

NOTE: A three-minute maximum time limit will be imposed on all comments from the public, regardless of the subject matter. A request form is available from the Deputy Town Clerk; fill it in and return it to her prior to the start of the meeting. 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

TOWN OF BAY HARBOR ISLANDS
QUASI-JUDICIAL PUBLIC HEARING
AGENDA
April 19, 2017

AGENDA

CALL TO ORDER: 6:45 p.m.

PLEDGE OF ALLEGIANCE:

ROLL CALL

1. **Public Comment** with respect to an application for a proposed six (6) story building at the property located at 9551 East Bay Harbor Drive, Lots 1 and 2 of Block 1. The application is being made for site plan approval of the Gateway properties. Enclosed find a copy of the application, site plans and supporting documents.

STAFF RECOMMENDATION: Approval

2. **Approval** or **denial** of the above application for site plan approval of the Gateway property located at 9551 East Bay Harbor Drive.

STAFF RECOMMENDATION: Approval.

CONCLUSION OF PUBLIC HEARING - Approximately 7:30 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 Town Council 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 purpose 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

April 19, 2017

ITEM NUMBER: 1.

ITEM: Public Comment with respect to an application for a proposed six (6) story building at the property located at 9551 East Bay Harbor Drive, Lots 1 and 2 of Block 1. The application is being made for site plan approval of the Gateway properties. Enclosed find a copy of the application, site plans and supporting documents.

DESCRIPTION:

The applicant, One Kane Concourse, LLC, has gone through the review process with staff and the Planning & Zoning Board where the project was approved subject to the Town Council approval.

The application consist of a proposed six (6) story mixed use waterfront building, with 5 floors of commercial office space, and a proposed restaurant on the ground floor with outdoor dining.

Section 23-21 (G) of the Town Code requires that any new development on Gateway properties be approved by the Town Council at a Public Hearing.

RECOMMENDED ACTION:

Approval

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS

1.	Application	PH- Application.pdf
2.	Staff Report - MM	9551EBHD-Staff Report.pdf
3.	traffic study	9551EBHD- Traffic Study.pdf
4.	Site Plans	Site Plans 9551EBHD.pdf



**APPLICATION FOR GATEWAY ZONING SITE PLAN APPROVAL
AND PUBLIC HEARING**

DATE: 1/25/2017	PROPERTY ADDRESS: 9551 E Bay Harbor Dr.	
LEGAL DESCRIPTION	LOT: 1 + 2	BLOCK: 1
SUBDIVISION:	TOWN OF BAY HARBOR ISLANDS	

APPLICANT'S NAME:	One Kane Concourse, LLC	
ADDRESS:	9551 E Bay Harbor Dr.	
BUSINESS PHONE: (305) 861-8181	RESIDENCE PHONE:	CELL PHONE:

PROPERTY OWNER'S NAME: (If different from applicant)	Same	
ADDRESS:	Same	
BUSINESS PHONE: Same	RESIDENCE PHONE:	CELL PHONE:

NAME OF CONTRACTOR and/or ARCHITECT:	Luis Revuelta	
COMPANY NAME:	Revuelta Architecture International P.A	
ADDRESS:	2950 SW 27 AVE, Suite 110, Miami, FL 33133	
BUSINESS PHONE: (305) 590-5000	RESIDENCE PHONE:	CELL PHONE:

PRESENT ZONING CLASSIFICATION: ☐ B1 - Business District ☐ RM2 - Multiple Family
 ☐ RM3 - Tracts ☐ CA - Causeway
 ☐ RD - Single Family ☐ PUD - Planned Unit Development
 ☐ RM1 - Multiple Family ☒ G - Gateway

Include an updated (no more than 6 months) signed and sealed survey of the property(s).

IF APPLICANT IS THE PROPERTY OWNER, INDICATE DATE ACQUIRED: 1 / 2002 /

IF APPLICANT IS THE LESSEE, INDICATE LEASE DATE: / /

If applicant is lessee, please include a signed and sworn consent from the landlord

INDICATE TERMS OF LEASE:	N/A

LEGAL DESCRIPTION OF ANY CONTIGUOUS PROPERTY OWNED BY THE APPLICANT:

LOT: N/A	BLOCK: N/A	SUBDIVISION: N/A
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IS THERE AN OPTION TO PURCHASE OR LEASE THE SUBJECT PROPERTY? ☐ Yes ☒ No

IS IT PREDICATED ON APPROVAL OF APPLICATION? ☐ Yes ☒ No

HAS A PUBLIC HEARING PREVIOUSLY BEEN HELD REGARDING THIS PROPERTY? ☒ Yes ☐ No
IF YES

DATE: 10/18/2011; 11/14/2011 1/17/2017	DECISION: PZB- Recommendation of approval; Town Council- Approved (Res. No. 1121-A); PZB- Recommendation of approval for modifications
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ARE THERE ANY EXISTING STRUCTURES ON THE PROPERTY TO BE DEMOLISHED? ☒ Yes ☐ No

DESCRIBE: 1-story office building, previously used as restaurant and originally built in 1956

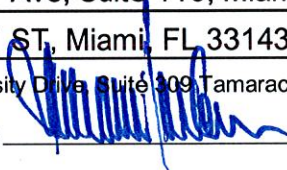
BRIEFLY STATE REQUEST:	Modification of prior Approval (Resolution No. 1121-A) for 6- story mixed-use building over 2 floors of below grade parking to adjust ground floor uses and revise elevations. See Letter of Intent for more details.
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Include a letter of intent specifying the nature of the project.

THE FOLLOWING ARE TO BE NOTIFIED OF HEARING DATE, AS MY REPRESENTATIVE(S):
(Please provide this information, or they will NOT be notified)

NAME	ADDRESS	PHONE
Jeffrey Bercow & Matthew Amster	200 S. Biscayne Blvd. Suite 850	(305) 377-6236
Luis Revuelta & Alex Drouet	2950 SW 27 Ave, Suite 110, Miami, FL 33133	(305) 590-5000
Robert Parsley	6800 SW 81 ST, Miami, FL 33143	(305) 665-9688

Joaquin Vargas 8400 N. University Drive, Suite 309, Tamarac, Florida 33321 (954) 582-0988

Applicant Signature(s)  Date 1 / 01 / 17

Date ____ / ____ / ____

Date ____ / ____ / ____

ALL INFORMATION SUBMITTED IN CONNECTION WITH THIS APPLICATION BECOMES A PERMANENT PART OF THE PUBLIC RECORDS OF THE TOWN OF BAY HARBOR ISLANDS.

(FOR OFFICE USE ONLY)

APPROVED: ☐ YES ☐ NO

DATE APPROVED: _____

Refer to Section 23-21 of the Town Code for specific requirements.

Application must include the following:

- 1. Letter of Intent*
- 2. Detailed Site Plan*
- 3. Proposed floor plans*
- 4. Complete list of uses and square footage of each use.*
- 5. Survey*
- 6. Fees - \$2,000*
- 7. Notification - list of property owners within 375 feet (According to Section 5-29)*

Town of Bay Harbor Islands
P.O. Box 546620
Bay Harbor Islands, FL 33154

Payee: ONE KANE CONCOURSE LLC
Date: 2/2/2017 Time: 2:54 PM
Receipt Number: MAIN / 98950
Clerk: ALO

GATEWAY PH 9551 E BAY HARBOR DR

ITEM	REFERENCE	AMOUNT
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MISC	GATEWAY PH	2,000.00
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Total: 2,000.00

Check 1076 2,000.00

Change: 0.00

ONE KANE CONCOURSE LLC

9551 E BAY HARBOR DR
BAY HARBOR ISLANDS, FL 33154

citibank

CITIBANK N.A. BR. #101
201 SOUTH BISCAYNE BLVD., SUITE 3100
MIAMI, FL 33131

Citi Private Bank

63-8655/2660

EZShield™ Check Fraud
Protection for Business

AMOUNT

1076 2/01/17 \$ *****2,000.00

PAY
TO THE
ORDER
OF:

*****Two thousand dollars and no cents

Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, FL 33154



[Handwritten Signature]

AUTHORIZED SIGNATURE

⑈001076⑈ ⑆266086554⑆ 9139710637⑈

ONE KANE CONCOURSE LLC

Town of Bay Harbor Islands

1076

1/25/17

012517

OK - Application council

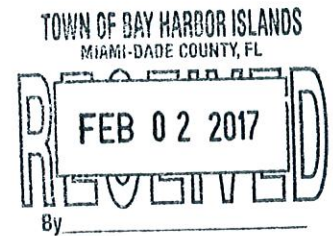
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BERCOW RADELL & FERNANDEZ
ZONING, LAND USE AND ENVIRONMENTAL LAW

DIRECT LINE: (305) 377-6236
E-MAIL: MAmster@brzoninglaw.com



VIA HAND-DELIVERY

February 2, 2017

Ronald J. Wasson, Town Manager
Town of Bay Harbor Islands
9665 Bay Harbor Terrace
Bay Harbor Islands, Florida 33154

Re: Site Development Plan Modification Application for the One Kane
Concourse Project Located at 9551 East Bay Harbor Drive

Dear Ron:

This law firm represents One Kane Concourse, LLC ("Owner"), the owner of the property located at 9551 East Bay Harbor Drive in the Town of Bay Harbor Islands ("Property"). The Owner proposes modifications to the original site plan approval obtain in 2011. The purpose of this letter is to request review and approval of the modifications.

Property Description. The Property is an irregular-shaped, waterfront property consisting of two adjacent lots at the southeast corner of Kane Concourse and East Bay Harbor Drive within the municipal boundaries of the Town of Bay Harbor Islands ("Town"). The Property is zoned Gateway (G) District and contains a 1-story building built in 1956 and surface parking. For many years the Property was the home of Café Chauveron, a landmark destination restaurant. Approximately 10 years ago, the restaurant was converted into an office building.

Description of Approved Project. On November 14, 2011 through Resolution No. 1121-A, the Town Council approved the One Kane Concourse Project ("Approved Project"). See attached. The Approved Project consisted of a 6-story mixed-use building with 5 floors of Class A office space (43,368 square feet), above a ground floor with a lobby area, a bank/retail space (2,650 square feet) and a restaurant (2,842 square feet) with outdoor dining (1,540 square feet).

The roof deck was designed as an amenity area with landscaped areas, as well as mechanical equipment. The building utilized subterranean parking with mechanical parking lifts operated by a valet service. The Approved Project contained 174 parking spaces where 154 parking spaces are required. The entrances to drop-off, parking and service area are all from East Bay Harbor Drive. The Approved Project also included, in accordance with the Town's vision for the Gateway, a pedestrian promenade along Kane Concourse. Through various State extensions, the present expiration date of the Approved Project is July 13, 2017.

