

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**

May 7, 2019

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 "ONDA" located at 1135 103 Street, Tract F. The law firm Akerman, LLP, as agent for the property owner, BH Investments, LLC has submitted to construct a forty one (41) unit mid rise residential development. The proposed units range from 870 (studio) to 3,690 sq. ft. The proposed design incorporates one trapezoidal shaped building with 7 floors of residential units and accessory / amenity uses over one partially depressed parking garage. The building height is 75' above BFE with accessory rooftop structures (elevator override / stair tower / shade structures / mechanical equipment and amenities (pool / sun deck / etc.) No TDR units are being sought in this design. Enclosed please find the site plan and elevations. (Item #1A)

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

PUBLIC COMMENT - for the purpose of hearing any public comment with respect to an application for site plan approval at 1135 103 Street.

CONCLUSION OF QUASI-JUDICIAL PUBLIC HEARING

2. Request for approval for a facade modification for "Morning Star Condominium" located at 1150-60 103 Street, Lots 4-5 of Block 5. The Condo Association is proposing to remove the existing distinctive horizontal attached landscape planter boxes between the 1st and 2nd floor on the north building facades facing 103rd Street. Enclosed please find the existing and proposed north elevation (Item #2A).

** Staff Review:* Design meets Town Code and was approved by Michael Miller, Town Planner.

3. Request for approval for an addition for "Gloria Sterental" located at 1361 97 Street, Lot 10 of Block 35. On March 6, 2018 the Board approved to expand and modernize the existing home; however, the homeowner found it to be cost prohibitive. The owner is now proposing to construct a small addition to the front corner of the home to add a bathroom to the existing 4th bedroom. Enclosed please find a copy of the previously approved plans and the new proposed addition (Item #3A).

** Staff Review:* Design meets Town Code and was approved by Michael Miller, Town Planner.

4. Approval of the minutes held on June 5, 2018, July 17, 2018, September 4, 2018, October 16, 2018 and November 7, 2018 (Item #4A).

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

May 7, 2019

ITEM NUMBER: 1.

ITEM: Request for approval for a new multi-family dwelling for “ONDA” located at 1135 103 Street, Tract F. The law firm Akerman, LLP, as agent for the property owner, BH Investments, LLC has submitted to construct a forty one (41) unit mid rise residential development. The proposed units range from 870 (studio) to 3,690 sq. ft. The proposed design incorporates one trapezoidal shaped building with 7 floors of residential units and accessory / amenity uses over one partially depressed parking garage. The building height is 75' above BFE with accessory rooftop structures (elevator override / stair tower / shade structures / mechanical equipment and amenities (pool / sun deck / etc.) No TDR units are being sought in this design. 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 1135 103 Street.

RECOMMENDED ACTION:

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

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Martinez

ATTACHMENTS

1. OndaPZB5.7.2019Reduced
2. Onda Staff Report
3. Onda Traffic Study



ONDA

1135 103rd Street, Bay Harbor Islands, FL 33154

APRIL 15TH, 2019

PZB SUBMITTAL

Ownership :

BH INVESTMENT LLC

1691 Michigan Avenue
Suite 440
Miami Beach FL 33139
+1 305 531 1234

Architect:

ARQUITECTONICA

2900 Oak Avenue,
Miami, Florida, USA, 33133
+1 (305) 372-1812

Landscape Architect:

enea

7580 NE 4th Ct Studio 105,
Miami, FL 33138
+1 305 576 6702

Traffic & Parking:

**DAVID PLUMMER
& ASSOCIATES**

1750 Ponce de Leon Boulevard
Coral Gables, Florida 33134
+1 305 447 0900

Civil:

LANGAN

Parkside Corporate Center
15150 NW 79th Court, Suite 200
Miami Lakes, FL 33016-5848
786.264.7200

MEP:

TWR

12915 SW 132nd St., Suite 1
Miami, Florida 33186
Phone 305-670-0820

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The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

1135 103rd Street, Bay Harbor Islands, FL 33154

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ZONING DATA

PROJECT ADDRESS:
1135 103 St. BAY HARBOR ISLANDS, FL 33154

PROPERTY FOLIO NUMBER:
13-2227-001-6770

ZONING DISTRICT:
RM-3 Multiple Family Residential district

LAND USE DESIGNATION
MEDIUM HIGH DENSITY

SURVEY INFORMATION:
PREPARED BY:
SCHWEBKE-SHISKIN & ASSOCIATES, INC.
3240 CORPORATE WAY,
MIRAMAR, FL 33025
CERTIFICATE OF INFORMATION: LB#4775
PH: (954) 435-7010

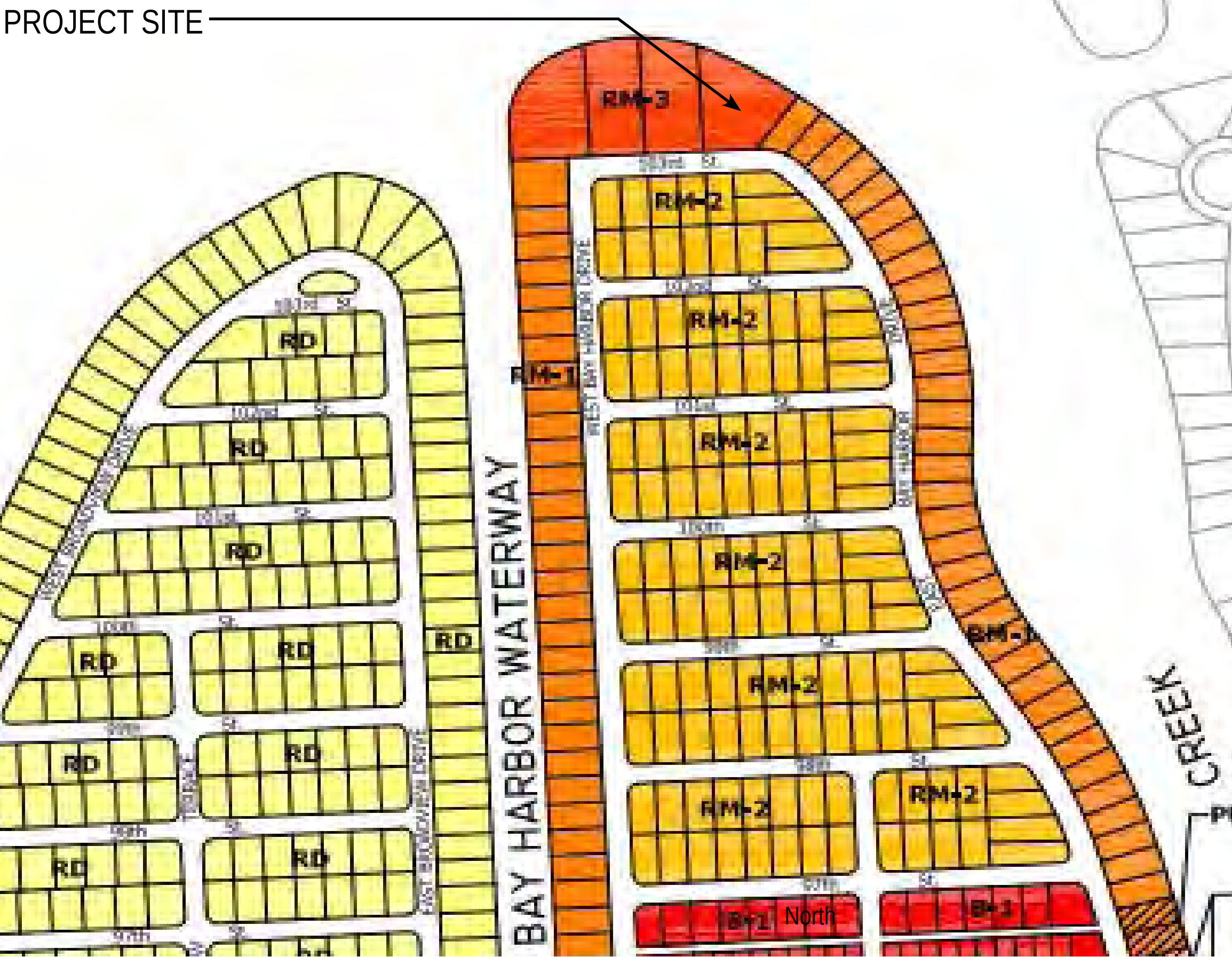
LEGAL DESCRIPTION (PER SURVEY):
TRACT "F" OF BAY HARBOR ISLAND, ACCORDING TO THE PLAT THEREOF, RECORDED IN
PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

F.E.M.A. FLOOD ZONE INFORMATION (PER SURVEY):
COMMUNITY NUMBER: 120637
PANEL NUMBER: 0144
ZONE AE. +10'
BFE = 10'
FEMA MAP EFFECTIVE DATE: 09/11/2009

ZONING CODE MINIMUM
UNIT SIZES
STUDIO 750 SF
1 BEDROOM (1BR) 900 SF
2 BEDROOM (2BR) 1,150 SF
3 BEDROOM (3BR) 1,350 SF
4 BEDROOM (3BR) 1,550 SF

UNIT TYPES

UNIT A 4BR+D 3,340 SF
UNIT B 2BR+D 2,210 SF
UNIT C 3BR+D 3,170 SF
UNIT D 4BR+D 3,540 SF
UNIT E 2BR+D 2,200 SF
UNIT F 4BR+D 3,520 SF
UNIT G 2BR 2,220 SF
UNIT H 2BR+D 1,850 SF
UNIT I 3BR 2,400 SF
UNIT J 2BR 1,895 SF
UNIT K 3BR+D 2,500 SF
PH A 4BR+D 4,670 SF
PH B 3BR+D 4,040 SF
PH C 4BR+D 4,410 SF
PH D 4BR+D 4,840 SF



	UNIT A	UNIT B	UNIT C	UNIT D	UNIT E	UNIT F	UNIT G	UNIT H	UNIT I	UNIT J	UNIT K	PH A	PH B	PH C	PH D	Total Units p/floor
LEVEL 08												1	1	1	1	4
LEVEL 07	1	1	1	1	1	1										6
LEVEL 06	1	1	1	1	1	1										6
LEVEL 05	1	1	1	1	1	1										6
LEVEL 04		1	1	1	1		1	1	1	1						8
LEVEL 03		1	1	1	1		1	1	1	1						8
LEVEL 02-LOBBY		1					1				1					3
LEVEL 01	PARKING															
TOTALS	3	6	5	5	5	3	3	2	2	2	1	1	1	1	1	41

PROJECT DATA

ZONING CLASSIFICATION

RM-3

LAND USE DESIGNATION

MEDIUM HIGH DENSITY

LOT AREA

1.207 ACRES (52,567 SF)

DENSITY ALLOWED:

34 DU/ACRE: 34X1.207 = 41 UNITS

80 DU/ACRE W/TDR = 80X1.207 = 96 UNITS

DENSITY PROPOSED:

41 DWELLING UNITS

SETBACKS:

FRONT/FACING STREET

REQUIRED 30 FT

PROVIDED 30 FT

REAR/WATER

REQUIRED 20 FT

PROVIDED 20 FT

SIDE

REQUIRED FROM 0'-30' = 20' +1' FOR EACH 3' ADDITIONAL HEIGHT AT (30' MAX)

PROVIDED FROM 0'-30'= 21'-4"

PROVIDED FROM 30'-75'= 30'-0"

MAX BUILDING COVERAGE

ALLOWED 40% MAX for Principal Structures

60% MAX Combined building coverage with parking included

PROVIDED 60% Combined with Parking included

31,540 SF 60%

BUILDING HEIGHT

8 STORIES AT 75' FROM BFE

GREEN OPEN SPACE

REQUIRED 10,513 SF 20% MIN.

PROVIDED 13,839 SF 26.3%

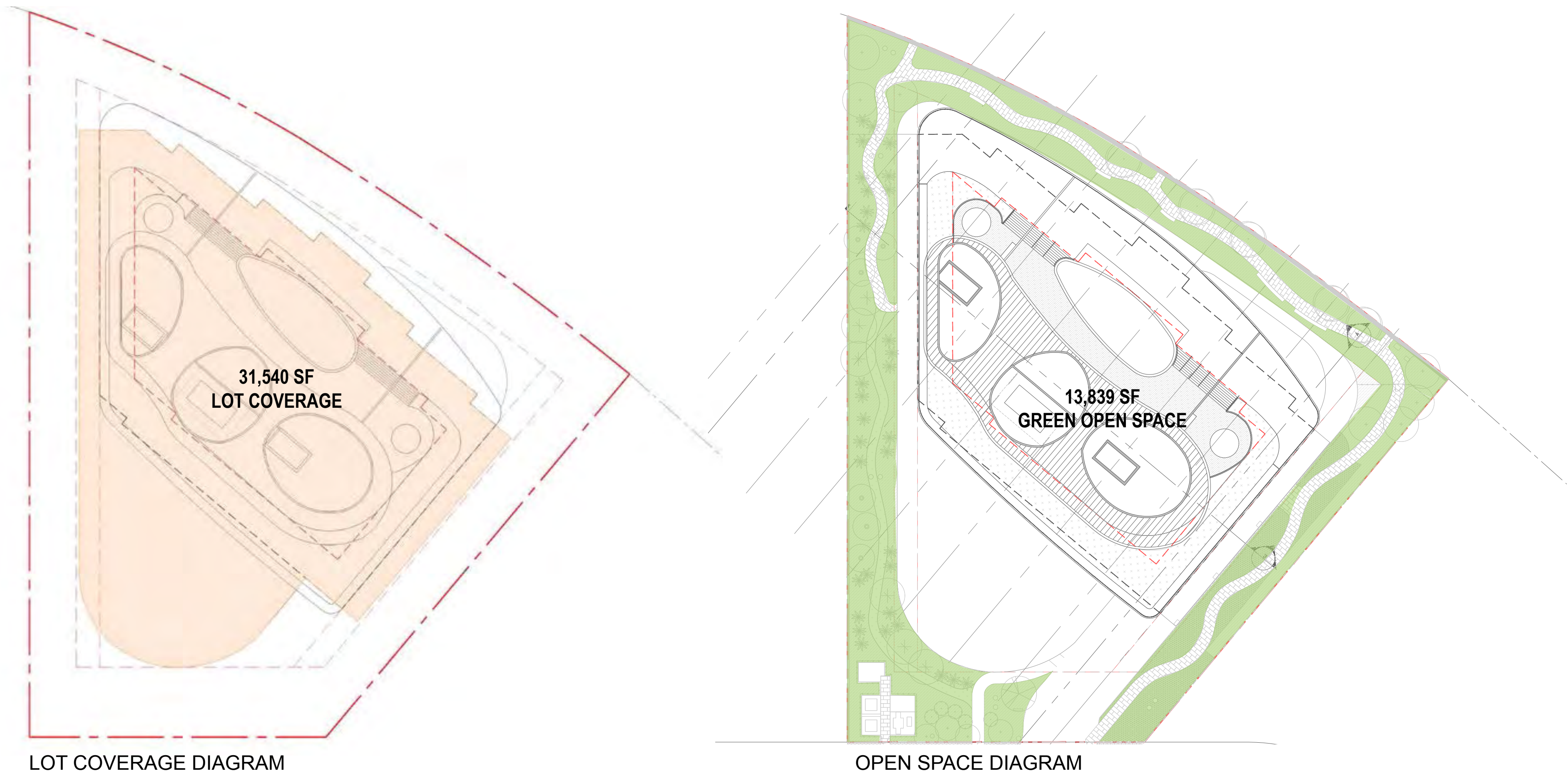
13,839 SF PERVIOUS AREA = 38,728 SF IMPERVIOUS AT GRADE.

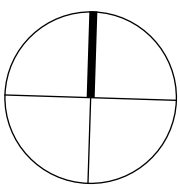
PARKING

REQUIRED 2 SPACES /UNIT + 5% OF TOTAL FOR GUESTS

PROVIDED 41 x 2 = 82 RESIDENTIAL + 5% GUEST 5 = **87 TOTAL PARKING**

Development Right	Required/Permitted	Proposed
Density	34 DU/Acre 34x1.207 = 41 units +96 Allowable TRD units	41 units
Height	75 ft max.	75 ft.
Setback	Front (along 103 rd Street): 30 ft. min. Rear (waterfront): 20 ft. min. Side (up to 30'): 20 ft. min. Side (30'-75'): 30 ft. min.	Front (along 103 rd Street): 30 ft. min. Rear (waterfront): 20 ft. Side (up to 30'): 21 ft. - 4 in. Side (30'-75'): 30 ft.
Building coverage	Combined coverage (with elevated parking garage): 60% max = 31,540 SF (31,540 SF/52,567 SF)	60% (31,540/52,567)
Landscaped green open space (at ground level)	20% Lot (52,567 SF)= 10,513 SF min.	26.3% (13,839/52,567)







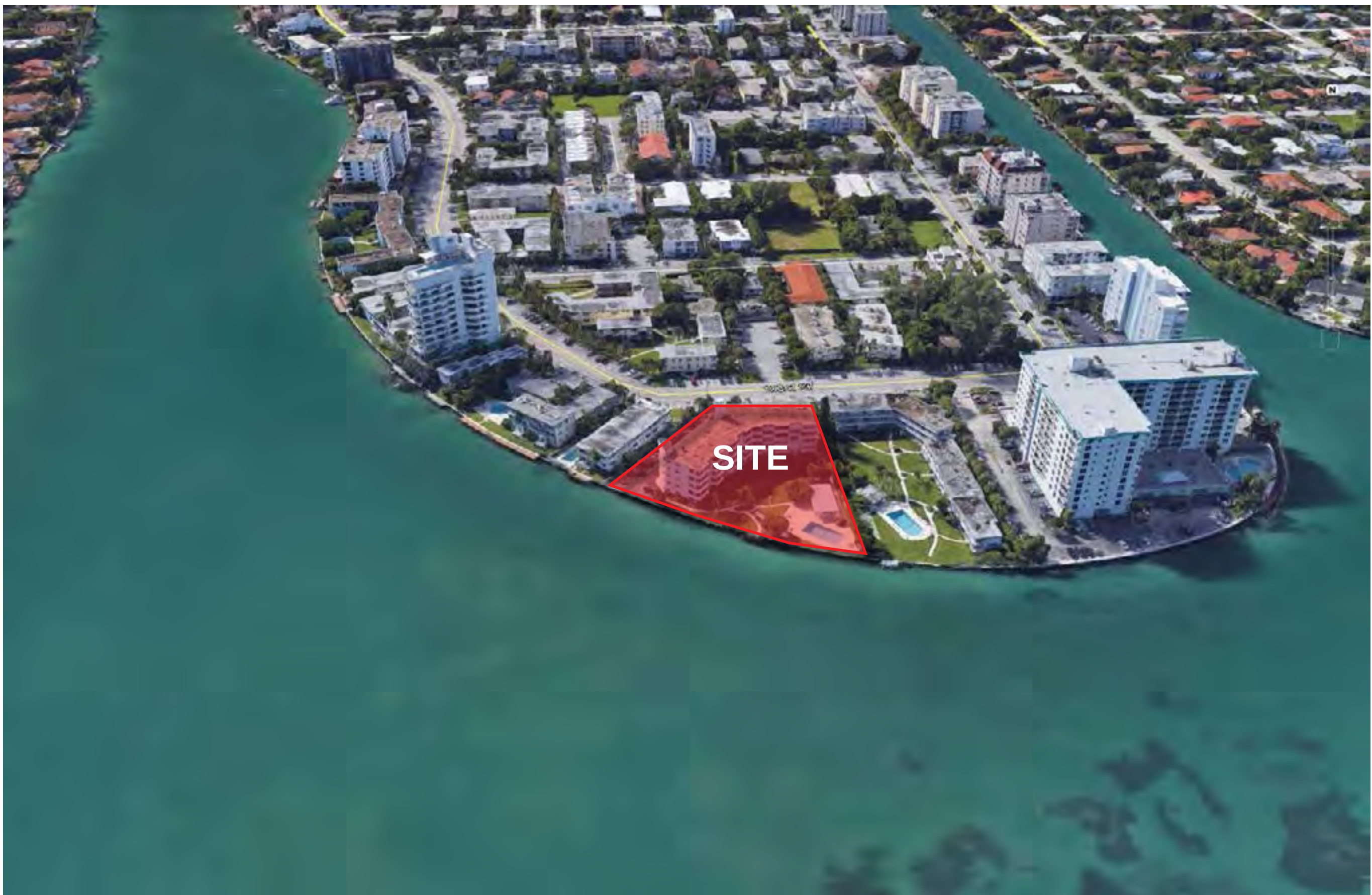
VIEW 01 - LOOKING WEST



VIEW 02 - LOOKING NORTH



VIEW 03 - LOOKING EAST



VIEW 04 - LOOKING SOUTH



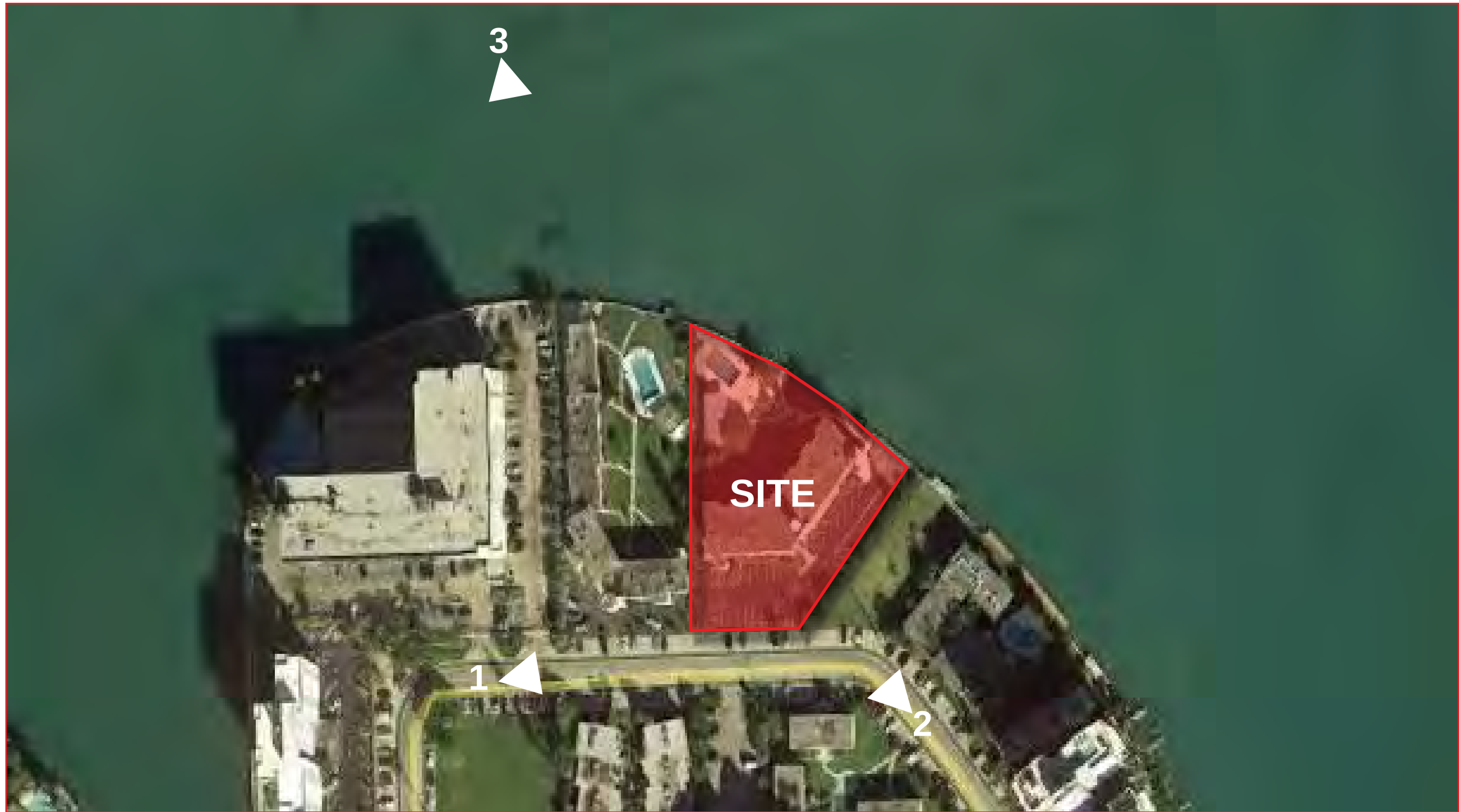
SITE STREET VIEW 01 - FROM SOUTHWEST



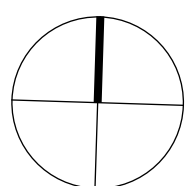
SITE STREET VIEW 02 - SOUTHEAST

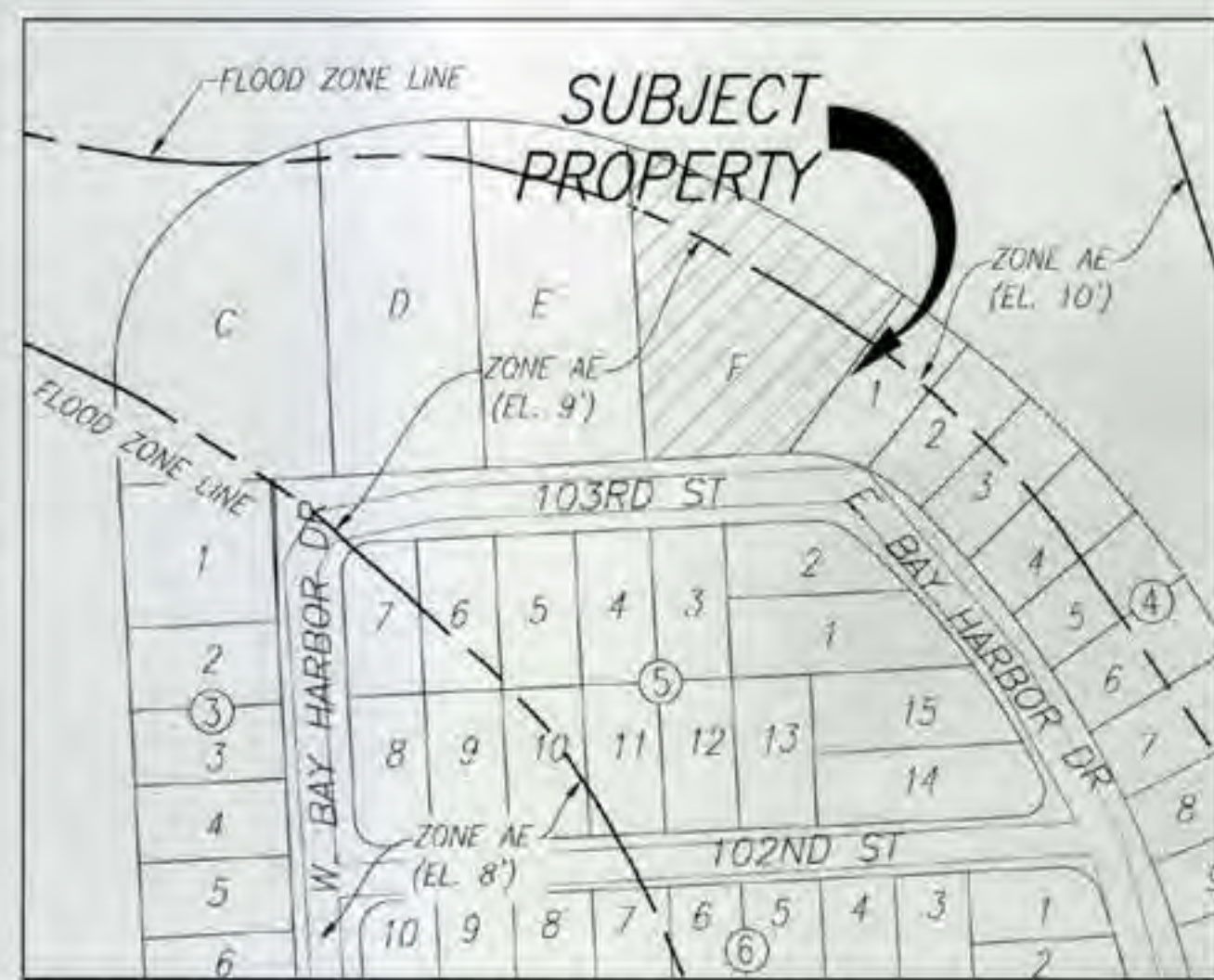


SITE VIEW 03 - FROM NORTHWEST (BISCAYNE BAY)



KEY MAP





Scale: 1"=150'

A PORTION OF SECTION 27-52S-42E, MIAMI-DADE COUNTY, FLORIDA.

TRACT F OF BAY HARBOR ISLAND, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

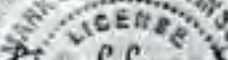
1. THE BEARINGS SHOWN HEREON RELY TO AN ASSUMED BEARING OF N89°57'41"E ALONG THE NORTH RIGHT-OF-WAY LINE OF 103rd STREET BETWEEN WEST BAY HARBOR DRIVE AND EAST BAY HARBOR DRIVE.
2. LEGAL DESCRIPTION SHOWN HEREON WAS PROVIDED BY CLIENT.
3. AREAS OF THE PROPERTY DESCRIBED HEREON IS ± 52,587 SQ. FT. (± 1.207 ACRES).
4. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE ATTACHED CERTIFICATION DOES NOT EXTEND TO ANY UNNAMED PARTIES.
5. UNLESS OTHERWISE NOTED, THIS FIRM HAS NOT ATTEMPTED TO LOCATE FOOTINGS AND/OR FOUNDATIONS.
6. THE PROPERTY SHOWN HEREON FALLS WITHIN FEDERAL FLOOD HAZARD ZONE "A" (ELEVATION 9') AND FEDERAL FLOOD HAZARD ZONE "AE" (ELEVATION 10'). PER FLOOD INSURANCE RATE MAP NO. 120601044L, COMMUNITY NO. 120637, PANEL NO. 0144, SUFFIX L, OF FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) MAP DATED SEPTEMBER 11, 2009.
7. VISIBLE INDICATORS OF UTILITIES ARE SHOWN HEREON, HOWEVER, NO ATTEMPT HAS BEEN MADE TO LOCATE UNDERGROUND ITEMS.
8. THE DISTANCES SHOWN ALONG THE BOUNDARY OF THE SUBJECT PROPERTY ARE RECORD AND/OR MEASURED UNLESS OTHERWISE STATED.
9. SHOWN ARE FLOODABLE GARAGES AND RIGHTS-OF-WAY REFLECTED AS EXCEPTION 1A TO TITLE COMMITMENT FILE NO. 659767-MA ISSUED BY THE FIRST AMERICAN TITLE INSURANCE COMPANY WITH AN EFFECTIVE DATE OF JULY 05, 2017 AT 8:00.
10. THIS SITE CONTAINS 9 PARKING SPACES THAT ARE PARTIALLY INTO THE PROPERTY AND PARTIALLY INTO THE RIGHT-OF-WAY OF 103rd STREET.
11. MAIN-DADE COUNTY PROPERTY APPRAISER POLS. NO. 13-2227-001-6770.
12. ADDRESS: 1135 103RD STREET BAY HARBOR ISLAND, FL 33154
13. ELEVATIONS SHOWN HEREON RELY TO NATIONAL GEODETIC TYPICAL DATUM OF 1929 (N.G.V.D. 29) AND ARE EXPRESSED IN FEET.
14. BENCHMARKS:

(AS REFLECTED AS EXCEPTION IN TITLE COMMITMENT (FILE No.: NCS-859767-WA/ CUSTOMER REF: BAY HARBOR), ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JULY 05, 2017 AT 8:00 A.M.

9. MATTERS SHOWN ON PLAT OF BAY HARBOR ISLAND, RECORDED IN PLAT BOOK 46, PAGE 5. (SHOWN)
10. EASEMENT GRANTED TO FLORIDA POWER & LIGHT COMPANY BY INSTRUMENT RECORDED IN BOOK 9010, PAGE 551. (BLANKET EASEMENT)
11. INTENTIONALLY DELETED
12. EASEMENT RECORDED IN BOOK 30485, PAGE 1478. (SHOWN)

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS

THAT THIS "BOUNDARY SURVEY & TOPOGRAPHIC SURVEY" OF THE PROPERTY DESCRIBED HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS RECENTLY SURVEYED AND DRAWN UNDER MY SUPERVISION AND DIRECTION. THIS SURVEY COMPLIES WITH THE STANDARD OF PRACTICE REQUIREMENTS ADOPTED BY THE FLORIDA STATE BOARD OF SURVEYORS AND MAPPERS AS CONTAINED IN RULES 5J-17.051 AND 5J-17.052, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES.

Schwabke, Shakin & Associates, Inc.
ON _____ DATE OF PLAT OR MAP: 01-22-2019
MARK STEVEN JOHNSON, RNDP
PROFESSIONAL LAND SURVEYOR NO. 4775
STATE OF FLORIDA

02752475RY HARBOR ISLAND, 78.46 PG. 51046-001135 103 ST BAY - WINDWARD ISLAND, TRACT F-110 CLINTON

CERTIFIED TO:

- * MORABITO HOLDING LLC
- * FIRST AMERICAN TITLE INSURANCE COMPANY
- * P3 INVESTMENTS I, LLC, A FLORIDA LIMITED LIABILITY COMPANY
- * APOLLO BANK, ITS SUCCESSORS AND ASSIGNS
- * BH INVESTMENT LLC, A DELAWARE LIMITED LIABILITY COMPANY



FOR REFERENCE ONLY

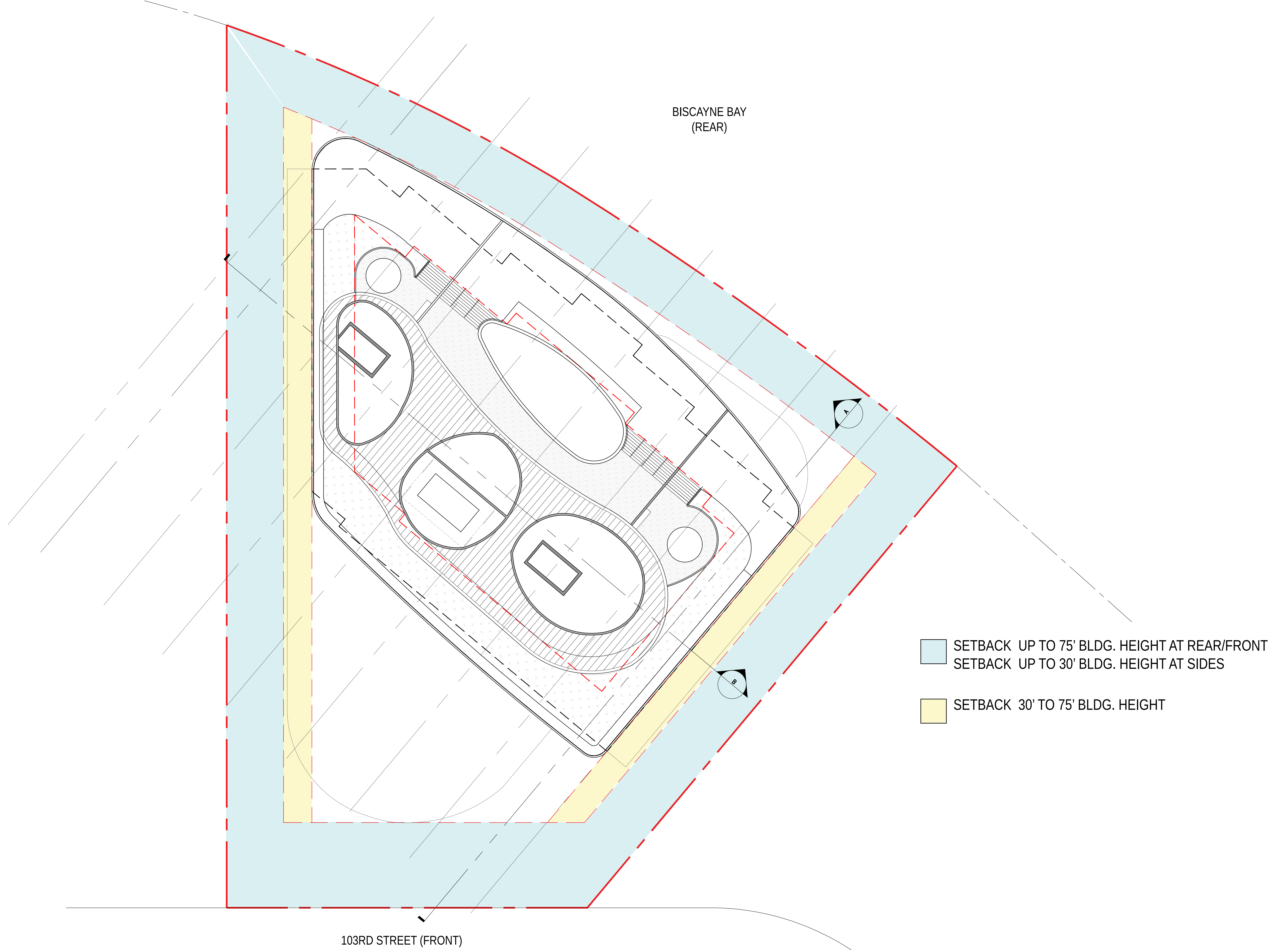
Schweelke-Shiskin & Associates, Inc.	
LAND PLANNERS	ENGINEERS
LAND COMPANIES WITH ADVANCING FLORIDA LANDS	
TEL: (850) 438-7919 FAX: (850) 438-5088	
CORPORATE OFFICE OF NO. LB-87	
CHECKED BY: M.S.J. DATE: 08-14-2017	
DRAFT BY: J.M.F.	
CNTR NO: 202576	FEB No. P-14
DATE: 08-14-2017	Sheet 1 of 1 Sheet(s)
NOTE: This sketch is not valid unless it bears the signature and the original raised seal of a Florida licensed surveyor and engineer.	
This is a "Boundary Survey."	
File No. AL-5524	Scale:

ALTA/NSPS LAND TITLE SURVEY

Section 27. Township 52 South, Range 42 East, Miami-Dade County, Florida

DATE	SHEET NO.	TOTAL SHEETS	REVISIONS
11/21/11	1	1	ISSUED FOR PERMIT
11/21/11	2	2	ISSUED FOR PERMIT
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11/21/11	97	97	ISSUED FOR PERMIT
11/21/11	98	98	ISSUED FOR PERMIT
11/21/11	99	99	ISSUED FOR PERMIT
11/21/11	100	100	ISSUED FOR PERMIT

The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.





UNIT G 3BR	2,527 SF
UNIT B 2BR+D	1,925 SF
UNIT K 3BR+D	2,500 SF

BOAT DOCK UNDER
SEPARATE PERMIT

TOWER ABOVE

2 PARKING SPACES

GROSS AREA (UNDER A/C) = 21,384 SF

* NOTE: ALL STORAGE COMPLIES WITH THE REQUIRED AREA OF
MINIMUM 25 SF AND 7' OF HEADROOM PER SECTION 23-9(6).

ARQUITECTONICA

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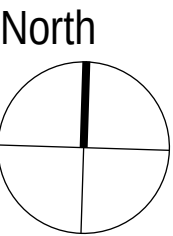
ONDA

1135 103rd Street, Bay Harbor Islands , FL 33154

**LOBBY
LEVEL 2**

0' 10' 20' 30' 40' 50'

Scale: 1/16" = 1'



DATE:
04.15.2019

A1-02



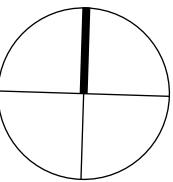
- UNIT G** 2BR+D 2,220 SF
- UNIT H** 2BR+D 1,850 SF
- UNIT B** 2BR+D 2,195 SF
- UNIT C** 3BR+D 3,150 SF
- UNIT D** 4 BR+D 3,550 SF
- UNIT E** 2 BR+D 2,210 SF
- UNIT I** 3 BR 2,400 SF
- UNIT J** 2 BR 1,895 SF

GROSS AREA (UNDER A/C) = 21,495 SF



UNIT G	2BR	2,220 SF
UNIT H	2BR+D	1,850 SF
UNIT B	2BR+D	2,195 SF
UNIT C	3BR+D	3,150 SF
UNIT D	4 BR+D	3,550 SF
UNIT E	2 BR+D	2,210 SF
UNIT I	3 BR	2,400 SF
UNIT J	2 BR	1,895 SF

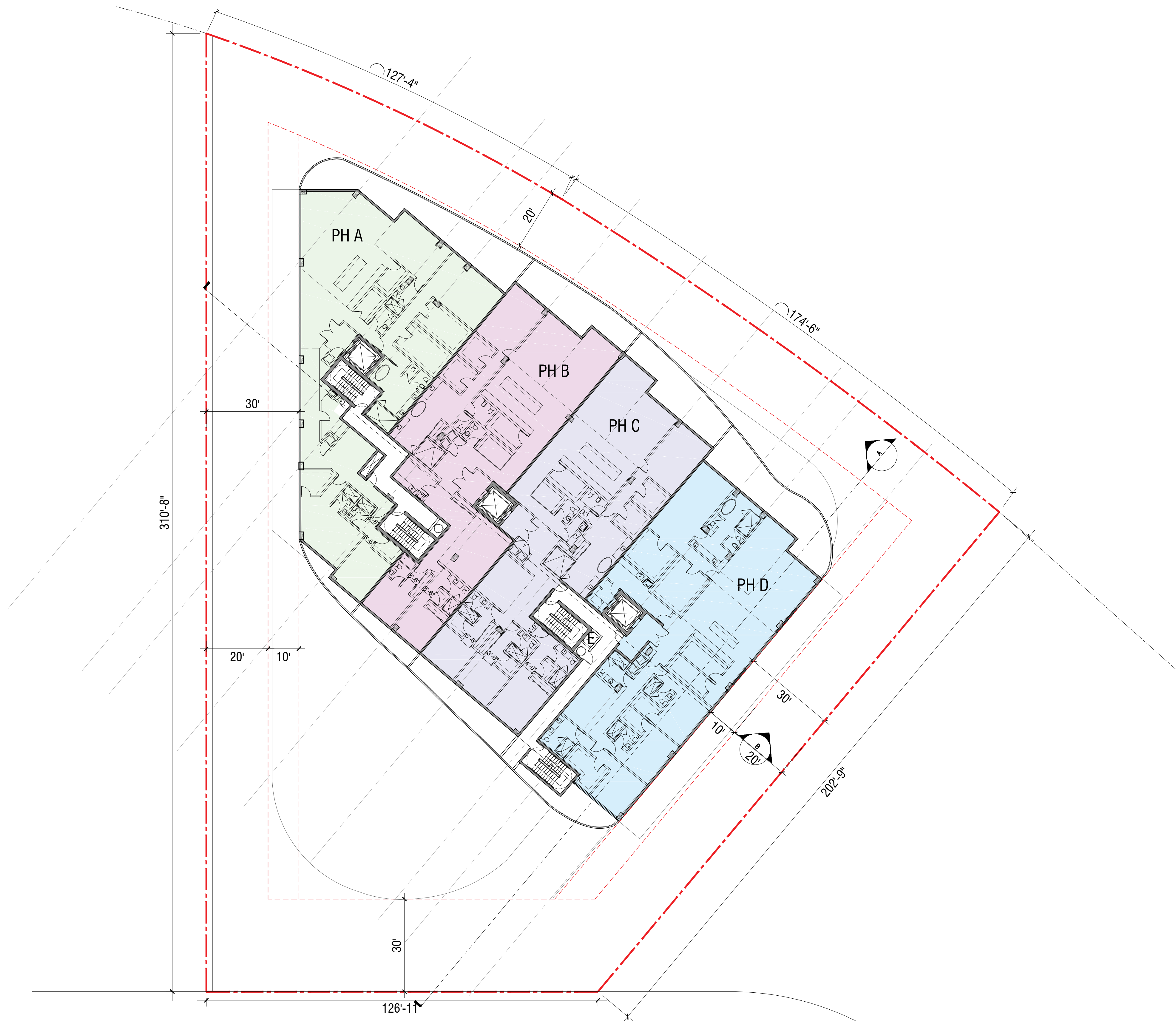
GROSS AREA (UNDER A/C) = 21,495 SF





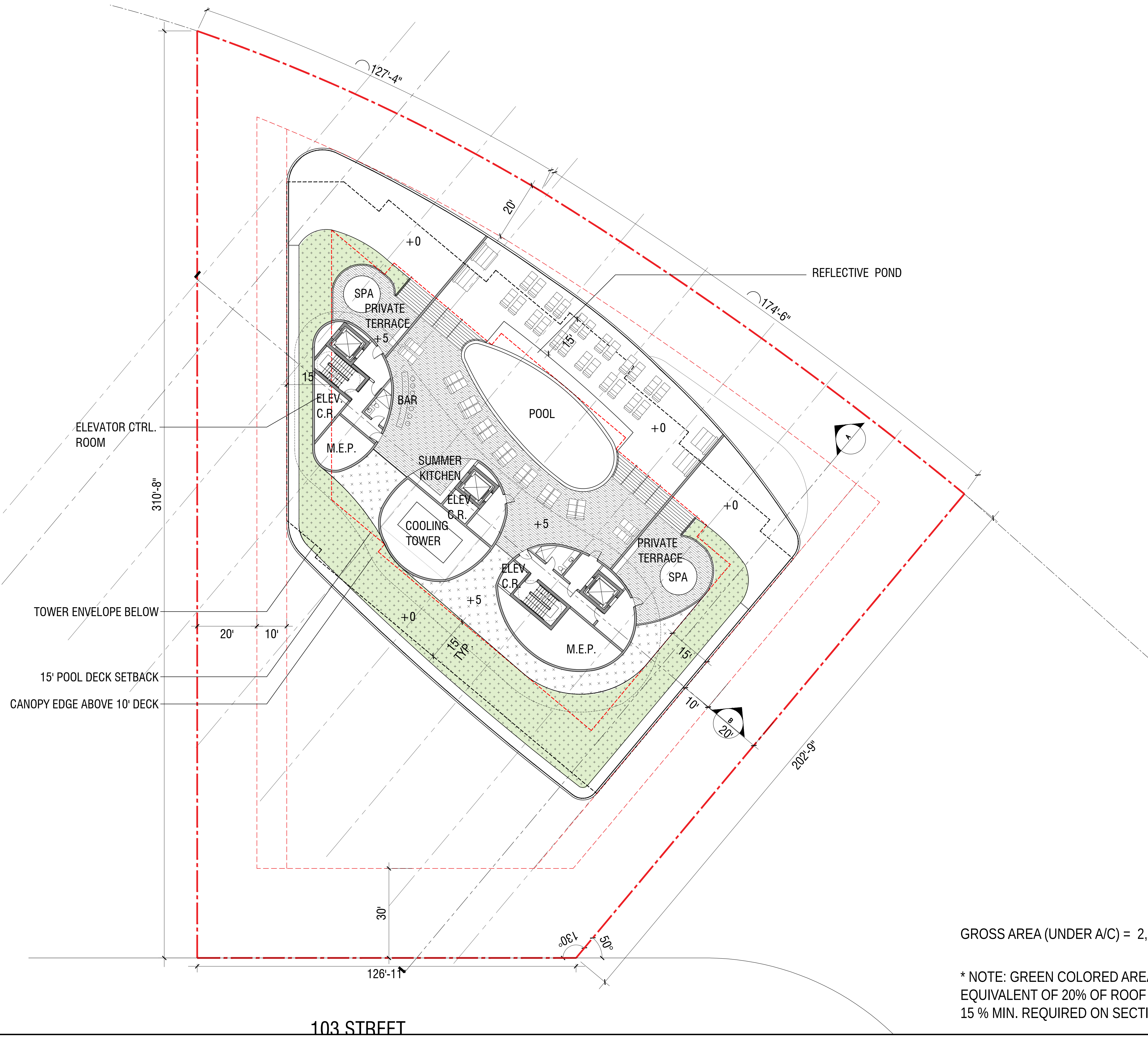
- UNIT A** 4BR+D 3,340 SF
- UNIT B** 2BR+D 2,210 SF
- UNIT C** 3BR+D 3,170 SF
- UNIT D** 4 BR+D 3,540 SF
- UNIT E** 2 BR+D 2,200 SF
- UNIT F** 4 BR+D 3,520 SF

GROSS AREA (UNDER A/C) = 19,630SF



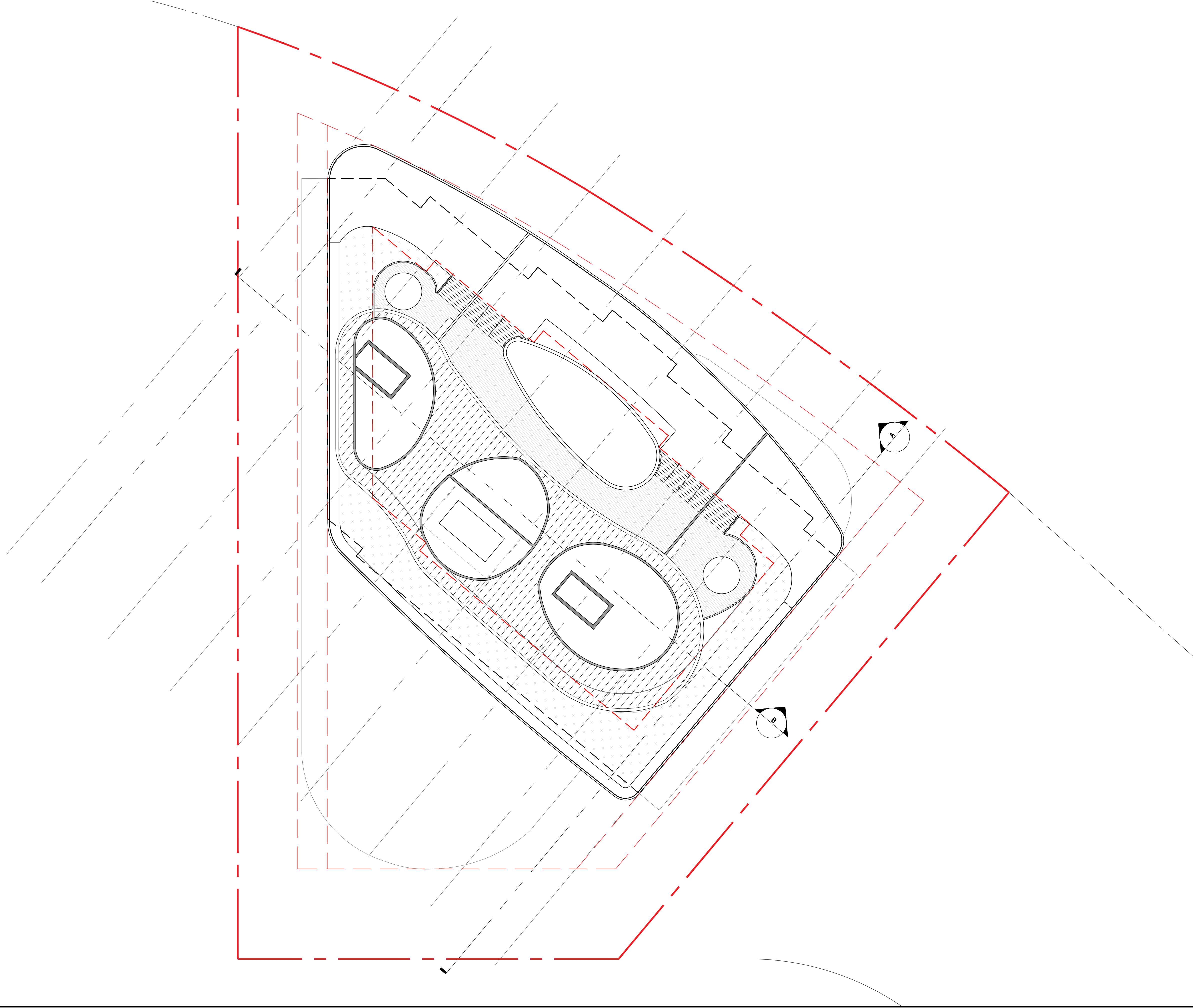
- PH A** 4BR+D 4,670 SF
- PH B** 3BR+D 4,040 SF
- PH C** 4BR+D 4,410 SF
- PH D** 4 BR+D 4,840 SF

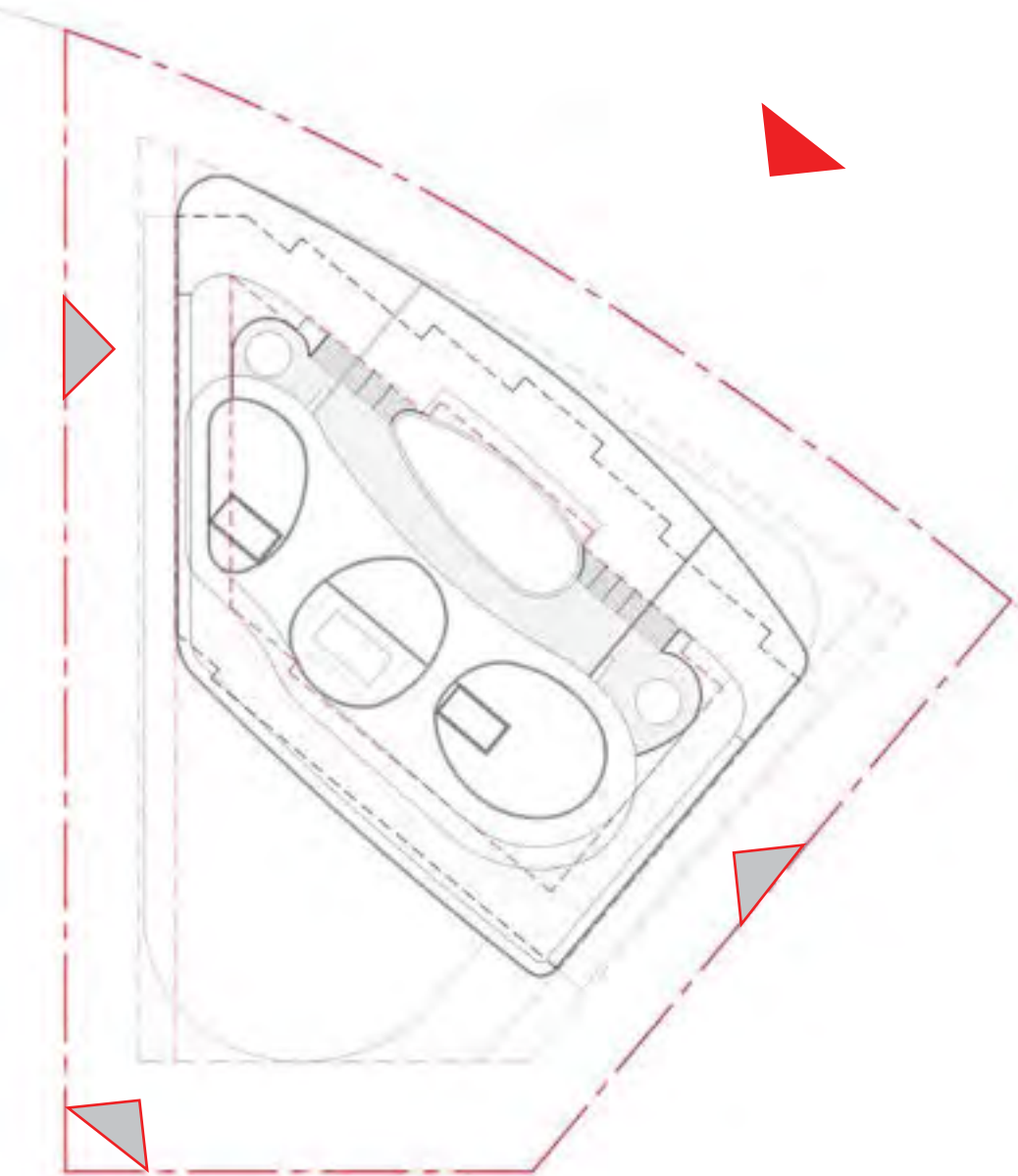
GROSS AREA (UNDER A/C) = 19,630 SF



GROSS AREA (UNDER A/C) = 2,380 SF (MECH. ROOMS NOT INCLUDED)

* NOTE: GREEN COLORED AREA = 4,417 SF OF LANDSCAPED AREA
EQUIVALENT OF 20% OF ROOF DECK (22,375 SF) COMPLYING WITH
15 % MIN. REQUIRED ON SECTION 23-11 (D)(10).





- T.O.S. MECH .ROOF
- T.O.S. RECREATIONAL DECK
+80'-0" / +90'-0" NGVD
- T.O.S. ROOF DECK LVL 09
75'-0" / +85'-0" NGVD
- T.O.S. TYP. LEVEL 08
- T.O.S. TYP. LEVEL 07
- T.O.S. TYP. LEVEL 06
- T.O.S. TYP. LEVEL 05
- T.O.S. TYP. LEVEL 04
- T.O.S. TYP. LEVEL 03
- T.O.S. LEVEL 02
LOBBY & AMENITIES
0'-0" / +10'-0" NGVD B.F.E.
- T.O.S. PARKING LEVEL 01
0'-4" NGVD
- 0'-0" NGVD

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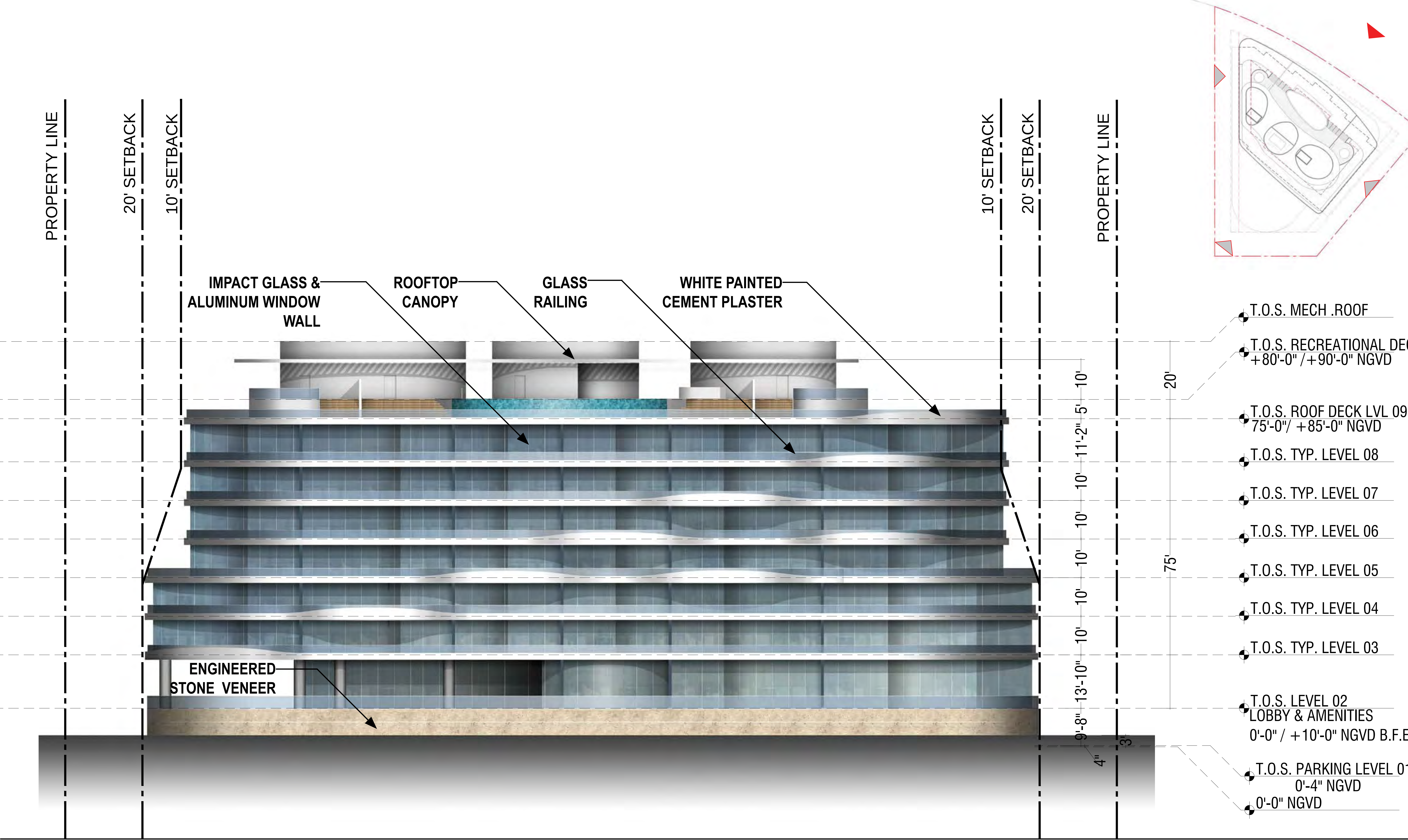
NORTH ELEVATION
0' 10' 20' 30'
Scale: 3/32" = 1'

DATE:
04.15.2019

A2-01

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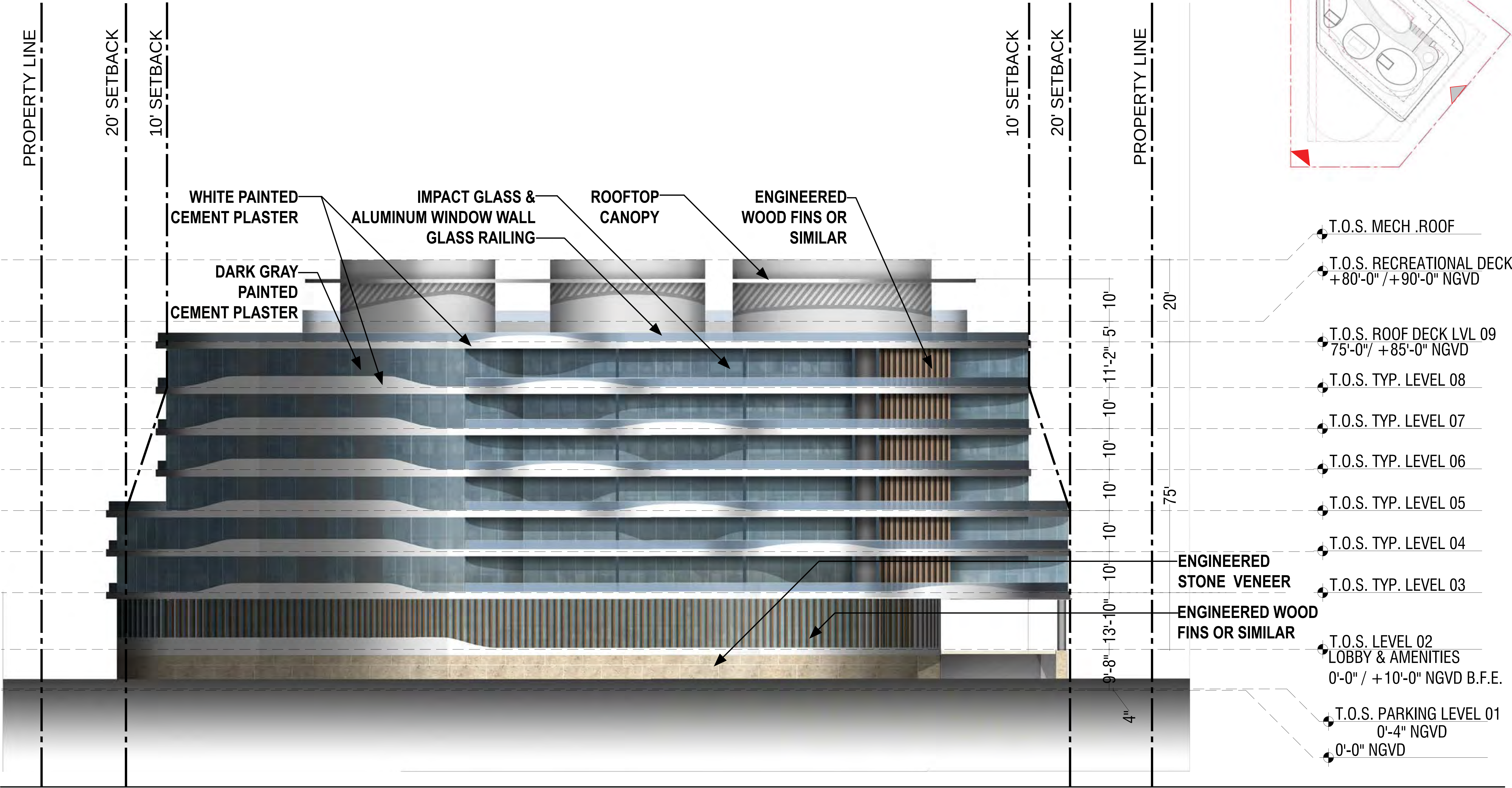
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Scale: 3/32" = 1'

DATE:
04.15.2019

A2-01.1

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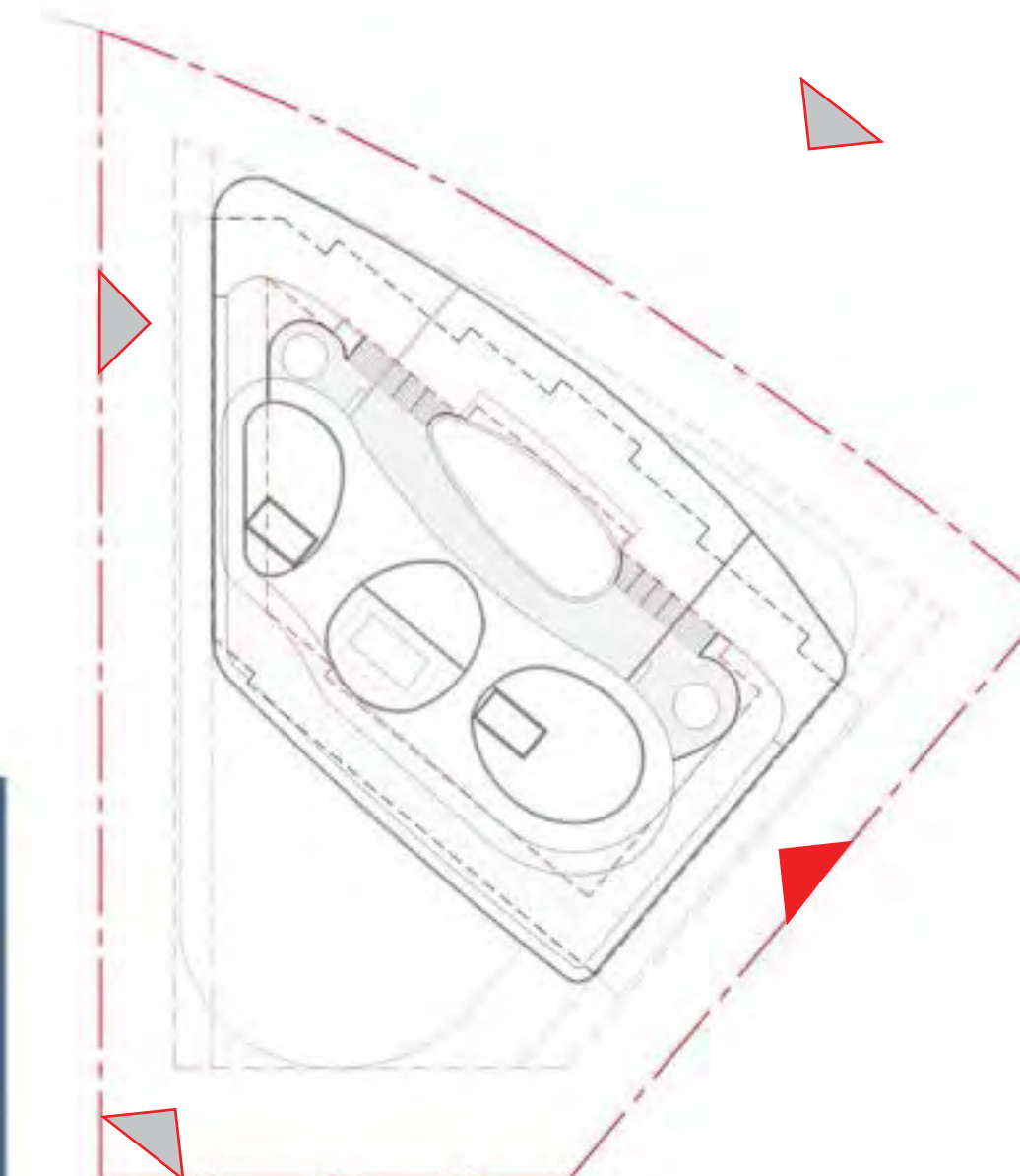
SOUTH ELEVATION
0' 10' 20' 30'
Scale: 3/32" = 1'

DATE:
04.15.2019

A2-02.1

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ONDA

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EAST ELEVATION

0' 10' 20' 30'

