADMINISTRATIVE CODE.
33. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ANY SEDIMENT THAT LEAVES THE SITE AND CHANGES ANY DOWNSTREAM CONDITIONS BY RAISING CHANNEL BOTTOMS AND/OR CLOGGING OUTFALL CULVERTS.
34. THE CONTRACTOR SHALL PAY FOR ANY WATER QUALITY CONTROL VIOLATIONS FROM ANY AGENCY THAT RESULTS IN FINES BEING ASSESSED TO THE OWNER BECAUSE OF THE CONTRACTOR'S FAILURE TO ELIMINATE TURBID RUNOFF FROM LEAVING THE SITE AND RAISING BACKGROUND LEVELS ABOVE EXISTING BACKGROUND LEVEL.
35. A MINIMUM OF ONE OF THE EROSION CONTROL MEASURE OPTIONS SHOWN FOR ALL DROP INLETS WILL BE USED BY THE CONTRACTOR.
36. FLOATING TURBIDITY BARRIERS WILL BE PLACED AT ALL OUTFALL LOCATIONS. IF SEAGRASSES ARE PRESENT BARRIERS WILL NOT BE PLACED OVER THEM. THE FLOATING TURBIDITY BARRIERS SHALL BE INSTALLED IN A MANNER TO PREVENT MANATEE ENTANGLEMENT.
37. SILT FENCES OR HAYBALES WILL BE USED ALONG BOTH SIDES OF LIMITS OF CONSTRUCTION TO MINIMIZE OFFSITE SILTATION MIGRATION.

EROSION AND SEDIMENT CONTROL NOTES

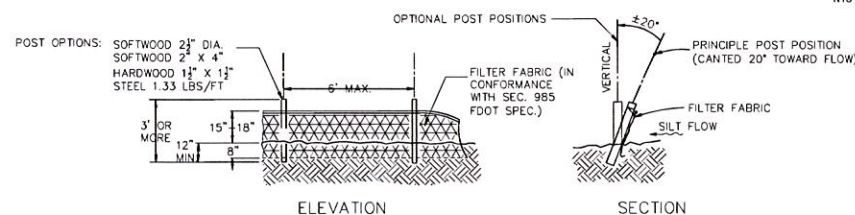


SILT FENCE ATTACHMENT DETAIL

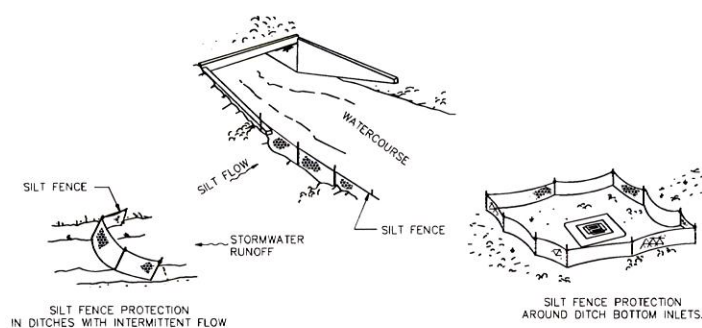


CURB INLET FILTER DETAIL

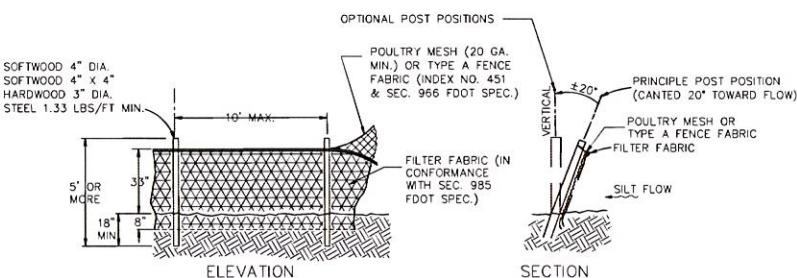
SILT FENCE INSTALLATION DETAIL



TYPE III SILT FENCE



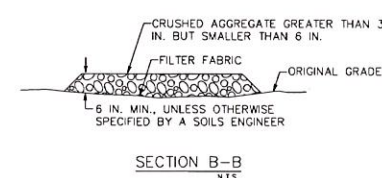
SILT FENCE APPLICATIONS



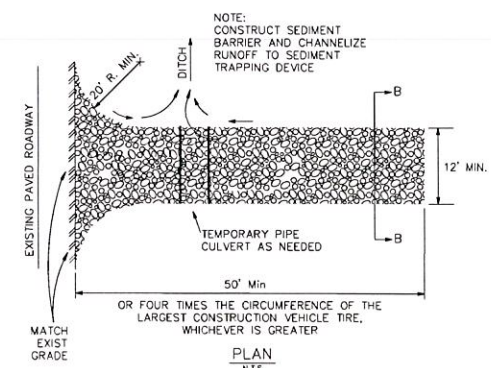
TYPE IV SILT FENCE

GENERAL NOTES

1. TYPE III SILT FENCE TO BE USED AT MOST LOCATIONS. WHERE USED IN DITCHES, THE SPACING FOR TYPE III SILT FENCE SHALL BE IN ACCORDANCE WITH CHART 1, SHEET 1.
2. TYPE IV SILT FENCE TO BE USED WHERE LARGE SEDIMENT LOADS ARE ANTICIPATED. SUGGESTED USE IS WHERE FILL SLOPE IS 1:2 OR STEEPER AND LENGTH OF SLOPE EXCEEDS 25 FEET. AVOID USE WHERE THE DETAINED WATER MAY FLOW INTO TRAVEL LANES OR OFF THE RIGHT-OF-WAY.
3. DO NOT CONSTRUCT SILT FENCES ACROSS PERMANENT FLOWING WATERCOURSES. SILT FENCES ARE TO BE AT UP-LAND LOCATIONS AND TURBIDITY BARRIERS USED AT PERMANENT BODIES OF WATER.
4. WHERE USED AS SLOPE PROTECTION, SILT FENCE IS TO BE CONSTRUCTED ON 0% LONGITUDINAL GRADE TO AVOID CHANNELIZING RUNOFF ALONG THE LENGTH OF THE FENCE.
5. SILT FENCE TO BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR STAKED SILT FENCE, (LF).
6. DURING CONSTRUCTION ALL CATCH BASINS TO BE EQUIPPED WITH FILTER FABRIC AND HAY BALES OVER GRATES PER DETAIL THIS SHEET.
7. SILT FENCE SHALL BE INSTALLED AS NECESSARY TO CONTROL OR PREVENT OFF-SITE DISCHARGES OF SEDIMENT.
8. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE STABILIZED WITHIN A REASONABLE PERIOD OF TIME TO ASSURE MINIMUM EROSION OF SOILS



SECTION B



TYPICAL CONSTRUCTION ENTRANCE DETAIL

[illegible]

GRAND BEACH HOTEL - BAY HARBOR
3001 E. BAY HARBOR DRIVE

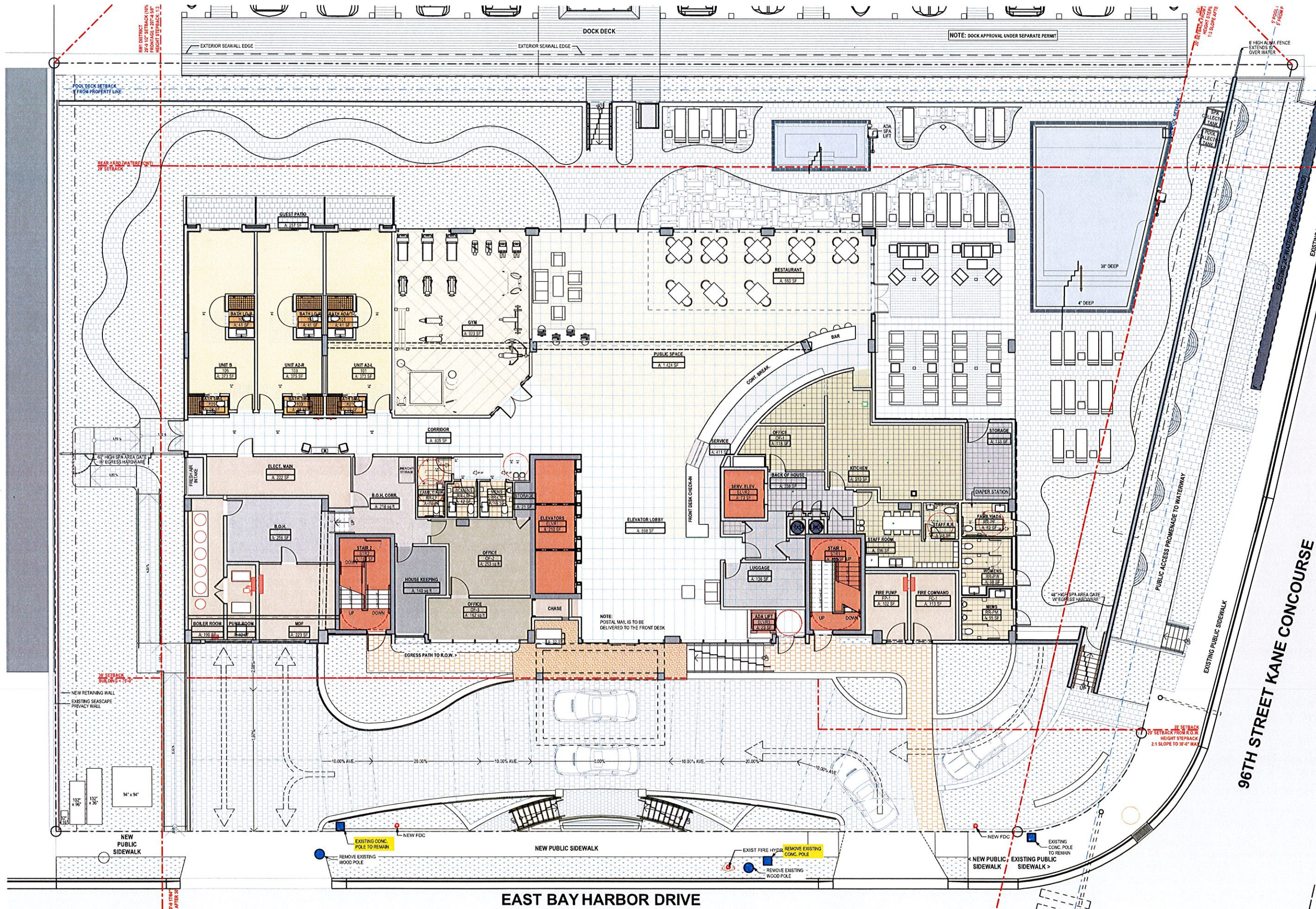
POLLUTION PREVENTION DETAILS

SCALE: _____
DRAWN BY: _____
CHECKED BY: _____
DATE: _____

C-8

BM Survey: BMSERVEX - BIM Survey (18.0) Bay Harbor Bay Harbor

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1 LOBBY LEVEL FPL POLES
C-9 SCALE: 1/8" = 1'-0"

DEVELOPMENT
9418 Collins Ave.
Surfside, FL 33154
info@mbdevelopment.com

Architect:
JOHN K. CARINO
AK 9403

CONSULTANT:
CARINO & CO.
TELEPHONE: 305.111.1111
FAX: 305.111.1112
1000 BAY ROAD, SUITE 100
MIAMI BEACH, FL 33139
www.carinoandco.com

SEAL:
Architect:
JOHN K. CARINO
AK 9403

DATE: 5/20/2015

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

FPL POLE LAYOUT

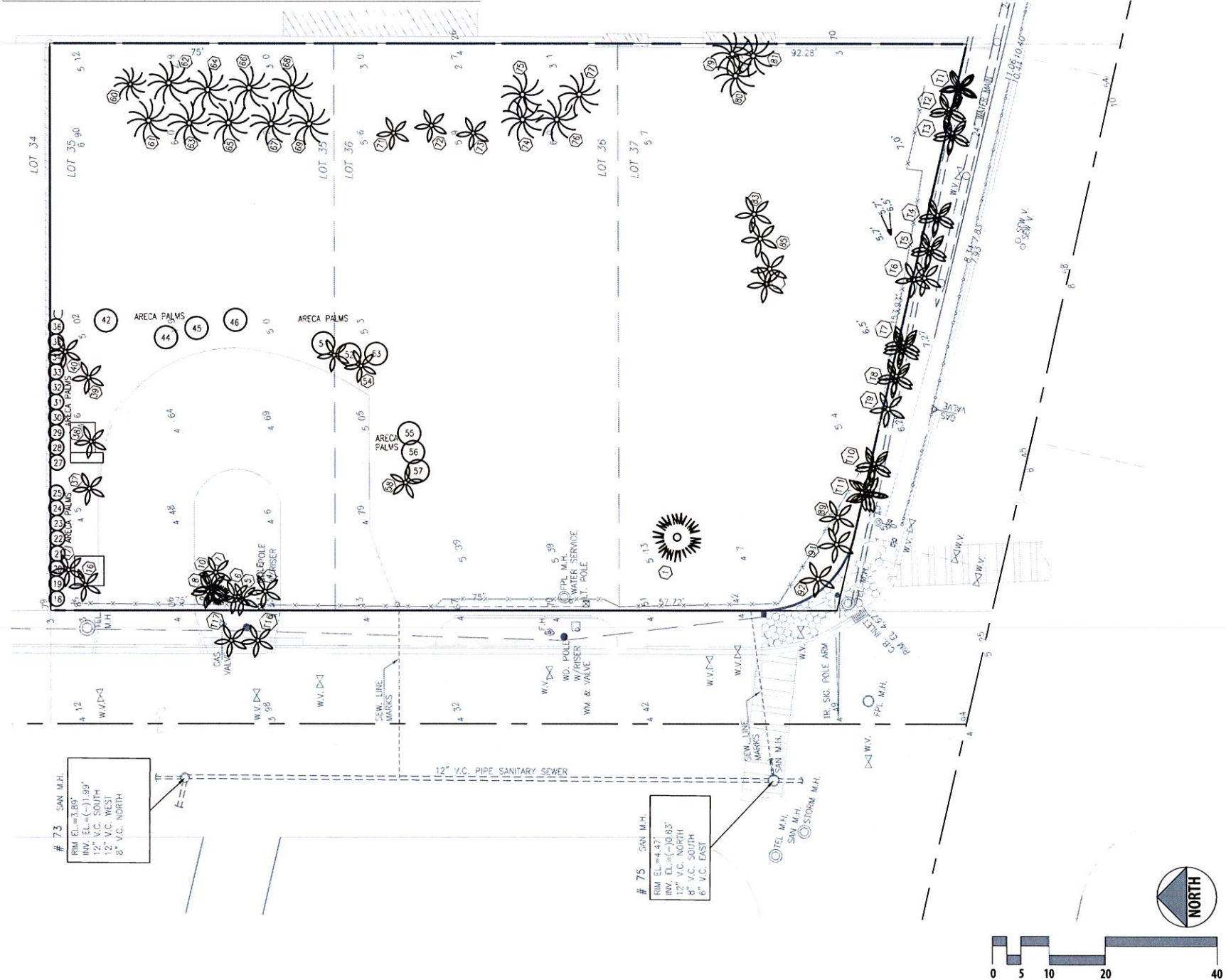
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TREE SURVEY

NUMBER	BOANICAL NAME	COMMON NAME	# IN CLUSTER	DBH (inches)	OAH (feet)	SPREAD	CONDITION
1	Washingtonia robusta	Mexican Fan Palm		24	12	13	GOOD
2	REMOVED						
3	REMOVED						
4	Washingtonia filifera	California Fan Palm		12	35	20	FAIR
5	Washingtonia filifera	California Fan Palm		12	35	20	FAIR
6	Washingtonia filifera	California Fan Palm		12	60	25	FAIR
7	Washingtonia filifera	California Fan Palm		12	40	20	FAIR
8	Washingtonia filifera	California Fan Palm		12	55	20	FAIR
9	Washingtonia robusta	Mexican Fan Palm		24	25	18	GOOD
10	Dictyosperma album	Hurricane Palm		4	25	6	GOOD
11	REMOVED						
12	REMOVED						
13	REMOVED						
14	REMOVED						
15	REMOVED						
16	Washingtonia filifera	California Fan Palm		12	40	20	FAIR
17	Washingtonia filifera	California Fan Palm		14	50	20	FAIR
18	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
19	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
20	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
21	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
22	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
23	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
24	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
25	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
26	REMOVED						
27	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
28	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
29	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
30	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
31	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
32	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
33	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
34	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
35	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
36	Dypsis lutescens	Areca Palm	5	2.5	20	6	GOOD
37	Syagrus romanzoffiana	Queen Palm	8	13	10	GOOD	
38	Syagrus romanzoffiana	Queen Palm	8	15	10	GOOD	
39	Syagrus romanzoffiana	Queen Palm	7	15	10	GOOD	
40	Syagrus romanzoffiana	Queen Palm	7	25	15	GOOD	
41	REMOVED						
42	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
43	REMOVED						
44	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
45	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
46	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
47	REMOVED						
48	REMOVED						
49	REMOVED						
50	REMOVED						
51	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
52	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
53	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
54	Syagrus romanzoffiana	Queen Palm	8	20	12	GOOD	
55	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
56	Dypsis lutescens	Areca Palm	4	3	15	6	GOOD
57	Dypsis lutescens	Areca Palm	6	6	25	8	GOOD
58	Phoenix roebelinii	Pigmy Date Palm	5	9	5	GOOD	
59	REMOVED						
60	Cocos nucifera	Coconut Palm	8	25	20	GOOD	
61	Cocos nucifera	Coconut Palm	8	25	20	GOOD	
62	Cocos nucifera	Coconut Palm	9	30	25	GOOD	
63	Cocos nucifera	Coconut Palm	8	30	25	GOOD	
64	Cocos nucifera	Coconut Palm	9	30	25	GOOD	
65	Cocos nucifera	Coconut Palm	8	30	20	GOOD	
66	Cocos nucifera	Coconut Palm	8	25	25	GOOD	
67	Cocos nucifera	Coconut Palm	9	20	20	GOOD	
68	Cocos nucifera	Coconut Palm	8	25	20	GOOD	
69	Cocos nucifera	Coconut Palm	8	30	20	GOOD	
70	REMOVED						
71	Pythosperma macarturii	Macarthur Palm	2	4	35	5	GOOD
72	Pythosperma macarturii	Macarthur Palm	3	4	35	5	GOOD
73	Pythosperma macarturii	Macarthur Palm	2	4	35	5	GOOD
74	Cocos nucifera	Coconut Palm	8	30	25	GOOD	
75	Cocos nucifera	Coconut Palm	8	20	20	GOOD	
76	Cocos nucifera	Coconut Palm	8	30	20	GOOD	
77	Cocos nucifera	Coconut Palm	8	30	25	GOOD	
78	REMOVED						
79	Cocos nucifera	Coconut Palm	8	25	20	GOOD	
80	Cocos nucifera	Coconut Palm	8	30	20	GOOD	
81	Cocos nucifera	Coconut Palm	8	30	20	GOOD	
82	REMOVED						
83	Veitchia merillii	Christmas Palm	7	25	6	POOR	
84	REMOVED						
85	Veitchia merillii	Christmas Palm	7	25	6	POOR	
86	Veitchia merillii	Christmas Palm	7	25	6	POOR	
87	Veitchia merillii	Christmas Palm	7	25	6	POOR	
88	Veitchia merillii	Christmas Palm	7	25	6	POOR	
89	Washingtonia filifera	California Fan Palm	12	40	10	FAIR	

TREE SURVEY

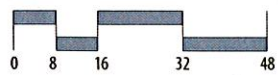
NUMBER	BOANICAL NAME	COMMON NAME	# IN CLUSTER	DBH (inches)	OAH (feet)	SPREAD	CONDITION
90	REMOVED						
91	Washingtonia filifera	California Fan Palm		18	40	25	FAIR
92	Washingtonia filifera	California Fan Palm		14	40	20	FAIR
T1	Veitchia merillii	Christmas Palm	3	6	20	10	FAIR
T2	Veitchia merillii	Christmas Palm	2	6	25	7	FAIR
T3	Veitchia merillii	Christmas Palm	2	7	30	10	FAIR
T4	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR
T5	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR
T6	Veitchia merillii	Christmas Palm	2	8	40	10	FAIR
T7	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR
T8	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR
T9	Veitchia merillii	Christmas Palm	2	8	30	10	FAIR
T10	Veitchia merillii	Christmas Palm	2	8	40	10	FAIR
T11	Veitchia merillii	Christmas Palm	3	6	40	10	FAIR
T12	REMOVED						
T13	REMOVED						
T14	REMOVED						
T15	REMOVED						
T16	Veitchia merillii	Christmas Palm	4	20	6	6000	
T17	Veitchia merillii	Christmas Palm	4	20	6	6000	



LEGEND

NUMBER	BOANICAL NAME	COMMON NAME	# IN CLUSTER	DBH (inches)	OAH (feet)	SPREAD	CONDITION	ACTION
90	REMOVED							
91	Washingtonia filifera	California Fan Palm		18	40	25	FAIR	REMOVE
92	Washingtonia filifera	California Fan Palm		14	40	20	FAIR	REMOVE
T1	Veitchia merillii	Christmas Palm	3	6	20	10	FAIR	REMAIN IN PLACE
T2	Veitchia merillii	Christmas Palm	2	6	25	7	FAIR	REMAIN IN PLACE
T3	Veitchia merillii	Christmas Palm	2	7	30	10	FAIR	REMAIN IN PLACE
T4	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR	REMAIN IN PLACE
T5	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR	REMAIN IN PLACE
T6	Veitchia merillii	Christmas Palm	2	8	40	10	FAIR	REMAIN IN PLACE
T7	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR	REMAIN IN PLACE
T8	Veitchia merillii	Christmas Palm	3	8	40	10	FAIR	REMAIN IN PLACE
T9	Veitchia merillii	Christmas Palm	2	8	30	10	FAIR	REMAIN IN PLACE
T10	Veitchia merillii	Christmas Palm	2	8	40	10	FAIR	REMOVE
T11	Veitchia merillii	Christmas Palm	3	6	40	10	FAIR	REMAIN IN PLACE
T12	REMOVED							
T13	REMOVED							
T14	REMOVED							
T15	REMOVED							
T16	Veitchia merillii	Christmas Palm		4	20	6	GOOD	REMOVE
T17	Veitchia merillii	Christmas Palm		4	20	6	GOOD	REMOVE

	REMAIN IN PLACE
R	RELOCATE ON SITE
X	REMOVE

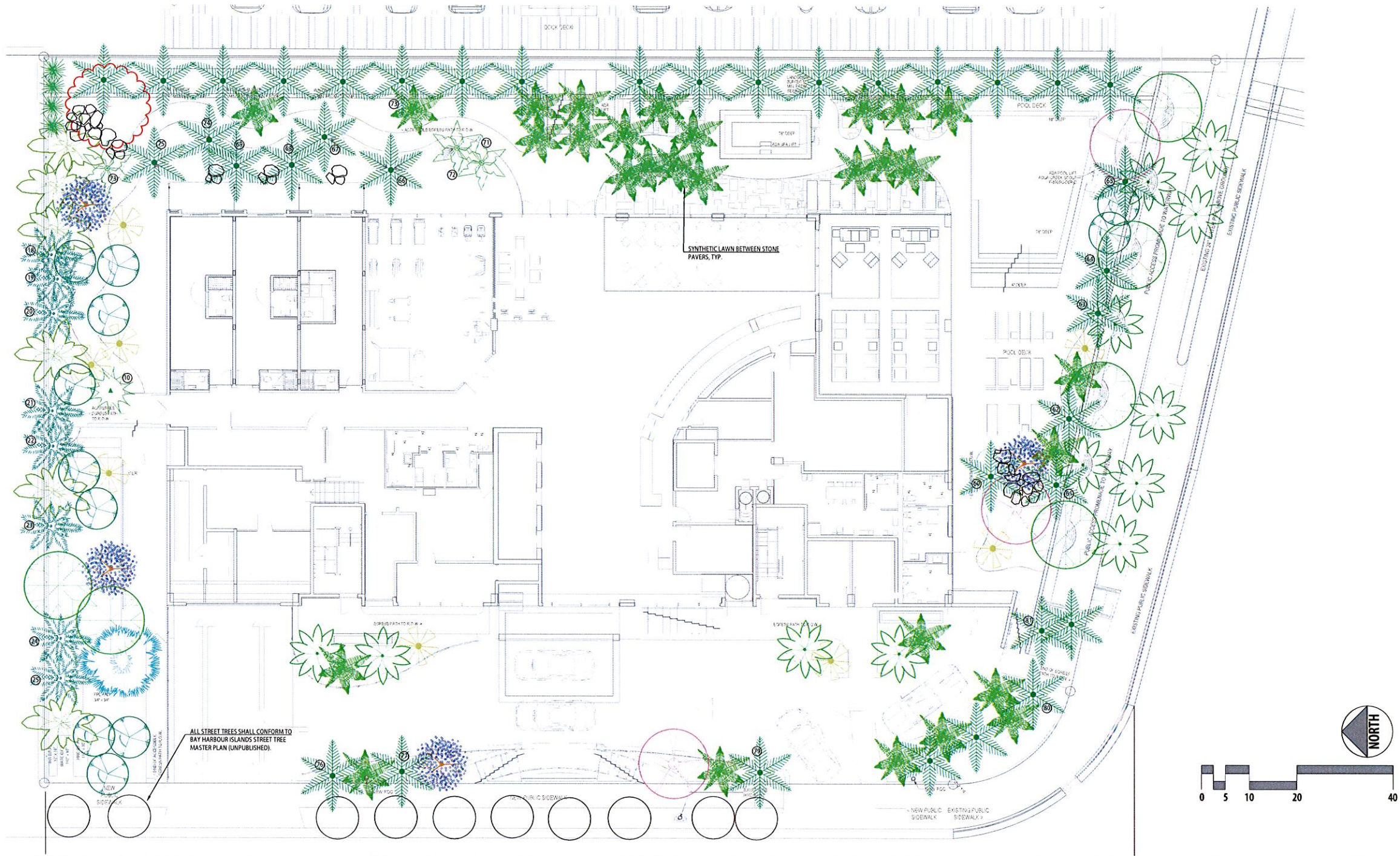


1. A MINIMUM OF 3" INCHES OF STERILIZED PINE BARK MULCH SHALL BE PLACED AROUND ALL NEWLY INSTALLED TREE, SHRUB AND GROUND COVER PLANTING AREAS, WITH THE EXCEPTION OF BEACH PLANTING. MULCH SHALL BE INSTALLED NO CLOSER THAN 6" FROM THE BASE OF ALL TREES.
2. PLANT LIST QUANTITIES ARE PROVIDED FOR CONVENIENCE. IN THE EVENT OF QUANTITY DISCREPANCIES, THE DRAWING SHALL TAKE PRECEDENCE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY PLANT MATERIAL QUANTITIES, INCLUDING SOD AND MULCH.
3. CONTRACTOR SHALL INSURE THAT ADEQUATE WATER IS SUFFICIENTLY SUPPLIED IN NECESSARY QUANTITIES TO ALL NEWLY INSTALLED PLANTINGS TO ESTABLISH PLANT MATERIAL.
4. PLANT MATERIALS USED SHALL CONFORM TO THE STANDARDS FOR FLORIDA NO. 1 OR BETTER AS GIVEN IN "GRADES AND STANDARDS FOR NURSERY PLANTS," PART I, CURRENT EDITION, AND PART II, STATE OF FLORIDA, DEPARTMENT OF AGRICULTURE.
5. FOR PLANTING BED SOIL PREPARATION SEE PLANTING DETAILS AND SPECIFICATIONS.
ALL SODDED AREAS SHALL HAVE 2" OF PLANTING SOIL. THE PLANTING SOIL SHALL BE WELL MIXED, WITH APPROPRIATE FERTILIZER ADDED, UNLESS FIELD OBSERVATION AND SOIL ANALYSIS DICTATE A DIFFERENT COMPOSITION THE LANDSCAPE ARCHITECT MAY REQUIRE. SOIL ANALYSIS IS TO BE SUBMITTED IF DEEMED APPROPRIATE. ALL SOIL SHALL BE FREE OF WEEDS, LARGE ROCKS (OVER 3" DIAMETER) DEBRIS (INCLUDING LIMBS, STEMS, OLD IRRIGATION PIPE, AND OTHER NON-ORGANIC MATERIALS). THE USE OF RECYCLED COMPOST AS A SOIL AMENDMENT IS RECOMMENDED.
6. IN AREAS WHERE PAVED SURFACES ABUT SOD OR MULCH, THE FINAL GRADE LEVEL OF BOTH SURFACES SHALL BE EVEN.
7. ALL PRUNING SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL ARBORIST ASSOCIATION GUIDELINES FOR FINE PRUNING, PRUNING STANDARDS FOR CLASS I PRUNING.
8. ALL LANDSCAPE TO BE IRRIGATED BY RECLAIMED WATER IF AVAILABLE.
9. ONE HUNDRED PERCENT (100%) COVERAGE OF ALL GRASS AREAS MUST BE ACHIEVED WITHIN NINETY (90) DAYS.
10. BLACK ALUMINUM EDGING, 4" X 3/4", SHALL BE USED TO SEPARATE LINEAR PLANTING AREAS AND SHALL BE STAKED IN PLACE.
11. BIO-BARRIER ROOT BARRIER SHALL BE INSTALLED FOR ANY TREE WITHIN 6' OF A PUBLIC UTILITY LINE OR EDGE OF PAVEMENT/HARDSCAPE CONDITION. SEE SHEET LA-2 FOR DETAILS.
12. CONTRACTOR SHALL BECOME FAMILIAR WITH THE SITE CONDITIONS AND ASK ALL QUESTIONS PRIOR TO PLACING A BID.
13. EXISTING TREES DESIGNATED TO REMAIN SHALL BE PROTECTED DURING ALL CONSTRUCTION PHASES, ANY TREES OR SHRUBS SCARRED OR DESTROYED DESIGNATED TO REMAIN WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE, WITH SIMILAR SPECIES, SIZE AND QUALITY.
14. EXISTING TREES DESIGNATED TO BE STORED OFF-SITE, SHALL BE PROTECTED AND CARED FOR ACCORDINGLY TO INDUSTRY STANDARDS, ANY TREES OR SHRUBS SCARRED OR DESTROYED WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE, WITH SIMILAR SPECIES, SIZE AND QUALITY.
15. LANDSCAPE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL UNDERGROUND UTILITIES OR STRUCTURES PRIOR TO DIGGING. LANDSCAPE CONTRACTOR SHALL REPAIR ALL DAMAGE TO UNDERGROUND UTILITIES, AND/OR CONSTRUCTION CAUSED BY UTILITY DAMAGE, AT NO COST TO THE OWNER.
16. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF 12 MONTHS AFTER DATE OF SUBSTANTIAL COMPLETION.
17. ALL BUILDING CONSTRUCTION MATERIAL AND FOREIGN MATERIAL SHALL BE REMOVED FROM PLANTING AREAS AND REPLACED WITH PLANTING SOIL AS PER SPECIFICATIONS. ALL ISLANDS IN PARKING LOTS AND AROUND BUILDINGS, SHALL BE EXCAVATED TO A DEPTH OF 3' MIN. AND REPLACED WITH PLANTING SOIL AS PER SPECIFICATIONS. ALL PLANTERS SHALL HAVE ATLAS PEAT 3000 MIC EXCEPT PLANTERS WHERE MEDJOL DATE PALMS WILL BE INSTALLED. MEDJOL PLANTERS SHALL BE FILLED WITH SILICA SAND.
18. ALL PLANT MATERIAL SYMBOLS SHOWN ON LANDSCAPE PLAN SHALL BE CONSIDERED DIAGRAMMATIC AND SHALL BE ADJUSTED IN THE FIELD BY CONTRACTOR TO AVOID ALL UTILITIES, AND ALL OTHER OBSTRUCTIONS AFTER CONSULTING WITH THE LANDSCAPE ARCHITECT.
19. ALL SIZES SHOWN FOR PLANT MATERIAL ON THE PLAN ARE TO BE CONSIDERED MINIMUM. ALL PLANT MATERIAL SHALL MEET OR EXCEED THESE MINIMUM REQUIREMENTS FOR BOTH HEIGHT AND SPREAD. ANY OTHER REQUIREMENTS FOR SPECIFIC SHAPE OR EFFECT AS NOTED ON THE PLAN SHALL ALSO BE REQUIRED FOR ACCEPTANCE.
20. ALL TREES TO BE SINGLE TRUNK, UNLESS OTHERWISE NOTED ON THE PLANS.
21. SITE PREPARATION SHALL INCLUDE THE ERADICATION AND REMOVAL OF ANY WEEDS, GRASS, CLEAN-UP OF ANY DEAD MATERIAL AND FINISH GRADING AS PER SPECIFICATIONS.
22. THE LANDSCAPE CONTRACTOR SHALL AT ALL TIMES KEEP THE JOB SITE CLEAN AND FREE OF WASTE MATERIAL, DEBRIS, AND RUBBISH.
23. THE LANDSCAPE CONTRACTOR SHALL EXERCISE CAUTION TO PROTECT ANY NEW HARDSCAPE CONSTRUCTION OR IRRIGATION. ANY DAMAGE SHALL BE REPLACED OR REPAIRED TO THE ORIGINAL STATE BY THE LANDSCAPE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
24. ALL PLANTING AREAS WITHIN LIMIT OF WORK SHALL BE 100% FULLY IRRIGATED. THE IRRIGATION CONTRACTOR SHALL COMPLY WITH THE PROPOSED IRRIGATION DESIGN.
25. ON-SITE LAYOUT OF PLANT MATERIAL MUST BE COORDINATED WITH LANDSCAPE ARCHITECT.