Description of Modifications. The Owner has already applied for a building permit for the Approved Project. As normally occurs through responding to comments in the permit process, the Owner and the design architects propose modest modifications to the uses and exterior design that refine and enhance the Approved Project. The modifications maintain a 6-story mixed-use building utilizing subterranean parking with mechanical parking lifts operated by a valet service. The upper 5 floors will contain office space of approximately the same size (42,302 square feet). The ground floor will now only contain a lobby area and a restaurant facing north and east with approximately 5,298 square feet indoor and 745 square feet outdoor. At the present time, the restaurant is proposed to operate starting at 6 PM for dinner only. The bank/retail space has been eliminated. The roof deck has also been remodeled and will still contain landscaping and mechanical equipment. The modified project will contain 156 parking spaces where 141 are required. The modifications maintain the pedestrian promenade along Kane Concourse. The entrances remain in the same locations as the Approved Project.

The exterior design has also been enhanced creating a Miami Modern appearance with both defined vertical window treatments and projecting horizontal elements on every floor.

On January 17, 2017 the Planning and Zoning Board reviewed the project and recommends approval of the modifications.

Compliance with Code Criteria. The proposed modifications comply with the following standards codified in Section 23-21 of the Code of Bay Harbor Islands.

- (1) *Whether the site development plan design complies with at least the minimum standards contained herein;*

The proposed development plan design fully complies with the minimum standards set forth in the Code of Bay Harbor Islands. No variances are requested.

(2) Whether the application will have a favorable effect on the economy of the town;

Approval of the proposed modifications will promote economic development by generating diverse employment opportunities within the Town and providing services for Town residents and workers alike. According to the Owner's estimates, One Kane Concourse will house approximately 250 permanent jobs, including workers employed directly in the operation and management of the building. The project will also generate approximately 75 construction jobs. In addition, development of the project will increase the Town's ad valorem tax base.

(3) Whether the application will generate or result in excessive noise or traffic congestion;

The modifications remain within the same scope as the Approved Project and will not result in excessive noise or traffic congestion. The Owner commissioned an updated traffic study based on the new plans and revised mix of uses and the study concludes that the modified Project will not adversely impact the roadways.

(4) Whether the application will cause an undue or excessive burden on public facilities, including potable water, sanitary sewer, solid waste disposal, community recreation, transportation facilities or other such public facilities which have been constructed or which are planned and budgeted for construction;

As with the Approved Project, all potable water, wastewater, storm water, solid waste and transportation impacts can be appropriately accommodated. Approval of the modifications will not cause an undue burden or excessive on public facilities.

(5) Whether the application will cause excessive overcrowding or concentration of people or population;

Approval of the modifications will not cause excessive overcrowding or concentration of people or population. The application does not propose any residential development. Occupancy for the proposed non-residential uses will be governed by the Florida Building Code and enforced by the both the Town and the Fire Marshal.

- (6) Whether the application will be compatible with the surrounding area and its development in scale and appearance. The town shall base compatibility on the existing scale of adjoining development and the allowable scale under the applicable zoning district; and*

The proposed project is compatible with the surrounding development in both scale and appearance. The project is envisioned as a landmark, and its thorough, high quality design ensures its vitality of a premier mixed-use product intended to enrich the Town at its gateway. The proposed height and scale is consistent with the applicable Gateway District regulations, and is compatible with the as-built environment and other approved projects along East Bay Harbor Drive both north (such as Grand Beach Hotel Bay Harbor) and south (numerous multi-family developments) of Kane Concourse.

- (7) Whether the application is a reasonable use of property and results in a public benefit including, but not limited to, the enhancement of the subject real property and/or the redevelopment of structures in deteriorated or poor condition.*

The proposed project is a reasonable use of the Property. Development of Property consistent with the proposed modifications to the Approved Project will result in a series of public benefits, including the redevelopment of the Property consistent with today's stringent land development regulations; the generation of diverse employment opportunities; the establishment of in-demand amenities such as a restaurant with al fresco dining, and Class A office space; and additional resources stemming from the increase to the Town's ad valorem tax base.

Summary. One Kane Concourse has been designed as a signature mixed-use project that will serve as an architectural statement for the Town's Gateway district. The submitted modifications enhance the Approved Project and are consistent with the Gateway regulations and satisfy the Town Code criteria for site plan approval. Furthermore, One Kane Concourse will promote the codified purpose and intent of the Gateway district, which is to produce new development that is, among other things "compatible with the town's desire to have a substantial and elegant pedestrian promenade along the Kane Concourse roadway frontage" and that will "establish a living and working environment . . . responsive to the needs of the town's inhabitants," in "an environment compatible with surrounding land use." Section 23-21(a), Code of Bay Harbor Islands.

Ronald J. Wasson, Town Manager
February 2, 2017
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We look forward to your favorable recommendation and the Town Council's approval of this modification application. Should you have any questions, comments, or require additional information, please contact me at (305) 377-6236.

Very Truly Yours,



Matthew Amster

Attachment

cc: Ms. Marlene Siegel
Michael Miller, AICP
Mr. Irwin Tauber
Mr. Alex Tauber
Jeffrey Bercow, Esq.

RESOLUTION NO. 1121-A

**A RESOLUTION OF THE TOWN OF BAY HARBOR ISLANDS
APPROVING THE SITE PLAN FOR THE PROPERTY LOCATED
AT 9551 EAST BAY HARBOR DRIVE, BAY HARBOR ISLANDS,
ENTITLED "ONE KANE CONCOURSE."**

WHEREAS, the Town Council of the Town of Bay Harbor Islands is charged with preserving and protecting the public health, safety and welfare of the Town of Bay Harbor Islands and its citizens; and

WHEREAS, the Town of Bay Harbor Islands provides high quality and substantial services to the citizens of the Town; and

WHEREAS, on November 14, 2011, the site plan for 9551 East Bay Harbor Drive, prepared by Frankel Benayoun Architects Inc., Architect, entitled "One Kane Concourse", dated October 10, 2011, comprised of 43 pages, was approved by the Town Council.

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Bay Harbor Islands as follows:

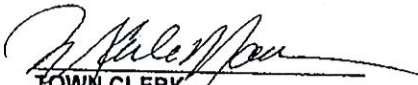
1. On November 14, 2011 the Town Council of the Town of Bay Harbor Islands hereby approved the site plan for the property located at 9551 East Bay Harbor Drive, prepared by Frankel Benayoun Architects Inc., Architect, and entitled "One Kane Concourse", dated October 10, 2011, comprised of 43 pages..

PASSED AND ADOPTED this 14 day of November, 2011.

TOWN OF BAY HARBOR ISLANDS

BY 
MAYOR

ATTEST:


TOWN CLERK

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

To: Mayor and Town Councilmembers
Town of Bay Harbor Islands, Florida

From: Michael J. Miller, AICP 
Consultant Town Planner

Date: February 24th, 2017

Subject: Site Development Plan Application - Revision
One Kane Concourse - Tauber Commercial / Office Building
9551 East Bay Harbor Drive
Revisions to 2011-12 Original Town Approval
Gateway District – Required Town Council Site Plan Approval
Bay Harbor Islands Acct. No. BP2016-88
MMPA Acct. No. 01-0702-946B

RECOMMENDED ACTION

MMPA recommends the Town Council review this staff report, the latest revised Site Development Plans dated January 28th, 2017 and, if found acceptable, **APPROVE** the proposed Gateway Site Development Plan application, subject to the plans being further modified as required by the Town Council and/or subject to any conditions listed herein and/or imposed by the Town.

HISTORY OF PRIOR DEVELOPMENT REQUESTS FOR THE SITE

Between 2005 and early 2011 various re-development plans were submitted to the Town for a mixed-use commercial / office building with 84,300+/- square feet of floor area. However, those plans were abandoned due to numerous Code-related problems that would have required zoning variances and/or Code amendments. In addition, those plans were predicated on the Town allowing the developer to build a multi-story parking garage on the existing Town-owned surface parking lot on 95th Street near East Bay Harbor Drive. The Town Council discussed that concept but denied the off-site parking garage request, as the Town's Zoning Code does not allow such freestanding structures in residential areas, nor was any developer agreement discussed. The developer subsequently abandoned those designs and revised their request to comply with existing Town Codes. During 2011 the Town PZB / TC reviewed and approved a Gateway Site Development Plan for the site. The Town Council approved the Site Development Plan on 11/14/11 (Res. No. 1121-A). The status of the 2011 Town Council site

**Town Council Staff Report
One Kane Concourse / Tauber Commercial Development
9551 East Bay Harbor Drive
Site Development Plan Application – 2016-17 Revisions
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plan approval is that through Town Code provisions (6-month ext.) and state law provisions, several time extensions have been requested / granted by the Town. These state law provisions include Legislative Bills as well as Governor Declarations. The current expiration date is 7/13/17.

CURRENT PROJECT REVIEW HISTORY

In April 2015, the Town received a set of revised Site Development Plans from a new architectural firm for a new design for pre-DRC review for the above referenced property. Subsequently the Town's DRC met several times 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 several revised sets of plans from the architect and found that all previous DRC issues had been addressed. On April 19th, 2016, the Planning and Zoning Board discussed the item at a public meeting but deferred the application and instructed the applicant to make several changes. In July 2016, the applicant submitted a revised set of plans attempting to address the Planning and Zoning Board concerns. On January 17th, 2017, the Planning and Zoning Board reviewed the modifications and recommended approval of the application with no conditions of approval noted.

GENERAL PROJECT INFORMATION

Land Use Designation: Commercial (C) District

Zoning District: Gateway (G) District

General Location: 9551 East Bay Harbor Drive

Legal Description: Lots 1 & 2 of Block 1 "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, Florida.

PROJECT DESCRIPTION

The new project architect, Revuelta Architecture International, as agent for the property owner, One Kane Concourse, LLC, has submitted a revised Site Development Plan application to allow for the construction of a proposed 98,000+/- gross sq. ft. commercial building located at 9551 East Bay Harbor Drive. The proposed building includes a 5,298+/- sq. ft. ground floor restaurant (indoor sq. ft.) with an additional 745 sq. ft. of outdoor seating area, approximately 42,302+/- sq. ft. of office use, 2 levels of parking garages and other areas. As was requested previously the roof of the building is proposed to be used for limited recreation.