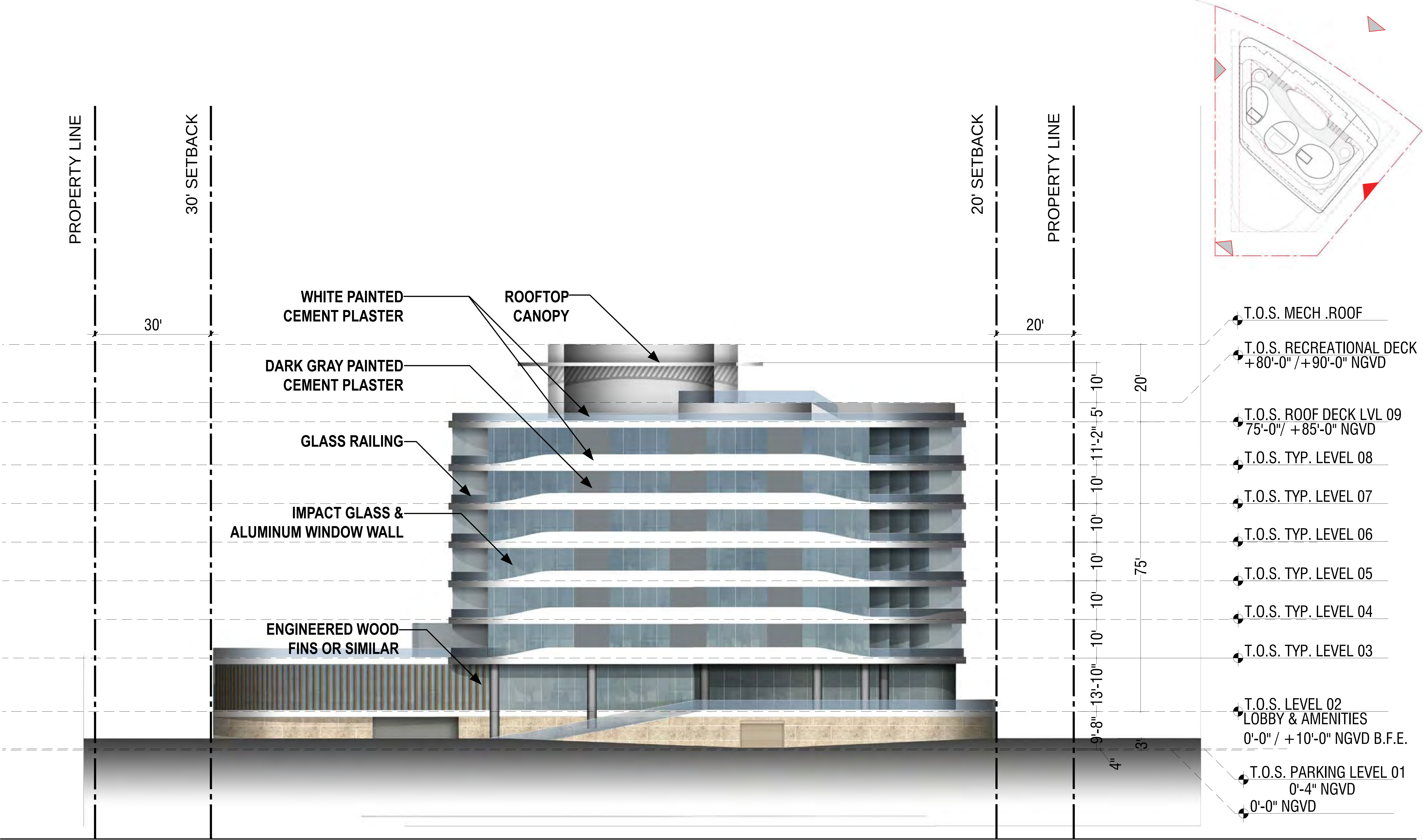
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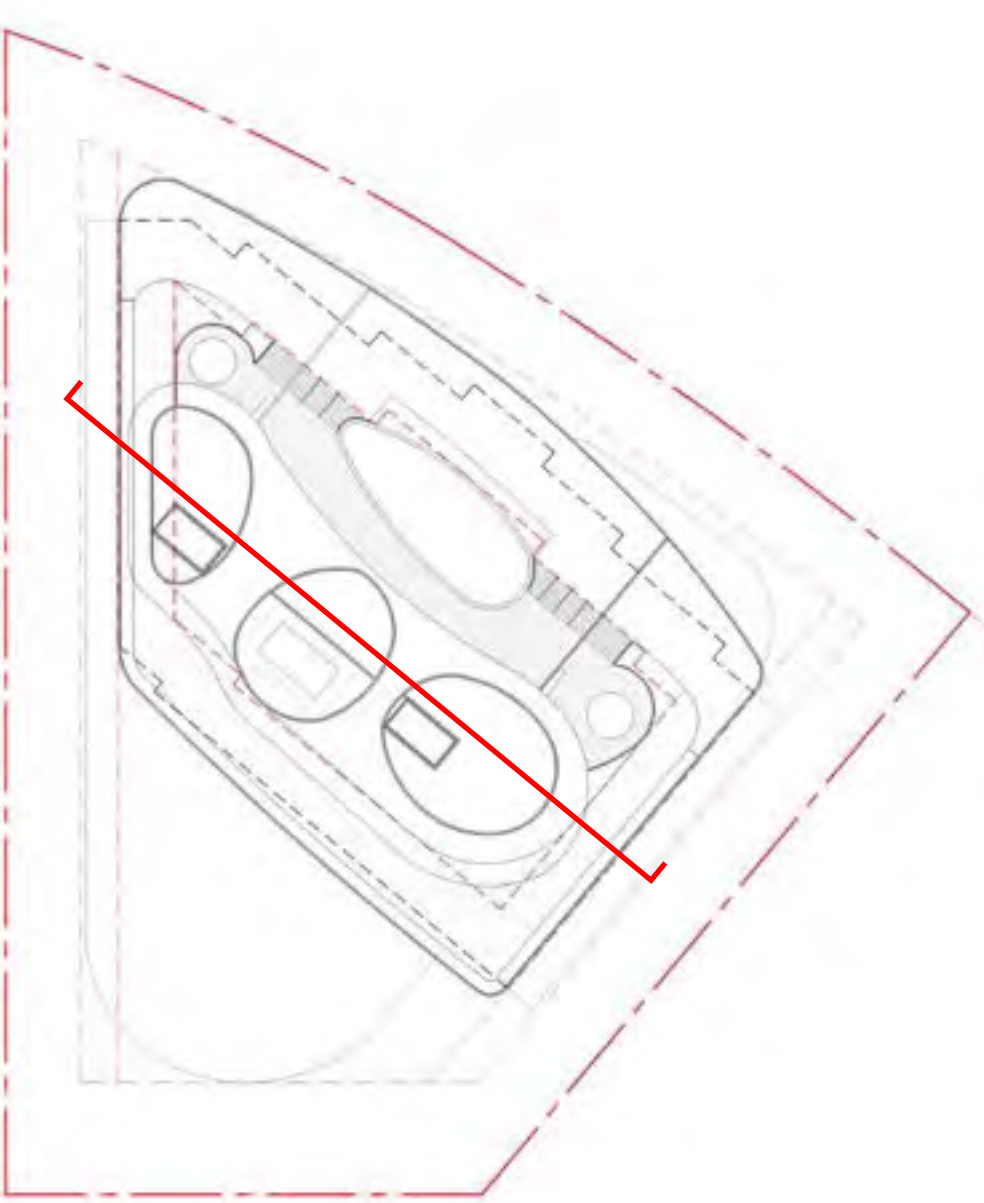
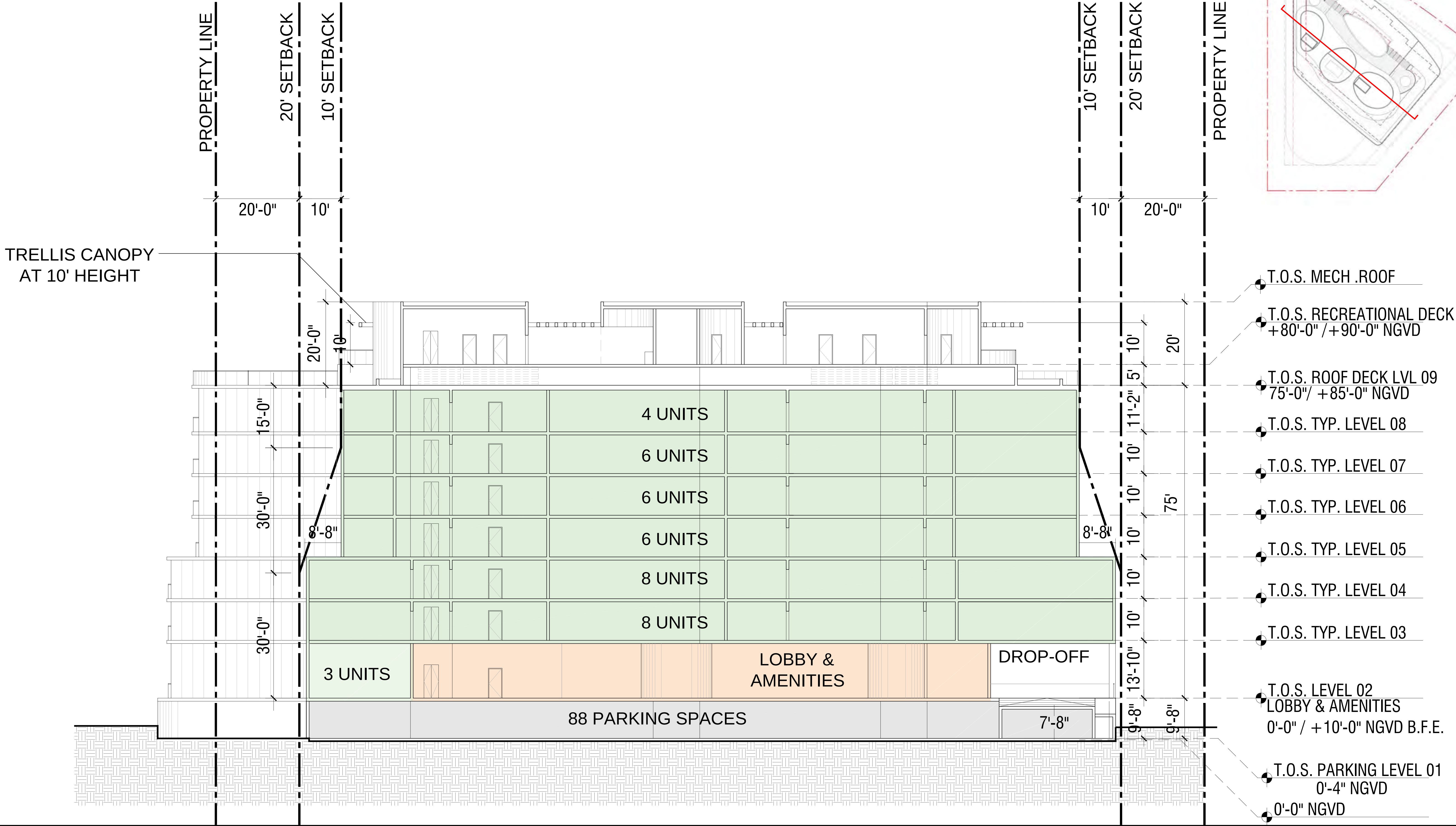
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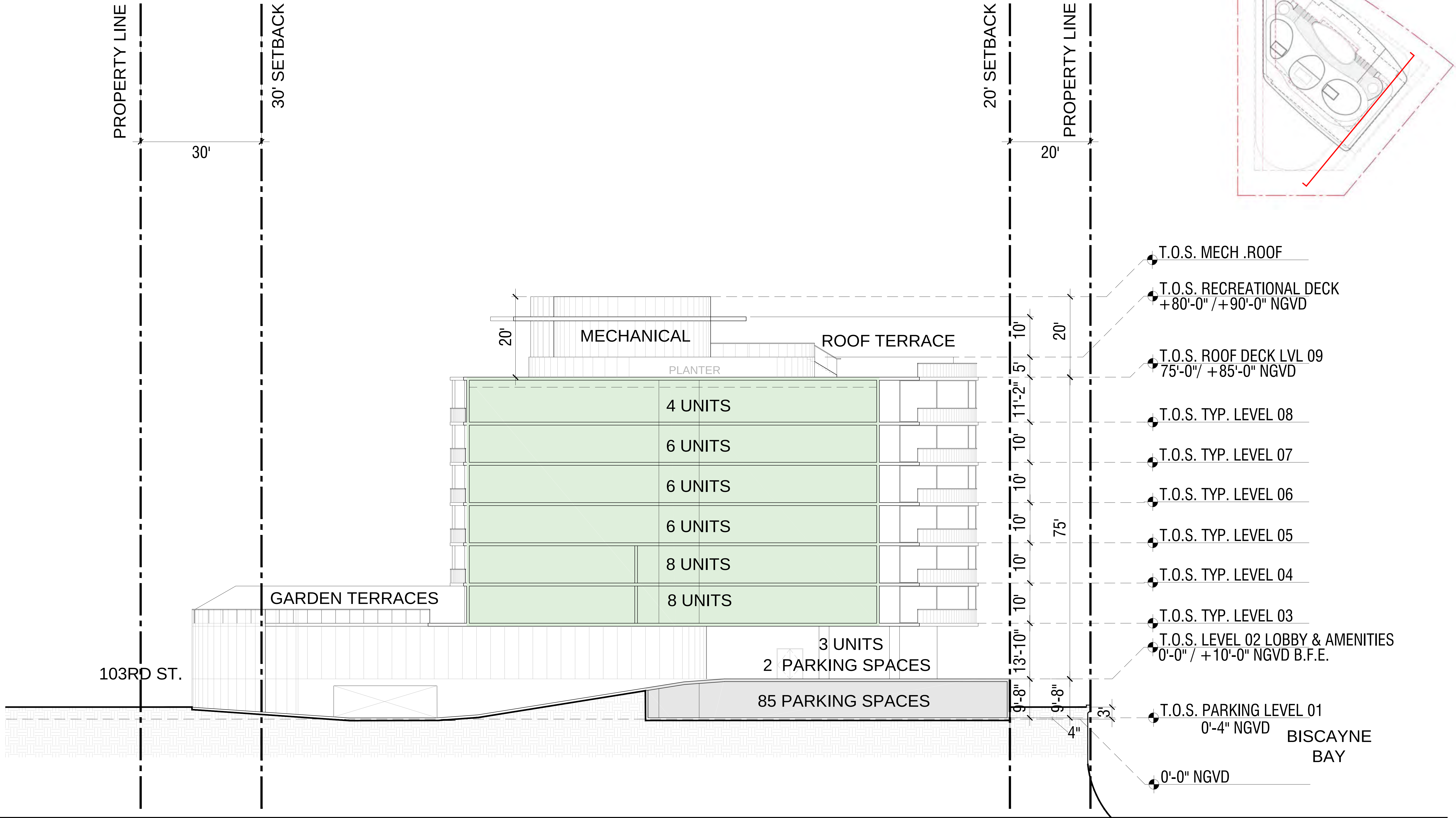
A2-03

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ICON BISCAYNE
1400 Biscayne Blvd., Miami, FL 33132

SECTION B-B
CROSS
0 15' 30' 60'
Scale: 1" = 30'

DATE:
09.02.2015

A3-02





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ONDA

1135 103rd Street, Bay Harbor Islands , FL 33154

RENDER

Scale: **N. T. S.**

DATE:
04.15.2019

R1-01





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ONDA

1135 103rd Street, Bay Harbor Islands , FL 33154

RENDER

Scale: **N. T. S.**

DATE:
04.15.2019

R1-03

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ONDA
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RENDER

Scale: **N. T. S.**

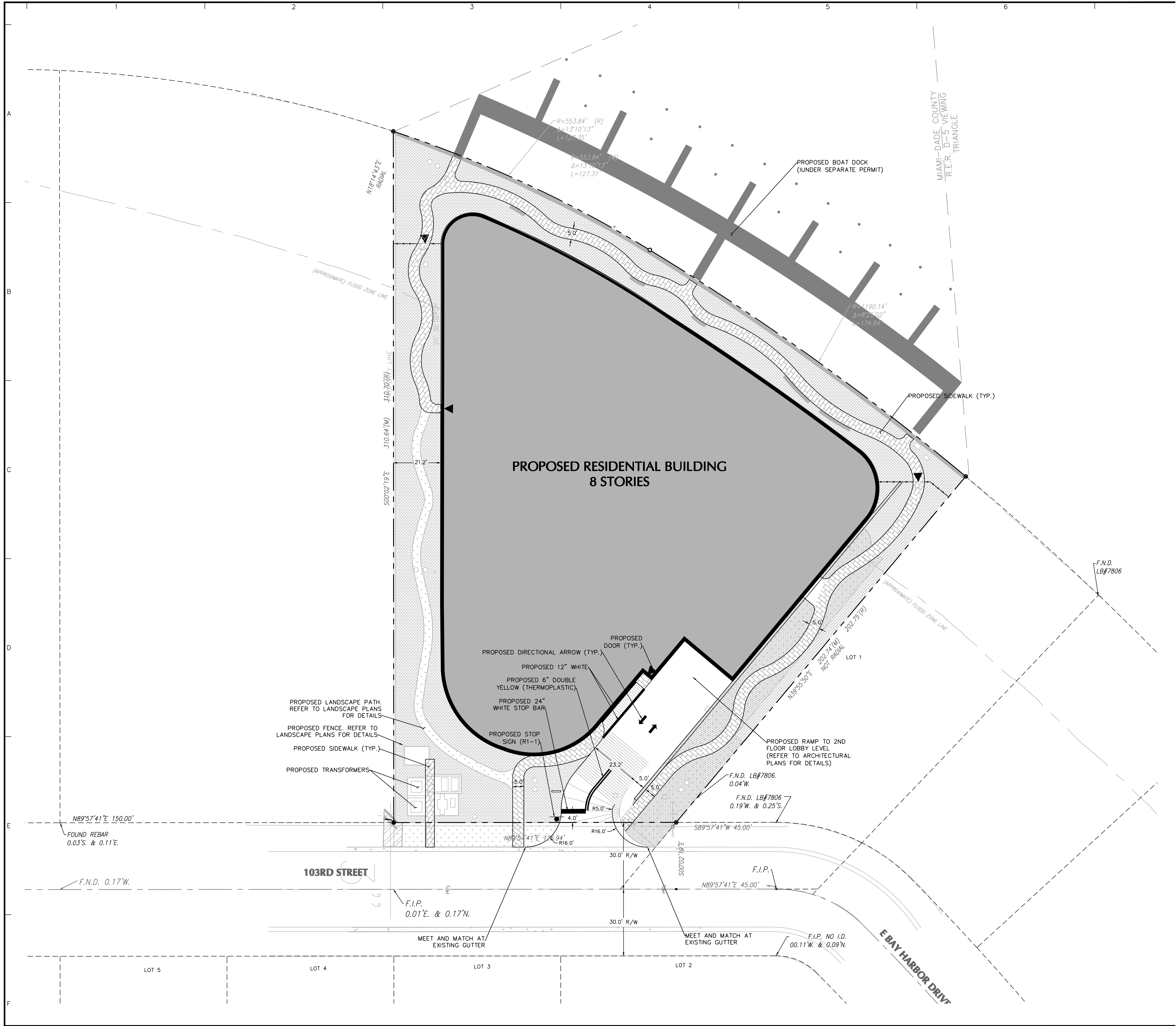
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04.15.2019

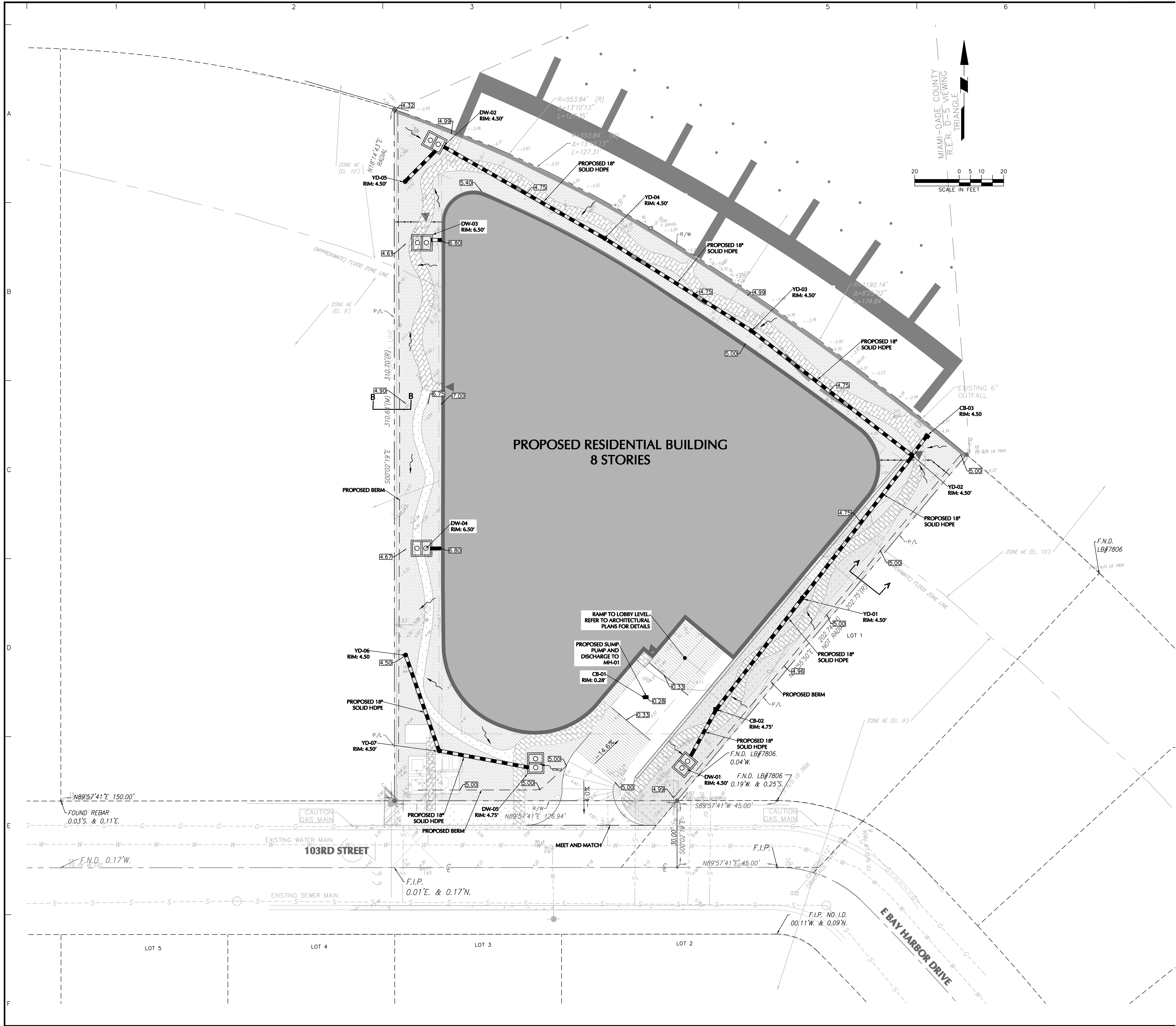
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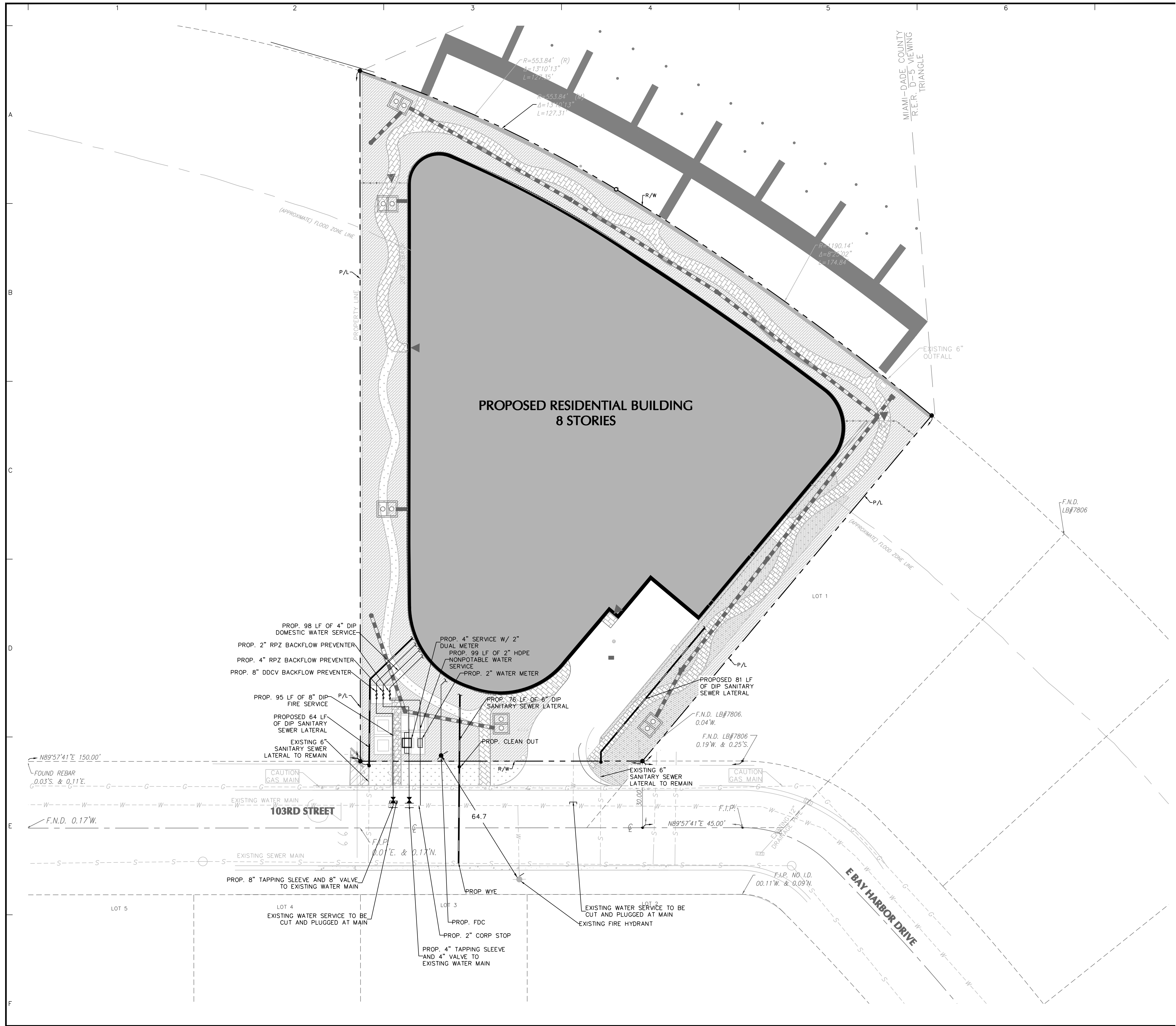
The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.











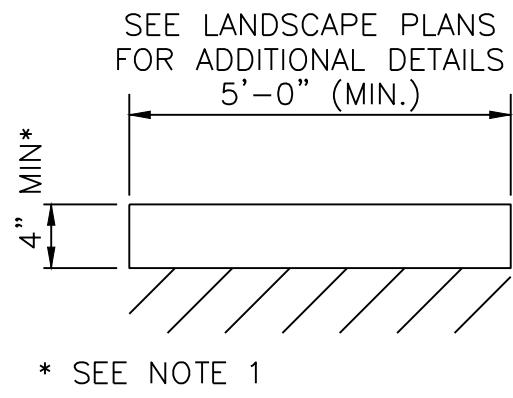
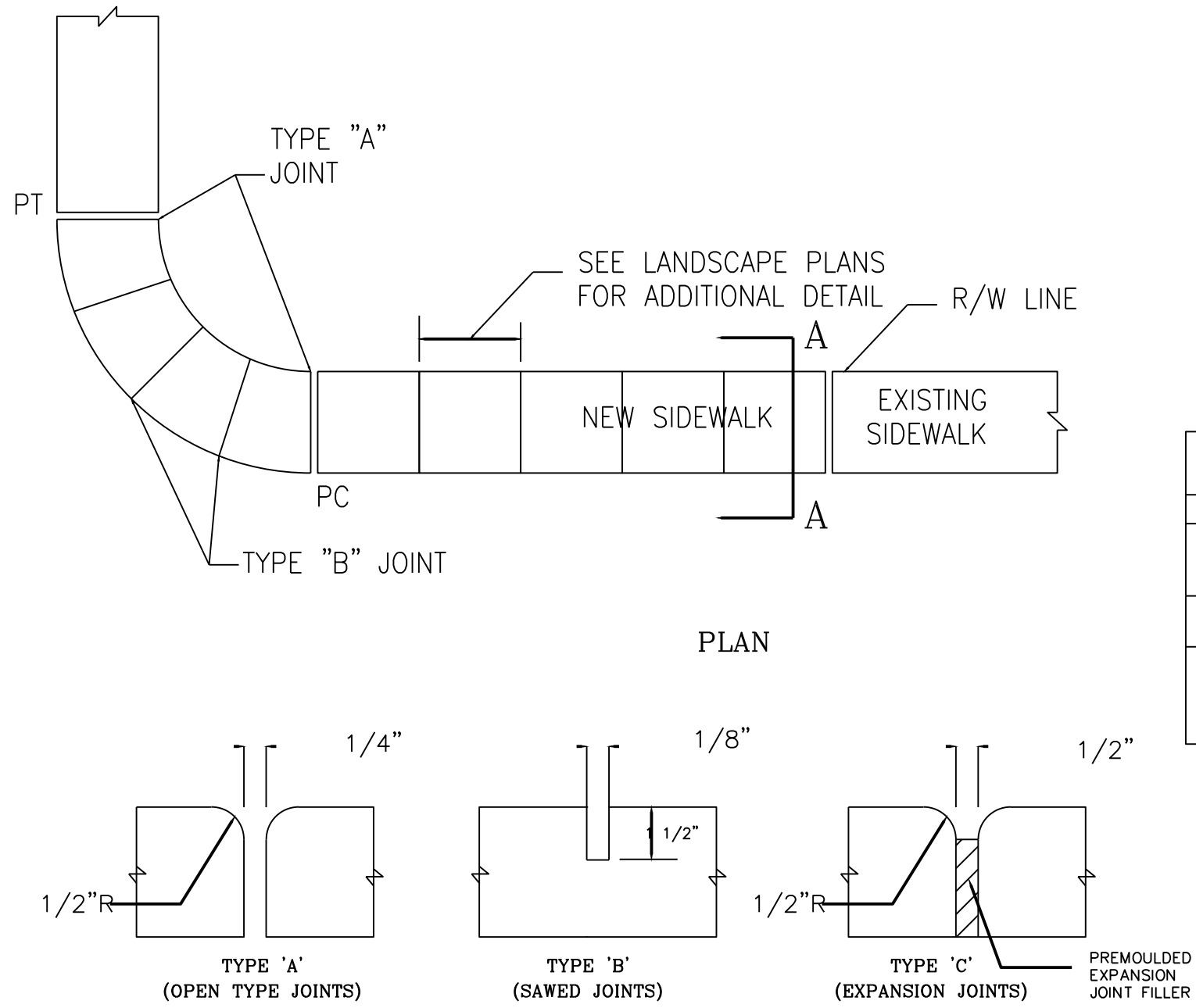
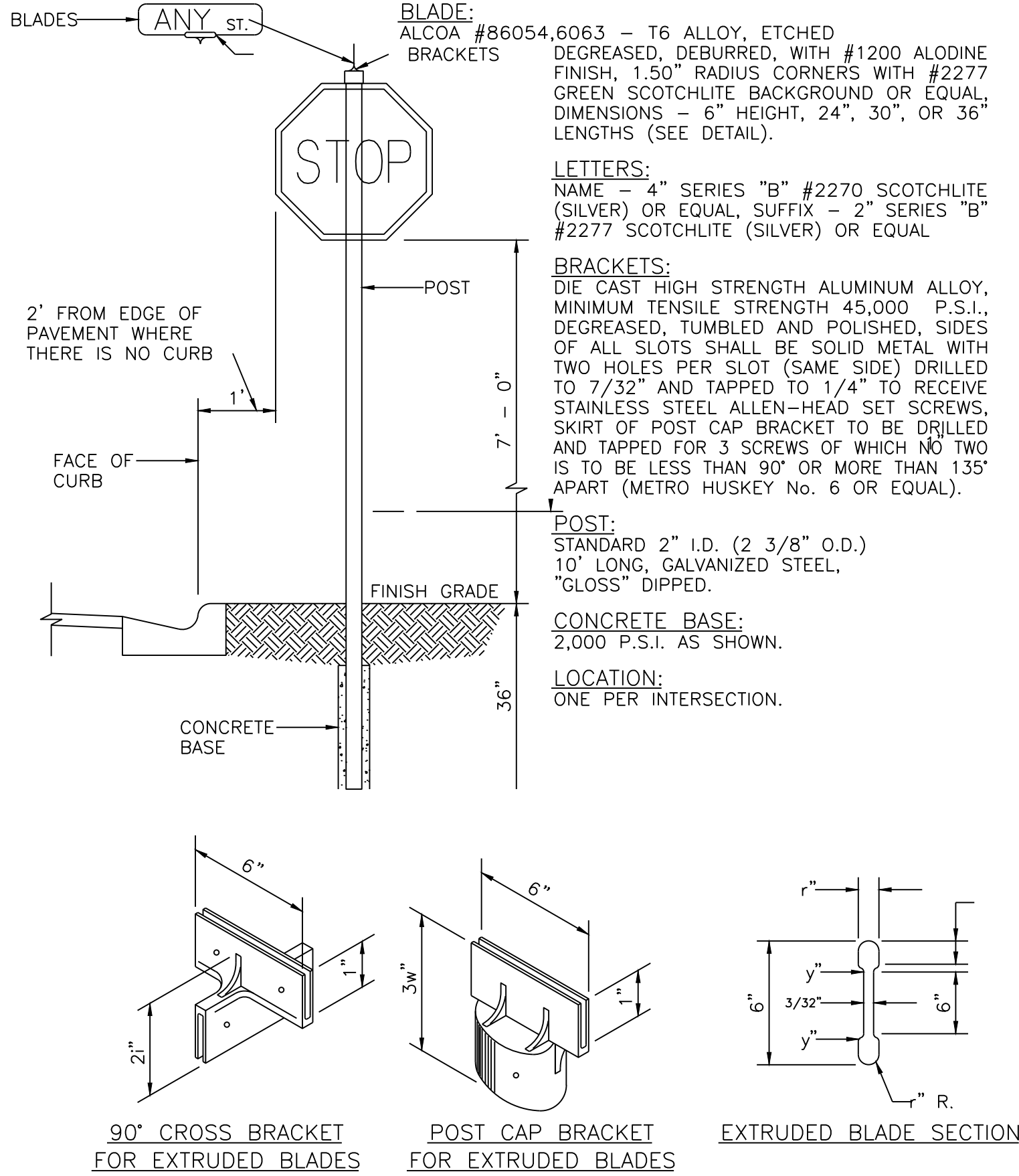


TABLE OF SIDEWALK JOINTS	
TYPE	LOCATION
"A"	P.C. P.T. OF CURVES & WHERE SIDEWALK ABUTS CONCRETE DRIVEWAY.
"B"	5'-0" CENTER TO CENTER ON SIDEWALKS, WHERE SIDEWALK ABUTS CONCRETE CURBS, DRIVEWAYS, AND SIMILAR STRUCTURES.
"C"	

NOTE:
1. 6" MIN REQUIRED FOR
SIDEWALKS ON VEHICULAR
PATHS (DRIVEWAYS).

STOP SIGN AND STREET BAR ASSEMBLY

STANDARD CONCRETE SIDEWALK

BAY HARBOR ISLANDS, FL

SITE ADDRESS:

1135 103 STREET
BAY HARBOR ISLANDS
FL,33154

OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

ARQUITECTONICA

2900 OAK AVENUE,
MIAMI, FL 33133
305.372.1812 T
305.372.1176 F

- ONDA -
BAY HARBOR ISLAND

SHEET INDEX

LEGEND		X= SHEET SUBMITTED •=SHEET REVISED							
SHEET #	SHEET NAME	DRC 01/30/2019		DRC REV 02/27/2019		DRC REV 03/22/2019		P&Z 04/15/2019	
L-000	COVER SHEET	X		X		X		X	
L-001	GENERAL LANDSCAPE NOTES	X		X		X		X	
L-100	TREE DISPOSITION PLAN	X		X		X		X	
L-200	GROUNDFLOOR LANDSCAPE PLAN RENDERING	X		X		X		X	
L-201	SITE PLAN - GROUND FLOOR	X		X		X		X	
L-202	HARDSCAPE MATERIALS PLAN - GROUND FLOOR	X		X		X		X	
L-400	HARDSCAPE DETAILS - GROUND FLOOR	X				X		X	
L-500	CANOPY PLAN - GROUND FLOOR	X		X		X		X	
L-501	UNDERSTORY PLAN - GROUND FLOOR	X		X		X		X	
L-502	PLANTING SCHEDULE + LEGEND - GROUND FLOOR	X		X		X		X	
L-503	PLANTING DETAILS - GROUND FLOOR	X		X		X		X	
L-504	PLANTING DETAILS - GROUND FLOOR	X				X		X	
L-700	LIGHTING PLAN - GROUND FLOOR	X		X		X		X	
L3-200	LEVEL 3 PLAN - LANDSCAPE RENDERING	X		X		X		X	
L3-201	SITE + HARDSCAPE MATERIALS PLAN - LEVEL 3	X		X		X		X	
L3-500	PLANTING PLAN - LEVEL 3	X		X		X		X	
L3-700	LIGHTING PLAN - LEVEL 3	X		X		X		X	
L8-200	LEVEL 8 PLAN - LANDSCAPE RENDERING	X		X		X		X	
L8-201	SITE + HARDSCAPE MATERIALS PLAN - LEVEL 8	X		X		X		X	
L8-500	PLANTING PLAN - LEVEL 8	X		X		X		X	
L8-700	LIGHTING PLAN - LEVEL 8	X		X		X		X	

SEAL:

FOR THE FIRM:
GERARDO JAVIER DELGADO
R.L.A. 0001574

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No:	DATE:	ISSUE FOR
1	01.30.19	DRC PACKAGE
2	02.27.19	DRC PACKAGE REV.
3	03.22.19	DRC PACKAGE REV.
4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

DRAWING TITLE:

COVER SHEET

SHEET NO:

L-000

BAY HARBOR ISLANDS, FL

SITE ADDRESS:

1135 103 STREET
BAY HARBOR ISLANDS
FL,33154

OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

ARQUITECTONICA

2900 OAK AVENUE,
MIAMI, FL 33133
305.372.1812 F
305.372.1175 F

enea
garden design

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7580 NE 4th Court, Studio 105
Miami, Florida 33138 USA
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www.enea.ch | info@miamibh.com

REG NO: LC2600339

SEAL:

FOR THE FIRM:
GERARDO JAVIER DELGADO
R.L.A. 0001574

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2	02.27.19	DRC PACKAGE REV.
3	03.22.19	DRC PACKAGE REV.
4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102

DRAWN BY: YPA/KME

REVIEWED BY: POH

DRAWING TITLE:

GENERAL LANDSCAPE NOTES

SHEET NO:

LANDSCAPE NOTES

- Scope of work
i. The work consists of furnishing all labor, materials, equipment, tools, transportation, and any other appurtenances necessary for and incidental to the completion of this project as shown on the drawings, as included in the plant list, and as herein specified.
ii. Work shall include maintenance and watering of all planting areas of this drawing set until certification of acceptability by the owner and/or the Landscape Architect.
iii. Protection of existing structures, all existing buildings, walks, walls, paving, piping, and other items of construction and planting already completed or established shall be protected from damage by the contractor unless otherwise specified. All damage resulting from negligence shall be repaired or replaced to the satisfaction of the owner with costs by contractor.
iv. All work shall be performed to specifications written in accordance with the most current version of the ANSI A-300, ANSI Z-133, government, and local standards.
- Tree Protection:
i. It is the contractor's responsibility to note and protect the existing trees to remain on site.
ii. Prior to commencement of any work, contractor shall perform routine maintenance, per ANSI A-300, on the existing trees to remain including removal of dead and decayed wood, removal of attached branches and structurally unsound limbs, and subordinate branches where included bark is present and removal of branches to increase light and air penetration within the canopy.
iii. Do not remove more than 25% of the canopy within a twelve-month period.
iv. Root pruning shall be completed prior to commencement of the construction activities. The root system shall not be subject to tearing, ripping or any other method except clean cuts as described in ANSI A-300.
v. Protective barriers shall be placed at the drip line of each tree, cluster of trees, or preservation area, and in no case less than ten (10) feet from the trunk of any protected tree, tree cluster or preservation area.
vi. All protective barriers shall be installed prior to the start of any construction or site development, including tree removal, demolition or land-clearing activities, and shall remain in place throughout all phases of construction.
vii. Any tree whose root system is impacted shall be watered according to the tree relocation specifications.
viii. Where construction activity impacts the existing tree root system, the contractor, under the guidance of an ASCA Arborist, shall only root prune in the impacted areas per specifications written in accordance with ANSI A-300 Standards.
ix. Natural grade shall be maintained on areas surrounded by protective barriers in the event that the natural grade of the site is changed.
x. Underground utility lines, and not limited to, irrigation, plumbing, electrical, or telecommunication lines, shall be placed outside the areas enclosed by protective barriers
xi. No vehicles, equipment, or stockpiling/storage of materials shall be permitted within areas surrounded by protective barriers.
xii. Fences, walkways, and walls shall be constructed to avoid disturbance to any protected tree.
- Tree Relocation:
3.a. Relocations, General: Transplanting shall consist of on-site transplanting of existing plant materials from proposed construction areas to permanent positions as noted on drawings.
i. All planting, transplanting and relocating of trees or palms shall, at minimum, be done in compliance with standards set forth in the most recently published edition of ANSI A-300 Standards.
ii. Verify the presence of vigorous feeder roots prior to relocation operations.
iii. Soak tree root balls to the full depth daily for seven consecutive days prior to relocating
iv. Locate position and elevation where trees are intended to be planted for verification by the Landscape Architect
v. Notify the owner's representative and Landscape Architect 24 hrs in advance of each relocation to allow for observation of procedures.
vi. Materials to be transplanted shall be root pruned a minimum of six months prior to re-location.
vii. Contractor shall maintain transplanted materials during construction period by watering, weeding, mowing, spraying, fertilizing, pruning, and other horticultural practices.
viii. Owner and/or Landscape Architect shall regularly inspect the relocated materials to ensure that all horticultural practices are being adhered to.
ix. Owner shall submit a written report to the landscape contractor noting any deficiencies found during the maintenance period. Any loss of plant materials due to the negligence of the Landscape Contractor shall result in the replacement of the material at no additional cost to the owner. Said plant materials shall be replaced with the same species of equal size.
3b. Quality assurance:
i. The supervisors for transplanting existing trees, palms and/or shrubs shall have a minimum of 5 years experience in the field of relocation of similar type plant materials and shall be a member of the American Association of Nurseryman.
ii. Contractor must verify the locations of all existing utilities, structures and plant material
iii. Contractor shall obtain all permits required prior to commencement of work
iv. Contractor shall verify that trees in the field match trees designated in the drawings.
v. Verify percolation rates and soils acceptability at locations to which the trees are to be transplanted.
vi. All trees shall be pre-lid in or tied back to prevent breakage and scraping of limbs in order to facilitate machinery movement
3c. Preparation:
i. Fertilization and watering:
a. Inject fertilizer mixture within 24 hrs after crown pruning, and at a minimum of 14 days prior to relocation
b. Inject the deep root fertilizer mixture at a rate recommended by the manufacturer into the plant material to be relocated
ii. Crown Pruning
a. Do not reduce crown dimensions; trim trees to be relocated by thinning the crown only
b. Remove seed pods from Sabal Palms, and all but the youngest fronds. Trim brows to a clean regular pattern.
c. There should be no canopy pruning or a minimum of canopy pruning before or after root pruning. Only dead, diseased or damaged branches shall be pruned at this time
iii. Root pruning:
a. Perform rough pruning at no less than half the distance between the drip line and the trunk.
b. Provide a min of 10" of root ball diameter for every 1" of trunk perimeter measured at 12" above grade.
c. Trees with a caliper more than 12" shall be root pruned by hand.
d. Prior to transplanting, prune root systems in thirds, 8 weeks apart.
3d. Submittals:
i. Submit a list of equipment, procedures and labor force used for transplanting the work.
ii. Arborist must provide to the owner weekly reports including:
a. Site activities summary and conditions relating to all trees on site
b. Evaluation of each tree's condition
c. Recommendations for survivability of relocated trees
iii. Submit manufacturer's literature on wetting agents, fertilizers, conditioners and injection equipment information.
3e. Water and Irrigation:
i. Contractor shall provide water from a legal source
ii. Contractor is responsible for hand watering all relocated plant material
iii. Daily watering and monitoring shall be performed during the term of the construction contract and until final acceptance. Rate of water application: A minimum of 20 gallons/inch caliper per application.
iv. Water shall be free of substances harmful to plant growth, objectionable odor or staining agents.
v. The water shall be clean, free of soil, debris, poisons, pesticides, contaminants, and any other material that is harmful or inhibits vigorous plant growth.
vi. For trees that will be relocated, irrigation must be present and applied effectively for two to four weeks prior to root pruning, through the period of root pruning, and after root pruning and transplanting until the tree has been completely reestablished at the new planting space.
vii. A tensiometer shall be used to measure and monitor available moisture in the ground. Weekly observation shall be noted in arborist's report.
3f. Transplanting Operations:
i. The landscape contractor shall take all precautions to minimize shock of root pruning and transplanting in accordance with nursery trade procedures including the following:
a. Root prune one third of ball at a time.
b. Thin out the interior crown of dicots, in a similar sequence, to compensate for root loss, leaving the entire canopy intact.
c. Leave monocot leaves alone, allowing plant to balance itself. Prout growing point as required.
d. After root pruning, backfill with good organic rooting medium. Fertilize with organic fertilizer to promote root growth and use Root Stimulator and Starter by Green Light or approved equal.
e. Mulch to reduce weeds, discourage foot traffic and its compacting effect, conserve moisture and minimize temperature fluctuation.
f. Brace trunk and leave in place until trees are wind firm (1-1 Year).
g. At the time of planting, fill air pockets to keep roots, especially feeder roots moist, alive and healthy. Use soil needle for watering new transplant. Direct fine spray at foliage to help harden off new leaves.
3g. Equipment:
i. All transplanting machines will have clean, tight fitting and sharp blades.
ii. Trees to be relocated in excess of 12" caliper shall be relocated via box or other approved method.
3h. Digging and Moving:
i. Dig pits to a minimum of 42" deep with vertical sides and bottoms.
ii. Handle trees to avoid damage to bark and limbs. Attach support straps, cables, or chain at multiple points for weight distribution.
iii. Do not force tree from ground prior to undercutting root balls. Determine final ball depth upon assessing conditions at time of trenching. Notify Landscape Architect if ball depth varies for specified depth.
iv. Place trees in heavy grade baskets lined with two layers of burlap for relocation procedures.
v. Plant top of root ball 3" above finish grade.
vi. All transplanted trees shall be watered in, sanded, mulched, and untied on the same day.
vii. Stake or brace relocated trees/palms as shown on the drawings.
viii. Support tree with machinery until bracing is complete.
3i. Post relocation:
i. The contractor shall maintain all transplanted material in a healthy condition until final acceptance
ii. The contractor shall prepare all operations necessary to ensure that plants are healthy, vigorous and undamaged.
3j. Guarantee:
i. Death of any relocated plant material shall be replaced with the same size and species and approved by the Landscape Architect. Determination of survivability shall be made at the end of the warranty period
ii. Relocated plant material installed by the contractor shall be warranted in writing for a period of one (1) year from the date of final acceptance.
- Materials
4a. Submittals:
i. General samples of materials as listed below shall be submitted for approval, on the site or as otherwise determined by the owner or Landscape Architect, at least fourteen (14) working days prior to its intended delivery to the site. Upon approval of submittals, delivery of materials may begin.
a. Mulch - One (1) Cubic foot
b. Root Stimulator - One (1) container
c. Fertilizer - One (1) Container
d. Topsoil - One (1) Cubic Yard
e. Plants - One (1) representative photograph of each shrub and groundcover for approval prior to tagging.
f. Trees - One photograph w/ clearly legible measuring rod of actual contractor pre-tagged trees. Upon approval of tree submittal, landscape contractor shall provide at least one week notice to schedule tree tagging.
g. Planting mix - One (1) Cubic Yard
4b. Mulch:
i. Mulch type: pine bark mini nuggets
ii. Mulch material shall be moistened at the time of application.
iii. All trees, shrubs, and ground cover beds shall receive a minimum of 2" of mulch immediately after planting.
iv. Mulch shall be maintained below the elevation of adjacent finished surfaces and swept clear of paths.
4c. Fertilizer:
i. Commercial Fertilizer: Commercial fertilizer shall be a complete formula; it shall be uniform in composition, dry and free flowing. This fertilizer shall be delivered to the site in the original unopened containers, each bearing the manufacturer's guaranteed statement of analysis.
ii. Fertilizer shall be organic in material containing nitrogen, phosphoric acid and potash in equal percentages of plant food by weight, in the following form:
iii. Containerized material (i.e. shrubs, vines, ground covers) shall receive a granular such as Tri-nite® or approved equal.
iv. Specimens shall receive time-released fertilizer, such as osmocote, or approved equal.
v. This instruction shall supersede other notes regarding fertilizers on the drawings or details.
4d. Plants:
i. Plant species and size shall conform to those indicated on the drawings and cited herein. All sizes shown for plant material on the plan are to be considered as minimums.
ii. All plants shall be Florida grade No. 1 or better, graded in accordance with Grades and Standards for Nursery plants, published by the State of Florida, Department of Agriculture. Trees and shrubs shall have pronounced symmetry of foliar crown. Plants judged to be not in accordance with these standards will be rejected and shall be immediately removed from the site of the work and replaced at the contractor's expense.
iii. All quantities indicated on the plant list are intended as a guide for the bidders and does not relieve the bidder of their responsibility to do a comprehensive plant take off. Should a discrepancy occur between the bidder's take off and the plant list quantity, the Landscape Architect is to be notified for clarification prior to final bid acceptance.
4e. Planting mix:
i. Planting mix shall be 70/30 mix. 70% crushed oolitic limestone or sand, and 30% organic material (composed of 15% decomposed wood chips and 15% everglades peat).
4f. Sod:
i. Selection:
a. Grass species: *St. Augustine spp*
b. American Sod Producers Association Grade: Nursery grown or approved. Field grown sod is not acceptable.
c. Furnished in pads: 18" x 24" x 1" thick excluding top growth and thatch.
d. Not stretched, broken or torn.
e. Uniformly mowed height when harvested.
f. Inspected and found free of diseases, nematodes, pests, and pest larvae.
g. Uniform in color, leaf texture, and density.
h. Do not deliver more sod than can be installed within 24 hours.
i. Begin installation of sod after completion of preceding work (i.e. earth work, underground sprinkler system, soil preparation, installation of trees, shrubs and ground covers, etc.)
ii. Installation:
a. Transplant sod within 48 hours after harvesting
b. Contractor shall sod all areas that are not paved or planted as designated on the drawings herein
c. Begin sodding at bottom of slopes
i. Lay first row of sod in straight line with long dimension of pads parallel to slope contours
e. Lay all rows with alternating and abutting joints.
f. Do not stretch or overlap rows
g. Roll sod, except pegged areas, with roller weighing no more than 100lbs per foot of roll width.
h. During rolling, all depressions caused by settlement of rolling shall be filled with additional soil, and the surface shall be re-graded and rolled until presenting a smooth and even finish that is up to the required grade.
iii. Sod Preparation:
a. Prepare loose bed four (4) inches deep. Apply fertilizer at rate of twenty (20) pounds per one thousand (1000) square feet. Application shall be uniform, utilizing approved mechanical spreaders.
b. Mix fertilizer thoroughly with the soil to a depth of three (3) inches. Hand rake until all bumps and depressions are removed.
iv. Soil Watering:
a. Water sod and soil to depth of 6" within four hours after rolling.
b. Keep sod moist during first week after planting.
c. After first week, supplement rainfall to produce a total of 2" per day.
d. It is the contractor's responsibility to water all plant material.
- Trees:
i. Trees and palms shall be freshly dug, balled and burlapped. All plant material shall be free of broken or damaged root balls, or root bound conditions.
ii. Plant materials shall be sound, healthy, vigorous, free from plant disease, insect pests or their eggs, and shall have healthy, normal root systems.
iii. Trees are noted on plans and herein as approved by the Landscape Architect.
iv. Landscape Architect shall tag all trees. Tags shall not be removed. Absence of tag at delivery to project site will be grounds for rejection of the tree
v. Substitutions in plant species or sizes shall be made only after written authorization by the Landscape Architect.
vi. The height and or width of trees shall be measured from the top of the root ball to the top of canopy. This measurement shall not include the immediate terminal growth.
vii. Plants larger in size than those specified in the plant list may be used if approved by the owner and/or Landscape Architect.
viii. If the use of larger plants is approved, the ball of earth or spread of roots shall be increased in proportion to the size of the plant.
ix. Plants shall be subject to inspection and approval at the place of growth, or upon delivery to the site, as determined by the owner and/or Landscape Architect, for quality, size, and variety; such approval shall not impair the right of inspection and rejection at the site during progress of the work or after completion for size and condition of balls or roots, latent defects or injuries. Rejected plants shall be removed immediately from the site. Notice requesting inspection shall be in writing at least one (1) week prior to anticipated date.
x. Caliper measurement (DBH, 54" above crown of root ball), height and spread measurements, root ball dimensions, and container size when applicable, shall conform to the applicable standards established within reference documents cited herein, and the requirements for this project.
- Excavation
6a. Inspection:
i. In the event of discrepancy, immediately notify Landscape Architect in writing.
ii. Do not proceed with work on plants in areas of discrepancy until all such discrepancies have been fully resolved to the satisfaction of the owner and/or Landscape Architect.
6b. Preparation:
i. Verify locations of all utilities, conduits, supply lines and cables, including but not limited to: electrical, gas (lines and tanks), water, sanitary sewer, storm water lines, cable water lines, and other underground utilities.
ii. Stake or mark with paint the proposed location of all trees and palms to be planted.
iii. Excavate plant beds.
iv. Ensure all planting areas are freely draining.
v. Provide plant materials, fertilizer, sod, planting mix, and incidental materials as specified.
vi. Set Plants, backfill, and guy or brace plants as required.
vii. Complete incidental work related to planting operations, and as specified.
6c. Application:
i. Finish sub-grade: upon acceptance of rough grading elevations, establish fine sub-grade with smooth and even finish. Remove rocks exceeding one (1) inch diameter, sticks, debris, deleterious material, grass and soil clods, and vegetation.
6d. Excavation:
i. Excavations identified as having potential utility or service line conflicts shall be excavated with hand tools to determine the location of, and avoid damage to, such utilities.
ii. Excavate tree and palm planting pits a minimum of 24" greater in diameter than the root ball, and minimum of 12" deeper than vertical depth of the root ball. Test soil for quality of percolation. If drainage is inadequate, create underground seepage/drainage. Notify Landscape Architect for approval. Budget should allocate an allowance to cover this possibility and should be part of the original bid.
iii. Barricade or mark excavations to prevent hazards to mechanical equipment, vehicles, and pedestrians.
6e. Planting:
i. Set trees in vertical position with the top of the root ball flush with the adjacent, finish grade. After settlement, the plant crown will stand one (1) to two (2) inches above grade.
ii. Set plant in upright position in center of planting pit and place specified planting mix under and around the root ball. For burlapped root balls, cut top 1/3 of burlap away from root ball, and turn down into the side of the planting pit, before placing planting mix around the root ball.
iii. Proper "Jelting in" shall be assured to eliminate air pockets around the roots. "Jel stick" or equal is recommended.
iv. Prune trees, removing no more than 1/3 of twigs and branches, while maintaining the uniform character and shape of the tree. Remove all dead, diseased, rubbing, and dying branches. All plant material shall meet specifications after pruning.
v. Earth shall be banked at edge of each planting pit to form a watering saucer approximately 6" in depth. Flush planting soil into place with slow hose stream until air pockets are eliminated around root ball, and pit is filled with Planting Mix to top of root ball.
vi. Place mulch in loose measure 2" min. layer within each watering saucer.
vii. If planting is performed after sod placement, proper protection shall be provided and damage resulting from planting operations shall be repaired promptly.
viii. Tree Guying: For materials to 12' in height, a minimum of four woven anchor strap lines each at ninety degrees from and connected to tree trunk and anchored below grade with pressure treated stakes. Secure tree against movement in wind.
ix. Tree Bracing: For materials greater than 12' in height, a minimum of three 2x4 appearance grade braces, set at 60 degrees to the ground plane, equidistant around the trunk of the tree, and secured into the ground plane with one, 12" #4 rebar or 1/2" galvanized pipe passing through each 2x4 brace, driven into the ground, and set flush with the top of the brace. Secure each angled brace to one 12" long 2x4 vertical block over four layers of burlap. Secure blocks with two metal or plastic straps, one 3" from the top and one 3" from the bottom of each block. Nail brace to block with four 16d nails. See planting details sheet for additional information and bracing details. Braces to be painted with Benjamin Moore 2118-10 Universal Black, flatmatte exterior.
x. There will be no plant material planted into root balls of trees and palms.
xi. Shrubs and ground covers shall be evenly spaced in accordance with the drawing and as indicated on the plant list. Cultivate all planting areas to a minimum depth of 6"; remove and dispose of all debris. Till into top 4" the planting soil mix as specified. Thoroughly water all plants after installation.
6f. Water and Irrigation:
i. Contractor shall provide water from a legal source.
ii. Daily watering and monitoring shall be performed during the term of the construction contract and until final acceptance.
iii. Water shall be free of substances harmful to plant growth, objectionable odor or staining agents.
iv. The water shall be clean, free of soil, debris, poisons, pesticides, contaminants, and any other material that is harmful or inhibits vigorous plant growth.
- All landscaped areas within limits of work shall be irrigated with an automatic irrigation system which shall utilize well and/or domestic water supply. If domestic water is used, a backflow preventer shall be installed.
vi. Irrigation system shall provide 100% coverage with minimum 50% overlap.
vii. Irrigation system shall be equipped with a rain sensor.
viii. Installation of irrigation systems shall conform to specifications provided with irrigation plans.
- Warranty of Work
7a. Warranty:
i. Contractor is responsible for maintenance on all Landscape materials, including sod, for no less than ninety (90) days after acceptance by owner.
ii. After ninety (90) days, contractor must visit the site once every month for twelve (12) months, and shall provide the Owner with a written letter notifying the owner of any wrong doing, negligence, or issues that might affect the Owner's warranty. Contractor shall warranty all landscape material for no less than (12) months after final acceptance by the Owner.
7b. Maintenance:
i. Owner is responsible to ensure that landscaping required to be planted pursuant to Miami-Dade County Landscape Ordinance Section 18A is installed in compliance with the Landscape requirements, maintained as to present a healthy, vigorous, and neat appearance free from refuse and debris; and sufficiently fertilized and watered to maintain the plant material in a healthy condition.
ii. If any tree or plant dies which is being used to satisfy current landscape code requirements, such tree or plant shall be replaced with the same landscape material or an approved substitute meeting code requirements.
iii. Trees shall be pruned in the following manner:
a. All cuts shall be clean, flush, and at junctions, laterals or crotches. All cuts shall be made as close as possible to the trunk or parent limb
b. Removal of dead wood, crossing branches, weak or insignificant branches, and sucker shall be accomplished simultaneously without any reduction in crown.
c. Cutting of lateral branches that results in the removal of more than one-third (1/3) of all branches on one (1) side of a tree shall only be allowed if required for hazard reduction or clearance pruning.
d. Lifting of branches or tree thinning shall be designed to distribute over half of the tree mass in the lower two-thirds (2/3) of the tree.
e. No more than one-third (1/3) of a tree's living canopy shall be removed within a one (1) year period.
f. Trees shall be pruned according to the current ANSI A300 Standards and the Landscape Manual.
iv. Trees shall receive regular maintenance for a minimum of one (1) year following installation.
v. Contracted maintenance service shall be responsible for fertilization and pest control.
b. Check irrigation heads and lines for breaks and regular function, check timer and irrigation schedule, adjust for seasonal water usage. Check and make sure that rain sensor is working at all times.
c. Check all drains for proper drainage. Address clogs and resolve maintenance issues.
d. Observe all plants to ensure that no abnormal yellowing or discoloration occurs which indicate nutrient deficiencies.
e. Replace or repair bracing as necessary. Maintain until landscape contractor deems appropriate for removal so that tree has developed a substantial root mass and has natural stability. Do not remove during hurricane season.
f. Trees shall be mown in the ground and all stakes and guys shall be checked regularly.
g. Provide mulch over roots to drip line of tree if applicable or within tree planting ring/plantier bed. Add fresh mulch as necessary per note herein.
h. Maintain all beds free of debris and deleterious material.
i. Landscape inspections shall occur after strong winds, tropical storms, hurricanes, and other disturbances of nature.
- Certificates:
j. Grass species, and location of nursery from which sod is cut.
ii. Compliance with state and federal quarantine restrictions.
iii. Manufacturer's certificate of fertilizer and herbicide composition.
iv. Certificates from suppliers stating that the delivered planting mix, delivered plant materials, and fertilizer comply with requirements specified.
v. Certificates of inspections: Shipments or orders of plant material shall be properly inspected at nursery or growing site by authorized federal and state authorities; include certificates with shipment.
- General Submittals:
9a. Shop Drawings, Product data, Mock-ups, or Samples for the following:
i. Fencelines - Sample, 2' length with all members and connections.
ii. Electrical Fixtures - Product Data, and foundation details (Shall be included in contractor's bid)
iii. Furniture - Product Data
iv. Landscape Materials - Samples per documents herein
v. Geotextiles materials - Sample and Product Data
vi. Landscape Irrigation Data - Shop Drawings and Product Data
vii. Root barriers - Product Data
viii. Concrete mix and colors - Design Mix Sample and Product Sample. Create on site a mock-up 6'x6' of the finished concrete slab and do not destroy or remove from the job site until completion of all slabs on grade and acceptance by owner and Landscape Architect.
ix. Storm drainage materials - Product Data
x. Caulks and sealants - Product Data
xi. Stien and paint - Sample
xii. Steel edging - Product Data
xiii. Fertilizer - Product Data
xiv. Root stimulators - Product Data
xv. Fill material for rough and fine grading - Product Data and Sample
xvi. Tree bracing details - Shop Drawings
xvii. Ipe deck fasteners and hardware, Ipe products - Sample
xviii. Sand stabilizer - Product Data
ix. Soil mixture documentation and certification identifying the job and contractor, including testing of pH, key nutrients, and recommendations of soil amendments for proposed landscape planting
xx. Nursery certification for all plant materials.
9b. All mock ups, samples, and shop drawings shall be a part of the original contract cost.
- Fencing:
10a. Submittals:
i. Shop Drawings: Submit for approval, complete shop drawings showing fencing layout including all attachment methods and devices showing sizes, edge details, and attachment details.
ii. Manufacturer's literature: Submit for approval properly identified literature giving material specifications, gate hardware, and installation details.
iii. Samples: Submit sample of fencing component parts and manufacturer's fencing specification for Landscape Architect's approval.
10b. Products:
i. Gates, posts and rails: As per details on drawing sheets. Working Hardware: As per details on drawings. Use all 316 stainless steel hardware, connectors, and fasteners. Minimum (2) screws at each ipe/wood connection if applicable. #8 Deck screws, stainless steel 316, square drive, Head by Simpson Strong Tie or approved equal.
ii. Gates: 316 stainless steel bar bearing hinges size 4 1/2" x 4 1/2" min., minimum (3) per gate. Self closing stainless steel hardware, include stainless steel cane bolt as required. Brace gates as required to prevent distortion and/or sagging.
- Wood:
11. i. All wood shall be Certified Wood. Fabricate with components produced from wood obtained from forests certified by an FSC-accredited certification body to comply with FSC STD-01-001, "FSC Principles and Criteria for Forest Stewardship."
ii. Sealant for ipe wood shall be Messmers wood sealer- natural.
- Stone:
12. i. All materials shall be free from damage, from extremes of temperature and humidity, physical or mechanical blemishes of any kind such as but not limited to cracking, warping, or splitting, and free from staining due to rust, corrosion, mildew, rot, or any external source at the time of installation and prior to final acceptance.
ii. All stone materials shall be sealed with Miracle 511 impregnating sealer prior to or immediately following installation. Stone shall be brushed clean prior to application of sealer; free of dust, debris, or stains and shall be 100% dry.
iii. All workmanship shall be protected immediately upon installation.
iv. In pool deck conditions: material shall comply with code requirements, be properly installed, stable, firm and slip resistant. Manufacturer/supplier to confirm that material is suitable for use in exterior pool environment and shall confirm whether or not material can be submerged in water.
v. Contractor shall submit shop drawings of layout.