Page 1 of 3 Revised 12/09/14

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TREE and PALM LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
4		Bauhinia blakeana	Hong Kong Orchid Tree	12' OA HT, 2" DIA	
1		Bismarkia nobilis	Bismarck Palm	10' CT	
6		Bursera simaruba	Gumbo Limbo	16' OA HT, 2" DIA	
33		Carpentaria acuminata	Carpentaria Palm	20' OA HT	
6		Cayota mitis	Clumping Fishtail Palm	MIN 20' OA HT	
3		Chorisia speciosa	Floss Silk Tree	18' OA HT, 2" DIA	

QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
12		Cocoloba diversifolia	Pigeon Plum	12' OA HT, 2" DIA	
17		Cocos nucifera	Coconut	N/A	Relocated from on site
20		Cocos nucifera 'Green Malayan'	Green Malayan Coconut Palm	14' to 25' GW	FG, MIN. 7 FRONDS, BB, CERTIFIED JAMAICAN MALAYAN
1		Delonix regia	Royal poinciana	14' OA Height 2" DIA	
1		Dictyosperma album	Hurricane Palm	N/A	Relocated from on site
8		Dypsis lutescens	Areca Palm	N/A	Relocated from on site

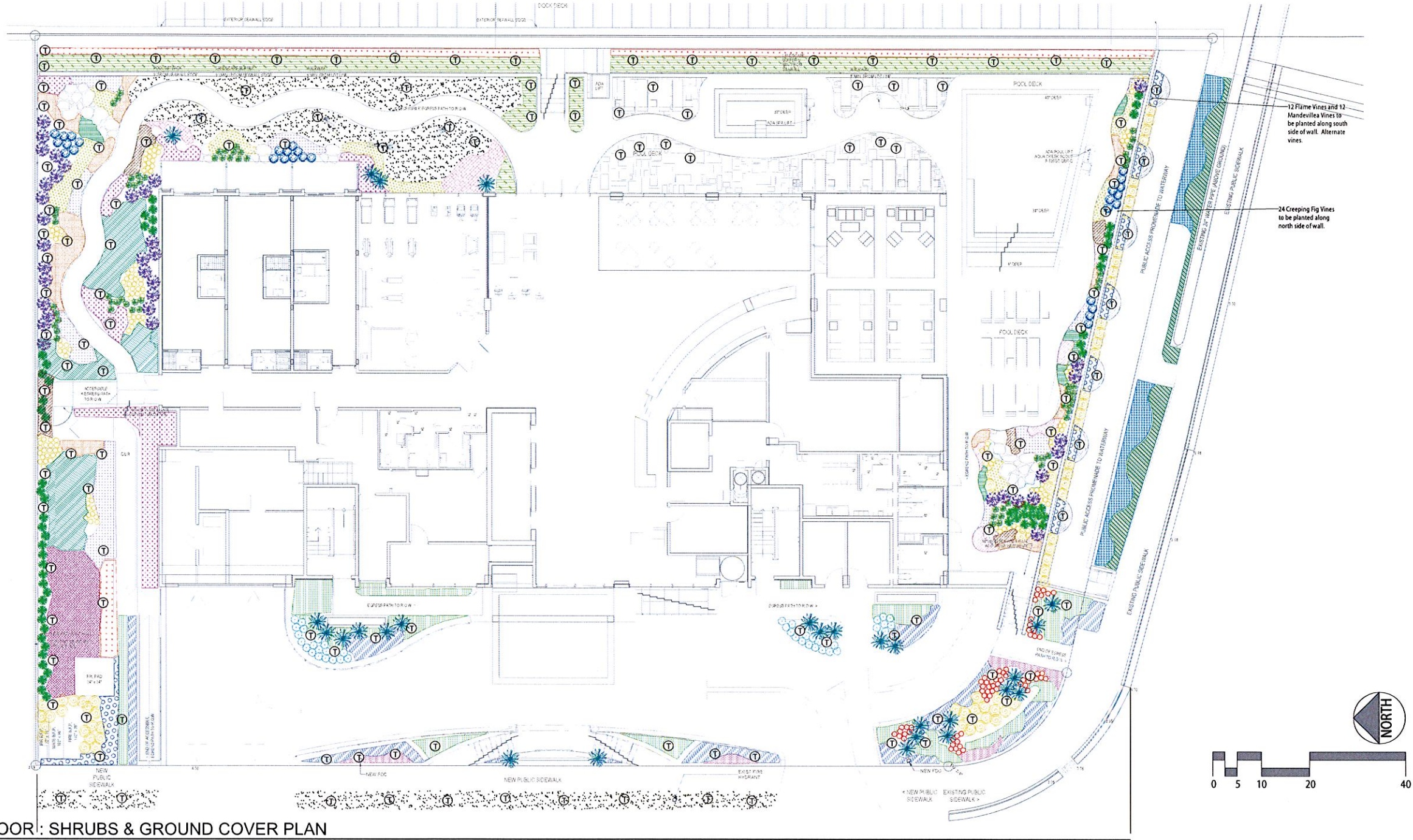
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
15		Hyophorbe verschaffeltii	Spindle Palm	6' CT	
3		Ptychosperma macartuii	Macarthur Palm	N/A	Relocated from on site
4		Rhaps excelsa	Lady palm	12' OA	
12		Roystonea regia	Florida Royal palm	20' MIN GW	Royal Palms along Kane Concourse shall match those on opposite side (15' OAH).
		ALL STREET TREES SHALL CONFORM TO BAY HARBOUR ISLANDS STREET TREE MASTER PLAN (UNPUBLISHED).			

NOTE: All landscape areas shall be irrigated with an automatic underground irrigation system.

GROUND FLOOR : TREE & PALM PLAN

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1
L-302
GROUND FLOOR: SHRUBS & GROUND COVER PLAN

SHRUB and GROUND COVER AND LEGEND							
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCR.	NATIVE	LOW MAINT.
59		<i>Alocasia macrorhiza</i> 'Black Stem'	Wild Taro	3 Gal.			
185		<i>Alpinia zerumbet</i>	Shell Ginger	3 Gal.			
749		<i>Asparagus densiflorus</i> 'Meyersii'	Foxtail Fern	3 Gal.	8" O.C.		X
817		<i>Begonia odorata</i> 'Alba'	Begonia	1 Gal.	6" O.C.		
41		<i>Brunfelsia grandiflora</i>	Yesterday-Today-and-Tomorrow	15 Gal.			
256		<i>Caladium</i> sp.	Caladium	1 Gal.	6" O.C.		
49		<i>Conocarpus erectus</i> var. <i>sericeus</i>	Silver Buttonwood	3 Gal.	24" O.C.	X	X
71		<i>Cordyline frutescens</i> 'Black Magic'	Black Magic	3 Gal.			
25		<i>Cycas revoluta</i>	Sago Palm	15 Gal.			

SHRUB and GROUND COVER AND LEGEND							
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCR.	NATIVE	LOW MAINT.
381		<i>Dianella</i> sp.	Flax Lily	3 Gal.	8" O.C.		
75		<i>Ficus</i> 'Green Island'	Green Island Ficus	3 Gal.	18" O.C.		X
65		<i>Galphimia glauca</i>	Thyallis	7 Gal.			X
342		<i>Hemerocallis</i> sp.	Day Lily	3 Gal.	12" O.C.		X
582		<i>Kalanchoe blossfeldiana</i>	Kalanchoe	1 Gal.	6" O.C.		
256		<i>Kalanchoe thyrsiflora</i>	Flapjack	1 Gal.	6" O.C.		
182		<i>Lantana montevidensis</i>	Trailing Lantana	3 Gal.	24" O.C.		X
63		<i>Monstera deliciosa</i>	Swiss Cheese Plant	3 Gal.	24" O.C.		
116		<i>Nephrolepis biserrata</i>	Macho Fern	3 Gal.	18" O.C.	X	X

SHRUB and GROUND COVER AND LEGEND							
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCR.	NATIVE	LOW MAINT.
79		<i>Pentas lanceolata</i>	Pentas	3 Gal.	18" O.C.		X
250		<i>Philodendron</i> 'Burle Marx'	Philodendron	3 Gal.	8" O.C.		
59		<i>Phyllostachys nigra</i>	Black Bamboo	15 Gal.			
121		<i>Plumbago auriculata</i>	Plumbago	3 Gal.			X
1332		<i>Ruellia brittoniana</i>	Mexican Petunia	1 Gal.	6" O.C.		
744		<i>Spathoglottis Berry</i>	Ground orchid	3 Gal.	8" O.C.		
53		<i>Zamia pumila</i>	Coontie	3 Gal.	24" O.C.	X	X
962 SF		<i>Stenotaphrum secundatum</i> 'Palmetto'	St. Augustine	Sod			

NOTE: All landscape areas shall be irrigated with an automatic underground irrigation system.

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GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

GROUND FLOOR : SHRUBS & GROUND COVER PLAN

No. REVISION DATE

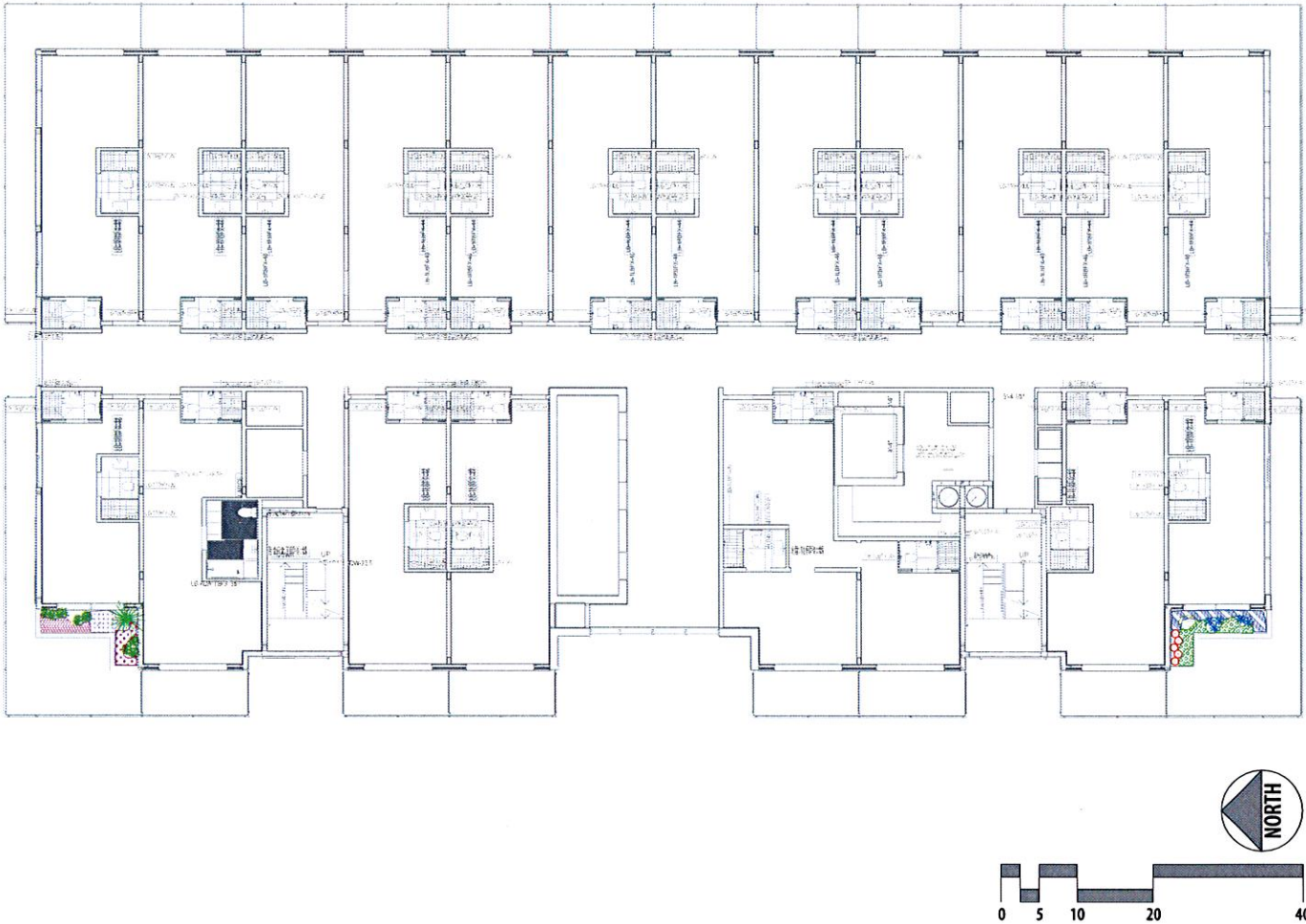
L-302

LANDSCAPE

R. DATE 5/20/2015

SHRUB, GROUNDCOVER AND VINE LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
16		Bambusa vulgaris 'Wamin'	Dwarf Buddha Belly Bamboo	7 Gal.	MIN. 24"X24", 18" O.C.
11		Plumeria hybrid	Plumeria paradise	3 Gal.	
6		Cycas revoluta	Sego palm	3 Gal.	
20		Cordyline frutescens 'Black Magic'	Black Magic	3 Gal.	
65		Begonia odorata 'Alba'	Begonia	3 Gal.	
		Trachelospermum jasminoides	Star Jasmine	3 Gal.	
		Spathoglottis plicata	Ground orchid	1 Gal.	
		Kalanchoe thyrsiflora	Flapjack	1 Gal.	
		Ruellia simplex	Ruellia	3 Gal.	
		Asparagus densiflorus 'Meyersii'	Foxtail fern	1 Gal.	

TREE AND PALM LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
9		Cocos nucifera	Coconut palm	NA	Relocated from site
9		Rhapis excelsa	Lady palm	NA	
17		Pachypodium lamerei	Madagascar palm		



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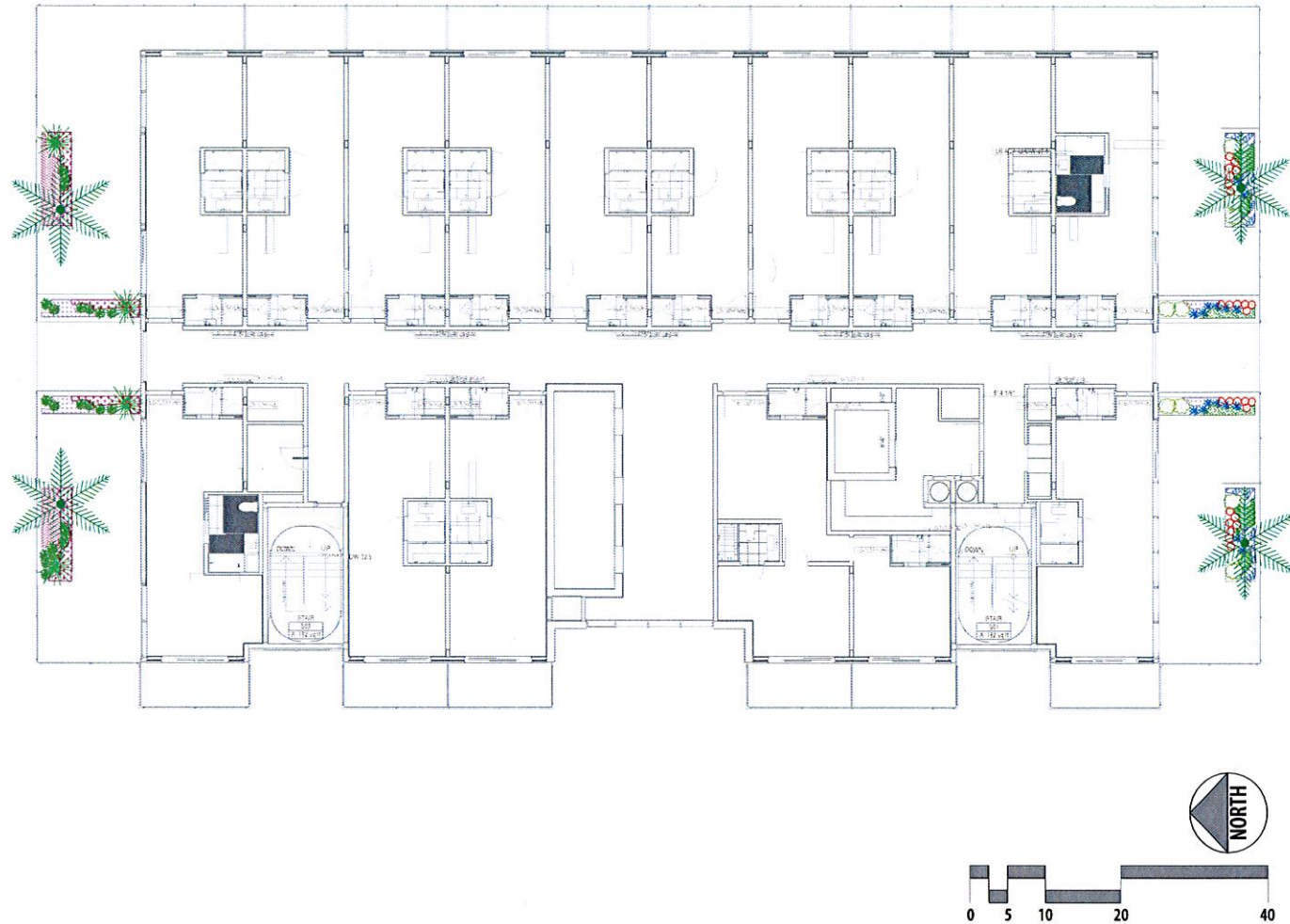
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1
L-304

FIFTH FLOOR TERRACE : TREE & GROUND COVER PLAN

SHRUB, GROUND COVER AND VINE LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
16		Bambusa vulgaris 'Wamin'	Dwarf Buddha Belly Bamboo	7 Gal.	MIN 24"X24", 18" O.C.
11		Plumeria hybrid	Plumeria paradise	3 Gal.	
6		Cycas revoluta	Sego palm	3 Gal.	
20		Cordyline fruticosa 'Black Magic'	Black Magic	3 Gal.	
65		Begonia odorata 'Alba'	Begonia	3 Gal.	
		Tradelospermum jasminoides	Star Jasmine	3 Gal.	
		Spathoglottis plectata	Ground orchid	1 Gal.	
		Kalanchoe thyrsiflora	Flapjack	1 Gal.	
		Ruellia simplex	Ruellia	3 Gal.	
		Asparagus densiflorus 'Meyersii'	Foxtail fern	1 Gal.	

TREE AND PALM LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
9		Cocos nucifera	Coconut palm	NA	Relocated from site
9		Rhaps excelsa	Lady palm	NA	
17		Pachypodium lamerei	Madagascar palm		



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FIFTH FLOOR TERRACE : TREE & GROUND COVER PLAN

No. REVISION DATE

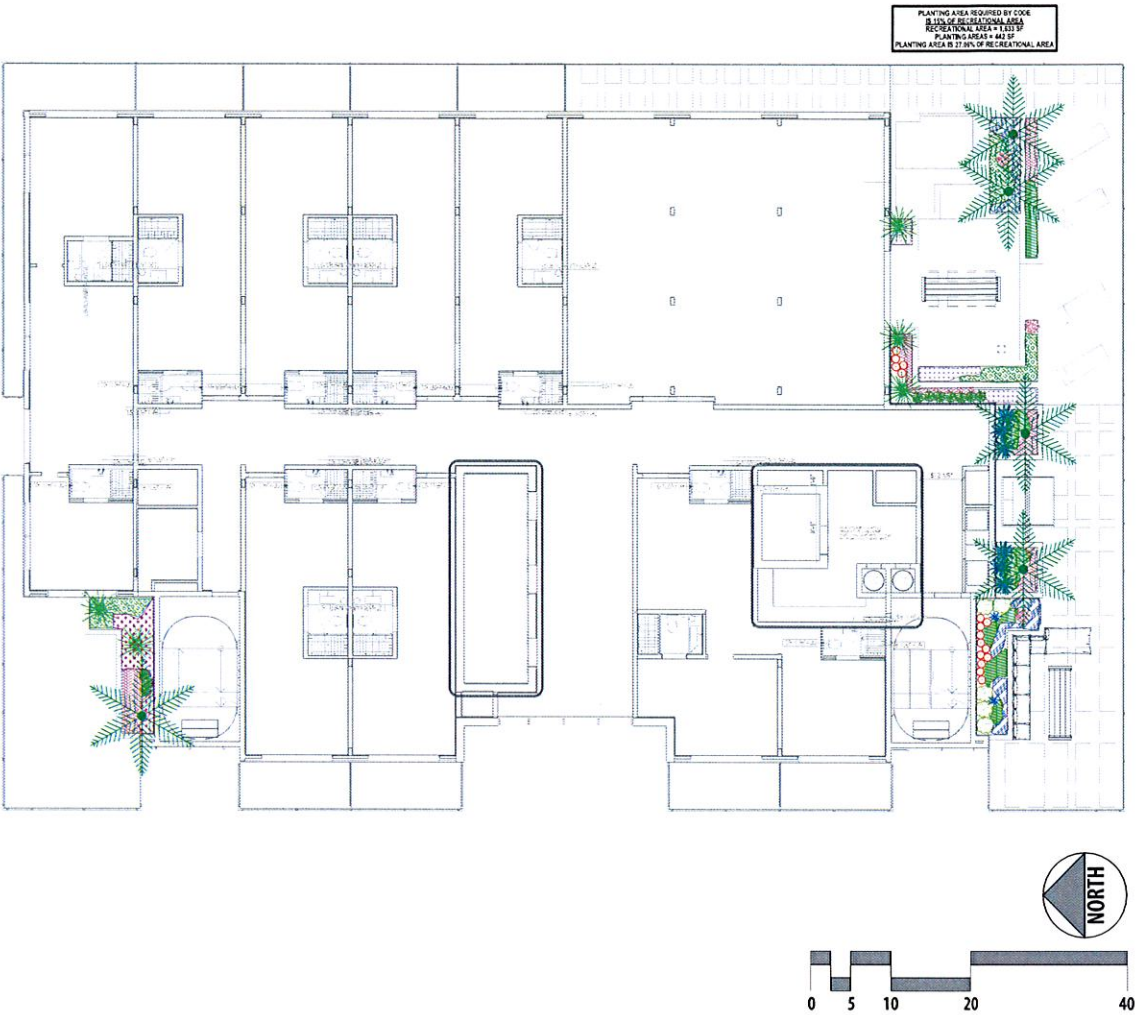
L-304
LANDSCAPE
DATE
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SHRUB, GROUNDCOVER AND VINE LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
16		Bambusa vulgaris 'Wamin'	Dwarf Buddha Belly Bamboo	7 Gal.	MIN. 24"X24", 18" O.C.
11		Plumeria hybrid	Plumeria paradise	3 Gal.	
6		Cycas revoluta	Sego palm	3 Gal.	
20		Cordyline fruticosa 'Black Magic'	Black Magic	3 Gal.	
65		Begonia odorata 'Alba'	Begonia	3 Gal.	
		Trachelospermum jasminoides	Star Jasmine	3 Gal.	
		Spathoglottis plicata	Ground orchid	1 Gal.	
		Kalanchoe thyrsiflora	Flapjack	1 Gal.	
		Ruellia simplex	Ruellia	3 Gal.	
		Asparagus densiflorus 'Meyersii'	Foxtail fern	1 Gal.	

TREE AND PALM LEGEND					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	DESCRIPTION
9		Cocos nucifera	Coconut palm	NA	Relocated from site
9		Rhaps excelsa	Lady palm	NA	
17		Pachypodium lamerei	Madagascar palm		





South Elevation

0 4 8 16

1 SOUTH LANDSCAPE ELEVATION
L-306

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West Elevation

1 WEST LANDSCAPE ELEVATION
L-307

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WEST LANDSCAPE ELEVATION

No. REVISION DATE

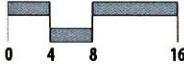
L-307

LANDSCAPE

R. DATE 5/20/2015



North Elevation



1 NORTH LANDSCAPE ELEVATION
L-308



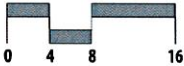
1 NORTH LANDSCAPE : SEASCAPE ELEVATION
L-309

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East Elevation



1
L-310

WEST LANDSCAPE ELEVATION

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EAST LANDSCAPE ELEVATION

No. REVISION DATE

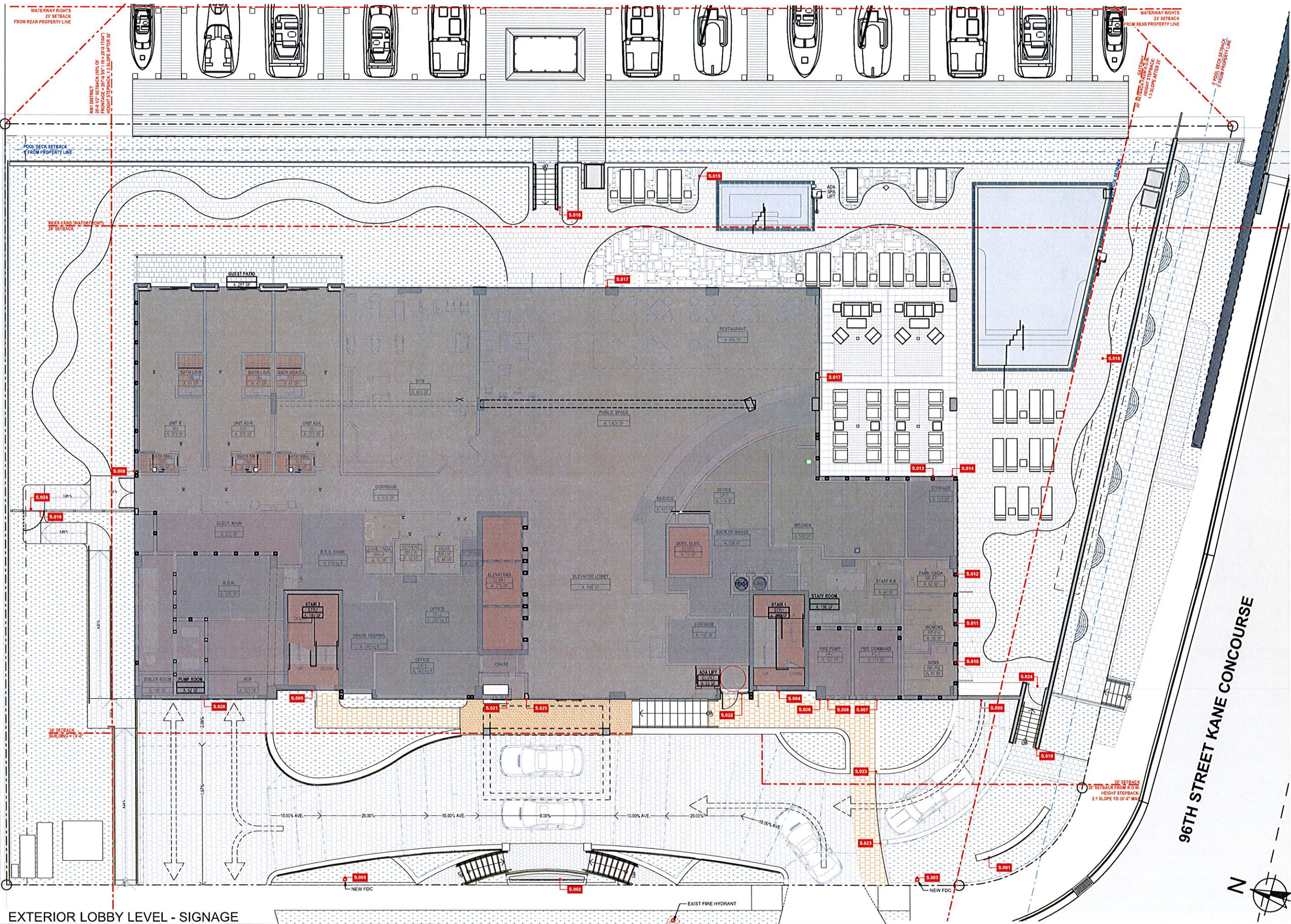
L-310

LANDSCAPE

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EXTERIOR LOBBY LEVEL - SIGNAGE

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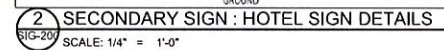
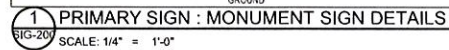
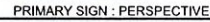
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FL 33154

LEVEL 1 - LOBBY : EXTERIOR SIGNAGE

No. REVISION DATE

SIG-101a
EXTERIOR & INTERIOR
SIGNAGE
DATE
5/20/2015

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Sec. 17-20. - Exterior Signs (B-1 District)

- ***We have (2) Property Fronts due to it being a corner lot. We are allowed (1) 30 sq. ft. sign & (1) 15 sq. ft. for a total of 45.00 sq. ft. Currently proposing (1) Primary Sign to be 26.00 sq. ft. & (1) Secondary Sign to be 18.00 sq. ft. for a total of 44.00 sq. ft.



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SIG-200
SIGNAGE PROOFS &
DETAILS

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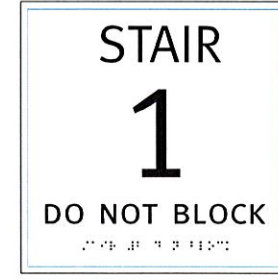
\$0.001 PRIMARY HOTEL MONUMENT SIGN (26 sq. ft.)



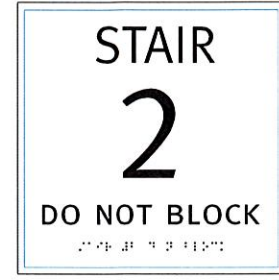
\$0.002 SECONDARY HOTEL SIGN (18 sq. ft.)



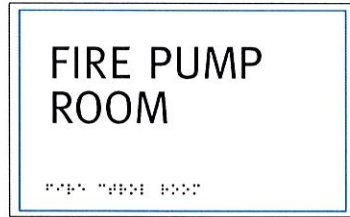
\$0.003 REGULATORY SIGN (18" x 12") & (18" x 5.5") (QUANTITY 2)



\$0.004 REGULATORY SIGN (8" x 8")



\$0.005 REGULATORY SIGN (8" x 8")



\$0.006 REGULATORY SIGN (6.5" x 4.0")



\$0.007 REGULATORY SIGN (6.5" x 4.0")



\$0.008 IDENTIFICATION SIGN



\$0.009 REGULATORY SIGN



\$0.010 IDENTIFICATION SIGN (6.25" x 7.5")



\$0.011 IDENTIFICATION SIGN (6.25" x 7.5")



\$0.012 IDENTIFICATION SIGN (6.25" x 7.5")



\$0.013 IDENTIFICATION SIGN (7.5" X 4")



\$0.014 DIRECTIONAL SIGN (6.25" x 7.5")



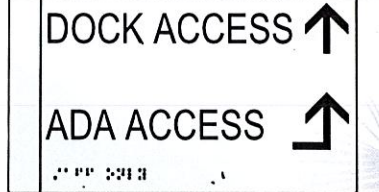
\$0.015 REGULATORY SPA RULES SIGN



\$0.016 REGULATORY SPA RULES SIGN



\$0.017 NOTIFY PUBLIC RULES SIGN (12" X 6") (QUANTITY 2)



\$0.018 IDENTIFICATION SIGN (7.5" X 4") (QUANTITY 2)



\$0.019 IDENTIFICATION SIGN (7.5" X 4") (QUANTITY 2)



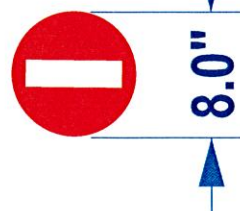
\$0.020 REGULATORY SIGN (72" x 6") WALL MOUNTED LETTERING



\$0.021 IDENTIFICATION SIGN (7.5" X 4")



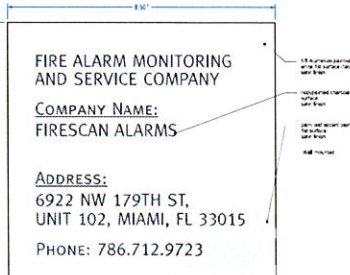
\$0.022 IDENTIFICATION SIGN (7.5" X 4")



\$0.023 REGULATORY SIGN (QUANTITY 2)



\$0.024 REGULATORY SIGN (12" x 36") (QUANTITY 2)



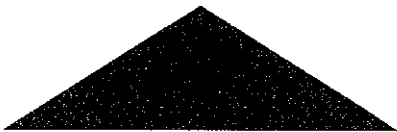
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\$0.026 REGULATORY SIGN (16"Ø)



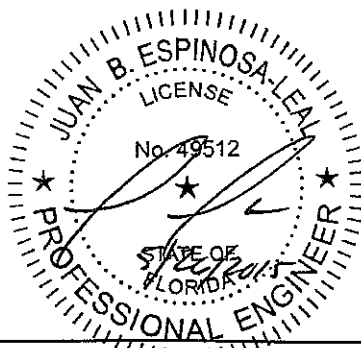




Grand Beach Hotel

BAY HARBOR

TRAFFIC STUDY



PREPARED FOR:
MB Development LLC

PREPARED BY:
DPA

DATE:
May 2015

DPA JOB#
15107

TABLE OF CONTENTS

	<u>Page</u>
List of Exhibits	ii
EXECUTIVE SUMMARY	iii
1.0 INTRODUCTION	1
1.1 Project Background	1
1.2 Study Objective	1
1.3 Study Area and Methodology	1
1.4 Project Site Information	5
2.0 EXISTING CONDITIONS	6
2.1 Roadway Characteristics	6
2.2 Traffic Counts	7
2.3 Intersection Data	7
2.4 Roadway Capacity Analysis	7
2.5 Intersection Capacity Analysis	11
3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS	12
4.0 FUTURE TRAFFIC CONDITIONS	13
4.1 Background Traffic and Committed Developments	13
4.2 Future Without Project Roadway Capacity Analysis	13
4.3 Future Without Project Intersection Capacity Analysis	15
4.4 Project Trip Generation	16
4.5 Project Trip Assignment	16
4.6 Future With Project Roadway Capacity Analysis	19
4.7 Future With Project Intersection Capacity Analysis	21
5.0 QUEING ANALYSIS	22
6.0 CONCLUSIONS	27
Appendix A: Site Plan	
Appendix B: Traffic Data Collection	
Appendix C: Intersection Capacity Analysis Worksheets	
Appendix D: Background Growth Rate Documentation	
Appendix E: Committed Roadway Improvement	
Appendix F: Site Trip Generation	
Appendix G: Queuing Documentation	

LIST OF EXHIBITS

<u>Exhibit</u>	<u>Page</u>
1	Location Map.....2
2	Existing PM Peak Hour Traffic Volumes8
3	Existing Lane Configurations.....9
4	Existing Roadway Capacity Analysis 10
5	Existing Intersection Capacity Analysis..... 11
6	Future without Project Roadway Capacity Analysis..... 13
7	Future without Project PM Peak Hour Traffic Volumes..... 14
8	Future without Project Intersection Capacity Analysis 15
9	Project Trip Generation Summary..... 16
10	Cardinal Distribution 17
11	Project Trip Distribution and Assignment..... 18
12	Future with Project Roadway Capacity Analysis..... 19
13	Future with Project PM Peak Hour Traffic Volumes 20
14	Future with Project Intersection Capacity Analysis 21
15	Project Trip Generation – PM Peak Hour 22
16A	On-site Valet Processing Rate 24
16B	Off-Site Valet Processing Rate 25
17	Queue Calculations.....26

1.0 INTRODUCTION

1.1 Project Background

The proposed Grand Beach Hotel Bay Harbor will be located at 9601 E Bay Harbor Drive in Bay Harbor Islands, Florida (see Exhibit 1). The proposed hotel will consist of 99 hotel rooms. The main access to the project will be through a one-way right-in-only entrance driveway accessing E Bay Harbor Drive, which provides access to the valet drop-off / pick-up station. The driveway north of the main entrance is one-way outbound and will also access E Bay Harbor Drive. For the purpose of this traffic analysis, project build-out is anticipated by 2017. The proposed site plan is included in Appendix A.