The revised commercial building is 6-stories in height over two stories of below grade parking garage @ 75'-0" above BFE (maximum of 75-feet permitted). The revised Site Development Plan depicts access to the site through three (3) driveway connections to East Bay Harbor Drive, as well as a service area near the southern edge of the site, as was envisioned in 2011. The

**Town Council Staff Report
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9551 East Bay Harbor Drive
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southernmost driveway will be a 23-foot wide two-way entrance / exit to the below grade parking garage. The northern driveways comprise a one-way circular drop-off driveway at the lobby area. The plans indicate that 141 parking spaces are required and 156 parking spaces are provided through the use of vertical lifts, tandem parking spaces and standard parking spaces. Parking will be handled through a full-time valet system. The submission proposes to utilize Section 23-24(e) of the Town's Code, which provides that if a restaurant is open only in evenings from 6:00 PM – 2:00 AM no parking spaces are required, as it is inferred that other commercial uses would be closed and parking spaces would be available for restaurant patrons. The use of Section 23-24(e) significantly decreases the required number of parking spaces, as the restaurant use would require 97 parking spaces alone. If a parking study is submitted in the future in accordance with Section 23-11(C)(15) and the Town approves the study, the restaurant could possibly operate during the day and quantity of parking spaces could be adjusted further.

According to the survey submitted, the site is currently developed with a one-story building and a surface parking lot and existing landscaping. The subject property was formerly used as a restaurant for many years but was converted an office building about 10 years ago.

As stated above the Town approved a Site Development Plan for this site in late 2011. The status of the previous Town approval is that through Town Code provisions / state law provisions several extensions have been requested / granted by the Town. The current expiration date is July 13th, 2017. The developer is now seeking revisions to the design, either to improve the project design or extend the development approval further.

The adjoining / nearby development sites currently include the Town of Surfside's Surfside Park to the east across the Indian Creek Canal. To the north across Kane Concourse is the Grand Beach Hotel @ 96 hotel rooms (currently under construction). To the west across East Bay Harbor Drive is the current Ocean Cadillac vehicle dealership complex. The Town has finalized its review of a Site Development Plan application to demolish the Cadillac dealership and construct a mixed-use complex including retail uses / parking garage on the first floor with a two-story religious establishment (Church-by-the-Sea) above. To the immediate south are vacant lots approved for the La Boutique MFR complex @ 23 DU (formerly Riviera Apts. @ 20 DU / 38.5 DUA). This area of the Town is predominated by a mixture of older low-rise commercial complexes (2 stories) and mid-rise residential complexes (5-7 stories). The Town's 2002 Community Vision Master Plan identifies this area as being preferred for mid-rise residential and commercial complexes (5-7+/- stories). Therefore, the proposed development is deemed generally consistent with the Town's future vision for this area.

BACKGROUND INFORMATION

The Town of Bay Harbor Islands completed major amendments to the Town's adopted Comprehensive Plan and Land Development Regulations (LDRs) in the past 13+ years. In November 2004 the Town created the "G" Gateway Zoning District. This zoning classification was originally applied to only the lots on the East Island adjoining Kane Concourse at the two waterways. This included only Lot 1 of the subject site. In 2005 when the Town updated the B-1 Business Zoning District LDRs a proposal was made to increase the allowable building height in the B-1 Business District to 75 feet BFE as per the B&A Downtown Study; however, the Town

Council decided to keep the allowable height limit at 65 feet per the Community Visioning recommendations. Subsequently, in early 2008, at the request of the property owner (Tauber), the Town rezoned Lot 2 from the B-1 (formerly BAA) Zoning District to the "G" Gateway Zoning District. The property owner desired to have one common set of development regulations on the site, and be permitted to build to 75 feet in lieu of the 65 feet maximum height allowed in the B-1 District at this location. However, there is a progressive step-back setback in the Gateway District for taller portions of buildings adjoining Kane Concourse.

The intention of the Gateway District was to establish special development criteria to limit the large vertical massing of buildings near Kane Concourse at the edges of the East Island. Also, the Town adopted modifications to several other code provisions that affect yard encroachments, parking lot designs, building height limits and exceptions as well as other building design standards.

COMPREHENSIVE PLAN / ZONING

Comprehensive Plan – The subject site has a Future Land Use Map (FLUM) designation of "Commercial." The proposed use of the commercial property would be consistent with the applicable FLUM designation of the property.

Land Development Regulations / Zoning Code – The subject site has a Zoning classification of "G" Gateway District. The applicable permitted uses listed in the Gateway District refer to the Town's B-1 Business District in Section 23-5. The proposed use of the commercial property is consistent with this zoning classification.

PLATTING

The site will not require re-platting, as the site is currently platted as described above. If there is no existing Unity of Title at present this will be required as part of the redevelopment to legally tie the lots together.

RIGHT-OF-WAY AND ACCESS DESCRIPTION

As was depicted on the 2011 approved plans, the revised Site Development Plan depicts access to the site through three (3) driveway connections to East Bay Harbor Drive, as well as a service area near the southern edge of the site. The southernmost driveway is a 23-foot wide two-way entrance / exit to the below grade parking garage. To the north is a one-way circular drop-off driveway near the lobby area. The Town Code requires that two-way driveways be a minimum of 23 feet in width, while one-way driveways must be a minimum of 12 feet in width. The one-way driveways meet the minimum driveway width requirement; however, the interior driveways in the parking garage are shown at 22 feet in width. The PZ Board has the ability to approve variations in driveway width dimensions based on site features and design. In this instance, the lot shape is not exactly rectangular and the off-street parking spaces will be by valet service. Therefore, MMPA was not opposed to this waiver request. The Town has approved several similar waivers for similar situations. The Town approved this same request in 2011.

BUILDING DESIGN / BUILDING LENGTH / BREEZEWAY

The revised building design could best be defined as “2016 Miami Modern” with strong decorative vertical window separations and both horizontal / vertical trellis design elements (compared to the 2011 design).

The building elevations are significantly different than the 2011 approved plans. For example, the new “flex” building massing facing Kane Concourse is proposed near the roadway intersection versus the waterfront. This changes the bulk massing appearance from Kane Concourse. The new architectural design has numerous vertical components on the building façade presenting a “busier” appearance, while the previous plan had long horizontal elements with few vertical architectural breaks giving a “softer” appearance. Also, the accessory rooftop structures (elevator shafts / stairs / bathrooms / mechanical rooms) are larger / taller than the 2011 design. These modified building design features should be considered carefully by the Town. The Code states the Town “may” approve flex building features if deemed acceptable (not mandatory).

Building Length / Breezeway – As the building is less than 205 feet in length (118+/- feet) no building angulations are required. The Gateway District does not require a breezeway.

Gateway Promenade Walkway - The current design extends the parking garage structure near the Kane Concourse Bridge as is desired by the Town to provide a common pedestrian promenade as envisioned in the Community Visioning / Gateway discussions. Along the eastern waterfront, a landscaped plaza is proposed with landscaping / walkways.

CONCURRENCY ISSUES

Traffic Impacts - Kane Concourse is a 4-lane divided roadway. According to FDOT guidelines, such a roadway can handle up to 34,700 trips per day at LOS E, which is FDOT’s adopted LOS for this roadway (10/16 applicant study states LOS D @ 32,400 TPD but not correct). For many years (5+ years now), this location has experienced on average about 25,000 vehicles per day / 2,250 trips in the PM Peak Hour. This equates to a V/C ratio of .72 or LOS C. The 10/16 study reports the latest traffic volume is about 25,500 TPD so the V/C would be .79 or LOS C. East Bay Harbor Drive is a 60-foot wide local collector roadway with two (2) travel lanes, except at the intersection with Kane Concourse, which includes turn lanes. According to the applicant’s 2016 study update the roadway now carries about 269 PM Peak Hour trips (3,000 TPD) just south of Kane Concourse (2011 traffic was slightly higher at 3,500 TPD / 315 PMPH trips). The roadway capacity at LOS “D” is 10,000 TPD / 450 PMPH trips. This results in a V/C of .60 or LOS C (B). The Town adopted a preferred LOS “B” for all local roadways in 1989, unless another jurisdiction had precedent. The EBHD roadway operating characteristics still meet the higher LOS B criteria. However, FDOT and Miami-Dade County have adopted more precise traffic engineering criteria since 1989 and adopted lower LOS that supersede the Town’s jurisdiction in some cases.

For example, LOS “E” is the FDOT adopted LOS on Kane Concourse and Miami-Dade County adopted LOS “D” for local roadways. LOS “B” was mathematically determined by FDOT to be non-achievable based on the computer model utilized – refer to a roadway as LOS C or above. The traffic volumes on Kane Concourse and East Bay Harbor Drive have remained fairly constant

over the last 5+/- years, as this area of the Town was almost completely built-out; however, some sites have been demolished in anticipation of newer developments, which decreased the traffic volumes temporarily on EBHD. In summary EBHD is operating at about 60% of design capacity. Observations of this roadway traffic volumes notes generally good traffic flow and minimal delays, except at peak hours. Occasionally the intersection experiences traffic delays at the traffic signal at Kane Concourse.

At the request of Town staff, in 2011 and again in 2016, the applicant / owner retained a Traffic Engineering Consultant (Joaquin Vargas, P.E. @ Traf Tech Engineering) to study the project's expected traffic impacts on Kane Concourse and East Bay Harbor Drive, including the signalized intersection and valet operations. The studies concluded that all roadway segments and the intersection of Kane Concourse and East Bay Harbor Drive will operate at an acceptable Level of Service (LOS) in compliance with adopted standards. Since all parking will be by valet, there should be minimal conflicts by motorists unaware of the traffic flow patterns. If the commercial complex maintains adequate valet personnel parking should not be an issue. The traffic consultant recommends that once the project is built, Miami-Dade County perform a traffic signal optimization study and re-time the traffic signal, if necessary. This was also recommended recently on both the Monarch Hotel and Grand Beach Hotel projects. Since there is already a 6,572 sq. ft. office use on the site generating traffic, the net increase in potential traffic was adjusted accordingly by the traffic consultant.

Staff believes that all Town concurrency LOS standards can be met when adding the impact of the new development to existing conditions. An updated concurrency Impact Analysis Report was submitted by the applicant demonstrating compliance with the Town's adopted LOS standards. Based on the land use mix this project it should generate about 890 TPD per day / 139 PMPH trips. Since the bar / restaurant use will occur during evening hours only no trips occur in the PM Peak Hour. Adding the new traffic that would be generated by this project would not significantly impact the operating LOS of the roadways using the applicable adopted LOS standards. All potable water, wastewater, storm water and solid waste impacts can be accommodated.