BAY HARBOR ISLANDS, FL

SITE ADDRESS:

1135 103 STREET
BAY HARBOR ISLANDS
FL 33154

OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

ARQUITECTONICA

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REG No: LC26000339

SEAL:

FOR THE FIRM:
GERARDO JAVIER DELGADO
R.L.A. 0001574

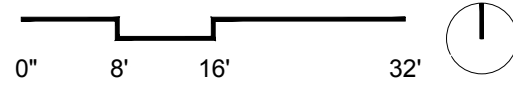
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No.	DATE:	ISSUE FOR
1	01.30.19	DRC PACKAGE
2	02.27.19	DRC PACKAGE REV.
3	03.22.19	DRC PACKAGE REV.
4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/16"=1'



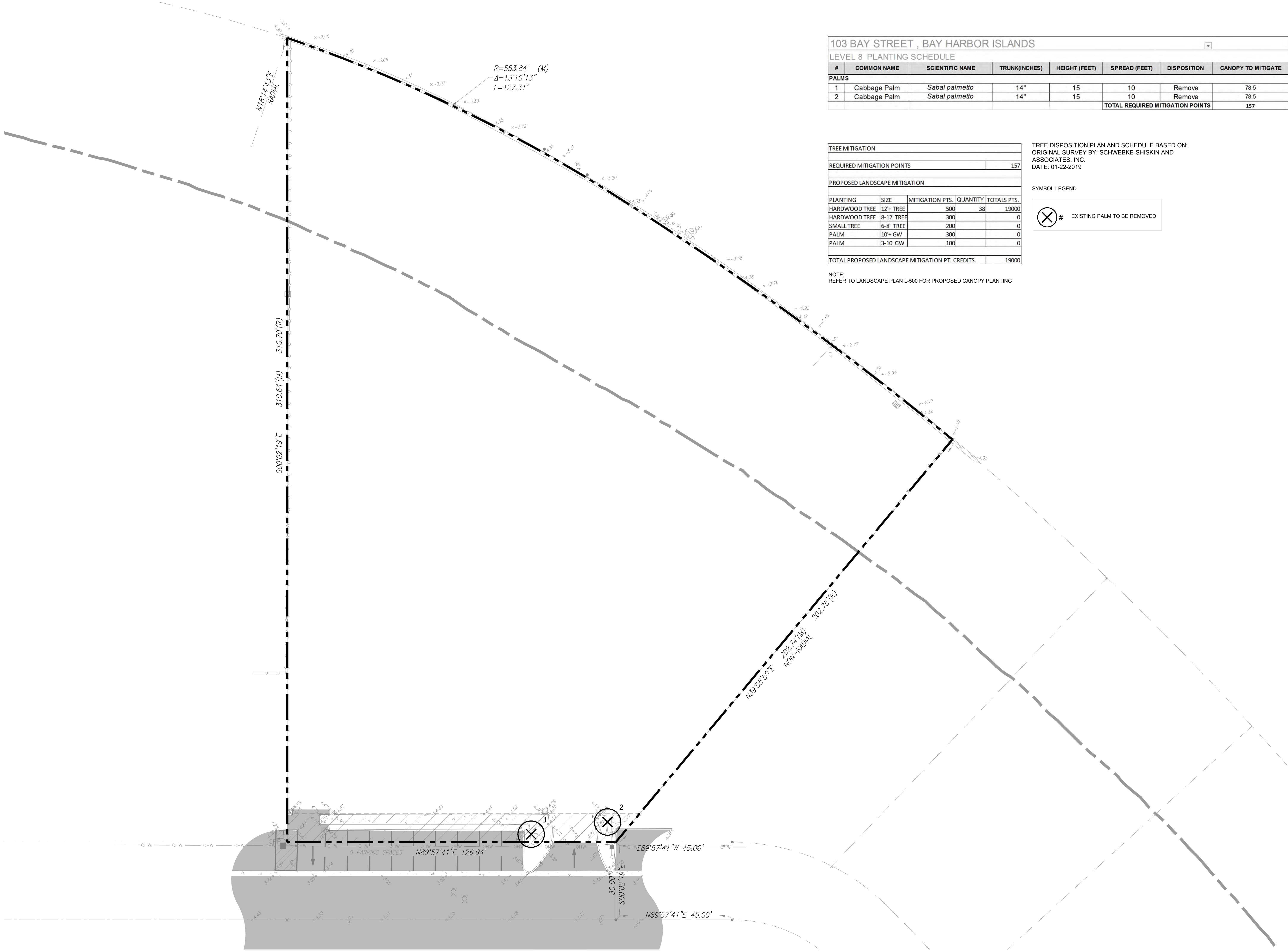
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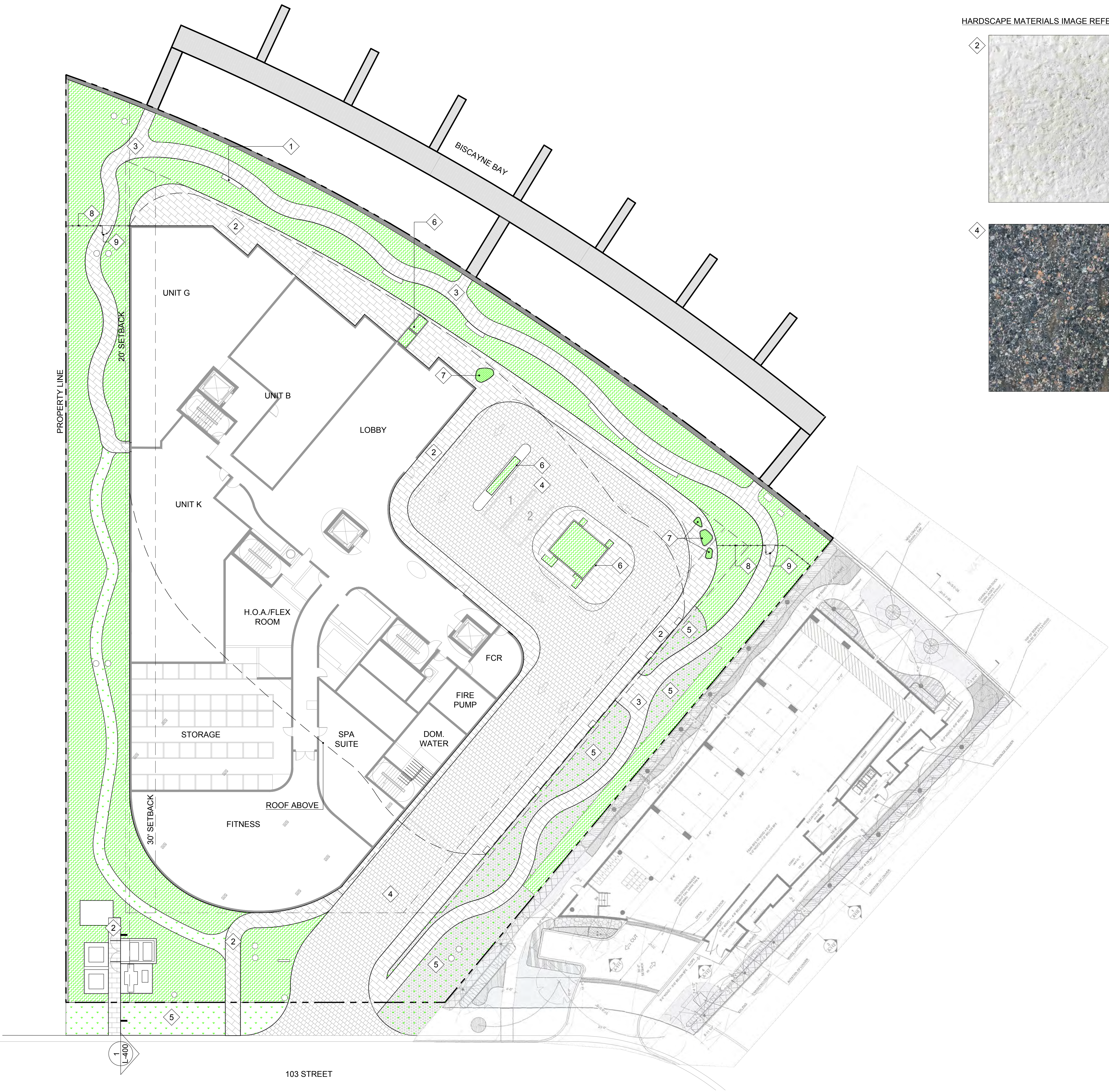
TREE DISPOSITION PLAN

SHEET NO:

L-100

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HARDSCAPE MATERIALS IMAGE REFERENCES:



SYMBOL LEGEND

- 1 BENCH
- 2 PEDESTRIAN PAVERS
- 3 BAYWALK PAVERS
- 4 VEHICULAR PAVERS
- 5 REINFORCED TURF
- 6 PLANTER
- 7 POTS
- 8 FENCE
- 9 GATE
- PLANTING
- LAWN

ONDA

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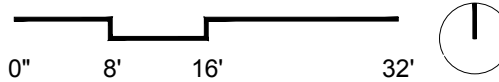
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DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/16"=1'



DRAWING TITLE:

**HARDSCAPE MATERIALS
PLAN - GROUND FLOOR**

SHEET NO:

L-202

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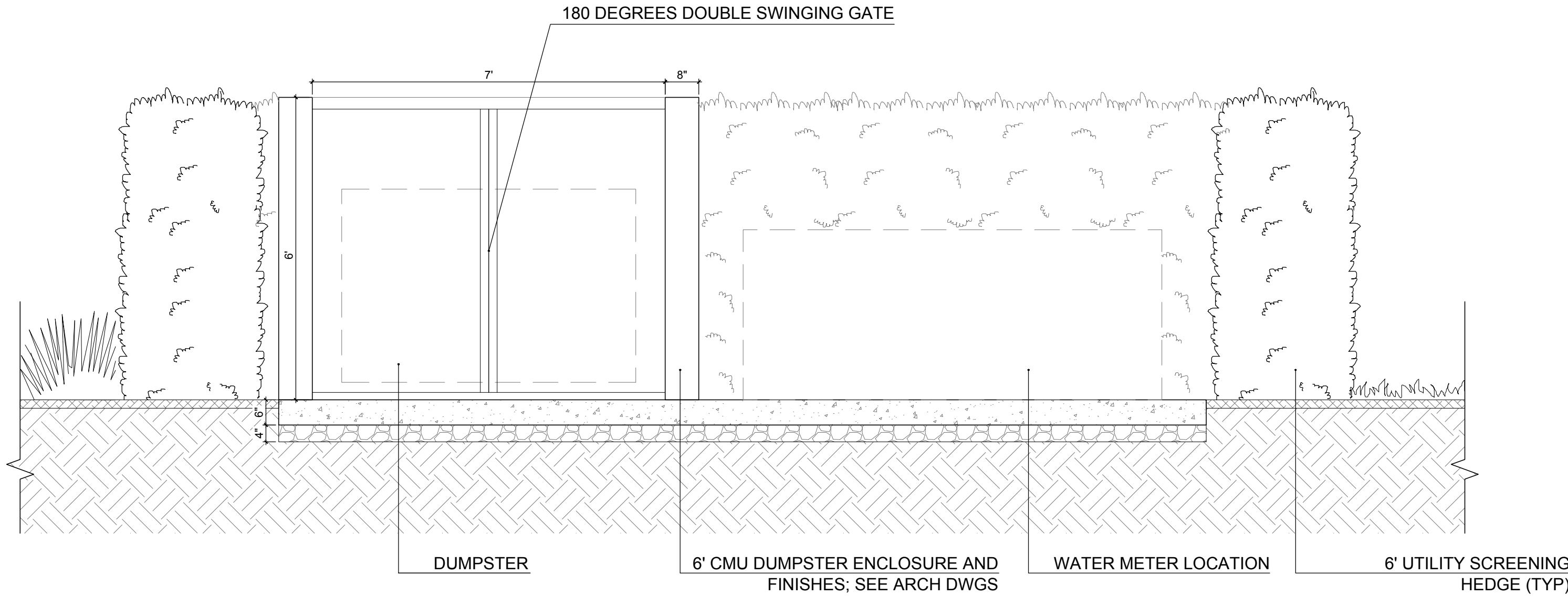
DRAWING TITLE:

HARDSCAPE DETAILS
GROUND FLOOR

SHEET NO:

L-400

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1 TRASH ENCLOSURE ELEVATION
Scale: 1/2" = 1'-0"

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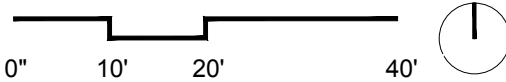
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DRAWN BY: YPA/KME
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SCALE: 1/16"=1'



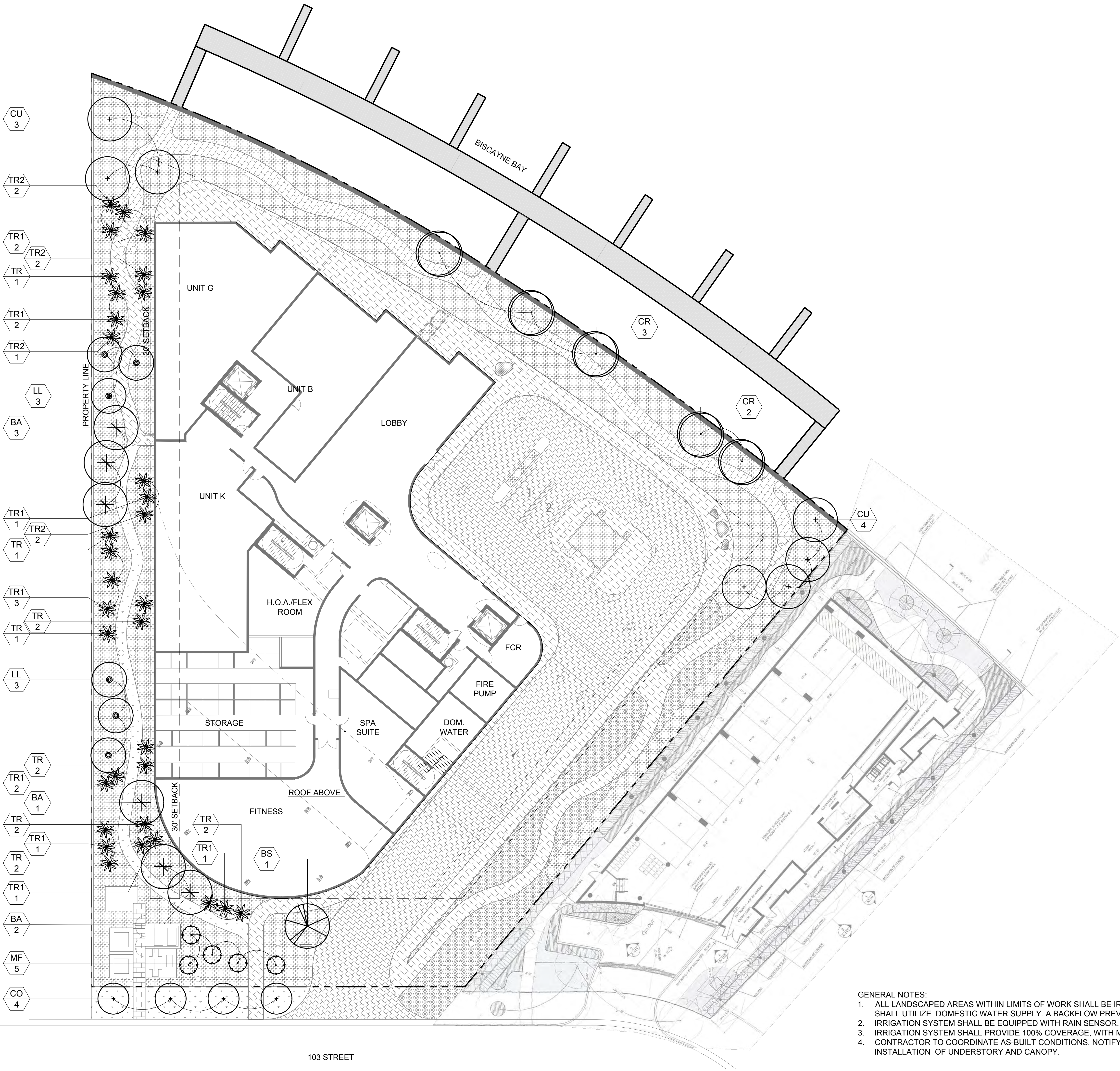
DRAWING TITLE:

CANOPY PLAN -
GROUND FLOOR

SHEET NO:

L-500

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GENERAL NOTES:

1. ALL LANDSCAPED AREAS WITHIN LIMITS OF WORK SHALL BE IRRIGATED WITH AUTOMATIC IRRIGATION SYSTEM WHICH SHALL UTILIZE DOMESTIC WATER SUPPLY. A BACKFLOW PREVENTOR SHALL BE INSTALLED
2. IRRIGATION SYSTEM SHALL BE EQUIPPED WITH RAIN SENSOR.
3. IRRIGATION SYSTEM SHALL PROVIDE 100% COVERAGE, WITH MIN. 50% RE OVERLAP.
4. CONTRACTOR TO COORDINATE AS-BUILT CONDITIONS. NOTIFY LA, IN WRITING, OF ANY PLAN DISCREPANCIES PRIOR TO INSTALLATION OF UNDERSTORY AND CANOPY.

BAY HARBOR ISLANDS, FL

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ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

DRAWING TITLE:

PLANTING SCHEDULE +
LEGEND - GROUND FLOOR

SHEET NO:

103 BAY STREET , BAY HARBOR ISLANDS						
GROUND FLOOR - CANOPY SCHEDULE						
SYM	QTY	SCIENTIFIC NAME	COMMON NAME	MINIMUM SPECIFICATIONS	NOTES	NATIVE
PROPOSED TREES						
BA	6	<i>Bulnesia arborea</i>	Verawood	FG., 20' O.A., 10' SPR, 8" DBH MIN.		NO
LL	6	<i>Lysiloma latissiliquum</i>	Wild Tamarind	FG., 16'-18' O.A., 10' SPR, 8" DBH MIN.	6' CLEAR TRUNK	YES
BS	1	<i>Bursera simaruba</i>	Gumbo Limbo	FG., 20' O.A., 10' SPR, 8" DBH MIN.		YES
CO	4	<i>Chrysophillum oliviforme</i>	Satin Leaf	FG., 18' O.A., 9' SPR, 6" DBH MIN.		YES
CR	5	<i>Clusia rosea</i>	Pitch Apple	100 GAL., 12'-14' O.A., 6' SPR, 6" DBH MIN.	4' CLEAR TRUNK	YES
CU	7	<i>Coccoloba uvifera</i>	Seagrape	100 GAL., 16' O.A., 6' SPR, 6" DBH MIN.	MULTI-TRUNK	YES
MF	5	<i>Myrcianthes fragrans</i>	Simpson Stopper	65 GAL., 14' HT, 6' SPR.; 3" DBH MIN.	MULTI-TRUNK, MIN. 3 CANES, FULL CANOPY	YES
PROPOSED PALMS						
TR	13	<i>Thrinax radiata</i>	Florida Thatch Palm	65 GAL. 7'-8' O.A., 4' SPR		YES
TR1	13	<i>Thrinax radiata</i>	Florida Thatch Palm	100 GAL. 15' OA - 3" CAL, 4' SPR		YES
TR2	7	<i>Thrinax radiata</i>	Florida Thatch Palm	65 GAL. 12' OA - 2" CAL, 4' SPR		YES
GROUND FLOOR - UNDERSTORY SCHEDULE						
SYM	QTY	SCIENTIFIC NAME	COMMON NAME	MINIMUM SPECIFICATIONS	NOTES	NATIVE
PROPOSED SHRUBS						
ASE	21	<i>Aspidistra elatior</i>	Cast Iron Plant	7 G, 36" HT., 18" O.C.	FULL	NO
CAM	1070	<i>Carissa macrocarpa 'Emerald Blanket'</i>	Natal Plum	3 G, 10" HT., 18" O.C.	FULL	NO
COE	217	<i>Conocarpus erectus</i>	Green Buttonwood	25 G, 6'-8' HT., 36" O.C.	FULL TO BASE	YES
CYR	7	<i>Cycas revoluta</i>	Sago Palm	45 G, 5' HT., A.S.	FLORIDA FANCY GRADE	NO
FIM1	491	<i>Ficus microcarpa 'Green Island'</i>	Green Island Ficus	7 G, 24" HT., 24" O.C.	FULL	NO
FIM2	48	<i>Ficus microcarpa 'Green Island'</i>	Green Island Ficus	3 G, 12" HT., 18" O.C.	FULL	NO
HYL	764	<i>Hymenocallis latifolia</i>	Spider Lily	3 G, 18" HT., 18" O.C.	FULL	YES
IPC	294	<i>Ipomoea pes-caprae</i>	Railroad Vine	1 G, 12" HT., 18" O.C.		YES
LIM	24	<i>Liriope muscari</i>	Lilyturf	3 G, 18" HT., 18" O.C.	FULL	NO
MOD	3	<i>Monstera deliciosa</i>	Swiss Cheese Vine	15 G, 24" HT., AS SHOWN ON PLAN	FULL TO BASE, TO BE TRAINED ON PALM	NO
RHE	2	<i>Rhaphis excelsa</i>	Lady Palm	65 G, 8' HT.	FLORIDA FANCY GRADE	NO
STF	110	<i>Stephanotis floribunda</i>	Madagascar Jasmine	25 G, 8' HT. on trellis, 36" O.C.	FULL TO BASE, FULL TO BASE, (4) BASE OF COLUMN, TO BE TRAINED ON COLUMN	NO
TRA	108	<i>Trachelospermum asiaticum</i>	Asiatic Jasmine	1 G, 12" HT., 12" O.C.		NO
TRD	698	<i>Tripsacum dactyloides</i>	Fakahatchee Grass	7 G, 24" HT., 24" O.C.		YES
PROPOSED SOD						
3507 SF		<i>Stenotaphrum secundatum 'Palmetto'</i>	St. Augustine Grass	18" x 24" pallets	BUTT AND STAGGERED JOINTS	YES

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))	340	1549
2. Native Species Required - 30% Min. (MDC – Sec. 18A-6(D)(1)(a))	102	915
3. Drought Tolerant and Low Maintenance Species Required – 50% Min. (MDC – Sec. 18A-6(D)(1)(b))	170	915
V. Buffers (If applicable) (BHI – Sec. 24-16)		
1. Parking Lot from ROW	No (yes / no)	No (yes / no)
2. Dissimilar Uses	No (yes / no)	No (yes / no)
VI. Parking Lot Landscaping (If applicable)	Required	Provided
1. 10 SF / parking space: 10 x _____ spaces = _____ SF (MDC – Sec. 18A-6(J))	No	No
2. Shade Trees Required (MDC – Sec. 18A-6(J))	No	No
3. Shrubs Required (MDC – Sec. 18A-6(I))	No	No
VII. Right Tree Right Place (BHI – Sec. 24-16(a)(2)(f))		
1. Number of trees near power lines (See attached FPL guidelines)		9
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.

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	1135 103 Street Tree Bay Harbor Island	Legal Description	RM-3
Net Lot Area	1.207 Acres / 52,567 SF		
	Required	Provided	
I. Open Space Requirement			
1. Net Lot Area = 52,567 SF x 20% = 10,514 SF 20% /10,514 SF 26.3 % /13,839 SF (BHI – Sec. 23-11)			
2. Maximum Lawn Area Allowed (MDC – Sec. 18A-6(A)(5))			
a. Req. open space 10,514 SF x 60% =6,309 SF 60% Max / 6,309 SF 7.8 % / 818 SF			
II. Shade Trees			
A. Required			
1. 28 shade trees/acre: 28 x 1.207 acres = 33.80 34 44 (Min. 12' in height / 4" clear wood / 2 ½" caliper) (Palm trees substituted at a 3:1 ratio, max. 25% of required shade trees) (MDC – Sec. 18A-6(C)(5)) and BHI Sec. 24-16			
2. Native Species Required - 50% Min. # of shade trees req. 34 x 50% = 17 (BHI – Sec. 24-16(a)(2))	17	39	
3. Drought Tolerant and Low Maintenance Species Require – 50% Min. # of shade trees req. 34 x 50% = 17 (MDC – Sec. 18A-6(C)(1)(b))	17	19	
B. Tree Species			
1. Number of shade trees required (from Sec. II)(A)(1) above)	34		
2. Number of shade tree species required (BHI – Sec. 24-16(a)(2))	7	8	
*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 8
2. Number of shade trees required 34
(from Sec. II)(A)(1) above)
3. Shade tree heights required: 12 ft. - 25 % or 8 shade trees
14-16 ft. - % or shade trees
16-18 ft. - 50 % or 17 shade trees
18-20 ft. - 25 % or 9 shade trees

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	14-18
	50% 14-16	6	16-22
4	50% min. req.	5	14-18
	25% 14-16	6	18-22
	25% 16-18	7	22-28
5 plus	25% min. req.	5	14-18
	50% 16-18	7	22-28
	25% 18-20	8	22-28

(BHI – Sec. 24-16(a)(2))

III. Street Trees	Required	Provided
1. Street Trees @ 1:35'	4	2
Width of lot / 35' = (15' min height / 6" clear wood / 2 ½" 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)(a))		

BAY HARBOR ISLANDS, FL

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OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

ARQUITECTONICA

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R.L.A. 0001574

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4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

DRAWING TITLE:

PLANTING DETAILS
GROUND FLOOR

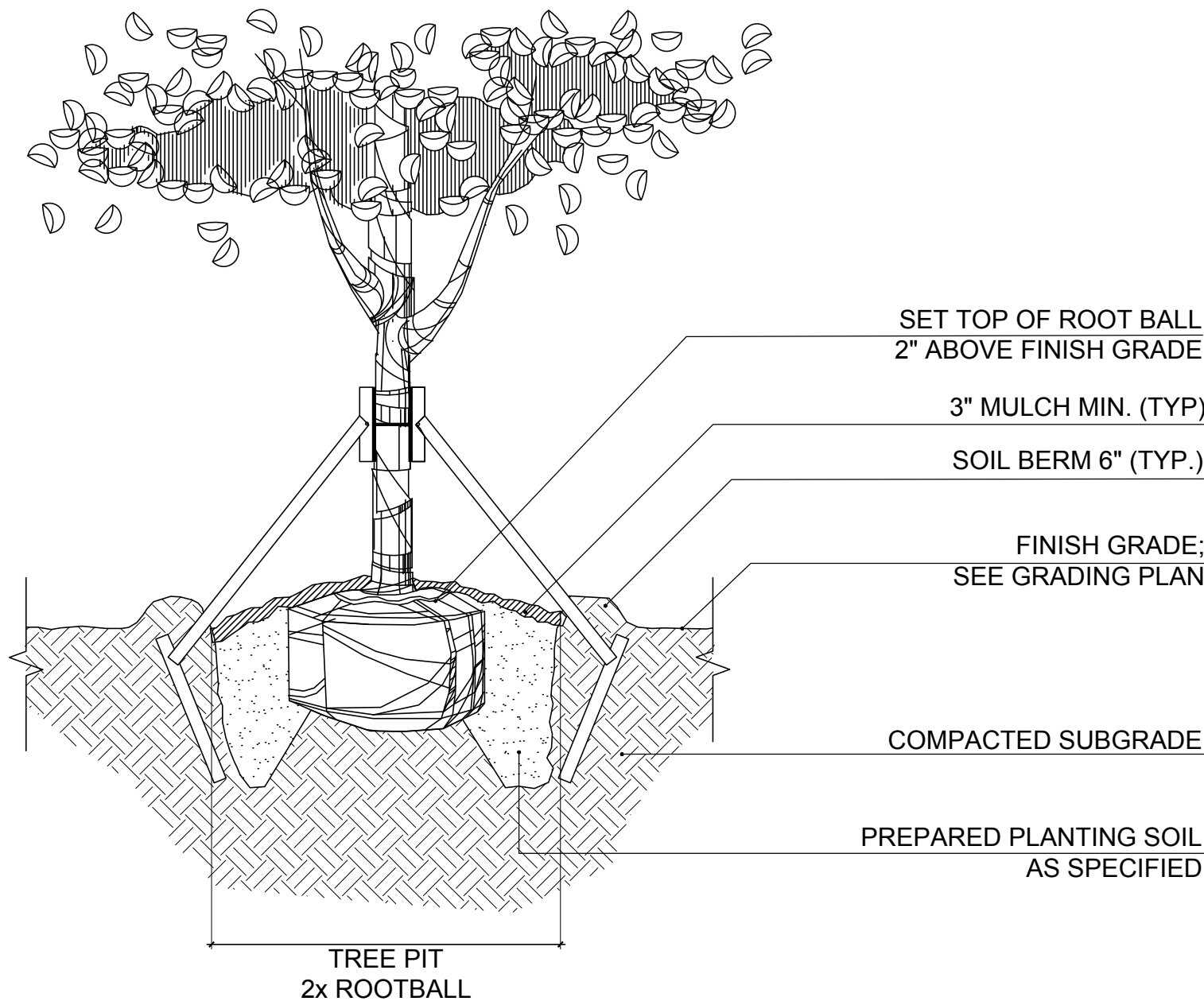
SHEET NO:

L-503

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NOTES:

1. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.
2. SOIL BERMS ARE TO BE CONSTRUCTED AT RIGHT ANGLES TO THE TREE OR SHRUB OR IN THE POSITION WHICH WILL MOST EFFECTIVELY SERVE THE PURPOSE OF RETAINING WATER AT THE BASE OF THE PLANT.



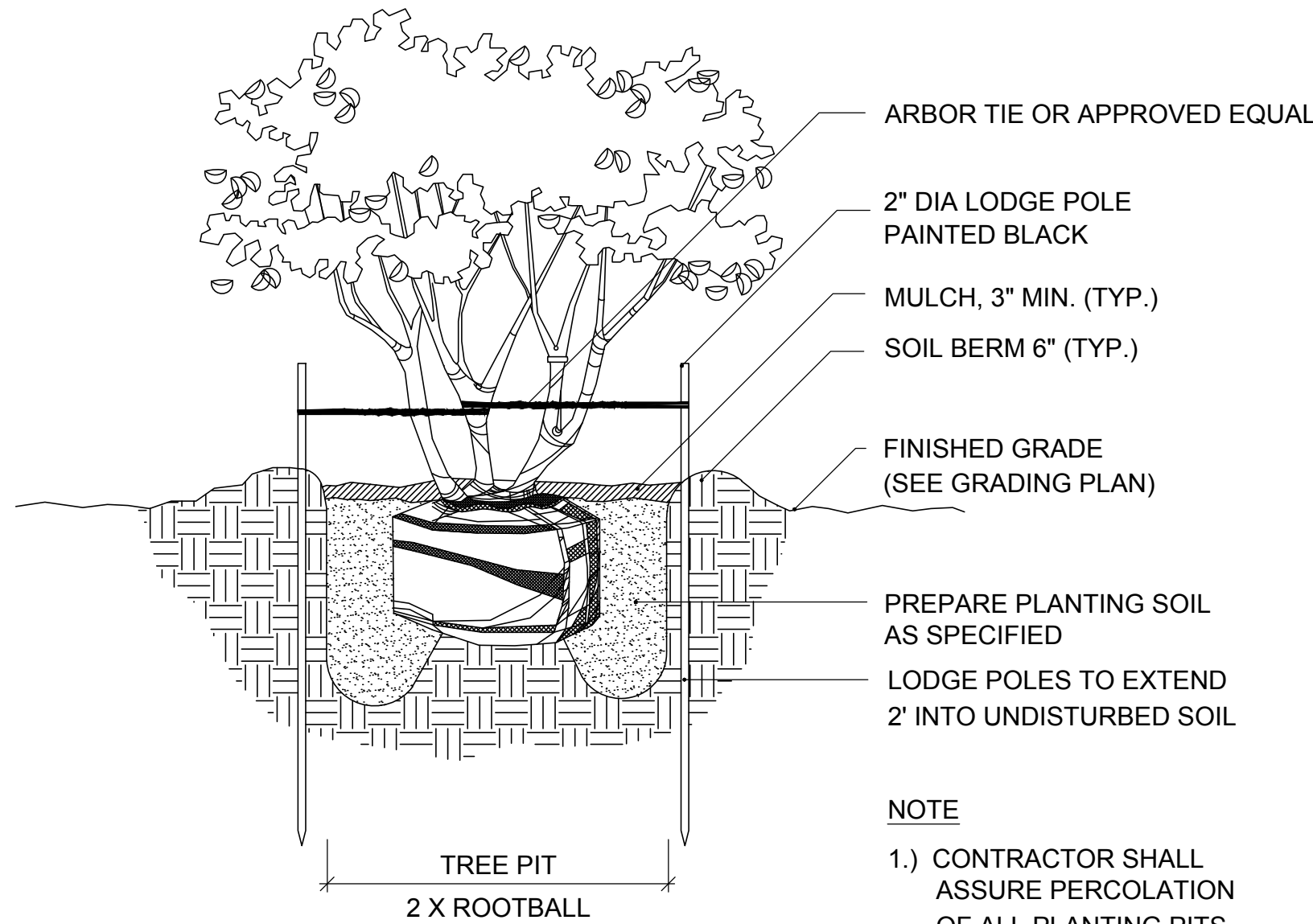
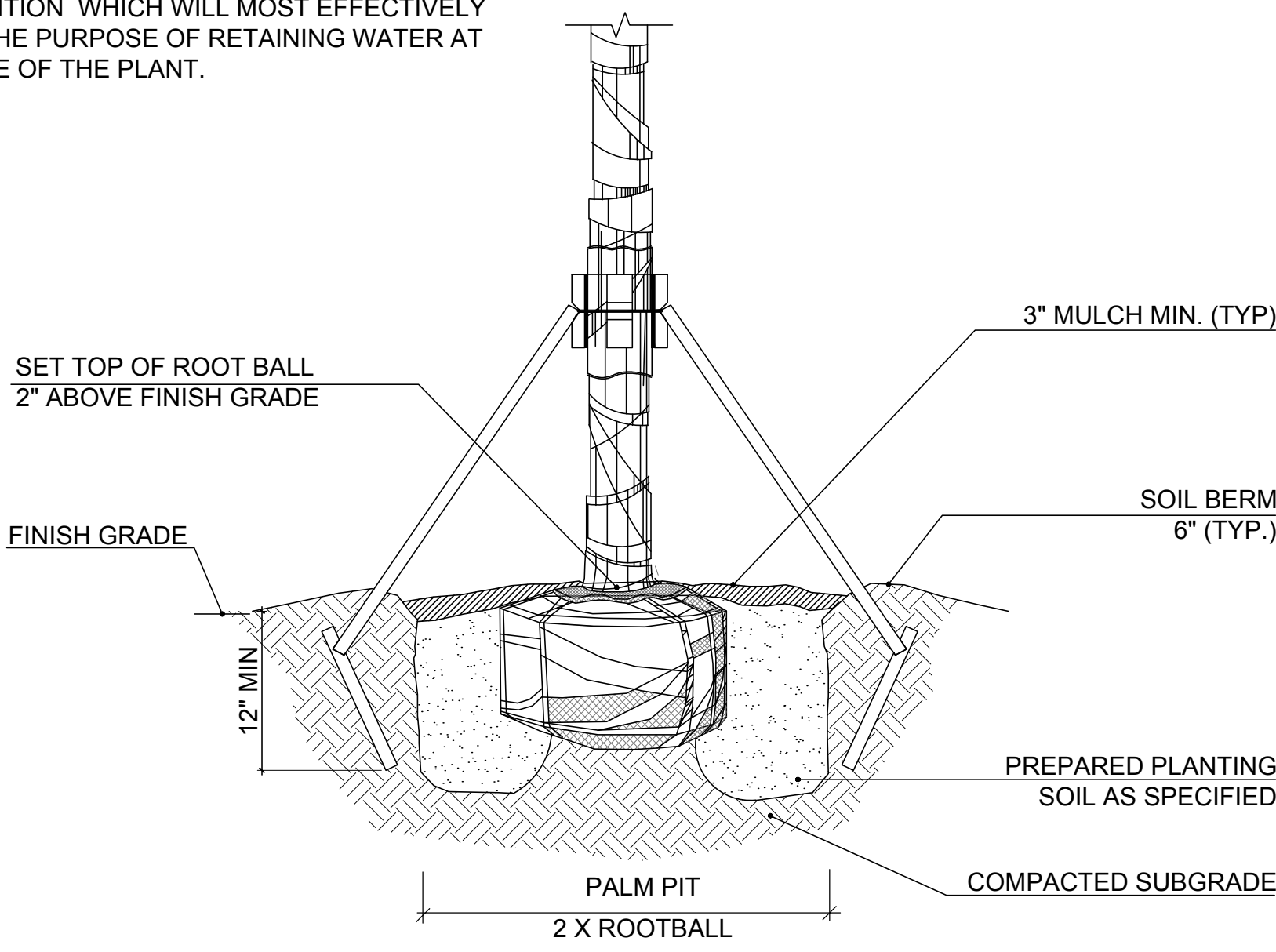
NOTE:
CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION

1 SPECIMEN TREE PLANTING DETAIL

SCALE: N.T.S.

2 PALM PLANTING DETAIL

SCALE: N.T.S.



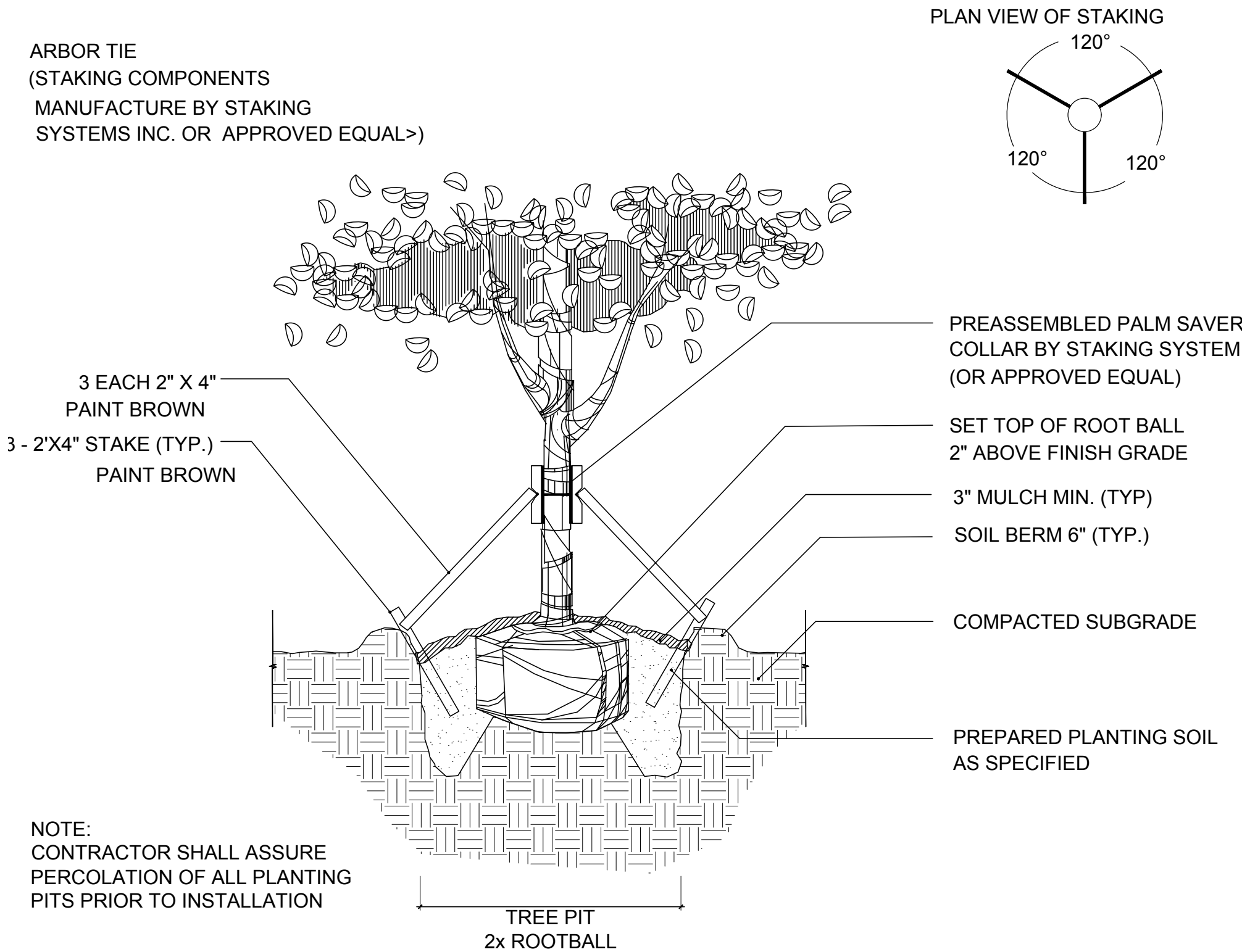
NOTE

- 1.) CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION
- 2.) SET TOP OF ROOT BALL 2" ABOVE FINISH GRADE.

3 MULTI-TRUNK TREE PLANTING DETAIL

SCALE: N.T.S.

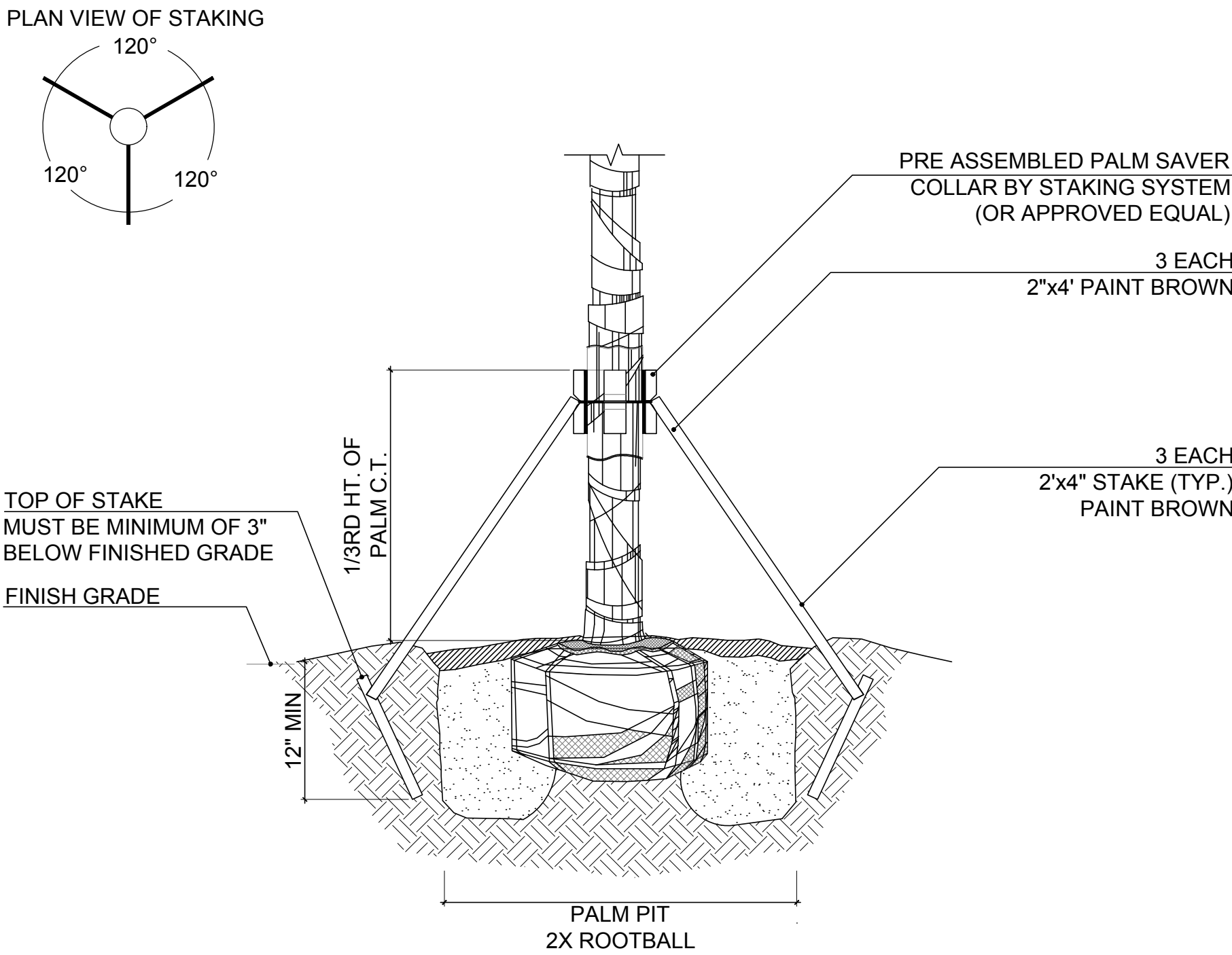
ARBOR TIE
(STAKING COMPONENTS
MANUFACTURE BY STAKING
SYSTEMS INC. OR APPROVED EQUAL>)



NOTE:
CONTRACTOR SHALL ASSURE
PERCOLATION OF ALL PLANTING
PITS PRIOR TO INSTALLATION

4 SPECIMEN TREE STAKING DETAIL

SCALE: N.T.S.

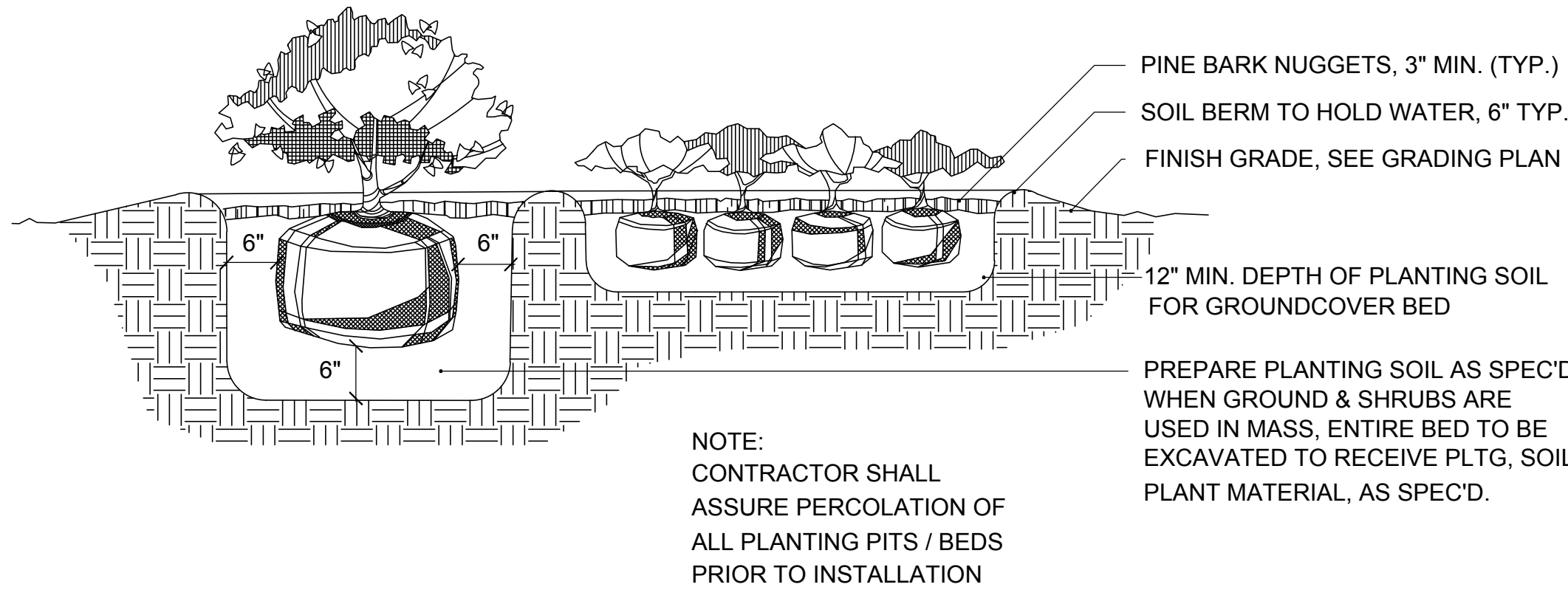


NOTES:

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2. SOIL BERMS ARE TO BE CONSTRUCTED AT RIGHT ANGLES TO THE TREE OR SHRUB OR IN THE POSITION WHICH WILL MOST EFFECTIVELY SERVE THE PURPOSE OF RETAINING WATER AT THE BASE OF THE PLANT.

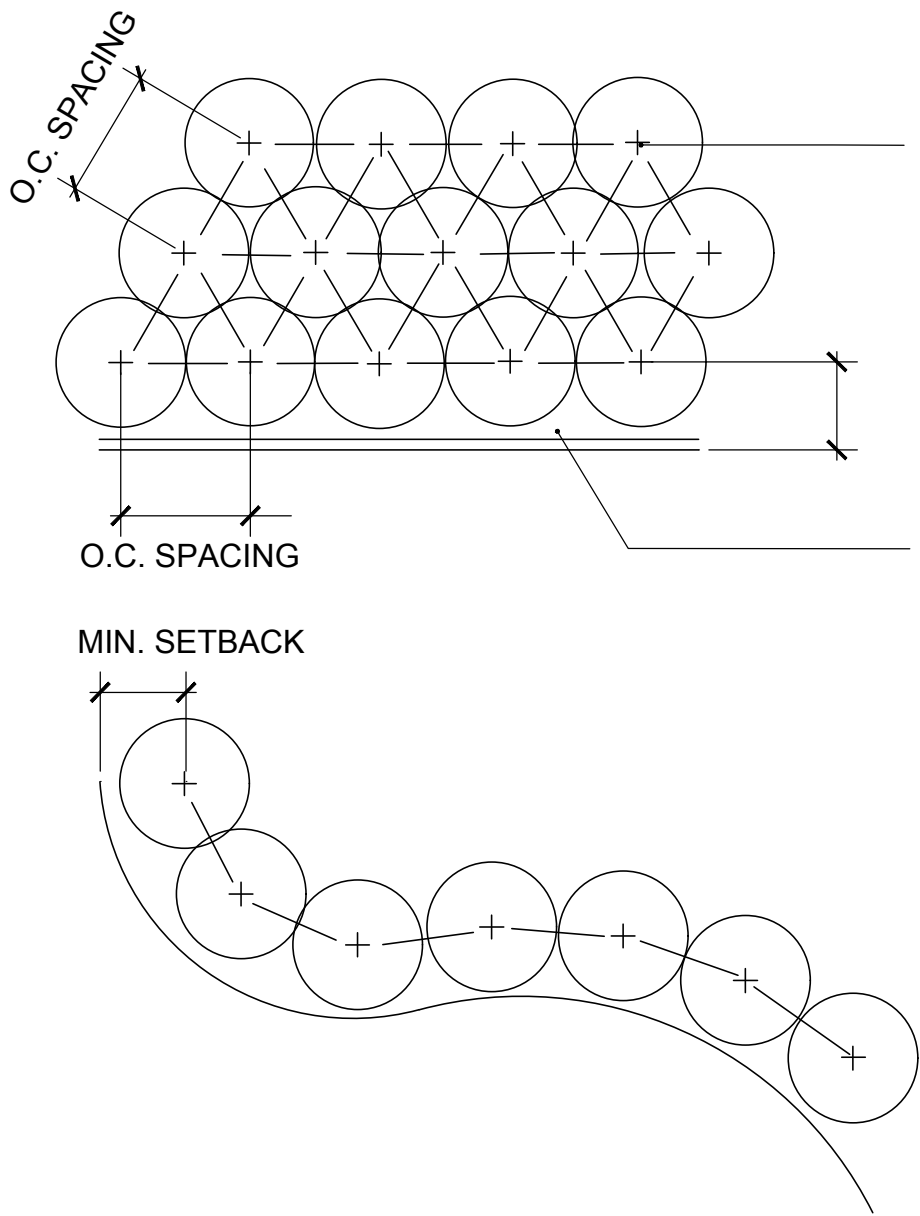
5 PALM STAKING DETAIL

SCALE: N.T.S.



6 SHRUB AND GROUND COVER PLANTING DETAIL

SCALE: N.T.S.



ALL SHRUBS/GROUNDCOVER TO BE TRIANGULAR SPACING. SEE PLANT LIST FOR (O.C.) SPACING.

18" MIN. SETBACK FOR SHRUBS

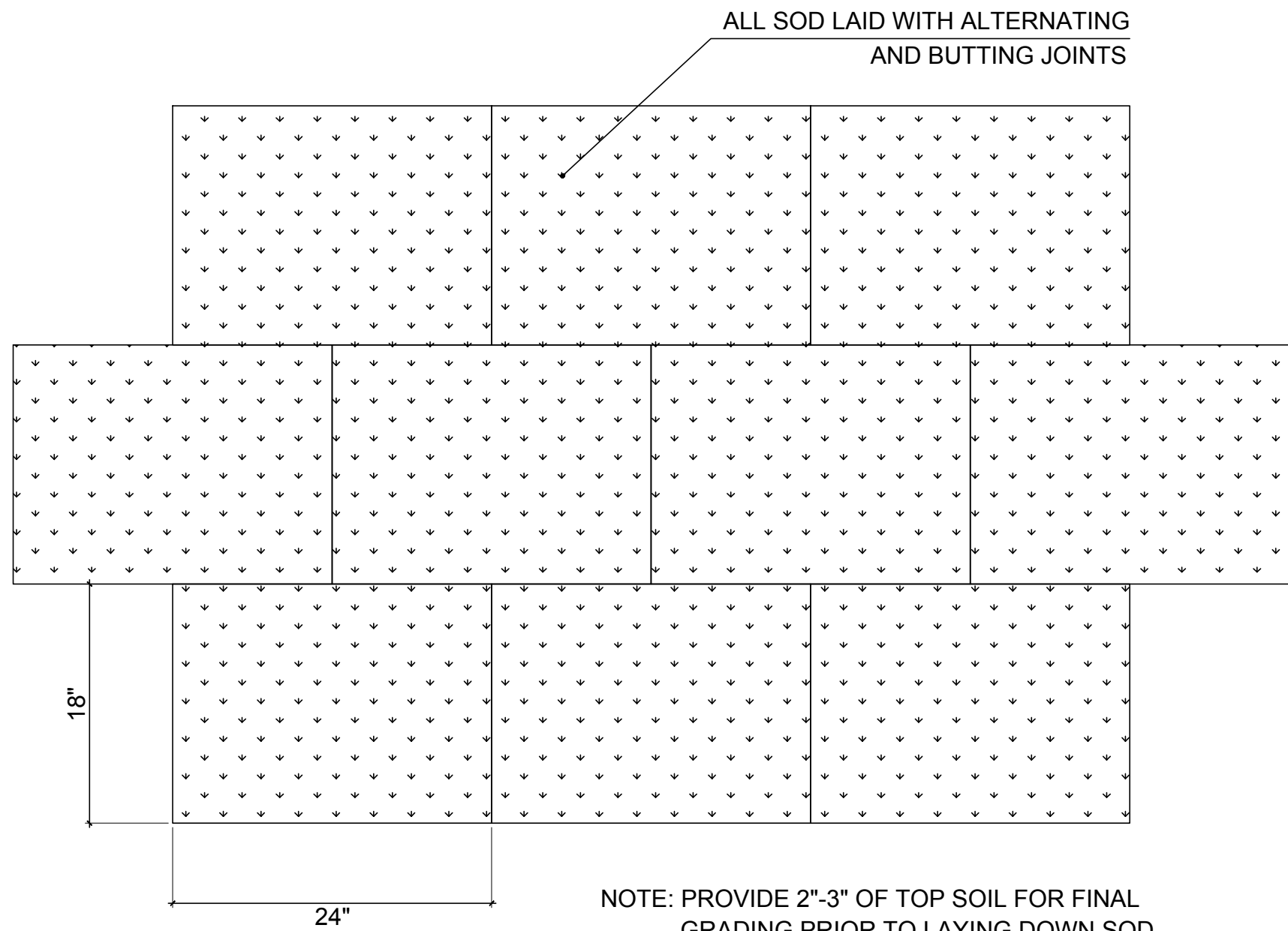
12" MIN. SETBACK FOR GROUNDCOVERS CURB / EDGE OF PAVEMENT/ BED LINE

NOTE: THE PERIMETER OF ALL CURVED PLANTING BEDS SHALL BE PLANTED WITH A ROW OF SHRUBS AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST. INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT APPROPRIATE SPACING ACCORDING TO THIS PLANT SPACING DETAIL.

7

PLANT SPACING DETAIL

SCALE: N.T.S.



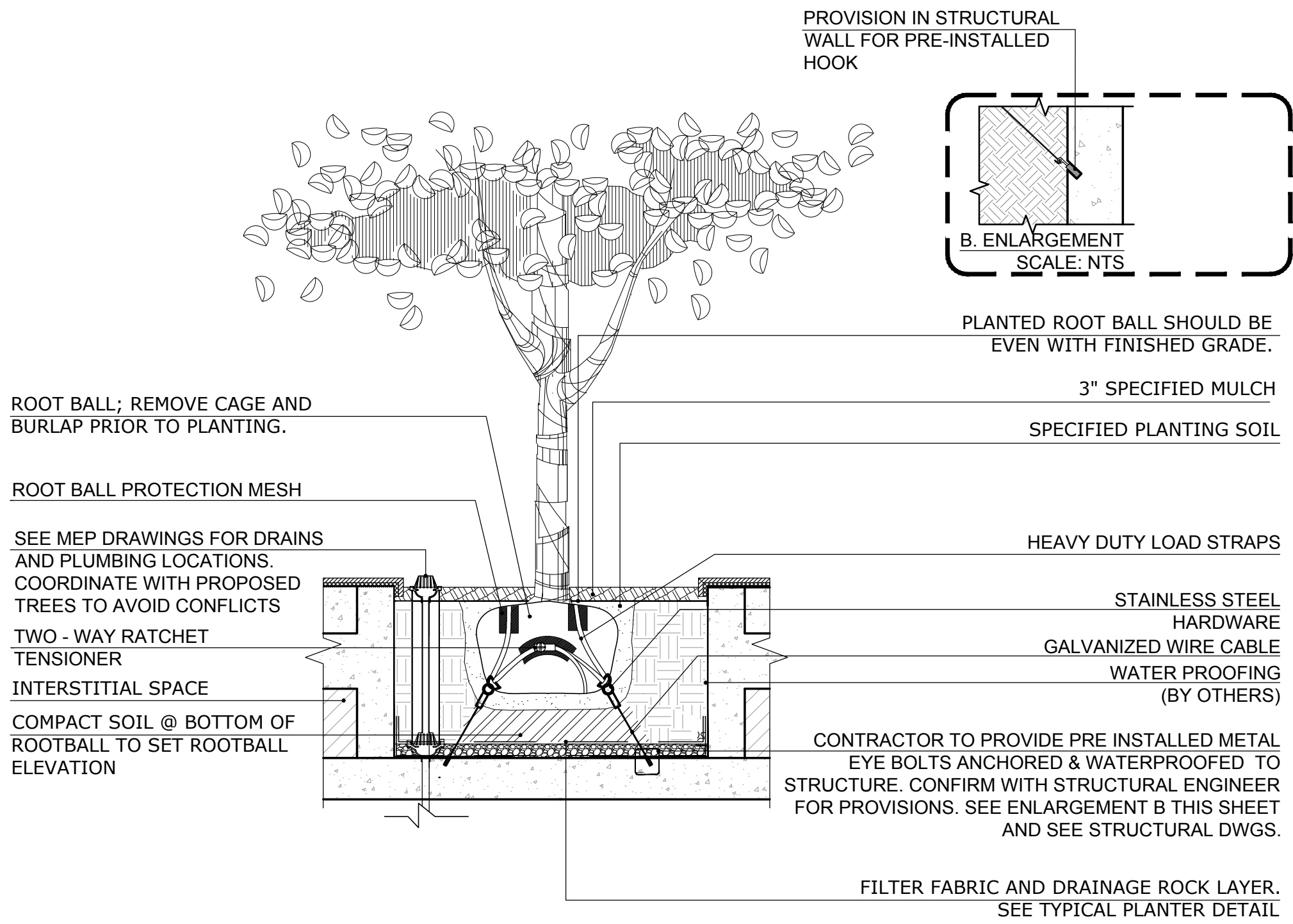
ALL SOD LAID WITH ALTERNATING AND BUTTING JOINTS

NOTE: PROVIDE 2"-3" OF TOP SOIL FOR FINAL GRADING PRIOR TO LAYING DOWN SOD

8

SOD PLANTING DETAIL

SCALE: N.T.S.



ROOT BALL; REMOVE CAGE AND BURLAP PRIOR TO PLANTING.

ROOT BALL PROTECTION MESH

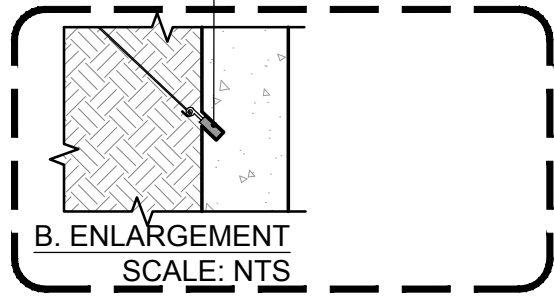
SEE MEP DRAWINGS FOR DRAINS AND PLUMBING LOCATIONS. COORDINATE WITH PROPOSED TREES TO AVOID CONFLICTS

TWO - WAY RATCHET TENSIONER

INTERSTITIAL SPACE

COMPACT SOIL @ BOTTOM OF ROOTBALL TO SET ROOTBALL ELEVATION

PROVISION IN STRUCTURAL WALL FOR PRE-INSTALLED HOOK



PLANTED ROOT BALL SHOULD BE EVEN WITH FINISHED GRADE.

3" SPECIFIED MULCH

SPECIFIED PLANTING SOIL

HEAVY DUTY LOAD STRAPS

STAINLESS STEEL HARDWARE

GALVANIZED WIRE CABLE WATER PROOFING (BY OTHERS)

CONTRACTOR TO PROVIDE PRE INSTALLED METAL EYE BOLTS ANCHORED & WATERPROOFED TO STRUCTURE. CONFIRM WITH STRUCTURAL ENGINEER FOR PROVISIONS. SEE ENLARGEMENT B THIS SHEET AND SEE STRUCTURAL DWGS.

FILTER FABRIC AND DRAINAGE ROCK LAYER. SEE TYPICAL PLANTER DETAIL

NOTE: COORDINATE TREE ANCHORS WITH CIVIL ENGINEER. TREE ANCHORING SYSTEM BY PLATIPUS OR APPROVED EQUAL. CONTRACTOR TO PROVIDE SYSTEM BASED ON TREE SIZE AND WIND LOAD AS RECOMMENDED BY MANUFACTURER. CONTRACTOR TO SUBMIT SHOP DWGS FOR APPROVAL

9

TREE / PALM ANCHORING SYSTEM AT PLANTER

SCALE: N.T.S.

ONDA

BAY HARBOR ISLANDS, FL

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BAY HARBOR ISLANDS
FL 33154

OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

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REG No: LC26000339

SEAL:

FOR THE FIRM:
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R.L.A. 0001574

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2	02.27.19	DRC PACKAGE REV.
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4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

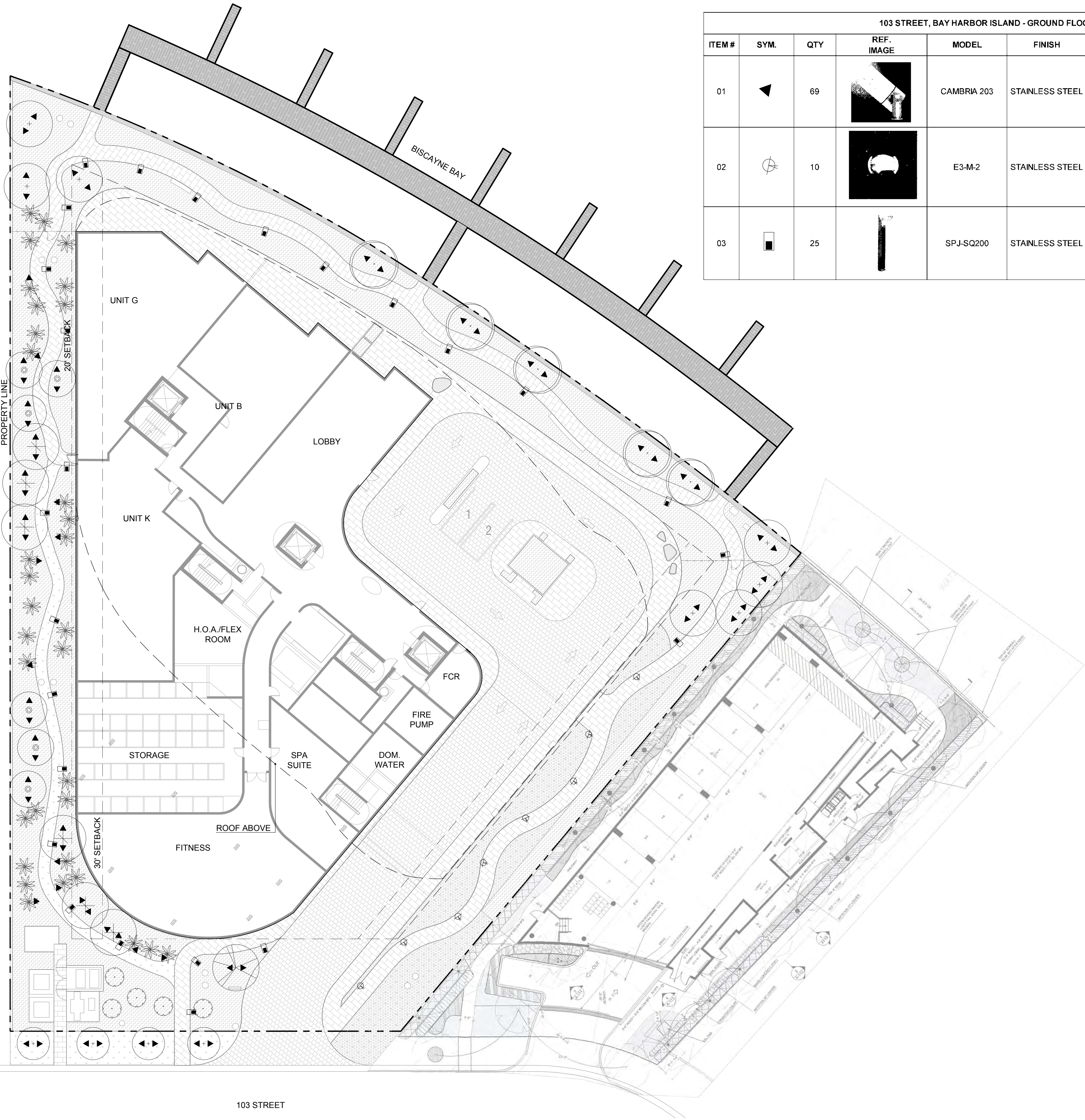
DRAWING TITLE:

PLANTING DETAILS
GROUND FLOOR

SHEET NO:

L-504

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103 STREET, BAY HARBOR ISLAND - GROUND FLOOR LANDSCAPE LIGHTING SCHEDULE									
ITEM #	SYM.	QTY	REF. IMAGE	MODEL	FINISH	FIXTURE TYPE	MOUNTING TYPE	SOURCE	NOTES
01		69		CAMBRIA 203	STAINLESS STEEL	ACCENT UPLIGHT	GROUND STAKE	LUMIERE	LED
02		10		E3-M-2	STAINLESS STEEL	DRIVABLE DOME LIGHT	IN GROUND	BEACH SIDE LIGHTING	LED
03		25		SPJ-SQ200	STAINLESS STEEL	BOLLARD	IN GROUND	FOREVER BRIGHT	

ONDA

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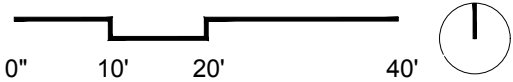
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ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/16"=1'



DRAWING TITLE:

LIGHTING PLAN
GROUND FLOOR

SHEET NO:

L-700



WOOD DECK, TYP

STONE PAVED TERRACE, TYP

RAISED PLANTER, TYP

ONDA

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ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: N.T.S

DRAWING TITLE:
**LEVEL 3 PLAN
LANDSCAPE
RENDERING**

SHEET NO:

L3-200

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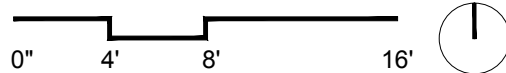
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ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/8"=1'



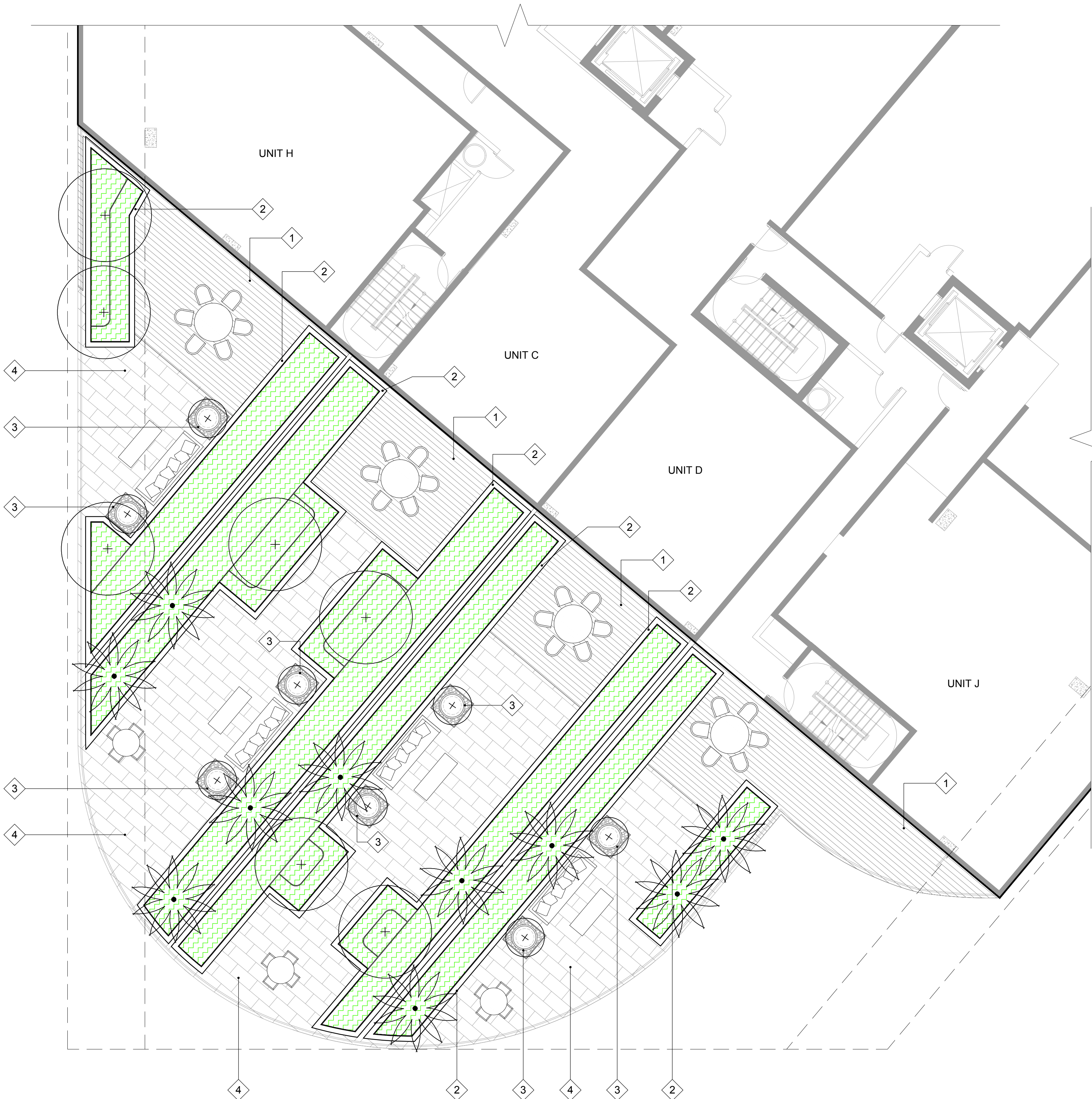
DRAWING TITLE:

SITE + MATERIALS
PLAN - LEVEL 3

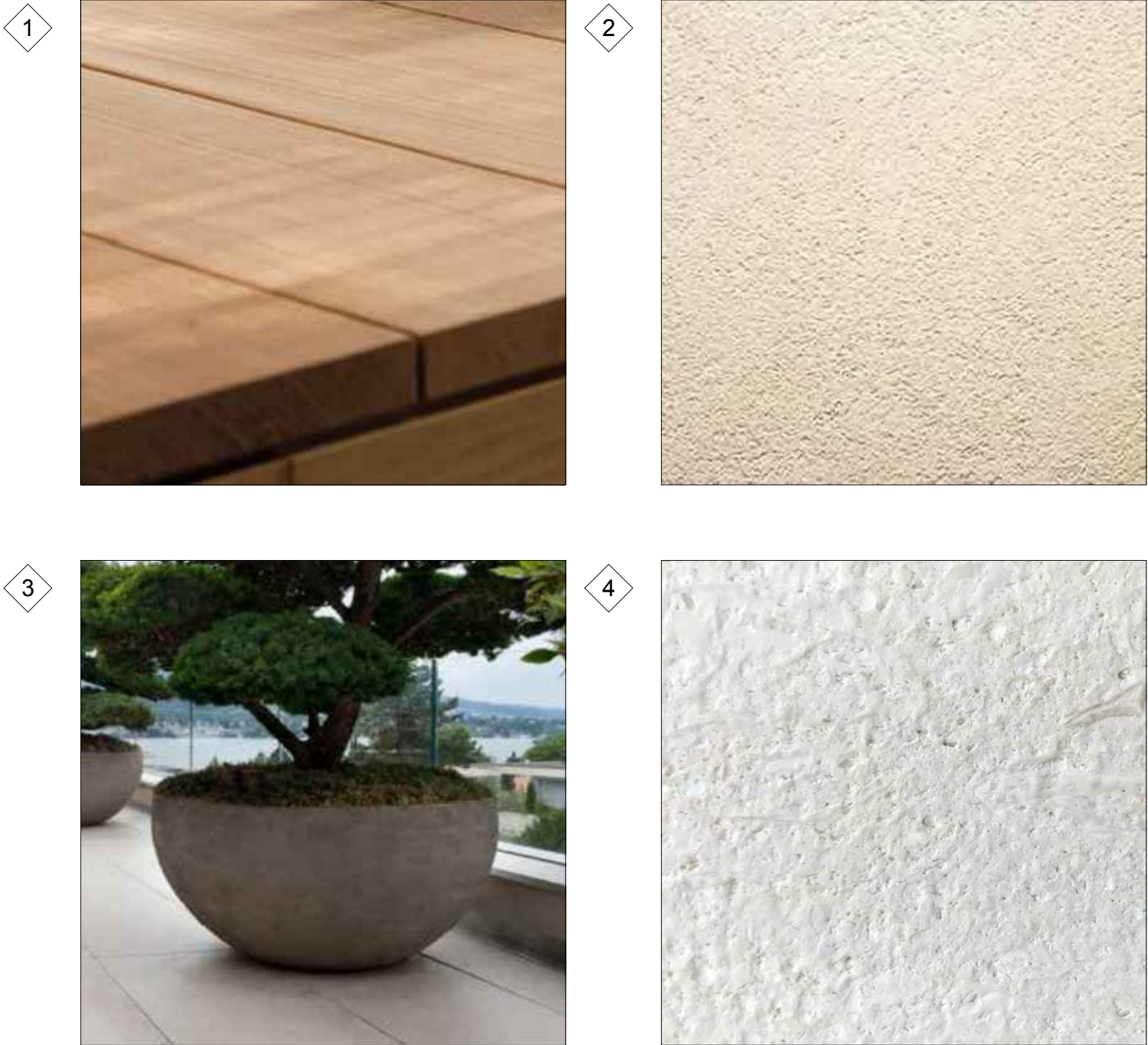
SHEET NO:

L3-201

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HARDSCAPE MATERIALS IMAGE REFERENCES:



SYMBOL LEGEND

- 1 WOOD DECK
- 2 RAISED PLANTER
- 3 PLANTER POT
- 4 PAVER
- PLANTING

BAY HARBOR ISLANDS, FL

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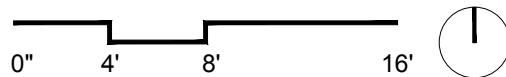
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ISSUED FOR:

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DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/8"=1'



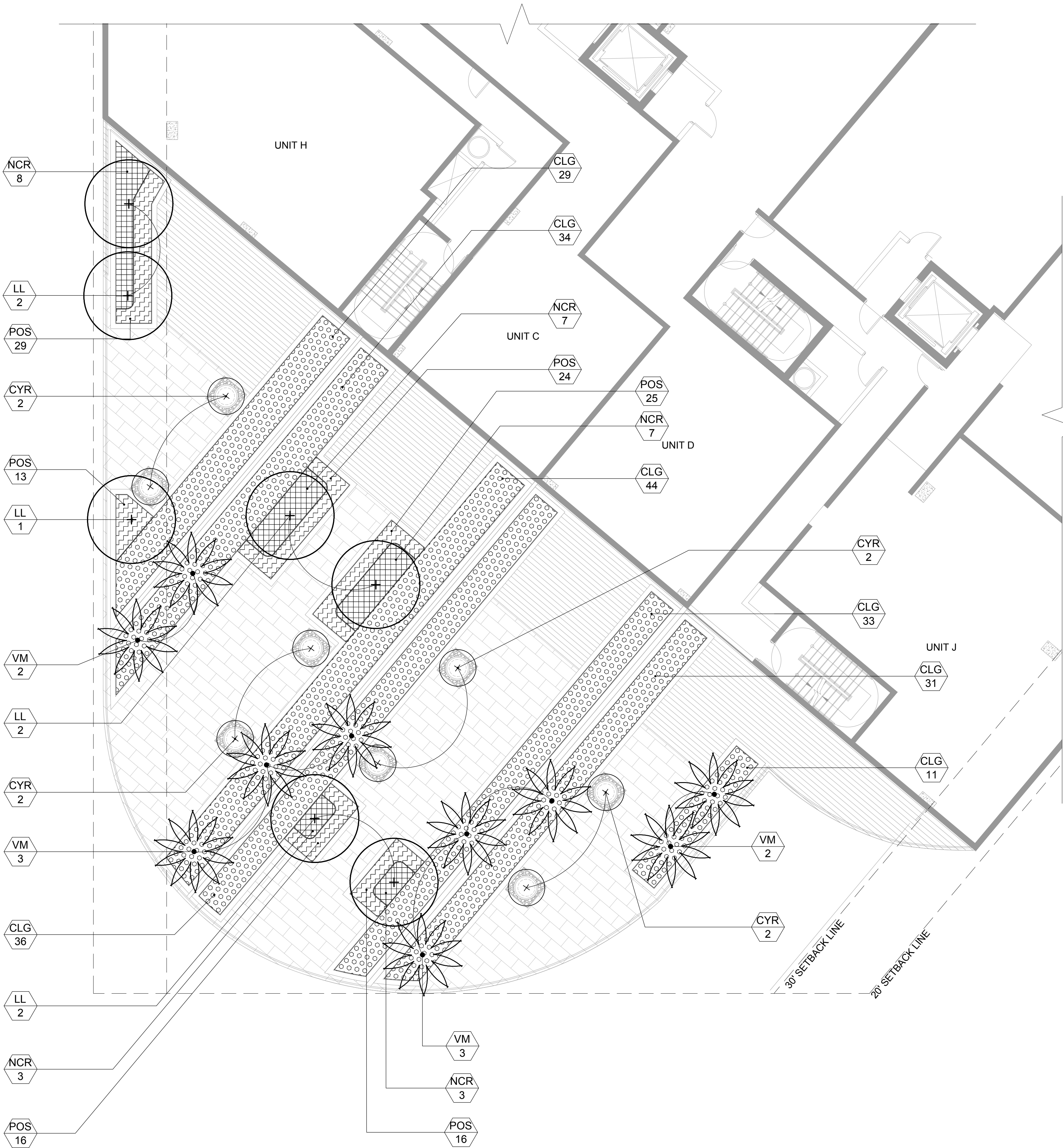
DRAWING TITLE:

PLANTING PLAN -
LEVEL 3

SHEET NO:

L3-500

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103 BAY STREET , BAY HARBOR ISLANDS

LEVEL 3 PLANTING SCHEDULE

SYM	QTY	SCIENTIFIC NAME	COMMON NAME	MINIMUM SPECIFICATIONS	NOTES	NATIVE
PROPOSED TREES						
LL	7	<i>Lysiloma latissiliquum</i>	Wild Tamarind	100GAL; 16-18' HT.	FLORIDA FANCY	YES
PROPOSED PALMS						
VM	10	<i>Veitchia montgomeryana</i>	Montgomery Palm	12-14' HT.	B&B.	NO
PROPOSED SHRUBS						
POS	123	<i>Polypodium scolopendrium</i>	Wart Fern	3GAL 18"HT. 18" SP. 18" O.C.		NO
NCR	28	<i>Neomarica caerulea 'regina'</i>	Giant Apostle's Iris	3GAL 30"HT. 36" SP. 36" O.C.		NO
CLG	218	<i>Clusia guttifera</i>	Small leaf Clusia	15GAL; 5' HT; 3' SP; 36" O.C.	FULL TO BASE	NO
PROPOSED ACCENTS						
CYR	8	<i>Cycas Revoluta</i>	Sago Palm	45GAL. 5x5'		NO

GENERAL NOTES:

- ALL LANDSCAPED AREAS WITHIN LIMITS OF WORK SHALL BE IRRIGATED WITH AUTOMATIC IRRIGATION SYSTEM WHICH SHALL UTILIZE DOMESTIC WATER SUPPLY. A BACKFLOW PREVENTOR SHALL BE INSTALLED
- IRRIGATION SYSTEM SHALL BE EQUIPPED WITH RAIN SENSOR.
- IRRIGATION SYSTEM SHALL PROVIDE 100% COVERAGE, WITH MIN. 50% RE OVERLAP.
- CONTRACTOR TO COORDINATE AS-BUILT CONDITIONS. NOTIFY LA, IN WRITING, OF ANY PLAN DISCREPANCIES PRIOR TO INSTALLATION OF UNDERSTORY AND CANOPY.