1.2 Study Objective

A traffic study was conducted consistent with discussions with the town of Bay Harbor Islands' staff in order to assess the impacts of this project on the external roadway network. The study addresses trip generation, access to the site, the traffic impacts on the nearby transportation network, queuing, and valet operation.

1.3 Study Area and Methodology

The analysis undertaken follows discussion with town of Bay Harbor Islands staff. The following is a brief description of the study methodology:

Study Area

The study area for the project will include the following intersection:

- SR 922 (96th Street / Kane Concourse) / East Bay Harbor Drive

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year
- Project build-out year (2017) without project trips (background traffic)
- Project build-out year (2017) with project trips (total traffic)



 Project Location

Exhibit 1

Location Map



Data Collection

- Vehicle turning movement counts were collected during the PM (4 – 6) peak hour conditions on February 4th, 2015.
- Collected counts were adjusted to reflect PM peak hour peak season conditions for the intersection analysis. The traffic volumes were adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report*.
- Field reviews were performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data acquired includes the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.
- Roadway improvements included within the first three years of the five - year FDOT Work Program or roadway improvements identified by the town of Bay Harbor Islands were assumed as committed for analysis purposes.

Existing Conditions Intersection Capacity Analysis

- Intersection capacity analyses were evaluated for the study area intersections using the Synchro software. All input files will be provided for review purposes.

Background Traffic

- Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic. The growth rate was calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County.

Project Trip Generation and trip distribution

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition, trips associated with the proposed development were estimated. Pass - by capture and internal capture (if applicable) were established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 9th Edition. Net new external project traffic was assigned to the adjacent street network by assuming that 50% of the project traffic will come to/from the east and 50% to/from the west. Normal traffic patterns were also considered when assigning project trips.

Future Conditions Intersection Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by summing project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. *Access driveways were included as part of the LOS analysis*. Signal timings may be optimized for future conditions analyses.

Roadway Capacity Analysis

Using data collected, PM peak hour LOS analyses was conducted for existing, future without project, and future with project (2017) traffic conditions. Roadway segment volumes were compared to Florida Department of Transportation published service volumes.

Queuing Analysis

The potential queue at the project drop-off area was calculated based on the peak hour traffic published by ITE's *Trip Generation*, 9th Edition. The project trip generation for the PM peak hour (the critical inbound hour) was used for the analysis. A processing rate was used for valet operations. Arrival flow rate from the traffic distribution were converted to a random distribution using the Poisson formula. The queuing analysis was based on the ITE's Transportation and Land Development publication – using Poisson arrivals and negative exponential service time.

1.4 Project Site Information

The Grand Beach Hotel Bay Harbor will be located at 9601 E Bay Harbor Drive in Bay Harbor Islands, Florida. The proposed hotel will consist of 99 hotel rooms. The main access to the project will be through a one-way right-in-only entrance driveway accessing East Bay Harbor Drive. An outbound one-way driveway north of the main entrance will be provided also accessing East Bay Harbor Drive. A valet drop-off / pick-up station will be provided for the convenience of the hotel patrons. The valet drop-off / pick-up station will be located at the base of the hotel between the inbound and outbound driveways. The project proposes an on-site parking garage and off-site parking at the Towns Parking Trust. The project site plan is included in Appendix A.

2.0 EXISTING CONDITIONS

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

96th Street (Kane Concourse)

96th Street (Kane Concourse) is a minor east/west arterial roadway linking Bay Harbor Islands, Bal Harbor, Surfside, and Indian Creek with north-central Miami-Dade County and Interstate 95. 96th Street is a two-way, four-lane divided arterial roadway. On street parallel parking is permitted in portions of the road. The speed limit is 30 mph within the study limits. FDOT has jurisdiction over 96th Street.

E Bay Harbor Drive

E Bay Harbor Drive is a local road that provided north/south access within the project area. E Bay Harbor Drive is a two-way, two-lane undivided roadway. On-street parallel parking is permitted in portions of the road. E Bay Harbor Drive provides a paved walking path along the roadway. The speed limit is 25 mph within the study limits.

96th Street (Kane Concourse) / E Bay Harbor Drive

The intersection of Kane Concourse (96th Street) / E Bay Harbor Drive is a signalized intersection consisting of the following lane geometry.

- Northbound Approach: one exclusive left-turn lane and one share through and right-turn lane.
 - Southbound Approach: one exclusive left-turn lane and one share through and right-turn lane.
 - Eastbound Approach: one exclusive left-turn lane, one exclusive through lane and one share through and right-turn lane.
 - Westbound Approach: one exclusive through lane and one share through and right-turn lane.
- Left-turns are not allowed at this approach.

2.2 Traffic Counts

PM Peak hour vehicle turning movement counts were collected on February 4th, 2015 between 4:00 and 6:00 PM. The latest weekly volume adjustment factors were obtained from FDOT. A weekly volume peak season adjustment factor of 1.02 (for Miami-Dade County North) was used, corresponding to the dates of the counts, to adjust the raw traffic counts to peak season conditions. The counts are provided in Appendix B. Existing volumes at the intersections are graphically portrayed in Exhibit 2.

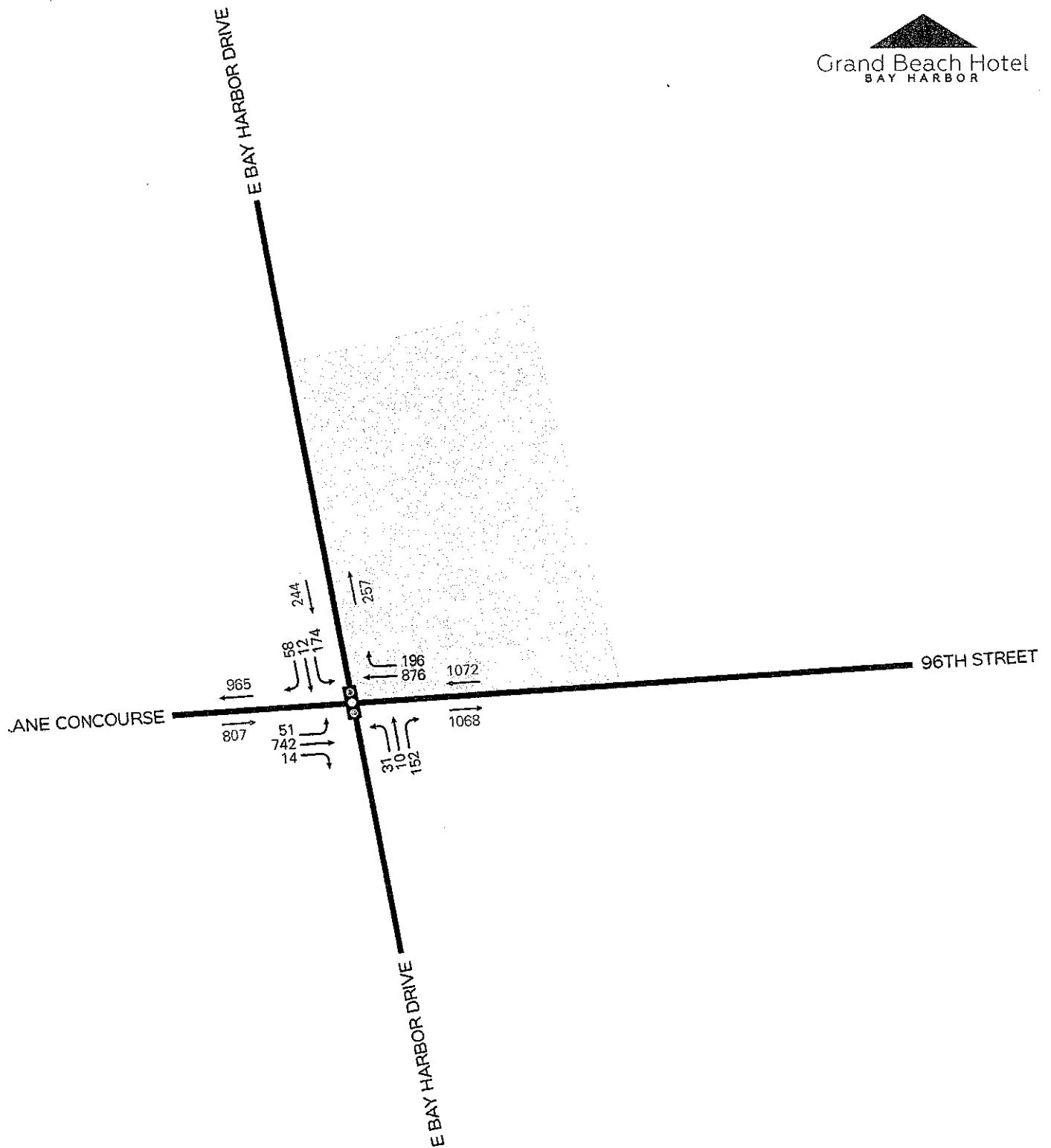
2.3 Intersection Data

Existing signal phasing and timing for the intersection was obtained from Miami-Dade County. This information was used for the signal phasing and timing required for the intersection capacity analysis and can be seen in Appendix B. A field survey was conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 3 shows the existing lane configurations at the analyzed intersections.

2.4 Roadway Capacity Analysis

The FDOT's generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition.

Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour two-way service volume tables. All roadways currently operate within the town's adopted LOS standards.



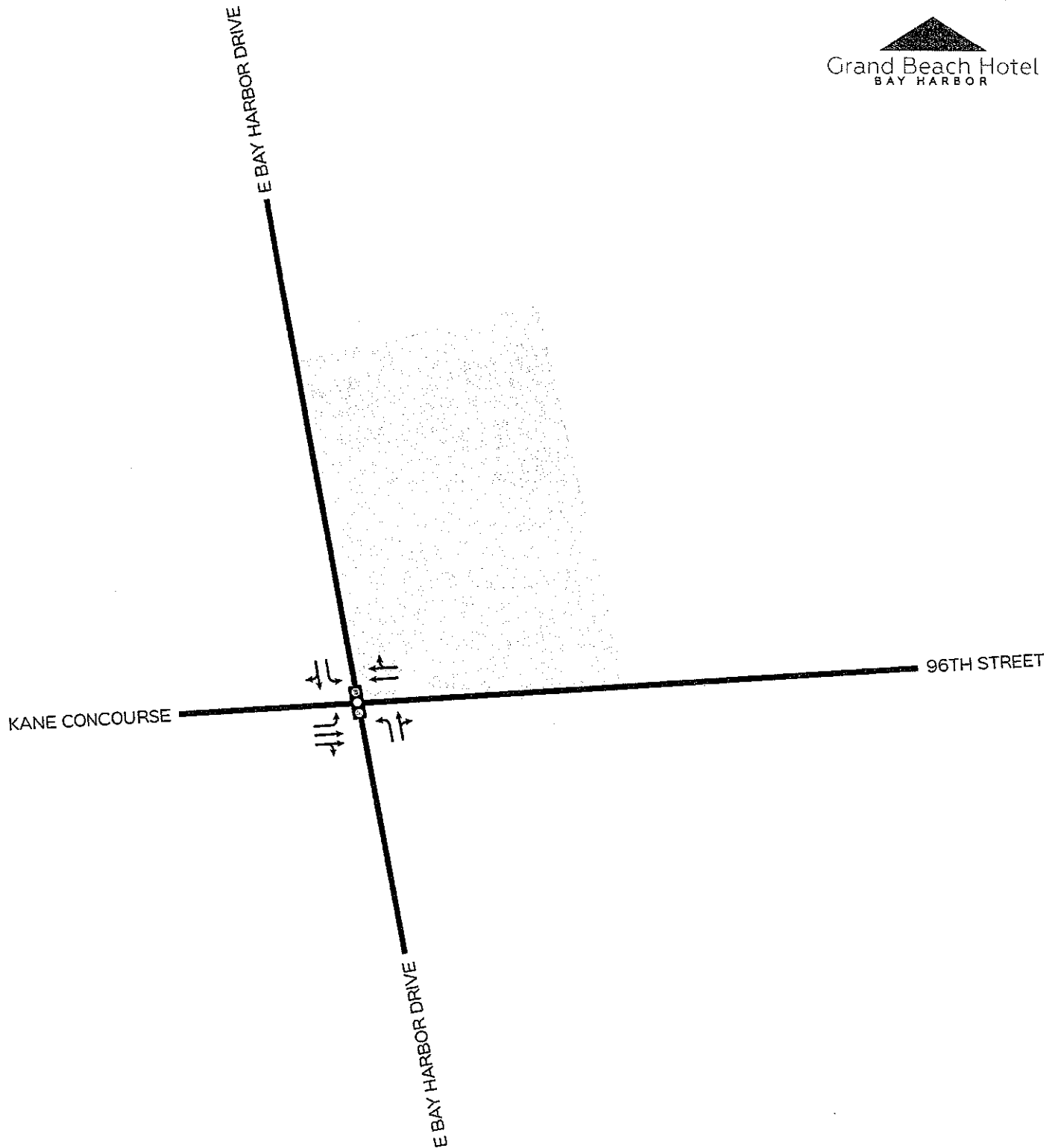
Project Location

Exhibit 2

⇌ Segment Volumes

Existing PM Peak Hour Traffic Volumes





 Project Location

Exhibit 3

Existing Lane Configurations



Exhibit 4
Existing Roadway Capacity Analysis
Weekday PM Peak Hour Condition

Roadway	Direction	# of Lanes	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
East Bay Harbor Drive north of 96 th Street (Kane Concourse)	Two-Way	2LU	501	C	594	Yes
96 th Street (Kane Concourse) east of E. Bay Harbor Drive	Two-Way	4LD	2140	E	3040	Yes
96 th Street (Kane Concourse) west of E. Bay Harbor Drive	Two-Way	4LD	1772	E	3040	Yes

¹ **SR 922 (Kane Concourse):** Class II Arterial 4 Lane Divided (3040 vph); **East Bay Harbor Drive:** Class II Arterial 2 Lane Undivided - 10% Non-State Signalized Roadway (660vph * 0.9= 594 vph)

The town of Bay Harbor Islands has adopted a LOS B standard for minor roads. The PM peak hour roadway service volume at LOS B for this road is not published by FDOT. Therefore the analysis will use the highest achievable level of service. The closest Service Volume published is for LOS C, and the resulting two-way threshold is 594 vehicles per hour (vph) for E Bay Harbor Drive. The existing volume is well below this threshold, and the resulting LOS is "C or better".

Similarly, the town of Bay Harbor Islands' preferred level of service for SR 922/Kane Concourse is "C" at peak hour but defers to the state/county jurisdiction for applicable LOS. FDOT has adopted a level of service "E" at PM peak hour for 96th Street/Kane Concourse/ SR 922. The FDOT published roadway capacity (two-way service volume at level of service "E") applicable to 96th Street is 3,040 vph during the PM peak hour. The existing volumes are well below this threshold, and the resulting LOS is "D or better".

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersection. **Synchro** is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for existing weekday PM peak hour conditions.

The analysis indicates that the overall operations of the East Bay Harbor Drive / 96th Street intersection currently operate within the town's LOS standards. Intersection capacity analysis worksheets are included in Appendix C.

Exhibit 5
Existing Intersection Capacity Analysis
Weekday PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	PM Peak LOS	Control Delay (sec)
East Bay Harbor Drive / 96 th Street	S	NB	C	24.7
		SB	C	33.0
		EB	A	7.4
		WB	B	12.9
		<i>Overall</i>	<i>B</i>	<i>14.1</i>

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS

The 2014 Miami-Dade County Transportation Improvement Program (TIP) and the 2035 Long Range Transportation Program (LRTP) were reviewed to identify any programmed project within the limits of the study area established. There are no capacity improvements identified in either document in this area.

The Florida Department of Transportation (FDOT) is scheduled to begin a roadway construction project which includes roadway resurfacing, replacing sections of curb, gutter and sidewalk, installing decorative brick pavers at several intersections, and installing new signage and pavement marking, including share the road signage for bicyclist. Project limits will be SR 922/ 96th Street / Kane Concourse from west of West Broadview Drive to Indian Creek Bridge. Project fact sheet was included in Appendix E.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Historic Average Daily Traffic (ADT) counts published by FDOT were reviewed to determine historic growth in the area. According to FDOT, traffic volumes in this area have either decreased or remained relatively constant during the past five years. Historical counts in the study area are provided in Appendix D. For a conservative analysis, a 5% growth rate factor was applied to existing traffic and an additional 5% was used to account for growth associated with future development in the vicinity of the project site.

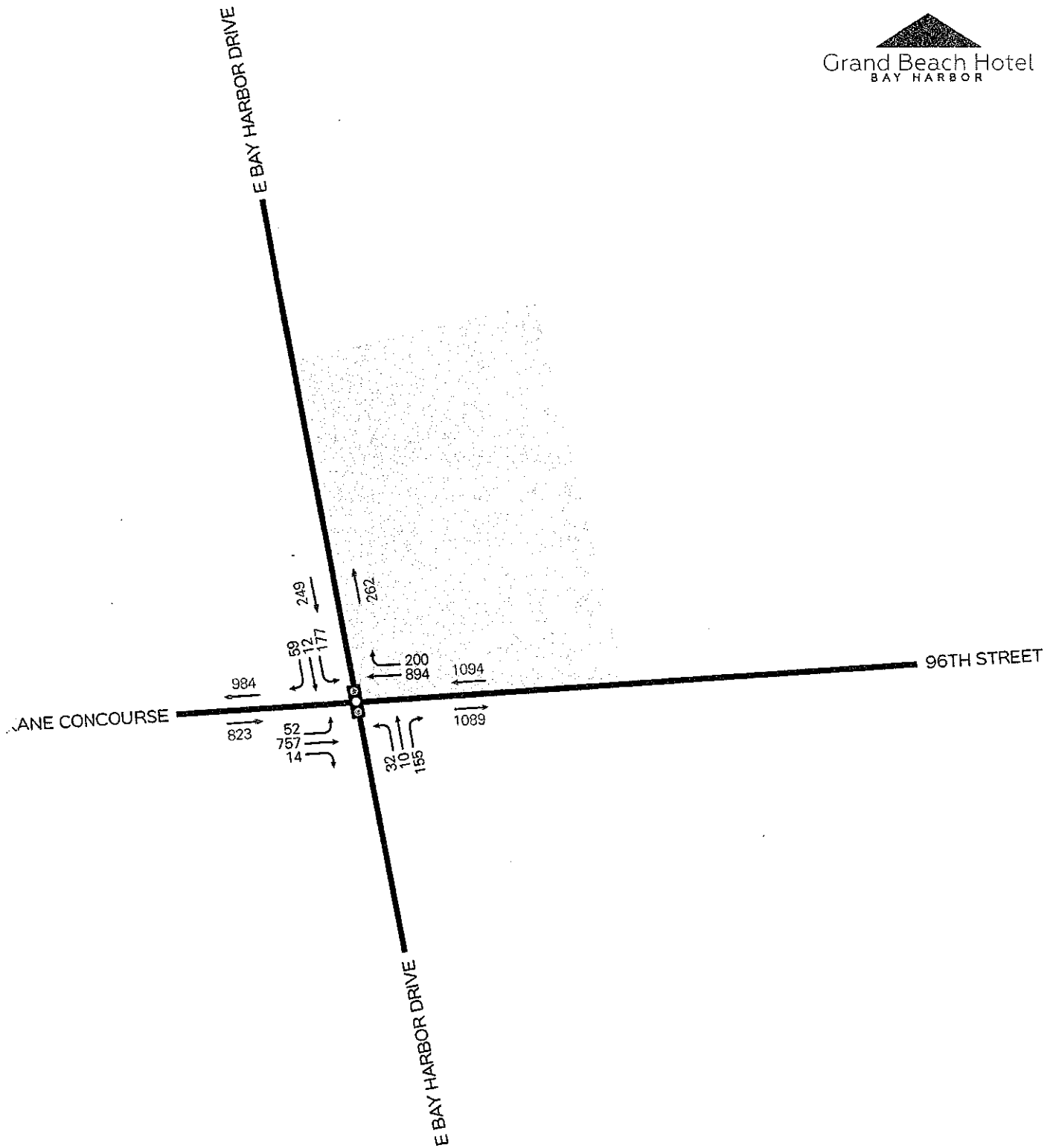
4.2 Future Without Project Roadway Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 6 shows the future without project PM peak hour traffic at each roadway segment. All the segments under study continue to meet the town's LOS standards. Exhibit 7 shows the projected roadway volumes for future without project traffic.

Exhibit 6
Future without Project Roadway Capacity Analysis
Weekday PM Peak Hour Condition

Roadway	Direction	# of Lanes	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
East Bay Harbor Drive north of 96 th Street (Kane Concourse)	Two-Way	2LU	511	C	594	Yes
96 th Street (Kane Concourse) east of E. Bay Harbor Drive	Two-Way	4LD	2183	E	3040	Yes
96 th Street (Kane Concourse) west of E. Bay Harbor Drive	Two-Way	4LD	1808	E	3040	Yes

¹ SR 922 (Kane Concourse): Class II Arterial 4 Lane Divided (3040 vph); East Bay Harbor Drive: Class II Arterial 2 Lane Undivided - 10% Non-State Signalized Roadway (660vph * 0.9= 594 vph)



Project Location

Exhibit 7

Future Without Project PM Peak Hour Traffic Volumes

Segment Volumes



4.3 Future Without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 7 also shows the projected turning movements for future without project traffic.

Exhibit 8 shows the resulting LOS for afternoon peak conditions for future without project. The analysis indicates that the overall operations of the East Bay Harbor Drive / 96th Street intersection continue to operate within the town's LOS standards. Capacity worksheets are included in Appendix C.

Exhibit 8
Future without Project Intersection Capacity Analysis
Weekday PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	PM Peak LOS	Control Delay (sec)
East Bay Harbor Drive / 96 th Street	S	NB	C	25.5
		SB	C	34.8
		EB	A	7.4
		WB	B	12.9
		Overall	B	14.3

Source: David Plummer & Associates

4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. The study area is pedestrian friendly and mass transit is available. For a conservative analysis, this study does not use a deduction for pedestrian/transit. The project trip generation summary is provided in Exhibit 9. The ITE trip generation worksheet is provided in Appendix F.

Exhibit 9
Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Size/Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Hotel (Land Use 310)	99 Rooms	809	31	21	52	31	28	59

¹ Based on ITE *Trip Generation Manual*, Ninth Edition

4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 599 shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. The project trip distribution and trip assignments are graphically portrayed in Exhibits 11.

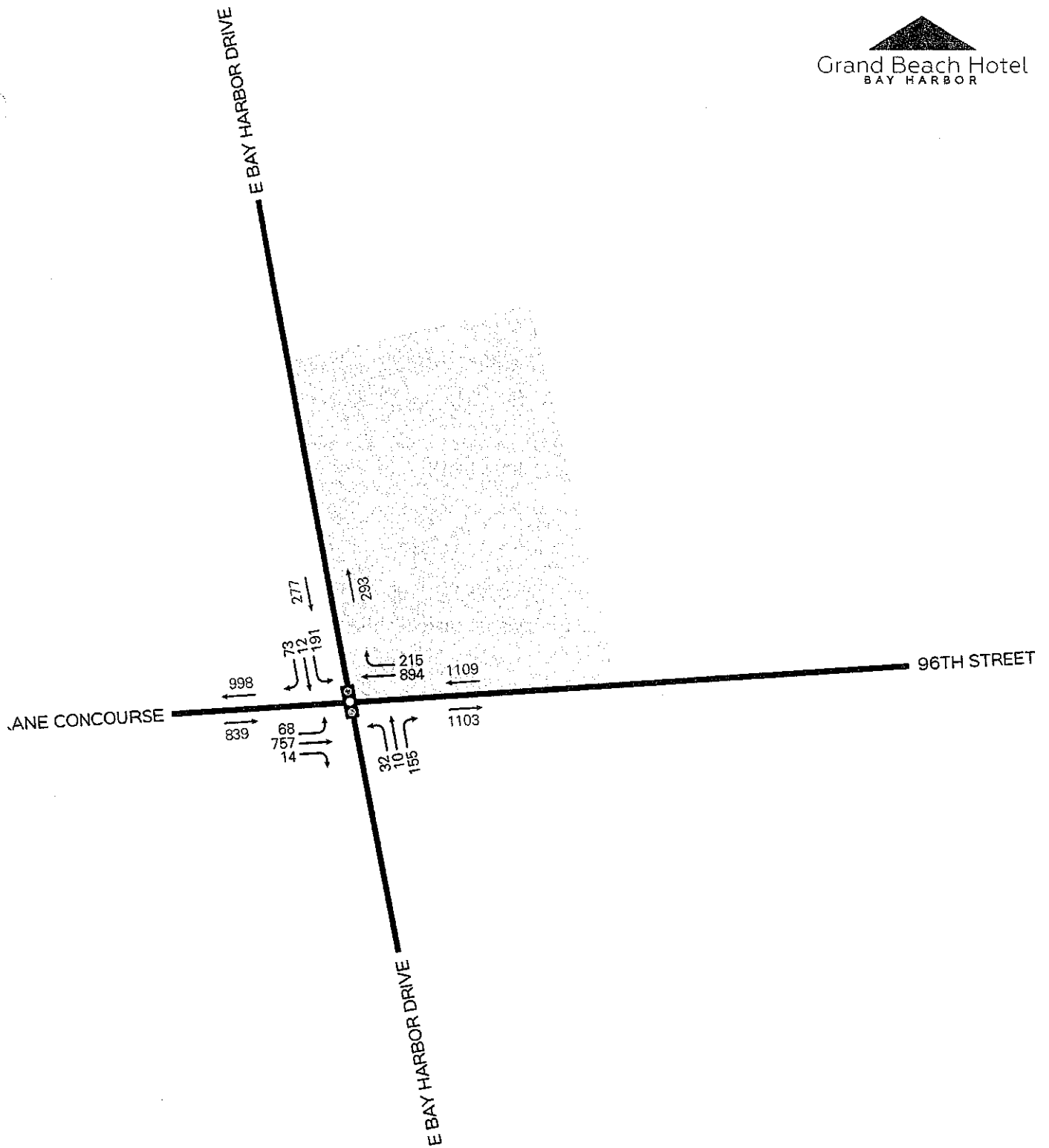
4.6 Future With Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 12 shows roadway capacity for the future with project during the PM peak hour for each roadway segment. All the segments under study continue to be well below the town's LOS standards. Exhibit 13 shows the projected PM roadway volumes.

Exhibit 12
Future with Project Roadway Capacity Analysis
Weekday PM Peak Hour Condition

Roadway	Direction	# of Lanes	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
East Bay Harbor Drive north of 96 th Street (Kane Concourse)	Two-Way	2LU	570	C	594	Yes
96 th Street (Kane Concourse) east of E. Bay Harbor Drive	Two-Way	4LD	2213	E	3040	Yes
96 th Street (Kane Concourse) west of E. Bay Harbor Drive	Two-Way	4LD	1837	E	3040	Yes

¹ SR 922 (Kane Concourse): Class II Arterial 4 Lane Divided (3040 vph); East Bay Harbor Drive: Class II Arterial 1 Lane Undivided - 10% Non-State Signalized Roadway (660vph * 0.9= 594 vph)



Project Location

Exhibit 13

Segment Volumes

Future With Project PM Peak Hour Traffic Volumes



The average service rate corresponds to the time it will take a valet parking attendant to park or retrieve a vehicle. If the coefficient of utilization is greater than 1, then the calculation will yield an infinite queue length.

The required queue storage (M) is determined using the following equation:

$$M = \left\lceil \frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right\rceil - 1$$

In this equation, $P(x > M)$ is set at 5% to yield a 95% confidence that the queue will not back-up onto the adjacent street.

Parking for the development will be all-valet. The on-site parking garage provides 47 tandem parking spaces, and 13 spaces will be provided at the Towns Parking Trust. For the purpose of this analysis the remaining 13 parking spaces were assumed to be located at the north service alley-Bay Harbor Terrace municipal lot. Since the process time differs for on-site tandem parking and off-site standard, a weighted average of the off-site/on-site parking space valet processing time was used. The weighted average was based on the parking space distribution, which is 78% on-site and 22% off-site.

The processing rate was calculated by adding the time it will take a valet attendant to process the vehicles (**processing time**), the time it will take him to park or retrieve a vehicle (**driving time**) the time it will take him to park or retrieve a vehicle (*driving time requirement*), and the time it will take him to walk to/from the parking area (**walking time**). A processing time of 51 seconds per vehicle was used in the analysis. This information is based on data collected on a hotel in Miami Beach (see Appendix G). The driving time for the valet attendant was calculated on a conservative speed of 10 mph, and the walking time for the valet attendant was calculated on a

jogging speed of 6ft/sec. The calculations for the valet processing rate are presented in Exhibit 16A and 16B.

Exhibit 16A
On-Site Valet Processing Rate

Valet Time (Tandem inbound)

<i>Processing time:</i>	$51 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 0.85 \text{ min}$
<i>Driving time (most distant space):</i>	$289 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 10 \text{ miles} * 60 \text{ min} / \text{hr} = 0.33 \text{ min}$
<i>Park Processing Time:</i>	0.45 min
<i>Walking time:</i>	$282 \text{ ft} / 6 \text{ ft/sec} / 60 \text{ sec/min} = 0.78 \text{ min}$
Total	<u>$= 2.41 \text{ min}$</u>

Valet Time (Tandem outbound)

<i>Processing time:</i>	$51 \text{ sec} / 60 \text{ sec} / 1 \text{ min} = 0.85 \text{ min}$
<i>Driving time (most distant space):</i>	$315 \text{ ft} * 1 \text{ mile} / 5280 \text{ ft} * 1 \text{ hr} / 10 \text{ miles} * 60 \text{ min} / \text{hr} = 0.36 \text{ min}$
<i>Park Processing Time:</i>	0.45 min
<i>Walking time:</i>	$282 \text{ ft} / 6 \text{ ft/sec} / 60 \text{ sec/min} = 0.78 \text{ min}$
Total	<u>$= 2.44 \text{ min}$</u>

Weighted Valet Time

<i>51% Inbound:</i>	$0.51 * 2.41 \text{ min} = 1.23 \text{ min}$
<i>49% Outbound:</i>	$0.49 * 2.44 \text{ min} = 1.20 \text{ min}$
Total	<u>$= 2.43 \text{ min}$</u>

6.0 CONCLUSIONS

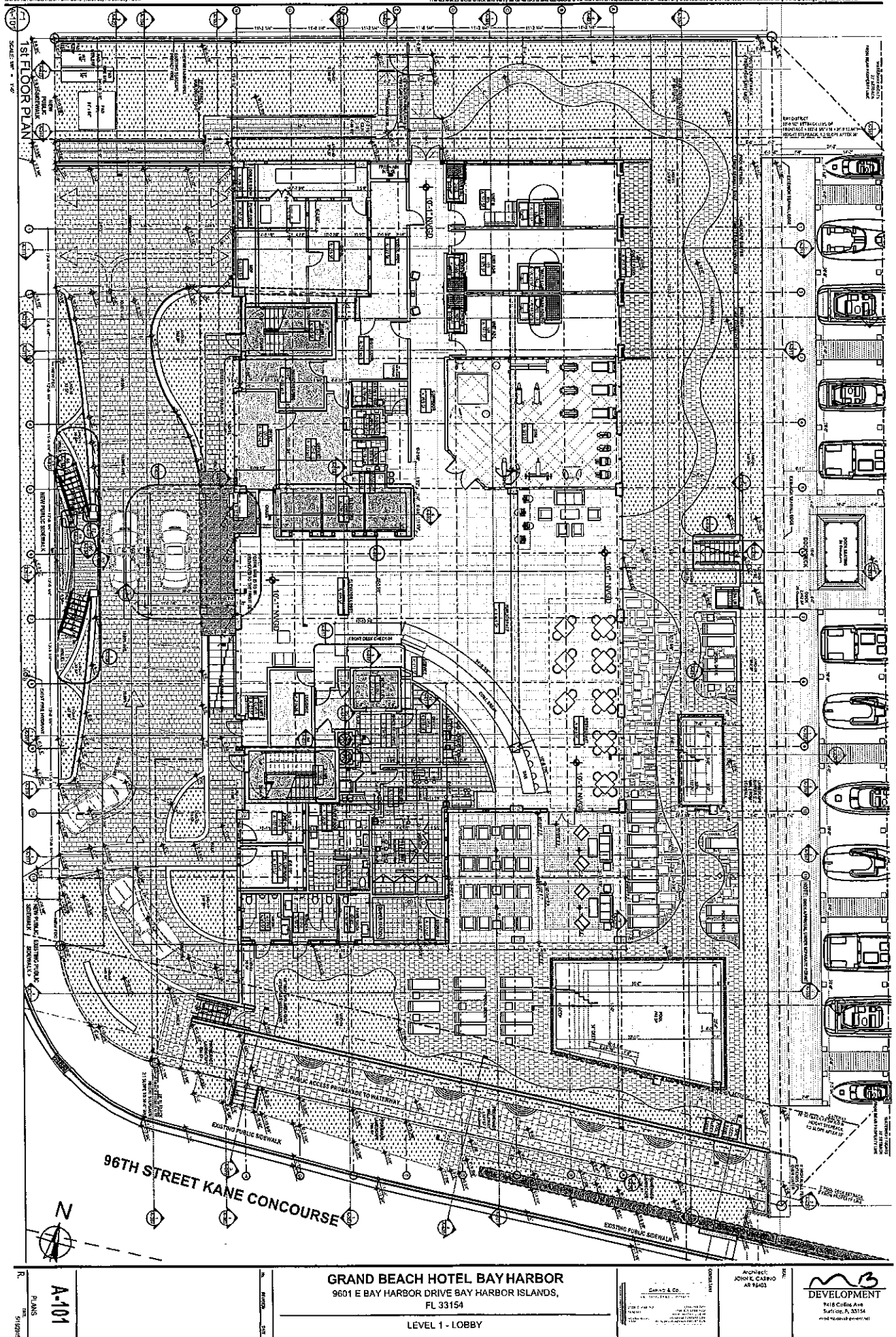
An assessment of the traffic impacts associated with the Grand Beach Hotel Bay Harbor was performed in accordance with guidelines provided by representatives from the town of Bay Harbor Islands. The results of the analysis show that all roadway segments and intersections analyzed currently operate and will continue operating within the FDOT established capacity and the town of Bay Harbor Islands adopted level of service standards.