SUGGESTED CONDITIONS OF APPROVAL / SITE PLAN COMMENTS

MMPA recommends **APPROVAL** of the revised Gateway Site Development Plan. Following are suggested conditions of approval and/or comments on the latest revised plans dated January 28th, 2017 submitted to the Town for consideration:

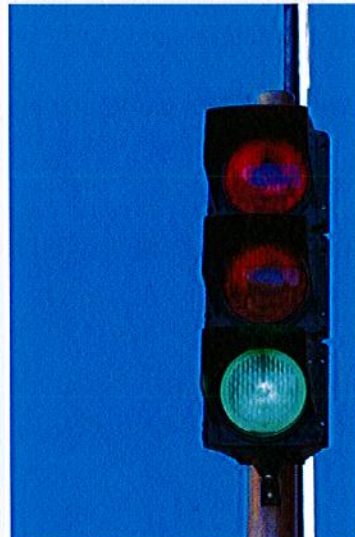
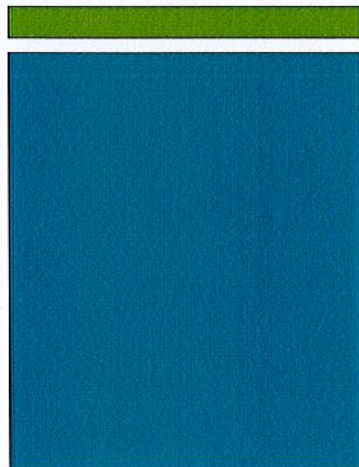
- 1) This approval is based on the Site Development Plans prepared by Revuelta Architecture International, dated January 28th, 2017. Any substantial changes requested after the PZB approval may require a separate approval from staff / Planning and Zoning Board / Town Council, as specified in the Town Code.
- 2) The Town Code requires that two-way driveway widths be 23-feet in width unless the PZB approves otherwise. The interior driveways in the parking garage are shown at 22 feet in width. The PZB has the ability to approve variations in driveway width dimensions based on site features and design. In this instance, the lot shape is not exactly rectangular and the off-street parking spaces will be by valet service. The Town has approved several

similar waivers for similar situations. The Town approved this same request in 2011. Therefore, MMPA is in support of this waiver request. At their January 17th, 2017 meeting, the PZB re-approved the reduction of the driveway widths.

- 3) MMPA notes that the building elevations are significantly different than the 2011 approved plans. For example, the new “flex” building massing facing Kane Concourse is proposed near the roadway intersection versus the waterfront. This changes the building massing appearance along Kane Concourse. The new architectural design has numerous vertical components on the building façade presenting a much “busier” appearance, while the previous plan had long horizontal elements with few vertical architectural breaks giving a “softer” appearance. The proposed accessory rooftop structures (elevator shafts / stairs / bathrooms / mechanical rooms) are larger / taller than the current design. MMPA does not normally comment on architectural design features, as that is primarily the purview of the PZB / TC; however, this is a community entranceway “Gateway” site, so extra design attention is warranted. The Town Code states the Town “may” approve certain building design features, such as building flex areas, if deemed acceptable.
- 4) A Unity of Title document acceptable to the Town Attorney’s Office is necessary to legally bind the two (2) lots together. This must be accomplished prior to the issuance of building permits.
- 5) Payment of all required County / Town impact fees and connection fees prior to issuance of building permits.
- 6) Changes required by the Miami-Dade County Fire Department, Building Codes or owner / architect desired refinements subsequent to the Town’s site plan approval may cause the plans to be resubmitted to the DRC / PZB / TC in accordance with Section 5-23.1(c).

One Kane Concourse

traffic study



prepared for:
Taubco Developers

Traf Tech
ENGINEERING, INC.

October 2016

Traf Tech
ENGINEERING, INC.

October 31, 2016

Mr. Alexander Tauber
Taubco Developers
9551 East Bay Harbor Drive
Bay Harbor, Florida 33154

Re: One Kane Concourse (Bay Harbor Islands) – Traffic Study

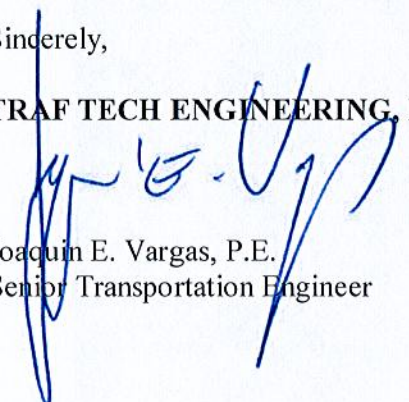
Dear Alex:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the traffic study undertaken for the proposed One Kane Concourse project planned to be located at 9551 East Bay Harbor Drive in the Town of Bay Harbor Islands, Florida. The study addresses the traffic impacts created by the proposed project to the surrounding street system.

It has been a pleasure working with you on this project.

Sincerely,

TRAF TECH ENGINEERING, INC.



Joaquin E. Vargas, P.E.
Senior Transportation Engineer

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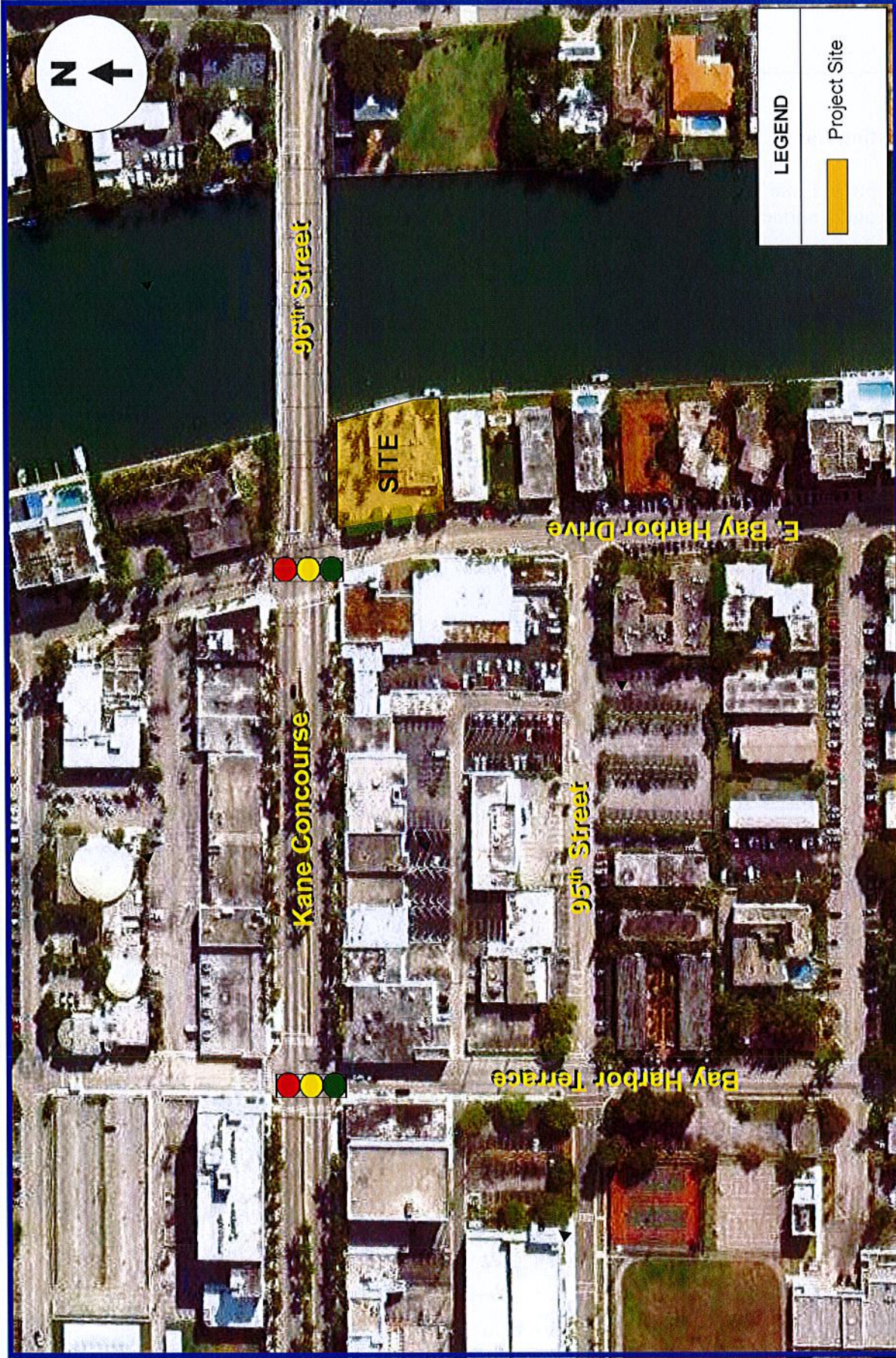
INTRODUCTION

One Kane Concourse is a proposed office development planned to be located on the southeast corner of the intersection of East Bay Harbor Drive and 96th Street (Kane Concourse) in the Town of Bay Harbor Islands in Miami-Dade County, Florida. Figure 1 on the following page shows the location of the project site as well as the transportation network located in the immediate vicinity of the project site.

Traf Tech Engineering, Inc. was retained by Taubco Developers to conduct a traffic study in connection with the subject office project. The study addresses trip generation, access to the site, the traffic impacts on the nearby transportation network, queuing and valet operation.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Conclusions



INVENTORY

Existing Land Use

The project site is currently developed with a one-story office building (6,572 square feet) and a surface parking lot. The existing development will be demolished.

Proposed Land Uses and Access

Proposed for the site are the following land uses and intensities:

- 43,652 square feet of office use
- 2,909 square feet of restaurant use

Access to the site will be provided via one main entrance off of East Bay Harbor Drive. A drop-off/pick-up loop is also proposed just north of the main entrance/exit driveway.

For purposes of this traffic study, the project is anticipated to be built and occupied by the year 2017. Appendix A contains a copy of the proposed site plan for the One Kane Concourse development.

EXISTING CONDITIONS

This section addresses the roadway system surrounding the project site and intersections.

Roadway System

The transportation network located in the vicinity of the project site includes one main roadway and one local facility that primarily function as an access street to nearby land uses. The main roadway includes 96th Street (Kane Concourse), a major east-west arterial roadway linking Bay Harbor Islands, Bal Harbour, Surfside, and Indian Creek with north-central Miami-Dade County and Interstate 95. Kane Concourse is a four-lane divided arterial roadway with a posted speed limit of 30 miles per hour. The local street includes East Bay Harbor Drive, a two-lane roadway that provides access to existing land uses located north and south of 96th Street.