BAY HARBOR ISLANDS, FL

SITE ADDRESS:

1135 103 STREET
BAY HARBOR ISLANDS
FL,33154

OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

ARQUITECTONICA

2900 OAK AVENUE,
MIAMI, FL 33133
305.372.1812 T
305.372.1175 F

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7580 NE 4th Court, Studio 105
Miami, Florida 33138, USA
T+1 305.576.6702
www.enea.ch | info.miami@enea.ch

REG No: LC26000339

SEAL:

FOR THE FIRM:
GERARDO JAVIER DELGADO
R.L.A. 0001574

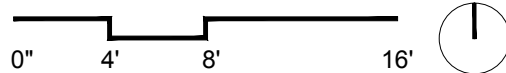
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No.	DATE:	ISSUE FOR
1	01.30.19	DRC PACKAGE
2	02.27.19	DRC PACKAGE REV.
3	03.22.19	DRC PACKAGE REV.
4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/8"=1'



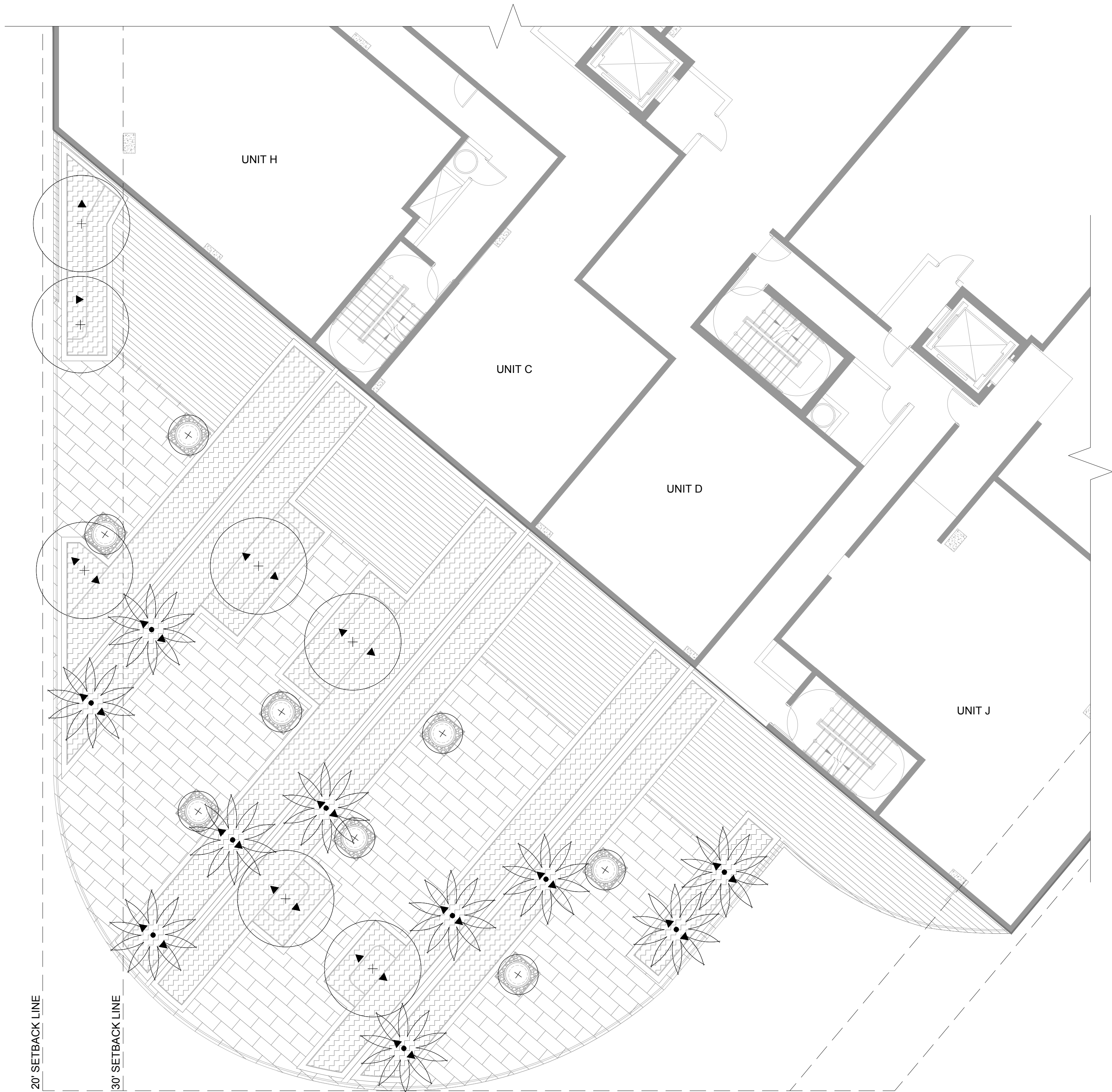
DRAWING TITLE:

LIGHTING
PLAN - LEVEL 3

SHEET NO:

L3-700

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103 STREET, BAY HARBOR ISLAND - LEVEL 3 LANDSCAPE LIGHTING SCHEDULE									
ITEM #	SYM.	QTY	REF. IMAGE	MODEL	FINISH	FIXTURE TYPE	MOUNTING TYPE	SOURCE	NOTES
01	◀	32		CAMBRIA 203	STAINLESS STEEL POLISHED	ACCENT UPLIGHT	GROUND STAKE	LUMIERE	LED IN PLANTERS

BAY HARBOR ISLANDS, FL

SITE ADDRESS:

1135 103 STREET
BAY HARBOR ISLANDS
FL,33154

OWNER:

BH INVESTMENT, L.L.C

ARCHITECT:

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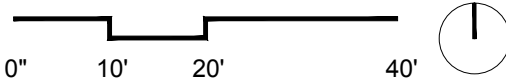
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3	03.22.19	DRC PACKAGE REV.
4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

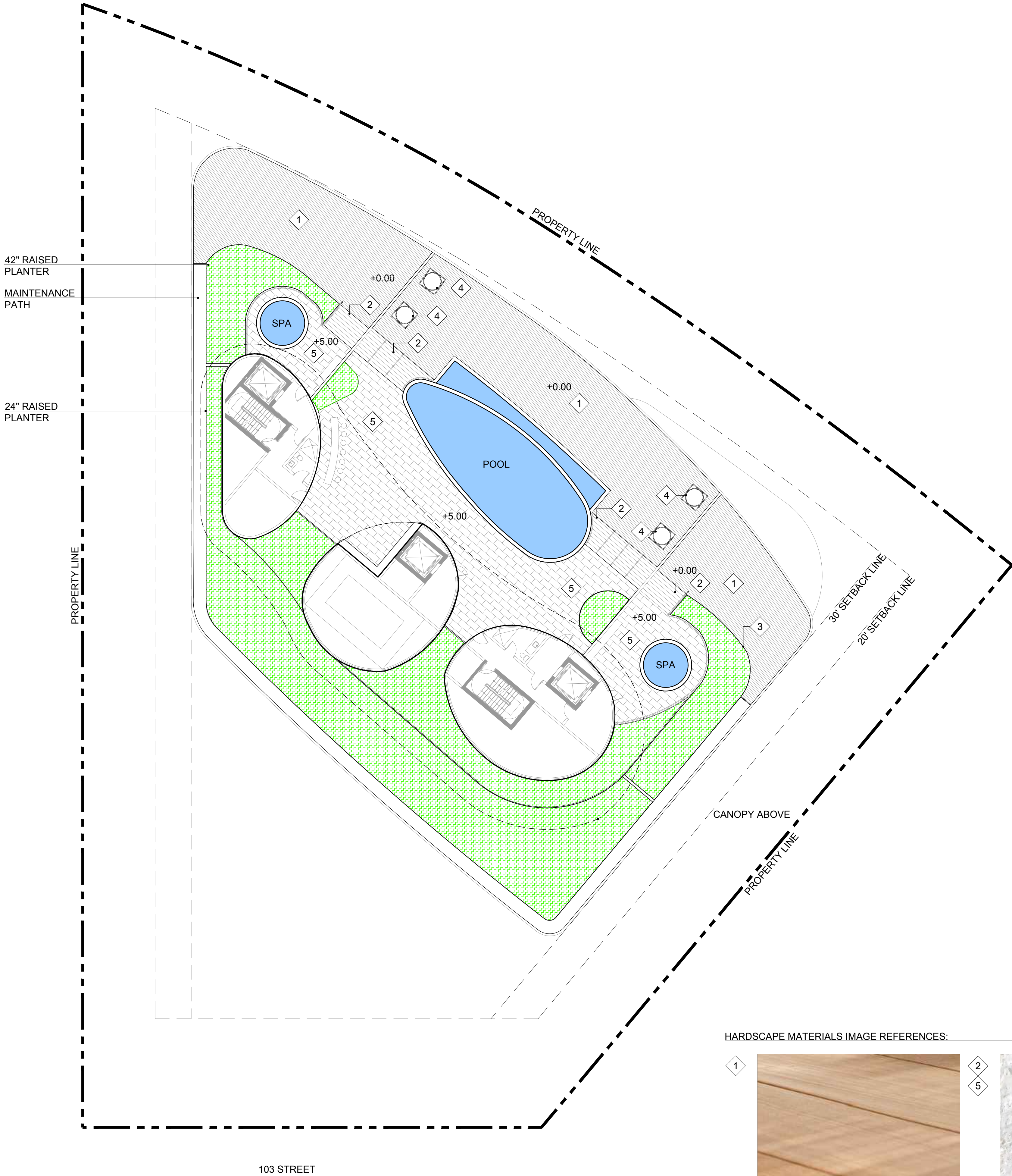
SCALE: 1/16"=1'



DRAWING TITLE:
SITE + HARDSCAPE MATERIALS PLAN -
LEVEL 8

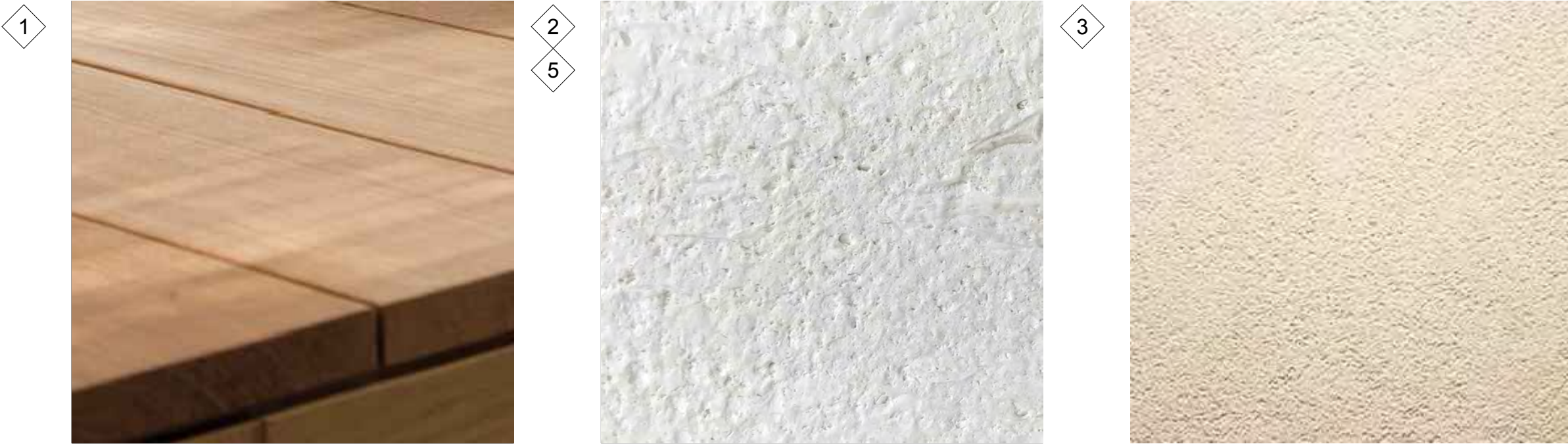
SHEET NO:

L8-201



- SYMBOL LEGEND
- 1 WOOD DECK
 - 2 STONE VENEERED STEPS
 - 3 RAISED PLANTER
 - 4 POT
 - 5 PAVER
 - PLANTING

HARDSCAPE MATERIALS IMAGE REFERENCES:



BAY HARBOR ISLANDS, FL

SITE ADDRESS:

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BAY HARBOR ISLANDS
FL,33154

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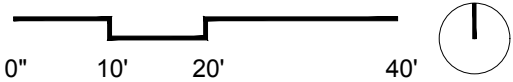
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4	04.15.19	P&Z PACKAGE

ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/16"=1'



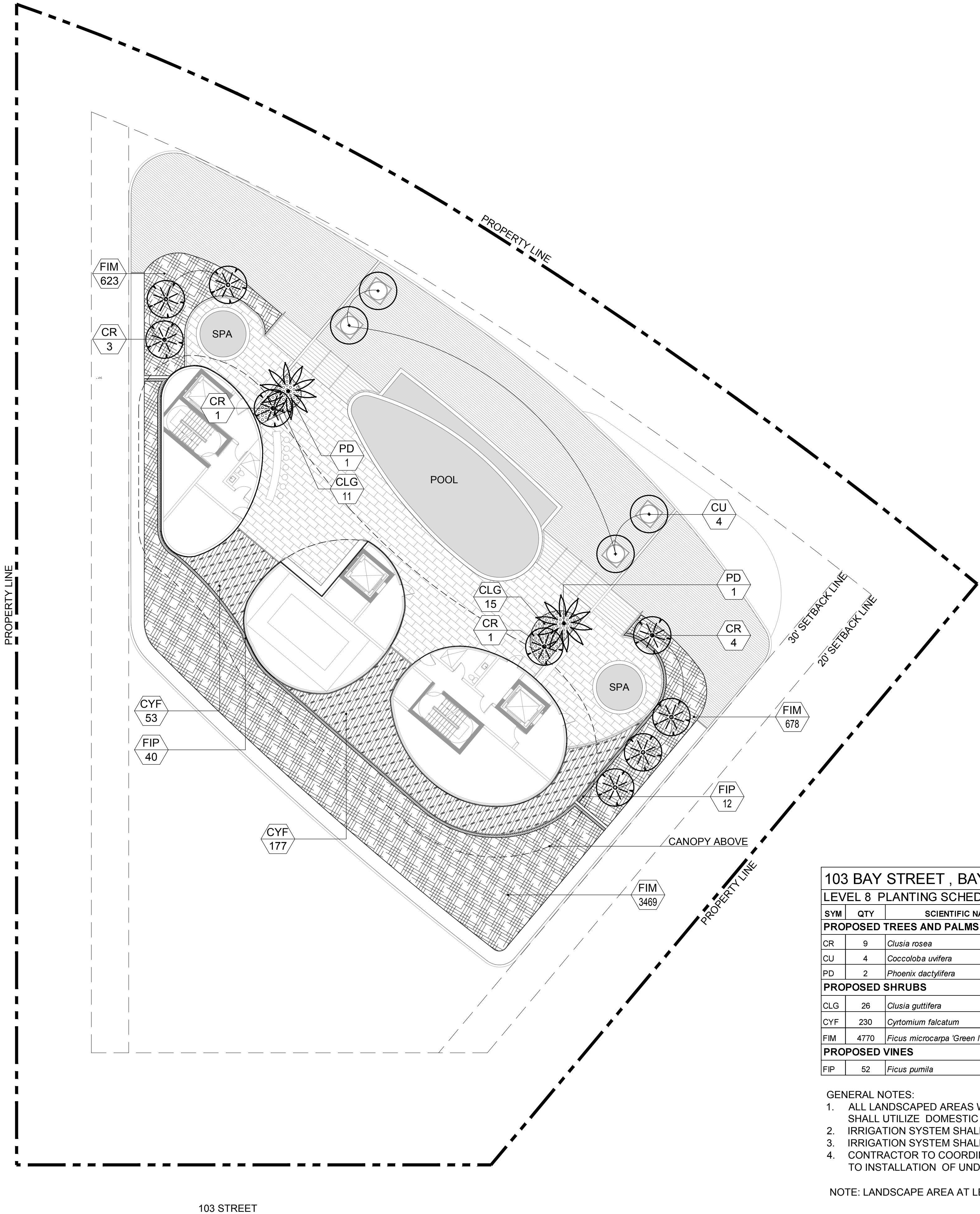
DRAWING TITLE:

PLANTING PLAN -
LEVEL 8

SHEET NO:

L8-500

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103 BAY STREET , BAY HARBOR ISLANDS

LEVEL 8 PLANTING SCHEDULE

SYM	QTY	SCIENTIFIC NAME	COMMON NAME	MINIMUM SPECIFICATIONS	NOTES	NATIVE
PROPOSED TREES AND PALMS						
CR	9	<i>Clusia rosea</i>	Pitch Apple	45GAL.; 12'-14' HT; 6'-8" SP	FLORIDA FANCY GRADE	YES
CU	4	<i>Coccoloba uvifera</i>	Seagrape	45GAL. 10'-12' HT; 8'-10' SP; MULTI-TRUNK	FLORIDA FANCY GRADE	YES
PD	2	<i>Phoenix dactylifera</i>	Date Palm	16'-18' GW ; 20'-22' OH	B&B	NO
PROPOSED SHRUBS						
CLG	26	<i>Clusia guttifera</i>	Small-Leaf Clusia	15GAL.; 4' HT; 3' SP; 36" O.C	FULL TO BASE	NO
CYF	230	<i>Cytomium falcatum</i>	Holly Fern	3GAL.; 24"HT; 30" O.C	FULL	NO
FIM	4770	<i>Ficus microcarpa 'Green Island'</i>	Ficus 'Green Island'	3GAL.; 12" HT; 12"SP; 12" O.C	FULL	NO
PROPOSED VINES						
FIP	52	<i>Ficus pumila</i>	Creeping Fig	1GAL.; 24" O.C	FULL	NO

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- CONTRACTOR TO COORDINATE AS-BUILT CONDITIONS. NOTIFY LA, IN WRITING, OF ANY PLAN DISCREPANCIES PRIOR TO INSTALLATION OF UNDERSTORY AND CANOPY.

NOTE: LANDSCAPE AREA AT LEVEL 8: 25% GREEN SPACE

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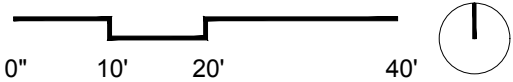
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ISSUED FOR:

PROJECT No: MA18102
DRAWN BY: YPA/KME
REVIEWED BY: POH

SCALE: 1/16"=1'



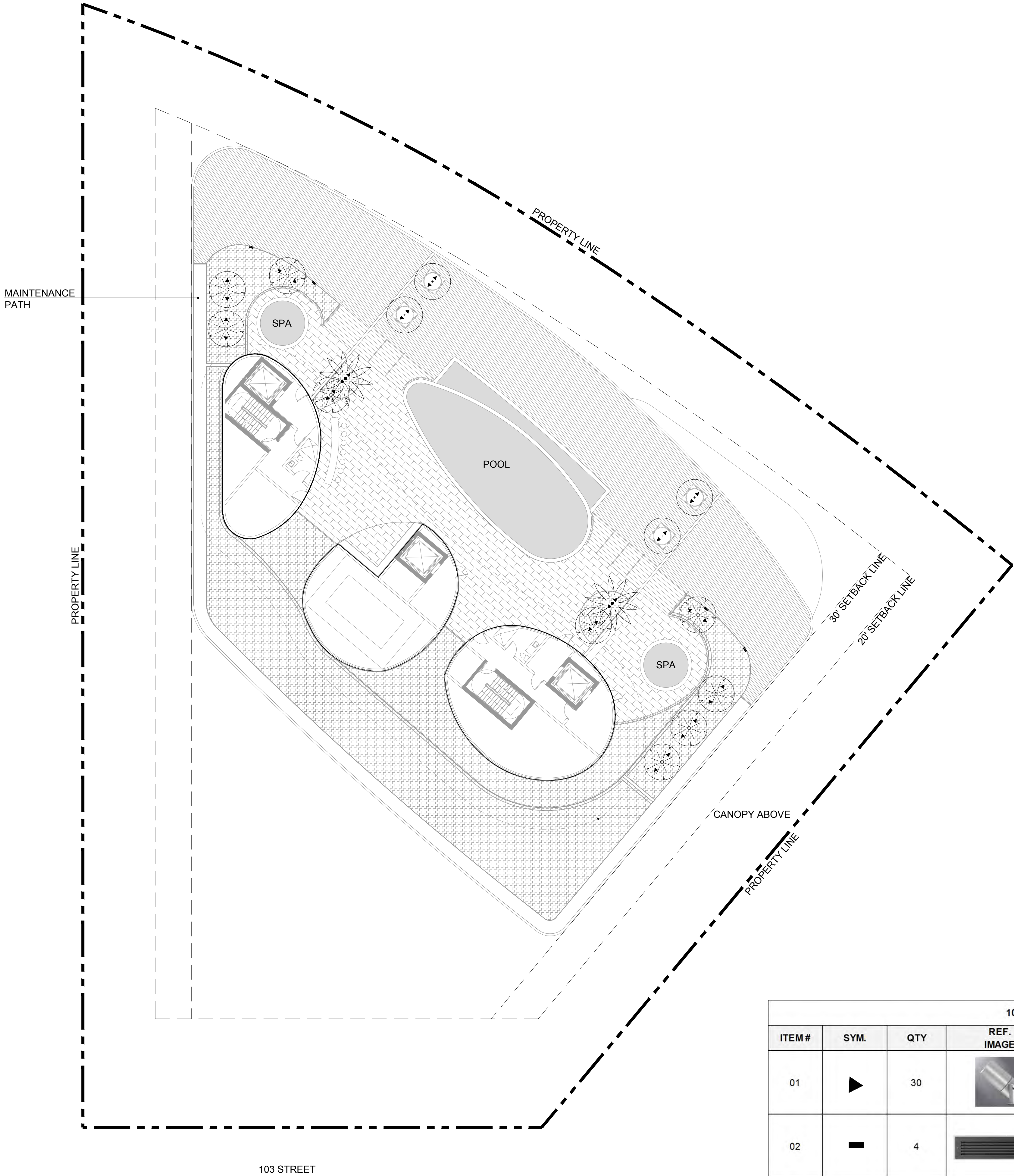
DRAWING TITLE:

LIGHTING PLAN
LEVEL 8

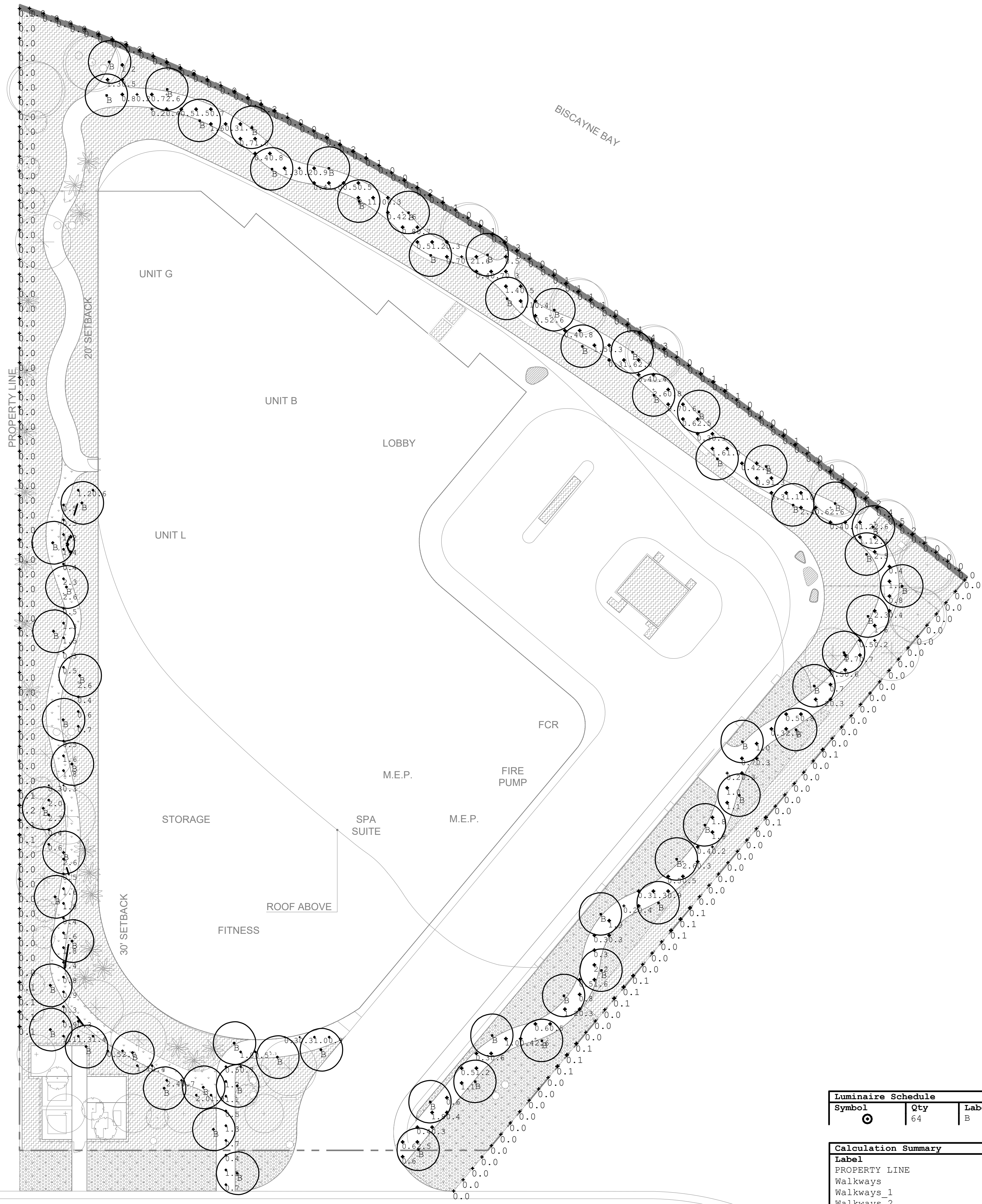
SHEET NO:

L8-700

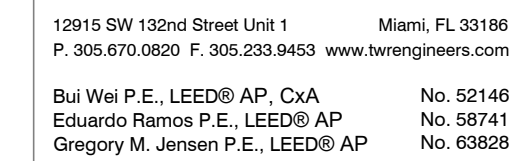
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103 STREET, BAY HARBOR ISLAND - LEVEL 8 LANDSCAPE LIGHTING SCHEDULE									
ITEM #	SYM.	QTY	REF. IMAGE	MODEL	FINISH	FIXTURE TYPE	MOUNTING TYPE	SOURCE	NOTES
01		30		CAMBRIA 203	STAINLESS STEEL	ACCENT UPLIGHT	GROUND STAKE	LUMIERE	LED
02		4		33 052	STAINLESS STEEL	WALL MOUNTED	RECESSED	BEGA	LED



Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF	
⊙	64	B	SINGLE	N.A.	0.900	
Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	A
PROPERTY LINE	Illuminance	Fc	0.05	0.5	0.0	N
Walkways	Illuminance	Fc	0.94	2.6	0.2	4
Walkways_1	Illuminance	Fc	0.95	2.3	0.3	3
Walkways_2	Illuminance	Fc	1.13	2.6	0.3	3



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ISLANDS, FL

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[illegible]

NOT FOR
CONSTRUCTION

SCALE: 1/16"=1'

Diagram illustrating a step function on a number line from 0 to 40. The function is defined as follows:

- From 0 to 10, the function value is 100.
- From 10 to 20, the function value is 50.
- From 20 to 40, the function value is 100.

A clock icon is shown to the right of the number line.

LIGHTING PLAN
LEVEL 2

L2-700

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Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
RAMP - DROP OFF AREA	Illuminance	Fc	2.34	4.3	1.0	2.34	4.30

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
RAMP - DROP OFF AREA	Illuminance	Fc	2.34	4.3	1.0	2.34	4.30

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

To: Planning and Zoning Board
Town of Bay Harbor Islands

From: Michael J. Miller, AICP *MJM*
Consultant Town Planner

Date: April 10th, 2019

Subject: Site Development Plan Application
ONDA Multifamily Residential Complex (41 DU)
1135 103rd Street
Bay Harbor Islands Acct. No. SPR19-00001
MMPA Acct. No. 01-0702-1081

RECOMMENDED ACTION

MMPA recommends the Planning and Zoning Board review the most recent revised plans dated March 22nd, 2019 / Revisions dated April 9th, 2019, and if found acceptable **APPROVE** the proposed Site Development Plan application, subject to the suggested conditions listed in the summary section of this report, and a finding by the Board of the following:

1. The Planning and Zoning Board approves the tandem arrangement of the parking spaces in the garage pursuant to §23-30(f).
-

PROJECT REVIEW HISTORY

On January 30th, 2019, the Town received a formal Site Development Plan application for the above referenced property. The Town's DRC met two (2) times (February 21st, 2019 & March 14th, 2019) and recommended approval of the application, subject to the architect making a few minor 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 an initial set of revised plans (PZB check-set) from the architect on March 22nd, 2019 and found that revised plans resolved all but a few of the DRC issues adequately. Subsequently several email / phone discussions occurred, and several sets of plan revisions were reviewed by the Town. On April 9th, 2019 MMPA received several revised plan sheets from the architect and found that the most recent plans resolved all of the DRC issues adequately to proceed forward to the PZB for consideration.

GENERAL PROJECT INFORMATION

Land Use Designation: MH – Medium-High Density Residential
Zoning District: RM-3 Multiple Family District
General Location: 1135 103rd Street
Legal Description: Tract "F", "Bay Harbor Island" Subdivision, according to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of Miami-Dade County.

PROJECT DESCRIPTION

The law firm Akerman, LLP, as agent for the property owner, BH Investments, LLC, has submitted a Site Development Plan application (designed by the architectural firm "Arquitectonica") for the construction of an 8-story / 41-unit mid-rise residential development located at 1135 103rd Street. The waterfront site is comprised of one (1) platted lot that is 52,667 sq. ft. / 1.207 acres in size. The site is currently cleared / vacant but was previously developed with a 5-story / 35-unit multifamily complex known as the "Bay Harbor Continental" built in 1958+/- . The new site design incorporates one (1) trapezoidal shaped building with seven (7) floors of residential units and accessory / amenity uses over a one (1) partially depressed parking garage. The proposed building height is 75' above BFE with accessory rooftop structures (elevator override / stair tower / shade structures / mechanical equipment) and amenities (swimming pool / sun deck / etc.). There are ten (10) dwelling unit types proposed that include one (1) studio unit and a mixture of 2 / 3 / 4-bedroom units ranging from 870 (studio unit) to 3,690 sq. ft. - all exceeding minimum Code requirements - with most units containing a den. No TDR units are being sought in this design. The base density of 34 DUA allows the proposed 41 dwelling units as of right. The survey indicates that right-of-way for on-street parking was previously dedicated to the Town as a replacement easement is shown. The Town Clerk reported that the 11-foot wide right-of-way dedication for on-street parking was deeded back to the owners already. Therefore, the parcel is full-sized with no deductions.

Access to the site is proposed via one 23-foot wide two-way driveway connection to 103rd Street at the southeast property line. The parking garage is accessed from the driveway approximately 40-feet into the site and there is a ramp up to a proposed looped entrance lobby with ample room for pick-up / drop-offs. It is noted that §23-24(c)(2) requires all new developments in the RM-3 District to provide at least 5% of the required base parking as additional guest parking spaces. The plan includes the extra guest spaces. There is also §23-24(d)(8) of the Town Code that exempts platted single lots from having to provide such areas – this is intended only for the small lots in the RM-1 / RM-2 Districts. Security gates are not indicated to be used at this time.

The parking garage is fully enclosed with a single point of entry and exit on the internal driveway on the east side of the building. Minimum parking requirements are being met (93 parking spaces proposed – 88 @ 2 per unit plus 5% guest (4) = 93 spaces. Fire Department staging areas are shown, the applicant indicates they have had an initial meeting and the proposed configuration did not pose any issues. The Town staff is concerned with some MDFD demands after PZB approval is granted that roadway swale areas be designated exclusively for fire staging areas – this conflicts with M-D / Town Landscape Code requirements for Street Trees / drainage.

The existing seawall cap height is below the Town's minimum 5.50' above Mean Sea Level (MSL), and the Code allows them to be as high as 6' above MSL at this location. As a nonconforming seawall it is allowed to remain and may continue to be repaired; however, the property owner is encouraged to reconstruct and/or raise the seawall height to increase flood protection pursuant to §23-12(10)(h). The plans shown the conceptual location / design of a future boat dock in the Town's waterway adjoining the site; however, the conceptual design does not comply with the Town Code criteria, as it extends too far into Biscayne Bay (25 feet maximum), is too wide (4 feet maximum when greater than 8 feet in length). There is a private bayfront walk five (5) feet in with setback five (5) feet from the seawall, with three (3) connection points to the boat dock in compliance with the Code. This facility will be handled separately involving DERM review for environmental issues and might require variances (common for such facilities).

The adjoining / nearby developments sites currently include: to the north – Biscayne Bay / to the south – Town & Country 2-story MFR apartment complex @ 12 DU (20 DU/AC) & Town-owned public parking lot / to the east is a vacant lot currently approved for a 7 DU (23.49 DU/AC) project called OPUS, which is 8-stories in height (seven (7) floors of residential use over one (1) floor of parking / building lobby) / and to the west is the Bay Harbor Club 3-story MFR condominium complex @ 23 DU (20.5 DU/AC). This area of the Town is predominated by a mixture of low-rise residential complexes (1-3 stories), mid-rise residential complexes (5-7 stories) and a few older high-rise residential complexes (Island Club / Coral Sea Towers / etc.). The Town's 2002 Community Vision Master Plan identifies this area for mid-rise / high-rise residential complexes (7+ stories). Therefore, the proposed development is deemed generally consistent with the Town's future vision for this area.

BACKGROUND INFORMATION

The Town completed major amendments to its adopted Comprehensive Plan and Land Development Regulations (LDRs) in the last 15+/- 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. The former RBA Tract parcels at the north / south tips of the East Island are now within the RM-3 District and the applicable land development regulations were updated. 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. Forty-One (41) units are allowed by right on the property. Additional dwelling units could be acquired to increase the base density if approved by the Town Council to a maximum of 80 DUA. The developer could seek to build up to 96 DU on the property through the TDR process (1.207 ac. x 80 DUA). As proposed, the development will be consistent with the applicable FLUM designation of the property.

Land Development Regulations / Zoning Code – The property has a zoning district classification of RM-3 Multiple Family Zoning District. The maximum building height allowed in this district is 75 feet (measured from BFE to top of main roof deck), unless additional building height up to 120 feet is approved via a voter election / Town Council approval. The proposed use of the property is consistent with this zoning classification; however, some features of the proposed site design are not consistent with some provisions of the Code at present.

PLATTING

The site will not require re-platting, as the site is currently platted as one (1) tract described above.

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

As stated above, the Site Development Plan depicts access to the site from a 23-foot wide two-way driveway connection to 103rd Street. The driveway leads to the parking garage entrance, and then turns into a ramp for a proposed looped entrance lobby pick-up/ drop-off / loading area at the northeast corner of the building. This area is being provided adds great functionality to the site.

Based on 41 DU the Code requires at least 93 parking spaces, and 93 are being provided. Approval from the PZB is required for the tandem arrangement of the parking spaces pursuant to §23-30(f). §23-24(c)(2) requires all new developments in the RM-3 District to provide at least 5% of the required base parking as additional guest parking spaces.

Fire Department staging areas are shown on the plans. The applicant states that meetings with the Miami-Dade Fire Department staff have taken place and what they have proposed does not pose any issues. MMPA notes that any changes required by the Fire Department subsequent to the Town's site plan approval may cause the plans to be re-submitted to the DRC / PZB.

BUILDING DESIGN / BUILDING LENGTH / BREEZEWAY

The building design is clean / modern / curvilinear with abundant clear glass windows, metal and glass balconies on concrete projections. Since the building is on a single platted lot, §23-11(D)(6) of the Town Code exempts a "breezeway" from being required.

SUGGESTED CONDITIONS OF APPROVAL / SITE PLAN COMMENTS

Following are suggest conditions of approval and/or comments based on the plans dated March 22nd, 2019, submitted to the Town for consideration:

1. This approval is based on the revised Site Development Plans prepared by Arquitectonica dated March 22nd, 2019 / Revisions dated April 9th, 2019, as well as any required modifications stated herein, and any modifications required by the Planning and Zoning Board. Any changes desired after the Board's approval may require separate approvals from the Town staff and/or Planning and Zoning Board as specified by the Code.
2. Planning and Zoning Board approval for the tandem arrangement of the parking spaces in the garage is required pursuant to §23-30(f).

3. Outdoor Lighting Plan - The preliminary Photometric Lighting Plan shows compliance on the perimeters but does not indicate the levels on the entrance ramp and pick up/drop off area and needs to be revised to indicate the levels in these areas.
4. Boat Dock - The boat docking facility shown on the plans is only conceptual, a separate permit will be required and subject to any changes required by the Town Code.
5. Town park impact fees must to be paid / satisfied at time of building permits.
6. School Concurrency - Coordinate with the Miami-Dade County School Board staff through the Town staff (Building Dept.) to address any deficiencies at public schools that serve the Town. If mitigation is required, an agreement / payment must be finalized prior to the issuance of building permits.
7. Miami-Dade County Fire Department approval of the staging areas shown on the plans. Any changes required by the Fire Department subsequent to the Town's site plan approval may cause the plans to be re-submitted to the DRC / PZB.
8. All FPL transformers / backflow preventers / exposed utility facilities must be substantially screened / hidden with landscaping / fences / painted to match.
9. Installation of conduit for future undergrounding of overhead utilities as opposed to the removal of all existing overhead lines and placement underground due to FPL's objection to incremental undergrounding.

An aerial photograph of a residential neighborhood, likely Onda, with a green overlay. The image shows a grid of streets, houses, and some commercial buildings. The text "ONDA" is prominently displayed in the center, with "TRAFFIC STUDY" below it.

ONDA

TRAFFIC STUDY

ONDA

TRAFFIC STUDY

Prepared By:
David Plummer & Associates

Prepared For:
Morabito Properties L.L.C.

Prepared In:
March 2019

DPA Job #:
18186

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with David Plummer and Associates, Inc., a corporation authorized to operate as an engineering business by the State of Florida Department of Professional Regulations, Board of Professional Engineers and that I have prepared or approved the evaluation, findings, conclusions, or technical advice hereby for:

Project: ONDA – Traffic Study
Location: Town of Bay Harbor Islands
Client: Morabito Properties, LLC

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of transportation engineering as applied through professional judgement and experience.

Name: Sarah Fiol, P.E.
P.E. Number: 82340
Date: March 25, 2019

Signature:

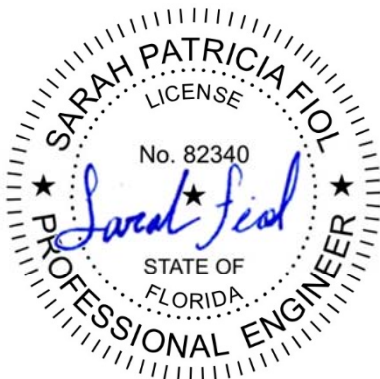


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EXECUTIVE SUMMARY

The proposed development will be located at 1135 103rd Street in Bay Harbor Islands, Florida. The project is proposing an eight story residential building with 41 dwelling units. The site was previously occupied by a five story residential building consisting of 35 dwelling units. Access to the project will be via a two-way existing driveway on 103rd Street.

An assessment of the traffic impacts associated with the ONDA project was performed in accordance with the requirements of the Town of Bay Harbor Islands. The results of the analysis show that the Kane Concourse and 103rd Street roadway segments analyzed currently operate and will continue to operate within the FDOT established capacity and the Town of Bay Harbor Islands adopted level of service (LOS) standards. It should be noted that this development only generates 14 new vehicle trips during the morning peak hour and 18 new vehicle trips during the afternoon peak hour.

Results of the future with project conditions intersection analysis show that the overall LOS for the Bay Harbor Terrace / Kane Concourse and the East Bay Harbor Drive / Kane Concourse intersections are projected to continue to operate within the LOS standards adopted by the Town. The un-signalized intersection capacity analysis shows adequate operations at the project driveway.

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by Miami-Dade Transit bus route 107(G) and the Town of Bay Harbor shuttle. The project is located in an area that is conducive for pedestrian and bicycle activities, providing sidewalks, crosswalks, and pedestrian lanes.

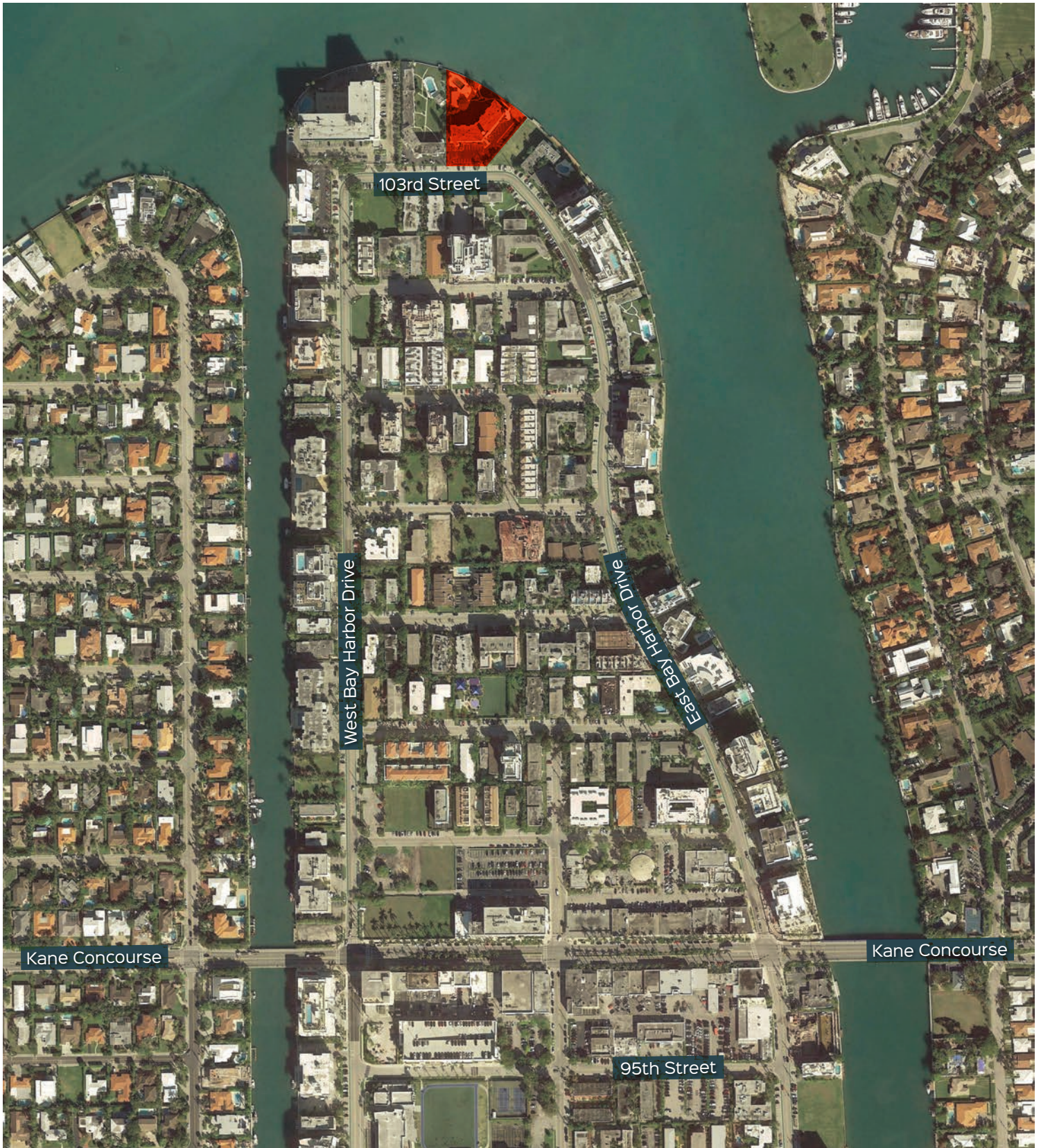
1.0 INTRODUCTION

1.1 Project Background

The proposed development will be located at 1135 103rd Street in Bay Harbor Islands, Florida (see Exhibit 1). The project is proposing an eight story residential building with 41 dwelling units. The site was previously occupied by a five story residential building consisting of 35 dwelling units. Access to the project will be via a two-way existing driveway on 103rd Street. The proposed site plan is included in Appendix A.

1.2 Study Objective

A traffic study was conducted consistent with Town of Bay Harbor Islands' Code of Ordinances to assess the impacts of this project on the external roadway network. The study addresses trip generation, access to the site, and the traffic impacts on the nearby transportation network.



■ Project Location

Exhibit 1

Location Map

1.3 Study Area and Methodology

The analysis undertaken follows the Town of Bay Harbor Islands' Code of Ordinances. The following is a brief description of the study methodology:

Study Area

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

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

The study area for the project will include the following roadway segments:

- Kane Concourse (96th Street / SR 922) east of West Bay Harbor Drive
- 103rd Street between East Bay Harbor Road and West Bay Harbor Rd

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year
- Project build-out year (2021) without project trips (background traffic)
- Project build-out year (2021) with project trips (total traffic)

Data Collection

- Vehicle turning movement counts were collected during the am (7 - 9) and pm (4 – 6) peak hour conditions on May 22, 2018 and on February 5, 2019. Forty-eight hour segment counts were collected on February 5, 2019 and February 6, 2019.
- Collected counts were adjusted to reflect am and 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.
- Future Transportation Projects – The 2019 TIP and the 2040 LRTP will be reviewed and considered in the analysis at project build-out.

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*, 10th Edition, trips associated with the proposed development were estimated. Net new external project traffic was assigned to the adjacent street network using the cardinal distribution from the *Miami-Dade Long Range Transportation Plan Update*, published by the *Metropolitan Planning Organization*. 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 Level of Service (LOS) analysis.

Roadway Capacity Analysis

Using data collected, am and pm peak hour LOS analyses were conducted for existing, future without project, and future with project (2021) traffic conditions. Roadway segment volumes were compared to Florida Department of Transportation published service volumes.

1.4 Project Site Information

The project will be located at 1135 103rd Street in Bay Harbor Islands, Florida. The proposed development is an eight story residential building with 41 dwelling units. The site was previously occupied by a five story residential building consisting of 35 dwelling units. Access to the project will be via a two-way existing driveway on 103rd Street that provides access to site's parking garage and ramp to the second (lobby) level visitor pick-up / drop-off and parking. The project site plan is included in Appendix A.

2.0 DATA COLLECTION

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

103rd Street

103rd Street is the north most local roadway that provides east / west access within the project area. The street connects West Bay Harbor Drive and East Bay Harbor Drive. 103rd Street is a two-way, two-lane, undivided roadway. 103rd Street has exclusive bike lanes on both sides of the roadway and on street parking is available on the roadway. The speed limit is 15 mph within the study limits.

Kane Concourse (96th Street)

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

West Bay Harbor Drive

West Bay Harbor Drive is a two-way, two-lane, local road that provides north / south access within the project area. West Bay Harbor Drive has exclusive bike lanes on both sides of the roadway and on-street parking is permitted on portions of the road. The speed limit is 25 mph within the study limits.

East Bay Harbor Drive

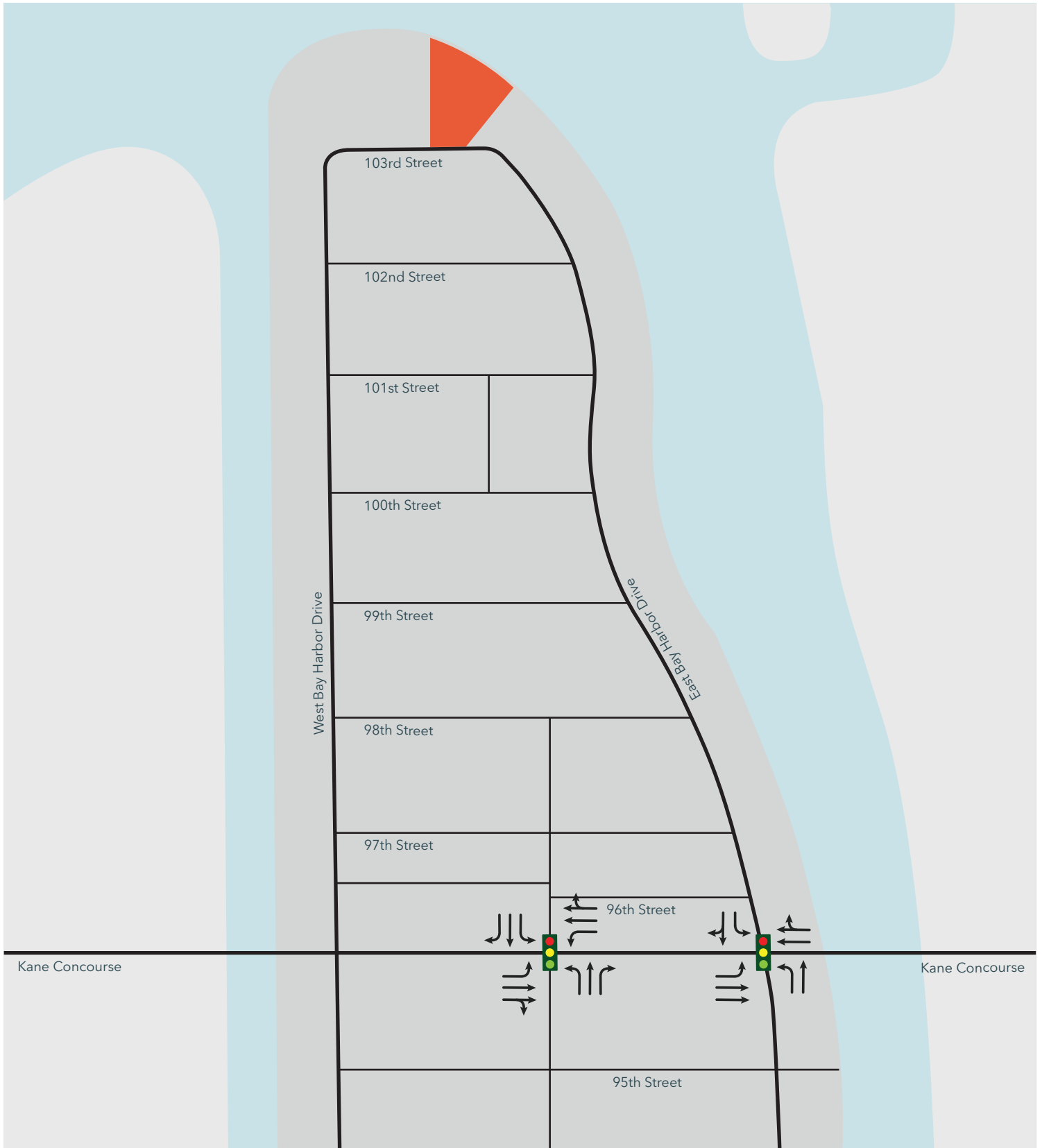
East Bay Harbor Drive is a two-way, two-lane, local road that provides north / south access within the project area. East Bay Harbor Drive has exclusive bike lanes on both sides of the roadway and on-street parallel parking is permitted on portions of the road. The speed limit is 25 mph within the study limits.

2.2 Traffic Counts

Vehicle turning movement counts were collected on May 22, 2018 and February 5, 2019. for the am and pm peak hours. The latest weekly volume adjustment factors were obtained from FDOT. A weekly volume peak season conversion 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. Traffic counts are provided in Appendix B.

2.3 Intersection Data

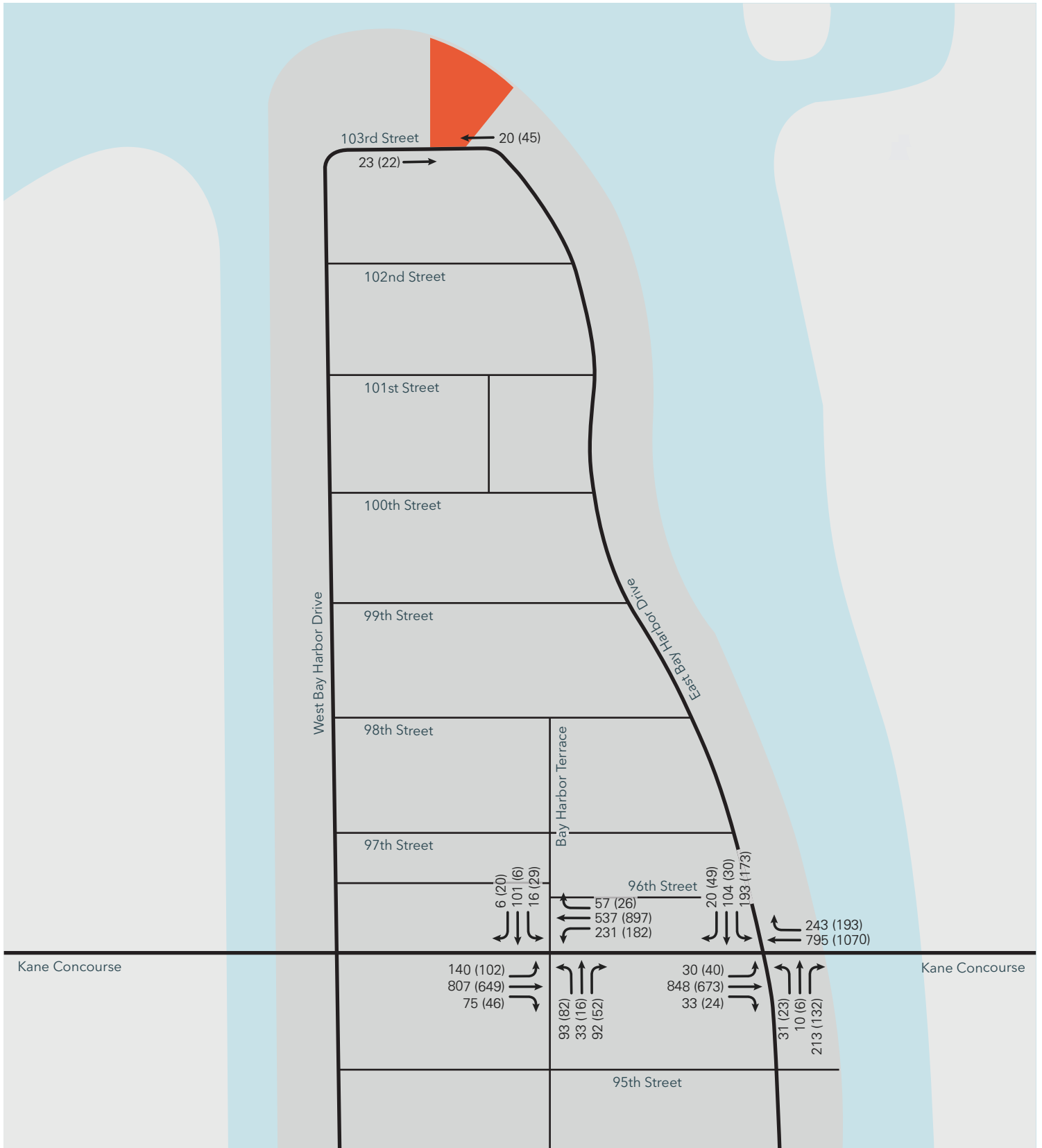
Signal timing data was obtained from Miami-Dade County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak hours at the intersections analyzed are presented in Exhibit 3. Signal timings are also provided in Appendix B.



 Project Location

Exhibit 2

Existing Lane Configurations



Project Location 00 AM
(00) PM

Exhibit 3

Existing AM & PM Peak Hour Traffic Volumes

2.4 Roadway Capacity Analysis

The FDOTs 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 directional service volume tables. (FDOT's 2018 peak hour directional service volume tables are available in Appendix B)

**Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM and PM Peak Hour Condition**

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
Kane Concourse east of West Bay Harbor Drive	EB	2LD	1,011	826	E	1,840	Yes
	WB	2LD	620	1,019	E	1,840	Yes
103 rd Street Between East Bay Harbor Drive and West Bay Harbor Drive	EB	1LU	22	18	D	151	Yes
	WB	1LU	14	36	D	151	Yes

¹ **Kane Concourse (NB, SB)** : Minor State Arterial 2 Lanes, Divided (1,840 vph)

103rd Street (EB, WB) : Minor State Arterial 1 Lane, Undivided - 10% Non-State Signalized Roadway, -20% No Exclusive Right or Left Turns (210 vph * 0.9 * 0.8 = 151 vph)

The Town of Bay Harbor Islands has adopted a LOS B standard for minor roads. The am and pm peak hour roadway service volumes at LOS B for 103rd Street is not published by FDOT. Therefore, the analysis will use the highest achievable level of service. The closest service volume published is for LOS D. The resulting threshold is 151 vph for the northbound and southbound directions of 103rd Street.

Similarly, the Town of Bay Harbor Islands' preferred level of service for 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 the peak hours for Kane Concourse. The FDOT published roadway capacity (peak hour directional service volume at level of service "E") applicable to Kane Concourse is 1,840 vph for the segment east of West Bay Harbor Drive. The Kane Concourse existing volumes are below this threshold. The results of the analysis show that the Kane Concourse and 103rd Street segments currently operate within the Town's adopted LOS standards.

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 am and pm peak hour conditions.

The analysis indicates that the Bay Harbor Terrace / Kane Concourse and the East Bay Harbor Drive / Kane Concourse intersections currently operate within the Town's LOS standards. Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Bay Harbor Terrace / Kane Concourse	S	NB	C	33.4	D	36.7	D
		SB	C	31.0	D	35.4	D
		EB	B	19.2	B	12.0	E
		WB	B	23.7	C	24.4	E
		<i>Overall</i>	C	22.9	C	20.9	E
East Bay Harbor Drive / Kane Concourse	S	NB	C	26.3	C	31.8	D
		SB	C	34.1	D	38.8	D
		EB	C	30.9	A	4.8	E
		WB	C	30.6	C	21.6	E
		<i>Overall</i>	C	30.7	B	18.9	E

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2019 Miami-Dade County Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Program (LRTP) were reviewed to identify any programmed project within the limits of the study area established. These documents show no projects within the study area. There are no capacity improvements identified in this area.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. This analysis indicated that the annual growth rate is 1.4%. As no planned committed developments were found in the area an additional 0.5% growth rate was added. Historic growth rate documentation is included in Appendix B.

4.2 Future without Project Roadway Capacity Analysis

Future without project conditions were obtained by adding existing and background traffic trips. Exhibit 6 shows the future without project am and pm peak hour traffic at each roadway segment. The Kane Concourse and 103rd Street roadway segments continue to meet the Town's LOS standards.

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

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
Kane Concourse east of West Bay Harbor Drive	EB	2LD	1,070	874	E	1,840	Yes
	WB	2LD	656	1,078	E	1,840	Yes
103 rd Street Between East Bay Harbor Drive and West Bay Harbor Drive	EB	1LU	23	19	D	151	Yes
	WB	1LU	15	37	D	151	Yes

¹ **Kane Concourse (NB, SB)** : Minor State Arterial 2 Lanes, Divided (1,840 vph)

103rd Street (EB, WB) : Minor State Arterial 1 Lane, Undivided - 10% Non-State Signalized Roadway, -20% No Exclusive Right or Left Turns (210 vph * 0.9 * 0.8 = 151 vph)

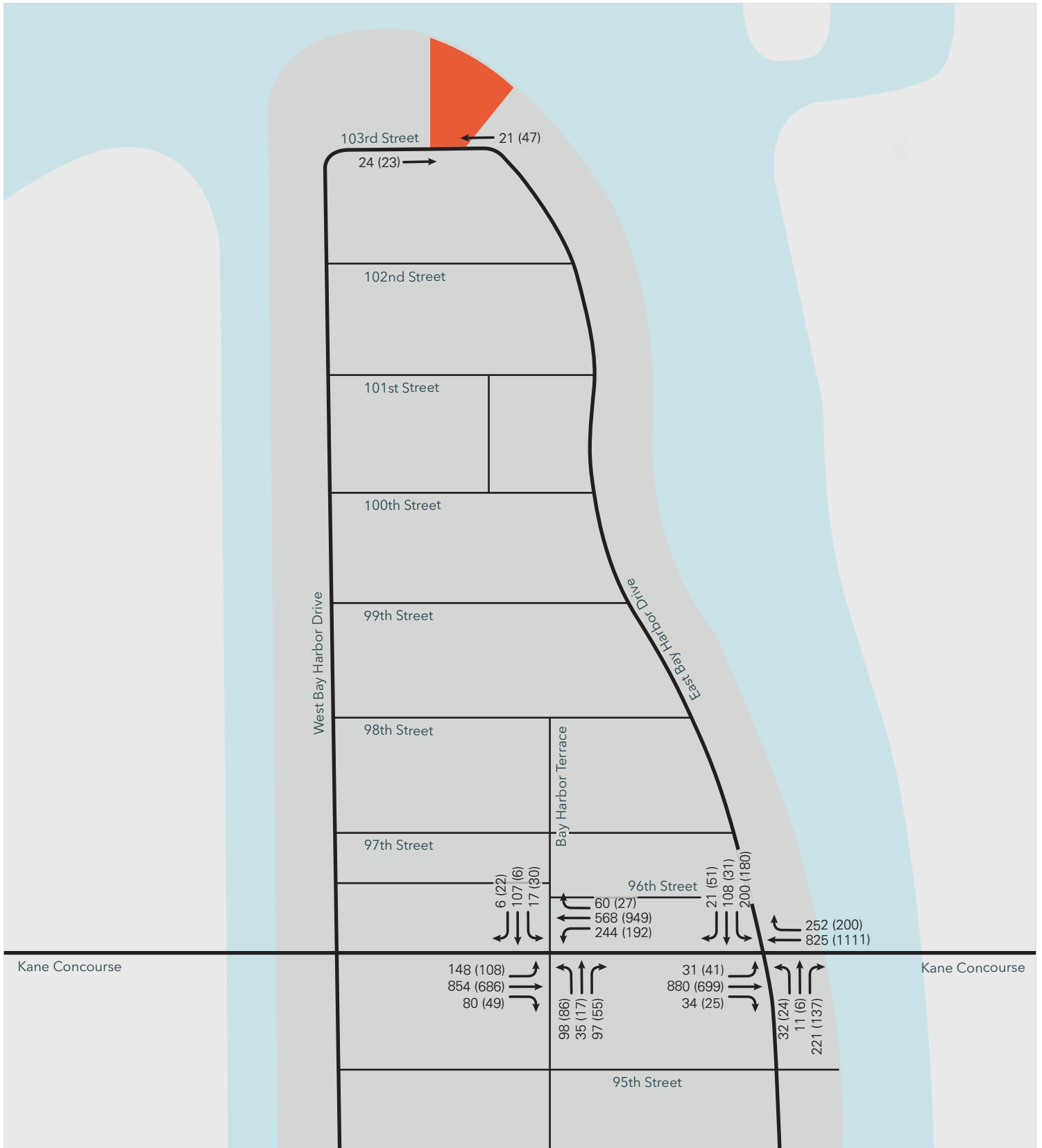
4.3 Future without Project Intersection Capacity Analysis

Future without project conditions were obtained by adding existing and background traffic. Exhibit 7 shows the resulting LOS for the morning and afternoon peak hour future without project conditions. The analysis indicates that the Bay Harbor Terrace / Kane Concourse and the East Bay Harbor Drive / Kane Concourse intersections continue to operate within the Town's overall LOS standards. Exhibit 8 shows the projected turning movements for future without project traffic. Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 7: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Bay Harbor Terrace / Kane Concourse	S	NB	C	33.5	D	36.6	D
		SB	C	31.0	D	35.4	D
		EB	C	20.4	B	12.4	E
		WB	B	16.2	C	25.0	E
		<i>Overall</i>	C	20.7	C	21.3	E
East Bay Harbor Drive / Kane Concourse	S	NB	C	25.6	C	31.6	D
		SB	C	33.9	D	39.3	D
		EB	C	32.3	B	10.1	E
		WB	C	34.6	C	23.1	E
		<i>Overall</i>	C	32.7	C	21.4	E

Source: David Plummer & Associates



Project Location 00 AM
00 PM

Exhibit 8

Future Without Project AM & PM Peak Hour Traffic Volumes

4.4 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th 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. Mass transit, sidewalks, pedestrian lanes, and a Citi Bike station opposite of the project property make the study area pedestrian friendly. Thus, an 8.9% deduction was taken for other modes of transportation. The project trip generation summary is provided in Exhibit 9. The ITE trip generation worksheet is provided in Appendix D.