The overall operations at the intersection of 96th Street (Kane Concourse) and E Bay Harbor Drive are well within the adopted LOS, however minor signal timing improvements are recommended. An additional 3 seconds of green time was allocated to the northbound and southbound approaches resulting on an approach LOS C, which is the adopted level of service standard for local roads, while the eastbound and westbound approaches continue operating at LOS A and B, respectively, well within the adopted LOS standard for major roads.

An assessment of circulation as it relates to the valet services during the PM peak hour was performed based on the ITE's Transportation and Land Development publication. The analysis shows that the proposed site plan provides enough storage to accommodate the anticipated queue.

Appendix A

Site Plan



A-101

PLANS

591

5:02:16

GRAND BEACH HOTEL BAY HARBOR
9601 E BAY HARBOR DRIVE BAY HARBOR ISLANDS,
FL 33154

LÉVEL 1 - LOBBY

Cass & Co.

Architect:
JOHN L. CASE
AD 92403



DEVELOPMENT
9416 Collins Ave.
Suite 100, A, 33154
www.mzdesigngroup.net

Appendix B

Traffic Data Collection

TURNING MOVEMENT COUNTS

Project Name:
Location:
Observer:

Grand Beach Bay Harbor Hotel
E Bay Harbour Drive / 96th Street
Traffic Survey Specialist, Inc.

Project Number: 15107
Count Date: 2/4/2015
Day of Week: Wednesday

East Bay Harbor Drive										96 th Street / Kane Concourse											
TIME INTERVAL	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					GRAND TOTAL
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL					
04:00 PM - 04:15 PM	5	4	35	44	42	4	10	56	16	183	6	205	0	244	39	283	588				
04:15 PM - 04:30 PM	8	0	40	48	37	2	14	53	14	156	5	175	0	237	46	283	559				
04:30 PM - 04:45 PM	5	4	36	45	34	3	13	50	7	199	4	210	0	196	52	248	553				
04:45 PM - 05:00 PM	4	5	38	47	50	4	13	67	18	170	3	191	0	201	55	256	561				
05:00 PM - 05:15 PM	13	1	35	49	50	3	17	70	11	202	2	215	0	225	39	264	598				
05:15 PM - 05:30 PM	7	3	49	59	48	0	0	48	12	169	4	185	0	206	39	245	537				
05:30 PM - 05:45 PM	3	2	32	37	45	3	7	55	15	182	5	202	0	208	46	254	548				
05:45 PM - 06:00 PM	1	5	37	43	34	5	9	48	13	157	3	173	0	216	43	259	523				

WEEKDAY PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
PEAK SEASON TRAFFIC CONDITIONS

East Bay Harbor Drive										96th Street / Kane Concourse											
TIME INTERVAL	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					GRAND TOTAL
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL					
04:15 PM 05:15 PM	31	10	152	193	174	12	58	245	51	742	14	807	0	876	196	1,072	2,316				
PEAK HOUR FACTOR				0.80				0.86				0.92				0.93	0.95				

Note: 2013 FDOT Peak Seasonal Weekly Volume Factor = 1.02

96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLANDS, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150026
Start Date: 02/04/15
File I.D. : 96ST_BAY
Page : 1

ALL VEHICLES

E BAY HARBOR DRIVE From North					96 STREET From East				E BAY HARBOR DRIVE From South					96 STREET From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 02/04/15																			
16:00	0	42	4	10	0	0	244	39	0	5	4	35	1	15	183	6	588		
16:15	0	37	2	14	0	0	237	46	0	8	0	40	0	14	156	5	559		
16:30	0	34	3	13	0	0	196	52	0	5	4	36	0	7	199	4	553		
16:45	0	50	4	13	0	0	201	55	0	4	5	38	0	18	170	3	561		
Hr Total	0	163	13	50	0	0	878	192	0	22	13	149	1	54	708	18	2261		
17:00	0	50	3	17	0	1	224	39	0	13	1	35	1	10	202	2	598		
17:15	0	48	0	0	0	1	205	39	0	7	3	49	0	12	169	4	537		
17:30	0	45	3	7	0	0	208	46	0	3	2	32	0	15	182	5	548		
17:45	0	34	5	9	0	1	215	43	0	1	5	37	0	13	157	3	523		
Hr Total	0	177	11	33	0	3	852	167	0	24	11	153	1	50	710	14	2206		
TOTAL	0	340	24	83	0	3	1730	359	0	46	24	302	2	104	1418	32	4467		

96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLANDS, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150026
Start Date: 02/04/15
File I.D. : 96ST_BAY
Page : 2

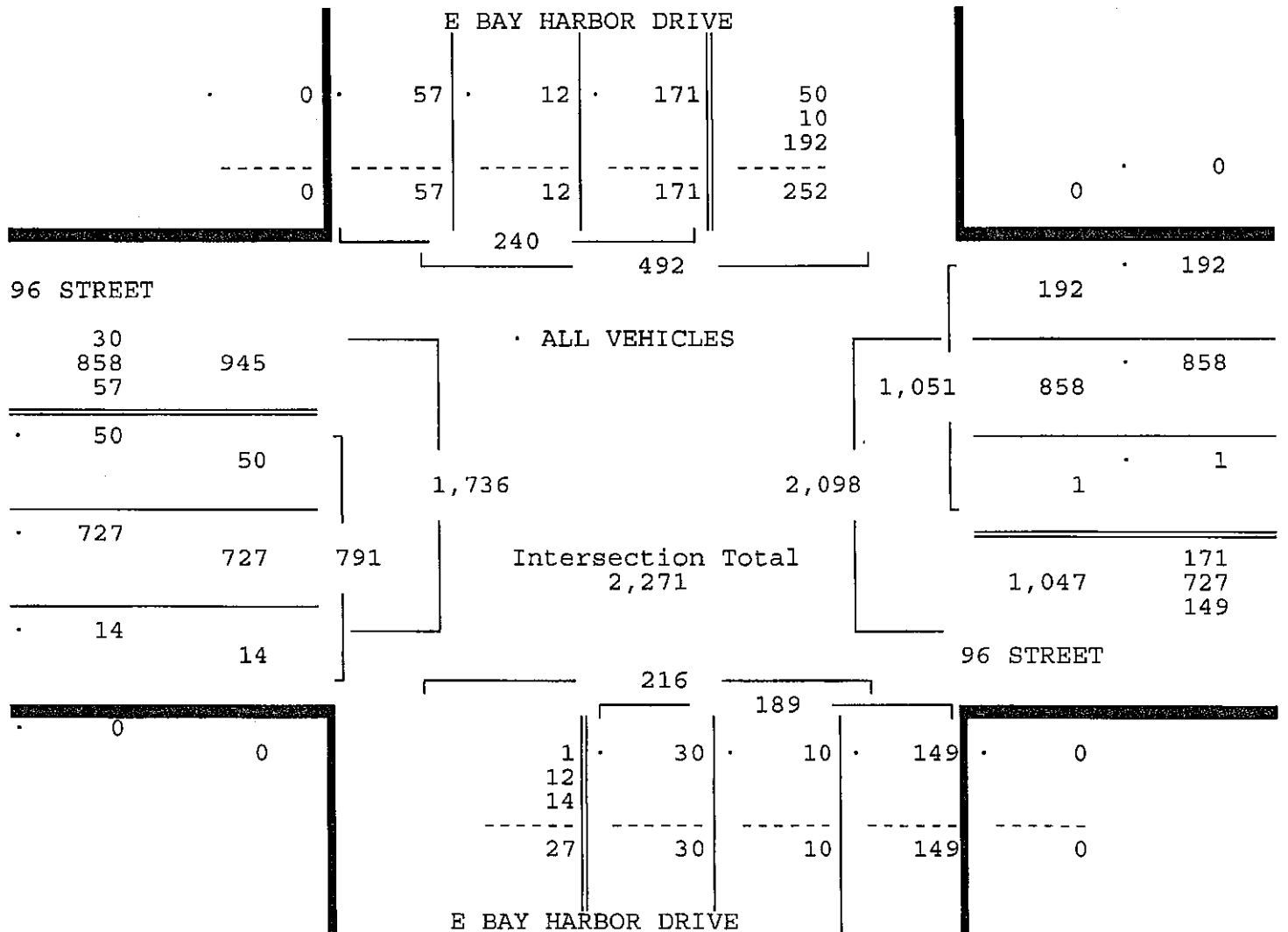
ALL VEHICLES

E BAY HARBOR DRIVE From North				96 STREET From East				E BAY HARBOR DRIVE From South				96 STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 02/04/15

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/04/15

Peak start 16:15					16:15					16:15					16:15				
Volume	0	171	12	57	0	1	858	192	0	30	10	149	1	49	727	14			
Percent	0%	71%	5%	24%	0%	0%	82%	18%	0%	16%	5%	79%	0%	6%	92%	2%			
Pk total	240				1051				189				791						
Highest	17:00				16:15				17:00				17:00						
Volume	0	50	3	17	0	0	237	46	0	13	1	35	1	10	202	2			
Hi total	70				283				49				215						
PHF	.86				.93				.96				.92						



96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLANDS, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

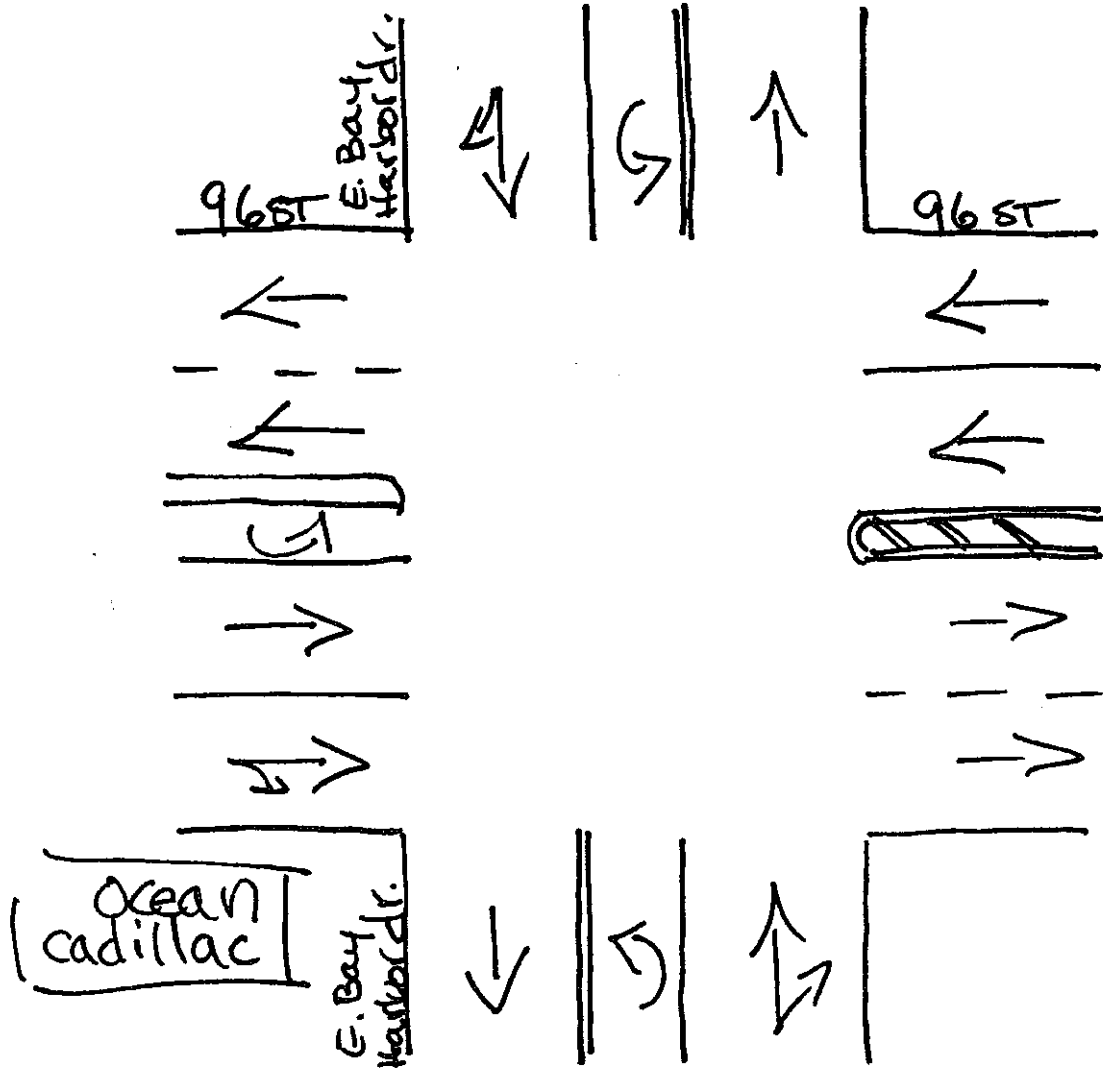
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00150026
Start Date: 02/04/15
File I.D. : 96ST_BAY
Page : 1

PEDESTRIANS & BIKES

E BAY HARBOR DRIVE From North					96 STREET From East				E BAY HARBOR DRIVE From South				96 STREET From West						
Left	BIKES	Right	Peds		Left	BIKES	Right	Peds		Left	BIKES	Right	Peds		Left	BIKES	Right	Peds	Total
Date 02/04/15																			
16:00	0	4	0	10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	15
16:15	0	1	0	6	0	0	0	0	0	0	2	0	2	0	0	1	0	9	21
16:30	0	1	0	0	0	0	0	1	0	0	3	0	3	0	0	0	0	2	10
16:45	0	2	0	3	0	0	0	2	0	0	2	0	4	0	0	0	0	6	19
Hr Total	0	8	0	19	0	0	0	3	0	0	8	0	9	0	0	1	0	17	65
17:00	0	4	0	11	0	0	0	4	0	0	1	0	5	0	0	0	0	2	27
17:15	0	1	0	4	0	0	0	3	0	0	1	0	3	0	0	0	0	4	16
17:30	0	3	0	8	0	0	0	3	0	0	1	0	6	0	0	0	0	10	31
17:45	0	1	0	5	0	0	0	1	0	0	2	0	1	0	0	0	0	0	10
Hr Total	0	9	0	28	0	0	0	11	0	0	5	0	15	0	0	0	0	16	84
TOTAL	0	17	0	47	0	0	0	14	0	0	13	0	24	0	0	1	0	33	149

↑
North



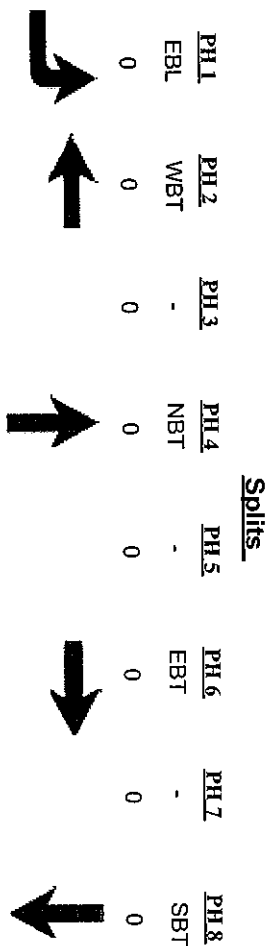
Bal Harbor Islands, Florida

February 5, 2015

drawn by: Luis Palomino
Signalized

TOD Sche : Report
for 3010: Bay Harbor Dr E&Kane Conc

Asset	Intersection	<u>TOD</u> Schedule	Op. Mode	Plan #	Cycle	Offset	<u>TOD</u> Setting	Active PhaseBank	Active Maximum
3010	Bay Harbor Dr E&Kane Conc	DOW-5		N/A	0	0	N/A	0	Max 0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Yeh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank								
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	15 - 10 - 10	3	0
2 WBT	0 - 7 - 7	0 - 15 - 15	16 - 7 - 7	1 - 1 - 1	25 - 35 - 35	0 - 35 - 35	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 7 - 7	0 - 22 - 22	10 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	25 - 22 - 15	4	1
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 7 - 7	0 - 15 - 15	16 - 7 - 7	1 - 1 - 1	25 - 35 - 35	0 - 35 - 35	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 7 - 7	0 - 22 - 22	10 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	25 - 22 - 15	4	1

Last In Service Date: unknown

Permitted Phases	
Default	12345678
External Permit 0	1234-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 3010: Bay Harbor Dr E&Kane Conc

Current TOD Schedule	Plan	Cycle	Green Time					Ring Offset	Offset
			1 EBL	2 WBT	3 NBT	4 EBT	5 SBT		
1	70	5	30	0	22	0	38	0	69
2	70	5	30	0	22	0	38	0	69
3	90	5	28	0	44	0	36	0	0
4	90	5	47	0	25	0	55	0	46
5	90	5	50	0	22	0	58	0	35
6	90	5	47	0	25	0	55	0	46
7	90	5	54	0	18	0	62	0	42
8	90	5	28	0	44	0	36	0	55
9	90	5	54	0	18	0	62	0	42
10	70	5	30	0	22	0	38	0	52
11	90	5	54	0	18	0	62	0	42
12	70	5	30	0	22	0	38	0	52
15	70	5	30	0	22	0	38	0	52
20	70	5	30	0	22	0	38	0	52
23	70	5	30	0	22	0	38	0	52
24	90	5	50	0	22	0	58	0	35
26	160	8	120	0	19	0	131	0	0
27	90	10	55	0	12	0	68	0	34
28	90	10	55	0	12	0	68	0	34
29	90	10	55	0	12	0	68	0	62

Local TOD Schedule		
Time	Plan	DOW
0000	15	M T W Th F
0000	23	Su
0030	Flash	M T W Th F
0100	Flash	Su
0600	2	M T W Th F
0700	20	Su
0730	3	M T W Th F
0845	4	M T W Th F
0930	24	M T W Th F
1330	8	M T W Th F
1430	7	W
1530	11	M T Th F
1800	15	M T W Th F

Current Time of Day Function		
Time	Function	Settings * Day of Week
0000	TOD OUTPUTS	-7-4--- Sum T W Th F S
0730	TOD OUTPUTS	----- M T W Th F
0845	TOD OUTPUTS	-7---2- M T W Th F
1345	TOD OUTPUTS	----- M T W Th F
1530	TOD OUTPUTS	-7---2- M T Th F
2000	TOD OUTPUTS	-7-4--- Sum T W Th F S

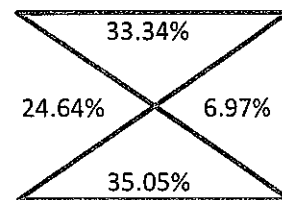
Local Time of Day Function		
Time	Function	Settings * Day of Week
0000	TOD OUTPUTS	-7-4--- Sum T W Th F S
0730	TOD OUTPUTS	----- M T W Th F
0845	TOD OUTPUTS	-7---2- M T W Th F
1345	TOD OUTPUTS	----- M T W Th F
1430	TOD OUTPUTS	-7---2- W
1530	TOD OUTPUTS	-7---2- M T Th F
2000	TOD OUTPUTS	-7-4--- Sum T W Th F S

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

TAZ 599

DIRECTION	2005	2035	2017
NNE	12.77%	18.12%	14.91%
ENE	7.12%	1.24%	4.77%
ESE	0.00%	5.50%	2.20%
SSE	21.17%	21.54%	21.32%
SSW	15.70%	10.79%	13.74%
WSW	13.53%	10.36%	12.26%
WNW	12.22%	12.61%	12.38%
NNW	17.49%	19.84%	18.43%

30.81%	19.68%
26.00%	23.52%



Existing Conditions

HCM 2010 Signalized Intersection Summary
3: East Bay Harbor Drive & 96th Street (Kane Concourse)

15107 Existing PM
2/9/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	51	742	14	0	876	196	31	10	152	174	12	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	54	781	15	0	922	206	33	11	160	183	13	61
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	326	2144	41	0	1482	331	391	26	381	302	73	342
Arrive On Green	0.05	0.60	0.60	0.00	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	3552	68	0	2970	642	1320	103	1496	1209	286	1341
Grp Volume(v), veh/h	54	389	407	0	567	561	33	0	171	183	0	74
Grp Sat Flow(s),veh/h/ln	1774	1770	1851	0	1770	1749	1320	0	1599	1209	0	1626
Q Serve(g_s), s	0.9	7.9	7.9	0.0	16.1	16.2	1.4	0.0	6.3	10.5	0.0	2.5
Cycle Q Clear(g_c), s	0.9	7.9	7.9	0.0	16.1	16.2	3.9	0.0	6.3	16.8	0.0	2.5
Prop In Lane	1.00		0.04	0.00		0.37	1.00		0.94	1.00		0.82
Lane Grp Cap(c), veh/h	326	1068	1117	0	911	901	391	0	407	302	0	414
V/C Ratio(X)	0.17	0.36	0.36	0.00	0.62	0.62	0.08	0.00	0.42	0.61	0.00	0.18
Avail Cap(c_a), veh/h	370	1553	1624	0	1352	1337	391	0	407	302	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	7.1	7.1	0.0	12.2	12.2	22.1	0.0	22.0	29.0	0.0	20.6
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.0	0.7	0.7	0.4	0.0	3.2	8.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.8	4.0	0.0	7.9	8.0	0.6	0.0	3.1	4.2	0.0	1.2
LnGrp Delay(d),s/veh	9.0	7.3	7.3	0.0	12.9	12.9	22.5	0.0	25.1	37.7	0.0	21.5
LnGrp LOS	A	A	A		B	B	C		C	D		C
Approach Vol, veh/h	850			1128			204			257		
Approach Delay, s/veh	7.4			12.9			24.7			33.0		
Approach LOS	A			B			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	23.0			47.7			23.0			6.3		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	18.0			62.0			18.0			54.0		
Max Q Clear Time (g_c+1), s	8.3			9.9			18.8			2.9		
Green Ext Time (p_c), s	1.6			21.3			0.0			18.2		
Intersection Summary												
HCM 2010 Ctrl Delay				14.1								
HCM 2010 LOS				B								

Timings
3: East Bay Harbor Drvie & 96th Street (Kane Concourse)

15107 Existing PM

2/9/2015

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	51	742	876	31	10	174	12
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	7	4	8		2		6
Permitted Phases	4			2		6	
Detector Phase	7	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	8.0	67.0	59.0	23.0	23.0	23.0	23.0
Total Split (%)	8.9%	74.4%	65.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 62.2

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 3: East Bay Harbor Drvie & 96th Street (Kane Concourse)

 Ø2	 Ø4
 Ø6	 Ø7
	 Ø8

Future without Project

HCM 2010 Signalized Intersection Summary
3: East Bay Harbor Drive & 96th Street (Kane Concourse)

15107 Future without Project PM

2/9/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	757	14	0	894	200	32	10	155	177	12	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	797	15	0	941	211	34	11	163	186	13	62
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	322	2165	41	0	1498	335	384	25	376	293	71	338
Arrive On Green	0.05	0.61	0.61	0.00	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	3554	67	0	2968	644	1319	101	1497	1206	282	1344
Grp Volume(v), veh/h	55	397	415	0	579	573	34	0	174	186	0	75
Grp Sat Flow(s), veh/h/ln	1774	1770	1851	0	1770	1749	1319	0	1598	1206	0	1626
Q Serve(g_s), s	0.9	8.1	8.1	0.0	16.7	16.7	1.5	0.0	6.6	11.0	0.0	2.6
Cycle Q Clear(g_c), s	0.9	8.1	8.1	0.0	16.7	16.7	4.1	0.0	6.6	17.5	0.0	2.6
Prop In Lane	1.00		0.04	0.00		0.37	1.00		0.94	1.00		0.83
Lane Grp Cap(c), veh/h	322	1078	1128	0	922	911	384	0	402	293	0	408
V/C Ratio(X)	0.17	0.37	0.37	0.00	0.63	0.63	0.09	0.00	0.43	0.63	0.00	0.18
Avail Cap(c_a), veh/h	364	1531	1602	0	1334	1318	384	0	402	293	0	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	7.1	7.1	0.0	12.2	12.2	22.7	0.0	22.5	29.9	0.0	21.1
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.0	0.7	0.7	0.5	0.0	3.4	10.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	4.1	0.0	8.2	8.1	0.6	0.0	3.3	4.4	0.0	1.3
LnGrp Delay(d),s/veh	9.1	7.3	7.3	0.0	12.9	13.0	23.1	0.0	25.9	40.0	0.0	22.0
LnGrp LOS	A	A	A		B	B	C		C	D		C
Approach Vol, veh/h		867			1152			208			261	
Approach Delay, s/veh		7.4			12.9			25.5			34.8	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0		48.7		23.0	6.3	42.3				
Change Period (Y+Rc), s		5.0		5.0		5.0	3.0	5.0				
Max Green Setting (Gmax), s		18.0		62.0		18.0	5.0	54.0				
Max Q Clear Time (g_c+I1), s		8.6		10.1		19.5	2.9	18.7				
Green Ext Time (p_c), s		1.7		22.0		0.0	0.0	18.6				
Intersection Summary												
HCM 2010 Ctrl Delay			14.3									
HCM 2010 LOS			B									

Timings

3: East Bay Harbor Drive & 96th Street (Kane Concourse)

15107 Future without Project PM

2/9/2015



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	52	757	894	32	10	177	12
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	7	4	8		2		6
Permitted Phases	4			2		6	
Detector Phase	7	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	8.0	67.0	59.0	23.0	23.0	23.0	23.0
Total Split (%)	8.9%	74.4%	65.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 63.2

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 3: East Bay Harbor Drive & 96th Street (Kane Concourse)

2	4
6	7
6	8

Future with Project

HCM 2010 Signalized Intersection Summary
 3: East Bay Harbor Drive & 96th Street (Kane Concourse)

15107 Future with Project PM
 2/9/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	757	14	0	894	215	32	10	155	191	12	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	797	15	0	941	226	34	11	163	201	13	77
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	328	2188	41	0	1478	354	363	25	370	286	58	342
Arrive On Green	0.05	0.62	0.62	0.00	0.52	0.52	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	3554	67	0	2926	679	1301	101	1497	1206	234	1385
Grp Volume(v), veh/h	72	397	415	0	587	580	34	0	174	201	0	90
Grp Sat Flow(s), veh/h/ln	1774	1770	1851	0	1770	1743	1301	0	1598	1206	0	1618
Q Serve(g_s), s	1.2	8.1	8.1	0.0	17.3	17.4	1.6	0.0	6.7	11.3	0.0	3.2
Cycle Q Clear(g_c), s	1.2	8.1	8.1	0.0	17.3	17.4	4.8	0.0	6.7	18.0	0.0	3.2
Prop In Lane	1.00		0.04	0.00		0.39	1.00		0.94	1.00		0.86
Lane Grp Cap(c), veh/h	328	1089	1139	0	923	909	363	0	395	286	0	400
V/C Ratio(X)	0.22	0.36	0.36	0.00	0.64	0.64	0.09	0.00	0.44	0.70	0.00	0.23
Avail Cap(c_a), veh/h	356	1506	1576	0	1312	1292	363	0	395	286	0	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	6.9	6.9	0.0	12.5	12.5	23.8	0.0	23.2	31.2	0.0	21.9
Incr Delay (d2), s/veh	0.3	0.2	0.2	0.0	0.7	0.7	0.5	0.0	3.5	13.5	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.9	4.1	0.0	8.5	8.4	0.6	0.0	3.3	5.0	0.0	1.6
LnGrp Delay(d),s/veh	9.4	7.1	7.1	0.0	13.2	13.2	24.3	0.0	26.7	44.7	0.0	23.2
LnGrp LOS	A	A	A		B	B	C		C	D		C
Approach Vol, veh/h		884			1167			208			291	
Approach Delay, s/veh		7.3			13.2			26.3			38.0	
Approach LOS		A			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		23.0		49.8		23.0	6.8	43.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	3.0	5.0				
Max Green Setting (Gmax), s		18.0		62.0		18.0	5.0	54.0				
Max Q Clear Time (g_c+I1), s		8.7		10.1		20.0	3.2	19.4				
Green Ext Time (p_c), s		1.8		22.4		0.0	0.0	18.6				
Intersection Summary												
HCM 2010 Ctrl Delay			15.1									
HCM 2010 LOS			B									

Timings

15107 Future with Project PM

3: East Bay Harbor Drive & 96th Street (Kane Concourse)

2/9/2015

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	68	757	894	32	10	191	12
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	7	4	8		2		6
Permitted Phases	4			2		6	
Detector Phase	7	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	8.0	67.0	59.0	23.0	23.0	23.0	23.0
Total Split (%)	8.9%	74.4%	65.6%	25.6%	25.6%	25.6%	25.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 65.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 3: East Bay Harbor Drive & 96th Street (Kane Concourse)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	757	14	0	894	215	32	10	155	191	12	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	797	15	0	941	226	34	11	163	201	13	77
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	307	2105	40	0	1421	341	399	28	413	321	65	382
Arrive On Green	0.05	0.59	0.59	0.00	0.50	0.50	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	3554	67	0	2926	679	1301	101	1497	1206	234	1385
Grp Volume(v), veh/h	72	397	415	0	587	580	34	0	174	201	0	90
Grp Sat Flow(s), veh/h/ln	1774	1770	1851	0	1770	1743	1301	0	1598	1206	0	1618
Q Serve(g_s), s	1.4	9.0	9.0	0.0	18.8	18.9	1.6	0.0	6.7	12.4	0.0	3.2
Cycle Q Clear(g_c), s	1.4	9.0	9.0	0.0	18.8	18.9	4.8	0.0	6.7	19.1	0.0	3.2
Prop In Lane	1.00		0.04	0.00		0.39	1.00		0.94	1.00		0.86
Lane Grp Cap(c), veh/h	307	1048	1096	0	888	874	399	0	441	321	0	447
V/C Ratio(X)	0.23	0.38	0.38	0.00	0.66	0.66	0.09	0.00	0.39	0.63	0.00	0.20
Avail Cap(c_a), veh/h	333	1373	1436	0	1187	1169	399	0	441	321	0	447
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	8.1	8.1	0.0	14.1	14.2	22.9	0.0	22.4	30.1	0.0	21.1
Incr Delay (d2), s/veh	0.4	0.2	0.2	0.0	0.9	0.9	0.4	0.0	2.6	8.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.4	4.6	0.0	9.3	9.2	0.6	0.0	3.3	4.9	0.0	1.6
LnGrp Delay(d),s/veh	10.8	8.4	8.4	0.0	15.0	15.0	23.4	0.0	25.0	39.0	0.0	22.1
LnGrp LOS	B	A	A		B	B	C		C	D		C
Approach Vol, veh/h		884			1167			208			291	
Approach Delay, s/veh		8.6			15.0			24.7			33.8	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		26.0		50.1		26.0	6.9	43.1				
Change Period (Y+Rc), s		5.0		5.0		5.0	3.0	5.0				
Max Green Setting (Gmax), s		21.0		59.0		21.0	5.0	51.0				
Max Q Clear Time (g_c+l1), s		8.7		11.0		21.1	3.4	20.9				
Green Ext Time (p_c), s		2.0		21.7		0.0	0.0	17.2				
Intersection Summary												
HCM 2010 Ctrl Delay			15.7									
HCM 2010 LOS			B									

Timings

15107 Future with Project PM w IMP

3: East Bay Harbor Drvie & 96th Street (Kane Concourse)

2/10/2015



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	68	757	894	32	10	191	12
Turn Type	pm+pt	NA	NA	Perm	NA	Perm	NA
Protected Phases	7	4	8		2		6
Permitted Phases	4			2		6	
Detector Phase	7	4	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (s)	8.0	64.0	56.0	26.0	26.0	26.0	26.0
Total Split (%)	8.9%	71.1%	62.2%	28.9%	28.9%	28.9%	28.9%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag				
Lead-Lag Optimize?	Yes		Yes				
Recall Mode	None	None	None	Max	Max	Max	Max

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 69.7

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Splits and Phases: 3: East Bay Harbor Drvie & 96th Street (Kane Concourse)

ø2	ø4
26.5%	64.3%
ø6	ø7
26.5%	56.5%

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	28	0	262	0	0	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	0	285	0	0	271

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	556	285	0
Stage 1	285	-	-
Stage 2	271	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	492	754	1277
Stage 1	763	-	-
Stage 2	775	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	492	754	1277
Mov Cap-2 Maneuver	492	-	-
Stage 1	763	-	-
Stage 2	775	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8		
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1277
HCM Lane V/C Ratio	-	-	0.062	-
HCM Control Delay (s)	-	-	12.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Appendix D
Background Growth Rate Documentation

Grand Beach Bay Harbor Hotel

Background Growth Rate

Station	Location	2008	2009	2010	2011	2012	2013
0132	SE 922/NE 96 St. 89' W of Abbott Ave	28,000	28,500	25,500	25,500	26,000	22,100
0540	SR A1A/Collins Ave, 200' S end bridge/ncl Bal Harb	49,500	46,500	44,000	45,500	48,500	47,500
1023	SR 922/NE/NW 125 st,200' W N Bay Shore Dr	19,900	19,800	18,000	20,100	24,000	24,000
0525	SR A1A/Collins Ave/one-way pair NB, 100' N 87 St	24,500	22,500	22,500	22,000	32,500	25,000
Total		121,900	117,300	110,000	113,100	131,000	118,600
Yearly Growth			-3.8%	-6.2%	2.8%	15.8%	-9.5%
Growth Trend							-0.2%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL ADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0540 - SR A1A/COLLINS AV, 200' S END BRIDG/NCL BAL HARB

YEAR	ADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	47500 F	N 24000	S 23500	9.00	52.40	4.40
2012	48500 C	N 24500	S 24000	9.00	55.70	4.40
2011	45500 C	N 23000	S 22500	9.00	55.10	6.10
2010	44000 C	N 22000	S 22000	8.98	54.08	6.10
2009	46500 C	N 23000	S 23500	8.99	53.24	3.90
2008	49500 C	N 24500	S 25000	9.09	55.75	3.90
2007	50500 C	N 25000	S 25500	8.01	54.34	3.90
2006	48500 C	N 23500	S 25000	7.97	54.22	2.90
2005	47500 C	N 23000	S 24500	8.80	53.80	7.50
2004	47500 C	N 23000	S 24500	9.00	53.30	7.50
2003	42500 C	N 21000	S 21500	8.80	53.40	4.50
2002	43000 C	N 21500	S 21500	9.80	52.30	2.70
2001	45000 F	N 25000	S 20000	8.20	53.50	6.00
2000	45000 C	N 25000	S 20000	8.20	53.10	4.00
1999	44000 C	N 24500	S 19500	9.10	52.70	3.90
1998	44500 C	N 22000	S 22500	9.30	52.70	2.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; P = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0132 - SR 922/NE 96 ST. 89' W OF ABOYT AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	* K FACTOR	D FACTOR	T FACTOR
2013	22100 C	E 12500	W 9600	9.00	52.40	6.80
2012	26000 C	E 13500	W 12500	9.00	55.70	4.60
2011	25500 C	E 13000	W 12500	9.00	55.10	4.20
2010	25500 C	E 14000	W 11500	8.98	54.08	4.20
2009	28500 C	E 15500	W 13000	8.99	53.24	7.20
2008	28000 C	E 15000	W 13000	9.09	55.75	7.90
2007	24000 F	E 13000	W 11000	8.01	54.34	7.20
2006	24000 C	E 13000	W 11000	7.97	54.22	7.20
2005	26000 C	E 14000	W 12000	8.80	53.80	7.80
2004	26500 C	E 13000	W 13500	9.00	53.30	7.80
2003	25000 C	E 12500	W 12500	8.80	53.40	3.20
2002	24500 C	E 12000	W 12500	9.80	52.30	2.80
2001	23500 F	E 11500	W 12000	8.20	53.50	5.40
2000	23500 C	E 11500	W 12000	8.20	53.10	2.20
1999	23500 C	E 11000	W 12500	9.10	52.70	1.20
1998	23000 C	E 11000	W 12000	7.20	52.70	2.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
* K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1023 - SR 922/NE/NW 125 ST, 200' W N BAY SHORE DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	24000 C	E 11000	W 13000	9.00	52.40	5.00
2012	24000 C	E 12000	W 12000	9.00	55.70	4.20
2011	20100 C	E 10500	W 9600	9.00	55.10	5.10
2010	18000 C	E 9000	W 9000	8.98	54.08	3.80
2009	19800 C	E 10000	W 9800	8.99	53.24	4.60
2008	19900 C	E 10500	W 9400	9.09	55.75	1.50
2007	21000 C	E 10500	W 10500	8.01	54.34	1.00
2006	23000 C	E 11500	W 11500	7.97	54.22	4.60
2005	24000 C	E 12500	W 11500	8.80	53.80	2.40
2004	22000 C	E 11000	W 11000	8.80	53.30	8.80
2003	23500 C	E 12000	W 11500	8.80	53.40	8.80
2002	24000 C	E 12000	W 12000	9.80	52.30	3.00
2001	24000 C	E 12000	W 12000	8.20	53.50	4.80
2000	21000 C	E 10500	W 10500	8.20	53.10	2.90
1999	22000 C	E 11000	W 11000	9.10	52.70	2.00
1998	22500 C	E 11500	W 11000	7.70	52.70	2.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARD, PRIOR YEARS ARE K30 VALUES

Appendix E
Committed Roadway Improvement



FACT SHEET

A NEW ROADWAY PROJECT WILL BEGIN IN YOUR AREA State Road (SR) 922/96 Street/Kane Concourse

FIN# 429137-2-52-01/02
Begins: January 2015

OVERVIEW

During the week of January 19, 2015, the Florida Department of Transportation (FDOT) is scheduled to begin a roadway construction project along SR 922/96 Street/Kane Concourse from west of West Broadview Drive to the Indian Creek Bridge in Miami-Dade County.