Intersection

For purposes of this study, the intersection of 96th Street (Kane Concourse) and East Bay Harbor Drive was selected for analysis purposes (the subject project will significantly impact this intersection). The existing lane geometry of the study intersection is described below:

Northbound Approach

- One left-turn lane
- One shared through/right-turn lane

Southbound Approach

- One left-turn lane
- One shared through/right-turn lane

Eastbound Approach

- One exclusive left-turn lane
- One through lane
- One shared through/right-turn lane

Westbound Approach

- One through lane
- One shared through/right-turn lane

Figure 2 depicts the number of lanes on the roadways located within the study area of the proposed project. The turning lanes provided at the intersection selected for analysis purposes are also illustrated in the figure.

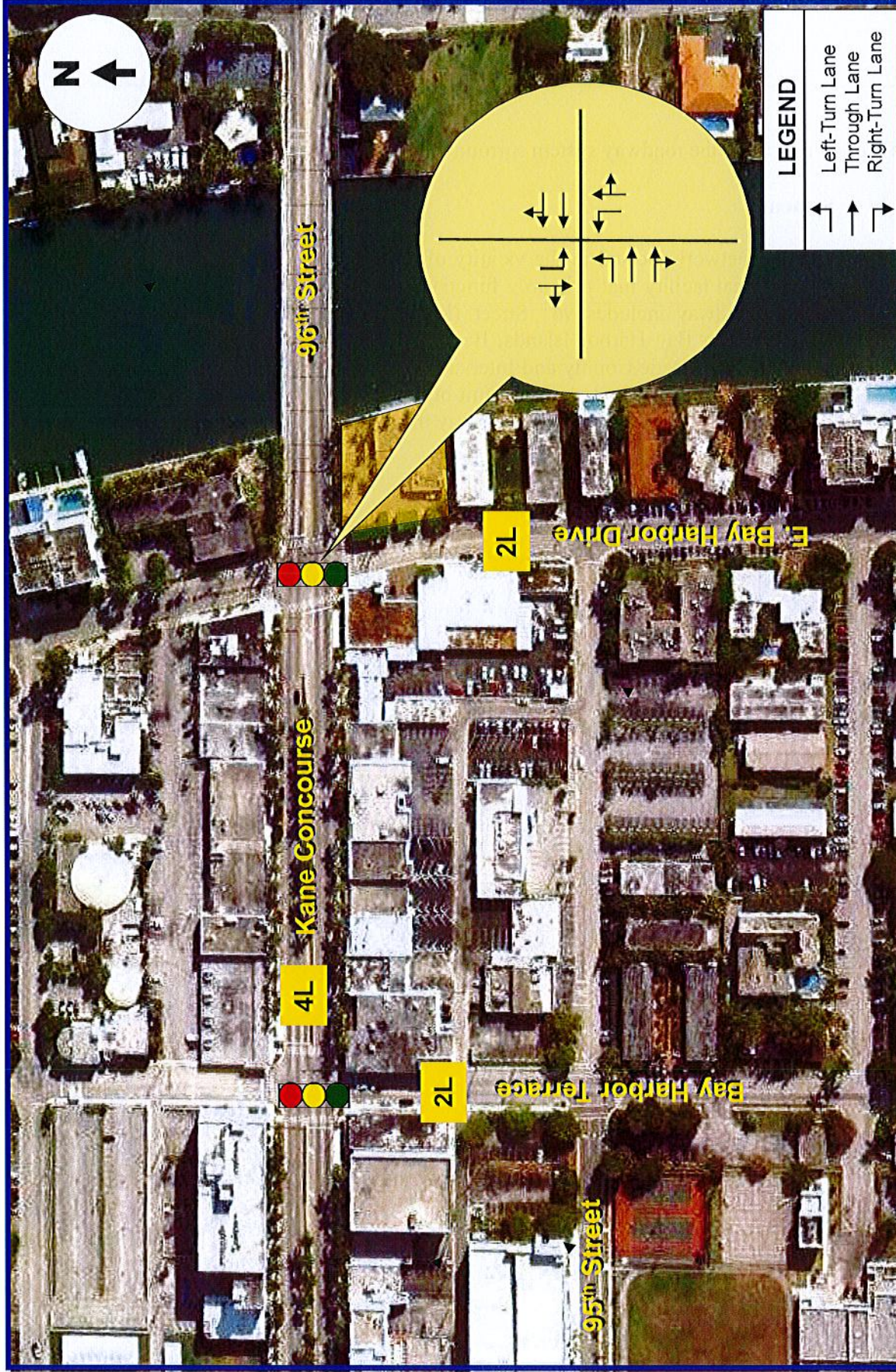


FIGURE 2
One Kane Concourse
Bay Harbor Islands, Florida

EXISTING LANE GEOMETRY

TRAFFIC COUNTS

AM (7-9) and PM (4-6) peak period intersection turning movement counts were conducted at the intersection of Kane Concourse and East Bay Harbor Drive. The intersection turning movement counts were recorded on January 15, 2016.

Figure 3 summarizes the results of the intersection turning movement counts conducted at the intersections of 96th Street (Kane Concourse) and East Bay Harbor Drive. Appendix B contains the traffic counts, as collected in the field.

According to FDOT, traffic volumes on Kane Concourse have remained relatively constant during the past five years with current traffic volumes reaching approximately 25,500 vehicles per day. Moreover, the FDOT published roadway capacity (at level of service "D") applicable to Kane Concourse of approximately 32,400 vehicles per day. Hence, the current volume-to-capacity (V/C) ratio for Kane Concourse is 0.79.

Based on the intersection turning movement counts, peak hour traffic volumes on East Bay Harbor Drive reach approximately 269 vehicles per hour. With a roadway capacity (at level of service "C") of approximately 450 vehicles per hour, the resulting V/C is 0.60, or level of service "C". It is important to note that according to FDOT, level of service "B" is not achievable and therefore, the current level of service "C" condition for East Bay Harbor Drive is considered acceptable from a traffic-engineering standpoint.



FIGURE 3
One Kane Concourse
Bay Harbor Islands, Florida

TRIP GENERATION

The trip generation for the proposed office development was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation* manual (9th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the subject project are ITE's Land Use 710 – Office Building and ITE's Land Use 931 – Quality Restaurant (for the restaurant and bar).

Table 1 documents the trips generated associated with the One Kane Concourse project. The table also reflects the trips associated with the existing 6,572 square-foot office building at the site.

TABLE 1 One Kane Concourse Trip Generation Summary			
PROPOSED DEVELOPMENT			
Land Use	Daily Trips	AM Peak Trips	PM Peak Trips
Office (43,652 s.f.)	700	99 (87 in/12 out)	127 (22in/105 out)
Restaurant (2,909 s.f.)	262	2 (1 in/1 out)	22 (15 in/7 out)
Project Trips	962	101 (88 in/13 out)	149 (37 in/112 out)
Existing Office Trips	-72	-10 (-9in/-1out)	-10 (-2in/-8out)
New Trips	890	91 (79/12out)	139 (35in/104out)

SOURCE: ITE Trip Generation Manual (9th Edition).

As indicated in Table 1, the One Kane Concourse project is anticipated to generate approximately 890 new daily trips, approximately 91 new AM peak hour trips (79 inbound and 12 outbound), and approximately 139 new PM peak hour trips (35 inbound and 104 outbound). The trip generation equations/rates for the proposed project, given by ITE, are:

OFFICE BUILDING (Land Use 710)

Daily Trips

$$\ln(T) = 0.76 \ln(X) + 3.68$$

Where T = average daily vehicle trip ends

X = 1,000 square feet of gross floor area

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

$$\ln(T) = 0.80 \ln(X) + 1.57 \text{ (88\% inbound and 12\% outbound)}$$

Where T = average AM peak hour vehicle trip ends

X = 1,000 square feet of gross floor area

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 1.12 (X) + 78.45 \text{ (17\% inbound and 83\% outbound)}$$

Where T = average PM peak hour vehicle trip ends

X = 1,000 square feet of gross floor area

RESTAURANT (Land Use 931)

Daily Trips

$$T = 89.95 (X)$$

Where T = average daily vehicle trip ends

X = 1,000 square feet of gross floor area

AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)

$$T = 0.81 (X) \text{ (split not available assumed as 50\% inbound and 50\% outbound)}$$

Where T = average AM peak hour vehicle trip ends

X = 1,000 square feet of gross floor area

PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)

$$T = 7.49 (X) \text{ (67\% inbound and 33\% outbound)}$$

Where T = average PM peak hour vehicle trip ends

X = 1,000 square feet of gross floor area

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the proposed project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, existing land use patterns, and Miami-Dade County's Cardinal Distribution Data. The trip distribution assumed for the One Kane Concourse project is summarized below:

- 45% to and from the east via 96th Street
- 55% to and from the west via 96th Street

The new AM and PM peak hour traffic volumes generated by the project were assigned to the nearby transportation network using the trip distribution documented above. The subject traffic assignment is summarized in Figure 4.