Exhibit 9: Project Trip Generation Summary

ITE Land Use Designation ¹	Size / Units	Daily (Two-way)	AM Peak Hour Vehicle			PM Peak Hour Vehicle		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-rise) (Land Use 221)	41 DU	222	4	11	15	11	7	18
Other Modes of Transportation	8.9%	20	0	1	1	1	1	2
Net External Trips (Proposed)		202	4	10	14	10	6	16

¹ Based on ITE *Trip Generation Manual*, 10th Edition

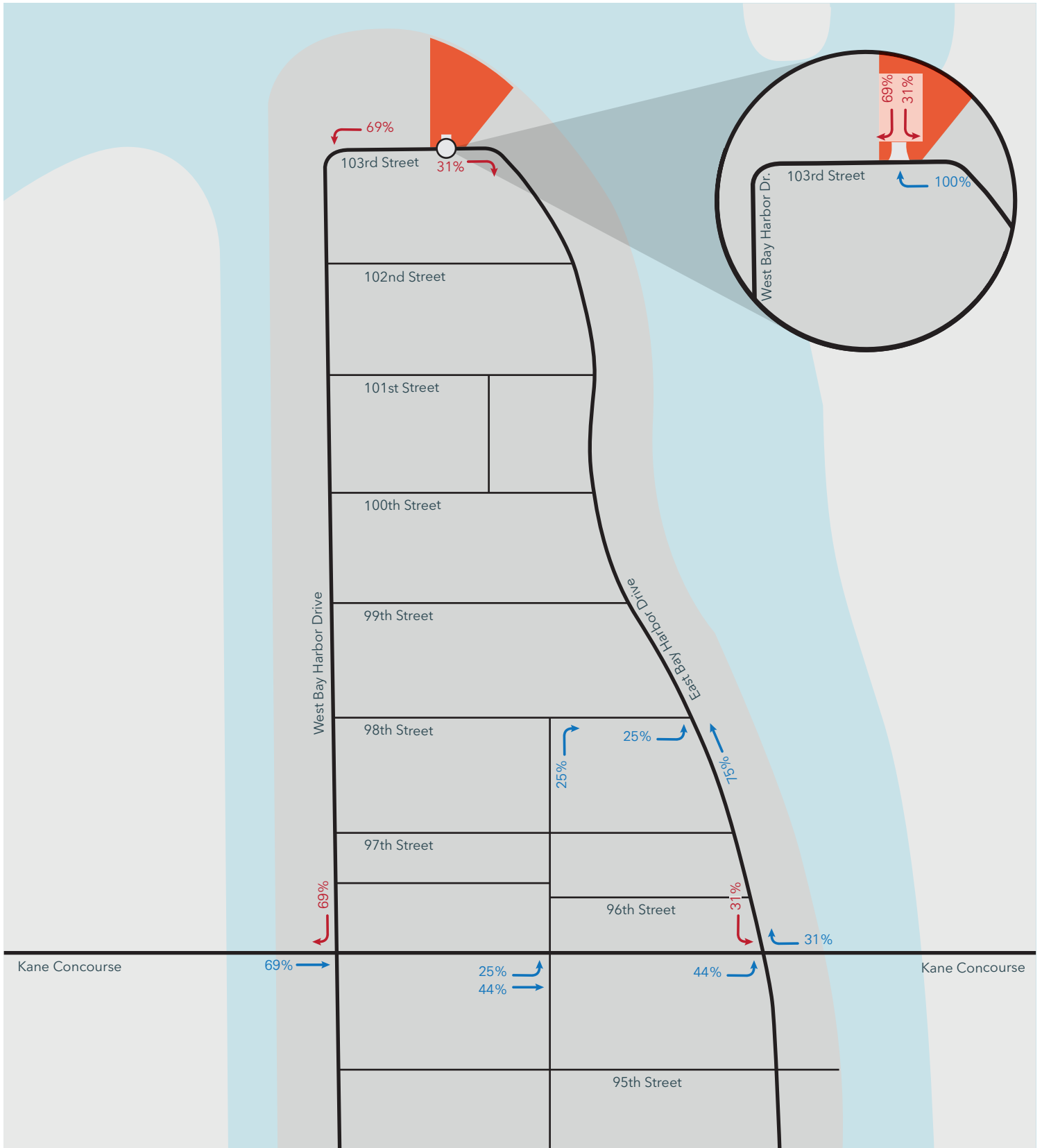
4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 616 shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as follows: 27.77% to the north, 36.86% to the south, 5.68% to the east, and 29.70% to the west. 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 and 12.

Exhibit 10: Cardinal Distribution (TAZ 616)

Direction	Distribution
NNE	7.96%
ENE	5.68%
ESE	0.00%
SSE	17.74%
SSW	19.12%
WSW	16.96%
WNW	12.74%
NNW	19.81%

Source: *Miami- Dade Long Range Transportation Plan*

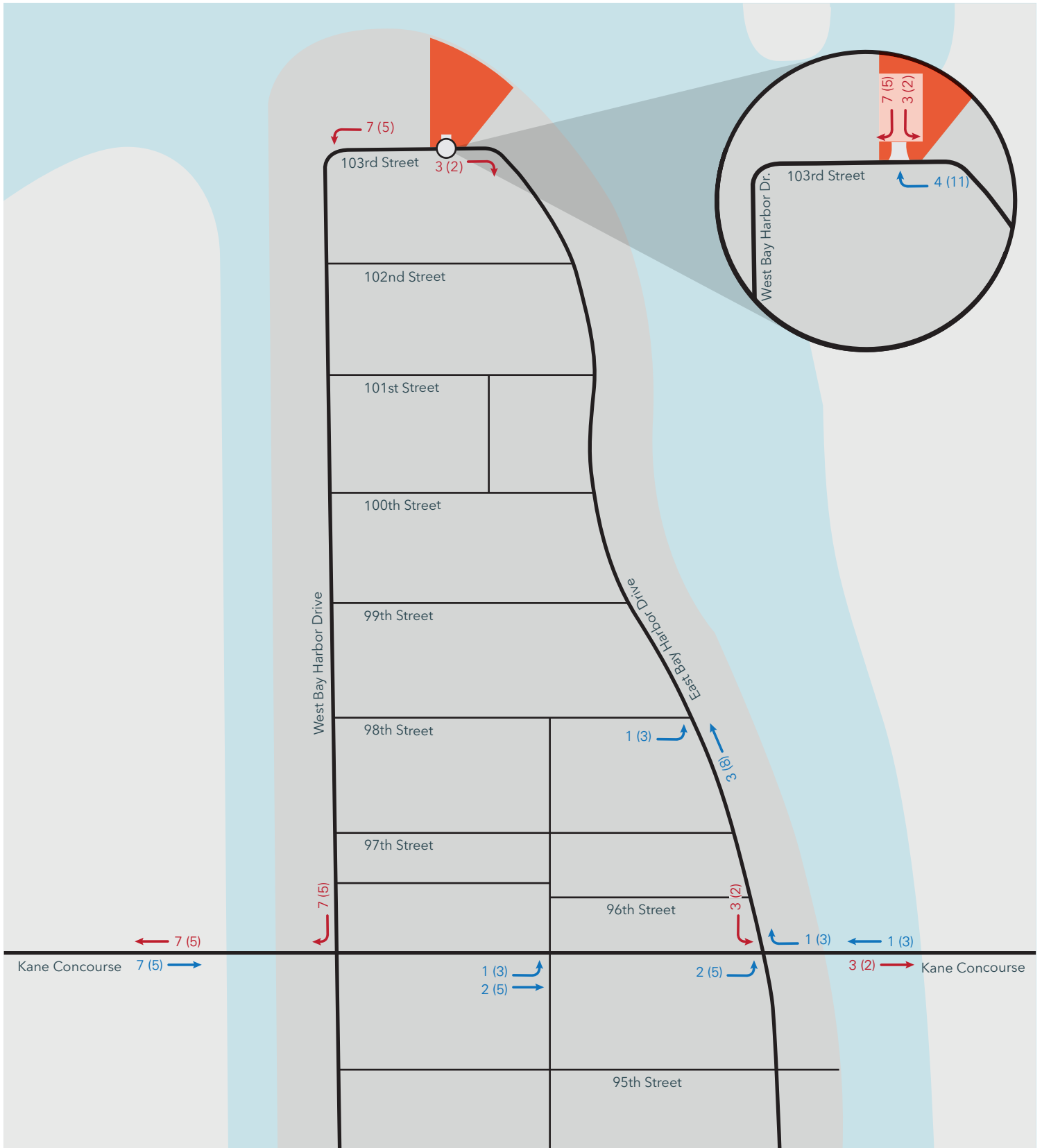


■ Project Location
 ■ % Inbound
 ■ % Outbound

Exhibit 11

Project Trip Distribution





■ Project Location
 ■ In
 ■ Out
 00 AM
 (00) PM

Exhibit 12

Project Trip Assignment



4.6 Future with Project Roadway Capacity Analysis

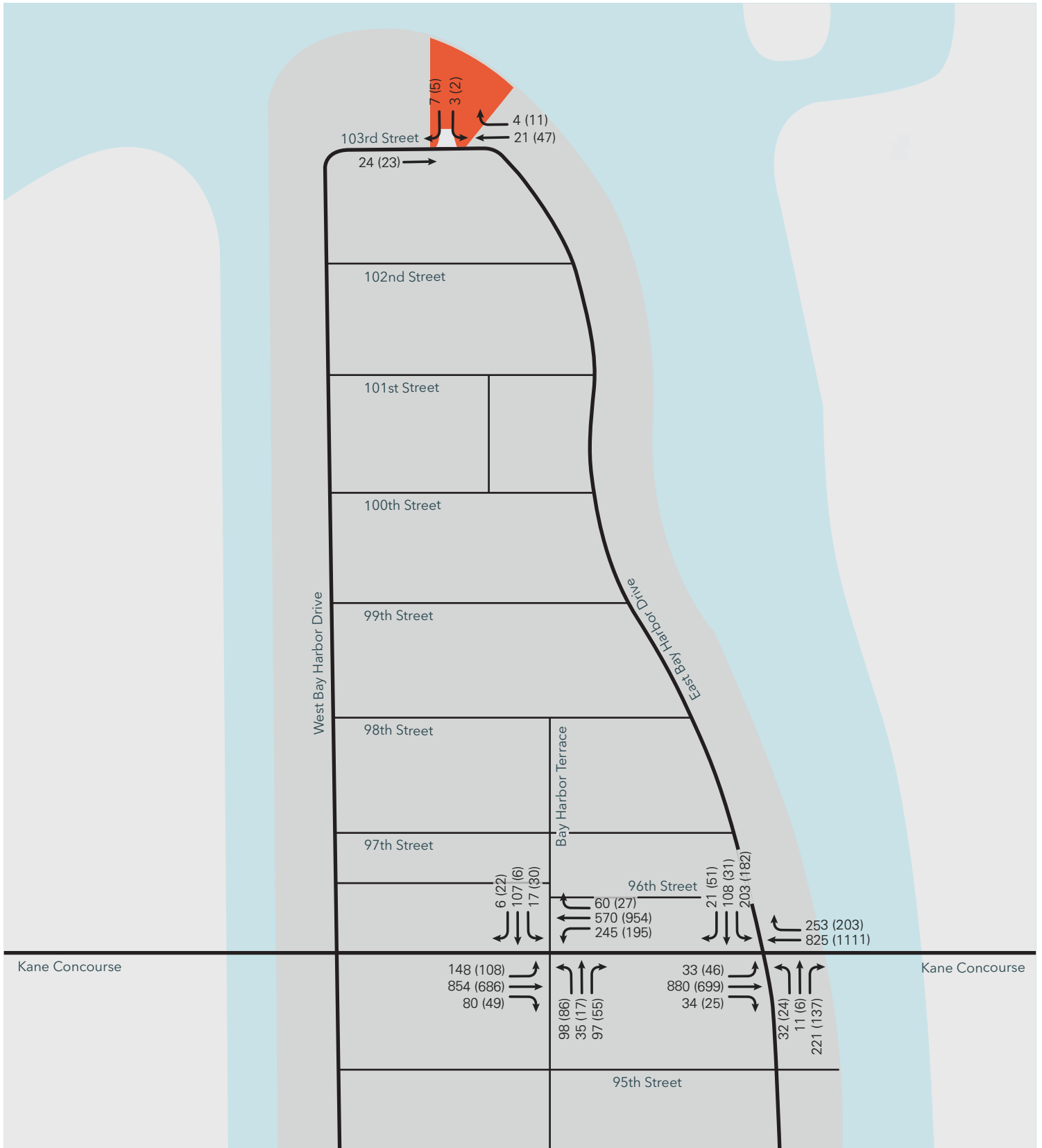
Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 13 shows roadway capacity for future with project conditions during the am and pm peak hours for each roadway segment. As with existing and future without project conditions, the Kane Concourse and 103rd Street segments meet the Town's LOS standards. Exhibit 14 shows the projected am and pm turning movement volumes.

**Exhibit 13: Future with Project Roadway Capacity Analysis
Weekday AM and PM Peak Hour Condition**

Roadway	Direction	# of Lanes	AM Peak Volume	PM Peak Volume	LOS Std	SV ¹	Meet LOS Std?
Kane Concourse east of West Bay Harbor Drive	EB	2LD	1,072	882	E	1,840	Yes
	WB	2LD	656	1,078	E	1,840	Yes
103 rd Street Between East Bay Harbor Drive and West Bay Harbor Drive	EB	1LU	26	21	D	151	Yes
	WB	1LU	19	48	D	151	Yes

¹ **Kane Concourse (NB, SB)** : Minor State Arterial 2 Lanes, Divided (1,840 vph)

103rd Street (EB, WB) : Minor State Arterial 1 Lane, Undivided - 10% Non-State Signalized Roadway, -20% No Exclusive Right or Left Turns (210 vph * 0.9 * 0.8 = 151 vph)



Project Location 00 AM
(00) PM

Exhibit 14

Future With Project AM & PM Peak Hour Traffic Volumes

4.7 Future with Project Intersection Capacity Analysis

Future background traffic and traffic projections for the project were combined to obtain future with project traffic at the analyzed intersections. Exhibit 15 shows the resulting LOS for the weekday am and pm peak hour future with project conditions. The analysis indicates that the Bay Harbor Terrace / Kane Concourse and the East Bay Harbor Drive / Kane Concourse intersections are projected to operate within the Town's overall LOS standards. The un-signalized intersection capacity analysis results show adequate operations at the project driveway. Intersection capacity analysis worksheets are included in Appendix C.

**Exhibit 15: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak		PM Peak		LOS Std
			LOS	Delay (sec)	LOS	Delay (sec)	
Bay Harbor Terrace / Kane Concourse	S	NB	C	33.5	D	36.6	D
		SB	C	31.0	D	35.4	D
		EB	C	20.4	B	12.4	E
		WB	B	16.2	C	25.1	E
		<i>Overall</i>	C	20.7	C	21.4	E
East Bay Harbor Drive / Kane Concourse	S	NB	C	25.4	C	31.4	D
		SB	C	34.0	D	39.3	D
		EB	C	32.4	B	10.2	E
		WB	D	35.6	C	23.6	E
		<i>Overall</i>	C	33.2	C	21.7	E
103 rd Street / Project Driveway	U	SB	A	8.6	A	8.7	N/A

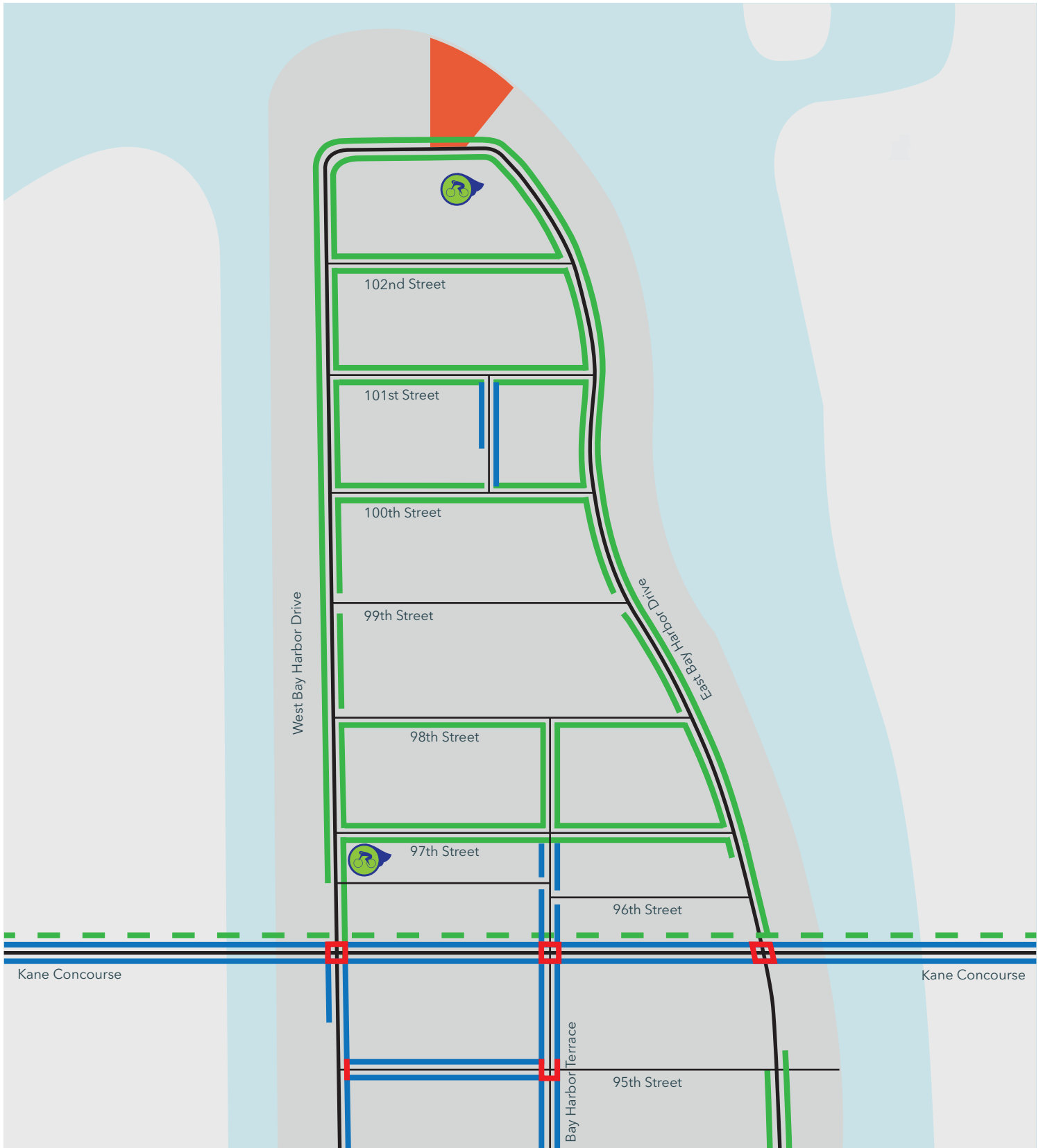
Source: David Plummer & Associates

5.0 CIRCULATION PLAN

Access to the project will be via a two-way existing driveway on 103rd Street that provides access to site's parking garage and lobby level visitor parking.

The project is located in an area that is conducive for pedestrian and bicycle activities. Kane Concourse provides sidewalks on both sides of the roadway. Crosswalks are clearly marked and available at signalized intersections within the project area. Citi Bike station 502 is located directly across from the project on 103rd Street. Pedestrian paths are provided on both sides of 103rd Street, West Bay Harbor Drive, and East Bay Harbor Drive. Kane Concourse provides shared bike lanes on both sides of the roadway. Exhibit 16 shows the location of street signals, sidewalk connections, and pedestrian crosswalks.

The area surrounding the project is served by public transit. The Bay Harbor Island shuttle traverses the project area and provides connectivity to the Bal Harbour and Surfside shuttle routes. The closest stop to the project is on the northwest corner of the West Bay Harbor Drive / 103rd Street intersection, 500 feet from the project driveway. Miami-Dade Transit bus route 107 (G) traverses along Kane Concourse with stops at the Kane Concourse / West Bay Harbor Drive and Kane Concourse / East Bay Harbor Drive intersections located approximately 0.6 miles from the project. Exhibit 17 shows the available Miami-Dade bus and Bay Harbor shuttle routes and stops in the area. Transportation documentation is available in Appendix E.



 Project Location

Exhibit 16

Circulation Plan - Mobility

 Shared Bike Lane

 Crosswalk

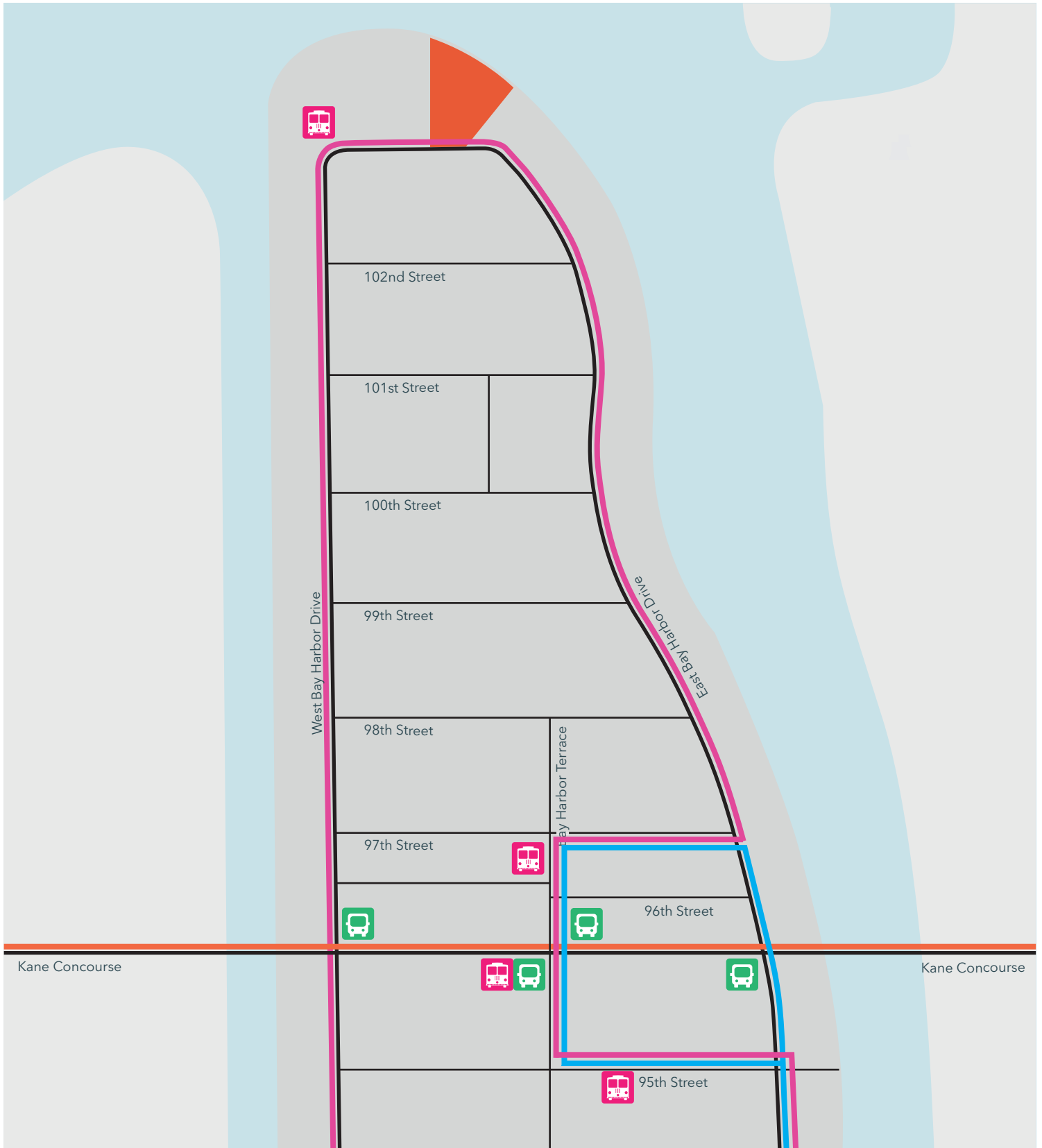
 Sidewalk

 Bike Lanes

 Citibike Station



NORTH
MAP NOT TO SCALE



 Project Location

Exhibit 17

Circulation Plan - Transit

 Bus Stop
 Trolley Stop

Transit Routes	
	Bay Harbor Shuttle
	Bal Harbor Shuttle
	Route 107G



6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the ONDA project was performed in accordance with the requirements of the Town of Bay Harbor Islands. The results of the analysis show that the Kane Concourse and 103rd Street roadway segments analyzed currently operate and will continue to operate within the FDOT established capacity and the Town of Bay Harbor Islands adopted level of service (LOS) standards. It should be noted that this development only generates 14 new vehicle trips during the morning peak hour and 18 new vehicle trips during the afternoon peak hour.

Results of the future with project conditions intersection analysis show that the overall LOS for the Bay Harbor Terrace / Kane Concourse and the East Bay Harbor Drive / Kane Concourse intersections are projected to continue to operate within the LOS standards adopted by the Town. The un-signalized intersection capacity analysis shows adequate operations at the project driveway.

As part of the study, the mobility and circulation within the study area was evaluated. The study shows that the project area is currently served by Miami-Dade Transit bus route 107(G) and the Town of Bay Harbor shuttle. The project is located in an area that is conducive for pedestrian and bicycle activities, providing sidewalks, crosswalks, and pedestrian lanes.

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Appendix A

Site Plan



UNIT G 2BR	2,255 SF
UNIT B 2BR+D	2,200 SF
UNIT L 3BR+D	2,568 SF

BOAT DOCK UNDER
SEPARATE PERMIT

TOWER ABOVE

* NOTE: ALL STORAGE COMPLIES WITH THE REQUIRED AREA OF
MINIMUM 25 SF AND 7' OF HEADROOM PER SECTION 23-9(6).

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The data included in this study is conceptual in nature and will continue to be modified throughout the course of the projects development with the eventual integration of structural, MEP and life safety systems. As these are further refined, the numbers will be adjusted accordingly.

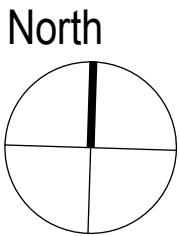
ONDA

1135 103rd Street, Bay Harbor Islands , FL 33154

**LOBBY
LEVEL 2**

0' 10' 20' 30' 40' 50'

Scale: 1/16" = 1'



DATE:
03.22.2019

A1-02

Appendix B

Data Collection

Traffic Volumes

Signal Timings

Historic Background Growth

FDOT Seasonal Factors

FDOT Level of Service Tables

Traffic Volumes

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/05/2019

Unit ID:

Location: 103rd Street Between E Bay Harbor Rd & W Bay Harbor Rd

Comments: Bay Harbor Island, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	0	1	1
00:15 - 00:29	0	4	4
00:30 - 00:44	0	1	1
00:45 - 00:59	2	2	4
01:00 - 01:14	1	2	3
01:15 - 01:29	0	1	1
01:30 - 01:44	0	0	0
01:45 - 01:59	0	1	1
02:00 - 02:14	0	0	0
02:15 - 02:29	1	0	1
02:30 - 02:44	0	0	0
02:45 - 02:59	1	0	1
03:00 - 03:14	0	0	0
03:15 - 03:29	0	0	0
03:30 - 03:44	0	0	0
03:45 - 03:59	1	0	1
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	2	0	2
05:00 - 05:14	1	1	2
05:15 - 05:29	1	1	2
05:30 - 05:44	0	1	1
05:45 - 05:59	0	0	0
06:00 - 06:14	3	1	4
06:15 - 06:29	2	1	3
06:30 - 06:44	6	2	8
06:45 - 06:59	3	1	4
07:00 - 07:14	3	0	3
07:15 - 07:29	6	4	10
07:30 - 07:44	4	1	5
07:45 - 07:59	6	6	12
08:00 - 08:14	6	1	7
08:15 - 08:29	4	3	7
08:30 - 08:44	6	2	8
08:45 - 08:59	4	5	9
09:00 - 09:14	2	8	10
09:15 - 09:29	5	1	6
09:30 - 09:44	5	8	13
09:45 - 09:59	2	4	6
10:00 - 10:14	5	7	12
10:15 - 10:29	8	4	12
10:30 - 10:44	9	7	16
10:45 - 10:59	6	6	12
11:00 - 11:14	5	5	10
11:15 - 11:29	4	5	9
11:30 - 11:44	2	4	6
11:45 - 11:59	2	8	10
12:00 - 12:14	3	4	7
12:15 - 12:29	5	7	12
12:30 - 12:44	2	6	8
12:45 - 12:59	2	5	7

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Tuesday, 02/05/2019

Unit ID:

Location: 103rd Street Between E Bay Harbor Rd & W Bay Harbor Rd

Comments: Bay Harbor Island, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	2	4	6
13:15 - 13:29	7	4	11
13:30 - 13:44	8	3	11
13:45 - 13:59	2	6	8
14:00 - 14:14	5	8	13
14:15 - 14:29	6	11	17
14:30 - 14:44	1	4	5
14:45 - 14:59	6	12	18
15:00 - 15:14	7	3	10
15:15 - 15:29	3	6	9
15:30 - 15:44	4	4	8
15:45 - 15:59	5	7	12
16:00 - 16:14	4	8	12
16:15 - 16:29	2	9	11
16:30 - 16:44	5	8	13
16:45 - 16:59	1	8	9
17:00 - 17:14	4	14	18
17:15 - 17:29	2	8	10
17:30 - 17:44	1	9	10
17:45 - 17:59	6	7	13
18:00 - 18:14	4	5	9
18:15 - 18:29	2	5	7
18:30 - 18:44	2	10	12
18:45 - 18:59	6	3	9
19:00 - 19:14	1	5	6
19:15 - 19:29	4	5	9
19:30 - 19:44	3	4	7
19:45 - 19:59	6	2	8
20:00 - 20:14	1	5	6
20:15 - 20:29	3	3	6
20:30 - 20:44	4	3	7
20:45 - 20:59	0	5	5
21:00 - 21:14	1	6	7
21:15 - 21:29	0	4	4
21:30 - 21:44	0	5	5
21:45 - 21:59	2	4	6
22:00 - 22:14	0	1	1
22:15 - 22:29	0	2	2
22:30 - 22:44	3	1	4
22:45 - 22:59	0	3	3
23:00 - 23:14	0	6	6
23:15 - 23:29	0	1	1
23:30 - 23:44	1	1	2
23:45 - 23:59	0	2	2
Totals	254	365	619
AM Peak Time	10:02 - 11:01	10:01 - 11:00	10:02 - 11:01
AM Peak Volume	29	25	54
PM Peak Time	13:26 - 14:25	16:17 - 17:16	14:06 - 15:05
PM Peak Volume	25	42	56

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/06/2019

Unit ID:

Location: 103rd Street Between E Bay Harbor Rd & W Bay Harbor Rd

Comments: Bay Harbor Island, Florida

	Eastbound Volume	Westbound Volume	Total Volume
00:00 - 00:14	0	1	1
00:15 - 00:29	0	1	1
00:30 - 00:44	0	0	0
00:45 - 00:59	0	0	0
01:00 - 01:14	0	1	1
01:15 - 01:29	0	0	0
01:30 - 01:44	1	0	1
01:45 - 01:59	0	0	0
02:00 - 02:14	0	1	1
02:15 - 02:29	0	2	2
02:30 - 02:44	1	0	1
02:45 - 02:59	0	0	0
03:00 - 03:14	1	0	1
03:15 - 03:29	0	1	1
03:30 - 03:44	0	1	1
03:45 - 03:59	0	0	0
04:00 - 04:14	0	0	0
04:15 - 04:29	0	0	0
04:30 - 04:44	0	0	0
04:45 - 04:59	0	1	1
05:00 - 05:14	1	2	3
05:15 - 05:29	0	1	1
05:30 - 05:44	1	0	1
05:45 - 05:59	1	0	1
06:00 - 06:14	1	2	3
06:15 - 06:29	1	0	1
06:30 - 06:44	5	2	7
06:45 - 06:59	4	2	6
07:00 - 07:14	4	1	5
07:15 - 07:29	6	2	8
07:30 - 07:44	9	1	10
07:45 - 07:59	6	4	10
08:00 - 08:14	2	6	8
08:15 - 08:29	9	9	18
08:30 - 08:44	7	3	10
08:45 - 08:59	6	8	14
09:00 - 09:14	5	9	14
09:15 - 09:29	6	4	10
09:30 - 09:44	2	6	8
09:45 - 09:59	6	3	9
10:00 - 10:14	3	4	7
10:15 - 10:29	7	8	15
10:30 - 10:44	5	6	11
10:45 - 10:59	9	5	14
11:00 - 11:14	1	8	9
11:15 - 11:29	4	6	10
11:30 - 11:44	4	8	12
11:45 - 11:59	3	5	8
12:00 - 12:14	7	3	10
12:15 - 12:29	4	9	13
12:30 - 12:44	3	9	12
12:45 - 12:59	5	8	13

Traffic Survey Specialists, Inc.

Daily Vehicle Volume Report

Study Date: Wednesday, 02/06/2019

Unit ID:

Location: 103rd Street Between E Bay Harbor Rd & W Bay Harbor Rd

Comments: Bay Harbor Island, Florida

	Eastbound Volume	Westbound Volume	Total Volume
13:00 - 13:14	4	6	10
13:15 - 13:29	3	1	4
13:30 - 13:44	3	12	15
13:45 - 13:59	8	5	13
14:00 - 14:14	4	5	9
14:15 - 14:29	6	6	12
14:30 - 14:44	7	4	11
14:45 - 14:59	6	6	12
15:00 - 15:14	4	11	15
15:15 - 15:29	4	9	13
15:30 - 15:44	1	7	8
15:45 - 15:59	4	3	7
16:00 - 16:14	8	6	14
16:15 - 16:29	2	6	8
16:30 - 16:44	5	4	9
16:45 - 16:59	2	7	9
17:00 - 17:14	10	14	24
17:15 - 17:29	6	8	14
17:30 - 17:44	8	14	22
17:45 - 17:59	5	13	18
18:00 - 18:14	4	10	14
18:15 - 18:29	6	16	22
18:30 - 18:44	1	7	8
18:45 - 18:59	4	5	9
19:00 - 19:14	0	10	10
19:15 - 19:29	5	6	11
19:30 - 19:44	3	7	10
19:45 - 19:59	2	5	7
20:00 - 20:14	2	4	6
20:15 - 20:29	5	6	11
20:30 - 20:44	2	3	5
20:45 - 20:59	4	9	13
21:00 - 21:14	2	7	9
21:15 - 21:29	2	5	7
21:30 - 21:44	2	3	5
21:45 - 21:59	2	5	7
22:00 - 22:14	1	0	1
22:15 - 22:29	4	5	9
22:30 - 22:44	0	0	0
22:45 - 22:59	0	0	0
23:00 - 23:14	0	2	2
23:15 - 23:29	0	3	3
23:30 - 23:44	0	0	0
23:45 - 23:59	0	0	0
Totals	291	418	709
AM Peak Time	08:23 - 09:22	08:06 - 09:05	08:15 - 09:14
AM Peak Volume	28	29	56
PM Peak Time	16:38 - 17:37	17:31 - 18:30	16:59 - 17:58
PM Peak Volume	29	54	78

24-HOUR COUNTS

Project Name: ONDAProject No.: 18186Location: 103rd St. Between E. Bay Harbor Drive & W. Bay Harbor Drive

02/05/2019 -

Observer: Traffic Survey Specialists, Inc.Count Date: 02/06/2019

BEGIN TIME	EASTBOUND					
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	
12:00 AM	0	0	0	1	1	
01:00 AM	1	0	1	0	1	
02:00 AM	0	1	1	1	2	
03:00 AM	1	0	0	1	1	
04:00 AM	0	0	0	1	1	
05:00 AM	1	1	1	1	3	
06:00 AM	2	2	6	4	13	
07:00 AM	4	6	7	6	22	
08:00 AM	4	7	7	5	22	
09:00 AM	4	6	4	4	17	
10:00 AM	4	8	7	8	26	
11:00 AM	3	4	3	3	13	
12:00 PM	5	5	3	4	16	
01:00 PM	3	5	6	5	19	
02:00 PM	5	6	4	6	21	
03:00 PM	6	4	3	5	16	
04:00 PM	6	2	5	2	15	
05:00 PM	7	4	5	6	21	
06:00 PM	4	4	2	5	15	
07:00 PM	1	5	3	4	12	
08:00 PM	2	4	3	2	11	
09:00 PM	2	1	1	2	6	
10:00 PM	1	2	2	0	4	
11:00 PM	0	0	1	0	1	
24-HOUR TOTAL					273	

BEGIN TIME	WESTBOUND					
	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	
12:00 AM	1	3	1	1	5	
01:00 AM	2	1	0	1	3	
02:00 AM	1	1	0	0	2	
03:00 AM	0	1	1	0	1	
04:00 AM	0	0	0	1	1	
05:00 AM	2	1	1	0	3	
06:00 AM	2	1	2	2	6	
07:00 AM	1	3	1	5	10	
08:00 AM	4	6	3	7	19	
09:00 AM	9	3	7	4	22	
10:00 AM	6	6	7	6	24	
11:00 AM	7	6	6	7	25	
12:00 PM	4	8	8	7	26	
01:00 PM	5	3	8	6	21	
02:00 PM	7	9	4	9	28	
03:00 PM	7	8	6	5	25	
04:00 PM	7	8	6	8	28	
05:00 PM	14	8	12	10	44	
06:00 PM	8	11	9	4	31	
07:00 PM	8	6	6	4	22	
08:00 PM	5	5	3	7	19	
09:00 PM	7	5	4	5	20	
10:00 PM	1	4	1	2	6	
11:00 PM	4	2	1	1	8	
24-HOUR TOTAL					392	

TWO-WAY TOTAL
6
4
3
2
2
6
18
32
41
38
50
37
41
39
49
41
43
65
45
34
30
25
10
8
664

TRAFFIC COUNT SUMMARY

2017 FDOT Seasonal Weekly Volume Factor = 1.02

	EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour	Volume: <u>22</u>	Volume: <u>14</u>	Volume: <u>37</u>
PM Peak Hour:	Volume: <u>18</u>	Volume: <u>36</u>	Volume: <u>55</u>

96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLAND, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190025
Start Date: 02/05/19
File I.D. : 96ST_BAY
Page : 1

ALL VEHICLES

E BAY HARBOR DRIVE From North					96TH STREET From East				E BAY HARBOR DRIVE From South				96TH STREET From West							
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total
Date 02/05/19																				
07:00	0	40	2	4	0	0	80	17		0	3	1	29		0	6	97	5		284
07:15	0	47	2	5	0	0	109	23		0	2	0	31		0	7	114	3		343
07:30	0	43	9	5	0	0	124	26		0	7	0	43		0	7	166	3		433
07:45	0	47	20	3	0	1	147	61		0	1	2	47		0	8	183	4		524
Hr Total	0	177	33	17	0	1	460	127		0	13	3	150		0	28	560	15		1584
08:00	0	43	53	3	0	0	202	80		0	9	2	60		0	7	194	10		663
08:15	0	50	33	5	0	0	197	81		0	10	3	62		0	8	226	8		683
08:30	0	48	11	8	0	1	175	38		0	5	4	57		0	1	212	7		567
08:45	0	48	5	4	1	0	203	39		0	6	1	30		0	13	199	7		556
Hr Total	0	189	102	20	1	1	777	238		0	30	10	209		0	29	831	32		2469
* BREAK *																				
16:00	0	36	4	7	0	0	256	43		0	3	2	28		1	12	171	3		566
16:15	0	40	7	10	0	1	268	44		0	5	2	30		0	14	176	5		602
16:30	0	47	9	13	0	0	261	50		0	3	0	36		0	15	161	6		601
16:45	0	40	6	10	0	0	269	43		0	9	3	29		0	5	158	5		577
Hr Total	0	163	26	40	0	1	1054	180		0	20	7	123		1	46	666	19		2346
17:00	0	43	7	15	0	0	250	52		0	6	1	34		0	5	165	8		586
17:15	0	31	2	9	0	0	254	58		0	4	1	35		0	6	190	4		594
17:30	0	27	3	3	0	2	244	47		0	4	3	41		0	5	177	2		558
17:45	0	41	4	9	0	0	276	58		0	2	3	38		2	11	165	4		613
Hr Total	0	142	16	36	0	2	1024	215		0	16	8	148		2	27	697	18		2351
TOTAL	0	671	177	113	1	5	3315	760		0	79	28	630		3	130	2754	84		8750

96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLAND, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

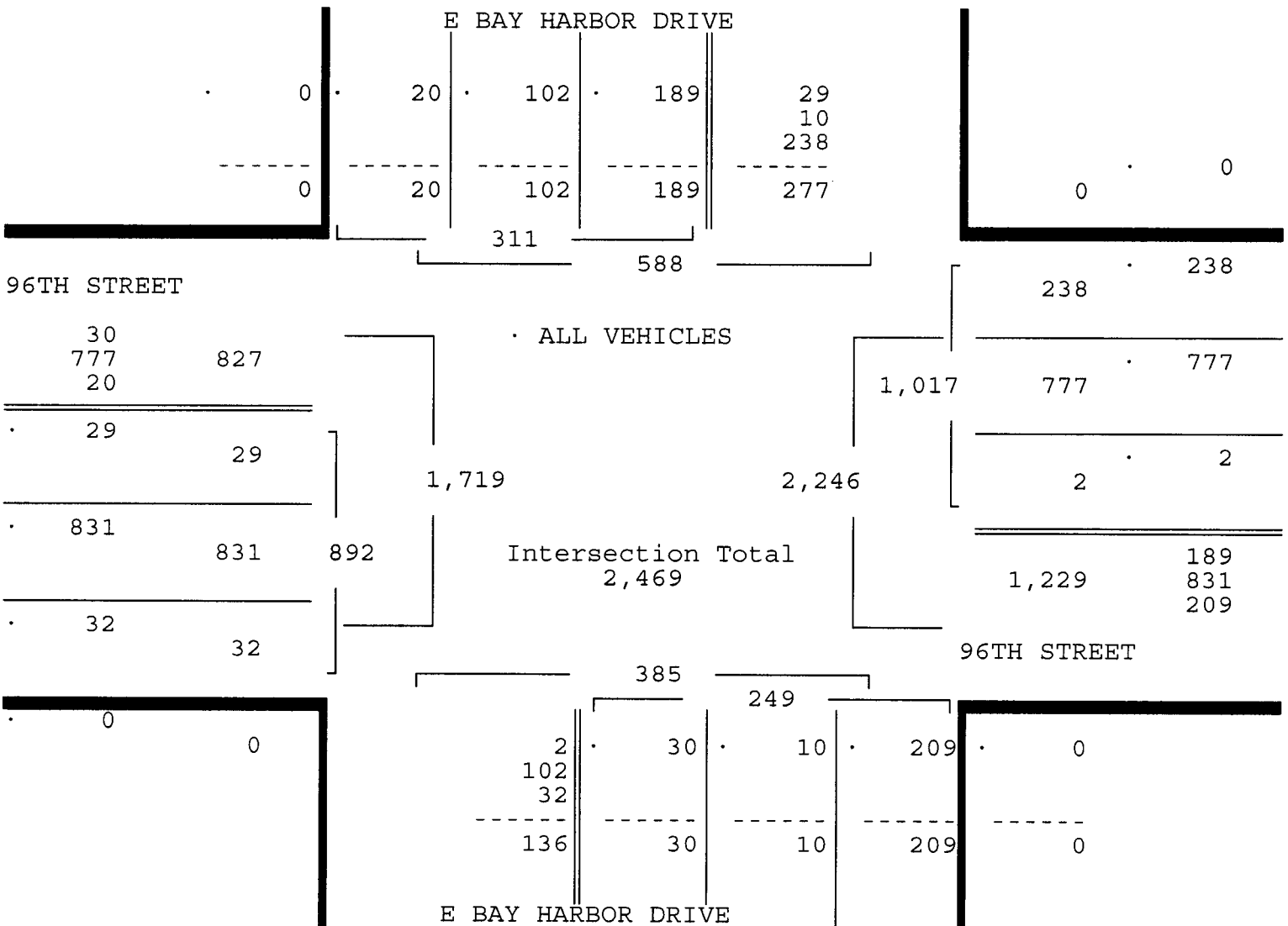
TRAFFIC SURVEY SPECIALISTS, INC.

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190025
Start Date: 02/05/19
File I.D. : 96ST_BAY
Page : 2

ALL VEHICLES

E BAY HARBOR DRIVE					96TH STREET					E BAY HARBOR DRIVE					96TH STREET					Total
From North					From East					From South					From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right					
Date 02/05/19																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 02/05/19																				
Peak start 08:00					08:00					08:00					08:00					
Volume	0	189	102	20	1	1	777	238	0	30	10	209	0	29	831	32				
Percent	0%	61%	33%	6%	0%	0%	76%	23%	0%	12%	4%	84%	0%	3%	93%	4%				
Pk total	311				1017				249				892							
Highest	08:00				08:00				08:15				08:15							
Volume	0	43	53	3	0	0	202	80	0	10	3	62	0	8	226	8				
Hi total	99				282				75				242							
PHF	.79				.90				.83				.92							



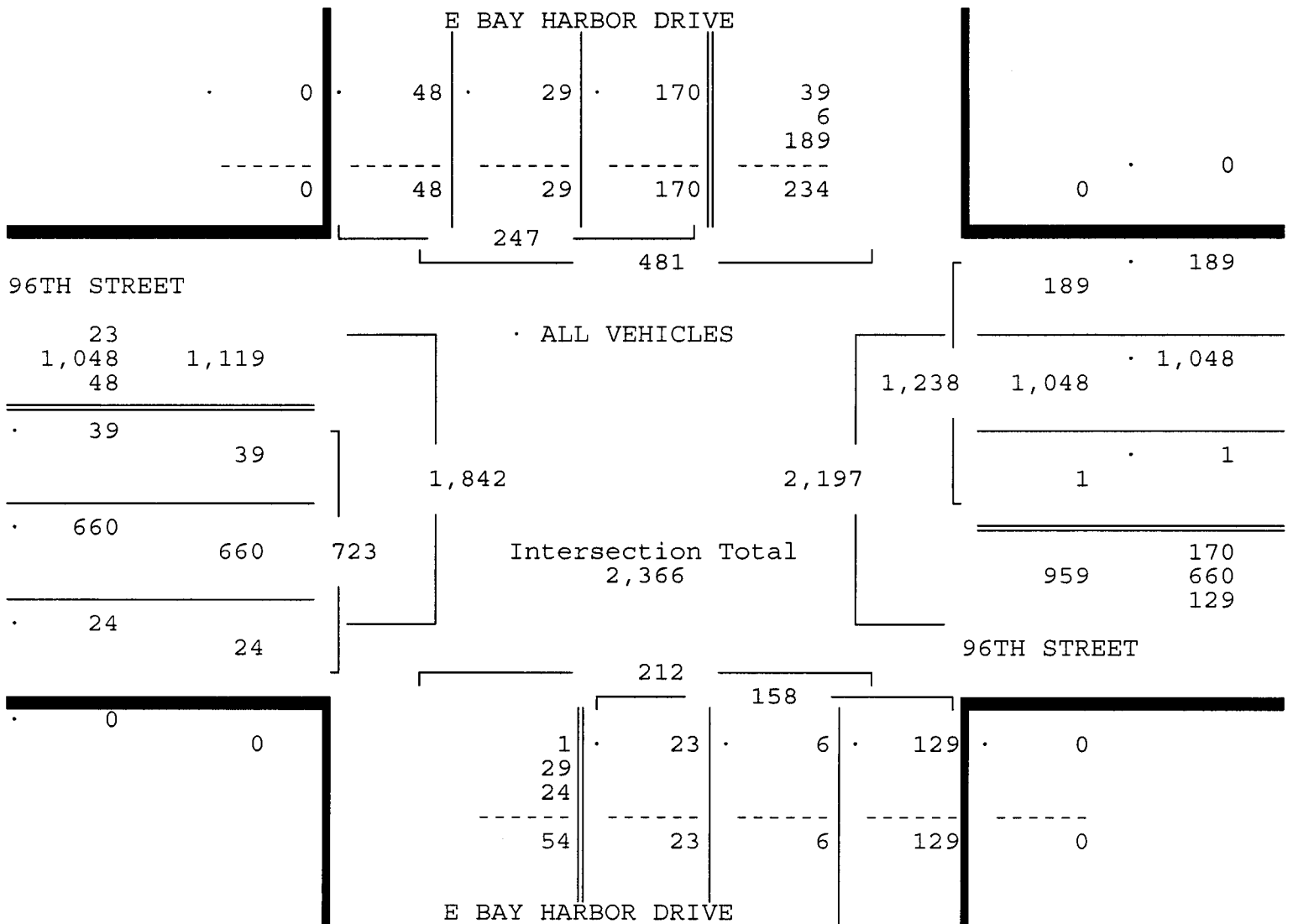
96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLAND, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190025
Start Date: 02/05/19
File I.D. : 96ST_BAY
Page : 3

ALL VEHICLES

E BAY HARBOR DRIVE					96TH STREET				E BAY HARBOR DRIVE				96TH STREET							
From North					From East				From South				From West							
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		Total
Date 02/05/19																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 02/05/19																				
Peak start 16:15					16:15				16:15				16:15							
Volume	0	170	29	48	0	1	1048	189	0	23	6	129	0	39	660	24				
Percent	0%	69%	12%	19%	0%	0%	85%	15%	0%	15%	4%	82%	0%	5%	91%	3%				
Pk total	247				1238				158				723							
Highest	16:30				16:15				16:45				16:15							
Volume	0	47	9	13	0	1	268	44	0	9	3	29	0	14	176	5				
Hi total	69				313				41				195							
PHF	.89				.99				.96				.93							



96TH STREET & E BAY HARBOR DRIVE
BAL HARBOR ISLAND, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.

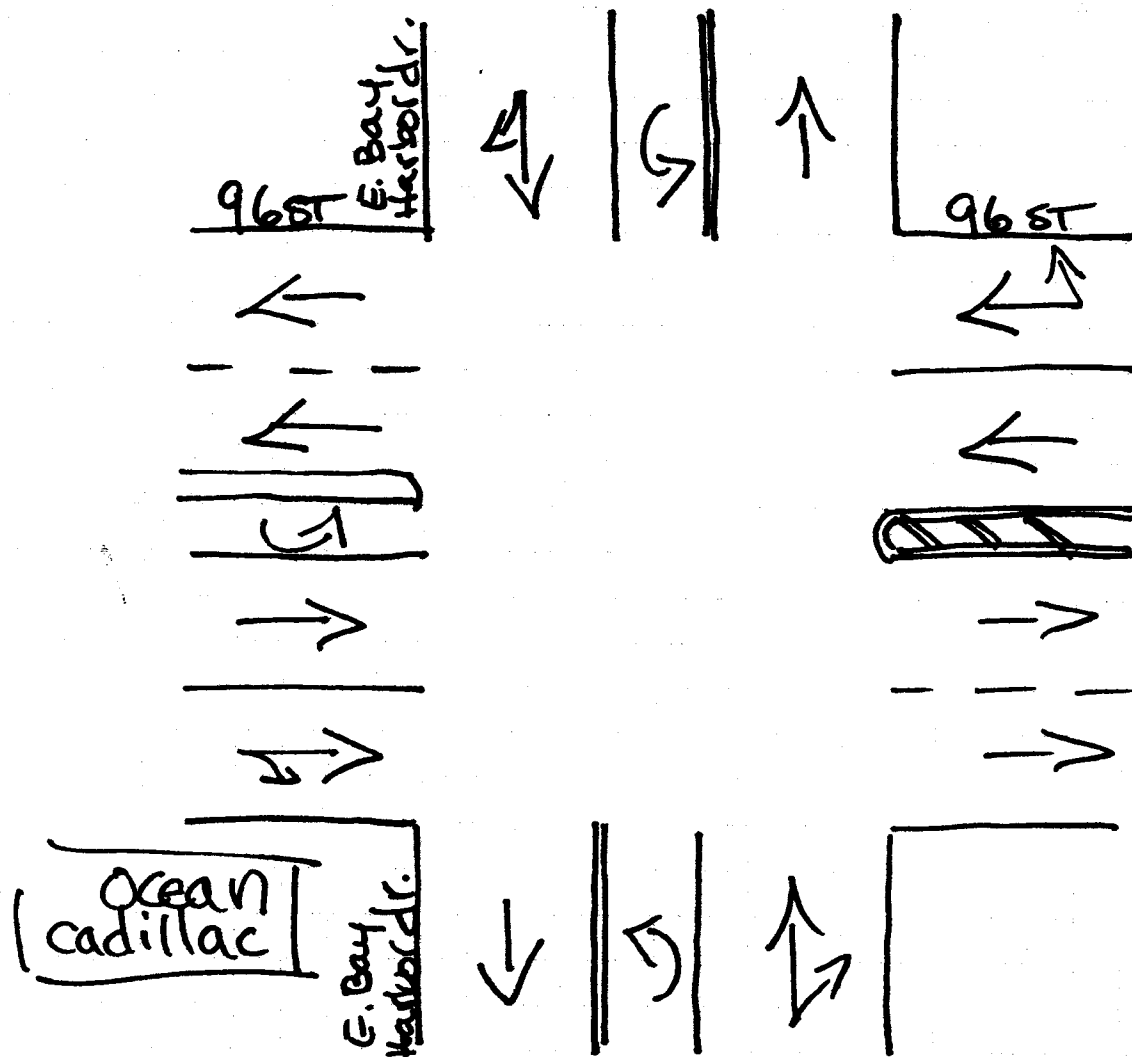
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00190025
Start Date: 02/05/19
File I.D. : 96ST_BAY
Page : 1

PEDESTRIANS & BIKES

E BAY HARBOR DRIVE From North				96TH STREET From East				E BAY HARBOR DRIVE From South				96TH STREET From West					
Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total	
Date 02/05/19																	
07:00	0	0	0	2	0	0	0	3	0	1	0	5	0	0	0	2	13
07:15	0	1	0	4	0	1	0	4	0	0	0	4	0	0	0	1	15
07:30	0	1	0	6	0	0	0	2	0	3	0	5	0	0	0	2	19
07:45	0	2	0	10	0	0	0	3	0	19	0	10	0	1	0	1	46
Hr Total	0	4	0	22	0	1	0	12	0	23	0	24	0	1	0	6	93
08:00	0	0	0	3	0	0	0	12	0	21	0	16	0	0	0	6	58
08:15	0	0	0	5	0	0	0	4	0	9	0	11	0	1	0	5	35
08:30	0	3	0	6	0	1	0	0	0	1	0	6	0	2	0	8	27
08:45	0	1	0	2	0	0	0	3	0	2	0	3	0	1	0	5	17
Hr Total	0	4	0	16	0	1	0	19	0	33	0	36	0	4	0	24	137
* BREAK *																	
16:00	0	1	0	3	0	1	0	4	0	4	0	6	0	0	0	3	22
16:15	0	2	0	5	0	1	0	2	0	1	0	11	0	0	0	5	27
16:30	0	1	0	5	0	0	0	3	0	0	0	17	0	1	0	4	31
16:45	0	1	0	4	0	0	0	7	0	3	0	13	0	4	0	10	42
Hr Total	0	5	0	17	0	2	0	16	0	8	0	47	0	5	0	22	122
17:00	0	2	0	6	0	1	0	6	0	4	0	9	0	2	0	6	36
17:15	0	2	0	7	0	0	0	3	0	3	0	2	0	1	0	1	19
17:30	0	4	0	3	0	0	0	3	0	2	0	4	0	0	0	9	25
17:45	0	4	0	12	0	0	0	2	0	2	0	10	0	0	0	7	37
Hr Total	0	12	0	28	0	1	0	14	0	11	0	25	0	3	0	23	117
TOTAL	0	25	0	83	0	5	0	61	0	75	0	132	0	13	0	75	469

↑
North



Bal Harbor Islands, Florida

February 5, 2015

drawn by: Luis Palomino

Signalized

frp.
2-5-19

96TH STREET & BAY HARBOR TERRACE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 96STBAYT
 Page : 1

ALL VEHICLES

BAY HARBOR TERRACE					96TH STREET				BAY HARBOR TERRACE				96TH STREET				
From North					From East				From South				From West				
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/22/18 -----																	
07:00	0	1	0	1	1	13	53	1	0	6	1	7	0	22	106	5	217
07:15	0	2	1	2	0	22	60	0	0	3	2	8	0	6	112	8	226
07:30	0	2	3	2	0	37	89	6	0	6	1	6	0	25	135	11	323
07:45	0	1	15	0	0	51	93	6	0	15	3	12	0	32	191	12	431
Hr Total	0	6	19	5	1	123	295	13	0	30	7	33	0	85	544	36	1197
08:00	0	3	41	0	0	60	108	13	0	18	8	24	0	27	207	20	529
08:15	0	6	47	2	0	61	122	14	0	34	14	34	0	31	207	12	584
08:30	0	2	7	2	1	55	150	8	0	31	7	17	0	35	192	20	527
08:45	0	5	4	2	1	48	146	21	0	8	3	15	0	44	185	22	504
Hr Total	0	16	99	6	2	224	526	56	0	91	32	90	0	137	791	74	2144
----- * BREAK * -----																	
16:00	0	3	7	4	1	38	226	6	0	29	7	13	0	21	178	17	550
16:15	0	3	5	6	1	31	221	4	0	22	5	11	0	21	158	14	502
16:30	0	2	2	8	1	27	219	5	0	21	3	5	0	22	166	10	491
16:45	0	7	1	2	1	46	200	7	0	8	2	11	0	27	157	16	485
Hr Total	0	15	15	20	4	142	866	22	0	80	17	40	0	91	659	57	2028
17:00	0	9	2	11	0	50	225	5	0	31	7	15	1	27	168	7	558
17:15	0	4	3	2	0	37	227	7	0	19	4	10	0	23	156	12	504
17:30	0	8	0	5	0	44	227	6	0	22	3	15	0	22	155	10	517
17:45	0	9	2	3	0	48	187	5	0	13	3	11	0	25	141	8	455
Hr Total	0	30	7	21	0	179	866	23	0	85	17	51	1	97	620	37	2034

TOTAL	0	67	140	52	7	668	2553	114	0	286	73	214	1	410	2614	204	7403

96TH STREET & BAY HARBOR TERRACE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: RALPH MARTINEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180095
Start Date: 05/22/18
File I.D. : 96STBAYT
Page : 2

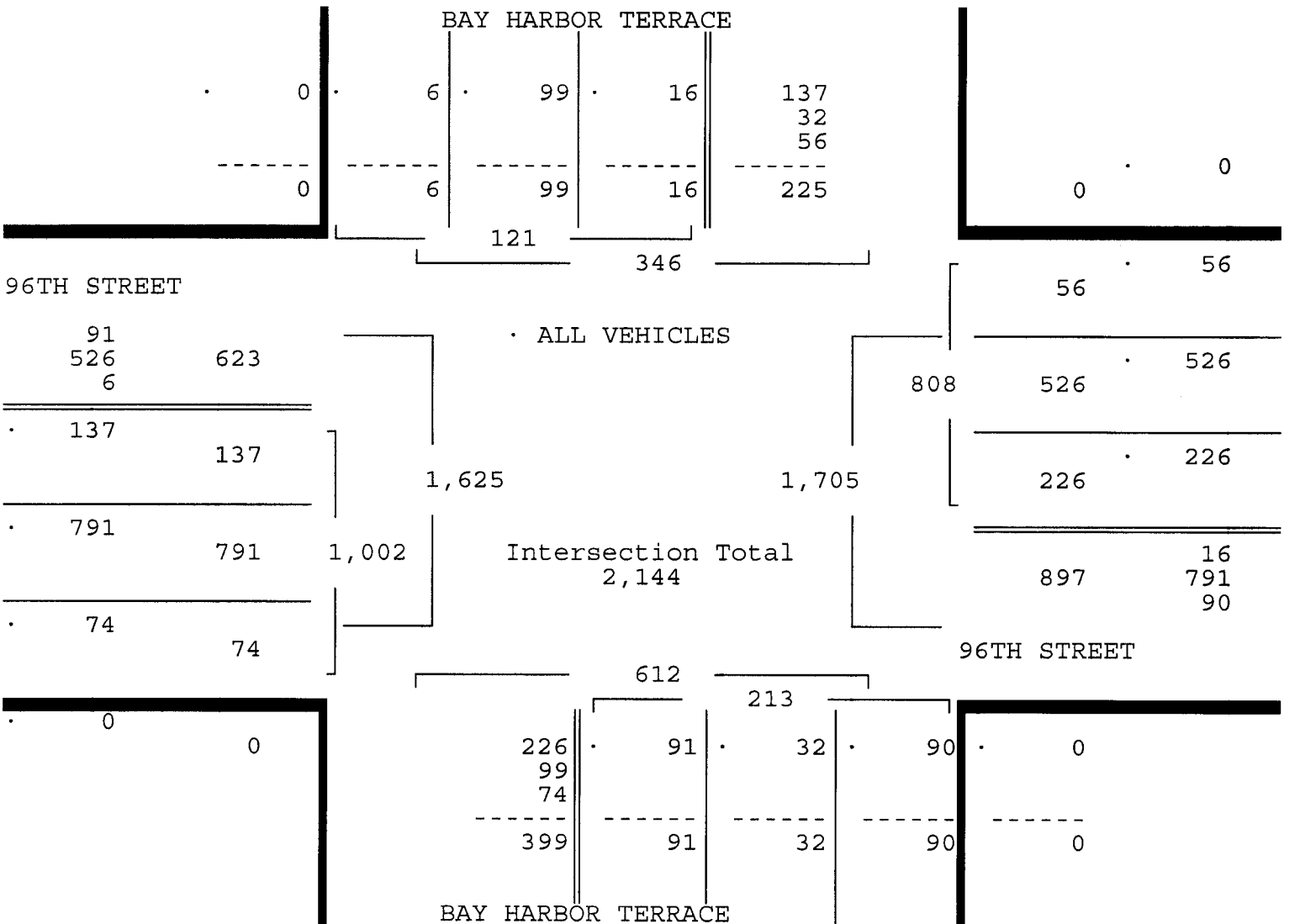
ALL VEHICLES

BAY HARBOR TERRACE					96TH STREET					BAY HARBOR TERRACE					96TH STREET					Total
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/22/18

Peak start 08:00					08:00					08:00					08:00					Total
Volume	0	16	99	6	2	224	526	56		0	91	32	90		0	137	791	74		
Percent	0%	13%	82%	5%	0%	28%	65%	7%		0%	43%	15%	42%		0%	14%	79%	7%		
Pk total	121				808					213					1002					
Highest	08:15				08:45					08:15					08:00					
Volume	0	6	47	2	1	48	146	21		0	34	14	34		0	27	207	20		
Hi total	55				216					82					254					
PHF	.55				.94					.65					.99					



96TH STREET & BAY HARBOR TERRACE
 BAY HARBOR ISLAND, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180095
 Start Date: 05/22/18
 File I.D. : 96STBAYT
 Page : 3

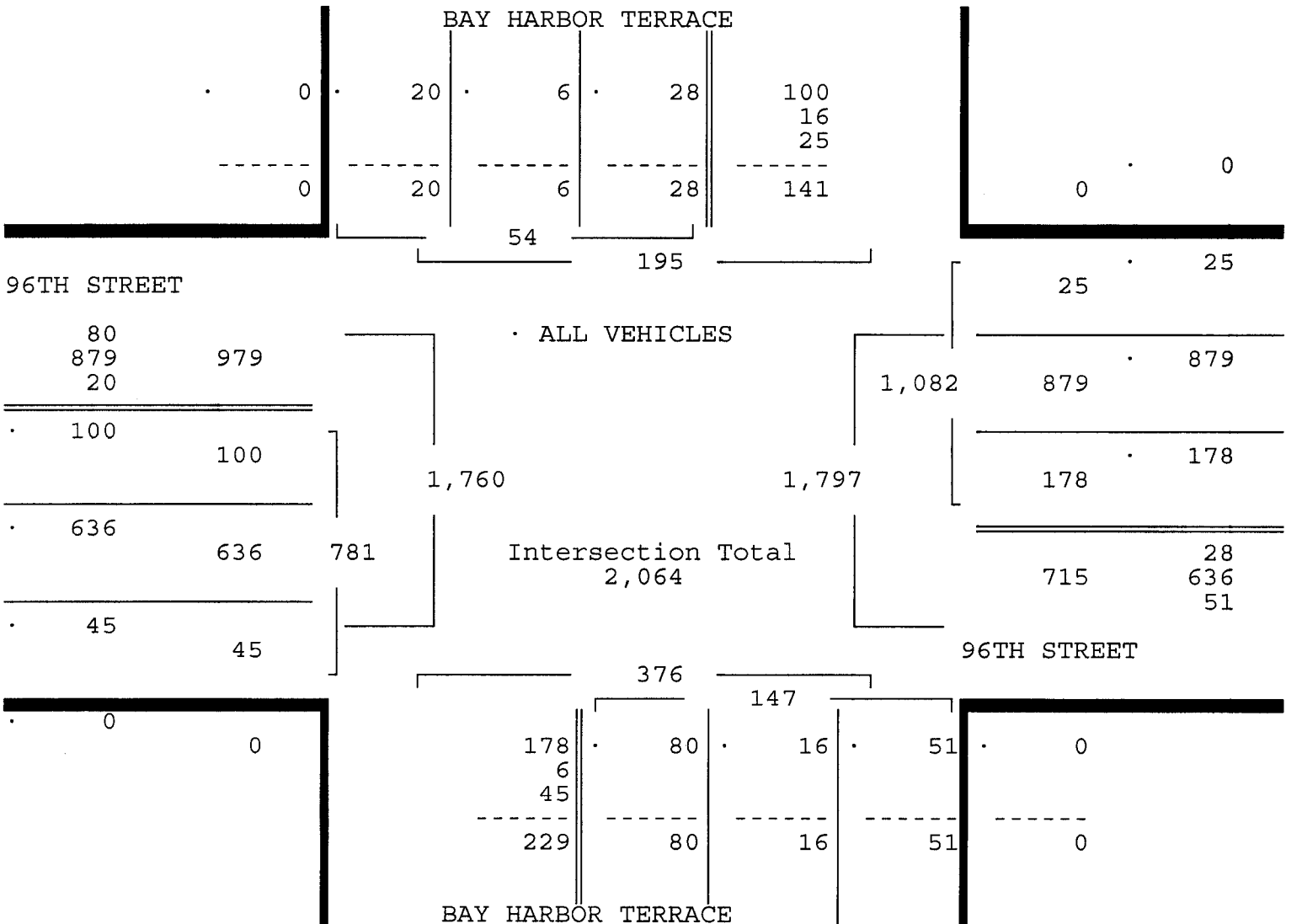
ALL VEHICLES

BAY HARBOR TERRACE From North				96TH STREET From East				BAY HARBOR TERRACE From South				96TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/22/18

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/22/18

Peak start 16:45				16:45				16:45				16:45				
Volume	0	28	6	20	1	177	879	25	0	80	16	51	1	99	636	45
Percent	0%	52%	11%	37%	0%	16%	81%	2%	0%	54%	11%	35%	0%	13%	81%	6%
Pk total	54				1082				147				781			
Highest	17:00				17:00				17:00				17:00			
Volume	0	9	2	11	0	50	225	5	0	31	7	15	1	27	168	7
Hi total	22				280				53				203			
PHF	.61				.97				.69				.96			