WORK TO BE PERFORMED

- Replacing sections of curb, gutter and sidewalk
- Enhancing signalization throughout the corridor
- Replacing the expansion joints for the bridge over the Intracoastal Waterway
- Installing decorative brick pavers at several intersections
- Repaving and restriping the roadway
- Installing new signage and pavement markings, including share the road signage for bicyclists

PROJECT SCHEDULE

January 2015 — July 2015

AFFECTED MUNICIPALITIES

Town of Bay Harbor Islands, Bal Harbour Village and Town of Surfside

ESTIMATED CONSTRUCTION COST

\$1.5 million

LANE CLOSURE AND DETOUR INFORMATION

To do this work safely, it will be necessary to close travel lanes at times. Lanes may be closed from 9 a.m. to 3:30 p.m. as well as between 7 p.m. and 6 a.m., weeknights. Lanes may also be closed from 11 p.m. to 7 a.m. on Friday nights and from 9 a.m. to 5 p.m. on Saturdays. Pedestrian access will be maintained at all times. Lane closure and project information will be posted weekly on the department's website.

HELPFUL TIPS

- Allow extra time to reach your destination
- Obey all posted signs and speed limits

ALWAYS PUT SAFETY FIRST

For your safety and the safety of others, please use caution when driving, walking or biking around any construction zone. Wearing a safety belt is the single most effective way to protect people and reduce fatalities in motor vehicle crashes. The Department takes steps to reduce construction effects, but you might experience the following around the work site.

- Travel lane closures and detours
- Increased dust and noise
- Workers and equipment moving around the area

Please note that this schedule could change due to bad weather or other unexpected conditions.

FOR MORE INFORMATION

For more information, please contact CCEI Senior Project Engineer, Roland Rodriguez, P.E. at (305) 640-7185, or Public Information Specialist Heather Leslie at (305) 905-5876 or Heather@hmlpublicoutreach.com.



Please visit our website:

www.fdotmiamidade.com

For real-time traffic information dial 511 or visit:

www.fl511.com



1000 NW 111 AVENUE MIAMI, FL 33172

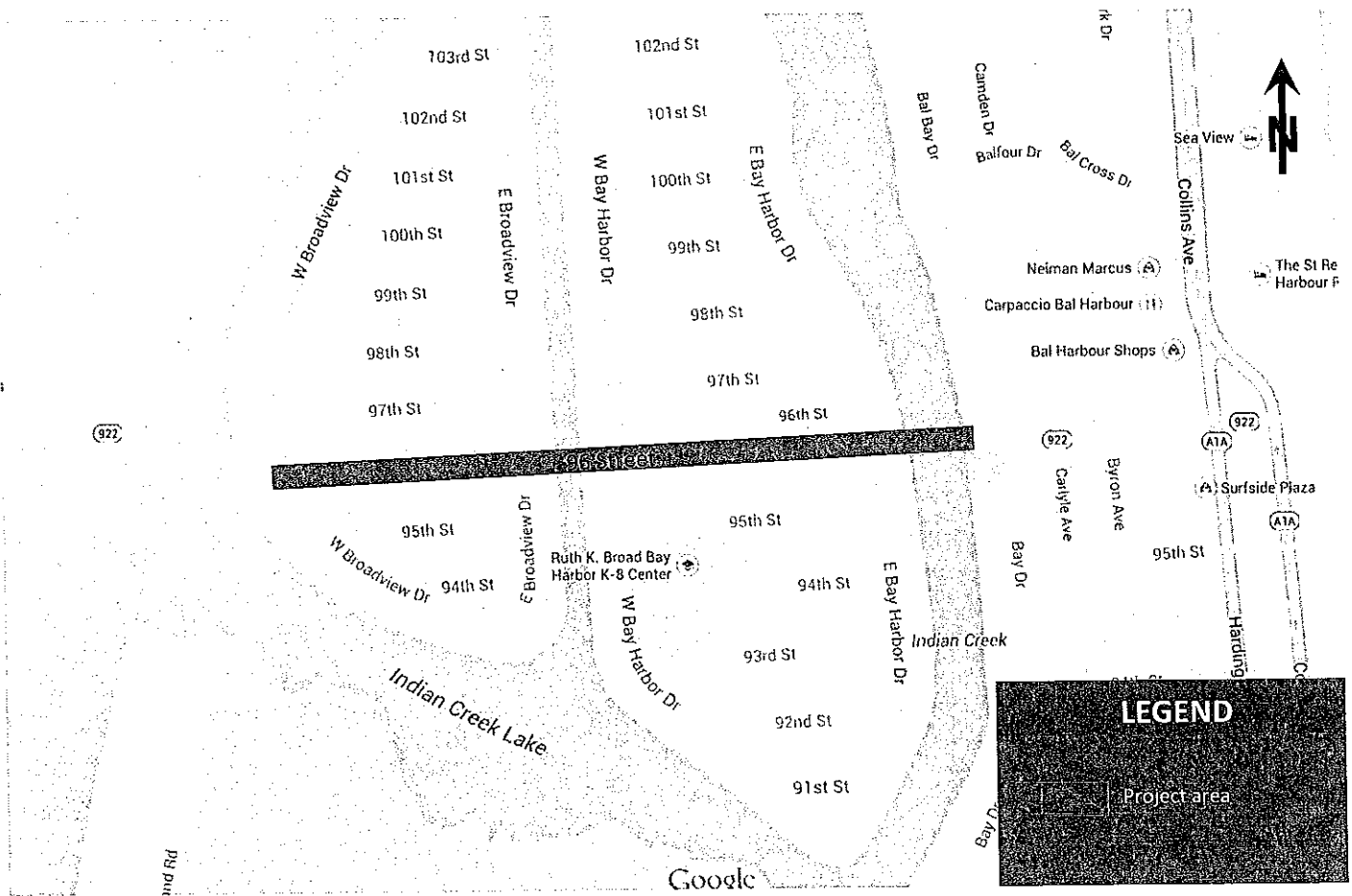


FACT SHEET

A NEW ROADWAY PROJECT WILL BEGIN IN YOUR AREA
State Road (SR) 922/96 Street/Kane Concourse

FIN# 429137-2-52-01/02
Begins: January 2015

PROJECT LIMITS: SR 922/96 Street/Kane Concourse
from west of West Broadview Drive to the Indian Creek Bridge



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Please visit our website:
www.fdotmiamidade.com
For real-time traffic information dial 511 or visit:
www.fl511.com



1000 NW 111 AVENUE MIAMI, FL 33172

Appendix F

Site Trip Generation

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: Grand Beach Bay Harbor Hotel
Phase:

Open Date:
Analysis Date: 2/4/15

Description: Proposed #15107

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
		Enter	Exit	Enter	Exit
310: Hotel 99 Rooms [R]	809	31	21	31	28
Total Driveway Volume	809	31	21	31	28
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		31	21	31	28

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Appendix G

Queuing Documentation

Attachment 2

Grand Beach Hotel

Date: July 20, 2011
Observer: J. Espinosa (DPA)

Vehicle	In	Out	Type	Arrival Time	Processing Time	Notes
1		X	Car	8:34 AM	0:00:37	Valet Return
2		X	Car	8:35 AM	0:01:06	Valet Return
3		X	Car	8:36 AM	0:00:25	Valet Return
4		X	Car	8:36 AM	0:00:38	Pick Up (Personal)
5	X		Car	8:41 AM	0:00:18	Guest In
6		X	Car	8:45 AM	0:00:30	Valet Return
7	X		Car	8:52 AM	0:01:17	Check In
8		X	Car	9:02 AM	0:01:46	Check Out
9	X		Car	9:04 AM	0:01:01	Check In
10	X		Car	9:05 AM	0:00:51	Check In
11		X	Van	9:06 AM	0:00:32	Tour
12		X	Taxi	9:09 AM	0:00:26	Guest Out
13	X		Car	9:09 AM	0:02:34	Check In
14		X	Car	9:10 AM	0:00:26	Valet Return
15		X	Car	9:11 AM	0:00:37	Valet Return
16	X		Car	9:14 AM	0:00:28	Guest In
17		X	Car	9:14 AM	0:00:22	Valet Return
18	X		Car	9:18 AM	0:01:02	Check In
19		X	Car	9:18 AM	0:00:36	Valet Return
20		X	Taxi	9:21 AM	0:00:22	Guest Out
21		X	Car	9:21 AM	0:01:26	Check Out
22		X	Car	9:22 AM	0:00:44	Valet Return
23	X		Car	9:25 AM	0:01:21	Check In
24		X	Car	9:25 AM	0:01:06	Valet Return
25		X	Car	9:26 AM	0:00:23	Valet Return
26		X	Car	9:28 AM	0:00:25	Valet Return
27		X	Car	9:29 AM	0:00:22	Valet Return
28		X	Car	9:29 AM	0:00:21	Valet Return
29		X	Car	9:34 AM	0:00:46	Valet Return
30	X		Car	9:38 AM	0:01:04	Check In
31		X	Car	9:38 AM	0:00:36	Valet Return
32		X	Car	9:39 AM	0:00:21	Valet Return
33		X	Car	9:41 AM	0:00:34	Guest Out
34		X	Car	9:43 AM	0:00:14	Valet Return
35		X	Car	9:45 AM	0:02:04	Check Out
36	X		Car	9:45 AM	0:01:20	Check In
37		X	Taxi	9:48 AM	0:00:48	Check Out
38		X	Car	9:49 AM	0:00:26	Guest Out
39		X	Car	9:49 AM	0:00:48	Valet Return
40	X		Car	9:51 AM	0:00:37	Check In
41		X	Car	9:51 AM	0:00:30	Valet Return
42		X	Car	9:57 AM	0:00:28	Valet Return
43		X	Car	9:58 AM	0:01:22	Check Out
44		X	Car	10:02 AM	0:00:32	Valet Return
45		X	Car	10:03 AM	0:00:35	Valet Return
46		X	Van	10:04 AM	0:00:46	Valet Return
47	X		Car	10:06 AM	0:00:39	Check In
48		X	Car	10:08 AM	0:01:58	Check Out
49		X	Taxi	10:08 AM	0:01:48	Check Out
50		X	Car	10:09 AM	0:00:41	Valet Return
51		X	Car	10:10 AM	0:00:44	Valet Return
52		X	Car	10:12 AM	0:00:26	Valet Return
53	X		Taxi	10:13 AM	0:00:42	Check In
54		X	Taxi	10:14 AM	0:02:21	Check Out
55		X	Taxi	10:16 AM	0:01:48	Check Out
56		X	Car	10:18 AM	0:00:37	Valet Return
57		X	Car	10:18 AM	0:00:56	Valet Return
58	X		Car	10:20 AM	0:00:40	Guest In
59		X	Car	10:24 AM	0:00:57	Valet Return

Total Processing Time: 0:50:10
Average Processing Time: 0:00:51

The first vehicle dropping-off children arrived at school at 8:30 AM. Data collection began at this time.

location, a 5% probability of back-up onto the adjacent street is judged to be acceptable. Demand on the system for design is expected to be 110 vehicles in a 45-minute period. Average service time was expected to be 2.2 minutes. Is the queue storage adequate?

Such problems can be quickly solved using Equation (8-9b) given in Table 8-10 and repeated below for convenience.

$$M = \left[\frac{\ln P(x > M) - \ln Q_M}{\ln \rho} \right] - 1$$

where:

M = queue length which is exceeded p percent of the time

N = number of service channels (drive-in positions)

Q = service rate per channel (vehicles per hour)

$\rho = \frac{\text{demand rate}}{\text{service rate}} = \frac{q}{NQ} = \text{utilization factor}$

q = demand rate on the system (vehicles per hour)

Q_M = tabled values of the relationship between queue length, number of channels, and utilization factor (see Table 8.11)

TABLE 8-11
Table of Q_M Values

P	$N = 1$	2	3	4	6	8	10
0.0	0.0000	0.0000	0.0000	0.0000			
0.1	.1000	.0182	.0037	.0008	.0000	0.0000	0.0000
.2	.2000	.0666	.0247	.0096	.0015	.0002	.0000
.3	.3000	.1385	.0700	.0370	.0111	.0036	.0011
.4	.4000	.2286	.1411	.0907	.0400	.0185	.0088
.5	.5000	.3333	.2368	.1739	.0991	.0591	.0360
.6	.6000	.4501	.3548	.2870	.1965	.1395	.1013
.7	.7000	.5766	.4923	.4286	.3359	.2706	.2218
.8	.8000	.7111	.6472	.5964	.5178	.4576	.4093
.9	.9000	.8526	.8172	.7878	.7401	.7014	.6687
1.0	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

$$\rho = \frac{q}{NQ} = \frac{\text{arrival rate, total}}{(\text{number of channels})(\text{service rate per channel})}$$

N = number of channels (service positions)

Solution

Step 1: $Q = \frac{60 \text{ min/hr}}{2.2 \text{ min/service}} = 27.3 \text{ services per hour}$

Step 2: $q = (110 \text{ veh/45 min}) \times (60 \text{ min/hr}) = 146.7 \text{ vehicles per hour}$

Step 3: $\rho = \frac{q}{NQ} = \frac{146.7}{(6)(27.3)} = 0.8956$

Step 4: $Q_M = 0.7303$ by interpolation between 0.8 and 0.9 for $N = 6$ from the table of Q_M values (see Table 8-11).

Step 5: The acceptable probability of the queue, M , being longer than the storage, 18 spaces in this example, was stated to be 5%. $P(x > M) = 0.05$, and:

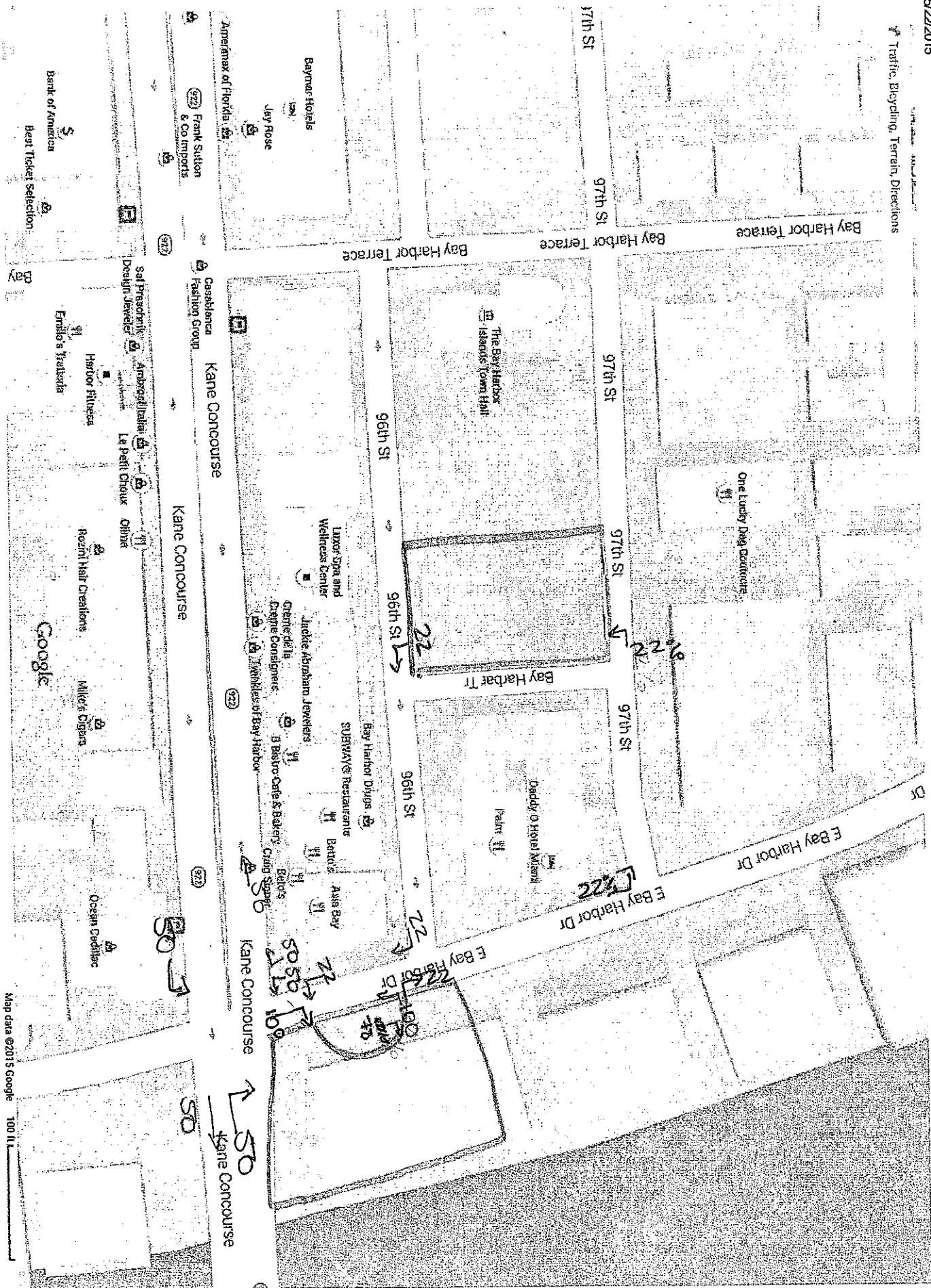
$$M = \left[\frac{\ln 0.05 - \ln 0.7303}{\ln 0.8956} \right] - 1 = \left[\frac{-2.996 - (-0.314)}{-0.110} \right] - 1$$

$$= 24.38 - 1 = 23.38, \text{ say } 23 \text{ vehicles.}$$

Traffic, Bicycling, Terrain, Directions

Google Maps

15107



Valet Operations

https://www.go.com/maps/@25.8874016,-80.1302207,19z

- Inbound
- Outbound



GRAND BEACH HOTEL – BAY HARBOR DRAINAGE REPORT

Prepared by:
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April 06, 2015

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TABLE OF CONTENTS

SECTION A INTRODUCTION.....	2
SECTION B FUTURE CONDITIONS/LAND USE BREAKDOWN.....	2
SECTION C GENERAL DESIGN CRITERIA.....	2
C.1 WATER CONTROL ELEVATION.....	2
C.2 DESIGN STORM RAINFALL DATA.....	2
C.3 SOIL STORAGE AND CURVE NUMBER.....	3
SECTION D MINIMUM ELEVATION CRITERIA.....	3
D.1 MINIMUM FINISH FLOOR ELEVATION.....	3
SECTION E WATER QUALITY CALCULATIONS.....	4
E.1 WATER QUALITY DESIGN CRITERIA.....	4
E.2 WATER QUALITY COMPUTATION.....	4
SECTION F EXFILTRATION TRENCH BREAKDOWN.....	5
SECTION G STAGE STORAGE.....	6
SECTION H DRAINAGE WELL CALCULATIONS.....	6
H.1 DRAINAGE WELL APPROACH.....	6
H.2 DRAINAGE AREA LAND USE BREAKDOWN.....	7
H.3 DRAINAGE WELL CALCULATIONS.....	7
SECTION I FLOOD ROUTING STAGES.....	9

APPENDICES

APPENDIX A – DESIGN MAPS.....	A
APPENDIX B – STAGE STORAGE.....	B
APPENDIX C – CASCADE MODEL RESULTS.....	C
APPENDIX D –GEOTECHNICAL REPORT.....	D

A. INTRODUCTION

The proposed site is located at 9601 East Bay Harbor Drive in Bay Harbor Island, Florida. The current site is vacant at the moment. The project's stormwater management will be handled with a combination of exfiltration trench and a drainage well. Exfiltration trench will be proposed to meet the water quality treatment volume requirements for the project site. The proposed drainage well will be designed for a 10yr-1 day storm event and will be interconnected with pipes to a proposed drainage system designed to collect runoff from the site.

B. FUTURE CONDITIONS/LAND USE BREAKDOWN

Total Parcel area = 0.773 ac
 Impervious area = 0.565 ac (73.1%)
 Pervious area = 0.208 ac (26.9%)

Land Use	Area (ac)	Elevation (NGVD)
Building	0.317	10.00
Driveway	0.084	-1.00 - 9.95
Pavers 1	0.091	9.65 - 10.00
Pavers 2	0.013	3.80 - 10.00
Pavers 3	0.012	5.00 - 6.00
Pavers 4	0.020	8.50 - 9.00
Stairs	0.007	4.35 - 10.00
Pool/Water Feature	0.022	9.85
Wood Deck	0.012	5.65 - 5.85
Green 1	0.112	9.45 - 9.95
Green 2	0.032	3.80 - 9.95
Green 3	0.044	4.75 - 5.75
Green 4	0.007	8.50 - 8.75

C. GENERAL DESIGN CRITERIA

C.1 Water Control Elevation:

- Wet Season Water Table (Control) = **0.50 NGVD**. (See Appendix A)

C.2 Design Storm Rainfall Data:

Storm Frequency (Duration)	24-Hour Rainfall (inches)	72-Hour Rainfall (inches)
5 Year	6.5	
10 Year	7.5	
25 Year	-	11
100 Year	-	14

**See Appendix A for SFWMD Rainfall maps*

C.3 Soils, Soil Storage and Curve Number:

General soil type – Coastal Storage Values for compacted soils have been used:

Depth to Water Table	Cumulative Storage (inches)	Curve Number
1'	0.45	96
2'	1.88	84
3'	4.95	67
4'	8.18	55

Total Soil Storage for Entire Site (0.773 ac)

Average Finished Grade = EL. 7.00
 Average Groundwater Level = EL. 0.50
 Depth to Water Table = 6.50 ft
 %Total Pervious Area = 26.9%

Therefore utilizing SFWMD Volume IV's Water Storage for compacted soils:

$$S = 8.18 \text{ inch} \times (0.269) = 2.20 \text{ in.} \rightarrow \mathbf{S = 2.20 \text{ in}}$$

**Based on the coastal storage value for compacted soils*

$$CN = 1000 / (10 + S) = 1000 / (10 + 2.20) = 82, \text{ therefore use } \mathbf{CN = 82}$$

D. MINIMUM ELEVATION CRITERIA

D.1 Minimum Finish Floor Elevations:

All habitable structures shall be set at or above the higher of:

- FEMA Flood Elevation = **10.00 NGVD****
- Nearest crown of road = 4.49 NGVD
 Eighteen inches (18") above the nearest crown of road = **5.99 NGVD**
- 100-year 72 hour Max. Stage (Zero Disch.) = 8.30 NGVD*

The proposed Finish Floor Elevation shall be set at (or above) the minimum elevation of 10.00 NGVD.

* See Appendix C: Cascade Model Results – 100 yr 3 day results

** See Appendix A: FEMA Map

E. WATER QUALITY CALCULATIONS**E.1 Water Quality Design Criteria**

1. If a wet detention system, then whichever is the greater of the first inch of runoff from the entire site or 2.5 inches times the change in percentage of imperviousness.
2. If a dry detention system, then 75% of the volume required for wet detention.
3. If a retention system, then 50% of the volume required.
4. Any detention system shall be designed to discharge no more than ½ inch of the detained volume per 24 hours.

E.2 Water Quality Computation

1. Compute the first inch of runoff from the developed project:
= 1 in. x (0.773 ac) x 1 ft/12 in.
= 0.064 ac-ft for the first inch of runoff
2. Compute 2.5 inches times the percentage change of imperviousness:
 - a. Total area for water quality pervious/impervious calculations only:
= Total for project - (water surface/pool + Building)
= (0.773 ac) - (0.022 ac + 0.317 ac)
= 0.434 ac of site area for water quality
 - b. Impervious area for water quality pervious/impervious calculations only
= (total area for water quality pervious/impervious) - pervious
= 0.434 ac - 0.208 ac
= 0.226 ac of impervious area for water quality pervious/impervious
 - c. Percentage of imperviousness for water quality:
= (Impervious area for water quality/Site area for water quality) x 100%
= (0.226 ac/0.434 ac) x 100%
= 52.1% impervious for development
 - d. For 2.5 inches times the change in percentage impervious:
= 2.50 in. x 0.521
= 1.302 in to be treated.
 - e. Compute volume required for water quality detention:
= inches to be treated x (total site - water surface/pool)
= 1.302 in. x (0.773 ac - 0.022ac) x 1 ft/12 in.
= 0.081 ac-ft (0.978 ac-in.) required detention storage.

3. Since the **0.081 ac-ft** is greater than the **0.064 ac-ft** computed for the first inch of runoff than the volume of **0.081 ac-ft controls**.
4. The minimum required treatment volume is **0.081 ac-ft**. This volume will be treated in exfiltration trench

F. EXFILTRATION TRENCH BREAKDOWN

The water quality volume = **0.081 ac-ft = 0.978 ac-in** to be treated in exfiltration trench:

$$L = \frac{FS[(\%WQ)(V_{WQ}) + V_{add}]}{K(H_2W + 2H_2D_u - D_u^2 + 2H_2D_s) + 1.39 \times 10^{-4}(WD_u)}$$

Where:

L = Length of Trench Required (Feet)

FS = Factor of safety; no less than 2.0

%WQ = Percent reduction in required water quality (WQ) treatment volume based on method of WQ treatment: 50% for wet/dry retention

V_{WQ} = Volume of WQ treatment provided by trench in one hour (ac-in/hr)

FS = 2

%WQ = 0.5

V_{WQ} = 0.978 ac-in.

V_{add} = 0.00 ac-in

W = 4.00 Feet

K = Hydraulic Conductivity (CFS/FT² - FT. HEAD)

H₂ = Head on saturated surface (Feet)

W = Trench Width (Feet)

D_u = Non-Saturated Trench Depth (Feet)

D_s = Saturated Trench Depth (Feet)

K = 1.89 x 10⁻⁴ (See Appendix D for Geotechnical Results. Averaged between 2 values)

H₂ = 4.50 ft

D_u = 2.50 ft

D_s = 10.50 ft

SFWMD Criteria:

- 1.) Is the saturated trench (D_s) depth greater than the non-saturated trench depth (D_u)? **Yes**
i.e. Is D_s > D_u => D_s = 10.50' < D_u = 2.50'
- 2.) Is the trench width greater than two times the total trench depth? **No**
i.e. W > 2 x (D_s + D_u) => 4' < 2 x (10.50+2.50) = 26'

For those situations when either of the previous two conditions occur, use the following equation:

$$L = \frac{FS[(\%WQ)(V_{wQ}) + V_{add}]}{K(2H_2D_u - D_u^2 + 2H_2D_s) + 1.39 \times 10^{-4}(WD_u)}$$

Therefore,

$$L = \frac{2[(0.5)(0.978) + 0.00]}{1.89 \times 10^{-4}[(2 \times 4.50 \times 2.50) - (2.50^2) + (2 \times 4.50 \times 10.50)] + 1.39 \times 10^{-4}(4 \times 2.50)} = 55.52 \text{ ft}$$

Required length of exfiltration trench to treat the 1.01 Ac-in is approximately: **L = 56 ft**

Proposed length of exfiltration trench is **L = 98 ft > 56 ft ✓**

G. STAGE-STORAGE

See Appendix B

H. DRAINAGE WELL CALCULATIONS

H.1 Drainage Well Approach

In order to meet the level of service (LOS) standards to meet a 10yr-1 day storm as specified by Miami Dade County Public Works, the drainage well was designed to handle the site's runoff for the required storm event. Based on previous yield projects, it is assumed that one drainage well is capable of discharging 500 gallons per minute (GPM) which is to be confirmed at time of well development and/or reasonable assurance report.

Maximum well discharge = 2,000 GPM (assuming 500 GPM per well. For this project we are utilizing 2 wells)

Begin discharge at elevation 2.5 (assume 2' above control elevation to overcome column of salt water)

Elev. (Ft)	Discharge (GPM)		
2.5	0	=	0
3.0	0.5 x 1000	=	500
3.5	1.0 x 1000	=	1000
4.0	1.5 x 1000	=	1500
4.5	2.0 x 1000	=	2000

H.2 Drainage Area Land Use Breakdown

Description	Area (ac)	C-Value	A x C
Building	0.317	0.950	0.301
Driveway/Pavers	0.248	0.900	0.223
Green	0.208	0.300	0.062
Total	0.773	Average C = 0.759	

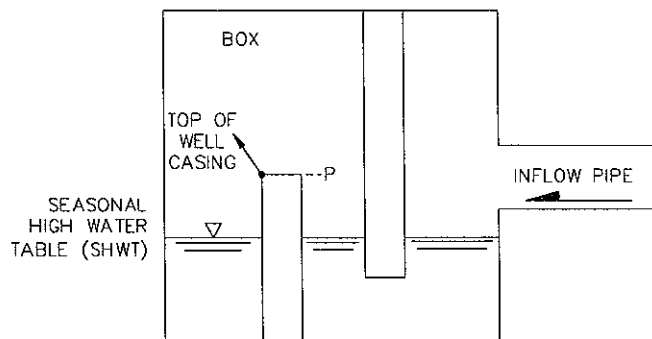
H.3. Drainage Well Calculations

Available Head: $P - SHWT - 1.5 = HW$ (HEAD OF WELL)

Well Capacity: $\frac{500 \text{ gpm}}{\text{ft of head avail.}} \times HW$

90 Sec Volume: $Q \times 90 = CIA \times 90 \text{ sec} \therefore \Rightarrow$

Volume Provided $[V_P] \geq$ Volume Required $[V_R]$
Volume of Box $\geq$ 90 Sec Volume



- Location of the wells is generally in the up-stream section of the basin, where the greatest hydraulic conductivity head can be achieved.