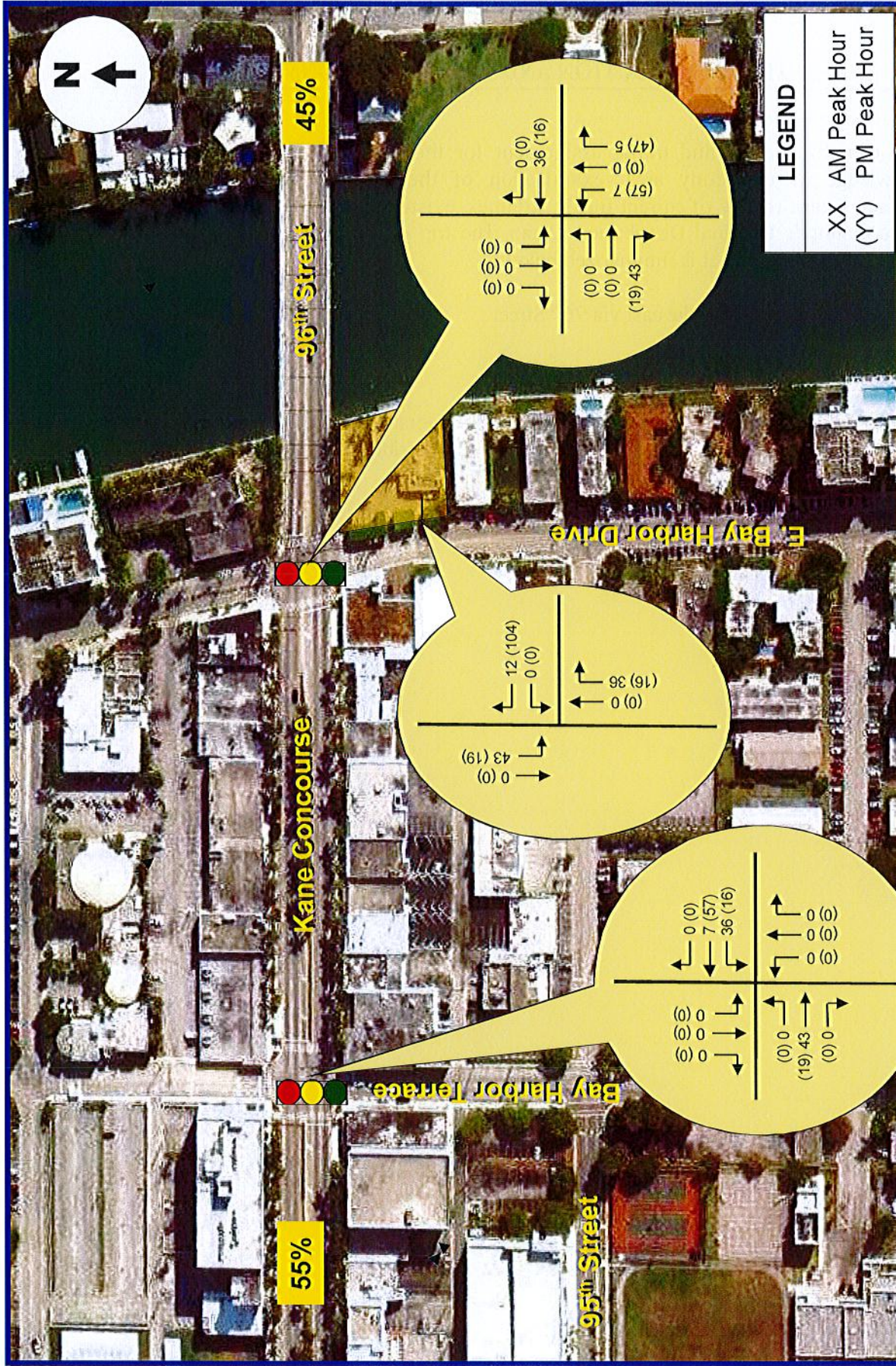


FIGURE 4
One Kane Concourse
Bay Harbor Islands, Florida

PROJECT TRAFFIC ASSIGNMENT
(New Project Trips)

TRAFFIC ANALYSIS

This section of the study is divided into four parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions. The third section addresses queuing on E. Bay Harbor Drive. The fourth section addresses the proposed valet operation.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions (assumed to be 2017) without the proposed project and the second set adds the project anticipated to be generated by the One Kane Concourse development.

In order to develop future-year traffic volumes, without the proposed project, two separate analyses were undertaken. The first analysis converts the existing AM peak hour traffic counts collected in the field during the month of January to average peak season conditions. Based on FDOT's Peak Season Factor Category report, an adjustment factor of 1.06 is required to convert traffic counts collected in the third week of January to average peak season conditions (refer to Appendix C). The peak season adjustment factor was only applied to the through traffic on 96th Street (Kane Concourse). The second analysis includes committed development traffic associated with the Kane Concourse Terrace development and the Monarch Hotel. Based on information contained in the Traffic Impact Study report conducted for the Kane Concourse Terrace development, 42 new AM peak hour trips (six eastbound and 36 westbound) and 64 new PM peak hour trips (49 eastbound and 15 westbound) will impact the intersection of Kane Concourse and E. Bay Harbor Drive.

The future traffic calculations (peak season adjustments, committed development traffic, and the trips associated with the One Kane Concourse development) for the study intersection are contained in Appendix D in tabular format.

Figures 5 and 6 present the future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the One Kane Concourse development.

Level of Service Analyses

Intersection capacity analyses were performed for the study intersection of 96th Street/E. Bay Harbor Drive and the project's main driveway on East Bay Harbor Drive. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual. The results of the intersection analyses are summarized in Tables 2 and 3. Appendix E contains the computer printouts of the intersection capacity analyses.



FIGURE 5
One Kane Concourse
Bay Harbor Islands, Florida

BACKGROUND TRAFFIC

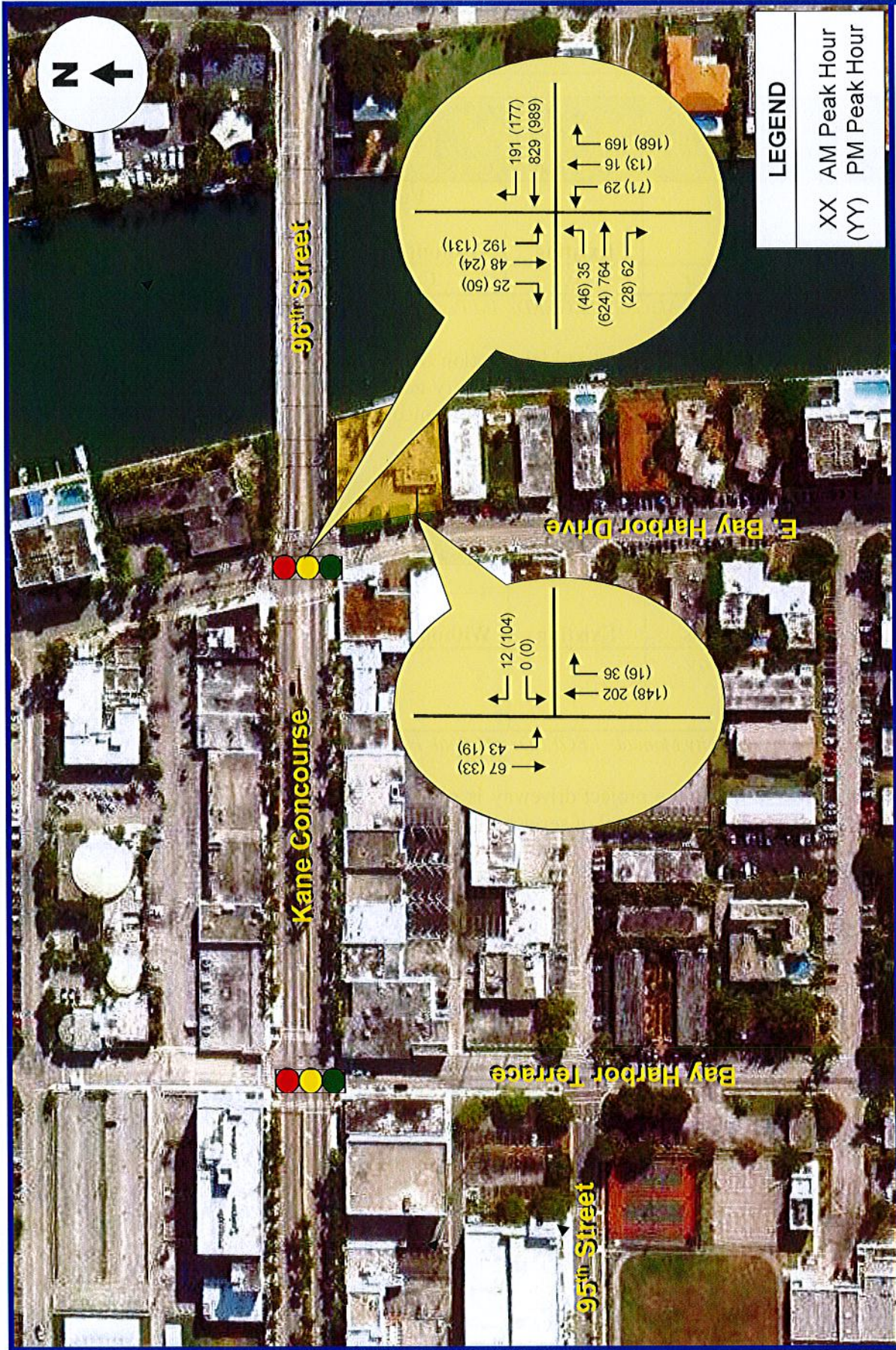


FIGURE 6
 One Kane Concourse
 Bay Harbor Islands, Florida

TOTAL TRAFFIC WITH PROJECT

TABLE 2 Intersection Level of Service – Signalized Intersection One Kane Concourse			
Intersection	Existing	Future Traffic Conditions	
		Without Project	With Project
96 th Street/E. Bay Harbor	C (C)	C (C)	C (C)

Source: Highway Capacity Manual. LEGEND: AM Peak Hour (PM Peak Hour)

As indicated in Table 2, the signalized intersection of 96th Street (Kane Concourse) and E. Bay Harbor Drive is currently operating at a very good level of service (“C”) and will continue to operate adequately with the One Kane Concourse project in place.

TABLE 3 Intersection Level of Service – Stop Control Intersection One Kane Concourse			
Intersection/Movements	Existing	Future Traffic Conditions	
		Without Project	With Project
E. Bay Harbor/Driveway	-	-	
- In (SB Lefts)			A (A)
- Exit (WB Approach)			A (A)

Source: Highway Capacity Manual. LEGEND: AM Peak Hour (PM Peak Hour)

As indicated in Table 3, the project driveway is projected to operate at level of service “A” in the AM peak hour and level of service “A” in the PM peak hour.

Queuing

The northbound queues on East Bay Harbor Drive are projected to extend back approximately 80 feet. Since the proposed access to the parking garage is located more than 80 feet south of Kane Concourse, it is unlikely that the northbound queues will block the access to and from the underground parking garage.

Valet Operation

The valet operation will consist as follows:

- Office employees will be required to drop-off and pick-up their vehicles at the underground parking garage at a valet station located in the parking structure. Employees will arrive and depart during the typical morning and afternoon peak hours and therefore, the circular driveway will not be used during the peak periods. The entrance to the underground parking garage is located at the southwest corner of the site.
- Office visitors will occur at the circular driveway located on the east side of East Bay Harbor Drive just north of the garage's main entrance. The circular driveway will operate in a counterclockwise direction by entering via the south driveway and exiting via the north driveway. The valet drivers will park and un-park the patron's vehicles at the underground garage. Since office visitors generally occur during off-peak periods, valet is not anticipated to be a problem for office visitors. At least four (4) vehicles can be accommodated within the circular driveway without encroaching into East Bay Harbor Drive.
- The proposed restaurant will offer valet service to all restaurant patrons. In order to avoid the valet operation to occur during the typical morning and afternoon peak hours, the restaurant will be closed during the typical AM peak hour and will open at 6:00 PM after the typical afternoon peak hour.