96TH STREET & BAY HARBOR TERRACE
BAY HARBOR ISLAND, FLORIDA
COUNTED BY: RALPH MARTINEZ
SIGNALIZED

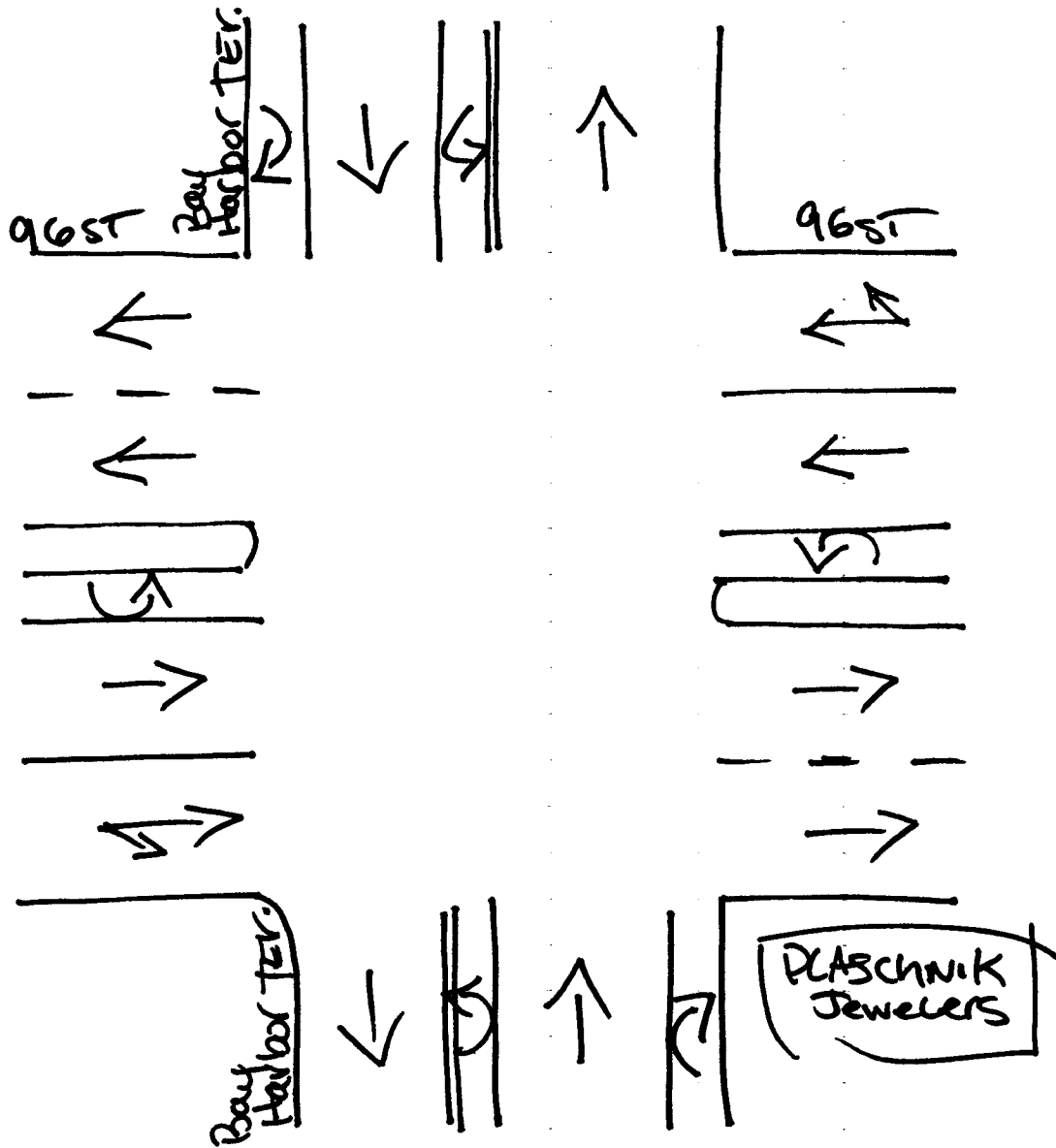
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
(561)272-3255

Study Name: 96STBAYT
Site Code : 00180095
Start Date: 05/22/18
Page : 1

PEDESTRIANS & BIKES

Start Time	BAY HARBOR TERRACE From North				96TH STREET From East				BAY HARBOR TERRACE From South				96TH STREET From West				Intvl. Total
	Right	BIKES	Left	Peds	Right	BIKES	Left	Peds	Right	BIKES	Left	Peds	Right	BIKES	Left	Peds	
05/22/18																	
07:00	0	0	0	3	0	0	0	0	0	1	0	4	0	0	0	4	12
07:15	0	1	0	3	0	4	0	0	0	1	0	2	0	0	0	4	15
07:30	0	2	0	2	0	1	0	3	0	3	0	6	0	0	0	2	19
07:45	0	0	0	4	0	0	0	3	0	0	0	8	0	0	0	5	20
Hour	0	3	0	12	0	5	0	6	0	5	0	20	0	0	0	15	66
08:00	0	0	0	6	0	0	0	3	0	3	0	4	0	1	0	18	35
08:15	0	1	0	3	0	0	0	5	0	0	0	10	0	1	0	15	35
08:30	0	0	0	4	0	1	0	6	0	2	0	0	0	0	0	4	17
08:45	0	0	0	5	0	0	0	4	0	0	0	3	0	0	0	9	21
Hour	0	1	0	18	0	1	0	18	0	5	0	17	0	2	0	46	108
[BREAK]																	
16:00	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	9	16
[BREAK]																	
16:30	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	1	8
16:45	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	2	7
Hour	0	0	0	4	0	0	0	7	0	2	0	4	0	2	0	12	31
17:00	0	0	0	8	0	0	0	6	0	0	0	2	0	1	0	9	26
17:15	0	0	0	1	0	2	0	6	0	1	0	10	0	5	0	10	35
17:30	0	2	0	3	0	1	0	3	0	1	0	6	0	0	0	2	18
17:45	0	0	0	5	0	0	0	8	0	2	0	8	0	5	0	8	36
Hour	0	2	0	17	0	3	0	23	0	4	0	26	0	11	0	29	115
Total	0	6	0	51	0	9	0	54	0	16	0	67	0	15	0	102	320
% Apr.	-	10.5	-	89.4	-	14.2	-	85.7	-	19.2	-	80.7	-	12.8	-	87.1	-
% Int.	-	1.8	-	15.9	-	2.8	-	16.8	-	5.0	-	20.9	-	4.6	-	31.8	-

↑
North



Bay Harbor Island, Florida
May 23, 2018
Drawn by: Luis Palomino
Signalized

Signal Timings

TOD Schedule Report

for 3721: Bay Harbor Ter&Kane Conc

Print Date: 5/22/2018 Print Time: 1:25 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3721	Bay Harbor Ter&Kane Conc	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBT	WBL	EBT	-	SBT
0	0	0	0	0	0	0	0
							

Active Phase Bank: Phase Bank 1

Phase	Phase Bank																		Red
	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	
1 EBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	7	-	7 - 7	19	-	19 - 19	3.7
2 WBT	7	-	7 - 7	16	-	16 - 16	7	-	7 - 7	1	-	1 - 1	25	-	25 - 25	0	-	0 - 0	4
3 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0
4 NBT	6	-	6 - 6	21	-	21 - 21	7	-	7 - 7	2.5	-	2.5 - 2.5	24	-	24 - 24	30	-	30 - 30	4
5 WBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	7	-	7 - 7	30	-	30 - 30	3.7
6 EBT	7	-	7 - 7	16	-	16 - 16	7	-	7 - 7	1	-	1 - 1	25	-	25 - 25	0	-	0 - 0	4
7 -	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0	-	0 - 0	0
8 SBT	6	-	6 - 6	21	-	21 - 21	7	-	7 - 7	2.5	-	2.5 - 2.5	24	-	24 - 24	30	-	30 - 30	4

Last In Service Date: unknown

Permitted Phases	
Default	12345678
External Permit 0	12-456-8
External Permit 1	-----
External Permit 2	-2-4-6-8

TOD Schedule Report
for 3721: Bay Harbor Ter&Kane Conc

Print Date:
5/22/2018

Print Time:
1:25 PM

Current TOD Schedule	Green Time										
	1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT	Ring Offset	Offset	
1	90	6	38	0	27	6	38	0	27	0	29
2	90	6	38	0	27	6	38	0	27	0	29
3	100	13	41	0	27	13	41	0	27	0	49
4	100	13	41	0	27	13	41	0	27	0	40
5	90	6	38	0	27	6	38	0	27	0	27
6	90	6	38	0	27	6	38	0	27	0	44
7	90	6	38	0	27	6	38	0	27	0	75
8	100	6	48	0	27	6	48	0	27	0	64
9	90	6	38	0	27	6	38	0	27	0	79
10	90	6	38	0	27	6	38	0	27	0	11
11	100	6	48	0	27	6	48	0	27	0	79
12	90	6	38	0	27	6	38	0	27	0	29
15	90	6	38	0	27	6	38	0	27	0	11
20	90	6	38	0	27	6	38	0	27	0	11
23	90	6	38	0	27	6	38	0	27	0	11
24	100	6	48	0	27	6	48	0	27	0	27
26	160	6	105	0	30	6	105	0	30	0	0
27	90	6	38	0	27	6	38	0	27	0	56
28	90	6	38	0	27	6	38	0	27	0	57
29	90	6	38	0	27	6	38	0	27	0	41

Local TOD Schedule			
Time	Plan	DOW	
0000	15	M T W Th F	
0000	23	Su	
0130	Flash	M T W Th F	
0200	Flash	Su	
0600	2	M T W Th F	
0700	3	M T W Th F	
0700	20	Su	
0845	4	M T W Th F	
0930	24	M T W Th F	
1330	8	M T W Th F	
1430	11	W	
1530	11	M T Th F	
1800	15	M T W Th F	

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

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

TOD Schedule Report

for 3721: Bay Harbor Ter&Kane Conc

TOD Central Schedule Day-Type for Current Day

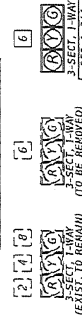
Day Type: SS			
SCHOOL MON TUE THURS FOLLOW BY SCHOOL			
TIME	PLAN		CYCLE
0	[15] EVENING/NIGHT (15)		90
30	FLASH (63)		0
600	[02] PRE-AM PEAK (2)		90
730	[03] AM PEAK (3)		100
845	[04] HEAVY AM PEAK (4)		100
930	[24] AVG/OFF-PEAK (24)		100
1330	[08] EARLY AFTERNOON (8)		100
1530	[11] PM PEAK (11)		100
1800	[15] EVENING/NIGHT (15)		90

SIGNAL OPERATING PLAN

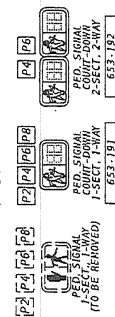


	Direction	EB		WB		SB		NB		Ped Heads				Movements/Display/Actuation
Timing Phases	Head No.	1/6'	6	5/2	2		8		4	P6	P2	P4	P8	
(1+5) E/WLT KANE CONCOURSE (ACTUATED)	Dwell	<G/R	R	<G/R	R		R		R	DW	DW	DW	DW	
	1+6	<G/R	R	<Y/R	R		R		R	DW	DW	DW	DW	
	2+5	<Y/R	R	<G/R	R		R		R	DW	DW	DW	DW	
	2+6	<Y/R	R	<Y/R	R		R		R	DW	DW	DW	DW	
(1+6) EB KANE CONCOURSE (ACTUATED)	Dwell	<G/G	G	R	R		R		R	W/F	DW	DW	DW	
	2+6	<Y/G	G	R	R		R		R	W/F	DW	DW	DW	
(2+5) E/WB KANE CONCOURSE (RECALL)	Dwell	R	R	<G/G	G		R		R	DW	W/F	DW	DW	
	2+6	Y	Y	<Y/G	G		R		R	DW	W/F	DW	DW	
(2+6) E/WB KANE CONCOURSE (RECALL)	Dwell	G	G	G	G		R		R	W/F	W/F	DW	DW	
	4+8	Y	Y	Y	Y		R		R	DW	DW	DW	DW	
(4+8) N/SB BAY HARBOR TERR (ACTUATED)	Dwell	R	R	R	R		G		G	DW	DW	W/F	W/F	
	1+5	R	R	R	R		Y		Y	DW	DW	DW	DW	
	1+6	R	R	R	R		Y		Y	DW	DW	DW	DW	
	2+5	R	R	R	R		Y		Y	DW	DW	DW	DW	
	2+6	R	R	R	R		Y		Y	DW	DW	DW	DW	
	Dwell													
Flashing Operation		FY	FY		FY		FR		FR					Page 1 of 1
Miami-Dade County Public Works Department														
Drawn WILLIAM RIVERA-PAZ		Date 9/7/2007		BAY HARBOR TER & KANE CONCOURSE										
Checked		Date		Placed in Service				Phasing No.				Asset Number		
				Date				8				3721		

SIGNAL HEAD DETAILS



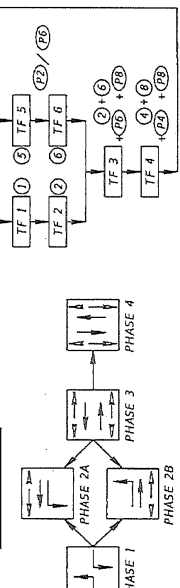
PEDESTRIAN SIGNAL DETAILS



NOTES:

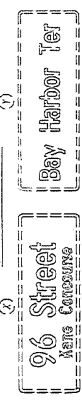
1. CONTROLLER OPERATIONS:
 - A. MAJOR STREET: SR 922 (KANE CONCOURSE) (96TH STREET), MINOR STREET: BAY HARBOR TERR.
 - B. STANDARD OPERATING PLAN 8 (MODIFIED) WITHOUT PHASE 4 (MINOR STREET PROTECTED LEFT TURN MOVEMENT) AND WITH PEDESTRIAN PHASES.
 - C. PHASES 1, 2B AND 4 ACTUATED, PHASES 2A AND 3 RECALL.
 - D. FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED.
 - E. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS AND WASTE MANAGEMENT DEPARTMENT TRAFFIC SIGNALS DIVISION.
2. PEDESTRIAN SIGNALS:
 - A. PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
 - B. PROPOSED PEDESTRIAN COUNTDOWN SIGNALS MUST BE MOUNTED BEHIND THE MAJOR STREET SIGNALS TO THE DETAILS SHOWN ON THIS SHEET.
 - C. PULL BOXES IN CONFLICT WITH THE DETECTABLE WARNING AREAS SHALL BE RELOCATED AS CLOSE AS PRACTICAL FROM ITS ORIGINAL LOCATION.
 - D. EXERCISE CAUTION WHEN WORKING NEAR EXISTING FIRE HYDRANT AND SIGNAL/LIGHTING EQUIPMENT LOCATED AT THE SEC OF THE INTERSECTION.

S.O.P. 8 (MOD.)

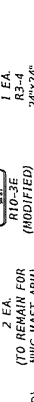
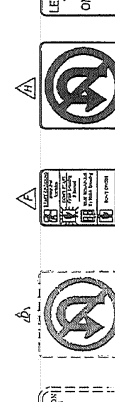


DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

SIGN DETAILS



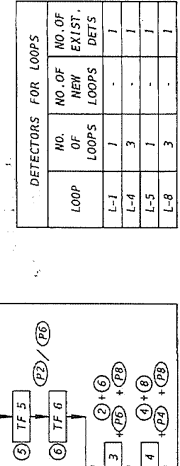
EXISTING 1515H (RELOCATE TO NEW MAJOR ARM)



NOTES:

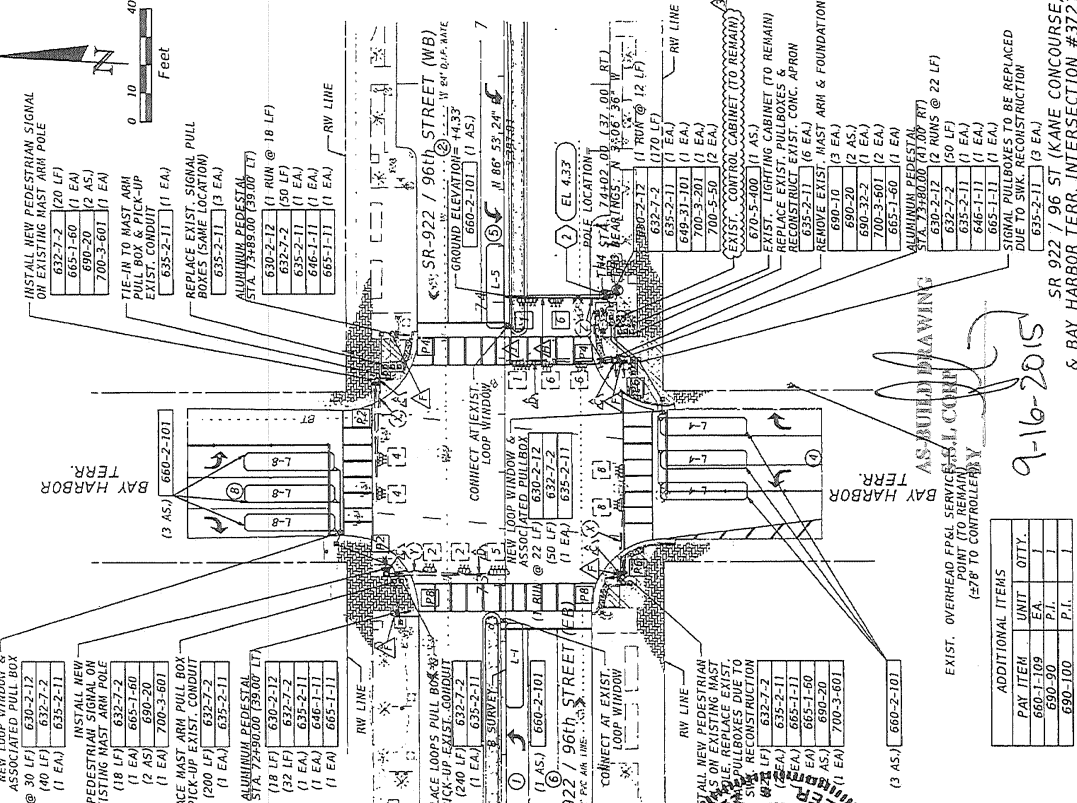
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 - D. EXERCISE CAUTION WHEN WORKING NEAR EXISTING FIRE HYDRANT AND SIGNAL/LIGHTING EQUIPMENT LOCATED AT THE SEC OF THE INTERSECTION.

S.O.P. 8 (MOD.)



DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

AS-BUILT DRAWING



DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

DATE	DESCRIPTION	REVISIONS
09/11/15	REVISED CONTROL CABINET DESIGNATION	

TOD Schedule Report

for 3010: Bay Harbor Dr E&Kane Conc

Print Date: 5/22/2018 Print Time: 11:48 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active Phase	Active Bank	Active Maximum
3010	Bay Harbor Dr E&Kane Conc	DOW-3		N/A	0	0	N/A	0	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Phase Bank																		Red	
	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2	Yellow			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3			1	2	3
1 EBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	7	-	7 - 7	15	-	10 - 7	4	2.3
2 WBT	0	-	7 - 7	0	-	15 - 15	16	-	7 - 7	1	-	1 - 1	25	-	35 - 35	0	-	35 - 35	4	2.3
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	3.1
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	2.3
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	3.1

Last In Service Date: unknown

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

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

Print Date:
5/22/2018

Print Time:
11:48 AM

Current TOD Schedule	Green Time											
	1	2	3	4	5	6	7	8	Ring Offset	Offset		
Plan	Cycle	EBL	WBT	-	NBT	-	EBT	-	SBT			
1	70	6	24	0	21	0	36	0	21	0	69	
2	70	6	24	0	21	0	36	0	21	0	69	
3	100	6	33	0	42	0	45	0	42	0	0	
4	100	6	46	0	29	0	58	0	29	0	61	
5	90	6	44	0	21	0	56	0	21	0	35	
6	90	6	41	0	24	0	53	0	24	0	46	
7	90	6	48	0	17	0	60	0	17	0	42	
8	100	6	32	0	43	0	44	0	43	0	55	
9	90	6	48	0	17	0	60	0	17	0	42	
10	70	6	24	0	21	0	36	0	21	0	52	
11	100	6	46	0	29	0	58	0	29	0	56	
12	100	6	33	0	42	0	45	0	42	0	58	
15	70	6	24	0	21	0	36	0	21	0	52	
20	70	6	24	0	21	0	36	0	21	0	52	
23	70	6	24	0	21	0	36	0	21	0	52	
24	100	6	46	0	29	0	58	0	29	0	35	
26	160	6	117	0	18	0	129	0	18	0	0	
27	90	8	52	0	11	0	66	0	11	0	34	
28	90	8	52	0	11	0	66	0	11	0	34	
29	90	8	52	0	11	0	66	0	11	0	62	

Local TOD Schedule			
Time	Plan	DOW	
0000	15	M T W Th F	
0000	23	Su	
0130	Flash	M T W Th F	
0200	Flash	Su	
0600	2	M T W Th F	
0700	3	M T W Th F	
0700	20	Su	
0845	4	M T W Th F	
0930	24	M T W Th F	
1330	8	M T W Th F	
1430	11	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---	Su M T W Th F S
0700	TOD OUTPUTS	-----	M T W Th F
0845	TOD OUTPUTS	-7---2-	M T W Th F
1330	TOD OUTPUTS	-----	M T W Th F
1530	TOD OUTPUTS	-7---2-	M T Th F
2000	TOD OUTPUTS	-7-4---	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7--4---	Su M T W Th F S
0700	TOD OUTPUTS	-----	M T W Th F
0845	TOD OUTPUTS	-7---2-	M T W Th F
1330	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---	Su M T W Th F S

* Settings

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

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

Print Date:
5/22/2018

Print Time:
11:48 AM

TOD Central Schedule Day-Type for Current Day

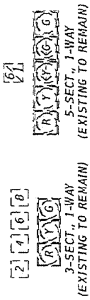
Day Type: SS			
SCHOOL MON TUE THURS FOLLOW BY SCHOOL			
TIME	PLAN		CYCLE
0	[15] EVENING/NIGHT (15)		70
30	FLASH (63)		0
600	[02] PRE-AM PEAK (2)		70
730	[03] AM PEAK (3)		100
845	[04] HEAVY AM PEAK (4)		100
930	[24] AVG/OFF-PEAK (24)		100
1330	[08] EARLY AFTERNOON (8)		100
1530	[11] PM PEAK (11)		100
1800	[15] EVENING/NIGHT (15)		70

SIGNAL OPERATING PLAN

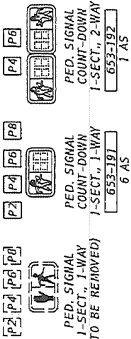


	Direction	EB		WB		SB		NB		Ped Heads					
Timing Phases	Head No.	1/6'	6		2		8		4	P6	P2	P4	P8	Movements/Display/Actuation	
(1+6) EB KANE CONCOURSE (ACTUATED)	Dwell	<G/G	G		R		R		R	DW	DW	DW	DW		
	2+6	<Y/G	G		R		R		R	DW	DW	DW	DW		
	C														
	l														
	e														
(2+6) E/WB KANE CONCOURSE (RECALL)	Dwell														
	C	XPED	Y	Y		Y		R		R	DW	DW	DW		DW
	l	4+8	Y	Y		Y		R		R	DW	DW	DW		DW
	e														
	t														
X-PED (ACTUATED)	Dwell	R	R		R		R		R	W/F	W/F	W/F	W/F		
	C	4+8	R	R		R		R		R	DW	DW	DW		DW
	l	1+6	R	R		R		R		R	DW	DW	DW		DW
	e	2+6	R	R		R		R		R	DW	DW	DW		DW
	t														
(4+8) N/SB BAY HARBOR E (ACTUATED)	Dwell	R	R		R		G		G	DW	DW	DW	DW		
	C	1+6	R	R		R		Y		Y	DW	DW	DW		DW
	l	2+6	R	R		R		Y		Y	DW	DW	DW		DW
	e														
	t														
	Dwell	PEDS HAVE A DUAL MODE OPERATION: CONCURRENT OR EXCLUSIVE, SEE TIMING. SHOWN HERE IS THE EXCLUSIVE ONLY													
	C														
	l														
	e														
	t														
Flashing Operation		FY	FY		FY		FR		FR					Page 1 of 1	
Miami-Dade County Public Works Department															
Drawn WILLIAM RIVERA-PAZ		Date 9/5/2007		BAY HARBOR DR (E) & KANE CONCOURSE											
Checked		Date		Placed in Service					Phasing No.			Asset Number			
									12			3010			

SIGNAL HEAD DETAILS

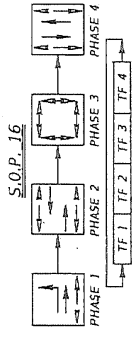


PEDESTRIAN SIGNAL DETAILS



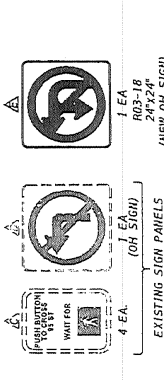
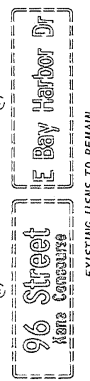
NOTES:

- CONTROLLER OPERATIONS:
 - MAJOR STREET: SR 922 (KANE CONCOURSE) (96TH STREET), MINOR STREET: E BAY HARBOR DR.
 - STANDARD OPERATING PLAN 16 WITHOUT MINOR STREET PROTECTED LEFT TURN AND A EXCLUSIVE PEDESTRIAN PHASE.
 - PHASES 1, 3 AND 4 ACTUATED, PHASE 2 RECALL.
 - FLASHING OPERATION: 2 & 6 - YELLOW; 4 & 8 - RED.
 - SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS AND TRAFFIC SIGNALS DIVISION.
- PEDESTRIAN SIGNALS:
 - PEDESTRIAN SIGNAL HEADS SHALL BE ALIGNED TO FACE THE CENTER OF FAR-SIDE END OF CROSSWALK THEY SERVE.
 - PROPOSED PEDESTRIAN COUNTERDOWN SIGNALS MUST BE MOUNTED BEHIND THE MAJOR ARN ACCORDING TO THE DETAILS SHOWN ON THIS SHEET.
- PULL BOXES:
 - PULL BOXES IN CONFLICT WITH THE DETECTABLE WARNING AREAS SHALL BE RELOCATED AS CLOSE AS PRACTICAL FROM ITS ORIGINAL LOCATION.



NO. OF	NO. OF	NO. OF
LOOP	NEW	EXIST.
LOOPS	LOOPS	DETS.
L-1	1	1
L-4	2	1
L-8	2	1

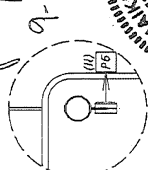
SIGNAL DETAILS



EXISTING OH SIGN (TO REMAIN)

EXISTING OH SIGN (TO REMAIN)

EXISTING OH SIGN (TO REMAIN)



NO. OF	NO. OF	NO. OF
LOOP	NEW	EXIST.
LOOPS	LOOPS	DETS.
L-1	1	1
L-4	2	1
L-8	2	1

NO. OF	NO. OF	NO. OF
LOOP	NEW	EXIST.
LOOPS	LOOPS	DETS.
L-1	1	1
L-4	2	1
L-8	2	1

NO. OF	NO. OF	NO. OF
LOOP	NEW	EXIST.
LOOPS	LOOPS	DETS.
L-1	1	1
L-4	2	1
L-8	2	1

NO. OF	NO. OF	NO. OF
LOOP	NEW	EXIST.
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L-1	1	1
L-4	2	1
L-8	2	1

NO. OF	NO. OF	NO. OF
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L-1	1	1
L-4	2	1
L-8	2	1

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L-8	2	1

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L-4	2	1
L-8	2	1

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L-8	2	1

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L-8	2	1

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L-8	2	1

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L-8	2	1

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L-8	2	1

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LOOPS	LOOPS	DETS.
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L-4	2	1
L-8	2	1

Historic Background Growth

ONDA

Background Growth Rate

18186

Station	Location	2013	2014	2015	2016	2017
132	SR 922/NE 96 ST. 89' W OF ABO TT AVE	22,100	25,500	25,500	29,500	29,000
8608	BROAD CSWY, 200 FT E OF GAS STATION ACCESS	19,700	19,500	19,300	24,000	24,000
1023	SR 922/NE/NW 125 ST, 200' W N BAY SHORE DR	24,000	23,000	25,000	24,000	22,500
0540	SR A1A/COLLINS AV, 200' S END BRIDG/NCL BAL HARB	47,500	44,500	50,000	52,000	48,500
0525	SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST	25,000	21,500	24,500	25,000	21,000
Total		138,300	134,000	144,300	154,500	145,000
Yearly Growth			-3.1%	7.7%	7.1%	-6.1%
Growth Trend						1.4%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	29000 C	E 15500	W 13500	9.00	55.00	12.40
2016	29500 C	E 14000	W 15500	9.00	54.50	12.60
2015	25500 C	E 13500	W 12000	9.00	54.70	8.80
2014	25500 C	E 13000	W 12500	9.00	54.50	6.20
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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = 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
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0525 - SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	21000 C	N 21000	0	9.00	99.90	5.30
2016	25000 C	N 25000	0	9.00	99.90	7.80
2015	24500 C	N 24500	0	9.00	99.90	4.60
2014	21500 C	N 21500		9.00	99.90	5.10
2013	25000 C	N 25000	0	9.00	99.90	6.10
2012	32500 C	N 32500	0	9.00	99.90	8.40
2011	22000 C	N 22000	0	9.00	99.90	7.50
2010	22500 C	N 22500	0	8.98	99.99	8.80
2009	22500 C	N 22500	0	8.99	99.99	8.40
2008	24500 C	N 24500	0	9.09	99.99	5.30
2007	26000 C	N 26000	0	8.01	99.99	4.90
2006	24000 C	N 24000	0	7.97	99.99	2.20
2005	25000 C	N 25000	S	8.80	99.90	5.50
2004	24000 C	N 24000	S	9.00	99.90	8.20
2003	26500 C	N 26500	S	8.80	99.90	4.90
2002	26000 C	N 26000	S	9.80	99.90	2.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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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
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	48500 C	N 23500	S 25000	9.00	55.00	2.50
2016	52000 C	N 26000	S 26000	9.00	54.50	3.40
2015	50000 C	N 25000	S 25000	9.00	54.70	4.30
2014	44500 C	N 22500	S 22000	9.00	54.50	5.30
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

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 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
----	-----	-----	-----	-----	-----	-----
2017	22500 C	E 11500	W 11000	9.00	55.00	9.20
2016	24000 C	E 12000	W 12000	9.00	54.50	12.60
2015	25000 C	E 14000	W 11000	9.00	54.70	8.80
2014	23000 C	E 11000	W 12000	9.00	54.50	7.60
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	9.00	53.30	8.80
2003	23500 C	E 12000	W 11500	8.80	53.40	4.00
2002	24000 C	E 12000	W 12000	9.80	52.30	3.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8608 - BROAD CSWY, 200 FT E OF GAS STATION ACCESS

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2017	24000 F	E 12000	W 12000	9.00	55.70	3.50
2016	24000 C	E 12000	W 12000	9.00	56.10	4.00
2015	19300 T	E 9700	W 9600	9.00	57.40	4.80
2014	19500 S	E 9800	W 9700	9.00	59.30	5.20
2013	19700 F	E 9900	W 9800	9.00	58.90	16.20
2012	19900 C	E 10000	W 9900	9.00	59.70	16.00

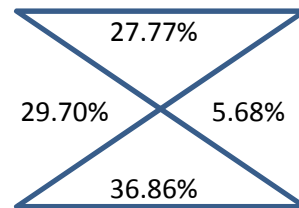
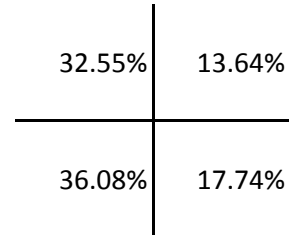
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Project_Cardinal Distribution 18186

18186 - ONDA

TAZ 616

DIRECTION	2010	2040	2021
NNE	7.70%	8.40%	7.96%
ENE	5.90%	5.30%	5.68%
ESE	0.00%	0.00%	0.00%
SSE	17.70%	17.80%	17.74%
SSW	20.00%	17.60%	19.12%
WSW	16.70%	17.40%	16.96%
WNW	12.30%	13.50%	12.74%
NNW	19.70%	20.00%	19.81%
	100%	100%	100%



FDOT Seasonal Factors

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.07	1.11
2	01/08/2017 - 01/14/2017	1.04	1.08
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
6	02/05/2017 - 02/11/2017	0.98	1.02
7	02/12/2017 - 02/18/2017	0.97	1.01
* 8	02/19/2017 - 02/25/2017	0.97	1.01
* 9	02/26/2017 - 03/04/2017	0.96	1.00
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.95	0.99
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.97	1.01
*17	04/23/2017 - 04/29/2017	0.97	1.01
*18	04/30/2017 - 05/06/2017	0.97	1.01
*19	05/07/2017 - 05/13/2017	0.97	1.01
*20	05/14/2017 - 05/20/2017	0.97	1.01
21	05/21/2017 - 05/27/2017	0.98	1.02
22	05/28/2017 - 06/03/2017	0.98	1.02
23	06/04/2017 - 06/10/2017	0.99	1.03
24	06/11/2017 - 06/17/2017	0.99	1.03
25	06/18/2017 - 06/24/2017	1.00	1.04
26	06/25/2017 - 07/01/2017	1.00	1.04
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.01	1.05
29	07/16/2017 - 07/22/2017	1.01	1.05
30	07/23/2017 - 07/29/2017	1.01	1.05
31	07/30/2017 - 08/05/2017	1.00	1.04
32	08/06/2017 - 08/12/2017	1.00	1.04
33	08/13/2017 - 08/19/2017	1.00	1.04
34	08/20/2017 - 08/26/2017	1.04	1.08
35	08/27/2017 - 09/02/2017	1.07	1.11
36	09/03/2017 - 09/09/2017	1.11	1.16
37	09/10/2017 - 09/16/2017	1.14	1.19
38	09/17/2017 - 09/23/2017	1.12	1.17
39	09/24/2017 - 09/30/2017	1.10	1.15
40	10/01/2017 - 10/07/2017	1.08	1.13
41	10/08/2017 - 10/14/2017	1.06	1.10
42	10/15/2017 - 10/21/2017	1.04	1.08
43	10/22/2017 - 10/28/2017	1.05	1.09
44	10/29/2017 - 11/04/2017	1.06	1.10
45	11/05/2017 - 11/11/2017	1.07	1.11
46	11/12/2017 - 11/18/2017	1.07	1.11
47	11/19/2017 - 11/25/2017	1.07	1.11
48	11/26/2017 - 12/02/2017	1.07	1.11
49	12/03/2017 - 12/09/2017	1.07	1.11
50	12/10/2017 - 12/16/2017	1.07	1.11
51	12/17/2017 - 12/23/2017	1.05	1.09
52	12/24/2017 - 12/30/2017	1.03	1.07
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:06

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FDOT Level of Service Tables

**Generalized Peak Hour Directional Volumes for Florida's
TABLE 7 Urbanized Areas¹**

03/14/2018

INTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					
Principal (1 signal per half mile)					
Lanes	Median	B	C	D	E
1	Undivided	*	200	690	930
2	Divided	50	1,350	1,790	1,870
3	Divided	80	2,040	2,690	2,820
Minor (1 signal per quarter mile)					
Lanes	Median	B	C	D	E
1	Undivided	*	*	210	710
2	Divided	*	470	1,390	1,840
3	Divided	*	880	2,190	2,780
Non-State Signalized Roadway Adjustments					
(Alter corresponding state volumes by the indicated percent.)					
Non-State Signalized Roadways - 10%					
Median & Turn Lane Adjustments					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	
1	Divided	Yes	No	+5%	
1	Undivided	No	No	-20%	
Multi	Undivided	Yes	No	-5%	
Multi	Undivided	No	No	-25%	
—	—	—	Yes	+ 5%	
One-Way Facility Adjustment					
Multiply the corresponding directional volumes in this table by 1.2					

UNINTERRUPTED FLOW FACILITIES					
FREEWAYS					
Lanes	B	C	D	E	
2	2,510	3,410	4,230	4,330	
3	3,660	5,030	6,240	6,500	
4	4,820	6,670	8,310	8,670	
5	6,580	9,240	10,840	**	
6	8,150	10,990	13,000	**	
Freeway Adjustments					
Auxiliary Lane			Ramp Metering		
+ 1,000			+ 5%		

UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E
1	Undivided	610	930	1,260	1,690
2	Divided	1,840	2,660	3,350	3,760
3	Divided	2,770	3,990	5,020	5,640
Uninterrupted Flow Highway Adjustments					
Lanes	Median	Exclusive left lanes	Adjustment factors		
1	Divided	Yes	+5%		
Multi	Undivided	Yes	-5%		
Multi	Undivided	No	-25%		

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

BICYCLE MODE ²				
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)				
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**
PEDESTRIAN MODE ²				
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)				
Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000
BUS MODE (Scheduled Fixed Route) ³				
(Buses in peak hour in peak direction)				
Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

TABLE 7
(continued)

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas

03/14/2018

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		Principal Arterials		Minor Arterials		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-12	2	4-6	2-4	6	2-4	6	4	4
Posted speed (mph)	70	50	50	50	50	40	40	45	45
Free flow speed (mph)	75	55	55	55	55	45	45	50	50
Auxiliary Lanes (n, y)	n								
Median (d, u, twlt)			d						
Terrain (l,r)	1	1	1	1	1	1	1	1	1
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	y	n	y		
Facility length (mi)	3	5	5	2	2	2	2	2	2
Interchange Density (intch/mi)	1								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.565	0.565
Peak hour factor (PHF)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Base saturation flow rate (pcphpl)	2,400	1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.950		0.950						
Capacity Adjustment Factor (CAF)	0.939		0.939						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	5	9	9	4	6
Arrival type (1-6)				3	3	3	3	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				150	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width								t	t
Pavement condition								t	
On-street parking								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density pc/mi/ln	Two-Lane	Multilane	Principal & Minor		Score	Score	Buses/hr.	
		%ffs	Density pc/mi/ln	%bffs					
B	≤ 18	> 83.3	≤ 18	> 67		≤ 2.75	≤ 2.75	≤ 6	
C	≤ 26	> 75.0	≤ 26	> 50		≤ 3.50	≤ 3.50	≤ 4	
D	≤ 35	> 66.7	≤ 35	> 40		≤ 4.25	≤ 4.25	< 3	
E	≤ 45	≤ 66.7	≤ 45	> 30		≤ 5.00	≤ 5.00	< 2	

pc/mi/ln = passenger cars per mile per lane

%ffs = percent free flow speed

%bffs = percent base free flow speed

Appendix C

Intersection Capacity Analysis Worksheets

Existing Conditions

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Existing AM
02/25/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	807	75	231	537	57	93	33	92	16	101	6
Future Volume (veh/h)	140	807	75	231	537	57	93	33	92	16	101	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.96		0.93	0.95		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	877	82	251	584	62	101	36	100	17	110	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	457	1586	148	403	1650	175	302	442	349	337	442	348
Arrive On Green	0.06	0.48	0.48	0.03	0.17	0.17	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3271	306	1781	3228	342	1218	1870	1474	1195	1870	1473
Grp Volume(v), veh/h	152	476	483	251	321	325	101	36	100	17	110	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1800	1781	1777	1793	1218	1870	1474	1195	1870	1473
Q Serve(g_s), s	4.2	18.9	18.9	6.7	16.0	16.0	7.3	1.5	5.6	1.1	4.8	0.4
Cycle Q Clear(g_c), s	4.2	18.9	18.9	6.7	16.0	16.0	12.1	1.5	5.6	2.6	4.8	0.4
Prop In Lane	1.00		0.17	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	457	862	873	403	908	917	302	442	349	337	442	348
V/C Ratio(X)	0.33	0.55	0.55	0.62	0.35	0.35	0.33	0.08	0.29	0.05	0.25	0.02
Avail Cap(c_a), veh/h	578	862	873	477	908	917	343	505	398	377	505	398
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	18.1	18.1	14.7	27.0	27.0	35.9	29.7	31.3	30.7	31.0	29.3
Incr Delay (d2), s/veh	0.1	2.1	2.1	0.1	0.1	0.1	0.5	0.1	0.3	0.0	0.2	0.0
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(95%),veh/ln	2.9	12.2	12.3	3.8	9.2	9.3	4.0	1.2	3.6	0.6	3.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	20.2	20.2	14.8	27.1	27.1	36.4	29.8	31.6	30.8	31.2	29.3
LnGrp LOS	B	C	C	B	C	C	D	C	C	C	C	C
Approach Vol, veh/h		1111			897			237			134	
Approach Delay, s/veh		19.2			23.7			33.4			31.0	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	57.1		30.6	14.9	54.5		30.6				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	13.0	41.0		27.0	13.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	6.2	18.0		14.1	8.7	20.9		6.8				
Green Ext Time (p_c), s	0.1	1.4		0.5	0.2	2.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay				22.9								
HCM 6th LOS				C								

Timings

Existing AM

1: Bay Harbor Terrance & Kane Concourse

02/25/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	807	75	231	537	57	93	33	92	16	101	6
Future Volume (vph)	140	807	75	231	537	57	93	33	92	16	101	6
Confl. Peds. (#/hr)	18		17	17		18	46		18	18		46
Confl. Bikes (#/hr)			5			1			1			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	19.0	47.0		19.0	47.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	19.0%	47.0%		19.0%	47.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Existing PM
02/25/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	649	46	182	897	26	82	16	52	29	6	20
Future Volume (veh/h)	102	649	46	182	897	26	82	16	52	29	6	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.96		0.95	0.97		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	111	705	50	198	975	28	89	17	57	32	7	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	1942	138	509	2084	60	296	321	258	282	321	256
Arrive On Green	0.05	0.58	0.58	0.02	0.19	0.19	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3357	238	1781	3526	101	1330	1870	1502	1281	1870	1495
Grp Volume(v), veh/h	111	373	382	198	491	512	89	17	57	32	7	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	1851	1330	1870	1502	1281	1870	1495
Q Serve(g_s), s	2.5	11.2	11.2	4.3	24.5	24.5	6.0	0.8	3.3	2.1	0.3	1.2
Cycle Q Clear(g_c), s	2.5	11.2	11.2	4.3	24.5	24.5	6.3	0.8	3.3	2.9	0.3	1.2
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1028	1052	509	1050	1094	296	321	258	282	321	256
V/C Ratio(X)	0.32	0.36	0.36	0.39	0.47	0.47	0.30	0.05	0.22	0.11	0.02	0.09
Avail Cap(c_a), veh/h	373	1028	1052	509	1050	1094	427	505	406	408	505	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	11.2	11.2	8.6	26.3	26.3	37.1	34.6	35.7	35.9	34.5	34.8
Incr Delay (d2), s/veh	0.2	0.9	0.9	0.1	1.1	1.1	0.4	0.1	0.3	0.1	0.0	0.1
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(95%),veh/ln	1.6	7.8	7.9	3.0	16.9	17.4	3.5	0.6	2.2	1.2	0.3	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	12.2	12.1	8.7	27.5	27.4	37.5	34.7	36.0	36.0	34.5	34.9
LnGrp LOS	B	B	B	A	C	C	D	C	D	D	C	C
Approach Vol, veh/h		866			1201			163			61	
Approach Delay, s/veh		12.0			24.4			36.7			35.4	
Approach LOS		B			C			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	65.1		24.1	12.0	63.9		24.1				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	6.0	48.0		27.0	6.0	48.0		27.0				
Max Q Clear Time (g_c+I1), s	4.5	26.5		8.3	6.3	13.2		4.9				
Green Ext Time (p_c), s	0.0	2.3		0.4	0.0	1.7		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				20.9								
HCM 6th LOS				C								

Timings

Existing PM

1: Bay Harbor Terrance & Kane Concourse

02/25/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	649	46	182	897	26	82	16	52	29	6	20
Future Volume (vph)	102	649	46	182	897	26	82	16	52	29	6	20
Confl. Peds. (#/hr)	13		14	14		13	22		18	18		22
Confl. Bikes (#/hr)			1						2			6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	54.0		12.0	54.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	12.0%	54.0%		12.0%	54.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

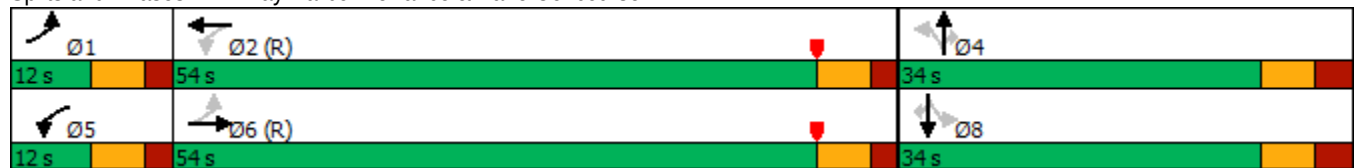
Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary

3: E. Bay Harbor Drive & Kane Concourse

Existing AM

02/25/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	848	33	0	795	243	31	10	213	193	104	20
Future Volume (veh/h)	30	848	33	0	795	243	31	10	213	193	104	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.98		0.97	0.99		0.96
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	942	37	0	883	270	34	11	237	214	116	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	202	1837	72	0	1164	355	425	23	504	312	518	98
Arrive On Green	0.01	0.17	0.17	0.00	0.44	0.44	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1781	3473	136	0	2745	809	1231	69	1476	1118	1518	288
Grp Volume(v), veh/h	33	482	497	0	591	562	34	0	248	214	0	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	0	1777	1684	1231	0	1545	1118	0	1806
Q Serve(g_s), s	1.0	24.6	24.6	0.0	28.0	28.1	2.0	0.0	12.6	18.6	0.0	5.5
Cycle Q Clear(g_c), s	1.0	24.6	24.6	0.0	28.0	28.1	7.5	0.0	12.6	31.2	0.0	5.5
Prop In Lane	1.00		0.07	0.00		0.48	1.00		0.96	1.00		0.16
Lane Grp Cap(c), veh/h	202	940	969	0	780	739	425	0	527	312	0	616
V/C Ratio(X)	0.16	0.51	0.51	0.00	0.76	0.76	0.08	0.00	0.47	0.68	0.00	0.22
Avail Cap(c_a), veh/h	256	940	969	0	780	739	522	0	649	401	0	759
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.6	29.6	29.6	0.0	23.6	23.6	26.2	0.0	25.9	38.1	0.0	23.5
Incr Delay (d2), s/veh	0.1	1.8	1.7	0.0	6.8	7.2	0.1	0.0	0.5	2.7	0.0	0.1
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(95%),veh/ln	0.7	17.5	17.9	0.0	18.6	17.9	1.1	0.0	8.2	9.1	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	31.4	31.3	0.0	30.4	30.9	26.2	0.0	26.3	40.8	0.0	23.6
LnGrp LOS	B	C	C	A	C	C	C	A	C	D	A	C
Approach Vol, veh/h	1012			1153			282			352		
Approach Delay, s/veh	30.9			30.6			26.3			34.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	9.0	49.9	41.1		58.9		41.1					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0		7.0					
Max Green Setting (Gmax), s	6.0	33.0	42.0		45.0		42.0					
Max Q Clear Time (g_c+I1), s	3.0	30.1	14.6		26.6		33.2					
Green Ext Time (p_c), s	0.0	1.1	1.5		2.2		0.9					
Intersection Summary												
HCM 6th Ctrl Delay	30.7											
HCM 6th LOS	C											

Timings
3: E. Bay Harbor Drive & Kane Concourse

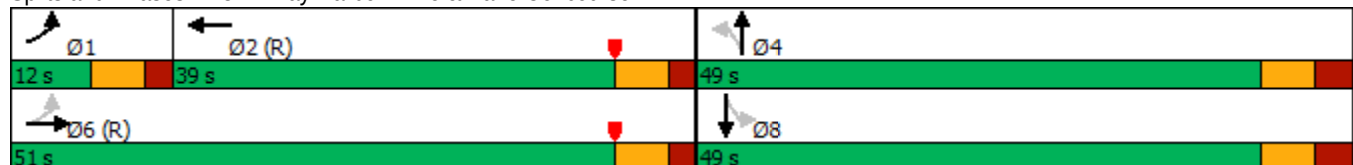
Existing AM
02/25/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	848	33	0	795	243	31	10	213	193	104	20
Future Volume (vph)	30	848	33	0	795	243	31	10	213	193	104	20
Confl. Peds. (#/hr)	16		36	36		16	24		19	19		24
Confl. Bikes (#/hr)			33			4			1			4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6						4			8		
Detector Phase	1	6			2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	24.0			24.0		26.0	26.0		26.0	26.0	
Total Split (s)	12.0	51.0			39.0		49.0	49.0		49.0	49.0	
Total Split (%)	12.0%	51.0%			39.0%		49.0%	49.0%		49.0%	49.0%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 3: E. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary 3: E. Bay Harbor Drive & Kane Concourse

Existing PM
02/25/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	673	24	0	1070	193	23	6	132	173	30	49
Future Volume (veh/h)	40	673	24	0	1070	193	23	6	132	173	30	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	0.97		0.96	0.98		0.95
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	687	24	0	1092	197	23	6	135	177	31	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	243	2181	76	0	1583	284	337	16	360	279	153	247
Arrive On Green	0.05	0.83	0.83	0.00	0.53	0.53	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3493	122	0	3080	536	1284	65	1463	1221	624	1006
Grp Volume(v), veh/h	41	349	362	0	648	641	23	0	141	177	0	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1839	0	1777	1746	1284	0	1528	1221	0	1630
Q Serve(g_s), s	1.0	4.5	4.5	0.0	27.0	27.3	1.4	0.0	7.7	14.1	0.0	3.9
Cycle Q Clear(g_c), s	1.0	4.5	4.5	0.0	27.0	27.3	5.4	0.0	7.7	21.7	0.0	3.9
Prop In Lane	1.00		0.07	0.00		0.31	1.00		0.96	1.00		0.62
Lane Grp Cap(c), veh/h	243	1109	1148	0	942	926	337	0	376	279	0	401
V/C Ratio(X)	0.17	0.31	0.32	0.00	0.69	0.69	0.07	0.00	0.38	0.64	0.00	0.20
Avail Cap(c_a), veh/h	289	1109	1148	0	942	926	394	0	443	333	0	473
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	3.6	3.6	0.0	17.4	17.4	32.1	0.0	31.3	40.4	0.0	29.9
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.0	4.1	4.3	0.1	0.0	0.5	2.4	0.0	0.2
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(95%),veh/ln	0.7	2.7	2.8	0.0	17.0	16.9	0.8	0.0	5.1	7.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	4.3	4.3	0.0	21.5	21.7	32.1	0.0	31.8	42.7	0.0	30.1
LnGrp LOS	B	A	A	A	C	C	C	A	C	D	A	C
Approach Vol, veh/h	752			1289			164			258		
Approach Delay, s/veh	4.8			21.6			31.8			38.8		
Approach LOS	A			C			C			D		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	9.4	59.0	31.6		68.4		31.6					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0		7.0					
Max Green Setting (Gmax), s	6.0	46.0	29.0		58.0		29.0					
Max Q Clear Time (g_c+I1), s	3.0	29.3	9.7		6.5		23.7					
Green Ext Time (p_c), s	0.0	3.3	0.7		1.6		0.4					
Intersection Summary												
HCM 6th Ctrl Delay	18.9											
HCM 6th LOS	B											

Timings
3: E. Bay Harbor Drive & Kane Concourse

Existing PM
02/25/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	673	24	0	1070	193	23	6	132	173	30	49
Future Volume (vph)	40	673	24	0	1070	193	23	6	132	173	30	49
Confl. Peds. (#/hr)	20		50	50		20	25		18	18		25
Confl. Bikes (#/hr)			8			6			2			7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6						4			8		
Detector Phase	1	6			2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0			7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	28.0			28.0		33.0	33.0		33.0	33.0	
Total Split (s)	12.0	64.0			52.0		36.0	36.0		36.0	36.0	
Total Split (%)	12.0%	64.0%			52.0%		36.0%	36.0%		36.0%	36.0%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 56 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: E. Bay Harbor Drive & Kane Concourse



Future without Project Conditions

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future Without Project AM
02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	854	80	244	568	60	98	35	97	17	107	6
Future Volume (veh/h)	148	854	80	244	568	60	98	35	97	17	107	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.96		0.93	0.95		0.93
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	928	87	265	617	65	107	38	105	18	116	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	483	1553	146	392	1633	172	300	446	352	337	446	352
Arrive On Green	0.07	0.48	0.48	0.10	0.51	0.51	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3270	307	1781	3231	340	1213	1870	1475	1188	1870	1474
Grp Volume(v), veh/h	161	504	511	265	339	343	107	38	105	18	116	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1799	1781	1777	1793	1213	1870	1475	1188	1870	1474
Q Serve(g_s), s	4.6	20.8	20.8	7.5	11.7	11.7	7.9	1.6	5.8	1.2	5.0	0.4
Cycle Q Clear(g_c), s	4.6	20.8	20.8	7.5	11.7	11.7	12.9	1.6	5.8	2.8	5.0	0.4
Prop In Lane	1.00		0.17	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	844	855	392	898	906	300	446	352	337	446	352
V/C Ratio(X)	0.33	0.60	0.60	0.68	0.38	0.38	0.36	0.09	0.30	0.05	0.26	0.02
Avail Cap(c_a), veh/h	597	844	855	452	898	906	338	505	398	374	505	398
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)	0.79	0.79	0.79	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	19.2	19.2	14.9	15.1	15.1	36.1	29.6	31.2	30.7	30.9	29.1
Incr Delay (d2), s/veh	0.1	2.5	2.4	1.6	0.9	0.9	0.5	0.1	0.3	0.0	0.2	0.0
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(95%),veh/ln	3.2	13.1	13.3	5.3	7.8	7.9	4.2	1.3	3.8	0.6	4.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	21.7	21.7	16.6	16.0	16.0	36.7	29.6	31.6	30.7	31.1	29.1
LnGrp LOS	B	C	C	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h	1176			947			250			141		
Approach Delay, s/veh	20.4			16.2			33.5			31.0		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	56.5		30.9	15.6	53.5		30.9				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	13.0	41.0		27.0	13.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	6.6	13.7		14.9	9.5	22.8		7.0				
Green Ext Time (p_c), s	0.1	1.5		0.6	0.1	2.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	20.7											
HCM 6th LOS	C											

Timings

1: Bay Harbor Terrance & Kane Concourse

Future Without Project AM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	854	80	244	568	60	98	35	97	17	107	6
Future Volume (vph)	148	854	80	244	568	60	98	35	97	17	107	6
Confl. Peds. (#/hr)	18		17	17		18	46		18	18		46
Confl. Bikes (#/hr)			5			1			1			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	19.0	47.0		19.0	47.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	19.0%	47.0%		19.0%	47.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

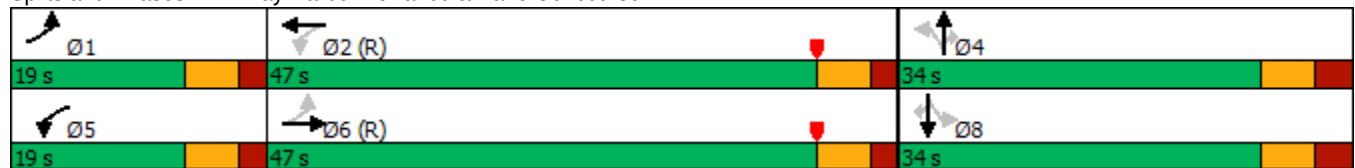
Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future Without Project PM
02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	686	49	192	949	24	86	17	55	30	6	22
Future Volume (veh/h)	108	686	49	192	949	24	86	17	55	30	6	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.96		0.95	0.97		0.94
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	746	53	209	1032	26	93	18	60	33	7	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	1937	138	489	2085	53	298	324	260	283	324	259
Arrive On Green	0.05	0.58	0.58	0.02	0.19	0.19	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3356	238	1781	3541	89	1328	1870	1503	1277	1870	1495
Grp Volume(v), veh/h	117	395	404	209	518	540	93	18	60	33	7	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	1853	1328	1870	1503	1277	1870	1495
Q Serve(g_s), s	2.6	12.1	12.1	4.6	26.0	26.0	6.2	0.8	3.4	2.2	0.3	1.3
Cycle Q Clear(g_c), s	2.6	12.1	12.1	4.6	26.0	26.0	6.6	0.8	3.4	3.0	0.3	1.3
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	1025	1049	489	1046	1091	298	324	260	283	324	259
V/C Ratio(X)	0.35	0.39	0.39	0.43	0.49	0.49	0.31	0.06	0.23	0.12	0.02	0.09
Avail Cap(c_a), veh/h	354	1025	1049	489	1046	1091	427	505	406	406	505	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	11.5	11.5	8.9	27.0	27.0	37.0	34.5	35.6	35.8	34.3	34.7
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.2	1.2	1.2	0.4	0.1	0.3	0.1	0.0	0.1
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(95%),veh/ln	1.7	8.2	8.4	3.2	17.6	18.2	3.7	0.7	2.3	1.3	0.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	12.5	12.5	9.0	28.2	28.2	37.5	34.6	35.9	35.9	34.3	34.9
LnGrp LOS	B	B	B	A	C	C	D	C	D	D	C	C
Approach Vol, veh/h	916			1267			171			64		
Approach Delay, s/veh	12.4			25.0			36.6			35.4		
Approach LOS	B			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	64.9		24.3	12.0	63.7		24.3				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	6.0	48.0		27.0	6.0	48.0		27.0				
Max Q Clear Time (g_c+I1), s	4.6	28.0		8.6	6.6	14.1		5.0				
Green Ext Time (p_c), s	0.0	2.5		0.4	0.0	1.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	21.3											
HCM 6th LOS	C											

Timings

Future Without Project PM

1: Bay Harbor Terrance & Kane Concourse

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	686	49	192	949	24	86	17	55	30	6	22
Future Volume (vph)	108	686	49	192	949	24	86	17	55	30	6	22
Confl. Peds. (#/hr)	13		14	14		13	22		18	18		22
Confl. Bikes (#/hr)			1						2			6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	54.0		12.0	54.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	12.0%	54.0%		12.0%	54.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary 3: E. Bay Harbor Drive & Kane Concourse

Future Without Project AM
02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	880	34	0	825	252	32	11	221	200	108	21
Future Volume (veh/h)	31	880	34	0	825	252	32	11	221	200	108	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.98		0.97	0.99		0.97
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	978	38	0	917	280	36	12	246	222	120	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	183	1796	70	0	1131	344	437	25	520	320	535	103
Arrive On Green	0.01	0.17	0.17	0.00	0.43	0.43	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1781	3475	135	0	2747	807	1226	72	1474	1108	1515	290
Grp Volume(v), veh/h	34	500	516	0	613	584	36	0	258	222	0	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	0	1777	1684	1226	0	1546	1108	0	1806
Q Serve(g_s), s	1.0	25.7	25.7	0.0	30.2	30.5	2.1	0.0	13.0	19.4	0.0	5.6
Cycle Q Clear(g_c), s	1.0	25.7	25.7	0.0	30.2	30.5	7.7	0.0	13.0	32.4	0.0	5.6
Prop In Lane	1.00		0.07	0.00		0.48	1.00		0.95	1.00		0.16
Lane Grp Cap(c), veh/h	183	919	948	0	758	718	437	0	546	320	0	637
V/C Ratio(X)	0.19	0.54	0.54	0.00	0.81	0.81	0.08	0.00	0.47	0.69	0.00	0.22
Avail Cap(c_a), veh/h	236	919	948	0	758	718	519	0	649	394	0	758
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.1	30.7	30.7	0.0	25.1	25.2	25.4	0.0	25.1	37.7	0.0	22.7
Incr Delay (d2), s/veh	0.2	2.0	1.9	0.0	9.1	9.8	0.1	0.0	0.5	3.3	0.0	0.1
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(95%),veh/ln	0.8	18.1	18.6	0.0	20.3	19.7	1.1	0.0	8.3	9.4	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.2	32.7	32.6	0.0	34.2	35.0	25.5	0.0	25.6	41.0	0.0	22.9
LnGrp LOS	C	C	C	A	C	C	C	A	C	D	A	C
Approach Vol, veh/h	1050			1197			294			365		
Approach Delay, s/veh	32.3			34.6			25.6			33.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	9.1	48.6	42.3		57.7		42.3					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0		7.0					
Max Green Setting (Gmax), s	6.0	33.0	42.0		45.0		42.0					
Max Q Clear Time (g_c+I1), s	3.0	32.5	15.0		27.7		34.4					
Green Ext Time (p_c), s	0.0	0.3	1.6		2.3		0.9					
Intersection Summary												
HCM 6th Ctrl Delay	32.7											
HCM 6th LOS	C											

Timings
3: E. Bay Harbor Drive & Kane Concourse

Future Without Project AM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	880	34	0	825	252	32	11	221	200	108	21
Future Volume (vph)	31	880	34	0	825	252	32	11	221	200	108	21
Confl. Peds. (#/hr)	16		36	36		16	24		19	19		24
Confl. Bikes (#/hr)			33			4			1			4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6						4			8		
Detector Phase	1	6			2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	24.0			24.0		26.0	26.0		26.0	26.0	
Total Split (s)	12.0	51.0			39.0		49.0	49.0		49.0	49.0	
Total Split (%)	12.0%	51.0%			39.0%		49.0%	49.0%		49.0%	49.0%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 100

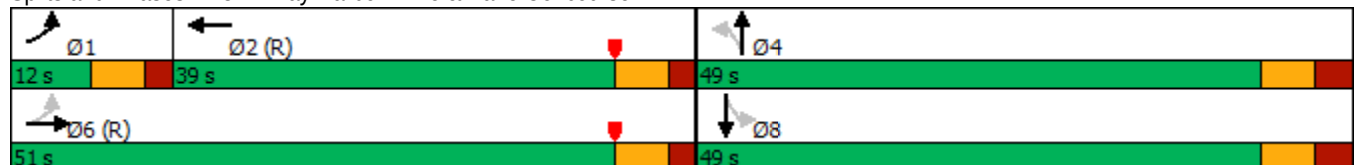
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 3: E. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary 3: E. Bay Harbor Drive & Kane Concourse

Future Without Project PM
02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	699	25	0	1111	200	24	6	137	180	31	51
Future Volume (veh/h)	41	699	25	0	1111	200	24	6	137	180	31	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	0.98		0.96	0.98		0.95
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	713	26	0	1134	204	24	6	140	184	32	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	228	2160	79	0	1569	281	341	16	367	280	156	253
Arrive On Green	0.03	0.62	0.62	0.00	0.53	0.53	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	3487	127	0	3082	535	1282	63	1466	1216	621	1009
Grp Volume(v), veh/h	42	363	376	0	672	666	24	0	146	184	0	84
Grp Sat Flow(s),veh/h/ln	1781	1777	1837	0	1777	1746	1282	0	1529	1216	0	1630
Q Serve(g_s), s	1.0	9.8	9.8	0.0	28.9	29.3	1.5	0.0	7.9	14.8	0.0	4.1
Cycle Q Clear(g_c), s	1.0	9.8	9.8	0.0	28.9	29.3	5.6	0.0	7.9	22.7	0.0	4.1
Prop In Lane	1.00		0.07	0.00		0.31	1.00		0.96	1.00		0.62
Lane Grp Cap(c), veh/h	228	1101	1138	0	933	917	341	0	383	280	0	408
V/C Ratio(X)	0.18	0.33	0.33	0.00	0.72	0.73	0.07	0.00	0.38	0.66	0.00	0.21
Avail Cap(c_a), veh/h	274	1101	1138	0	933	917	391	0	443	328	0	473
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)	0.95	0.95	0.95	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	9.1	9.1	0.0	18.1	18.2	31.8	0.0	31.1	40.5	0.0	29.6
Incr Delay (d2), s/veh	0.1	0.8	0.7	0.0	4.8	5.0	0.1	0.0	0.5	3.1	0.0	0.2
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(95%),veh/ln	0.7	6.7	7.0	0.0	18.1	18.1	0.9	0.0	5.3	8.2	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.7	9.9	9.8	0.0	22.9	23.3	31.9	0.0	31.5	43.6	0.0	29.8
LnGrp LOS	B	A	A	A	C	C	C	A	C	D	A	C
Approach Vol, veh/h	781		1338				170				268	
Approach Delay, s/veh	10.1		23.1				31.6				39.3	
Approach LOS	B		C				C				D	
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	9.4	58.5	32.0		68.0		32.0					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0		7.0					
Max Green Setting (Gmax), s	6.0	46.0	29.0		58.0		29.0					
Max Q Clear Time (g_c+I1), s	3.0	31.3	9.9		11.8		24.7					
Green Ext Time (p_c), s	0.0	3.3	0.7		1.6		0.4					
Intersection Summary												
HCM 6th Ctrl Delay			21.4									
HCM 6th LOS			C									

Timings 3: E. Bay Harbor Drive & Kane Concourse

Future Without Project PM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	699	25	0	1111	200	24	6	137	180	31	51
Future Volume (vph)	41	699	25	0	1111	200	24	6	137	180	31	51
Confl. Peds. (#/hr)	20		50	50		20	25		18	18		25
Confl. Bikes (#/hr)			8			6			2			7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6						4			8		
Detector Phase	1	6			2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0			7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	28.0			28.0		33.0	33.0		33.0	33.0	
Total Split (s)	12.0	64.0			52.0		36.0	36.0		36.0	36.0	
Total Split (%)	12.0%	64.0%			52.0%		36.0%	36.0%		36.0%	36.0%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 56 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: E. Bay Harbor Drive & Kane Concourse



Future with Project Conditions

HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future With Project AM

02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	854	80	245	570	60	98	35	97	17	107	6
Future Volume (veh/h)	148	854	80	245	570	60	98	35	97	17	107	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.96		0.93	0.95		0.93
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	928	87	266	620	65	107	38	105	18	116	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	1552	146	392	1634	171	300	446	352	337	446	352
Arrive On Green	0.07	0.47	0.47	0.10	0.51	0.51	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3270	307	1781	3232	338	1213	1870	1475	1188	1870	1474
Grp Volume(v), veh/h	161	504	511	266	340	345	107	38	105	18	116	7
Grp Sat Flow(s),veh/h/ln	1781	1777	1799	1781	1777	1794	1213	1870	1475	1188	1870	1474
Q Serve(g_s), s	4.6	20.8	20.8	7.5	11.7	11.8	7.9	1.6	5.8	1.2	5.0	0.4
Cycle Q Clear(g_c), s	4.6	20.8	20.8	7.5	11.7	11.8	12.9	1.6	5.8	2.8	5.0	0.4
Prop In Lane	1.00		0.17	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	482	844	854	392	898	907	300	446	352	337	446	352
V/C Ratio(X)	0.33	0.60	0.60	0.68	0.38	0.38	0.36	0.09	0.30	0.05	0.26	0.02
Avail Cap(c_a), veh/h	596	844	854	452	898	907	338	505	398	374	505	398
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)	0.79	0.79	0.79	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	19.3	19.3	15.0	15.1	15.1	36.1	29.6	31.2	30.7	30.9	29.1
Incr Delay (d2), s/veh	0.1	2.5	2.4	1.7	0.9	0.9	0.5	0.1	0.3	0.0	0.2	0.0
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(95%),veh/ln	3.2	13.2	13.3	5.4	7.8	7.9	4.2	1.3	3.8	0.6	4.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	21.7	21.7	16.6	16.0	16.0	36.7	29.6	31.6	30.7	31.1	29.1
LnGrp LOS	B	C	C	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h	1176			951			250			141		
Approach Delay, s/veh	20.4			16.2			33.5			31.0		
Approach LOS	C			B			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	56.5		30.9	15.7	53.5		30.9				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	13.0	41.0		27.0	13.0	41.0		27.0				
Max Q Clear Time (g_c+I1), s	6.6	13.8		14.9	9.5	22.8		7.0				
Green Ext Time (p_c), s	0.1	1.5		0.6	0.1	2.4		0.5				
Intersection Summary												
HCM 6th Ctrl Delay	20.7											
HCM 6th LOS	C											

Timings

1: Bay Harbor Terrance & Kane Concourse

Future With Project AM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	854	80	245	570	60	98	35	97	17	107	6
Future Volume (vph)	148	854	80	245	570	60	98	35	97	17	107	6
Confl. Peds. (#/hr)	18		17	17		18	46		18	18		46
Confl. Bikes (#/hr)			5			1			1			2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	19.0	47.0		19.0	47.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	19.0%	47.0%		19.0%	47.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 49 (49%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary

1: Bay Harbor Terrance & Kane Concourse

Future With Project PM

02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	686	49	195	954	27	86	17	55	30	6	22
Future Volume (veh/h)	108	686	49	195	954	27	86	17	55	30	6	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.96		0.95	0.97		0.94
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	746	53	212	1037	29	93	18	60	33	7	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1937	138	489	2078	58	298	324	260	283	324	259
Arrive On Green	0.05	0.58	0.58	0.02	0.19	0.19	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1781	3356	238	1781	3529	99	1328	1870	1503	1277	1870	1495
Grp Volume(v), veh/h	117	395	404	212	522	544	93	18	60	33	7	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1781	1777	1851	1328	1870	1503	1277	1870	1495
Q Serve(g_s), s	2.6	12.1	12.1	4.7	26.2	26.2	6.2	0.8	3.4	2.2	0.3	1.3
Cycle Q Clear(g_c), s	2.6	12.1	12.1	4.7	26.2	26.2	6.6	0.8	3.4	3.0	0.3	1.3
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	1025	1049	489	1046	1090	298	324	260	283	324	259
V/C Ratio(X)	0.35	0.39	0.39	0.43	0.50	0.50	0.31	0.06	0.23	0.12	0.02	0.09
Avail Cap(c_a), veh/h	352	1025	1049	489	1046	1090	427	505	406	406	505	404
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	11.5	11.5	8.9	27.1	27.1	37.0	34.5	35.6	35.8	34.3	34.7
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.2	1.2	1.2	0.4	0.1	0.3	0.1	0.0	0.1
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(95%),veh/ln	1.7	8.2	8.4	3.3	17.7	18.4	3.7	0.7	2.3	1.3	0.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	12.5	12.5	9.1	28.3	28.3	37.5	34.6	35.9	35.9	34.3	34.9
LnGrp LOS	B	B	B	A	C	C	D	C	D	D	C	C
Approach Vol, veh/h	916			1278			171			64		
Approach Delay, s/veh	12.4			25.1			36.6			35.4		
Approach LOS	B			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	64.9		24.3	12.0	63.7		24.3				
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0				
Max Green Setting (Gmax), s	6.0	48.0		27.0	6.0	48.0		27.0				
Max Q Clear Time (g_c+I1), s	4.6	28.2		8.6	6.7	14.1		5.0				
Green Ext Time (p_c), s	0.0	2.5		0.4	0.0	1.8		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	21.4											
HCM 6th LOS	C											