Time of Concentration:

Time required to generate one inch of runoff (per DERM Water Control Section D-4)

$$\text{Rainfall Intensity (I)} = 308.5 / [(48.6 \times F^{-0.11}) + t(0.5895 + F^{-2/3})]$$

$$\text{Frequency (F)} = 10 \text{ years - Frequency Curve}$$

$$Q = CIA, V = Qt; V_{(1 \text{ in.})} = Qt_{(1 \text{ in.})}, t_{(1 \text{ in.})} = \text{Time to generate 1 inch of runoff}$$

$$V_{(1 \text{ in.})} = CIA t_{(1 \text{ in.})}$$

$$1" \times A = CIA t_{(1 \text{ in.})}$$

$$; \text{Solving for } t_{(1 \text{ in.})}, t_{(1 \text{ in.})} = 1" / (IC)$$

$$\text{Time to Generate one inch of run-off } t_{(in)} = 12.15 \text{ Min.}$$

$$\text{Time to reach the inlet } (t_{c.}) = 10.00 \text{ Min.}$$

$$\text{Total Time required to generate 1 in of runoff:} = \mathbf{22.15 \text{ Min.}}$$

Design Volume to Be Retained for a 10 Year Storm:

Time		Cx A (acres)	I (inch/hr)	Q (CFS)	Accumulated Storm Runoff (CF)
(Min.)	(Sec.)				
8	480	0.588	6.985	4.11	1,971
10	600	0.588	6.739	3.96	2,377
15	900	0.588	6.195	3.64	3,277
22.15	1329	0.588	5.553	3.26	4,338
30	1800	0.588	4.986	2.93	5,276
40	2400	0.588	4.412	2.59	6,225
50	3000	0.588	3.957	2.33	6,978
60	3600	0.588	3.586	2.11	7,590
90	5400	0.588	2.800	1.65	8,889
120	7200	0.588	2.297	1.35	9,721
180	10800	0.588	1.689	0.99	10,725

$$Q = CIA; \quad C = 0.759; \quad I = 5.55 \text{ (10 year - 1 day storm event);} \quad A = 0.773$$

$$Q = 0.759 \times 5.55 \times 0.773 = 3.26 \text{ cfs}$$

$$Q = 3.26 \text{ cfs} \times \frac{60 \text{ sec/min}}{0.1337 \text{ cfs/gal}} = 1463 \text{ GPM}$$

Lowest catch basin elevation: 5.50 NGVD

Assume Well Capacity: $500 \frac{\text{gpm}}{\text{ft. of avail. head}}$

Available Head: $H = 5.50 - 0.50 \text{ ft} - 1.50 \text{ ft}$
 $H = 3.50 \text{ ft}$

Assumed Well Capacity

$Q_{\text{copperwell}} = 3.50 \text{ ft} \times 500 \text{ gpm/ft} = 1750 \text{ gpm}$

$Q_{\text{Provided}} > Q_{\text{Required}} \rightarrow 1750 \text{ gpm} > 1463 \text{ gpm}$

90 Second Detention Box

$Q = CIA$; $Q = 0.759 \times 5.55 \times 0.773 = 3.26 \text{ cfs}$

Retention Time = 90 sec

$V = 3.26 \text{ cfs} \times 90 \text{ sec} = 293.4 \text{ cf}$

Minimum detention volume per well = $V = 146.7 \text{ cf}$

Minimum box dimensions per well prior to discharge = $W=5.00 \text{ ft}, L=7.00 \text{ ft}, H=4.20 \text{ ft}$

Since 2 wells are being proposed total 90 sec volume provided = $2 \times (5.0 \times 7.0 \times 4.20) = 294$

$V_P > V_R \rightarrow 294 \text{ cf} \geq 293.4 \text{ cf} \checkmark$

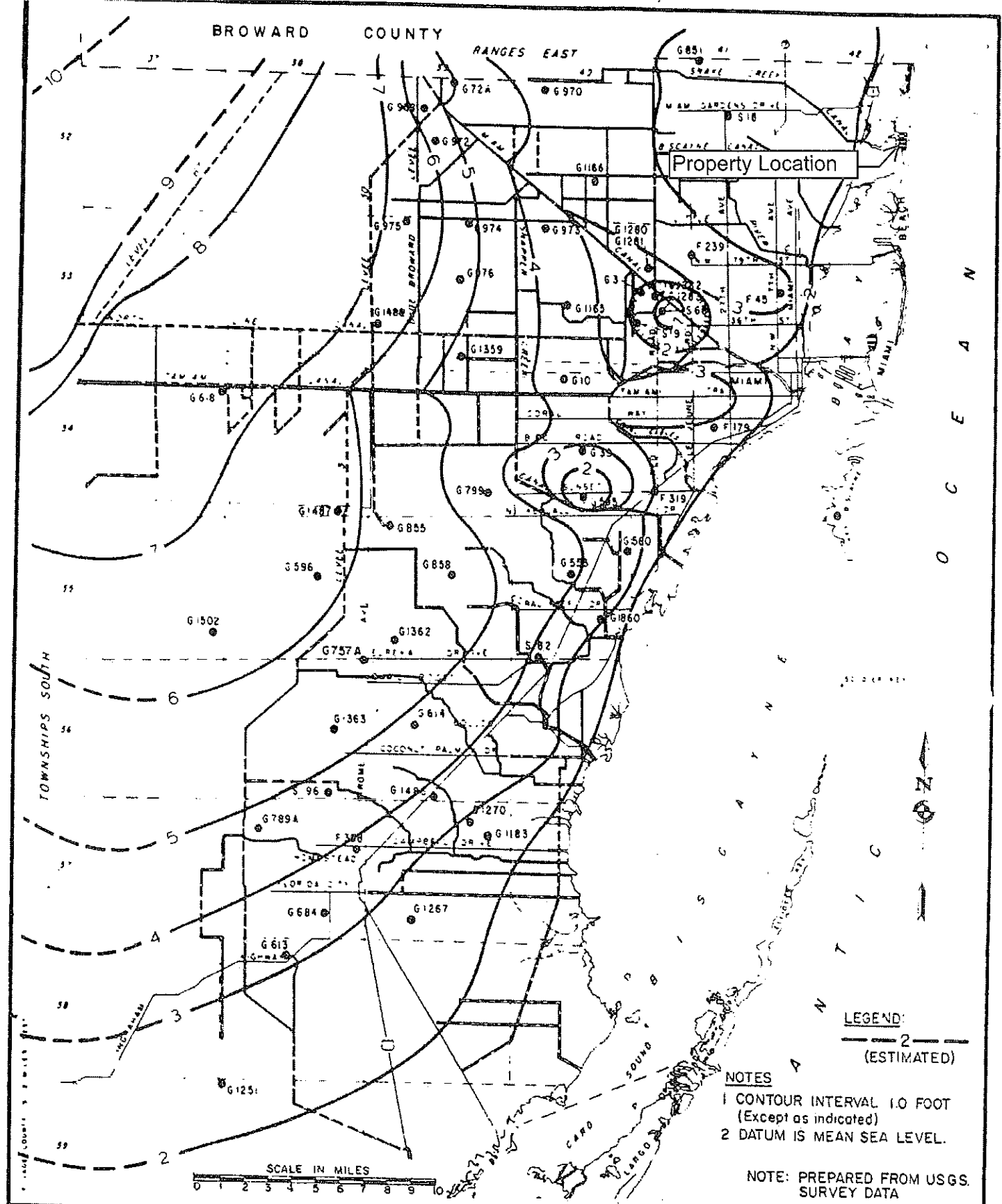
I. FLOOD ROUTING STAGES (See Appendix C for full model output)

Cascade Model Output Results		
Storm Events	Rainfall Inches	Post Max Stage (NGVD)
5 Year 1 Day	6.5	3.23
10 Year 1 Day	7.5	3.30
25 Year 3 Day	11	3.89
100 Year 3 Day	14	8.30

APPENDIX A

Design Maps

- **Miami Dade Water Table Map**
- **Design Storm Rainfall Maps**
- **FEMA Map**



METROPOLITAN DADE COUNTY PUBLIC WORKS DEPARTMENT	APPROVED 4/5 72	REVISED 2/19/75 4/14/77	DESIGN STANDARDS AVERAGE OCTOBER GROUND WATER LEVEL 1960-75	W.C. 2.2 SHEET 1 OF 1
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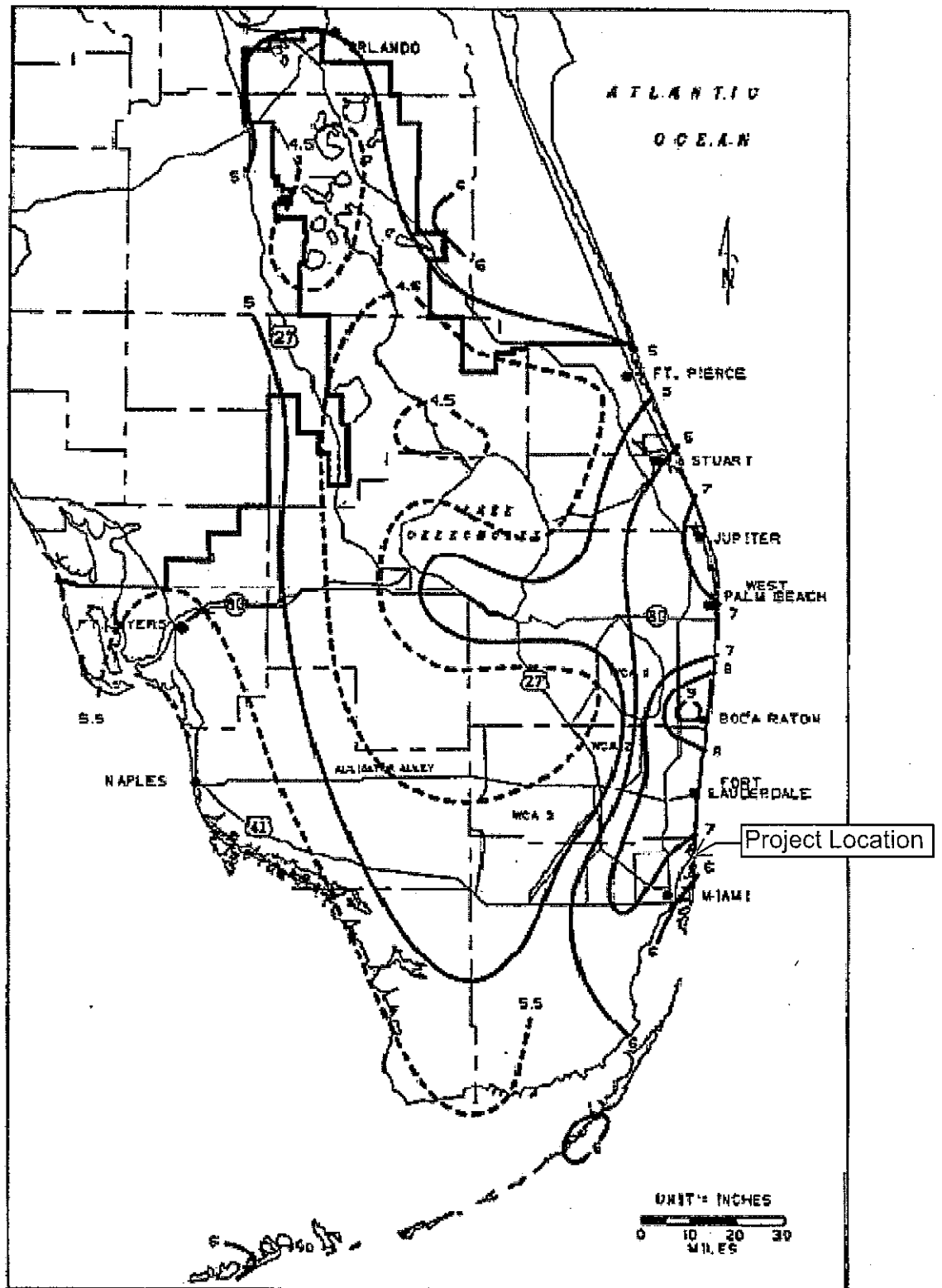


FIGURE C-3. 1-DAY RAINFALL: 5-YEAR RETURN PERIOD

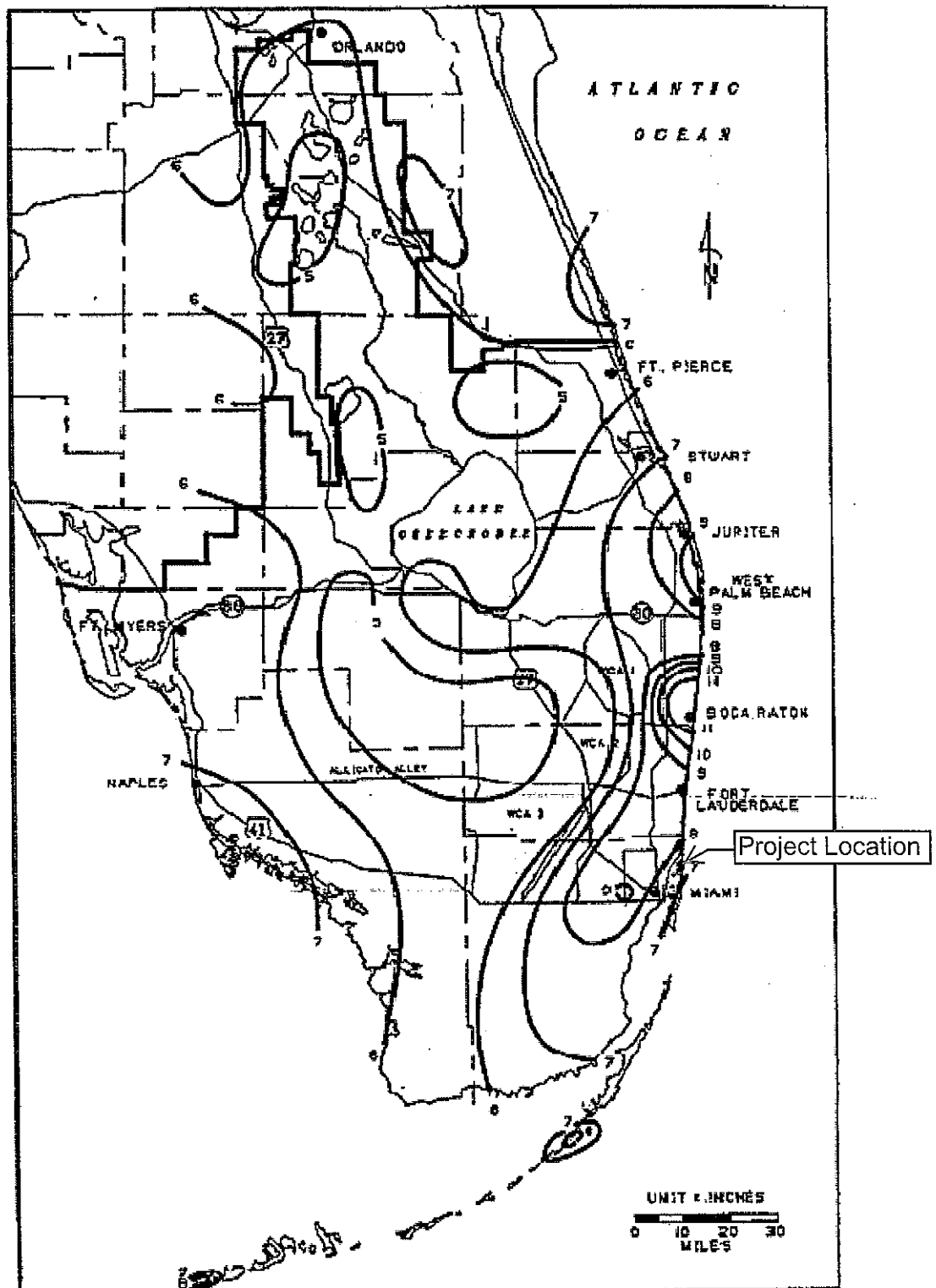


FIGURE C-4. 1-DAY RAINFALL: 10-YEAR RETURN PERIOD

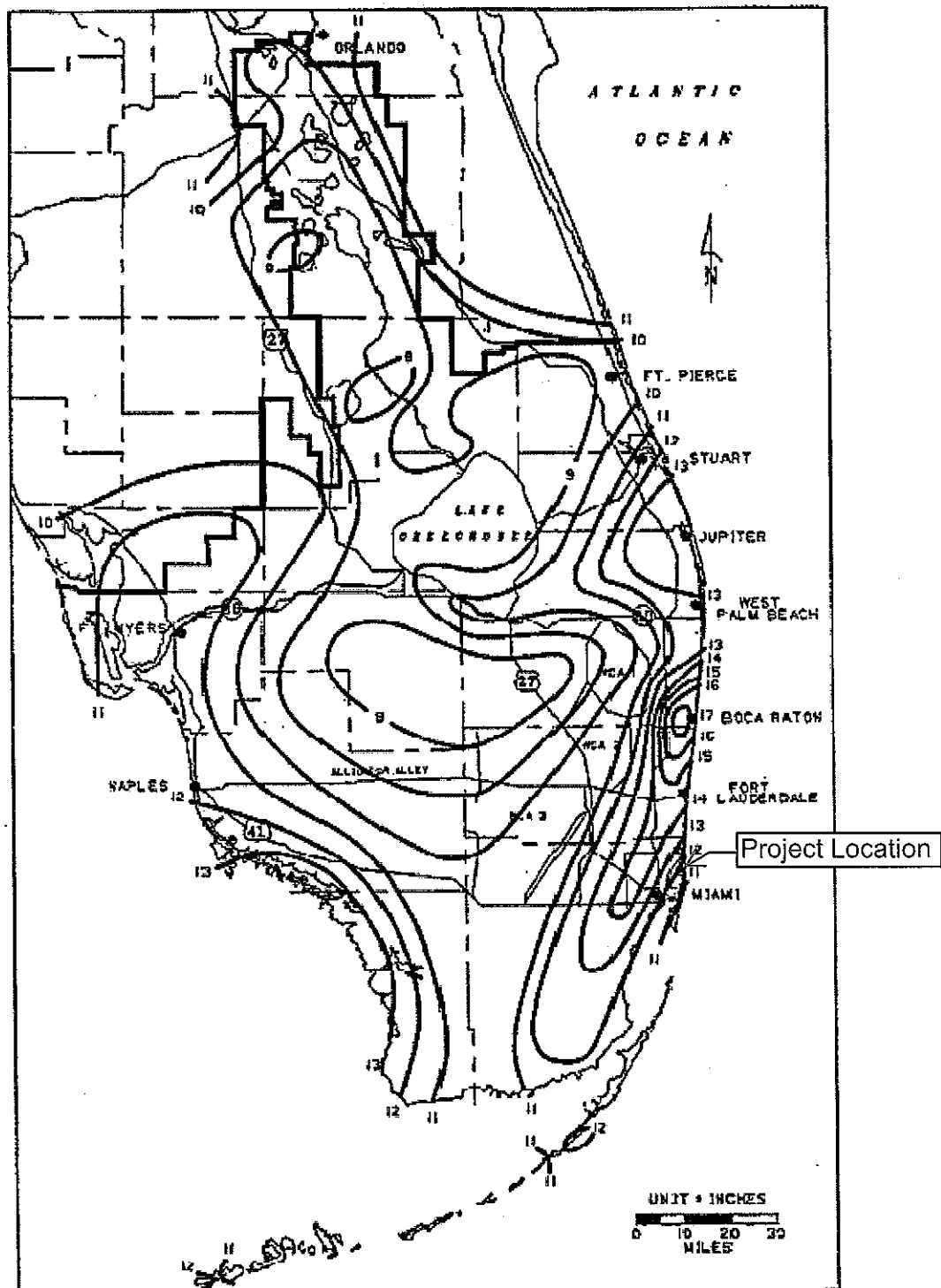


FIGURE C-8. 3-DAY RAINFALL: 25-YEAR RETURN PERIOD

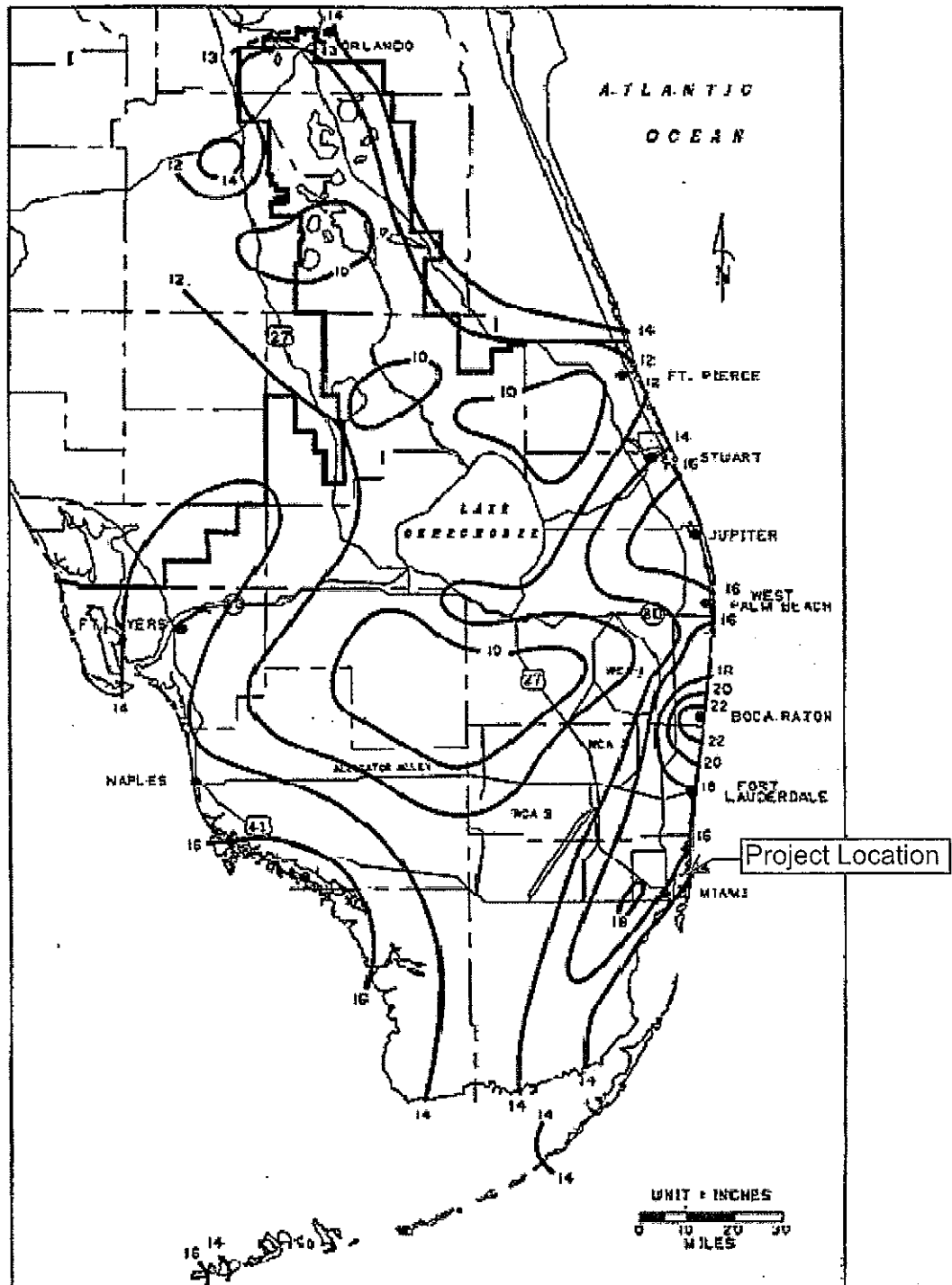


FIGURE C-9. 3-DAY RAINFALL: 100-YEAR RETURN PERIOD

APPENDIX B

Stage Storage



Stage Storage

Name	Driveway	Pavers 1	Pavers 2	Pavers 3	Pavers 4	Stairs	Pool/Water Features	Wood Deck	Green 1	Green 2	Green 3	Green 4	Trench	Total
Area (AC)	0.084	0.091	0.013	0.012	0.020	0.007	0.022	0.012	0.112	0.032	0.044	0.007	0.13	0.77
Low Elev	-1.00	9.65	3.80	5.00	8.50	4.35		5.65	9.45	3.80	4.75	8.50	0.50	
High Elev	9.95	10.00	10.00	6.00	9.00	10.00	9.85	5.85	9.95	9.95	5.75	8.75	3.00	
Stage Feet NAVD	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Vertical Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Linear Storage ac-ft	Total Storage ac-ft
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.05
1.50	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.07
2.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.11
2.50	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.15
3.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.19
3.50	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.21
4.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.23
4.50	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.25
5.00	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.27
5.50	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.13	0.31
6.00	0.19	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.00	0.13	0.38
6.50	0.22	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.02	0.06	0.00	0.13	0.46
7.00	0.25	0.00	0.01	0.02	0.00	0.00	0.00	0.02	0.00	0.03	0.08	0.00	0.13	0.54
7.50	0.28	0.00	0.01	0.02	0.00	0.01	0.00	0.02	0.00	0.04	0.10	0.00	0.13	0.61
8.00	0.31	0.00	0.02	0.03	0.00	0.01	0.00	0.03	0.00	0.05	0.12	0.00	0.13	0.70
8.50	0.35	0.00	0.02	0.04	0.00	0.01	0.00	0.03	0.00	0.06	0.14	0.00	0.13	0.78
9.00	0.38	0.00	0.03	0.04	0.01	0.01	0.00	0.04	0.00	0.07	0.16	0.00	0.13	0.87
9.50	0.42	0.00	0.03	0.05	0.01	0.02	0.00	0.04	0.00	0.08	0.19	0.01	0.13	0.98
10.00	0.46	0.02	0.04	0.05	0.03	0.02	0.00	0.05	0.03	0.10	0.21	0.01	0.13	1.15

APPENDIX C

Cascade Model Results

Project Name: Grand Bay Harbor Hotel - POST - 5YR - 1 DAY

Reviewer: Ross Engineering

Project Number:

Period Begin: Jan 01, 2000;0000 hr End: Jan 02, 2000;0000 hr Duration: 24 hr

Time Step: 0.2 hr, Iterations: 10

Basin 1: Total

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 24 hr

Design Frequency: 5 year

1 Day Rainfall: 6.5 inches

Area: 0.773003 acres

Ground Storage: 2.2 inches

Time of Concentration: 0.5 hours

Initial Stage: 0.5 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
0.00	0.00
0.50	0.00
1.00	0.05
1.50	0.07
2.00	0.11
2.50	0.15
3.00	0.19
3.50	0.21
4.00	0.23
4.50	0.25
5.00	0.27
5.50	0.31
6.00	0.38
6.50	0.46
7.00	0.54
7.50	0.61
8.00	0.70
8.50	0.78
9.00	0.87
9.50	0.98
10.00	1.15

Offsite Receiving Body: Offsitel

Time (hr)	Stage (ft NGVD)
0.00	0.50
24.00	0.50
48.00	0.50
72.00	0.50

Structure: 1

From Basin: Total

To Basin: Offsitel

Structure Type: Pump

On Elev = 3 ft NGVD, Off Elev = 3 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.06	0.00	0.00	0.00	0.00	0.50
2.00	0.13	0.00	0.00	0.00	0.00	0.50
3.00	0.21	0.00	0.00	0.00	0.00	0.50
4.00	0.29	0.00	0.00	0.00	0.00	0.50
5.00	0.40	0.00	0.00	0.00	0.00	0.50
6.00	0.54	0.00	0.00	0.00	0.50	0.50
7.00	0.70	0.02	0.00	0.00	0.51	0.50

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
8.00	0.89	0.04	0.00	0.00	0.53	0.50
9.00	1.11	0.06	0.00	0.00	0.57	0.50
10.00	1.38	0.10	0.00	0.00	0.64	0.50
11.00	1.75	0.16	0.00	0.00	0.75	0.50
12.00	4.26	1.82	0.00	0.00	1.63	0.50
13.00	4.99	0.62	0.00	0.00	2.77	0.50
14.00	5.32	0.28	0.00	0.02	2.96	0.50
15.00	5.53	0.16	0.00	0.04	2.94	0.50
16.00	5.72	0.14	0.00	0.04	3.18	0.50
17.00	5.84	0.09	0.00	0.06	2.97	0.50
18.00	5.95	0.08	0.00	0.06	3.13	0.50
19.00	6.07	0.08	0.00	0.07	2.92	0.50
20.00	6.19	0.08	0.00	0.07	3.01	0.50
21.00	6.27	0.06	0.00	0.07	3.15	0.50
22.00	6.34	0.06	0.00	0.09	2.91	0.50
23.00	6.42	0.06	0.00	0.09	2.97	0.50
24.00	6.50	0.06	0.00	0.09	3.05	0.50

Structure: 2

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 3.5 ft NGVD, Off Elev = 3.5 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.06	0.00	0.00	0.00	0.00	0.50
2.00	0.13	0.00	0.00	0.00	0.00	0.50
3.00	0.21	0.00	0.00	0.00	0.00	0.50
4.00	0.29	0.00	0.00	0.00	0.00	0.50
5.00	0.40	0.00	0.00	0.00	0.00	0.50
6.00	0.54	0.00	0.00	0.00	0.50	0.50
7.00	0.70	0.02	0.00	0.00	0.51	0.50
8.00	0.89	0.04	0.00	0.00	0.53	0.50
9.00	1.11	0.06	0.00	0.00	0.57	0.50
10.00	1.38	0.10	0.00	0.00	0.64	0.50
11.00	1.75	0.16	0.00	0.00	0.75	0.50
12.00	4.26	1.82	0.00	0.00	1.63	0.50
13.00	4.99	0.62	0.00	0.00	2.77	0.50
14.00	5.32	0.28	0.00	0.00	2.96	0.50
15.00	5.53	0.16	0.00	0.00	2.94	0.50
16.00	5.72	0.14	0.00	0.00	3.18	0.50
17.00	5.84	0.09	0.00	0.00	2.97	0.50
18.00	5.95	0.08	0.00	0.00	3.13	0.50
19.00	6.07	0.08	0.00	0.00	2.92	0.50
20.00	6.19	0.08	0.00	0.00	3.01	0.50
21.00	6.27	0.06	0.00	0.00	3.15	0.50
22.00	6.34	0.06	0.00	0.00	2.91	0.50
23.00	6.42	0.06	0.00	0.00	2.97	0.50
24.00	6.50	0.06	0.00	0.00	3.05	0.50

Structure: 3

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 4 ft NGVD, Off Elev = 4 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.06	0.00	0.00	0.00	0.00	0.50
2.00	0.13	0.00	0.00	0.00	0.00	0.50
3.00	0.21	0.00	0.00	0.00	0.00	0.50
4.00	0.29	0.00	0.00	0.00	0.00	0.50
5.00	0.40	0.00	0.00	0.00	0.00	0.50
6.00	0.54	0.00	0.00	0.00	0.50	0.50
7.00	0.70	0.02	0.00	0.00	0.51	0.50
8.00	0.89	0.04	0.00	0.00	0.53	0.50
9.00	1.11	0.06	0.00	0.00	0.57	0.50
10.00	1.38	0.10	0.00	0.00	0.64	0.50
11.00	1.75	0.16	0.00	0.00	0.75	0.50
12.00	4.26	1.82	0.00	0.00	1.63	0.50
13.00	4.99	0.62	0.00	0.00	2.77	0.50
14.00	5.32	0.28	0.00	0.00	2.96	0.50
15.00	5.53	0.16	0.00	0.00	2.94	0.50
16.00	5.72	0.14	0.00	0.00	3.18	0.50
17.00	5.84	0.09	0.00	0.00	2.97	0.50
18.00	5.95	0.08	0.00	0.00	3.13	0.50
19.00	6.07	0.08	0.00	0.00	2.92	0.50
20.00	6.19	0.08	0.00	0.00	3.01	0.50
21.00	6.27	0.06	0.00	0.00	3.15	0.50
22.00	6.34	0.06	0.00	0.00	2.91	0.50
23.00	6.42	0.06	0.00	0.00	2.97	0.50
24.00	6.50	0.06	0.00	0.00	3.05	0.50

Structure: 4

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 4.5 ft NGVD, Off Elev = 4.5 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.06	0.00	0.00	0.00	0.00	0.50
2.00	0.13	0.00	0.00	0.00	0.00	0.50
3.00	0.21	0.00	0.00	0.00	0.00	0.50
4.00	0.29	0.00	0.00	0.00	0.00	0.50
5.00	0.40	0.00	0.00	0.00	0.00	0.50
6.00	0.54	0.00	0.00	0.00	0.50	0.50
7.00	0.70	0.02	0.00	0.00	0.51	0.50
8.00	0.89	0.04	0.00	0.00	0.53	0.50
9.00	1.11	0.06	0.00	0.00	0.57	0.50
10.00	1.38	0.10	0.00	0.00	0.64	0.50
11.00	1.75	0.16	0.00	0.00	0.75	0.50
12.00	4.26	1.82	0.00	0.00	1.63	0.50
13.00	4.99	0.62	0.00	0.00	2.77	0.50
14.00	5.32	0.28	0.00	0.00	2.96	0.50
15.00	5.53	0.16	0.00	0.00	2.94	0.50
16.00	5.72	0.14	0.00	0.00	3.18	0.50
17.00	5.84	0.09	0.00	0.00	2.97	0.50
18.00	5.95	0.08	0.00	0.00	3.13	0.50
19.00	6.07	0.08	0.00	0.00	2.92	0.50
20.00	6.19	0.08	0.00	0.00	3.01	0.50
21.00	6.27	0.06	0.00	0.00	3.15	0.50
22.00	6.34	0.06	0.00	0.00	2.91	0.50
23.00	6.42	0.06	0.00	0.00	2.97	0.50
24.00	6.50	0.06	0.00	0.00	3.05	0.50

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	1.11	13.80	0.00	0.00

2	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
Total	3.23	18.60	0.00	0.20

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
Total	0.28	0.00	0.09	0.00	0.19	0.00

Project Name: Grand Bay Harbor Hotel - POST - 10YR - 1 DAY

Reviewer: Ross Engineering

Project Number:

Period Begin: Jan 01, 2000;0000 hr End: Jan 02, 2000;0000 hr Duration: 24 hr

Time Step: 0.2 hr, Iterations: 10

Basin 1: Total

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 24 hr

Design Frequency: 10 year

1 Day Rainfall: 7.5 inches

Area: 0.773003 acres

Ground Storage: 2.2 inches

Time of Concentration: 0.5 hours

Initial Stage: 0.5 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
0.00	0.00
0.50	0.00
1.00	0.05
1.50	0.07
2.00	0.11
2.50	0.15
3.00	0.19
3.50	0.21
4.00	0.23
4.50	0.25
5.00	0.27
5.50	0.31
6.00	0.38
6.50	0.46
7.00	0.54
7.50	0.61
8.00	0.70
8.50	0.78
9.00	0.87
9.50	0.98
10.00	1.15

Offsite Receiving Body: Offsitel

Time (hr)	Stage (ft NGVD)
0.00	0.50
24.00	0.50
48.00	0.50
72.00	0.50

Structure: 1

From Basin: Total

To Basin: Offsitel

Structure Type: Pump

On Elev = 3 ft NGVD, Off Elev = 3 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.07	0.00	0.00	0.00	0.00	0.50
2.00	0.15	0.00	0.00	0.00	0.00	0.50
3.00	0.24	0.00	0.00	0.00	0.00	0.50
4.00	0.34	0.00	0.00	0.00	0.00	0.50
5.00	0.47	0.00	0.00	0.00	0.50	0.50
6.00	0.62	0.01	0.00	0.00	0.50	0.50
7.00	0.81	0.03	0.00	0.00	0.52	0.50

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
8.00	1.03	0.05	0.00	0.00	0.56	0.50
9.00	1.28	0.09	0.00	0.00	0.61	0.50
10.00	1.60	0.13	0.00	0.00	0.70	0.50
11.00	2.02	0.21	0.00	0.00	0.84	0.50
12.00	4.92	2.19	0.00	0.00	1.90	0.50
13.00	5.75	0.73	1.11	0.02	3.30	0.50
14.00	6.14	0.33	0.00	0.06	3.14	0.50
15.00	6.38	0.19	0.00	0.07	3.18	0.50
16.00	6.60	0.17	0.00	0.09	3.08	0.50
17.00	6.74	0.11	0.00	0.11	2.94	0.50
18.00	6.87	0.10	0.00	0.11	3.10	0.50
19.00	7.01	0.10	0.00	0.13	2.92	0.50
20.00	7.14	0.10	0.00	0.13	3.04	0.50
21.00	7.23	0.07	0.00	0.13	3.21	0.50
22.00	7.32	0.07	0.00	0.15	2.94	0.50
23.00	7.41	0.07	0.00	0.15	3.03	0.50
24.00	7.50	0.07	0.00	0.15	3.16	0.50