In order to determine the stacking requirements associated with the valet operation, a queuing analysis was undertaken. As indicated in Table 1, the maximum number of restaurant vehicles, during a one-hour period, is approximately 22 vehicles. A queuing analysis was conducted in order to ensure that the dimension of the circular driveway is sufficient to accommodate the maximum vehicular demand anticipated at this facility. The length of queue anticipated was determined using information contained in ITE's *Transportation and Land Development*, Chapter 8 – Drive-In Facilities¹. For this analysis, the following input variables were used:

- Service Rate: It was assumed that the average time to park/unpark a vehicle by a valet runner is approximately three minutes, or 20 vehicles per hour per valet runner. The three minutes includes potential wait time to turn left (heading south onto East Bay Harbor Drive) via the north driveway followed by another left-turn in order to enter the parking garage. Assuming up to two (2) valet runners, the maximum service rate of the facility is 40 vehicles in a one-hour period.
- Demand Rate: As indicated above, a maximum of 22 vehicles will arrive/depart during the highest hour.

¹ By Vergil G. Stover and Frank J. Koepke.

Using equation 8-9b and Table 8-11 of ITE's *Transportation and Land Development*, the maximum length of queue anticipated, at the 90% confidence level, is two (2) vehicle.

Since the circular driveway can accommodate at least four vehicles, stacking is not anticipated to be a problem. Moreover, appropriate way-finding signs should be placed in order to properly direct employee vehicles into the parking garage and to properly direct restaurant patrons and visitors to the circular driveway. The results of the ITE queuing procedure is contained in Appendix F.

CONCLUSIONS

One Kane Concourse is a proposed office development planned to be located on the southeast corner of the intersection of East Bay Harbor Drive and 96th Street (Kane Concourse) in the Town of Bay Harbor Islands in Miami-Dade County, Florida.

Traf Tech Engineering, Inc. was retained by Taubco Developers to conduct a traffic study in connection with the subject office project. The study addresses trip generation, access to the site, the traffic impacts on the nearby transportation network, queuing, and valet operation.

The project site is currently developed with a one-story building and a surface parking lot. Proposed for the site is an office development consisting of office and restaurant/bar uses. The main project driveway will be located on the east side of East Bay Harbor Drive.

The conclusions of the traffic study are presented below:

- The One Kane Concourse project is anticipated to generate approximately 890 new daily trips, approximately 91 new AM peak hour trips (79 inbound and 12 outbound), and approximately 139 new PM peak hour trips (35 inbound and 104 outbound).
- The signalized intersection of 96th Street (Kane Concourse) and East Bay Harbor Drive is currently operating at a very good level of service ("C") and will continue to operate adequately with the One Kane Concourse project in place.
- The main project driveway on East Bay Harbor Drive is projected to operate at level of service "A".
- The northbound queues on East Bay Harbor Drive are projected to extend back approximately 80 feet. Since the proposed access to the parking garage is located more than 80 feet south of Kane Concourse, it is unlikely that the northbound queues will block the access to and from the underground parking garage.
- The current volume-to-capacity (V/C) ratio for Kane Concourse is 0.79. With the proposed project in place, the level of service on Kane Concourse will not change.
- The current and future level of service for East Bay Harbor Drive is "C" which is considered acceptable from a traffic-engineering standpoint. It is important to note that according to FDOT, level of service "B" is not achievable on 2-lane local roadways.

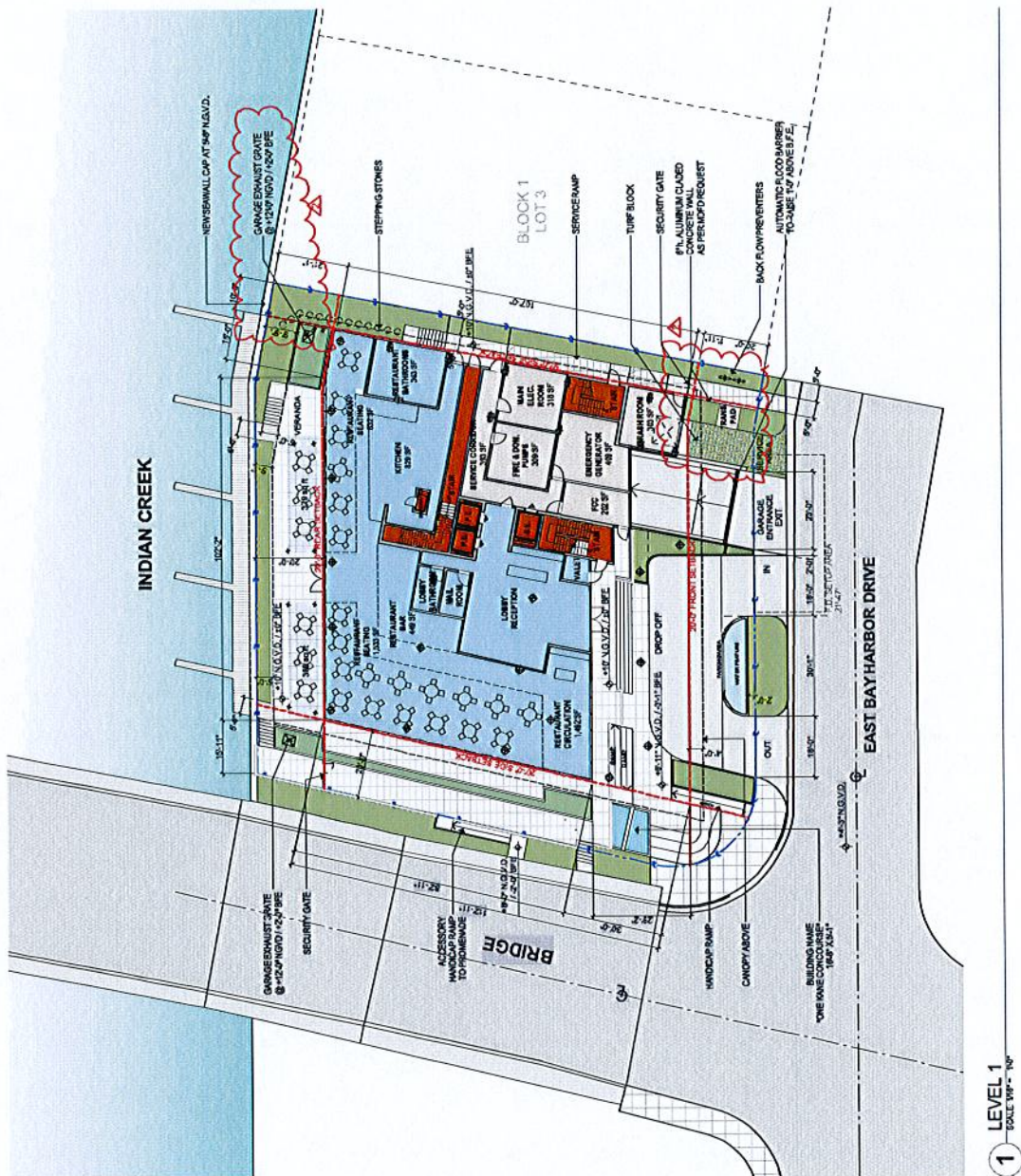
-
- Stacking is not anticipated to be a problem at the valet drop-off/pick up station located at the circular driveway. In order for the valet operation to function adequately, the following conditions should be incorporated for this project:
 - Office employees will be required to drop-off and pick-up their vehicles at the underground parking garage.
 - Office visitors will occur at the circular driveway located on the east side of East Bay Harbor Drive just north of the garage's main entrance. The valet drivers will park and un-park the patron's vehicles at the underground garage. Since office visitors generally occur during off-peak periods, valet is not anticipated to be a problem for office visitors.
 - The proposed restaurant will offer valet service to all restaurant patrons. In order to avoid the valet operation to occur during the typical morning and afternoon peak hours, the restaurant will be closed during the typical AM peak hour and will open at 6:00 PM after the typical afternoon peak hour.
 - The valet service should provide at least two valet runners during the peak valet period.
 - Appropriate way-finding signs should be placed in order to properly direct employee vehicles into the parking garage and to properly direct restaurant patrons and visitors to the circular driveway.

APPENDIX A

Site Plan – One Kane Concourse



1 BASEMENT -1
SCALE 1/16" = 1'-0"



APPENDIX B
Traffic Counts

COUNTY: 87
STATION: 0132
DESCRIPTION: SR 922/NE 96 ST. 400' W OF HARDING AVENUE
START DATE: 06/03/2014
START TIME: 0000

TIME	DIRECTION: E				TOTAL	DIRECTION: W				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	24	21	24	11	80	38	34	28	29	129	209	
0100	13	11	10	11	45	18	20	16	15	69	114	
0200	10	15	7	8	40	18	12	13	10	53	93	
0300	3	8	4	10	25	2	8	5	2	17	42	
0400	11	10	15	9	45	11	7	3	6	27	72	
0500	21	15	19	34	89	8	20	18	18	64	153	
0600	46	53	100	122	321	22	26	40	47	135	456	
0700	126	147	177	232	682	88	89	106	190	473	1155	
0800	284	339	289	232	1144	271	226	178	230	905	2049	
0900	292	221	227	205	945	210	182	203	215	810	1755	
1000	212	218	180	186	796	212	213	201	209	835	1631	
1100	208	219	242	223	892	198	217	189	193	797	1689	
1200	219	232	246	245	942	221	228	217	207	873	1815	
1300	224	207	232	244	907	251	249	228	193	921	1828	
1400	231	236	234	204	905	221	185	172	210	788	1693	
1500	218	223	220	216	877	231	222	251	218	922	1799	
1600	238	241	237	253	969	251	264	239	269	1023	1992	
1700	259	243	241	216	959	237	252	229	206	924	1883	
1800	220	241	195	176	832	217	231	219	194	861	1693	
1900	189	155	152	182	678	174	168	173	154	669	1347	
2000	140	106	135	116	497	162	116	104	111	493	990	
2100	106	92	84	78	360	139	132	70	87	428	788	
2200	77	78	60	66	281	83	89	76	75	323	604	
2300	57	44	39	42	182	63	62	73	53	251	433	
24-HOUR TOTALS:												
					13493						12790	26283

PEAK VOLUME INFORMATION

	DIRECTION: E				DIRECTION: W				COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	1152	800	905	800	2049	800	2049		
P.M.	1645	996	1600	1023	1615	1999	1615	1999		
DAILY	815	1152	1600	1023	800	2049	800	2049		