Timings

1: Bay Harbor Terrance & Kane Concourse

Future With Project PM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	686	49	195	954	27	86	17	55	30	6	22
Future Volume (vph)	108	686	49	195	954	27	86	17	55	30	6	22
Confl. Peds. (#/hr)	13		14	14		13	22		18	18		22
Confl. Bikes (#/hr)			1						2			6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	29.0		11.0	29.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (s)	12.0	54.0		12.0	54.0		34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	12.0%	54.0%		12.0%	54.0%		34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None

Intersection Summary

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 79 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 1: Bay Harbor Terrance & Kane Concourse



HCM 6th Signalized Intersection Summary 3: E. Bay Harbor Drive & Kane Concourse

Future With Project AM

02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	880	34	0	825	253	32	11	221	203	108	21
Future Volume (veh/h)	33	880	34	0	825	253	32	11	221	203	108	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.96	0.98		0.97	0.99		0.97
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	978	38	0	917	281	36	12	246	226	120	23
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	183	1787	69	0	1119	342	440	26	525	323	539	103
Arrive On Green	0.01	0.17	0.17	0.00	0.42	0.42	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3475	135	0	2744	809	1226	72	1475	1109	1515	290
Grp Volume(v), veh/h	37	500	516	0	614	584	36	0	258	226	0	143
Grp Sat Flow(s),veh/h/ln	1781	1777	1833	0	1777	1683	1226	0	1547	1109	0	1806
Q Serve(g_s), s	1.1	25.8	25.8	0.0	30.5	30.7	2.1	0.0	12.9	19.8	0.0	5.5
Cycle Q Clear(g_c), s	1.1	25.8	25.8	0.0	30.5	30.7	7.7	0.0	12.9	32.7	0.0	5.5
Prop In Lane	1.00		0.07	0.00		0.48	1.00		0.95	1.00		0.16
Lane Grp Cap(c), veh/h	183	914	942	0	750	710	440	0	550	323	0	643
V/C Ratio(X)	0.20	0.55	0.55	0.00	0.82	0.82	0.08	0.00	0.47	0.70	0.00	0.22
Avail Cap(c_a), veh/h	232	914	942	0	750	710	519	0	650	395	0	758
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	30.9	30.9	0.0	25.5	25.6	25.2	0.0	24.9	37.5	0.0	22.5
Incr Delay (d2), s/veh	0.2	2.0	2.0	0.0	9.7	10.4	0.1	0.0	0.5	3.6	0.0	0.1
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(95%),veh/ln	0.8	18.1	18.6	0.0	20.6	19.9	1.1	0.0	8.3	9.6	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	32.9	32.8	0.0	35.2	36.0	25.3	0.0	25.4	41.1	0.0	22.7
LnGrp LOS	C	C	C	A	D	D	C	A	C	D	A	C
Approach Vol, veh/h	1053			1198			294			369		
Approach Delay, s/veh	32.4			35.6			25.4			34.0		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	9.2	48.2	42.6		57.4		42.6					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0		7.0					
Max Green Setting (Gmax), s	6.0	33.0	42.0		45.0		42.0					
Max Q Clear Time (g_c+I1), s	3.1	32.7	14.9		27.8		34.7					
Green Ext Time (p_c), s	0.0	0.1	1.6		2.3		0.9					
Intersection Summary												
HCM 6th Ctrl Delay	33.2											
HCM 6th LOS	C											

Timings
3: E. Bay Harbor Drive & Kane Concourse

Future With Project AM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	880	34	0	825	253	32	11	221	203	108	21
Future Volume (vph)	33	880	34	0	825	253	32	11	221	203	108	21
Confl. Peds. (#/hr)	16		36	36		16	24		19	19		24
Confl. Bikes (#/hr)			33			4			1			4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6						4			8		
Detector Phase	1	6			2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	16.0			16.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	24.0			24.0		26.0	26.0		26.0	26.0	
Total Split (s)	12.0	51.0			39.0		49.0	49.0		49.0	49.0	
Total Split (%)	12.0%	51.0%			39.0%		49.0%	49.0%		49.0%	49.0%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 100

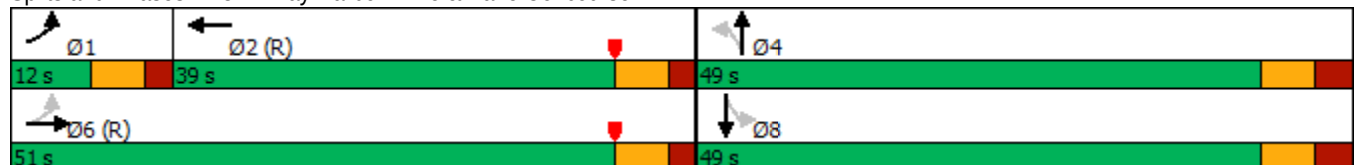
Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 3: E. Bay Harbor Drive & Kane Concourse



HCM 6th Signalized Intersection Summary
3: E. Bay Harbor Drive & Kane Concourse

Future With Project PM

02/26/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	699	25	0	1111	203	24	6	137	182	31	51
Future Volume (veh/h)	46	699	25	0	1111	203	24	6	137	182	31	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.96	0.98		0.96	0.98		0.95
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
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	713	26	0	1134	207	24	6	140	186	32	52
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	229	2155	79	0	1555	282	343	16	369	282	156	254
Arrive On Green	0.04	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	1781	3487	127	0	3074	541	1282	63	1466	1217	621	1009
Grp Volume(v), veh/h	47	363	376	0	673	668	24	0	146	186	0	84
Grp Sat Flow(s),veh/h/ln	1781	1777	1837	0	1777	1744	1282	0	1529	1217	0	1630
Q Serve(g_s), s	1.1	9.8	9.8	0.0	29.2	29.7	1.5	0.0	7.9	14.9	0.0	4.1
Cycle Q Clear(g_c), s	1.1	9.8	9.8	0.0	29.2	29.7	5.6	0.0	7.9	22.8	0.0	4.1
Prop In Lane	1.00		0.07	0.00		0.31	1.00		0.96	1.00		0.62
Lane Grp Cap(c), veh/h	229	1098	1136	0	927	910	343	0	385	282	0	411
V/C Ratio(X)	0.21	0.33	0.33	0.00	0.73	0.73	0.07	0.00	0.38	0.66	0.00	0.20
Avail Cap(c_a), veh/h	271	1098	1136	0	927	910	392	0	443	329	0	473
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)	0.95	0.95	0.95	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	9.2	9.2	0.0	18.4	18.5	31.7	0.0	30.9	40.4	0.0	29.5
Incr Delay (d2), s/veh	0.2	0.8	0.7	0.0	5.0	5.2	0.1	0.0	0.5	3.3	0.0	0.2
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(95%),veh/ln	0.8	6.8	7.0	0.0	18.4	18.4	0.8	0.0	5.3	8.3	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	9.9	9.9	0.0	23.4	23.7	31.8	0.0	31.4	43.6	0.0	29.7
LnGrp LOS	B	A	A	A	C	C	C	A	C	D	A	C
Approach Vol, veh/h	786			1341			170			270		
Approach Delay, s/veh	10.2			23.6			31.4			39.3		
Approach LOS	B			C			C			D		
Timer - Assigned Phs	1	2	4		6		8					
Phs Duration (G+Y+Rc), s	9.6	58.2	32.2		67.8		32.2					
Change Period (Y+Rc), s	6.0	6.0	7.0		6.0		7.0					
Max Green Setting (Gmax), s	6.0	46.0	29.0		58.0		29.0					
Max Q Clear Time (g_c+I1), s	3.1	31.7	9.9		11.8		24.8					
Green Ext Time (p_c), s	0.0	3.3	0.7		1.6		0.4					
Intersection Summary												
HCM 6th Ctrl Delay	21.7											
HCM 6th LOS	C											

Timings
3: E. Bay Harbor Drive & Kane Concourse

Future With Project PM

02/26/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	699	25	0	1111	203	24	6	137	182	31	51
Future Volume (vph)	46	699	25	0	1111	203	24	6	137	182	31	51
Confl. Peds. (#/hr)	20		50	50		20	25		18	18		25
Confl. Bikes (#/hr)			8			6			2			7
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			8	
Permitted Phases	6						4			8		
Detector Phase	1	6			2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0			7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	28.0			28.0		33.0	33.0		33.0	33.0	
Total Split (s)	12.0	64.0			52.0		36.0	36.0		36.0	36.0	
Total Split (%)	12.0%	64.0%			52.0%		36.0%	36.0%		36.0%	36.0%	
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0			2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		7.0	7.0		7.0	7.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 56 (56%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 3: E. Bay Harbor Drive & Kane Concourse



Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	21	4	3	7
Future Vol, veh/h	0	24	21	4	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	25	5	4	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	30	0	-	0	57	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1583	-	-	-	950	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	950	1047
Mov Cap-2 Maneuver	-	-	-	-	950	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	994	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1583	-	-	-	1016	
HCM Lane V/C Ratio	-	-	-	-	0.012	
HCM Control Delay (s)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	47	11	2	5
Future Vol, veh/h	0	23	47	11	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	57	13	2	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	70	0	-	0	92	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1531	-	-	-	908	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	908	1000
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	995	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1531	-	-	-	972	
HCM Lane V/C Ratio	-	-	-	-	0.009	
HCM Control Delay (s)	0	-	-	-	8.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Appendix D

Project Trip Generation



OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 2/22/2019

Property Information	
Folio:	13-2227-001-6770
Property Address:	1135 103 ST Bay Harbor Islands, FL 33154-1297
Owner	B H INVESTMENT LLC
Mailing Address	1691 MICHIGAN AVE STE 440 MIAMI BEACH, FL 33139 USA
PA Primary Zone	4600 MULTI-FAMILY - 5 STORY &
Primary Land Use	1081 VACANT LAND - COMMERCIAL : VACANT LAND
Beds / Baths / Half	0 / 0 / 0
Floors	0
Living Units	0
Actual Area	0 Sq.Ft
Living Area	0 Sq.Ft
Adjusted Area	0 Sq.Ft
Lot Size	52,666 Sq.Ft
Year Built	0



Assessment Information			
Year	2018	2017	2016
Land Value	\$15,799,800	\$13,330,200	\$0
Building Value	\$474,708	\$474,708	\$0
XF Value	\$55,226	\$55,226	\$0
Market Value	\$16,329,734	\$13,860,134	\$0
Assessed Value	\$16,329,734	\$13,860,134	\$0

Benefits Information				
Benefit	Type	2018	2017	2016
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
BAY HARBOR ISLAND PB 46-5 LOT F LOT SIZE 52666 SQ FT M/L FKA HARBOR CONTINENTAL CO OP FAU 13 2227 026 0001

Taxable Value Information			
	2018	2017	2016
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$16,329,734	\$13,860,134	\$0
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$16,329,734	\$13,860,134	\$0
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$16,329,734	\$13,860,134	\$0
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$16,329,734	\$13,860,134	\$0

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
11/13/2017	\$20,500,000	30764-1606	Qual by exam of deed
11/13/2017	\$100	30764-1611	Corrective, tax or QCD; min consideration
04/04/2017	\$0	30485-1476	Corrective, tax or QCD; min consideration
03/31/2016	\$16,500,000	30021-3815	Qual by exam of deed

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp>

Version:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise)	General Urban/Suburban	Dwelling Units	41	Weekday	Best Fit (LIN)	111	111	222
Data Source: Trip Generation Manual, 10th Ed					$T = 5.45(X) + -1.75$	50%	50%	
221(1) - Multifamily Housing (Mid-Rise)	General Urban/Suburban	Dwelling Units	41	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	4	11	15
Data Source: Trip Generation Manual, 10th Ed					$\ln(T) = 0.98\ln(X) + -0.98$	26%	74%	
221(2) - Multifamily Housing (Mid-Rise)	General Urban/Suburban	Dwelling Units	41	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	11	7	18
Data Source: Trip Generation Manual, 10th Ed					$\ln(T) = 0.96\ln(X) + -0.63$	61%	39%	



S0801

COMMUTING CHARACTERISTICS BY SEX

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

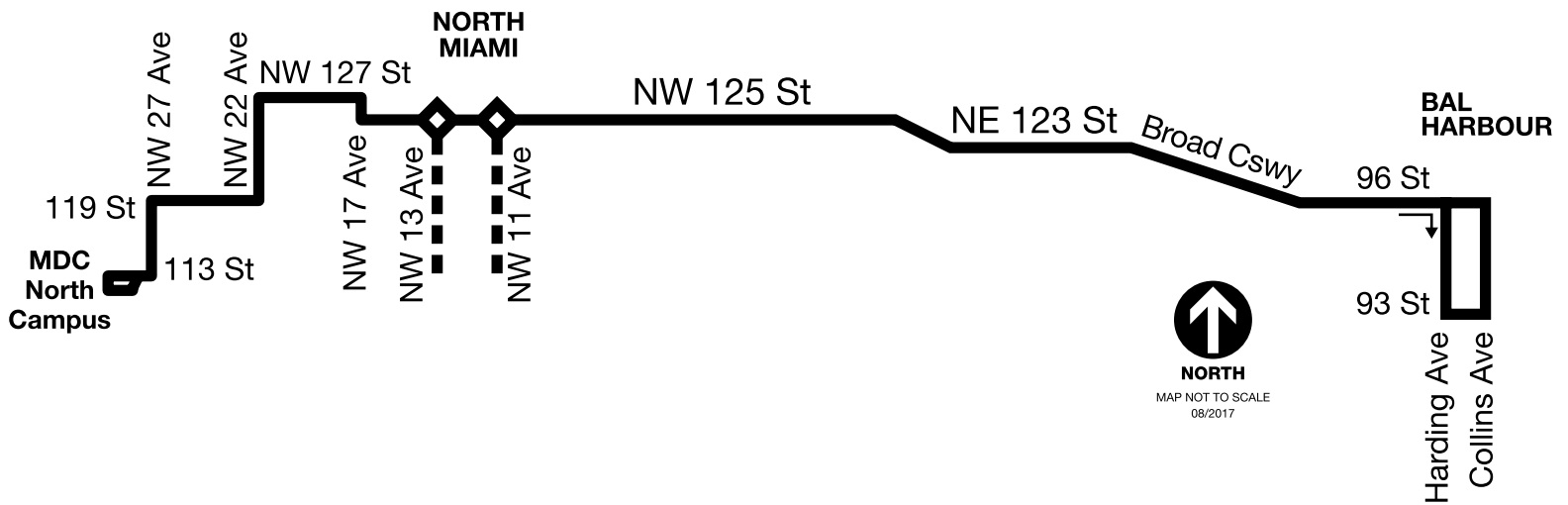
Subject	ZCTA5 33154				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	6,237	+/-494	3,200	+/-293	3,037
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	74.2%	+/-5.1	72.5%	+/-6.9	76.0%
Drove alone	66.3%	+/-5.1	66.3%	+/-6.7	66.3%
Carpooled	7.9%	+/-3.1	6.2%	+/-3.0	9.7%
In 2-person carpool	7.5%	+/-3.1	6.2%	+/-3.0	8.9%
In 3-person carpool	0.0%	+/-0.6	0.0%	+/-1.2	0.0%
In 4-or-more person carpool	0.4%	+/-0.5	0.0%	+/-1.2	0.8%
Workers per car, truck, or van	1.06	+/-0.02	1.05	+/-0.02	1.07
Public transportation (excluding taxicab)	1.5%	+/-1.1	1.0%	+/-1.1	2.0%
Walked	6.5%	+/-2.0	9.0%	+/-3.4	3.9%
Bicycle	0.9%	+/-1.1	0.6%	+/-1.0	1.2%
Taxicab, motorcycle, or other means	1.7%	+/-1.2	3.3%	+/-2.4	0.0%
Worked at home	15.2%	+/-4.1	13.7%	+/-5.6	16.9%
PLACE OF WORK					
Worked in state of residence	96.8%	+/-1.8	97.2%	+/-1.9	96.3%
Worked in county of residence	88.5%	+/-3.1	86.8%	+/-4.2	90.4%
Worked outside county of residence	8.2%	+/-2.5	10.4%	+/-3.7	6.0%
Worked outside state of residence	3.2%	+/-1.8	2.8%	+/-1.9	3.7%
Living in a place	100.0%	+/-0.6	100.0%	+/-1.2	100.0%
Worked in place of residence	24.2%	+/-5.0	26.8%	+/-8.3	21.4%
Worked outside place of residence	75.8%	+/-5.0	73.3%	+/-8.3	78.6%
Not living in a place	0.0%	+/-0.6	0.0%	+/-1.2	0.0%
Living in 12 selected states	0.0%	+/-0.6	0.0%	+/-1.2	0.0%
Worked in minor civil division of residence	0.0%	+/-0.6	0.0%	+/-1.2	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.6	0.0%	+/-1.2	0.0%
Not living in 12 selected states	100.0%	+/-0.6	100.0%	+/-1.2	100.0%
Workers 16 years and over who did not work at home	5,287	+/-506	2,763	+/-328	2,524
TIME LEAVING HOME TO GO TO WORK					

Appendix E

Transit Information



G



107 (Westbound) WEEKDAY

HARDING AV & 94 ST	NE 123 ST & BISCAYNE BLVD	NE 125 ST & 6 AV	NW 125 ST & 7 AV	MIAMI DADE COLLEGE NORTH CAMPUS
05:30AM	05:41AM	05:48AM	05:54AM	06:05AM
06:02AM	06:13AM	06:20AM	06:26AM	06:37AM
06:34AM	06:46AM	06:54AM	07:00AM	07:11AM
07:06AM	07:18AM	07:26AM	07:32AM	07:43AM
07:38AM	07:50AM	07:58AM	08:04AM	08:15AM
08:10AM	08:22AM	08:30AM	08:36AM	08:47AM
08:42AM	08:54AM	09:02AM	09:08AM	09:19AM
09:14AM	09:27AM	09:35AM	09:41AM	09:52AM
09:46AM	09:59AM	10:07AM	10:13AM	10:24AM
10:18AM	10:31AM	10:39AM	10:45AM	10:56AM
10:50AM	11:03AM	11:11AM	11:17AM	11:28AM
11:22AM	11:35AM	11:43AM	11:49AM	12:00PM
11:54AM	12:07PM	12:15PM	12:23PM	12:34PM
12:26PM	12:39PM	12:47PM	12:55PM	01:06PM
12:58PM	01:11PM	01:19PM	01:27PM	01:38PM
01:30PM	01:43PM	01:51PM	01:59PM	02:10PM
02:02PM	02:15PM	02:23PM	02:31PM	02:42PM
02:34PM	02:47PM	02:55PM	03:03PM	03:14PM
03:06PM	03:21PM	03:31PM	03:39PM	03:50PM

03:38PM	03:53PM	04:03PM	04:11PM	04:22PM
04:10PM	04:25PM	04:35PM	04:43PM	04:54PM
04:42PM	04:57PM	05:07PM	05:15PM	05:26PM
05:06PM	05:21PM	05:31PM	05:39PM	05:50PM
05:30PM	05:45PM	05:55PM	06:03PM	06:14PM
05:54PM	06:09PM	06:17PM	06:24PM	06:35PM
06:26PM	06:39PM	06:47PM	06:54PM	07:05PM
07:00PM	07:12PM	07:19PM	07:25PM	07:36PM
07:45PM	07:57PM	08:04PM	08:10PM	08:21PM
08:45PM	08:56PM	09:02PM	09:08PM	09:19PM
09:45PM	09:56PM	10:02PM	10:08PM	10:19PM
10:45PM	10:56PM	11:02PM	11:08PM	11:19PM
11:45PM	11:56PM	12:02AM	12:08AM	12:19AM
12:45AM	12:56AM	01:02AM	01:08AM	01:19AM

SURFSIDE

Monday - Friday

Surfside Publix (shops & services)	7:30 am	8:00 am	8:30 am	9:11 am	9:52 am	10:33 am	11:14 am	11:55 am	12:36 pm	1:17 pm	1:58 pm	2:39 pm	3:20 pm	4:00 pm	4:42 pm
Bay Dr. & 95th St.	7:33 am	8:03 am	8:33 am	9:14 am	9:55 am	10:36 am	11:17 am	11:58 am	12:39 pm	1:20 pm	2:00 pm	2:42 pm	3:23 pm	4:04 pm	4:45 pm
Bay Dr. & Dickens	7:39 am	8:09 am	8:39 am	9:20 am	10:00 am	10:42 am	11:23 am	12:04 pm	12:45 pm	1:26 pm	2:07 pm	2:48 pm	3:29 pm	4:10 pm	4:41 pm
Bay Dr. & 92nd St.	7:41 am	8:11 am	8:41 am	9:21 am	10:03 am	10:44 am	11:25 am	12:06 pm	12:47 pm	1:28 pm	2:09 pm	2:50 pm	3:31 pm	4:12 pm	4:53 pm
Byron & 92nd St.	7:42 am	8:12 am	8:42 am	9:23 am	10:04 am	10:46 am	11:26 am	12:07 pm	12:48 pm	1:29 pm	2:10 pm	2:51 pm	3:32 pm	4:13 pm	4:54 pm
Dickens & 90th St.	7:44 am	8:14 am	8:44 am	9:25 am	10:06 am	10:47 am	11:28 am	12:09 pm	12:50 pm	1:31 pm	2:12 pm	2:53 pm	3:34 pm	4:15 pm	4:56 pm
Hawthorne & 90th St.	7:45 am	8:15 am	8:46 am	9:27 am	10:07 am	10:48 am	11:29 am	12:10 pm	12:51 pm	1:32 pm	2:13 pm	2:54 pm	3:35 pm	4:16 pm	4:57 pm
Byron & 88th St.	7:48 am	8:18 am	8:48 am	9:29 am	10:10 am	10:51 am	11:32 am	12:13 pm	12:54 pm	1:35 pm	2:16 pm	2:57 pm	3:38 pm	4:19 pm	4:59 pm
Byron & 87th St.	7:49 am	8:19 am	8:49 am	9:30 am	10:11 am	10:52 am	11:33 am	12:14 pm	12:55 pm	1:36 pm	2:17 pm	2:58 pm	3:39 pm	4:20 pm	5:00 pm
North Shore Library	no stop	no stop	8:50 am	9:31 am	10:12 am	10:53 am	11:34 am	12:15 pm	12:56 pm	1:37 pm	2:18 pm	3:00 pm	3:40 pm	4:21 pm	5:01 pm
90th St. & Collins	7:51 am	8:21 am	8:51 am	9:32 am	10:13 am	10:54 am	11:35 am	12:16 pm	12:57 pm	1:38 pm	2:19 pm	3:01 pm	3:41 pm	4:22 pm	5:02 pm
Community Center	7:52 am	8:22 am	8:52 am	9:33 am	10:14 am	10:55 am	11:36 am	12:17 pm	12:58 pm	1:39 pm	2:20 pm	3:02 pm	3:42 pm	4:23 pm	5:03 pm
Post Office	7:53 am	8:23 am	8:53 am	9:34 am	10:15 am	10:56 am	11:37 am	12:18 pm	12:59 pm	1:40 pm	2:21 pm	3:03 pm	3:43 pm	4:24 pm	5:04 pm
90th St. & Collins	7:54 am	8:24 am	8:54 am	9:35 am	10:16 am	10:57 am	11:38 am	12:19 pm	13:00 pm	1:41 pm	2:22 pm	3:04 pm	3:44 pm	4:25 pm	5:05 pm
Post Office	7:55 am	8:25 am	8:55 am	9:36 am	10:17 am	10:58 am	11:39 am	12:20 pm	13:01 pm	1:42 pm	2:23 pm	3:05 pm	3:45 pm	4:26 pm	5:06 pm

The Surfside Shuttle provides a limited shuttle schedule on Saturdays from 8 am - 1:30 pm. The same stops are serviced at the same times listed above during this time period.

BAL HARBOUR

Monday - Thursday & Sunday

Friday & Saturday

Bay Dr. & The Majestic, 9601 Collins Avenue	9:00 am	10:20 am	11:40 am	1:45 pm	3:15 pm	5:00 pm	6:50 pm	8:10 pm
St. Regis, 9703 Collins Avenue	9:01 am	10:22 am	11:41 am	1:46 pm	3:16 pm	5:01 pm	6:52 pm	8:12 pm
The Balmoral, 9801 Collins Avenue	9:02 am	10:22 am	11:42 am	1:47 pm	3:17 pm	5:08 pm	7:00 pm	8:13 pm
The Sea View Hotel, 9909 Collins Avenue	9:03 am	10:23 am	11:43 am	1:48 pm	3:18 pm	5:10 pm	7:02 pm	8:15 pm
The Bal Harbor Tower, 9999 Collins Avenue	9:05 am	10:25 am	11:45 am	1:50 pm	3:20 pm	5:12 pm	7:04 pm	8:16 pm
The Palace, 10101 Collins Avenue	9:06 am	10:26 am	11:46 am	1:51 pm	3:21 pm	5:14 pm	7:06 pm	8:17 pm
Bal Harbour 101 (curbside), 10155 Collins Avenue	9:07 am	10:27 am	11:47 am	1:52 pm	3:22 pm	5:16 pm	7:08 pm	8:18 pm
The Tiffany, 10175 Collins Avenue	9:09 am	10:29 am	11:49 am	1:54 pm	3:24 pm	5:18 pm	7:10 pm	8:20 pm
The Plaza/Beach Club Access, 10185 Collins Avenue	9:11 am	10:31 am	11:51 am	1:56 pm	3:26 pm	5:20 pm	7:12 pm	8:22 pm
The Carlton Terrace, 10245 Collins Avenue	9:13 am	10:33 am	11:53 am	1:58 pm	3:28 pm	5:22 pm	7:14 pm	8:24 pm
The Harbour House, 10275 Collins Avenue	9:14 am	10:34 am	11:54 am	1:59 pm	3:29 pm	5:23 pm	7:15 pm	8:25 pm
Ritz-Carlton Bal Harbour, 10295 Collins Avenue	9:15 am	10:35 am	11:55 am	2:00 pm	3:30 pm	5:25 pm	7:16 pm	8:26 pm
Haulover Bridge underpass, Frontage Road southbound	9:17 am	10:37 am	11:57 am	2:02 pm	3:32 pm	5:27 pm	7:18 pm	8:28 pm
Bal Bridge North, 10240 Collins Avenue	9:18 am	10:38 am	11:58 am	2:03 pm	3:33 pm	5:28 pm	7:19 pm	8:29 pm
Harbour Way, 10200 Collins Avenue	9:19 am	10:39 am	11:59 pm	2:04 pm	3:34 pm	5:30 pm	7:20 pm	8:31 pm
Bal Harbour Collins Apts, 9930 Collins Avenue	9:20 am	10:40 am	12:00 pm	2:05 pm	3:35 pm	5:32 pm	7:21 pm	8:32 pm
Bal Harbour Shops, 9700 Collins Avenue	9:21 am	10:41 am	12:01 pm	2:06 pm	3:36 pm	5:33 pm	7:22 pm	8:33 pm
Bal Harbour Village Hall/Park, 655 96th Street	9:22 am	10:42 am	12:02 pm	2:07 pm	3:37 pm	No stop	No stop	No stop
Bay Harbor/96th St. Town Hall, 9665 Bay Harbor Ter.	9:25 am	10:43 am	12:03 pm	2:08 pm	3:39 pm	No stop	No stop	No stop
Bay Harbor Terrace, corner of 95th St. & Bay Harbor Ter.	9:27 am	10:45 am	12:05 pm	2:10 pm	3:41 pm	No stop	No stop	No stop
Surfside Publix (shops & services)	9:31 am	10:49 am	12:09 pm	2:14 pm	3:45 pm	5:39 pm	7:25 pm	8:39 pm
169th St. & Collins (northbound)	9:41 am	11:05 am	12:25 pm	2:30 pm	4:00 pm	5:54 pm	7:35 pm	8:49 pm
Aventura Mall, 19355 Biscayne Blvd.	9:51 am	11:15 am	12:35 pm	2:45 pm	4:15 pm	6:10 pm	7:45 pm	8:59 pm
Sunny Isles Library, 18070 Collins Avenue	9:59 am	11:23 am	12:43 pm	2:53 pm	4:23 pm	6:23 pm	7:53 pm	No stop
170th St. & Collins (southbound)	10:01 am	11:25 am	12:45 pm	2:55 pm	4:30 pm	6:25 pm	7:55 pm	No stop
Haulover Beach	10:11 am	11:35 am	12:55 pm	3:10 pm	4:45 pm	6:35 pm	8:05 pm	No stop
Bal Harbour Collins Apts, 9930 Collins Avenue	10:13 am	11:37 am	12:57 pm	3:12 pm	4:47 pm	6:40 pm	8:07 pm	No stop

BAY HARBOR ISLANDS

Monday - Friday

Town Hall, 9665 Bay Harbor Ter	9:00 am	10:15 am	11:45 am	1:45 pm	3:15 pm	4:45 pm
Island Point, 10350 W. Bay Harbor Dr	9:05 am	10:20 am	11:50 am	1:50 pm	3:20 pm	4:50 pm
Blair House, 9100 W. Bay Harbor Dr	9:10 am	10:25 am	11:55 am	1:55 pm	3:25 pm	4:55 pm
1077 95 Street (Open Kitchen, Orlando's Pizza, Unica Cafe)	9:15 am	10:30 am	12:00 pm	2:00 pm	3:30 pm	No stop
North Park, 103 St. E. Broadview	No stop	10:37 am	12:07 pm	2:07 pm	3:37 pm	No stop
South Park, 94 St. E. Broadview	No stop	10:42 am	12:12 pm	2:12 pm	3:42 pm	No stop
Surfside Publix (shops & services)	9:20 am	10:49 am	12:19 pm	2:19 pm	3:49 pm	No stop
Saks (Bal Harbour Shops)	9:25 am	10:54 am	12:24 pm	2:24 pm	3:54 pm	No stop
Island Point, 10350 W. Bay Harbor Dr	9:30 am	10:59 am	12:29 pm	2:29 pm	3:59 pm	No stop
Blair House, 9100 W. Bay Harbor Dr	9:35 am	11:04 am	12:34 pm	2:34 pm	4:04 pm	No stop
Starbucks, 135th St. & Biscayne Blvd	9:43 am	11:12 am	12:42 pm	2:42 pm	4:12 pm	No stop
Costco/Publix, 146th St. & Biscayne Blvd	9:50 am	11:19 am	12:49 pm	2:49 pm	4:19 pm	No stop
Walgreens, 123rd St. & Biscayne Blvd	10:00 am	11:30 am	1:30 pm	3:00 pm	4:30 pm	No stop

• Red schedules indicate when all three shuttles stop at the Surfside Publix, allowing riders to change routes.

• Brown schedules indicate when Bay Harbor Islands and Bal Harbour shuttles stop at the Bay Harbor Islands Town Hall, allowing riders to change routes.

Together We Will Get You There!

Get to where you need to go by making the connection among our three free shuttle routes.

Residents of Surfside, Bal Harbour and Bay Harbor Islands can take advantage of three complimentary shuttle routes to enhance transportation opportunities within our three communities and to various locations in neighboring communities.

This map and corresponding schedules show how to connect from one shuttle to another and to access neighboring municipalities and destinations throughout the region, including Aventura, Miami Beach and North Miami. Use this interlocal shuttle system to also access the Miami-Dade County bus stops at various locations.



9293 Harding Avenue
Surfside, Florida 33154
(305) 861-4863
townofsurfside.org

BAL
HARBOR
- VILLAGE -

655 96th Street
Bal Harbour, Florida 33154
(305) 866-4633
balharbourgov.com



9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154
(305) 866-6241
bayharborislands.org

Make Your Connection
with the Interlocal
Shuttle System

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BAY

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-  **BAY HARBOR ISLANDS shuttle stops**
-  **SHOPS, SERVICES, and DINING AREAS**



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and the live bus tracker, visit
www.miamidade.gov/transit

The Surfside shuttle continues south to the North Shore Library, where riders can connect to the North Beach Trolley  and the Miami Beach Trolley system.

DISCLAIMER

Note that each municipality provided the accompanying routes, times and stops in this guide. Each municipality is responsible for the operation of their shuttle bus. Schedules may change based on ridership levels, special events, traffic or other variables. Riders should check with each municipality for details and more information.

AGENDA ITEM REPORT

May 7, 2019

ITEM NUMBER: 2.

ITEM: Request for approval for a facade modification for "Morning Star Condominium" located at 1150-60 103 Street, Lots 4-5 of Block 5. The Condo Association is proposing to remove the existing distinctive horizontal attached landscape planter boxes between the 1st and 2nd floor on the north building facades facing 103rd Street. Enclosed please find the existing and proposed north elevation (Item #2A).

DESCRIPTION:

RECOMMENDED ACTION:

Design meets Town Code and was approved by Michael Miller, Town Planner.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Martinez

ATTACHMENTS

1. Planter Details 04-29-2019
2. BHI PZB Staff Report Morning Star Condo Reno April 30 2019

PLANTER WALL AND WATERPROOFING DETAILS
MORNING STAR CONDOMINIUM
1150 103rd STREET

BAY HARBOR

FL 33154

GENERAL NOTES

- CONTRACTOR SHALL MAKE A SITE VISIT PRIOR TO SUBMITTING A BID FOR THE PROJECT. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY THE SITE EXISTING CONDITIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS REQUIRED FOR RESTORATION.
- ALL WORK PERFORMED UNDER THE CONTRACT SHALL COMPLY WITH THE REQUIREMENTS OF THESE PLANS & ACCOMPANYING PROJECT SPECIFICATIONS, & ALL REFERENCES CITED WITHIN THE PROJECT SPECIFICATIONS. THE CONTRACT WITH THE OWNER SHALL GOVERN & SUPERCEDE OVER REFERENCED SPECIFICATIONS. MEANS OF MEASUREMENT & PAYMENT SHALL BE AS SET FORTH BY THE OWNER & STATED IN THE CONTRACT.
- THESE NOTES ARE INTENDED TO ADD CLARIFICATION & SUPPLEMENT PROJECT SPECIFICATIONS, & ARE NOT INTENDED TO REPLACE SPECIFICATIONS. SEE PROJECT SPECIFICATIONS ADDITIONAL REQUIREMENTS TO THESE NOTES.
- ANY & ALL SAFETY REGULATIONS ARE TO BE STRICTLY ADHERED TO. METHODS OF CONSTRUCTION & INSTALLATION OF STRUCTURAL ELEMENTS & CONSTRUCTION MATERIAL ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL MAINTAIN A CLEAN & SAFE JOB SITE. DEMOLISHED MATERIALS & CONSTRUCTION-GENERATED DEBRIS SHALL BE REMOVED DAILY. DISPOSAL OF SAID MATERIALS IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. CONSTRUCTION DEBRIS SHALL BE DISPOSED OF IN AN APPROVED SANITARY LANDFILL.
- AS PART OF PERMIT CONDITIONS, THE CONTRACTOR MAY BE REQUIRED TO EMPLOY CONSTRUCTION DEBRIS CONTROL MEASURES SUCH AS FENCES & OTHER DEVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN-UP OF ANY PROJECT-GENERATED DEBRIS LOCATED OUTSIDE THE IMMEDIATE WORK AREA.
- THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE LOCAL, STATE, AND FEDERAL ENVIRONMENTAL PROTECTION STANDARDS, LAWS, & REGULATIONS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REPORT IMMEDIATELY TO THE ENGINEER ANY & ALL UNEXPECTED OBSTACLES, OBSTRUCTIONS, DEBRIS, CONDUITS, CABLES, PIPELINES, TANKS, OR ARTIFACTS UNEARTHED DURING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR BRINGING ALL FACETS OF THE PROJECT IN COMPLIANCE WITH & IN CONFORMANCE WITH THESE PLANS & SPECIFICATIONS. IF ANY MODIFICATIONS TO THE PLAN IS DEEMED NECESSARY BY THE CONTRACTOR, THE CONTRACTOR SHALL SUBMIT PROPOSED CHANGES IN WRITING TO THE ENGINEER FOR APPROVAL.
- THE CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES IN THE AREA OF CONSTRUCTION PRIOR TO COMMENCING WITH CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IN THE EVENT PROJECT ELEMENTS CONFLICT WITH UTILITIES.
- THE CONTRACTOR SHALL REMOVE ALL CONSTRUCTION EQUIPMENT, STAGING, FALSWORKS, & OTHER TEMPORARY STRUCTURES AT THE COMPLETION OF THE PROJECT.
- IF DURING PROJECT CONSTRUCTION ANY DAMAGE TO STATE, COUNTY, OR LOCAL INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO ROADS, SIDEWALKS, & UTILITIES IS CAUSED BY CONSTRUCTION ACTIVITIES RELATED TO THIS PROJECT, REPAIRS SHALL BE MADE BY THE CONTRACTOR & APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO ALL CONDITIONS OF ENVIRONMENTAL & BUILDING PERMITS CONDITIONS & COMPLYING TO REQUITE REPORTING REQUIREMENTS.
- CONTRACTOR SHALL NOT IMPEDE OR INTERRUPT MARINE ACTIVITIES ALONG THE BAY WATERWAY.

TYPICAL CRACK REPAIR

CRACKS SHALL BE CLEANED TO PROVIDE FOR GOOD ADHESION OF THE EPOXY

HOLES SHALL BE DRILLED ALL ALONG THE CRACKS AT A SPACING NOT TO EXCEED 6" ON CENTER.

AFTER HOLES HAVE BEEN DRILLED THEY SHALL BE THOROUGHLY CLEANED TO REMOVE ALL DEBRIS, DUST AND LAITANCE.

THE CRACKS SHALL BE SEALED ALL ALONG THEIR LENGTHS USING AN EPOXY WITH A GEL OR PASTE CONSISTENCY.

THE INJECTION PORTS SHALL BE SEALED ALL AROUND USING THE SAME EPOXY PASTE MATERIAL.

AFTER ALLOWING THE EPOXY PASTE SEALANT TO CURE FOR 24 HOURS THE LOW VISCOSITY EPOXY SHALL BE INJECTED THROUGH THE PORTS ONE AT A TIME. EPOXY SHALL BE INJECTED INTO ONE PORT UNTIL EPOXY IS SEEN EXISTING THE NEXT ADJACENT PORT. AT SUCH TIME THE PORT HAVING JUST BEEN USED SHALL BE CAPPED AND EPOXY SHALL BE INJECTED THROUGH THE NEXT PORT. THIS SEQUENCE SHALL BE REPEATED UNTIL ALL PORTS HAVE BEEN USED AND CAPPED ALONG EACH CRACK.

AFTER ALLOWING THE INJECTED EPOXY TO CURE FOR 24 HOURS THE PASTE EPOXY SHALL BE SEALED GROUND FLUSH WITH THE CRACK FACE.

DIMENSIONS

CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO FABRICATION AND/OR ORDERING MATERIAL. IN CASE OF ANY DISCREPANCY NOTIFY THE ENGINEER OF RECORD.

DEMOLITION NOTES

- DO NOT SAW CUT ANY STRUCTURAL COMPONENT OF OR DO ANY WORK THAT MAY IN ANY MANNER DIMINISH THE STRUCTURAL INTEGRITY OF THE EXISTING BEAMS, JOISTS, COLUMNS, OR CONC. SLABS; OR THE BUILDING IN GENERAL.
- THE DEMOLITION INDICATED IS INTENDED TO SHOW THE GENERAL SCOPE OF DEMOLITION WORK & IS DIAGRAMMATIC IN NATURE. G.C. TO PERFORM ALL WORK REQUIRED FOR THE SATISFACTORY COMPLETION OF THE INTENT OF THE SCOPE OF WORK INDICATED IN THE DRAWINGS. THE INTENT OF THE DRAWINGS IS TO COMPLETE ALL DEMOLITION AS REQUIRED TO COMPLETE THE PROPOSED NEW CONSTRUCTION & THE G.C. SHALL BE RESPONSIBLE FOR SUCH.
- THE CODES HAVING JURISDICTION SHALL BE OBSERVED STRICTLY IN THE DEMOLITION ON THE PROJECT, INCLUDING ALL APPLICABLE STATE, CITY, COUNTY BUILDING, ZONING, ELECTRICAL, MECHANICAL, PLUMBING, LIFE SAFETY AND FIRE CODES. CONTRACTOR SHALL VERIFY ALL CODE REQUIREMENTS & THE DEMOLITION DOCUMENTS & BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ARCHITECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED DEMOLITION & TRADE PERMITS & THEIR RESPECTIVE COSTS.
- THE CONTRACTOR SHALL VISIT THE PROJECT SITE PRIOR TO DEMOLITION & /OR CONTRACT NEGOTIATIONS & SHALL VERIFY EXISTING CONDITIONS WITH THE DEMOLITION DOCUMENTS. DISCREPANCIES BETWEEN DEMOLITION DOCUMENTS (& THEIR INTENT) SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR CLARIFICATION. BIDS SHALL NOT BE SUBMITTED OR CONTRACTS NEGOTIATED BY THE CONTRACTOR PRIOR TO CLARIFICATION OF THE INTENT OF THE DEMOLITION DOCUMENTS WHERE SUCH INTENT IS IN DOUBT.
- THE CONTRACTOR SHALL MAINTAIN THE PREMISE CLEAN & FREE OF TRASH DEBRIS & SHALL PROTECT ALL ADJACENT WORK FROM DAMAGE, SOILING, ETC. ALL REMAINING FACILITIES SHALL BE LEFT CLEAN & READY FOR CONSTRUCTION UPON COMPLETION OF DEMOLITION.
- SHUTOFF, CAP & OTHERWISE PROTECT PUBLIC UTILITY LINES IN ACCORDANCE WITH THE REQUIREMENTS OF THE PUBLIC AGENCY OR UTILITY HAVING JURISDICTION.
- USE THE MEANS NECESSARY TO PREVENT DUST FROM BECOMING A NUISANCE.
- G.C. TO PATCH & REPAIR GWB AT ALL LOCATIONS WHERE THE EXISTING SURFACE IS NOT STRAIGHT & TRUE.

SCOPE OF WORK

- SECURE THE AREA AS PER THE INSTRUCTIONS OF REGULATORY AGENCIES.
- PERFORM DEMOLITION OF EXISTING WATERPROOFING IN THE PLANTERS .
- PERFORM REPAIRS ON AS NEEDED BASIS.
- INSTALL NEW WATERPROOFING MEMBRANE AS PER THE NOA # 17-0228.01
- FILL THE PLANTERS WITH DIRT.
- CLEAN THE AREA AND HALLWAY DEBRIS.

STRUCTURAL DESIGN CRITERIA & CODES

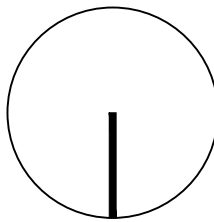
THE STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE
FLORIDA BUILDING CODE (FBC) 2017 AND AMMENDMENTS.

DRAWING INDEX

- S-1 GENERAL NOTES & LOCATION PLAN
S-2 PLANTER DETAILS
S-3 EXISTING AND PROPOSED ELEVATIONS

LOCATION MAP

AREA OF WORK



S&D Engineering and Construction, Inc

11471 W. Sample Road Suite #38
Coral Springs, Florida 33065
Tel: (954) 795-0148
Fax: (954) 530-5505
Q# 52647 CO# 25386

PLANTER WALL AND WATERPROOFING DETAILS
MORNING STAR CONDOMINIUM
1150 103rd STREET, BAY HARBOR, FL 33154

Seal

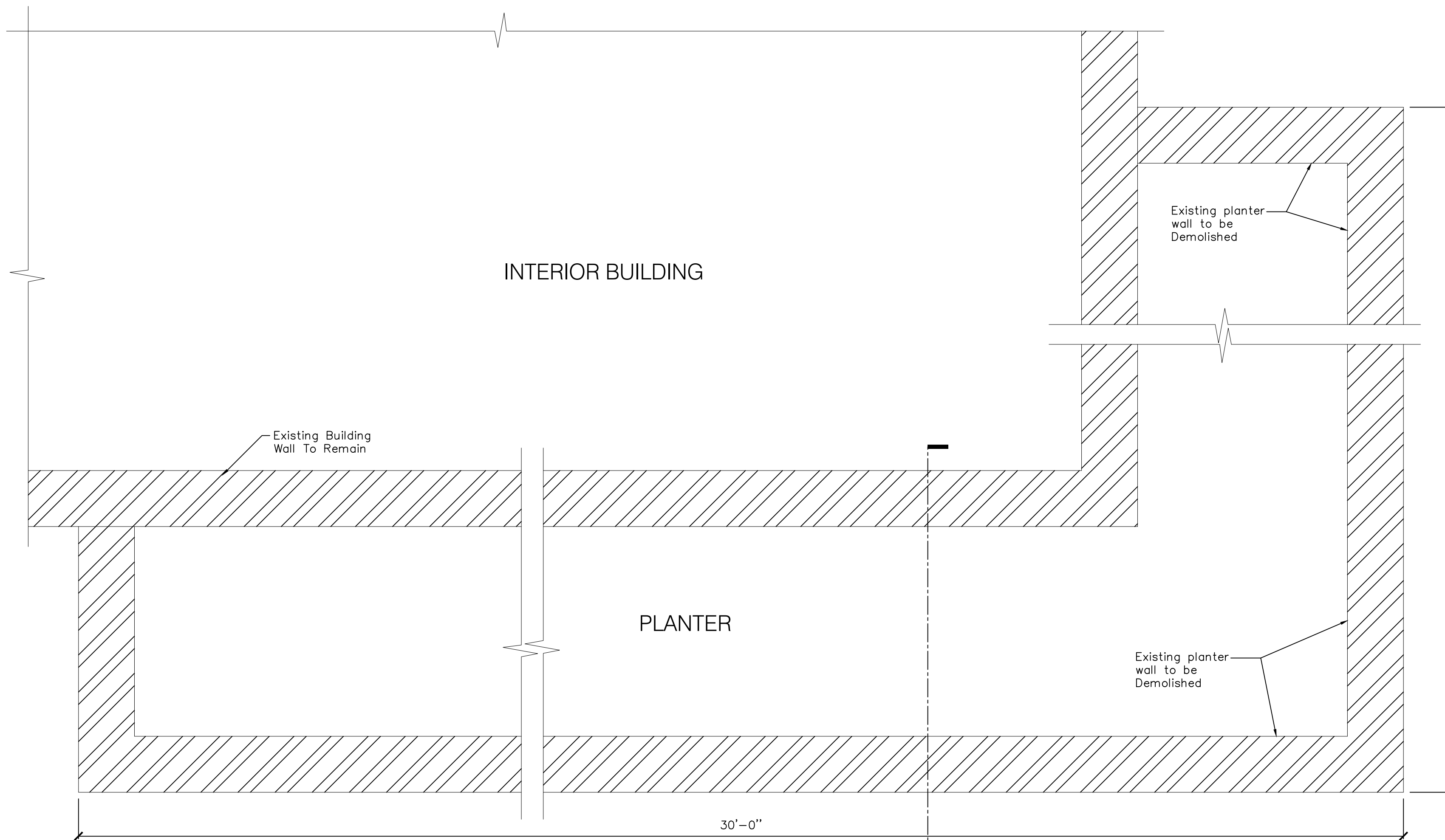
FARRUKH SAYYED
PE# 64701

Date: 03/11/2019
Drawn: M.K.
Revised: P.S.

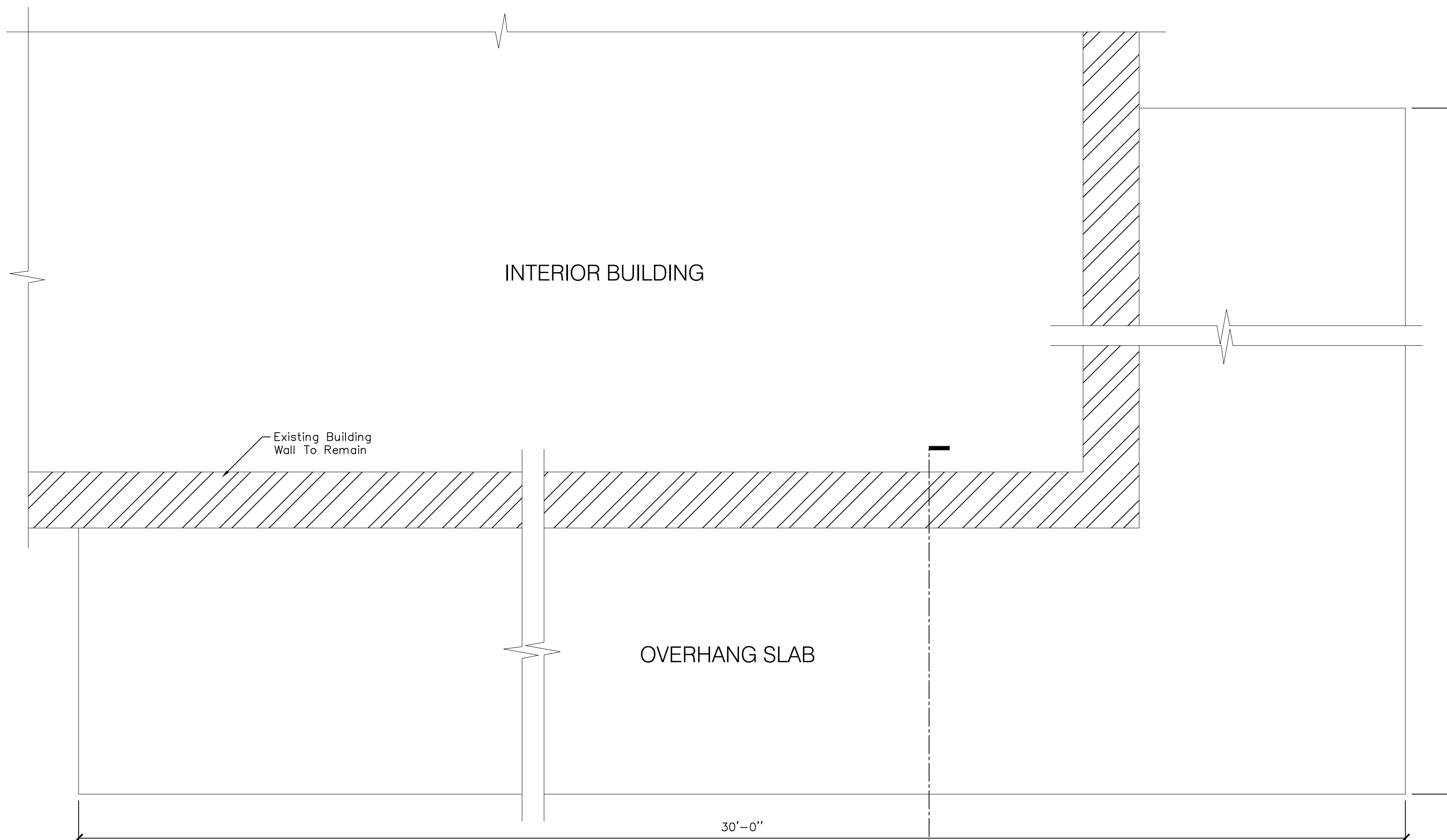
Job No.
19019E

Drawing No.

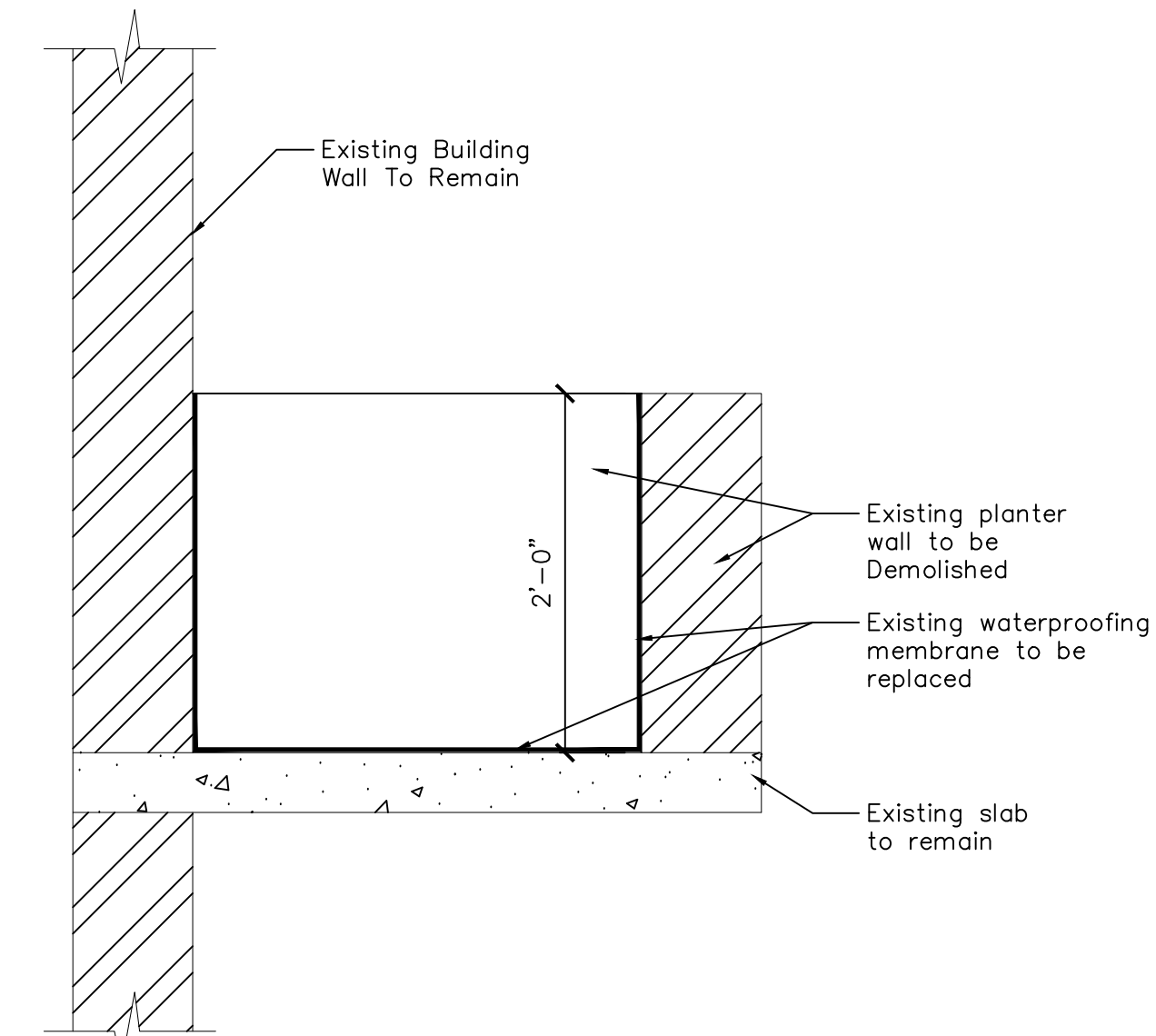
S-1



EXISTING PLANTER PLAN VIEW
SCALE: 1" = 1'-0"



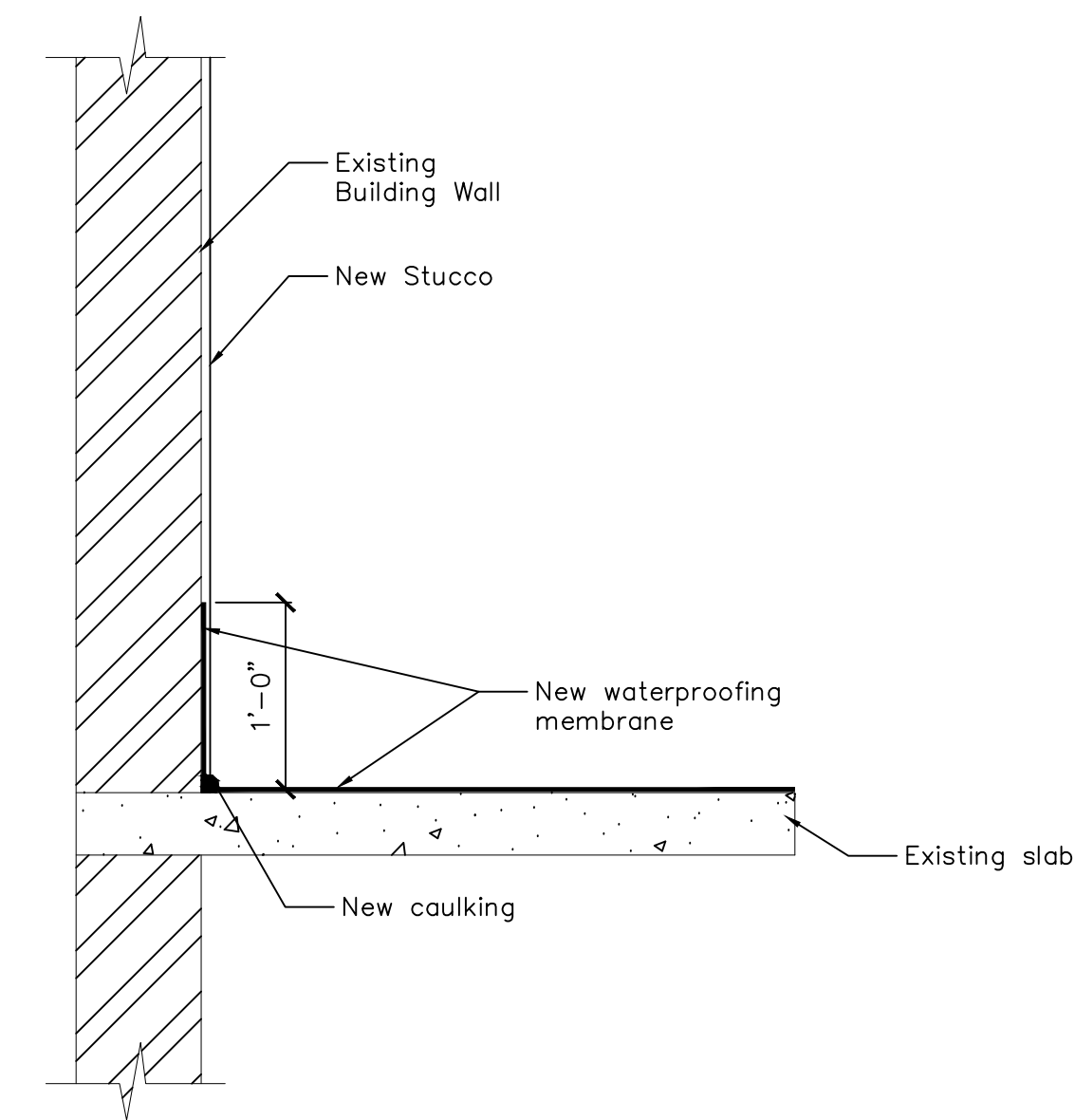
PROPOSED PLAN VIEW
SCALE: 1" = 1'-0"



SECTION - A
SCALE: 1" = 1'-0"

SCOPE OF WORK:

- DEMOLISH THE EXISTING 2 FEET PLANTER WALL AND REMOVE WATERPROOFING MEMBRANE.
- SCARIFY PLANTER SLAB IN ORDER TO REMOVE ALL EXISTING TOPPINGS.
- PERFORM REPAIRS TO THE STRUCTURAL SLAB IF REQUIRED.
- APPLY CAULKING AT THE INTERSECTION OF HORIZONTAL AND VERTICAL SURFACES
- WATERPROOF THE ENTIRE SLAB AREA AND 1 FEET ON THE VERTICAL WALL.
- APPLY NEW STUCCO AND PAINT TO MATCH WITH EXISTING SURFACE.



SECTION - AA
SCALE: 1" = 1'-0"

EXISTING PLANTER
WALL TO BE DEMOLISHED
AND WATERPROOF THE
EXISTING PLANTER SLAB



PLANTER WALL AND WATERPROOFING DETAILS
MORNING STAR CONDOMINIUM

1150 103rd STREET, BAY HARBOR, FL 33154

S&D Engineering and Construction, Inc
11471 W. Sample Road Suite #38
Coral Springs, Florida 33065
Tel: (954) 795-0148
Fax: (954) 530-5505
QSI# 52647 CO# 25386

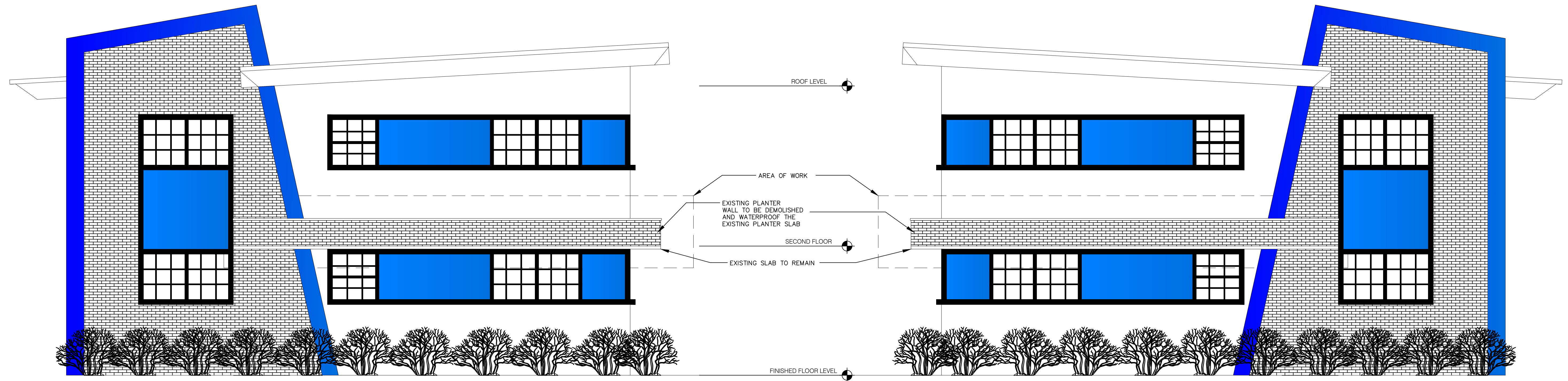
Seal

FARRUKH SAYYED
PE# 64701

Date: 04/28/2019
Drawn: M.K.
Revised: P.S.

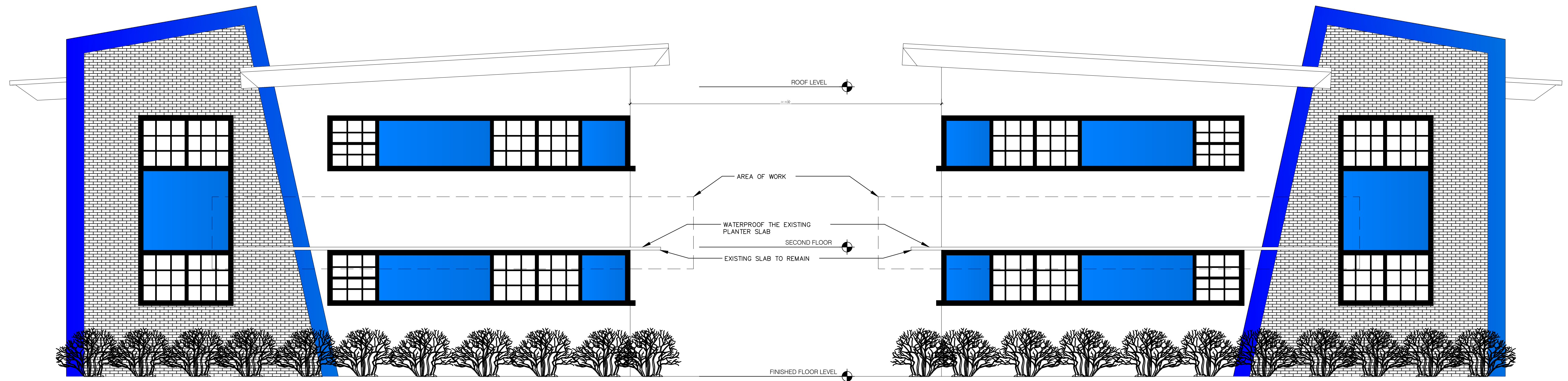
Job No.
19019E

Drawing No.
S-3



EXISTING NORTH ELEVATION

SCALE: 1/4" = 1'-0"



PROPOSED NORTH ELEVATION

SCALE: 1/4" = 1'-0"

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

To: Planning and Zoning Board
Town of Bay Harbor Islands

From: Michael J. Miller, AICP *MJM*
MMPA - Consultant Town Planner

Date: April 30th, 2019

Subject: Morning Star Condominium – Multi-Family Residential Complex
1150 103rd Street
Exterior Façade Revisions
Bay Harbor Islands Acct. No.: B19-000XX
MMPA Project No.: 01-0702-1085

RECOMMENDED ACTION

MMPA recommends the P&Z Board review the contents of this staff report and the submitted plans for the removal of several prominent architectural features (horizontal planter boxes) on the building facades facing 103rd Street and the installation of stucco where the planters exist. If found to be acceptable, **APPROVE** the submittal.

BACKGROUND

In mid-March 2019 a building permit application was submitted to the Town to allow for exterior facade modifications to an existing 1957 Mid-Century Modern multifamily complex known as the Morning Star Condominium located at 1150-60 103rd Street. The complex was built with distinctive exterior architectural features (raised bands / brick accents / attached planters / etc.) common at that time. The request is to remove the existing distinctive horizontal attached landscape planter boxes between the 1st / 2nd floors on the north building façades facing 103rd Street. In its place the applicant seeks to apply smooth stucco and repaint the complex. The construction of this complex far predates the Town's current-day regulations that require owners to obtain Site Development Plan approval for new development or major alterations to existing development. Since this request is to significantly alter the exterior of the main building façade facing 103rd Street, and the architectural feature sought to be removed is a prominent architectural feature from the 1950s architectural style, MMPA believes the PZB should review / act on this request. It has been reported that occasional water infiltration and maintenance is the reason for the change.

**Town of Bay Harbor Islands
Planning and Zoning Board Staff Report
Morning Star Condominium - Revisions
1150-60 103rd Street
Exterior Building Façade Alterations
April 30th, 2019
Page 2**

The plans were reviewed by Town staff and it was determined that PZB approval is required, as the removal of the prominent architectural features (attached planter boxes) was viewed as a significant departure from the overall Mid-Century Modern architectural design of the complex, changing the appearance of the buildings.

PROJECT DESCRIPTION

The applicant is requesting Town's approval for the removal of horizontal planter boxes attached to the exterior façades of the two (2) buildings in the complex between the 1st / 2nd floors facing 103rd Street. In their place the façades would be finished with smooth stucco and repainted at the Morning Star Condominium multi-family residential complex located at 1150-60 103rd Street.

Per the guidelines set forth in the Town of Bay Harbor Islands Resolution No. 1077, Section 2, the Town Manager shall bring to the Planning and Zoning Board (PZB) for approval, any items that he or she feels needs additional input from the PZB. Several members of the Town's staff have reviewed this matter and advised the Town Manager that PZB approval should be required because:

(1) The unique appearance and features of the building's current architectural style (Mid-Century Modern) attached planters; and

SUMMARY

The applicant is requesting Town's approval for the removal of horizontal planter boxes attached to the exterior façades of the two (2) buildings in the complex between the 1st / 2nd floors facing 103rd Street. In their place the façades would be finished with smooth stucco and repainted at the Morning Star Condominium multi-family residential complex located at 1150-60 103rd Street.

Due to the circumstances described above Town staff believes the PZB should review this application, take appropriate action to approve / disapprove / approve with alterations, and provide policy guidance to Town's staff / MMPA on this matter – as the Town periodically receives such requests and must make administrative decisions to issue permits or require prior PZB review / approval.

AGENDA ITEM REPORT

May 7, 2019

ITEM NUMBER: 3.

ITEM: Request for approval for an addition for "Gloria Sterental" located at 1361 97 Street, Lot 10 of Block 35. On March 6, 2018 the Board approved to expand and modernize the existing home; however, the homeowner found it to be cost prohibitive. The owner is now proposing to construct a small addition to the front corner of the home to add a bathroom to the existing 4th bedroom. Enclosed please find a copy of the previously approved plans and the new proposed addition (Item #3A).

DESCRIPTION:

RECOMMENDED ACTION:

Design meets Town Code and was approved by Michael Miller, Town Planner.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Martinez

ATTACHMENTS

1. BHI 1361 97 St SFR Previously with Red Revised Plans Mar 5 2019
2. BHI PZB Staff Report 1361 97 Street Rev April 23 2019
3. STERENTAL BATHROOM ADDITION

MMPA
RECEIVED
3/5/14
From Shapiro

STERENTAL RESIDENCE

1361 97TH STREET
BAY HARBOR ISLANDS, FLORIDA 33154

P&Z SUBMITTAL 2-08-2018



NONE OF THE IMPROVEMENTS
APPROVED BY P & Z AND CLOUDED
IN RED WILL BE BUILT EXCEPT FOR
THE NEW BATHROOM 4



ARCHITECTURE LANDSCAPE INTERIOR
ARCHITECT:
SCHAPIRO ASSOCIATES
1130 N. Pine Avenue
Boca Raton, Florida 33434
Telephone: (561) 866-7524
Fax: (561) 866-7574
Email: joshua@schapiroassociates.com

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PA99 EXISTING AND PROPOSED LAYOUT	
PA100 EXISTING AND PROPOSED LAYOUT	



FRONT SOUTH VIEW ON 97TH STREET



WEST VIEW OF HOUSE



EAST VIEW OF HOUSE



REAR NORTH VIEW



REAR NORTH VIEW

SCHAUBO ASSOCIATES
ARCHITECTURAL, ENGINEERING, INTERIOR DESIGN

11700 N. 15th Avenue
Suite 200
Fort Lauderdale, FL 33305
Phone: (954) 581-1111
Fax: (954) 581-1112
www.schaubo.com

**STERENTAL RESIDENCE
REMODELING & ADDITION**

1501 E. 97th Street
Fort Lauderdale, FL 33304
RAY POLSO, P.E. 33-237-0018-4400

1-15-2017 PRELIMINARY 1-15-2018 PRELIMINARY	1-15-2017 PRELIMINARY 1-15-2018 PRELIMINARY
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SITE PHOTOS

Page No.