Structure: 2

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 3.5 ft NGVD, Off Elev = 3.5 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.07	0.00	0.00	0.00	0.00	0.50
2.00	0.15	0.00	0.00	0.00	0.00	0.50
3.00	0.24	0.00	0.00	0.00	0.00	0.50
4.00	0.34	0.00	0.00	0.00	0.00	0.50
5.00	0.47	0.00	0.00	0.00	0.50	0.50
6.00	0.62	0.01	0.00	0.00	0.50	0.50
7.00	0.81	0.03	0.00	0.00	0.52	0.50
8.00	1.03	0.05	0.00	0.00	0.56	0.50
9.00	1.28	0.09	0.00	0.00	0.61	0.50
10.00	1.60	0.13	0.00	0.00	0.70	0.50
11.00	2.02	0.21	0.00	0.00	0.84	0.50
12.00	4.92	2.19	0.00	0.00	1.90	0.50
13.00	5.75	0.73	0.00	0.00	3.30	0.50
14.00	6.14	0.33	0.00	0.00	3.14	0.50
15.00	6.38	0.19	0.00	0.00	3.18	0.50
16.00	6.60	0.17	0.00	0.00	3.08	0.50
17.00	6.74	0.11	0.00	0.00	2.94	0.50
18.00	6.87	0.10	0.00	0.00	3.10	0.50
19.00	7.01	0.10	0.00	0.00	2.92	0.50
20.00	7.14	0.10	0.00	0.00	3.04	0.50
21.00	7.23	0.07	0.00	0.00	3.21	0.50
22.00	7.32	0.07	0.00	0.00	2.94	0.50
23.00	7.41	0.07	0.00	0.00	3.03	0.50
24.00	7.50	0.07	0.00	0.00	3.16	0.50

Structure: 3

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 4 ft NGVD, Off Elev = 4 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.07	0.00	0.00	0.00	0.00	0.50
2.00	0.15	0.00	0.00	0.00	0.00	0.50
3.00	0.24	0.00	0.00	0.00	0.00	0.50
4.00	0.34	0.00	0.00	0.00	0.00	0.50
5.00	0.47	0.00	0.00	0.00	0.50	0.50
6.00	0.62	0.01	0.00	0.00	0.50	0.50
7.00	0.81	0.03	0.00	0.00	0.52	0.50
8.00	1.03	0.05	0.00	0.00	0.56	0.50
9.00	1.28	0.09	0.00	0.00	0.61	0.50
10.00	1.60	0.13	0.00	0.00	0.70	0.50
11.00	2.02	0.21	0.00	0.00	0.84	0.50
12.00	4.92	2.19	0.00	0.00	1.90	0.50
13.00	5.75	0.73	0.00	0.00	3.30	0.50
14.00	6.14	0.33	0.00	0.00	3.14	0.50
15.00	6.38	0.19	0.00	0.00	3.18	0.50
16.00	6.60	0.17	0.00	0.00	3.08	0.50
17.00	6.74	0.11	0.00	0.00	2.94	0.50
18.00	6.87	0.10	0.00	0.00	3.10	0.50
19.00	7.01	0.10	0.00	0.00	2.92	0.50
20.00	7.14	0.10	0.00	0.00	3.04	0.50
21.00	7.23	0.07	0.00	0.00	3.21	0.50
22.00	7.32	0.07	0.00	0.00	2.94	0.50
23.00	7.41	0.07	0.00	0.00	3.03	0.50
24.00	7.50	0.07	0.00	0.00	3.16	0.50

Structure: 4

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 4.5 ft NGVD, Off Elev = 4.5 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.07	0.00	0.00	0.00	0.00	0.50
2.00	0.15	0.00	0.00	0.00	0.00	0.50
3.00	0.24	0.00	0.00	0.00	0.00	0.50
4.00	0.34	0.00	0.00	0.00	0.00	0.50
5.00	0.47	0.00	0.00	0.00	0.50	0.50
6.00	0.62	0.01	0.00	0.00	0.50	0.50
7.00	0.81	0.03	0.00	0.00	0.52	0.50
8.00	1.03	0.05	0.00	0.00	0.56	0.50
9.00	1.28	0.09	0.00	0.00	0.61	0.50
10.00	1.60	0.13	0.00	0.00	0.70	0.50
11.00	2.02	0.21	0.00	0.00	0.84	0.50
12.00	4.92	2.19	0.00	0.00	1.90	0.50
13.00	5.75	0.73	0.00	0.00	3.30	0.50
14.00	6.14	0.33	0.00	0.00	3.14	0.50
15.00	6.38	0.19	0.00	0.00	3.18	0.50
16.00	6.60	0.17	0.00	0.00	3.08	0.50
17.00	6.74	0.11	0.00	0.00	2.94	0.50
18.00	6.87	0.10	0.00	0.00	3.10	0.50
19.00	7.01	0.10	0.00	0.00	2.92	0.50
20.00	7.14	0.10	0.00	0.00	3.04	0.50
21.00	7.23	0.07	0.00	0.00	3.21	0.50
22.00	7.32	0.07	0.00	0.00	2.94	0.50
23.00	7.41	0.07	0.00	0.00	3.03	0.50
24.00	7.50	0.07	0.00	0.00	3.16	0.50

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	1.11	13.00	0.00	0.00

2	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
Total	3.30	13.00	0.00	0.20

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
Total	0.34	0.00	0.15	0.00	0.20	0.00

Project Name: Grand Bay Harbor Hotel - POST - 25YR - 3 DAY

Reviewer: Ross Engineering

Project Number:

Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr

Time Step: 0.2 hr, Iterations: 10

Basin 1: Total

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 25 year

3 Day Rainfall: 11 inches

Area: 0.773003 acres

Ground Storage: 2.2 inches

Time of Concentration: 0.5 hours

Initial Stage: 0.5 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
0.00	0.00
0.50	0.00
1.00	0.05
1.50	0.07
2.00	0.11
2.50	0.15
3.00	0.19
3.50	0.21
4.00	0.23
4.50	0.25
5.00	0.27
5.50	0.31
6.00	0.38
6.50	0.46
7.00	0.54
7.50	0.61
8.00	0.70
8.50	0.78
9.00	0.87
9.50	0.98
10.00	1.15

Offsite Receiving Body: Offsitel

Time (hr)	Stage (ft NGVD)
0.00	0.50
24.00	0.50
48.00	0.50
72.00	0.50

Structure: 1

From Basin: Total

To Basin: Offsitel

Structure Type: Pump

On Elev = 3 ft NGVD, Off Elev = 3 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.05	0.00	0.00	0.00	0.00	0.50
2.00	0.10	0.00	0.00	0.00	0.00	0.50
3.00	0.15	0.00	0.00	0.00	0.00	0.50
4.00	0.20	0.00	0.00	0.00	0.00	0.50
5.00	0.25	0.00	0.00	0.00	0.00	0.50
6.00	0.30	0.00	0.00	0.00	0.00	0.50
7.00	0.34	0.00	0.00	0.00	0.00	0.50

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
8.00	0.39	0.00	0.00	0.00	0.00	0.50
9.00	0.44	0.00	0.00	0.00	0.50	0.50
10.00	0.49	0.00	0.00	0.00	0.50	0.50
11.00	0.54	0.00	0.00	0.00	0.50	0.50
12.00	0.59	0.00	0.00	0.00	0.50	0.50
13.00	0.64	0.01	0.00	0.00	0.51	0.50
14.00	0.69	0.01	0.00	0.00	0.51	0.50
15.00	0.74	0.01	0.00	0.00	0.52	0.50
16.00	0.79	0.01	0.00	0.00	0.53	0.50
17.00	0.84	0.01	0.00	0.00	0.53	0.50
18.00	0.89	0.01	0.00	0.00	0.54	0.50
19.00	0.94	0.01	0.00	0.00	0.55	0.50
20.00	0.98	0.01	0.00	0.00	0.56	0.50
21.00	1.03	0.01	0.00	0.00	0.58	0.50
22.00	1.08	0.01	0.00	0.00	0.59	0.50
23.00	1.13	0.02	0.00	0.00	0.60	0.50
24.00	1.18	0.02	0.00	0.00	0.61	0.50
25.00	1.25	0.02	0.00	0.00	0.63	0.50
26.00	1.33	0.03	0.00	0.00	0.65	0.50
27.00	1.40	0.03	0.00	0.00	0.68	0.50
28.00	1.47	0.03	0.00	0.00	0.70	0.50
29.00	1.54	0.03	0.00	0.00	0.72	0.50
30.00	1.61	0.03	0.00	0.00	0.75	0.50
31.00	1.68	0.03	0.00	0.00	0.78	0.50
32.00	1.76	0.03	0.00	0.00	0.80	0.50
33.00	1.83	0.03	0.00	0.00	0.83	0.50
34.00	1.90	0.04	0.00	0.00	0.86	0.50
35.00	1.97	0.04	0.00	0.00	0.89	0.50
36.00	2.04	0.04	0.00	0.00	0.92	0.50
37.00	2.12	0.04	0.00	0.00	0.95	0.50
38.00	2.19	0.04	0.00	0.00	0.98	0.50
39.00	2.26	0.04	0.00	0.00	1.04	0.50
40.00	2.33	0.04	0.00	0.00	1.12	0.50
41.00	2.40	0.04	0.00	0.00	1.20	0.50
42.00	2.47	0.04	0.00	0.00	1.28	0.50
43.00	2.55	0.04	0.00	0.00	1.37	0.50
44.00	2.62	0.04	0.00	0.00	1.45	0.50
45.00	2.69	0.04	0.00	0.00	1.52	0.50
46.00	2.76	0.04	0.00	0.00	1.56	0.50
47.00	2.83	0.04	0.00	0.00	1.61	0.50
48.00	2.91	0.04	0.00	0.00	1.65	0.50
49.00	2.99	0.05	0.00	0.00	1.70	0.50
50.00	3.07	0.05	0.00	0.00	1.75	0.50
51.00	3.16	0.06	0.00	0.00	1.81	0.50
52.00	3.27	0.07	0.00	0.00	1.87	0.50
53.00	3.41	0.09	0.00	0.00	1.95	0.50
54.00	3.58	0.11	0.00	0.00	2.05	0.50
55.00	3.78	0.13	0.00	0.00	2.18	0.50
56.00	4.01	0.15	0.00	0.00	2.33	0.50
57.00	4.29	0.19	0.00	0.00	2.50	0.50
58.00	4.63	0.23	0.00	0.00	2.72	0.50
59.00	5.08	0.32	0.00	0.00	2.99	0.50
60.00	8.22	2.67	1.11	0.06	3.83	0.50
61.00	9.11	0.86	1.11	0.15	3.66	0.50
62.00	9.53	0.37	0.00	0.20	3.19	0.50
63.00	9.79	0.21	1.11	0.24	3.07	0.50
64.00	10.03	0.19	1.11	0.26	3.01	0.50
65.00	10.17	0.12	0.00	0.26	3.08	0.50
66.00	10.32	0.11	0.00	0.28	2.93	0.50
67.00	10.47	0.11	0.00	0.28	3.08	0.50
68.00	10.61	0.11	0.00	0.29	2.93	0.50
69.00	10.71	0.08	0.00	0.29	3.04	0.50
70.00	10.81	0.07	0.00	0.29	3.19	0.50
71.00	10.90	0.07	0.00	0.31	2.94	0.50
72.00	11.00	0.07	0.00	0.31	3.04	0.50

Structure: 2

From Basin: Total

To Basin: Offsitel

Structure Type: Pump

On Elev = 3.5 ft NGVD, Off Elev = 3.5 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.05	0.00	0.00	0.00	0.00	0.50
2.00	0.10	0.00	0.00	0.00	0.00	0.50
3.00	0.15	0.00	0.00	0.00	0.00	0.50
4.00	0.20	0.00	0.00	0.00	0.00	0.50
5.00	0.25	0.00	0.00	0.00	0.00	0.50
6.00	0.30	0.00	0.00	0.00	0.00	0.50
7.00	0.34	0.00	0.00	0.00	0.00	0.50
8.00	0.39	0.00	0.00	0.00	0.00	0.50
9.00	0.44	0.00	0.00	0.00	0.50	0.50
10.00	0.49	0.00	0.00	0.00	0.50	0.50
11.00	0.54	0.00	0.00	0.00	0.50	0.50
12.00	0.59	0.00	0.00	0.00	0.50	0.50
13.00	0.64	0.01	0.00	0.00	0.51	0.50
14.00	0.69	0.01	0.00	0.00	0.51	0.50
15.00	0.74	0.01	0.00	0.00	0.52	0.50
16.00	0.79	0.01	0.00	0.00	0.53	0.50
17.00	0.84	0.01	0.00	0.00	0.53	0.50
18.00	0.89	0.01	0.00	0.00	0.54	0.50
19.00	0.94	0.01	0.00	0.00	0.55	0.50
20.00	0.98	0.01	0.00	0.00	0.56	0.50
21.00	1.03	0.01	0.00	0.00	0.58	0.50
22.00	1.08	0.01	0.00	0.00	0.59	0.50
23.00	1.13	0.02	0.00	0.00	0.60	0.50
24.00	1.18	0.02	0.00	0.00	0.61	0.50
25.00	1.25	0.02	0.00	0.00	0.63	0.50
26.00	1.33	0.03	0.00	0.00	0.65	0.50
27.00	1.40	0.03	0.00	0.00	0.68	0.50
28.00	1.47	0.03	0.00	0.00	0.70	0.50
29.00	1.54	0.03	0.00	0.00	0.72	0.50
30.00	1.61	0.03	0.00	0.00	0.75	0.50
31.00	1.68	0.03	0.00	0.00	0.78	0.50
32.00	1.76	0.03	0.00	0.00	0.80	0.50
33.00	1.83	0.03	0.00	0.00	0.83	0.50
34.00	1.90	0.04	0.00	0.00	0.86	0.50
35.00	1.97	0.04	0.00	0.00	0.89	0.50
36.00	2.04	0.04	0.00	0.00	0.92	0.50
37.00	2.12	0.04	0.00	0.00	0.95	0.50
38.00	2.19	0.04	0.00	0.00	0.98	0.50
39.00	2.26	0.04	0.00	0.00	1.04	0.50
40.00	2.33	0.04	0.00	0.00	1.12	0.50
41.00	2.40	0.04	0.00	0.00	1.20	0.50
42.00	2.47	0.04	0.00	0.00	1.28	0.50
43.00	2.55	0.04	0.00	0.00	1.37	0.50
44.00	2.62	0.04	0.00	0.00	1.45	0.50
45.00	2.69	0.04	0.00	0.00	1.52	0.50
46.00	2.76	0.04	0.00	0.00	1.56	0.50
47.00	2.83	0.04	0.00	0.00	1.61	0.50
48.00	2.91	0.04	0.00	0.00	1.65	0.50
49.00	2.99	0.05	0.00	0.00	1.70	0.50
50.00	3.07	0.05	0.00	0.00	1.75	0.50
51.00	3.16	0.06	0.00	0.00	1.81	0.50
52.00	3.27	0.07	0.00	0.00	1.87	0.50
53.00	3.41	0.09	0.00	0.00	1.95	0.50
54.00	3.58	0.11	0.00	0.00	2.05	0.50
55.00	3.78	0.13	0.00	0.00	2.18	0.50
56.00	4.01	0.15	0.00	0.00	2.33	0.50
57.00	4.29	0.19	0.00	0.00	2.50	0.50
58.00	4.63	0.23	0.00	0.00	2.72	0.50
59.00	5.08	0.32	0.00	0.00	2.99	0.50
60.00	8.22	2.67	1.11	0.02	3.83	0.50
61.00	9.11	0.86	0.00	0.06	3.66	0.50
62.00	9.53	0.37	0.00	0.06	3.19	0.50
63.00	9.79	0.21	0.00	0.06	3.07	0.50
64.00	10.03	0.19	0.00	0.06	3.01	0.50
65.00	10.17	0.12	0.00	0.06	3.08	0.50

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
66.00	10.32	0.11	0.00	0.06	2.93	0.50
67.00	10.47	0.11	0.00	0.06	3.08	0.50
68.00	10.61	0.11	0.00	0.06	2.93	0.50
69.00	10.71	0.08	0.00	0.06	3.04	0.50
70.00	10.81	0.07	0.00	0.06	3.19	0.50
71.00	10.90	0.07	0.00	0.06	2.94	0.50
72.00	11.00	0.07	0.00	0.06	3.04	0.50

Structure: 3

From Basin: Total

To Basin: Offsite1

Structure Type: Pump

On Elev = 4 ft NGVD, Off Elev = 4 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.05	0.00	0.00	0.00	0.00	0.50
2.00	0.10	0.00	0.00	0.00	0.00	0.50
3.00	0.15	0.00	0.00	0.00	0.00	0.50
4.00	0.20	0.00	0.00	0.00	0.00	0.50
5.00	0.25	0.00	0.00	0.00	0.00	0.50
6.00	0.30	0.00	0.00	0.00	0.00	0.50
7.00	0.34	0.00	0.00	0.00	0.00	0.50
8.00	0.39	0.00	0.00	0.00	0.00	0.50
9.00	0.44	0.00	0.00	0.00	0.50	0.50
10.00	0.49	0.00	0.00	0.00	0.50	0.50
11.00	0.54	0.00	0.00	0.00	0.50	0.50
12.00	0.59	0.00	0.00	0.00	0.50	0.50
13.00	0.64	0.01	0.00	0.00	0.51	0.50
14.00	0.69	0.01	0.00	0.00	0.51	0.50
15.00	0.74	0.01	0.00	0.00	0.52	0.50
16.00	0.79	0.01	0.00	0.00	0.53	0.50
17.00	0.84	0.01	0.00	0.00	0.53	0.50
18.00	0.89	0.01	0.00	0.00	0.54	0.50
19.00	0.94	0.01	0.00	0.00	0.55	0.50
20.00	0.98	0.01	0.00	0.00	0.56	0.50
21.00	1.03	0.01	0.00	0.00	0.58	0.50
22.00	1.08	0.01	0.00	0.00	0.59	0.50
23.00	1.13	0.02	0.00	0.00	0.60	0.50
24.00	1.18	0.02	0.00	0.00	0.61	0.50
25.00	1.25	0.02	0.00	0.00	0.63	0.50
26.00	1.33	0.03	0.00	0.00	0.65	0.50
27.00	1.40	0.03	0.00	0.00	0.68	0.50
28.00	1.47	0.03	0.00	0.00	0.70	0.50
29.00	1.54	0.03	0.00	0.00	0.72	0.50
30.00	1.61	0.03	0.00	0.00	0.75	0.50
31.00	1.68	0.03	0.00	0.00	0.78	0.50
32.00	1.76	0.03	0.00	0.00	0.80	0.50
33.00	1.83	0.03	0.00	0.00	0.83	0.50
34.00	1.90	0.04	0.00	0.00	0.86	0.50
35.00	1.97	0.04	0.00	0.00	0.89	0.50
36.00	2.04	0.04	0.00	0.00	0.92	0.50
37.00	2.12	0.04	0.00	0.00	0.95	0.50
38.00	2.19	0.04	0.00	0.00	0.98	0.50
39.00	2.26	0.04	0.00	0.00	1.04	0.50
40.00	2.33	0.04	0.00	0.00	1.12	0.50
41.00	2.40	0.04	0.00	0.00	1.20	0.50
42.00	2.47	0.04	0.00	0.00	1.28	0.50
43.00	2.55	0.04	0.00	0.00	1.37	0.50
44.00	2.62	0.04	0.00	0.00	1.45	0.50
45.00	2.69	0.04	0.00	0.00	1.52	0.50
46.00	2.76	0.04	0.00	0.00	1.56	0.50
47.00	2.83	0.04	0.00	0.00	1.61	0.50
48.00	2.91	0.04	0.00	0.00	1.65	0.50
49.00	2.99	0.05	0.00	0.00	1.70	0.50

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
50.00	3.07	0.05	0.00	0.00	1.75	0.50
51.00	3.16	0.06	0.00	0.00	1.81	0.50
52.00	3.27	0.07	0.00	0.00	1.87	0.50
53.00	3.41	0.09	0.00	0.00	1.95	0.50
54.00	3.58	0.11	0.00	0.00	2.05	0.50
55.00	3.78	0.13	0.00	0.00	2.18	0.50
56.00	4.01	0.15	0.00	0.00	2.33	0.50
57.00	4.29	0.19	0.00	0.00	2.50	0.50
58.00	4.63	0.23	0.00	0.00	2.72	0.50
59.00	5.08	0.32	0.00	0.00	2.99	0.50
60.00	8.22	2.67	0.00	0.00	3.83	0.50
61.00	9.11	0.86	0.00	0.00	3.66	0.50
62.00	9.53	0.37	0.00	0.00	3.19	0.50
63.00	9.79	0.21	0.00	0.00	3.07	0.50
64.00	10.03	0.19	0.00	0.00	3.01	0.50
65.00	10.17	0.12	0.00	0.00	3.08	0.50
66.00	10.32	0.11	0.00	0.00	2.93	0.50
67.00	10.47	0.11	0.00	0.00	3.08	0.50
68.00	10.61	0.11	0.00	0.00	2.93	0.50
69.00	10.71	0.08	0.00	0.00	3.04	0.50
70.00	10.81	0.07	0.00	0.00	3.19	0.50
71.00	10.90	0.07	0.00	0.00	2.94	0.50
72.00	11.00	0.07	0.00	0.00	3.04	0.50

Structure: 4

From Basin: Total

To Basin: Offsite

Structure Type: Pump

On Elev = 4.5 ft NGVD, Off Elev = 4.5 ft NGVD, Capacity = 500 gpm

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
0.00	0.00	0.00	0.00	0.00	0.50	0.50
1.00	0.05	0.00	0.00	0.00	0.00	0.50
2.00	0.10	0.00	0.00	0.00	0.00	0.50
3.00	0.15	0.00	0.00	0.00	0.00	0.50
4.00	0.20	0.00	0.00	0.00	0.00	0.50
5.00	0.25	0.00	0.00	0.00	0.00	0.50
6.00	0.30	0.00	0.00	0.00	0.00	0.50
7.00	0.34	0.00	0.00	0.00	0.00	0.50
8.00	0.39	0.00	0.00	0.00	0.00	0.50
9.00	0.44	0.00	0.00	0.00	0.50	0.50
10.00	0.49	0.00	0.00	0.00	0.50	0.50
11.00	0.54	0.00	0.00	0.00	0.50	0.50
12.00	0.59	0.00	0.00	0.00	0.50	0.50
13.00	0.64	0.01	0.00	0.00	0.51	0.50
14.00	0.69	0.01	0.00	0.00	0.51	0.50
15.00	0.74	0.01	0.00	0.00	0.52	0.50
16.00	0.79	0.01	0.00	0.00	0.53	0.50
17.00	0.84	0.01	0.00	0.00	0.53	0.50
18.00	0.89	0.01	0.00	0.00	0.54	0.50
19.00	0.94	0.01	0.00	0.00	0.55	0.50
20.00	0.98	0.01	0.00	0.00	0.56	0.50
21.00	1.03	0.01	0.00	0.00	0.58	0.50
22.00	1.08	0.01	0.00	0.00	0.59	0.50
23.00	1.13	0.02	0.00	0.00	0.60	0.50
24.00	1.18	0.02	0.00	0.00	0.61	0.50
25.00	1.25	0.02	0.00	0.00	0.63	0.50
26.00	1.33	0.03	0.00	0.00	0.65	0.50
27.00	1.40	0.03	0.00	0.00	0.68	0.50
28.00	1.47	0.03	0.00	0.00	0.70	0.50
29.00	1.54	0.03	0.00	0.00	0.72	0.50
30.00	1.61	0.03	0.00	0.00	0.75	0.50
31.00	1.68	0.03	0.00	0.00	0.78	0.50
32.00	1.76	0.03	0.00	0.00	0.80	0.50
33.00	1.83	0.03	0.00	0.00	0.83	0.50

Time (hr)	Cumulative Rainfall (in)	Instant Runoff (cfs)	Current Discharge (cfs)	Cumulative Discharge (acre-ft)	Head Water Stage (ft NGVD)	Tail Water Stage (ft NGVD)
34.00	1.90	0.04	0.00	0.00	0.86	0.50
35.00	1.97	0.04	0.00	0.00	0.89	0.50
36.00	2.04	0.04	0.00	0.00	0.92	0.50
37.00	2.12	0.04	0.00	0.00	0.95	0.50
38.00	2.19	0.04	0.00	0.00	0.98	0.50
39.00	2.26	0.04	0.00	0.00	1.04	0.50
40.00	2.33	0.04	0.00	0.00	1.12	0.50
41.00	2.40	0.04	0.00	0.00	1.20	0.50
42.00	2.47	0.04	0.00	0.00	1.28	0.50
43.00	2.55	0.04	0.00	0.00	1.37	0.50
44.00	2.62	0.04	0.00	0.00	1.45	0.50
45.00	2.69	0.04	0.00	0.00	1.52	0.50
46.00	2.76	0.04	0.00	0.00	1.56	0.50
47.00	2.83	0.04	0.00	0.00	1.61	0.50
48.00	2.91	0.04	0.00	0.00	1.65	0.50
49.00	2.99	0.05	0.00	0.00	1.70	0.50
50.00	3.07	0.05	0.00	0.00	1.75	0.50
51.00	3.16	0.06	0.00	0.00	1.81	0.50
52.00	3.27	0.07	0.00	0.00	1.87	0.50
53.00	3.41	0.09	0.00	0.00	1.95	0.50
54.00	3.58	0.11	0.00	0.00	2.05	0.50
55.00	3.78	0.13	0.00	0.00	2.18	0.50
56.00	4.01	0.15	0.00	0.00	2.33	0.50
57.00	4.29	0.19	0.00	0.00	2.50	0.50
58.00	4.63	0.23	0.00	0.00	2.72	0.50
59.00	5.08	0.32	0.00	0.00	2.99	0.50
60.00	8.22	2.67	0.00	0.00	3.83	0.50
61.00	9.11	0.86	0.00	0.00	3.66	0.50
62.00	9.53	0.37	0.00	0.00	3.19	0.50
63.00	9.79	0.21	0.00	0.00	3.07	0.50
64.00	10.03	0.19	0.00	0.00	3.01	0.50
65.00	10.17	0.12	0.00	0.00	3.08	0.50
66.00	10.32	0.11	0.00	0.00	2.93	0.50
67.00	10.47	0.11	0.00	0.00	3.08	0.50
68.00	10.61	0.11	0.00	0.00	2.93	0.50
69.00	10.71	0.08	0.00	0.00	3.04	0.50
70.00	10.81	0.07	0.00	0.00	3.19	0.50
71.00	10.90	0.07	0.00	0.00	2.94	0.50
72.00	11.00	0.07	0.00	0.00	3.04	0.50

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
1	1.11	59.40	0.00	0.00
2	1.11	60.00	0.00	0.00
3	0.00	0.00	0.00	0.00
4	0.00	0.00	0.00	0.00

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
Total	3.89	60.20	0.00	0.20

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
Total	0.56	0.00	0.37	0.00	0.19	0.00

Project Name: Grand Bay Harbor Hotel - POST - 100YR - 3 DAY

Reviewer: Ross Engineering

Project Number:

Period Begin: Jan 01, 2000;0000 hr End: Jan 04, 2000;0000 hr Duration: 72 hr

Time Step: 0.2 hr, Iterations: 10

Basin 1: Total

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 100 year

3 Day Rainfall: 14 inches

Area: 0.773003 acres

Ground Storage: 2.2 inches

Time of Concentration: 0.5 hours

Initial Stage: 0.5 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
0.00	0.00
0.50	0.00
1.00	0.05
1.50	0.07
2.00	0.11
2.50	0.15
3.00	0.19
3.50	0.21
4.00	0.23
4.50	0.25
5.00	0.27
5.50	0.31
6.00	0.38
6.50	0.46
7.00	0.54
7.50	0.61
8.00	0.70
8.50	0.78
9.00	0.87
9.50	0.98
10.00	1.15

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)
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BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
Total	8.30	72.00	0.00	0.20

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
Total	0.75	0.00	0.00	0.00	0.75	0.00

APPENDIX D

Geotechnical Report

TABLE 1

SUMMARY OF PERCOLATION TEST RESULTS

Grand Bay Harbor Hotel
9601 East Bay Harbor Drive
Bay Harbor Islands, Florida
300080603

Test No.	Date Performed	Approximate Ground Surface Elevation (NGVD, Feet)	Diameter of Test Hole (Inches)	Depth of Hole (Feet)	Depth to Water Table before Test (Feet)	Depth to Water Table during Test (Feet)	Water Head above Water Table During Test (H ₂) (Feet)	Saturated Hole Depth, D _s (Feet)	Average Flow Rate, Q (GPM)	K, Hydraulic Conductivity (cfs/ft ² - ft head)
P1	12/10/2011	+4.6	12.0	15.0	4.4	0.0	4.4	10.6	7.3	9.02E-05
P2	12/10/2011	+5.0	12.0	15.0	4.8	1.5	3.3	10.2	16.2	2.88E-04

Notes:

- (1) The hydraulic conductivity values were calculated based on the South Florida Water Management District's USUAL OPEN HOLE CONSTANT HEAD percolation test procedure as shown on the following page.
- (2) Percolation test locations are shown on the attached Sketch.
- (3) Ground elevations are inferred from the provided "ALTA/CASM Land Title Survey, Boundary & Topographic Survey" plan, prepared by A.R. Toussaint & Associates, Inc., with the original date of November 2007 and the latest revision date of 01/30/2015.

DRAFT



GRAPHIC SCALE:
SCALE: 1 INCH = 20 FEET

LEGEND



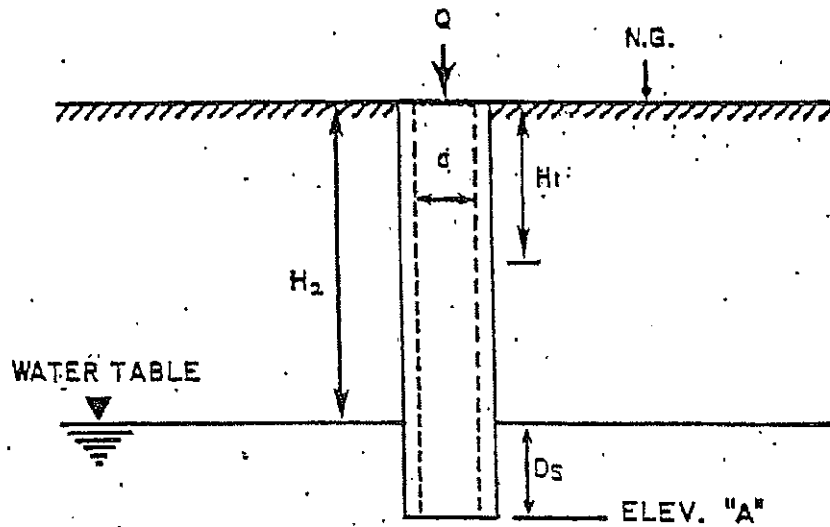
Appr. Percolation test Location

DRAFT

Sketch

9	01-30-15	ORDER 14974, REVISED & U
8	04-22-13	ORDER 14838, REVISED & U
7	08-15-12	ORDER 14785, REVISED & U
6	07-12-11	ORDER 14678, REVISED THREE
5	06-17-11	REVISED TO UPDATE SURVEY
4	06-15-11	ORDER 14478, REVISED SURVEY, PHAS
3	05-19-11	REVISED TO UPDATE SURVEY
2	05-28-06	REVISED TO SHOW ELEVATIONS & MO
1	11-09-07	UPDATE & ALTA/ACSM SURVEY
NO.	DATE	REVISIONS

USUAL OPEN - HOLE TEST



$$K = \frac{4Q}{\pi d(2H_2^2 + 4H_2D_s + H_2d)}$$

K = HYDRAULIC CONDUCTIVITY (CFS/FT.² - FT. HEAD)

Q = "STABILIZED" FLOW RATE (CFS)

d = DIAMETER OF TEST HOLE (FEET)

H₂ = DEPTH TO WATER TABLE (FEET)

D_s = SATURATED HOLE DEPTH (FEET)

ELEV. "A" = PROPOSED TRENCH BOTTOM ELEV.

H₁ = AVERAGE HEAD ON UNSATURATED HOLE SURFACE (FT. HEAD)

Figure C-V-1

Impact Analysis Report Grand Beach Hotel – Bay Harbor

A. INTRODUCTION

The proposed site is located at 9601 East Bay Harbor Drive in Bay Harbor Island, Florida (Folio #13-2227-001-1100). Currently the site is on vacant land and consists of a total of 0.773 acres.

As per the Town of Bay Harbor Islands Community Development Memorandum for this project, the number of dwelling units is to be calculated in order to determine the infrastructure impacts of each development. The proposed project is currently requesting 99 hotel rooms. The town code currently limits hotels to 70 rooms per acre. Based on the site acreage (0.773 ac), this project would be limited to a maximum of 54 hotel rooms. According to a recent amendment to the Town Commission's Zoning code, additional rooms can be requested by using TDR units to increase the number of hotel rooms at a rate of 0.486 dwelling units (DU's) per hotel room. The number of dwelling units was calculated as follows:

DU Calculation:

- 54 Hotel rooms x 0.486 DU/room = 26.24 DU's
 - 45 Hotel rooms x 0.486 DU/room = 21.87 DU's
- Total Number of DU'S = 48.11 DU's ~ **48 DU's**

The following information and analysis is intended to satisfy the requirements set forth in Section 11-8 of the Town of Bay Harbor Islands, Florida Code of Ordinances, which provides guidelines and requirements to ensure that the Level of Service (LOS) standards as set forth in the adopted Comprehensive Plan will be maintained, unless mitigation is provided. The following LOS standards were used to analyze the infrastructure impacts of each development.

Potable Water	200 gallons per DU, per day
Sanitary Sewer	156 gallons per DU, per day
Solid Waste	0.632 tons per DU, per year
Drainage	Design LOS standards to meet a 10-year storm and as specified by the Miami-Dade County Public Works manual, Section D4 – Water Control; and no ponding water for more than 48 hours
Local Streets	LOS "B" at peak hour
Arterial Roadways	LOS "E" at PM peak hour (96 th St/ Kane Concourse/ SR 922)
Recreation Facilities	1 tennis court for every 4,000 person, 12-60 yrs old 1 lighted baseball field for every 6,000 persons, 10-40 years old 1 tot lot for every 500 persons, 3-12 years old
Public School Facilities	100% of FISH (Florida Inventory of School Houses) capacity including re-locatable classrooms in each public school concurrency service area (CSA)

B. POTABLE WATER

The anticipated demand for potable water for the developed site is **9,600 gallons per day (GPD)** based on the total number of DU's calculated previously (48 DU's) and using the rate of 200 gallons per DU per day.

The accommodation of the demand created by 48 DU's within the public utility infrastructure will be verified by the Town of Bay Harbor Island Public Works department.