P-1



EAST NEIGHBOR ON 97TH STREET



WEST NEIGHBOR ON 97TH STREET



NEIGHBOR ACROSS THE STREET ON 97TH STREET



NEIGHBOR ACROSS THE STREET ON 97TH STREET

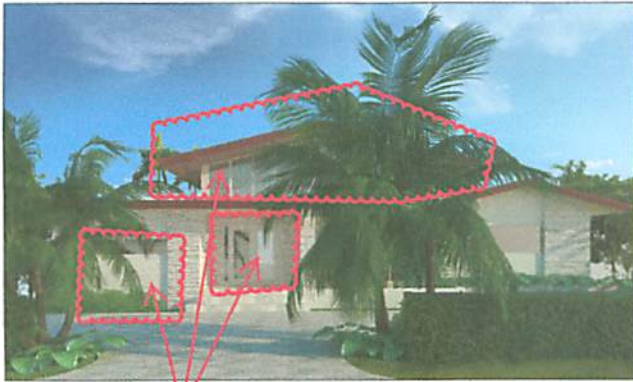
SCHAPIRO ASSOCIATES
 1100 Pine Street
 Suite 200
 Miami Beach, FL 33139
 Phone: (305) 696-1234
 Fax: (305) 696-1235
 Email: info@schapiro.com

**STERENTAL RESIDENCE
 REMODELING & ADDITION**
 1100 PINE STREET, SUITE 200
 MIAMI BEACH, FL 33139
 TEL: (305) 696-1234

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
 DATE 01/11/2011 BY 60322 UCBAW/STP

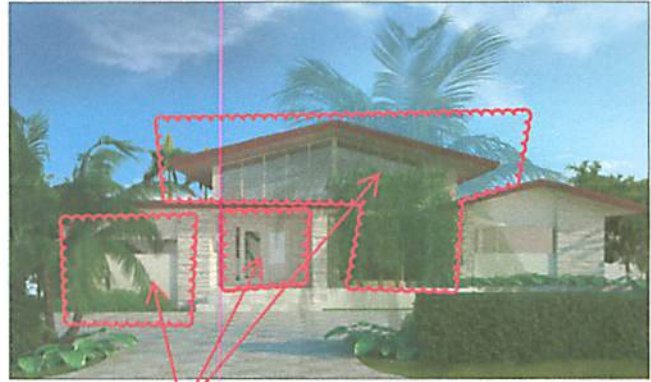
DATE	BY
01/11/2011	60322 UCBAW/STP

SITE NEIGHBORING PROPERTIES



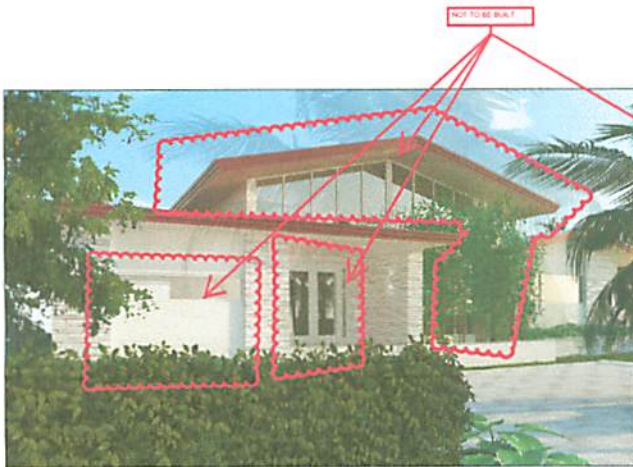
CONCEPTUAL FRONT VIEW ON 97TH STREET

NOT TO BE BUILT



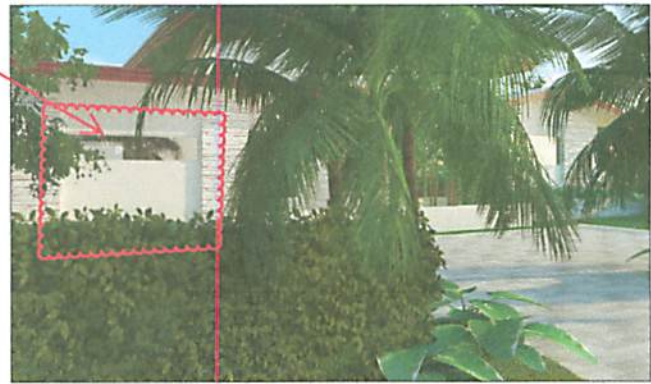
CONCEPTUAL FRONT VIEW ON 97TH STREET

NOT TO BE BUILT



CONCEPTUAL FRONT VIEW ON 97TH STREET

NOT TO BE BUILT

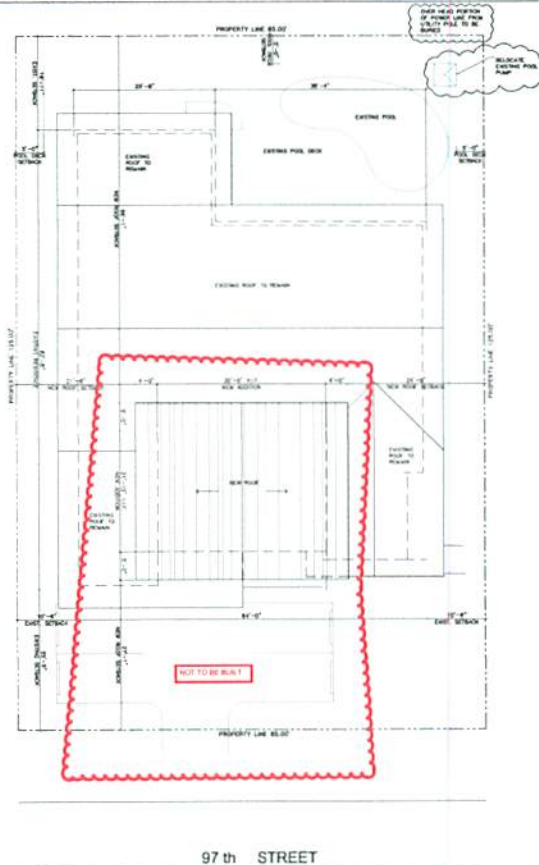


CONCEPTUAL FRONT VIEW ON 97TH STREET

SCHAPIRO ASSOCIATES
 1150 East Concorde
 Fort Lauderdale, FL 33304
 Telephone (954) 548-1124
 Fax (954) 548-1124
 www.schapiroassociates.com

**STERENTAL RESIDENCE
 REMODELING & ADDITION**
 1581 97th Street
 Fort Lauderdale, FL 33304
 FLD NO. 13-2377-0018-0000

DATE	11/11/2011	BY	W. Schapiro
REVISION	1	DATE	11/11/2011
REVISION	2	DATE	11/11/2011
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REVISION	99	DATE	11/11/2011
REVISION	100	DATE	11/11/2011



97th STREET

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



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

LEGAL DESCRIPTION:
LOT 10, BLOCK 33, BAY HARBOR ISLANDS ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 46, AT PAGE 3, OF PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

ZONING DATA:

ZONING DISTRICT - RESIDENTIAL-RD-SINGLE FAMILY AREA
LOT WIDTH - 85.00'
LOT DEPTH - 125.00'
LOT AREA - 10,625 SF
BUILDING COVERAGE - 4,305 SF - 40.5%
MIN. BUILDING AREA REQUIRED - 2,000 SF (EXCLUDING GARAGE)
PROPOSED TOTAL BUILDING AREA -
EXISTING: 3,882.77 SF (INCLUDING GARAGE)
NEW: 851.77 SF
TOTAL: 4,734.54 SF (INCLUDING GARAGE)

SETBACKS	REQUIRED	PROVIDED
PRIMARY FRONTAGE	25'	25'-5" EXISTING
SIDE	10'	10'-8" EXISTING
REAR	15'	16'-11" EXISTING

HEIGHT	ALLOWED	PROVIDED
	25' IN HEIGHT ABOVE BFE (8.00' N.G.V.D.)	16.25' ABOVE 8.00' N.G.V.D.

LOT COVERAGE: 10,625 SF
LOT SIZE: 10,625 SF
MAIN BUILDING COVERAGE: 4,305 SF
BUILDING LOT COVERAGE: 4,305/10,625 SF = 40.5%

EXTERIOR POOL DECK: 1,846 SF
DRIVEWAY AREA: 610 SF
TOTAL IMPERVIOUS AREA: 2,256 SF

TOTAL PERVIOUS AREA: 4,064 SQ. FT.

SCHAPIRO ASSOCIATES

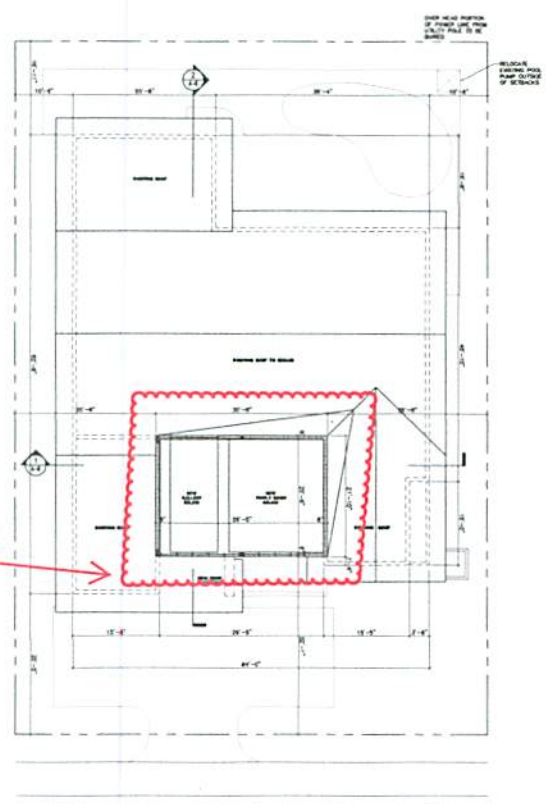
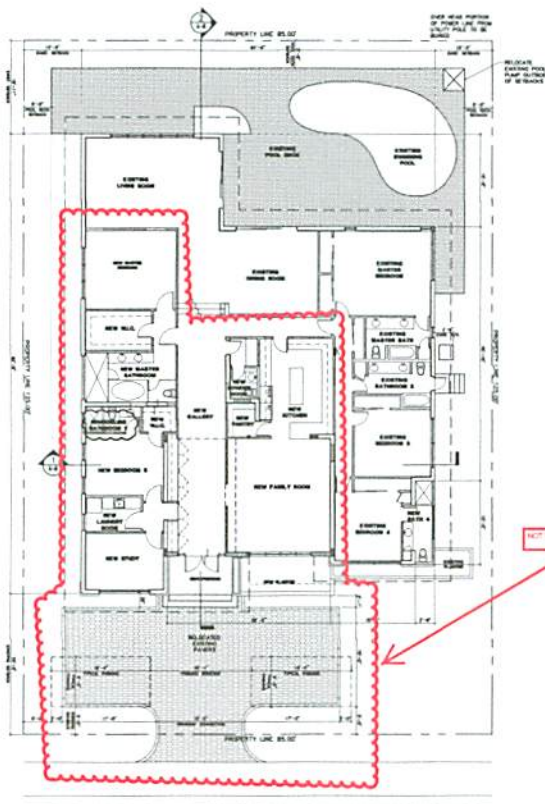
ARCHITECTS
1100 S.W. 15th Avenue
Miami, FL 33135
Tel: 305.371.1100
Fax: 305.371.1101
www.schapiroassociates.com

**STERENTAL RESIDENCE
REMODELING & ADDITION**
1001 S.W. 15th Avenue
Miami, FL 33135
Tel: 305.371.1100
Fax: 305.371.1101

DATE: 11/15/2017
BY: [Signature]
CHECKED: [Signature]
APPROVED: [Signature]

SITE PLAN

A-1



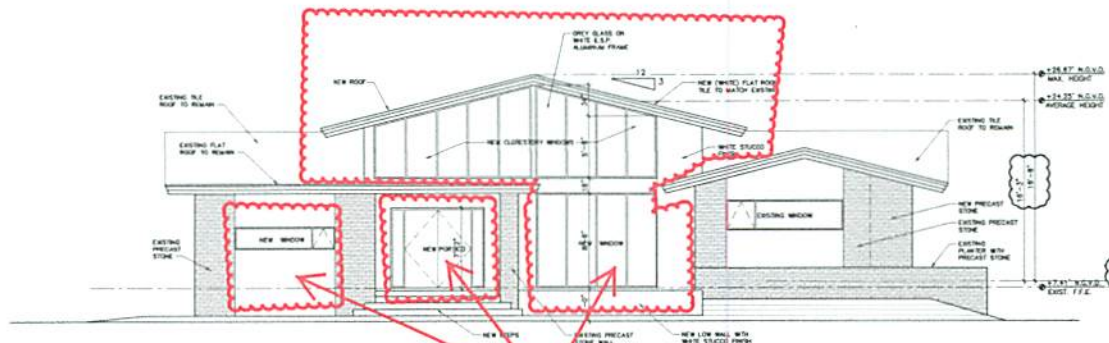
SCHWAB ASSOCIATES
1150 Pine Grove
St. Louis, MO 63103
Telephone (314) 435-7300
Fax (314) 435-7301
www.schwabassociates.com

**STERENTAL RESIDENCE
REMODELING & ADDITION**
1301 97th STREET
NASSAU BEACH, FLORIDA 33564
RAY FORD, INC. TO 2004-00000000

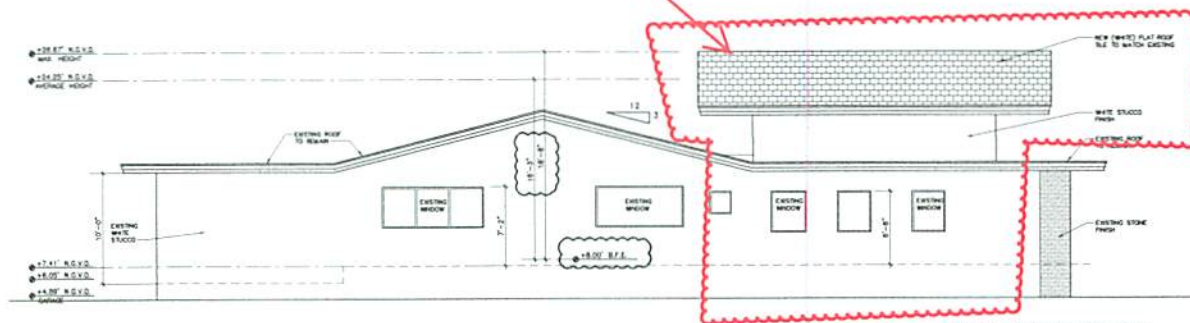
DATE: 01-10-2013
BY: RAY FORD
CHECKED: RAY FORD
11-11-2013 RAY FORD
11-11-2013 RAY FORD
11-11-2013 RAY FORD

GROUND FLOOR
& CLERESTORY
PLAN

A-2



SOUTH (FRONT) ELEVATION
SCALE 1/4" = 1'-0"



WEST (SIDE) ELEVATION
SCALE 1/4" = 1'-0"

SCHAPIRO ASSOCIATES

SCHAPIRO ASSOCIATES
1701 E. 17th Avenue
Denver, CO 80202
Tel: (303) 733-1111
Fax: (303) 733-1112
www.schapiroassociates.com

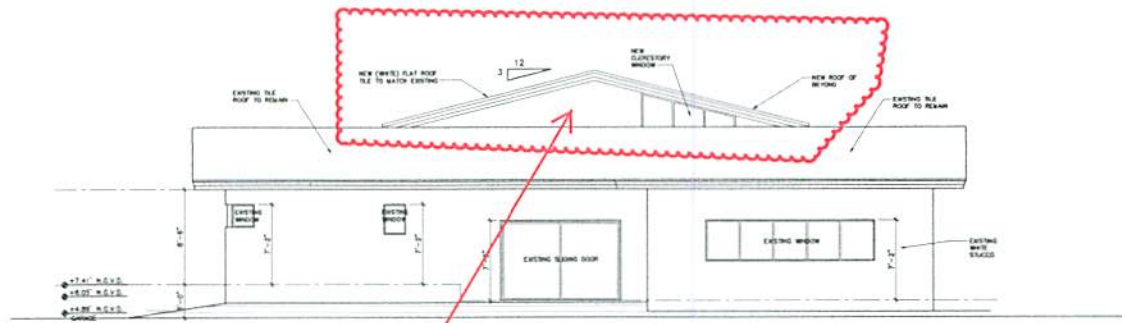
**STERNTAL RESIDENCE
REMODELING & ADDITION**
1701 E. 17th Avenue
Denver, CO 80202
Tel: (303) 733-1111
Fax: (303) 733-1112
www.schapiroassociates.com

DATE: 11-21-2017
BY: [Signature]
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APPROVED: [Signature]

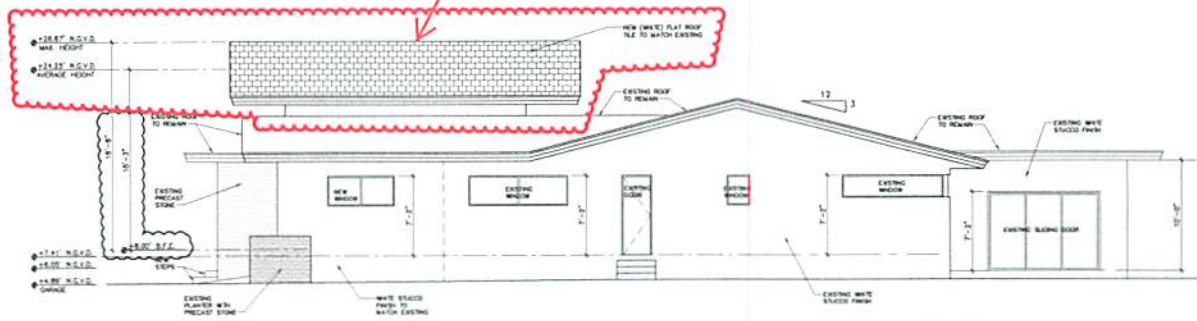
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APPROVED: [Signature]

ELEVATIONS

A-4



NORTH (REAR) ELEVATION
SCALE: 1/4" = 1'-0"



EAST (SIDE) ELEVATION
SCALE: 1/4" = 1'-0"

SCHAPIRO ASSOCIATES

SCHAPIRO ASSOCIATES
1100 1st Avenue
New York, NY 10017-1014
Telephone: (212) 696-1224
Facsimile: (212) 696-1214
www.schapiroassociates.com

**STERENTAL RESIDENCE
REMODELING & ADDITION**
1001 87th STREET
BAY RIDGE, NEW YORK 11214
RAY FIELD NO. 13-2327-2014-000

NOT TO BE CONSIDERED A PART OF ANY OTHER SET OF DOCUMENTS
THIS SET OF DOCUMENTS IS THE PROPERTY OF SCHAPIRO ASSOCIATES
IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN
IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS
WITHOUT THE WRITTEN PERMISSION OF SCHAPIRO ASSOCIATES

DATE: 01-20-13
BY: [Signature]
CHECKED: [Signature]
DATE: 01-20-13
BY: [Signature]
CHECKED: [Signature]

ELEVATIONS

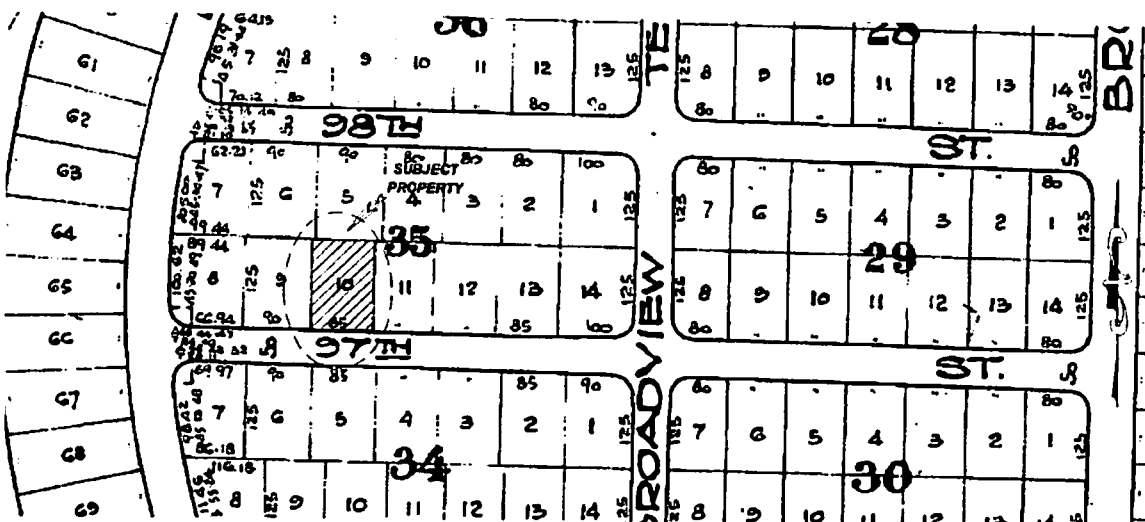
A-5

SURVEY OF LOT 10, BLOCK 35, OF 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.

PROPERTY ADDRESS: 1361 97 ST, MIAMI BEACH, FL 33154
FOR: PAUL STERENTAL

LOCATION SKETCH

Scale 1" = NT.S.



ABBREVIATION AND MEANING

A = ARC
AC = AIR CONDITIONER PAD
AE = ANCHOR EASEMENT
AR = ALUMINUM ROOF
AS = ALUMINUM SHED
ASPH = ASPHALT
BC = BLOCK CORNER
BCR = BROWARD COUNTY RECORDS
BM = BENCH MARK
BOB = BASIS OF BEARINGS
C = CALCULATED
CB = CATCH BASIN
CBW = CONCRETE BLOCK WALL
CH = CHORD
CHB = CHORD BEARING
CL = CLEAR
CLF = CHAIN LINK FENCE
CME = CANAL MAINTENANCE EASEMENTS
CONC = CONCRETE
CP = CONCRETE PORCH
CS = CONCRETE SLAB
DE = DRAINAGE EASEMENT
DME = DRAINAGE MAINTENANCE EASEMENTS
DRIVE = DRIVEWAY
ENCR = ENCROACHMENT
ETP = ELECTRIC TRANSFORMER PAD
FFE = FINISHED FLOOR ELEVATION
FH = FIRE HYDRANT
FIP = FOUND IRON PIPE
FIR = FOUND IRON ROD
FN = FOUND NAIL
FND = FOUND NAIL & DISK

FNIP = FEDERAL NATIONAL INSURANCE PROGRAM
IN SEG = INGRESS AND EGRESS EASEMENT
LFE = LOWEST FLOOR ELEVATION
LME = LAKE MAINTENANCE EASEMENT
LP = LIGHT POLE
M = MEASURED DISTANCE
MH = MANHOLE
NAP = NOT A PART OF
NOVD = NATIONAL GEODETIC VERTICAL DATUM
NTS = NOT TO SCALE
OHL = OVERHEAD UTILITY LINES
ORB = OFFICIAL RECORD BOOK
OVS = OFFSET
OVH = OVERHANG
PB = PLAT BOOK
PC = POINT OF CURVE
PCC = POINT OF COMPOUND CURVE
PL = PLANTER
PLS = PROFESSIONAL LAND SURVEYOR
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PP = POWER POLE
PPS = POOL PUMP SLAB
PRC = POINT OF REVERSE CURVE
PRM = PERMANENT REFERENCE MONUMENT
PT = POINT OF TANGENCY
PVM = PAVEMENT
PWY = PARKWAY
R = RECORD DISTANCE

RAD = RADIUS OF RADIAL
RGE = RANGE
RP = RADIUS POINT
ROE = ROOF OVERHANG EASEMENT
RAW = RIGHT-OF-WAY
SEC = SECTION
SIP = SET IRON PIPE L.B. #6044
SWK = SIDEWALK
T = TANGENT
TWP = TOWNSHIP
UE = UTILITY EASEMENT
UP = UTILITY POLE
WM = WATER METER
WR = WOOD ROOF
WS = WOOD SHED
-> = ANGLE
Δ = CENTRAL ANGLE
C = CENTER LINE
M = MONUMENT LINE

LEGEND TYPICAL

—O— OVERHEAD UTILITY LINES
--- C.B.S. = WALL (CBW)
--- C.L.F. = CHAIN LINK FENCE
--- I.F. = IRON FENCE
--- W.F. = WOOD FENCE
• 0.00 = EXISTING ELEVATIONS

SURVEYOR'S NOTES

1) IF SHOWN, BEARINGS ARE REFERRED TO AN ASSUMED MERIDIAN, BY SAID PLAT IN THE DESCRIPTION OF THE PROPERTY. IF NOT, THEN BEARINGS ARE REFERRED TO COUNTY, TOWNSHIP MAPS.
2) THIS IS A SPECIFIC PURPOSE SURVEY.
3) THE CLOSURE IN THE BOUNDARY SURVEY IS ABOVE 17500 FT.
4) IF SHOWN, ELEVATIONS ARE REFERRED TO MIAMI-DADE COUNTY.
ALL ELEVATIONS SHOWN ARE REFERRED TO NATIONAL GEODETIC VERTICAL DATUM OF 1929 CITY OF MIAMI BEACH BENCH MARK A-17 LOCATOR # 2235 E ELEVATION 7.67 FEET OF N.G.V.D. OF 1929

SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT THIS "BOUNDARY SURVEY" OF THE PROPERTY DESCRIBED HEREON, AS RECENTLY SURVEYED AND DRAWN UNDER MY SUPERVISION COMPLES WITH THE MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 61G17-6, FLORIDA ADMINISTRATIVE CODE PURSUANT TO 472.027, FLORIDA STATUTES

BY George Ibarra 09-27-17
GEORGE IBARRA (DATE OF FIELD WORK)

PROFESSIONAL LAND SURVEYOR NO. 2534
STATE OF FLORIDA (VALID COPIES OF THIS SURVEY WILL BEAR THE EMBOSSED SEAL OF THE ATTESTING LAND SURVEYOR)

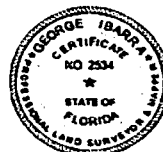
REVISED ON _____

REVISED ON _____

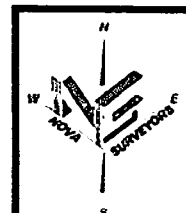
LEGAL NOTES TO ACCOMPANY SKETCH OF SURVEY ("SURVEY"):

- THERE MAY BE EASEMENTS RECORDED IN THE PUBLIC RECORDS NOT SHOWN ON THIS SURVEY
- THE PURPOSE OF THIS SURVEY IS FOR USE IN OBTAINING TITLE INSURANCE AND FINANCING, AND SHOULD NOT BE USED FOR CONSTRUCTION PURPOSES
- EXAMINATIONS OF THE ABSTRACT OF TITLE WILL HAVE TO BE MADE TO DETERMINE RECORDED INSTRUMENTS, IF ANY, AFFECTING THE PROPERTY. THIS SURVEY IS SUBJECT TO DEDICATIONS, LIMITATIONS, RESTRICTIONS, RESERVATIONS OR EASEMENTS OF RECORD, AND LEGAL DESCRIPTIONS PROVIDED BY CLIENT OR ATTESTING TITLE COMPANY
- BOUNDARY SURVEY MEANS A DRAWING AND / OR A GRAPHIC REPRESENTATION OF THE SURVEY WORK PERFORMED IN THE FIELD, COULD BE DRAWN AT A SHOWN SCALE AND / OR NOT TO SCALE
- EASEMENTS AS SHOWN ARE PER PLAT BOOK, UNLESS OTHERWISE SHOWN
- THE TERM "ENCROACHMENT" MEANS VISIBLE AND ABOVE GROUND ENCROACHMENTS
- ARCHITECTS SHALL VERIFY ZONING REGULATIONS, RESTRICTIONS AND SETBACKS, AND THEY WILL BE RESPONSIBLE FOR SUBMITTING PLAT PLANS WITH THE CORRECT INFORMATION FOR THEIR APPROVAL FOR AUTHORIZATION TO AUTHORITIES IN NEW CONSTRUCTIONS, UNLESS OTHERWISE NOTED. THIS FIRM HAS NOT ATTEMPTED TO LOCATE FOOTING AND/OR FOUNDATIONS
- FENCE OWNERSHIP NOT DETERMINED
- THIS PLAN OF SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PARTY.
- THE SURVEYOR MAKES NO GUARANTEES AS TO THE ACCURACY OF THE INFORMATION BELOW THE LOCAL F.E.M.A. AGENT SHOULD BE CONTACTED FOR VERIFICATION. THE FNIP FLOOD MAPS HAVE DESIGNATED THE HEREIN DESCRIBED LAND TO BE SITUATED IN ZONE AE COMMUNITY/PANEL/SUFFIX 120533 0092 J DATE OF FIRM 07/17/1993 BASE FLOOD ELEVATION 8FT.

CERTIFIED TO: PAUL & GLORIA STERENTAL



SURVEYOR'S SEAL



1355 NW 97 AV SUITE 200
MIAMI, FLORIDA 33172
TELEPHONE: (305) 264-2660
FAX: (305) 264-0229

Aqua Surveyors Inc.

LAND SURVEYORS

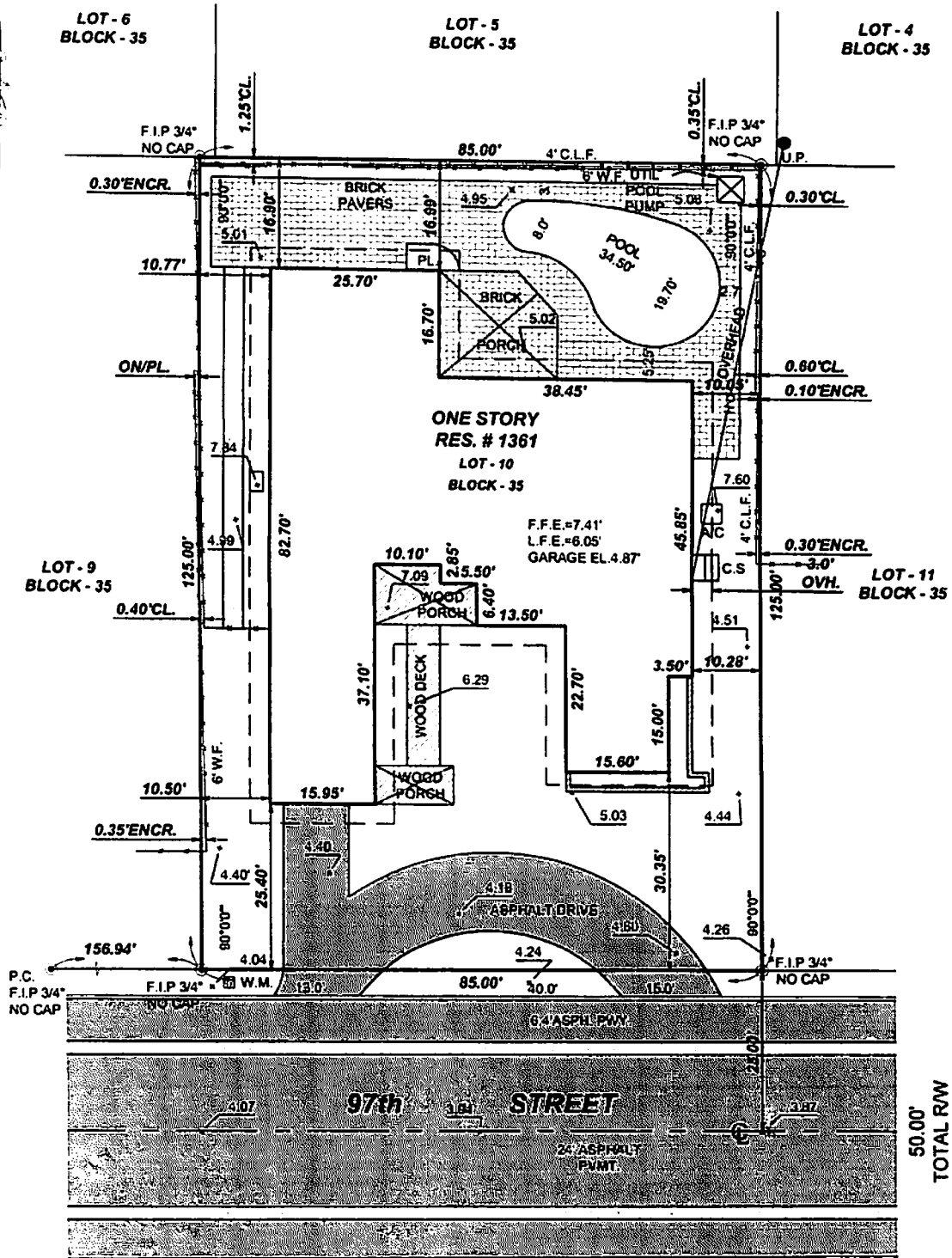
SURVEY No. 3-0011871-2

DRAWN BY: AL

SHEET No. 2 OF 2

BOUNDARY SURVEY

SCALE = 1" = 20'



SURVEYOR'S NOTE:

There may be Easements recorded in the Public Records not shown on this Survey.

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

To: Planning and Zoning Board
Town of Bay Harbor Islands

From: Michael J. Miller, AICP 
Consultant Town Planner

Date: April 23rd, 2019

Subject: Proposed Revisions to Approved Site Development Plan
Single-Family Residence - Addition – 2019 Revisions
1361 97th Street (Sterental)
Bay Harbor Islands Acct. No.: MB2017-65
MMPA Acct. No.: 01-0702-1066

RECOMMENDED ACTION

MMPA recommends the Planning and Zoning Board review the contents of this staff report, the latest revised site plan and architectural plans and if felt to be acceptable, **APPROVE** the plans as submitted or with modifications as deemed appropriate and/or with conditions, to allow for an addition to the existing single-family home located at 1361 97th Street.

GENERAL PROJECT INFORMATION

Land Use Designation: L – Low Density Residential
Zoning District: RD Single-Family District
General Location: 1361 97th Street
Legal Description: Lot 10 of Block 35, "Bay Harbor Island" according to the plat thereof, as recorded in Plat Book 46, at Page 5 of the Public Records of Miami-Dade County.

PROJECT DESCRIPTION

On March 6th, 2018, the Planning and Zoning Board (PZB) approved a Site Development Plan for this property to expand / modernize the home; however, when the owner's bid the project out to construct the improvements, they found it to be cost prohibitive. The Town subsequently received a request from the project architect (Shapiro Assoc.) to only construct a small addition at the southeast front corner of the home to add a bathroom for the existing 4th bedroom (3'-6" x 15' = 52.5 sq. ft.).

A standard Town condition of PZB approval is that if any future plan modifications occur, the plans will be reviewed by Town staff / MMPA and may require re-approval by the PZB if felt to be substantial. If the changes are deemed substantial the Code requires re-approval by the PZB. In late January 2019 MMPA informed the Town's administrative staff of the architect's plans to reduce the scope of the work. Town Staff determined that PZB re-approval was required, as the reduced work was only a small portion of the March 2018 overall approval – and the PZB / public would be expecting the complete renovation presented at the PZB public hearing. While the small addition was included on the PZB plans approved on March 6th, 2018 none of the other improvements the PZB considered will be done. In 2008 when the Town Council delegated most land development approval authority to the PZB a list of what the PZB had to approve / Town staff could approve administratively was adopted. The PZB is required to approve any additions to existing development.

§5-23.1(c) of the Town Code states:

“Subsequent to planning and zoning board approval, if the proposed structure or project is not constructed in accordance with the plan proposed and approved by the planning and zoning board, no certificate of occupancy shall be issued, and a fine may be levied against a real property owner in an amount not to exceed \$250.00 per day per unit for each day of continued violation. And in the event that a certificate of occupancy has been issued previously, it shall be revoked, and no further occupancy shall be permitted until the proposed structure or project is brought into conformity with the plan approved by the planning and zoning board. Provided further, in the event that occupancy is not discontinued, then a fine shall be levied in the amount of \$250.00 per day per unit for each day of continued occupancy until the proposed structure or project is brought into conformity with the plan approved by the planning and zoning board.”

While MMPA coordinates with architects / developers on land development matters, MMPA does not solely decide what items require formal re-approval by the PZB – this is a collective Town Administration decision. The PZB has stated they wish to review “major” exterior changes to the building / site layout, including landscaping plan changes. Again, in 2008 the Town adopted a list of what changes can be made administratively vs. PZB re-approval. The owner is essentially abandoning the majority of the March 2018 improvements due to construction costs. In our opinion, although the applicant proposes to construct a minor part of what was approved by the PZB as presented, not constructing the rest of the improvements could represent a substantial change to the approved plans and a revised application should be taken to the PZB.

The existing single-story home was built in 1957 and is 3,682 square feet in size including a one (1) car garage with 4 bedrooms / 4 bathrooms and has a white concrete tile roof. The proposed reduced addition includes an expansion of the enclosed floor area (3'-6" x 15' = 52.5 sq. ft.) at the southeast corner of the home. There is currently a “notch” in home footprint at this location with a decorative wood panel facing 97th Street. The area will be used for an additional bathroom for one of the bedrooms. The proposed March 2018 additions approved by the Town totaled 675+/- sq. ft. The overall height of the structure will remain as is at about 12' above Base Flood Elevation (BFE), with 25' being the maximum height permitted in the RD Single-Family District.

The site has several non-conformities as to existing landscaping (not enough / wrong type of trees) and an old pool deck encroaches into required setback areas (built prior to Code updates). The revised architect plans appear to indicate the pool deck / pool equipment will still be adjusted to comply with current Code requirements.

PROJECT HISTORY

In late 2017 – early 2018 the applicant submitted an initial set and several revised sets of plans that were reviewed by MMPA / Town staff for consistency with the Town Code requirements. Comments were given to the applicant each time and the plans approved by the PZB in March 2018 reflected of all requested changes. On March 6th, 2018, the PZB approved a Site Development Plan for this property to expand / modernize the home; however, when the owner's bid the project out to construct the improvements, they found it to be cost prohibitive. The Town subsequently received a request from the project architect to only construct a small addition at the SE front corner of the home to add a bathroom for an existing bedroom (3'-6" x 15' = 52.5 sq. ft.).

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The property has a Future Land Use Map (FLUM) designation of "Low Density Residential". The maximum allowable base density is six (6) DUA. The proposed use and density of the property would be consistent with the applicable FLUM designation of the property.

Land Development Regulations / Zoning Code –The property has a Zoning Classification of RD Single Family Zoning District. The proposed use and density of the property is consistent with this zoning classification. The following Zoning and Planning sections of the Code apply to this proposal: Section 23-3 (Use Regulations RD District), Section 23-9 (Minimum Size of Living Units), Section 23-10 (Minimum Size of Building Lot), Section 23-11(A) (Land Development Regulations RD Single-Family Area) and Section 23-12 (Land Development Regulations General Provisions). In addition, the Town has separate regulations for landscaping and building material regulations.

PLATTING

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

SUMMARY / SITE PLAN COMMENTS

The revised site plan and architectural plans submitted for only a 52.5 sq. ft. addition to an existing single-family home located at 1361 97th Street meet or exceed all Town Land Development Code requirements. **The plans approved by the PZB on March 6th, 2018 for a complete home renovation / expansion are now null and void.** The proposed 2019 modified plans were reviewed by MMPA and the proposed addition meets the Town's minimum building setback requirements.

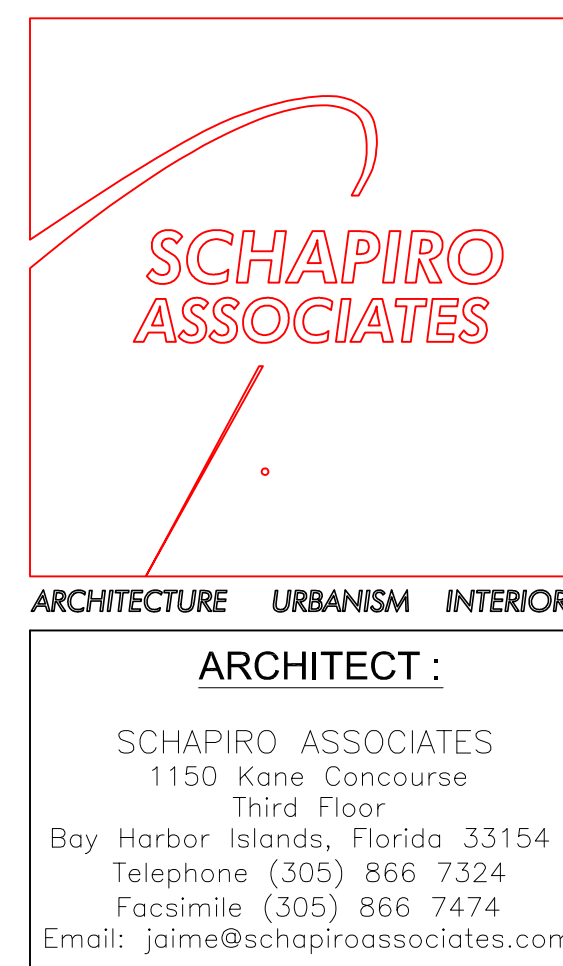
The following condition of approval is recommended:

- 1) This approval is based on the revised plans received from Schapiro Associates dated March 5th, 2019 with any modifications required by the PZ Board. Any future modifications to the above plans shall be reviewed by Town staff / MMPA and may require re-approval by the PZB if felt to be substantial.

STERENTAL RESIDENCE

1361 97TH STREET
BAY HARBOR ISLANDS, FLORIDA 33154

BATHROOM ADDITION



**STERENTAL RESIDENCE
REMODELING & ADDITION**
1361 97th STREET
BAY HARBOR ISLANDS, FLORIDA 33154
FOLIO NO. 13-2227-001-6460

1361 97th SIRE I
BAY HARBOR ISLANDS, FLORIDA 33154
FOLIO NO. 13-2227-001-6460

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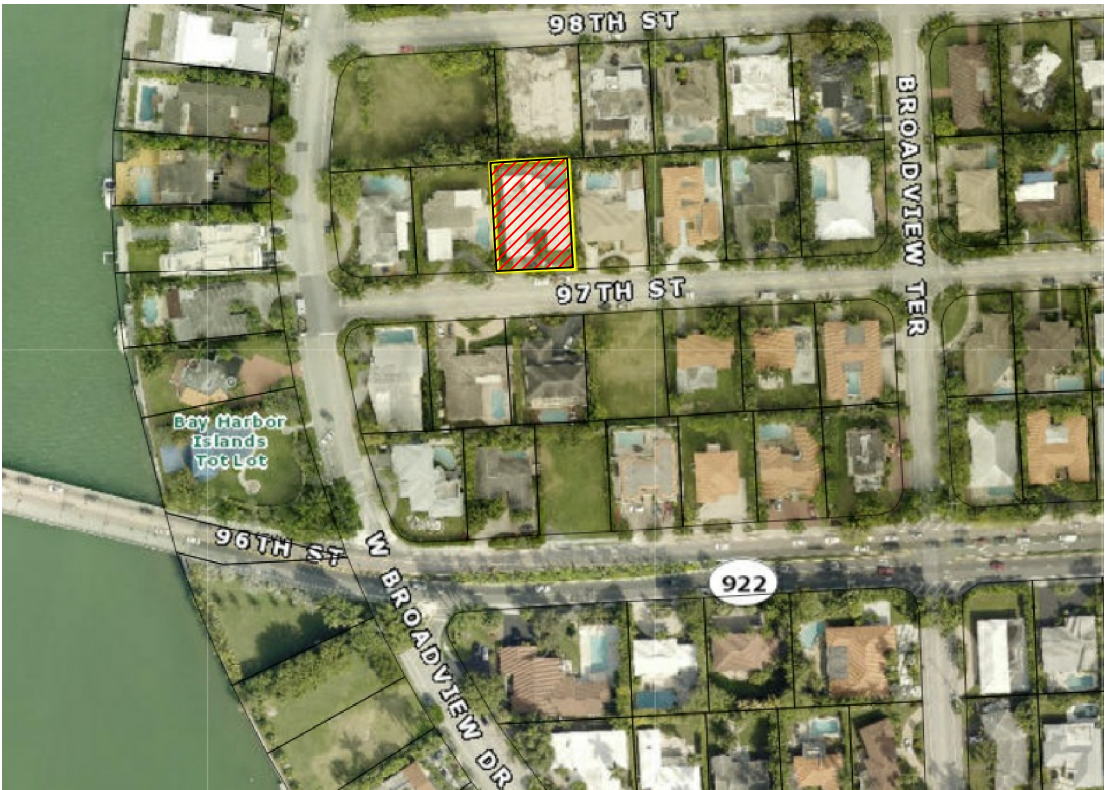
DATE:	PROJECT No.:
08-30-2017	556
SCALE:	CAD FILENAME:
AS SHOWN	556R - A-1 SITE PLAN.dwg

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SITE PLAN, LOCATION PLAN

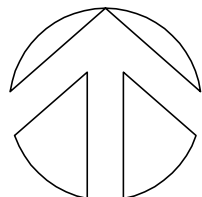
SHEET No.:

A-1



LOCATION MAP
SCALE: NTS.

SCALE: NTS.



LEGAL DESCRIPTION:

LOT 10, BLOCK 35, BAY HARBOR ISLANDS ACCORDING
TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 46,
AT PAGE 5, OF PUBLIC RECORDS OF MIAMI-DADE
COUNTY, FLORIDA.

ZONING DATA:

ZONING DISTRICT- RESIDENTIAL-RD-SINGLE FAMILY AREA
LOT WIDTH - 85.00'
LOT DEPTH - 125.00'
LOT AREA - 10,625 SF.
BUILDING COVERAGE - 3,734 SF.=35.14%
MIN. BUILDING AREA REQUIRED - 2,000 SF.(EXCLUDING GARAGE)

PROPOSED TOTAL BUILDING AREA –
 EXISTING: 3,682.77 SF. (INCLUDING GARAGE)
 NEW: 52.00 SF.
 TOTAL: 3,734.00 SF. (INCLUDING GARAGE)

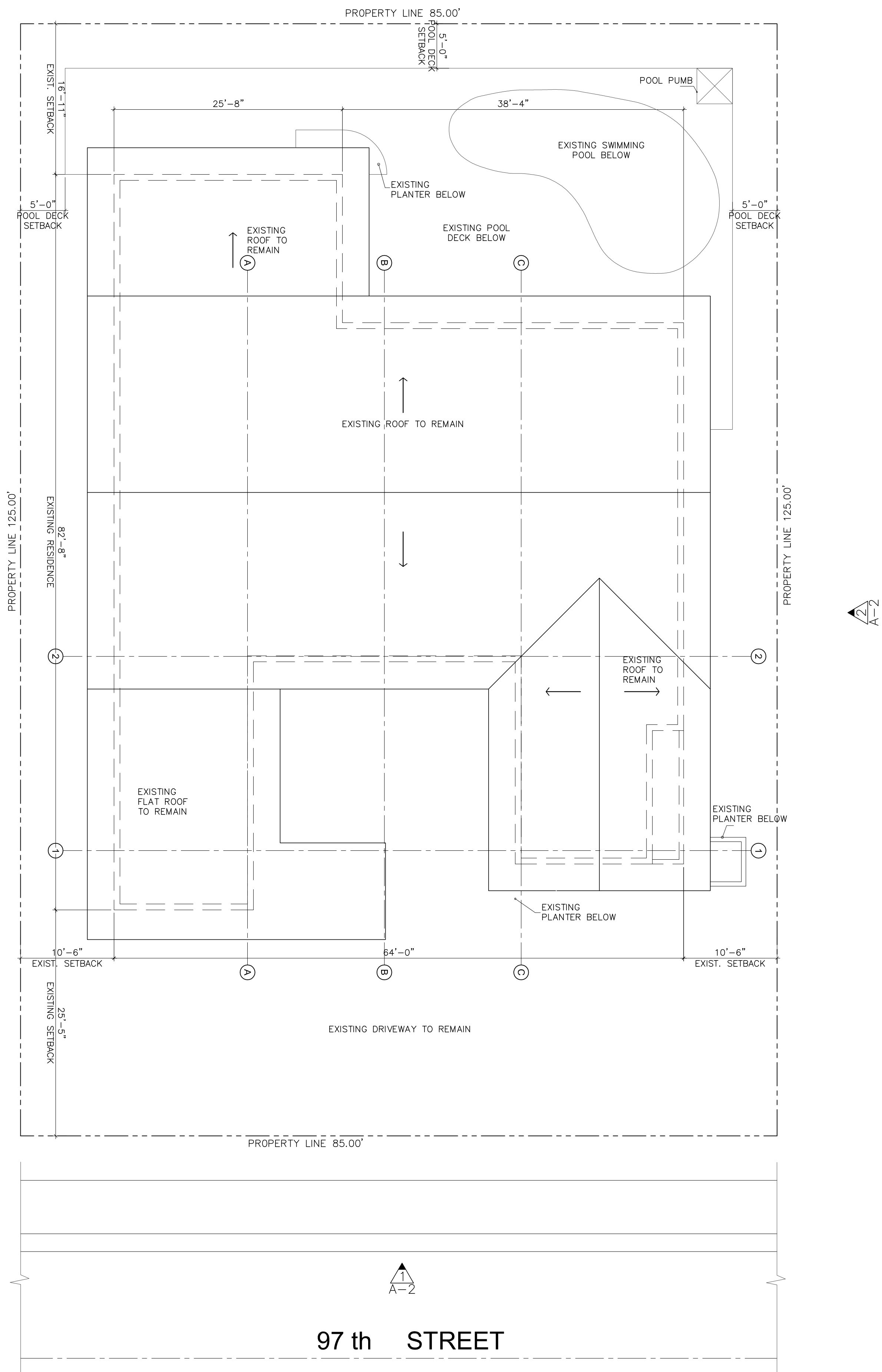
<u>SETBACKS</u>	<u>REQUIRED</u>	<u>PROVIDED</u>
PRIMARY FRONTAGE	25'	25'-5" EXISTING
SIDE	10'	10'-6" EXISTING
REAR	15'	16'-11" EXISTING

<u>HEIGHT</u>	<u>ALLOWED</u>	<u>PROVIDED</u>
	25' IN HEIGHT ABOVE BFE (8.00 N.G.V.D.)	EXISTING 8.00' N.G.V.D.

LOT COVERAGE:
LOT SIZE: 10,625 SF.
MAIN BUILDING COVERAGE: 3,734 SF.
BUILDING LOT COVERAGE: 3,734/10,625 SF.= 35.14%

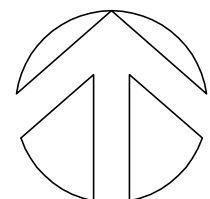
EXTERIOR POOL DECK: 1,646 SF.
DRIVEWAY AREA: 610 SF.
TOTAL IMPERVIOUS AREA: 2,256 SF.

TOTAL PERVIOUS AREA: 4,635 SQ. FT.



 SITE / ROOF PLAN

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



**STERENTAL RESIDENCE
REMODELING & ADDITION**
1361 97th STREET
BAY HARBOR ISLANDS, FLORIDA 33154
FOLIO NO. 13-2227-001-6460

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BAY HARBOR ISLANDS, FLORIDA 33154
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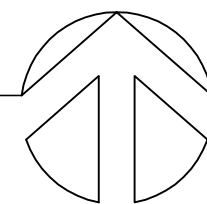
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[illegible]

FLOOR PLAN
&
FRONT ELEVATION

SHEET No.:

A-2



AGENDA ITEM REPORT

May 7, 2019

ITEM NUMBER: 4.

ITEM: Approval of the minutes held on June 5, 2018, July 17, 2018, September 4, 2018, October 16, 2018 and November 7, 2018 (Item #4A).

DESCRIPTION:

RECOMMENDED ACTION:

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Ayanidys Martinez

ATTACHMENTS

1. 6-5-18 DRAFT
2. 7-17-18 DRAFT
3. 9-4-18 DRAFT
4. 10-16-18 DRAFT notes
5. 11-7-18 DRAFT

TOWN OF BAY HARBOR ISLANDS
MINUTES OF A PLANNING AND ZONING MEETING

A Planning & Zoning Board Meeting was held Tuesday, June 5, 2018 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 Alan Bebchik

Board Member Jed Frankel

Board Member Wesley Kean

Board Member Roger Santana

Board Member Oscar Sklar

Item 1. Administration of oath of office to newly appointed Board member, Roger Santana. (The oath will be administered by Town Clerk Marlene Siegel).

Town Clerk Siegel administered the Oath of Office to Board Member Roger Santana.

Item 2. Election of a Chair by the Board Members.

ACTION: Board Member Bechchik made a motion to nominate Board Member Hurwitz for Chair. Board Member Sklar seconded the motion and it passed unanimously.

Item 3. Election of a Vice-Chair by the Board Members.

ACTION: Board Member Bechchik made a motion to nominate Board Member Gavcovich for Vice Chair. Board Member Sklar seconded the motion and it passed unanimously.

Item 4. Continued discussion requested by the Town Council regarding possible code amendments in the RD Single Family District.

Town Planner Michael Miller came forward and provided a brief update on recent code amendments to the RD Family District. The Town Council adopted two (2) ordinances addressing open space requirements and building articulation. The first amendment on open space, at least 50% of the front yard shall be landscaped. The Town Council opted to remove the provision of 50% credit for pervious pavers as it was previously recommended by the Board. The second amendment will address the building articulation to avoid blank uninterrupted walls. He stated that it was the Council request for the Board to discuss the front yard trees provision and any other matters should they deemed necessary for a discussion such as the lot and building coverage.

Chair Hurwitz asked if the Board would like to discuss the pervious and impervious area.

Board Member Kean was open to discussing the pervious and impervious area and felt that both could be utilized to regulate the density. He suggested for the Board to discuss and create a formula that would fit the Town.

Vice Chair Gavcovich stated that lot coverage in the City of Miami Beach was defined for the footprint and building.

Board Member Bebchik stated that he would like to improve the community and asked the board to compromise and find common ground when creating a formula.

Board Member Kean suggested 35% for pervious area which was currently what the City of Golden Beach has.

Board Member Sklar suggested a 45 to 50% for pervious area.

Chair Hurwitz asked the Board to review the research provided by staff and felt that the best built homes were ranging from 42% to 58% of pervious area.

Board Member Bebchik felt that the research provided did not reflect all of the homes and suggested 35% pervious area.

Board Member Frankel was in favor amending the percentages of pervious area.

Vice Chair Gavcovich felt that building / lot coverage, the unit size, two story size, and rear yard setback needed to be address and discuss by the Board. He suggested City of Miami Beach formula of 30 % to limit the building and lot coverage and additional 5% for cover terraces and front porches.

There was a detailed discussion on setbacks; second floor percentages; variation for the different types of lot throughout the Town; possible incentives for design creativity; cover terraces; options of percentages for the first and second floor homes; options for flex setbacks; provision for the Board discretion to waive the requirements if there was significant articulation and the additional language that would address the second floor façade.

It was the Board consensus to have staff draft an ordinance with the following Board recommendations:

- Planning & Zoning Board waiver provision for the Board to have discretion to address unique home designs.

- The first and second floor building area shall be disproportion.

Board Member Sklar requested a discussion item on the locations for the a/c condensing units.

There being no further business to discuss meeting was adjourned at 9:45 p.m.

CHAIR

ATTEST

TOWN CLERK

DRAFT

TOWN OF BAY HARBOR ISLANDS
MINUTES OF A PLANNING AND ZONING MEETING

A Planning & Zoning Board Meeting was held Tuesday, July 17, 2018 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 Roger Santana

Board Member Alan Bebhik
Board Member Wesley Kean
Board Member Oscar Sklar

At this time #2 was taken out of order.

Item 2. Request for approval for a new single-family home for 9961 BH LLC at 9961 East Broadview Drive, Lot 16 Block 23. The proposed 2-story home has approximately 5,620 square feet of living space with a two-car garage. The residence will have six (6) bedrooms, six and a half (6 1/2) bathrooms.

Architect, Stephany Halfen, Architect, came forward and presented the proposed single family residence which consist of six (6) bedrooms and six and a half (6 ½) bathrooms. She provided the Board with all of the proposed renderings that incorporated a modern design with earth tones that allowed the home to blend with the surrounding elements. She added that the home met the 50% front yard landscaping.

There was a brief discussion from the Board on the home concept; elevations; driveways; landscaping plan; walkway; open stairs window; air vents to the garage; and retaining wall.

ACTION: Board Member Kean made a motion to approve the proposed single family home. Vice Chair Gavcovich seconded the motion and it passed unanimously.

Item 1. Request for approval of a new single family home for PRO NAN X LLC at 9955 West Broadview Drive, Lot 4 Block 37. The proposed 2-story home has approximately 7,881 square feet of living space with a two-car garage. The residence will have six (6) bedrooms, seven and a half (7 1/2) bathrooms.

Project Manager Bryan Simpken, came forward and presented the proposed new single family home that consist of six (6) bedrooms and seven and a half (7 ½) bathrooms with approximately 7,881 square feet. He provided a brief explanation of the first floor that included double heightened ceiling; foyer; patio; pool spa; gourmet kitchen; theater room; wine cellar; 2 car garages and the housekeeper room.

Second Floor has the five (5) bedrooms with private bathrooms; walk in closets; two (2) cover terraces; and flat roof. He added that the landscaping plan was specially design to have Florida native landscaping.

PUBLIC COMMENT

Frances Neuhut, 9920 W. Broadview Drive, came forward and was concerned with the existing landscaping on the proposed property. She felt the home was not compatible with the community.

CLOSED PUBLIC COMMENT

There was a brief discussion on the size of the home; mass; site plan design; lack of articulation to the north and east façade; pool analysis; newly adopted ordinance on front yard landscaping and how the proposed home did not fit with the community.

Consensus was for the applicant to come back with the Board recommendation to remove some items to provide relief to the home and break up the overall mass of the proposed home.

Item 3. Discussion regarding the proposed ordinance drafted by the Town Planner after the last meeting discussions. The proposed ordinance will be transmitted to the Town Council to consider at the August meeting with the recommendation from the Planning and Zoning Board. Attached is a copy of the ordinance and additional information provided by the Town Planner's office.

Town Planner, Michael Miller, came forward and presented the Board with several options to consider with illustration on how to pinch in the second floor. He reported the Town Council approved an ordinance where the small strips of grass in between concrete would not be counted as open space (pervious area).

There was a detailed discussion from the Board on the proposed ordinance text definitions for pervious and impervious area; definition for open space; language to define pervious materials; suggested percentage differential between the ground floor and second floor; language on how to utilize flex setbacks and to include a provision for the Board discretion to waive those percentage requirements should the project provides additional enhancements of architectural articulation is provided.

Consensus was to make the following recommendations to the Town Council for a Code amendment on the following:

- Open space definition to be added to the proposed ordinance.
- For projects design as two-story homes, the second story gross floor area shall not exceed eighty (80) percent of the first-floor gross area. The reduced percentage may also be applied to the first floor, so there is a twenty (20) percent differential between each floor.
- Add a provision to allow the Board to have the discretion to waive the 20 percent differential, if the project contains additional and/or unique architectural enhancements.

Item 4. Approval of minutes of the Board meeting held on February 6, 2018 and February 20, 2018.

ACTION: Board Member Kean made a motion to approve the meeting minutes. Board Member Frankel seconded the motion and it passed unanimously.

There being no further business to discuss meeting was adjourned at 9:37 p.m.

CHAIR

ATTEST

TOWN CLERK

DRAFT

TOWN OF BAY HARBOR ISLANDS
MINUTES OF A PLANNING AND ZONING MEETING

A Planning & Zoning Board Meeting was held Tuesday, September 4th, 2018 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:

Vice Chair Jerome Gavcovich
Board Member Jed Frankel
Board Member Roger Santana

Board Member Alan Bebachik
Board Member Wesley Kean
Board Member Oscar Sklar

Item No. 1 - Request for approval for a new single family home for PRO NAN X LLC at 9955 West Broadview Drive, Lot 4 Block 37. On July 18, 2018 they came before the Board and the project was denied. The owner has made changes as requested. The proposed new 2-story single family home has approximately 8,317 square feet of living space with a two-car garage. The residence will have six (6) bedrooms, seven and a half (7 1/2) bathrooms. Enclosed please find the site plan and elevations.

On July 17th, 2018 the Planning and Zoning Board discussed and denied the application and advised the applicant to make several changes stating that the home was too big, plain, and too similar to the home next door. The applicant has attempted to address the PZB comments / requests, and below are the changes that were made.

1. Position on the lot.

The home has been shifted on the lot from the setbacks north, south and east property lines.

2. Articulation and variation.

- First and second floor layouts were changed. Openings were made between kitchen and dining areas. The laundry, saferoom and storage area were reduced to allow more open areas outside on the south elevation.
- The VIP room as well as bedroom #3 were reduced to create a more articulated facade on the south; two (2) balconies and a planter area. Also, the east wall of the kitchen / dining and master closet has been adjusted so the facade is not flat. The master closet was reduced, and the master shower was redesigned.

3. Mass.

- The large roof overhang has been removed and replaced instead by just a section of roof overhang. The master balcony to the west was shortened to articulate the west facade.
- The two (2) foot parapet wall was replaced with one that is only eight (8) inches, which reduces the mass of that the building had previously.

Brian Sipkin, Project Manager from America Building Engineers located at 1842 East Oakland Park Blvd., Ft. Lauderdale came forward and described the changes made to the project. Discussion with the Board followed regarding materials, landscaping, fencing, massing, ect.

Board members felt that house was out of scale and there were still concerns with the massing of the project compared to the house next door.

Mr. Sipkin, responding to a question regarding walls, clarified that the wall will only be on the north side surrounding the pool, it will be a CBS wall with a picket fence on top of the solid area. Originally there was a 6 ft. tall CBS wall but it was replaced with the 3 ft. solid CBS with the picket fence on top to meet the Town Code. Responding to a question about retaining water on the property, Mr. Sipkin stated that the grade was not being raised.

Board members felt that there was improvement from that last time, but it still needed some work. The picket fence on the roof didn't look like it fit the design. Mr. Sipkin stated that it can be glass or stucco instead of a picket fence on the roof.

Some of the other Board comments were as follows: The west façade looks flat. Some elements can be added to make it look lighter. Push the setback in on the west side. The east side is still going to look pretty flat for the neighbor. Can create more usable spaces outside to help the overall design. Show the scale of this house compare to the neighboring one-story house. Need to address the overall massing of the structure.

Mr. Sipkin stated that he would move the garage forward and look at the front setback to see what he can do to make the space more usable.

PUBLIC COMMENT

There was no public comment.

CLOSED PUBLIC COMMENT

ACTION: Board Member Kean made a motion to deny the proposed project. He stated that he felt the massing has not been thoroughly addressed. Board Member Bebchick seconded the motion and it passed unanimously.

Town Clerk Siegel stated that she had distributed a copy of an ordinance that was just approved by the Town Council making the Planning and Zoning Board appointments staggered. She stated that the changes will take place in 2020 where the Council will draw lots and three positions will be one year appointment and four positions will be for a two year appointment. This will achieve the desired staggered terms.

There being no further business to discuss meeting was adjourned at 8:00 p.m.

CHAIR

ATTEST

TOWN CLERK

TOWN OF BAY HARBOR ISLANDS
MINUTES OF A PLANNING AND ZONING MEETING

A Planning & Zoning Board Meeting was held Tuesday, October 16th, 2018 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 Wesley Kean

Board Member Roger Santana

Board Member Oscar Sklar

QUASI-JUDICIAL PUBLIC HEARING

At this time Board Member Sklar recused himself for this item.

Item 1. Request for approval for a new commercial building "Concourse Terrace II" located at 9555 Bay Harbor Terrace, Lot 13 of Block 12. On February 6, 2018 the applicant came before the Board and the plans were deferred. The applicant has attempted to address the comments. The owner is proposing to construct a new 46,692 +/- square foot commercial building. The proposed building is shown to be a 7 story in height at 65" above BFE with roof-top amenities . On the ground floor facing Bay Harbor Terrace and 95 Street there are two retail spaces that total 1,189 sq. ft.. The 2nd floor will include a private gym for the building tenants. Floors three to seven contain 17,272 sq. ft of office space.

Architect Ari Sklar representing SKLARchitecture Designs Associates came forward to present the proposed project which consist of a new commercial development located south of Kane Concourse. The applicant was proposing an L shape commercial building along Bay Harbor Terrace and 95 Street with retail space on the first and second floors. The project will also offer private gym for building tenants on the second floor. Floors 3 through 7 will be dedicated to professional office space. The proposed site plans also included a carousel style mechanical parking system which would be operated by a valet service. The proposed carousel parking system had the capability to store up to seven (7) vehicles.

PUBLIC COMMENT

Frances Neuhut, 1060 Kane Concourse, came forward and was concerned with the building design and delivery that utilize the alley. She was concerned on how the valet parking company was going to operate the carousel design parking system.

CLOSED PUBLIC COMMENT

There was a detailed discussion from the Board on the proposed carousel parking system; interior layout of the building; interior layout of the proposed parking; the architectural elements; proposed materials; lack of details to the building façade; lack of building connection to Kane Concourse; proposed gym does not have showers; the position of the building elevators and parking impact and traffic study.

Consensus was for the applicant to come back and address the Board comments on the following:

- Interior layout of the building
- Parking impact
- Relocation of the generator and a/c units to the roof.
- Break up the mass and bring to scale.
- Use similar materials from the existing building so they can connect to the neighborhood.
- Architectural screen for the parking lifts.

There being no further business to discuss meeting was adjourned at 9:10 p.m.

CHAIR

ATTEST

TOWN CLERK

TOWN OF BAY HARBOR ISLANDS
MINUTES OF A PLANNING AND ZONING MEETING

A Planning & Zoning Board Meeting was held Tuesday, November 7, 2018 at 7:05 p.m. in the Council Chambers. The meeting was opened with the Pledge of Allegiance. Upon roll call, the following Board Members responded:

	Vice Chair Jerome Gavcovich	
Board Member Jed Frankel		Board Member Wesley Kean
Board Member Robert Saland		Board Member Oscar Sklar

At this time Item #3 was taken out of order.

Item 3. Approval of minutes of the Board meeting held on March 6, 2018 and October 15, 2013.

Vice Chair Gavcovich clarified that there were no minutes for approval for October 15, 2013.

ACTION: Board Member Kean made a motion to approve the March 6, 2018 Meeting Minutes. Board Member Frankel seconded the motion and it passed unanimously.

Item 1. Request for approval for a new single-family home for Bal Harbour Properties, Inc. located at 1270 98 Street, Lot 6 Block 29. The proposed 2-story home has approximately 5,397 square feet of living space with a two-car garage. The residence will have six (6) bedrooms, six and a half (6 1/2) bathrooms. There is outdoor parking for four (4) additional vehicles on concrete step driveway, an elevator, covered terrace at the rear, swimming pool with spa and deck.

Architect Stephanie Halpen came forward and presented the proposed new single-family residence on an interior lot of the west island. The goal was to utilize the natural materials such as the natural stones in the front outdoor courtyard and rear cover terrace; white stucco; wood epoxy and gray highlights. The home will consist of a total of six (6) bedrooms, two of which will be on the first floor and four on the second floor and six (6) 1/2 bathrooms. The pool area has been designed near the side yard to maximize the green space of the home.

There was a detailed discussion from the Board on the proposed grade; setbacks; scale; utilization of the cover terrace; landscaping plan; surrounding homes in the area; landscaping near the power lines; design of the windows and retaining wall.

PUBLIC COMMENT

Frances Neuhut, 1060 Kane Concourse, came forward and was opposed to the design of the retaining wall and was also concerned with the proposed grade throughout the property.

CLOSED PUBLIC COMMENT

ACTION: Board Member Kean made a motion to approve the proposed home as presented. Board Member Sklar seconded the motion and it passed unanimously.

Item 2. Request for approval for renovations to an existing new single family home for Orsan Properties, LLC located at 9814 West Broadview Drive, Lots 59-60 of Block 23. The existing 2 story home was built in 2002. The proposed modification will not change the footprint of the house. The interior space is being re-arranged which includes a new 1/2 bath in the 1st floor, and the open area from the 1st to the 2nd floor being turned in to floor area with an increase of 579 sq. ft. on the 2nd floor. The architectural style is being changed to a "modern" look with a change in finishes.

Architect Martin Littman came forward and presented the proposed renovations to an existing home. The proposed modifications included renovations for the exterior of the home to soften the architecture; the addition of a canopy for additional shade; generated a lounge area in the second floor; accent columns to the cover terrace; added eyebrows and modified the interior layout of the home.

There was a detailed discussion on the proposed materials which included white stucco natural stone; lighting requirements; west elevation; windows arrangement; landscaping plan; windows for the car garage; suggested to redesign the window on the side elevations; adjust the dining room window to be made bigger and rearrange the north façade master bathroom window.

PUBLIC COMMENT

Frances Neuhut, 9920 W. Broadview Drive, came forward and was concerned with the excessive lighting on the roof top.

CLOSED PUBLIC COMMENT

Town Planner Michael Miller clarified that the home will be required to meet the lighting requirement per Code.

ACTION: Board Member Kean made a motion to approve the proposed home renovation subject to redesigning the dining room window to be made larger. Board Member Frankel seconded the motion and it passed unanimously.

There being no further business to discuss meeting was adjourned at 8:15 p.m.

CHAIR

ATTEST

TOWN CLERK