C. SANITARY SEWER

The anticipated quantity of wastewater for the developed site is **7,488 gallons per day (GPD)** based on the total number of DU's calculated previously (48 DU's) and using the rate of 156 gallons per DU per day.

The accommodation of the demand created by 48 DU's within the public utility infrastructure will be verified by the Town of Bay Harbor Island Public Works department.

D. SOLID WASTE

The anticipated quantity of solid waste for the developed site is **30.34 tons per year** based on the total number of DU's calculated previously (48 DU's) and using the rate of 0.632 tons per DU per year. Waste Management (WM) will be providing the solid waste collection service for this site.

The trash bins will be wheeled from trash/recycling room to the garbage truck pull-in location to empty trash and recycling bins. The dumpster location and service schedule are currently being coordinated with the solid waste collection service provider and approval will be provided at the conclusion of the coordination.

E. DRAINAGE

The project's stormwater management will be handled with a combination of exfiltration trench and a drainage well in accordance with city regulations, federal flood control ordinances, and county criteria. Exfiltration trench will be proposed to meet the water quality treatment volume requirements for the project site. The proposed drainage well will be designed in order to meet the design level of service requirement of a 10yr-1 day storm event and will be interconnected with pipes to a proposed drainage system designed to collect runoff from the site. Refer to drainage report for calculations.

F. LOCAL STREETS

Please refer to Traffic Study by David Plummer & Associates (February 2015)



G. ARTERIAL ROADWAYS

Please refer to Traffic Study by David Plummer & Associates (February 2015)

H. RECREATIONAL FACILITIES

Not applicable

I. PUBLIC SCHOOL FACILITIES

Not applicable

Sincerely,
Ross Engineering, Inc.

04/10/2015
Robert Ross P.E.,
FL P.E.#59485

Grand Beach Hotel – Bar Harbor Water and Sewer Demand Calculations

Water and Sanitary Sewer Design Flows

Quantity	Flow Requirement	Quantity	Unit	Total (GPD)
Hotel	100 GPD/ Room	99	Room	9,900
Restaurant	100 GPD/ 100 SF	658	SF	658
Total				10,558 GPD

*Design Flow is based on the Miami Dade County Guidelines for Sec 24.43

MIAMI-DADE COUNTY FIRE RESCUE DEPARTMENT
FIRE ENGINEERING & WATER SUPPLY SERVICES
FIRE FLOW REPORT

DATE: 03/02/2015 LOCATION: 9601 E. Bay Harbor Dr

ID NUMBER: X2015063389 FEE: 275.00

STATIC PRESSURE: 75 PSIG PITOT 1: 25 (1) 2.5 IN.PSIG

RESIDUAL PRESSURE: 74 PSIG PITOT 2: 26 (2) 2.5 IN.PSIG

PITOT 3: (1) 4.5 IN.PSIG

HYDRANT FLOW: 1504.7539075253249397

AVAILABLE FLOW @ 20 PSIG: 13100

TIME OF TEST: 1200

TEST BY: Cameron/Gelats

STATION: _____

PURPOSE: _____

SPRINKLER STATIC: 70

SPRINKLER RESIDUAL: 69

SPRINKLER FLOW: 1429

COMMENTS:

Requested by Carlos Machado

Rafael C. Lopez, Doh
O.I.C SIGNATURE

**TOWN OF BAY HARBOR ISLANDS
COMMUNITY DEVELOPMENT
MEMORANDUM**

To: Town of Bay Harbor Islands
Development Review Committee

From: Michael J. Miller, AICP 
Consultant Town Planner

Date: June 12th, 2015

Subject: PUD / Gateway – Site Development Plan Application
Grand Beach Hotel (formerly Bay Harbor Inn) – 99 Room Hotel
9601 East Bay Harbor Drive
Bay Harbor Islands Acct. No. MB2015-39
MMPA Acct. No. 01-0702-1009

RECOMMENDED ACTION

MMPA recommends the Planning and Zoning Board review the most recent revised plans (dated 05/26/15) and, if found acceptable, **APPROVE** the proposed PUD / Gateway Site Development Plan application subject to the following:

- (1) The Board finds the proposed plan “fits” within the building envelope without alterations or variances;
 - (2) Subject to any staff recommended conditions listed herein.
-

GENERAL PROJECT INFORMATION

Land Use Designation: MH – Medium-High Density Residential

Zoning District: G – Gateway District (Lot 37)
RM-1 Multiple Family District (Lots 35 and 36)

General Location: 9601 East Bay Harbor Drive

Legal Description: Lots 35 through 37 of Block 4, “Bay Harbor Island” Subdivision, according to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of M-D County.

PROJECT DESCRIPTION

The project architect, John Carino of Carino & Company, Inc., as agent for the owner (Bay Harbor Hotel, LLC), submitted a PUD Rezoning / Site Development Plan application to allow for the construction of a ninety-nine (99) room hotel located at 9601 East Bay Harbor Drive. The proposed rooms will range between 353 to 1,402 square feet of A/C space plus balconies, etc. The lot is currently vacant and fenced off from view. The previous Bay Harbor Inn complex was demolished after plans to renovate the former hotel were abandoned due to flood-proofing and structural issues.

The proposed new revised site design incorporates one (1) rectangular-shaped building positioned north / south on the site. Two (2) one-way driveway connections to East Bay Harbor Drive are proposed. The southern driveway parallels East Bay Harbor Drive, provides access to the hotel lobby and connects to the northern driveway, which provides two-lane one-way access to the below grade parking garage (one lane into the garage and one lane to an elevated loading dock) and two-way / one-way outbound access from the southern driveway to East Bay Harbor Drive. The driveways meet / exceed the minimum Town criteria. The survey indicates that the lots are “full lots” that never deeded the front 11-feet of the lots to the Town for on-street roadway swale parking, as many others did in the past.

The proposed new building is 7-stories in height – six (6) floors of hotel rooms over one (1) floor of common areas @ 74'-10" above BFE (maximum of 75-feet permitted). A below grade parking garage is proposed. There is an elevator override / stair tower / mechanical equipment on the roof (no recreation).

According to the survey submitted, the lots are currently vacant, other than a few remaining trees and some broken asphalt. The survey indicates the current lot area is 33,672 square feet / 0.77 acres in size. The Town Code limits hotels to 70 rooms per acre (base). This would allow a maximum of 54 hotel rooms. The Town Commission amended the Zoning Code on April 11th, 2011 to allow applicants to request the use of TDR units to increase the number of hotel rooms on a site. A conversion factor of .486 DU per hotel room is included. TDR residential units can be acquired from either private property owners or the Town's TDR “pool.” To achieve the requested 99 hotel rooms the applicant would need to acquire 22 TDR units (54 hotel rooms @ 70 rooms per acre plus 45 rooms @ .486 = 21.87 DU / rounded to 22 DU).

The adjoining / nearby development sites currently include the Village of Bal Harbour public works complex to the east across the Indian Creek Canal (350'+/- separation). To the immediate north is the 7-story Seascape Club Condo multi-family residential complex @ 12 DU / 23.1 DUA. To the west across East Bay Harbor Drive is the Palms Restaurant, the 2-story Daddy O Hotel and a 2-story commercial building at the signalized intersection. To the south across Kane Concourse is a 1-story commercial building (Taubco Office). This area of the Town is predominated by a mixture of older low-scale commercial complexes (2 stories) and mid-rise residential complexes (5-7 stories). The Town's 2002 Community Vision Master Plan identifies this area as being preferred for mid-rise residential complexes (5-7+/- stories). Therefore, the proposed development is deemed generally consistent with the Town's future vision for this area.

BACKGROUND INFORMATION

The Town of Bay Harbor Islands completed major amendments to the Town's adopted Comprehensive Plan and Land Development Regulations (LDRs) in the past 10+/- years. The former RE zoned lands located on waterfront lots are now zoned RM-1, while interior (non-waterfront lots) are zoned RM-2. In addition, in November 2004 the Town created the Gateway Zoning District. This zoning classification was applied to the first lot adjoining Kane Concourse and the waterways that surround the East Island. As to the subject site Lot 37 of Block 4 is zoned "G" Gateway. However, the allowable land uses on the Gateway lot are per the RM-1 District. The intention of the Gateway District was to establish development criteria to limit the large massing of buildings near Kane Concourse. Also, the Town adopted other modifications to several other code provisions that affect yard encroachments, parking lot designs, building height limits and exceptions as well as other building design standards. As currently designed the plans adhere to the adopted Code provisions.

HISTORY OF SITE / PREVIOUS PUD APPROVALS

The original "Bay Harbor Inn" hotel was originally constructed on this site in 1950 (M-D public records) and operated as a hotel under different owners / operators over the years. The Town adopted its Planned Unit Development (PUD) Overlay Zoning District Code regulations in July 1987. Even though the hotel existed for many years, the Town's records reveal a PUD designation was approved for the subject property to allow a 24-room hotel with ancillary uses (restaurant / bar) in 1987-88. There have been subsequent approvals / updates for this site over the years. In early 2008, the Town approved a renovation plan for the site, construction started but ceased for about 2+/- years. The original hotel building had 17,533 sq. ft. of interior building area. The former bar / restaurant use was removed in the 2008 plan. The former hotel site had 15 non-conforming, oddly shaped / positioned parking spaces. The site was far short of current day required on-site parking spaces (due primarily to the former restaurant / bar uses). However, the previous PUD approval in 1987-88 allowed that situation to occur, as valet parking was provided with off-street parking occurring in Town-owned parking lots, the alley area between Kane Concourse and 97th Street and other nearby sites. Operationally that parking arrangement seemed to have been sufficient when the former uses were operating, except on a few occasions. A proposed PUD revision in 2011 noted the new plan of development (54 hotel rooms) would need 37 parking spaces for the hotel rooms based on current Town Code requirements. Section 23-29.1(3) requires at least 40% of the minimum number of required parking spaces to be located on site. Because it was not possible to add more parking on the subject site the previous 2011 PUD revision required the acquisition / payment / off-site approval of twenty-one (21) parking space in the Town's Parking Trust or other Town approved off-site parking arrangements. There is an agreement in place for the hotel site to acquire 21 parking spaces in the Town's Parking Trust. The site owner is current on payments to the Town for the 21 off-site parking spaces. An illustration was submitted with the 2011 PUD revisions showing that within the near vicinity of the site there are approximately 198 parking spaces available in Town-owned parking lots, the alley south of the Palms Restaurant and private lots. There are also metered parking spaces available on Kane Concourse.

The underlying zoning districts will remain the same (Gateway on Lot 37 / RM-1 on Lots 35 and 36). The Town's PUD Code provisions allow certain uses other than residential on certain properties that meet the Code requirements and if approved by the Town Council after holding a public meeting. Hotels / motels are one of the listed uses that can be considered. This new PUD Overlay request would replace the previous PUD approvals granted by the Town, as all previous Town approvals have expired.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of "Medium-High Density Residential". The maximum allowable base residential density is 34 DUA. Additional dwelling units can be acquired to increase the base residential density if approved by the Town Commission. In 2011, the Town Council extended the ability to use TDR units for hotel developments (.486 DU to Hotel conversion factor). The Town's PUD Code section lists hotels / motels as uses that can be approved (Section 23-18(c)(4)). The proposed use of the property would be consistent with the applicable FLUM designation of the property; however, the number of rooms would not be consistent with the Comprehensive Plan provisions, unless the Town Council allows TDR DU to be converted / applied to this hotel development.

Land Development Regulations / Zoning Code – The property has two (2) existing Zoning classifications. Lot 37 is zoned "Gateway" while the other two (2) lots are zoned RM-1 Multiple Family Zoning District. The proposed use of the property (hotel) is not consistent with the zoning classifications unless the Town Council approves a PUD.

PLATTING

The site will not require re-platting, as the site is currently platted as described above. Research revealed this site never granted any additional right-of-way to the Town for "swale parking spaces" as none existed

RIGHT-OF-WAY, OFF-STREET PARKING AND ACCESS DESCRIPTION

As stated above, the Site Development Plan depicts access to the site from two (2) main driveway connections to East Bay Harbor Drive. The southern driveway parallels East Bay Harbor Drive, provides access to the hotel lobby and connects to the northern driveway, which provides two-lane one-way access to the below grade parking garage (one lane into the garage and one lane to an elevated loading dock) and two-way / one-way outbound access from the southern driveway to East Bay Harbor Drive. The driveways meet or exceed the minimum Town criteria.

Based on 99 hotel rooms, the Code requires at least sixty (60) parking spaces. Forty-seven (47) parking spaces (46 tandem / 1 standard) are shown in the proposed below grade parking garage. An earlier submittal had all of the 60 required parking spaces on the site; however, engineering studies revealed that construction of a deeply recessed parking garage would be costly and difficult due to the land elevation / water table. Based on the revised development plan the applicant will need 13 off-site space. As stated above there is already an agreement between the landowner and Town that allowed 21 parking spaces off-site. The landowners are currently paying for those parking spaces (there will be a surplus of eight (8) spaces).

TRAFFIC IMPACTS

Section 28-18(e) sets forth the finding the Town must make to consider approval of the project. In 2011 when the hotel renovation project was re-approved by the Town Council, traffic impacts were analyzed to ensure that East Bay Harbor Drive, Kane Concourse and the signalized intersection of those roadways would operate at acceptable levels. The developer retained a Traffic Engineering Consultant (David Plummer & Associates) to study the project's expected traffic impacts. The 2011 study concluded that all roadway segments and the intersection of Kane Concourse and West Bay Harbor Drive would operate at acceptable Level of Service (LOS) in compliance with adopted standards. The traffic consultant recommended that a fine-tuning of the traffic signal timing be made to optimize traffic flows (lengthen the north / south green time). The study found that since all parking would be by valet, there would be minimal conflicts by motorists unaware of the traffic flow patterns. If the hotel maintained adequate valet personnel vehicle stacking / parking would not be an issue.

As part of the 2015 Site Development Plan submittals an updated Traffic Study, again prepared by David Plummer & Associates, was submitted for the proposed new 99-room hotel. The Traffic Study includes PM Peak Hour trip generation and distribution calculations. The Town's adopted LOS concurrency system utilizes a PM "Two-Way" Peak Hour analysis, as is common throughout Florida. The revised traffic study uses that analysis.

The 2011 traffic analysis found that if all rooms were occupied approximately 441 daily trips (ADT) would be generated by the 54-room project with about 29 AM Peak Hour trips and 32 PM Peak Hours trips. Most hotels operate at 75%-80% occupancy; therefore, about 353+/- trips per day / 26 PM Peak Hour trips was expected most of the time.

The new 2015 traffic study analysis found that if all rooms were occupied approximately 809 daily trips (ADT) would be generated by the 99-room project with about 52 AM Peak Hour trips and 59 PM Peak Hours trips. Again, since most hotels operate at 75%-80% occupancy it can be expected that about 647+/- trips per day / 47 PM Peak Hour trips can be expected most of the time. This is approximately one additional vehicle every 1.2 minutes in the peak hour.

Kane Concourse (96th Street) is a 4-lane divided roadway. According to the most recent FDOT 2012 LOS guidelines, this roadway can handle up to 32,400 AADT per day at LOS D (2,920 PMPH), the Town's adopted LOS. However, FDOT has jurisdiction over this state roadway and has adopted LOS E for their roadway. This allows up to 33,800 TPD / 3,040 PMPH trips at LOS E. The applicant took new trip counts in February 2015. This location currently experiences about 22,100 vehicles per day (decreased from 25,000 in 2011). This equates to a V/C ratio of .65 or LOS C+. East Bay Harbor Drive is a 60-foot wide local collector roadway with two (2) travel lanes, except at the intersection with Kane Concourse (turn lanes). This roadway carries about 5,600 trips per day (TPD) (5,700 in 2011) or about 501 in the PM Peak Hour just north of Kane Concourse (560 trips in 2011). The directional split was 244 trips southbound / 257 trips northbound. The roadway capacity at LOS "C" is 6,570 TPD and the roadway capacity at LOS "D" is 13,350 TPD. The Town adopted a preferred LOS "B" for all local roadways in 1989, unless another jurisdiction had precedent. FDOT and Miami-Dade County have adopted more precise traffic engineering criteria since that time and adopted a lower LOS that supersede the Town's jurisdiction in some cases. For example, LOS "E" is the FDOT adopted LOS on Kane Concourse and Miami-Dade County adopted LOS "D" for local roadways. LOS "B" was determined by FDOT to be non-achievable based on the computer model utilized. The

most common LOS used by local governments for roadways is LOS “D” and has been used in the past for roadway analysis. The roadway capacity used by the Town historically for local roadways (Complan) has been 10,000 TPD (LOS “D”). The traffic volumes on East Bay Harbor Drive have remained fairly constant over recent years. If the Town were to apply a LOS “C” standard to this section of East Bay Harbor Drive the roadway would be deemed to have a “theoretical” concurrency problem, requiring some mitigation and possibly physical improvements such as widening, which may be impossible due to the right-of-way limits and adjoining development. However, using the LOS “D” capacity there is no LOS problem. Observations of this roadway traffic volumes notes generally good traffic flows and minimal delays. Occasionally the intersection experiences traffic delays at the traffic signal at Kane Concourse. It has been several years since the Bay Harbor Inn hotel operated; therefore, recent impacts from that site on the roadway system have not occurred. Even when the former hotel / restaurant operated, traffic impacts were not overly severe and were reportedly caused by the former restaurant and bar, which the new plan does not include. MMPA believes any new traffic impacts can be handled on the roadway system and meet the appropriate LOS criteria. The peak traffic generation time for hotels (late morning / evenings) is not the same as daily morning or evening work / school trips.

The new revised 2015 study indicates the queuing (vehicle stacking) can be handled completely on the site with 4 valet attendants without interfering with traffic movements on East Bay Harbor Drive (about 2.50 minutes to handle each vehicle). The latest plans show 47 parking spaces on site, none of which are mechanical lifts. The use of tandem spaces is proposed and should not be an issue, since all parking is by valet service.

TRANSFER OF DEVELOPMENT RIGHT (TDR) ANALYSIS

The process of TDR allocation is discretionary on the part of the Town. The TDR system was established in 2004 with the consent of the state planning agency, due to problems with existing development characteristics, density limit errors in the 1989 Comprehensive Plan and desired development scale / types by the community. The TDR system ensures that all sites can be developed to at least the base density (34 DUA) but additional density can be allocated if found to be acceptable in design and compatibility. It was found that when the Comprehensive Plan was updated / TDR system was established in 2004, over 1/3 of the existing multi-family development sites in the Town exceeded the 34 DUA limit. Since 2004 several additional developments have been approved by the Town with TDR units. There is a very limited amount of TDR units. Since the Planning and Zoning Code establishes the maximum building envelope (height / setbacks / parking spaces / open space) it is incumbent on the developer / designers to keep within the regulatory framework to provide for the number of dwelling units requested and convince the Town Council / Planning and Zoning Board that the building is attractive and not congested.

BUILDING DESIGN / BUILDING LENGTH / BREEZEWAY

The building design is new “Miami Modern” with decorative horizontal and vertical design elements and decorative wood accents.

Building Length / Breezeway – As the building is less than 205 feet in length (162'-2”) no building angulations are required. The PUD District states a “breezeway” is not required.

Gateway Promenade Walkway - The site design drawings include the required Gateway Pedestrian Promenade area adjoining 96th Street / Kane Concourse. This pedestrian promenade is in addition to the public sidewalk within the right-of-way of Kane Concourse (on the bridge). Section 23-21(f) of the Gateway District requires a minimum 10-foot wide "Pedestrian Promenade" along Kane Concourse from the waterway to East Bay Harbor Drive. This is included in the design. The pedestrian promenade will be separated from the hotel areas by walls / landscape planters.

Public Sidewalks – A new concrete sidewalk is proposed extending from the existing sidewalk on Kane Concourse to the northerly property line on East Bay Harbor Drive as envisioned in the Town's infrastructure re-development plans. The plans show the new sidewalk adjoining the property line.

SUGGESTED CONDITIONS OF APPROVAL / SITE PLAN COMMENTS

MMPA recommends **APPROVAL** of the new PUD rezoning / Gateway / Site Development Plan of development. Following are suggested conditions of approval and/or comments on the latest plans dated May 26th, 2015 submitted to the Town for consideration:

- 1) This approval is based on the Site Development Plans prepared by Carino & Company, Inc. dated May 26th, 2015 for a 99-room hotel. Any substantial changes requested after the Town's approval may require a separate approval from staff / Planning and Zoning Board / Town Council, as specified in the Code.
- 2) This approval is subject to the Town Council granting the developer / property owner the ability to allocate 22 additional TDR dwelling units to the site from either the Town or private property owners for 45 additional hotel rooms. This acquisition of the TDR units must be finalized prior to the issuance of Building Permits.
- 3) As indicated, as re-designed there will not be enough parking spaces provided on the site to meet the Code requirement (60 spaces). There is already an agreement between the landowner and Town that allowed 21 parking spaces off-site. The landowner is current in paying for those parking spaces (there will be a surplus of 8 spaces). Since only 13 additional off-site parking spaces are required for this land use and 21 parking spaces have already been purchased, this will be acceptable.

AGENDA ITEM REPORT

July 7, 2015

ITEM NUMBER: 3.

ITEM: Approval of the minutes held on March 3, 2015, March 17, 2015, April 7, 2015 and May 5, 2015 (Item #3)

DESCRIPTION:

N/A

RECOMMENDED ACTION:

N/A

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Marante
 Ayanidys Marante

ATTACHMENTS

1.	P&Z Minutes 3.3.15	3-3-15 DRAFT.docx
2.	P&Z Minutes 3.17.15	3-17-15 DRAFT.docx
3.	P&Z Minutes 4.7.15	4-7-15 DRAFT.docx
4.	P&Z Minutes 5.5.15	5-5-15 DRAFT.docx

**MINUTES OF THE PLANNING AND ZONING BOARD MEETING
TOWN OF BAY HARBOR ISLANDS**

A Planning & Zoning Board Meeting was held Tuesday, March 3, 2015 at 7:06 p.m. in the Council Chambers. The meeting was opened with the Pledge of Allegiance. Upon roll call, the following Board Members responded:

Chair Steven Hurwitz

Board Member Roberto Gambach

Board Member Oscar Sklar

Vice Chair Jerome Gavcovich

Board Member Jaime Schapiro

Board Member Thomas Telesco

Item 1. Request for approval for a new single family home for "VSD Investment LLC" located at 1260 95 Street, Lot 5 of Block 32. The owner is proposing to construct a new single family. The existing structure has been demolished. The proposed two stories home has approximately 4,372 square feet of a/c living space with a two car garage. The residence will have four bedrooms, five full baths and a half bath.

Architect Jaya Heder-Zebelde came forward to present the project to the Board. She explained that the applicant was proposing a two story modern single family home with four bedrooms, five full bathrooms, and one half bathroom. The residence would have approximately 4,372 square feet of living space and a two car garage. She also added that the home would include a terrace and pool deck in the rear; planters on the second floor and a covered entry. She felt the home was well-articulated in an elegant and clean way.

There was a brief discussion from the Board regarding the walls height; second floor slab; view from the side elevation; possible installation of a landscape buffer on the side yard; walls on the west elevation; driveway and the pedestrian walkway.

Landscape Architect Douglas Thompson came forward to address the Board. He stated that the addition of a landscape buffer on the west elevation could be added.

ACTION: Board Member Telesco made a motion to approve the proposed home with the condition to add a landscaping buffer on the west elevation and to create pedestrian access from the street. Vice Chair Gavcovich seconded the motion and it passed unanimously.

Item 2. Request for approval for a sign for "Ocean Cadillac" located at 1000 Kane Concourse, Tract N. The owner is proposing to replace the existing signs facing East Bay Harbor Drive. On February 3, 2015 the item was denied. The owner has submitted the revised drawing showing the size and elevation as requested by the Board.

Alex Andreos, Ocean Cadillac came forward to address the Board. He presented the Board with the redesign drawings that showed the proposed sign to scale. He explained that proposed sign was 26 square feet.

ACTION: Board Member Telesco made a motion to approve the proposed sign as is. Board Member Gambach seconded the motion and it passed 5-1 with Vice Chair Gavcovich opposed.

Item 3. Approval of minutes of the Board meeting held on November 18, 2014.

ACTION: Vice Chair Gavcovich made a motion to approve the November 18, 2014 Minutes. Board Member Telesco seconded the motion and it passed unanimously.

There being no further business meeting was adjourned at 7:50 p.m.

ATTEST

TOWN CLERK

CHAIR PERSON

**MINUTES OF THE PLANNING AND ZONING BOARD MEETING
TOWN OF BAY HARBOR ISLANDS**

A Planning & Zoning Board Meeting was held Tuesday, March 17, 2015 at 7:00 p.m. in the Council Chambers. The meeting was opened with the Pledge of Allegiance. Upon roll call, the following Board Members responded:

Chair Steven Hurwitz

Vice Chair Jerome Gavcovich

Board Member Jed Frankel

Board Member Jaime Schapiro

Board Member Thomas Telesco

Item 1. Request for approval for a basketball court for "Eric and Cynthia Stein Residence" located at 9901 E. Broadview Drive, Lot 13 of Block 23. The owners are proposing to install a basketball court in the front yard of their single family home.

Town Clerk Marante explained that the owners were proposing to install a basketball court to be located in the front yard of the home. She stated that the project had been under staff review and recommendations were made. Staff recommended moving the basketball pole front the side to the front of the home; the addition of a 5 feet hedge for noise reduction and screening. She also added there would be 3 feet separation from the driveway and the proposed court.

Town Manager Wasson stated that the Board could defer the item to a later date since the applicant was not in attendance to present the proposed item.

Chair Hurwitz state that the item would be deferred to a later date.

At this time the owner and applicant arrived at the meeting.

Homeowner Cynthia Stein came forward to address the Board. She explained that the proposed basketball court would be surrounded with hedges to reduce the noise to the neighbors. She also added that the slope on the yard would be consistent with the driveway.

There was a brief discussion from the Board regarding the grade level of the proposed court; suggested a 4 to 5 feet hedge; dimensions of the basketball court; front yard grade level; dimension of the back board; details on the curve and slope on the yard would be adjusted.

Town Clerk Marante stated that the basketball court was a green rubberized material 8 inches thick.

PUBLIC COMMENT

Frances Neuhut, 9980 W. Broadview Drive, came forward to address the Board. She felt that the proposed basketball court did not meet Code. She felt that the Board should have reviewed the home's driveway.

CLOSED PUBLIC COMMENT

Board Member Frankel asked the Town requirements when submitting a survey. He stated that the applicant submitted an outdated survey that was not accurate. Town Clerk Marante stated that for most projects the building department required a more recent survey that was older than a year old. She added that because the proposed basketball court was a fairly simple project, the building department accepted the survey that showed the dimensions and setbacks of the home.

Consensus was for the owner to come back to the Board and address the slope of the front yard; hedge must be four to five feet at the time of planting and the applicant must provide more details on the dimensions of the basketball court and driveway.

There being no further business meeting was adjourned at 7:35 p.m.

CHAIR PERSON

ATTEST

TOWN CLERK

**MINUTES OF THE PLANNING AND ZONING BOARD MEETING
TOWN OF BAY HARBOR ISLANDS**

A Planning & Zoning Board Meeting was held Tuesday, April 7th, 2015 at 7:04 p.m. in the Council Chambers. The meeting was opened with the Pledge of Allegiance. Upon roll call, the following Board Members responded:

Chair Steven Hurwitz

Vice Chair Jerome Gavcovich

Board Member Jed Frankel

Board Member Roberto Gambach

Board Member Jaime Schapiro

Board Member Oscar Sklar

Board Member Thomas Telesco

Item 1. Request for approval for a new single family home for "Mark Tabacinic and Vanessa Bibliowicz" located at 10200 W. Broadview Drive, Lots 42&43 of Block 23. The owners are proposing to construct a new single family home. The proposed two story single family home has approximately 7,403 square feet of a/c living space with a two car garage. The residence will have five bedrooms, six full bathrooms and two half bath. Enclosed please find the site plan and elevations.

Architect, Cesar Molina came forward to address the Board. He stated that the applicant was proposing to construct a new modern tropical single family home with five (5) bedrooms, six (6) full bathrooms and two (2) half bathrooms. The home would include an outdoor terrace; open porches; large overhand and warm materials. He stated that the proposed home was in full compliance with the Town Code and asked for the Board approval.

Landscape Architect Marisa Abreu, came forward to address the Board. She presented the Board with the sample renderings and stated that trees would be planted at mature age.

Architect Molina explained that the proposed materials would include stucco; wood aluminum; florida keystones; concrete tile on the roof; split wood shape tile with a tropical feel; earthy tones colors; gray stone driveway; and glass.

There was a brief discussion from the Board regarding the ground floor glass materials; second floor terraces; louvers; wood materials for the garage door; fixed panel for the master room closet and the pool equipment split system with three compressors.

PUBLIC COMMENT

Frances Neuht, 9920 W Broadview Drive, came forward to address the Board. She stated that the proposed home had a beautiful design. She stated that the renderings showed no setbacks and asked

for Town Planner Miller to more specific on his staff reports. She also suggested adding more green space to the home.

CLOSED PUBLIC COMMENT

ACTION: Vice Chair Gavcovich made a motion to approve the proposed home. Board Member Telesco seconded the motion and it passed unanimously.

Item 2. Request for approval for a new single family home for "Sheldon E. Gross" located at 1361 Kane Concourse, Lot 10 of Block 34. The owner is proposing to construct a new single family home. The proposed two stories home has approximately 5, 546 square feet of a/c living space with a two car garage. The residence will have four bedrooms, five full bathrooms, one half bath, an office and a studio.

Architect Pedro Bravo, Bravo Architects came forward to address the Board. He explained the applicant was proposing to construct a two-story contemporary home with approximately 5,546 square feet of A/C living space and two car garage. The proposed residence would have four (4) bedrooms; five (5) full bathrooms; (1) one half bathroom, an office and a studio.

Landscape Architect James Socash, came forward to address the Board. He explained that property was a vacant lot and stated that the royal palms in the rear would be removed to avoid contact with the utility wires. He added that the landscape plan showed the addition of buffers; hedges; and street trees.

At this time Board Member Gambach arrived at the meeting.

Town Clerk Marante stated the staff had suggested having a six (6) to eight (8) feet space before the entrance gate on Kane Concourse, so it does not create a traffic backup on the main road.

There was a brief discussion from the Board regarding the east elevation; driveway; retaining wall; floor plans; projecting light; garage overhang over the second floor; glass panels; eyebrows; property setbacks; green space; square footage;

PUBLIC COMMENT

Kathleen Kennedy, 9721 East Bay Harbor Drive, came forward to address the Board. She thanked the Board for doing a great job on the review process for new developments. She suggested adding more landscaping on the proposed home.

Frances Neuhut, 9920 W. Broadview Drive, came forward to address the Board. She agreed with the suggestion to add more landscaping and stated that the elevations were not correct.

CLOSED PUBLIC COMMENT

ACTION: Consensus was for the applicant to come back with suggestions from the Board to add more architectural enhancements to the east and west side elevation and provide more landscaping to soften up the proposed structure.

Homeowner Shelving Gross came forward to address the Board. He stated that he would look into the possible addition of more green space and make enhancements to the east and west elevations.

There being no further business meeting was adjourned 8:15 p.m.

ATTEST

TOWN CLERK

CHAIR

**MINUTES OF THE PLANNING AND ZONING BOARD MEETING
TOWN OF BAY HARBOR ISLANDS**

A Planning & Zoning Board Meeting was held Tuesday, May 5th, 2015 at 7:00 p.m. in the Council Chambers. The meeting was opened with the Pledge of Allegiance. Upon roll call, the following Board Members responded:

Chair Steven Hurwitz
Board Member Jed Frankel
Board Member Oscar Sklar

Vice Chair Jerome Gavcovich
Board Member Jaime Schapiro
Board Member Thomas Telesco

Item 1. Request for approval of a revision for "Mitchell Eichen and Annette Samson-Eichen" located at 10340 W. Broadview Drive, Lot 33 of Block 23. The submitted construction plans have been modified after approval from Planning and Zoning. A roof terrace has been added and the location of some windows has changed slightly.

Architect David Lawrence came forward to address the Board. He stated that the applicant made construction plans modifications after the February 2nd, 2014, Planning & Zoning Board approval. He presented the proposed revisions and stated the changes were made to better the residence. He explained that the grade level was adjusted; second floor windows were changed to match the home; added access stairs to the roof top; projection of the roof line was revised; glass railing align to the bottom and the pool deck was pulled back.

At this time Board Member Sklar arrived at the meeting.

Architect Lawrence provided sample elevations that showed aerial views of the glass railings and roof top views.

There was a brief discussion from the Board regarding the front elevation on the south side; setbacks; glass railing; glass to be aligned to the bottom of the projected area with no gap; garage door and existing walls.

Project Builder Mathew Shear came forward to address the Board. He stated that the some of the existing walls were setback and extended 3 feet. He added that part of the wall was hit by the excavator, but will be repaired soon.

ACTION: Board Member Schapiro made a motion to approve the revised site plans. Board Member Sklar seconded the motion and it passed unanimously.

Item 2. Request for approval for a new single family home for "Sheldon E. Gross" located at 1361 96 Street (Kane Concourse), Lot 10 of Block 34. On April 7th the Board deferred the project and requested some revisions. The owner has revised the plans as requested.

Architect Pedro Bravo came forward to address the Board. He presented the revised project to the Board and stated the he addressed all of the Board comments from a previous meeting. He explained that the vehicular gate was moved back to accommodate one (1) vehicle. He explained that the site plans were modified to explain the glazing and elevations. He stated that architectural enhancements were made to the home that included the addition of more eyebrows, wood paneling, metal panels, and more landscaping.

There was a detailed discussion from the Board regarding the landscaping; grade level; retaining wall; pool grade; proposed materials; azec windows; eyebrows; roof dimensions; property lines; railings and roof parapet mounting on the side.

ACTION: Vice Chair Gavcovich made a motion to approve the proposed home with the following conditions:

1. Remove the azec from windows.
2. Extend the eyebrows on the first floor.
3. Removed the azec that wraps around the metal box.
4. Recess the glass railing to 8 inches on the roof.
5. Combine the mechanical equipment on one side of the home.

Board Member Telesco seconded the motion and it passed unanimously.

Item 3. Approval of minutes of the Board meeting held on January 6, 2015 and January 20, 2015.

ACTION: Board Member Telesco made a motion to approve the Minutes for meetings held on January 6th, 2015 and January 20th, 2015. Board Member Frankel seconded the motion and it passed unanimously.

There being no further business meeting was adjourned at 7:54 p.m.

CHAIR

ATTEST

TOWN CLERK