TRUCK PERCENTAGE 8.20 5.69 6.98

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	235	10826	1293	235	495	180	3	31	105	38	0	0	19	0	33	1106
W	148	10693	1207	85	206	269	11	26	69	48	0	0	14	0	14	728
																12790

COUNTY: 87
 STATION: 0132
 DESCRIPTION: SR 922/NE 96 ST. 400' W OF HARDING AVENUE
 START DATE: 06/04/2014
 START TIME: 0000

TIME	DIRECTION: E				TOTAL	DIRECTION: W				TOTAL	COMBINED TOTAL
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH		
0000	26	24	26	18	94	42	55	31	21	149	243
0100	9	8	13	5	35	16	28	21	16	81	116
0200	12	7	10	2	31	20	9	10	5	44	75
0300	6	7	3	5	21	11	9	6	8	34	55
0400	9	9	10	13	41	9	8	10	11	38	79
0500	14	26	19	39	98	8	17	9	16	50	148
0600	43	60	96	113	312	18	37	33	61	149	461
0700	107	136	181	201	625	72	86	117	171	446	1071
0800	242	318	280	259	1099	236	225	173	214	848	1947
0900	219	193	190	189	791	211	168	196	191	766	1557
1000	179	184	190	158	711	207	173	174	174	728	1439
1100	177	199	220	196	792	184	173	165	139	661	1453
1200	219	239	240	194	892	186	206	173	194	759	1651
1300	224	203	207	265	899	202	241	223	205	871	1770
1400	193	208	187	187	775	186	184	161	181	712	1487
1500	220	207	191	201	819	198	191	196	216	801	1620
1600	211	189	197	204	801	219	174	204	202	799	1600
1700	242	200	206	189	837	231	172	194	204	831	1668
1800	226	190	186	180	782	218	197	173	199	787	1569
1900	204	154	154	147	659	181	165	163	142	651	1310
2000	120	144	116	132	512	141	120	127	104	492	1004
2100	123	101	128	92	444	161	132	118	95	506	950
2200	80	81	92	66	319	98	70	90	69	327	646
2300	49	60	44	37	190	65	81	69	62	277	467
24-HOUR TOTALS:					12579	11807					24386

PEAK VOLUME INFORMATION

DIRECTION: E				DIRECTION: W			
HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	1099	848	800	1947	800	1947
P.M.	1300	899	871	1300	1770	1300	1770
DAILY	800	1099	871	800	1947	800	1947

TRUCK PERCENTAGE 6.88 5.65 6.28

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	177	10303	1222	195	368	145	12	27	75	34	0	0	9	0	12	865
W	145	9884	1101	81	171	276	13	28	47	38	0	0	13	0	10	667
																11807

COUNTY: 87
STATION: 0132
DESCRIPTION: SR 922/NE 96 ST. 400' W OF HARDING AVENUE
START DATE: 06/05/2014
START TIME: 0000

TIME	DIRECTION: E				TOTAL	DIRECTION: W				TOTAL	COMBINED TOTAL	
	1ST	2ND	3RD	4TH		1ST	2ND	3RD	4TH			
0000	26	26	24	20	96	45	49	34	32	160	256	
0100	13	14	5	9	41	25	17	16	19	77	118	
0200	11	12	3	6	32	12	11	7	5	35	67	
0300	6	2	3	8	19	9	5	9	1	24	43	
0400	6	8	18	10	42	7	6	7	7	27	69	
0500	21	15	25	34	95	9	15	14	15	53	148	
0600	36	66	99	109	310	16	26	32	41	115	425	
0700	114	145	199	250	708	83	106	142	152	483	1191	
0800	256	311	247	244	1058	257	227	176	207	867	1925	
0900	235	228	203	202	868	194	176	185	159	714	1582	
1000	223	180	188	195	786	181	192	203	200	776	1562	
1100	177	196	217	256	846	152	192	157	185	686	1532	
1200	209	197	195	234	835	216	213	212	193	834	1669	
1300	196	188	204	237	825	204	242	228	175	849	1674	
1400	228	196	214	210	848	200	190	178	223	791	1639	
1500	176	212	205	225	818	190	224	219	230	863	1681	
1600	180	203	221	228	832	218	206	246	234	904	1736	
1700	272	227	261	228	988	223	242	248	224	937	1925	
1800	217	216	208	175	816	230	216	191	184	821	1637	
1900	172	153	162	155	642	185	175	171	162	693	1335	
2000	160	156	165	180	661	166	128	158	154	606	1267	
2100	142	118	121	88	469	183	200	135	88	606	1075	
2200	99	86	77	75	337	75	91	72	72	310	647	
2300	49	36	41	59	185	55	73	52	80	260	445	
24-HOUR TOTALS:					13157						12491	25648

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W	
	1ST	2ND	1ST	2ND
A.M.	745	1064	800	867
P.M.	1645	988	1645	947
DAILY	745	1064	1645	947

TRUCK PERCENTAGE 6.31

4.42

5.39

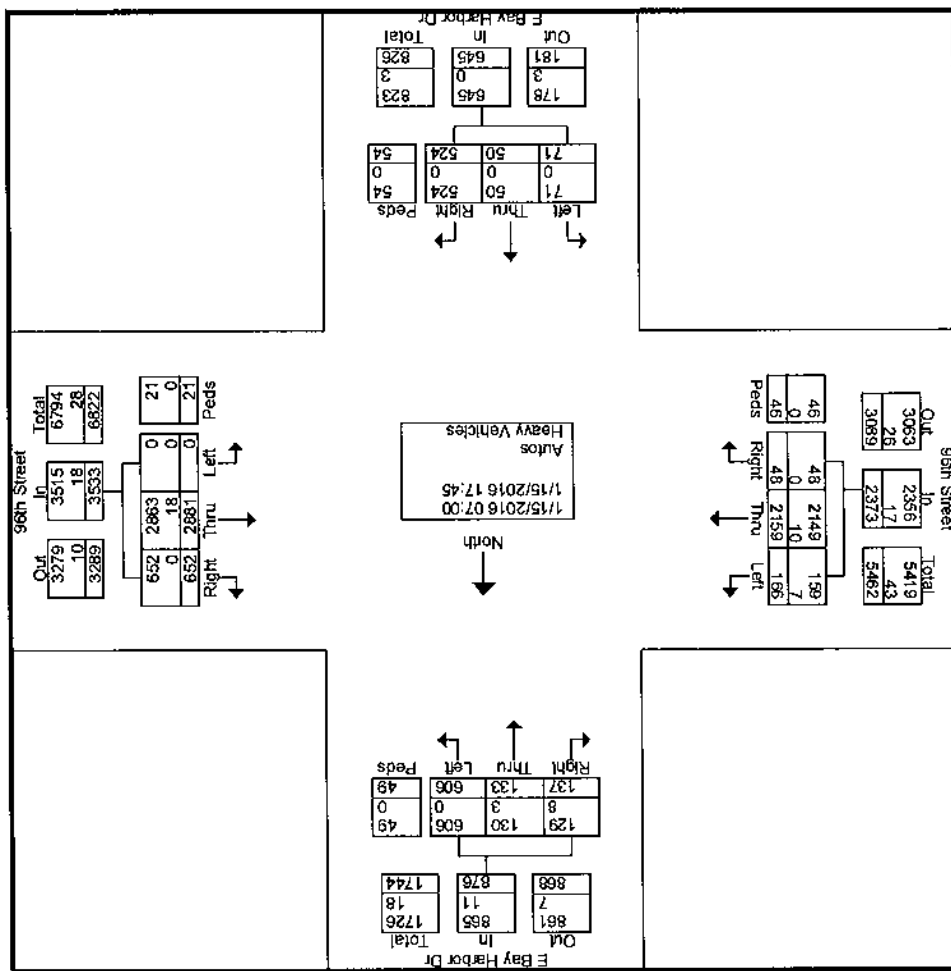
CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	242	10844	1229	212	339	105	2	48	78	33	0	0	13	0	12	830
W	224	10550	1154	105	202	128	4	40	35	31	0	0	7	0	11	552
																12491

CLIENT : TRAF TECH Engineering
JOB NO : 2016-03
PROJECT: Bay Harbor Island
COUNTY : Miami-Dade
Page No : 1

		E Bay Harbor Dr										96th Street										E Bay Harbor Dr										96th Street											
		Southbound					Westbound					Southbound					Westbound					Northbound					Eastbound																
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total																	
07:00	8	5	37	2	52	19	67	0	0	86	27	3	4	4	38	27	3	4	2	38	2	88	11	1	102	278																	
07:15	6	8	39	1	54	22	96	0	1	119	29	2	3	3	37	37	3	3	9	1	4	92	9	1	106	316																	
07:30	9	9	41	1	60	27	121	0	0	148	30	3	3	6	42	42	2	91	12	3	108	12	3	108	358																		
07:45	7	18	40	5	70	56	176	0	2	234	35	5	5	5	50	50	5	124	9	3	141	9	3	141	495																		
Total	30	40	157	9	236	124	460	0	3	587	121	13	15	18	167	167	13	395	41	8	457	1447																					
08:00	7	22	42	6	77	72	207	0	1	280	41	7	8	4	60	60	6	161	5	3	175	592																					
08:15	7	13	48	4	72	41	191	0	2	234	43	4	4	4	58	58	5	169	11	4	189	553																					
08:30	7	7	57	4	76	38	152	0	0	192	42	2	2	2	49	49	5	196	11	8	220	537																					
08:45	4	5	45	5	59	40	164	0	1	205	38	3	4	3	48	48	3	189	8	2	202	514																					
Total	25	48	192	19	284	191	714	0	6	911	164	16	22	13	215	215	19	715	35	17	786	2196																					
*** BREAK ***																																											
16:00	10	7	25	1	43	38	211	0	0	250	31	2	3	1	37	37	3	133	13	5	154	484																					
16:15	12	6	31	2	51	41	221	0	0	262	30	3	2	2	36	36	3	131	13	4	151	500																					
16:30	14	7	34	1	56	43	236	0	2	281	28	4	3	4	39	39	1	139	12	3	155	531																					
16:45	10	7	31	3	51	45	225	0	3	273	32	4	4	2	42	42	2	138	9	1	150	516																					
Total	46	27	121	7	201	167	893	0	6	1066	121	13	12	8	154	154	9	541	47	13	610	2031																					
17:00	14	4	35	3	56	48	222	0	4	274	31	2	5	9	47	47	3	134	12	1	150	527																					
17:15	9	4	33	4	50	41	211	0	1	253	29	3	4	3	39	39	1	128	10	2	141	483																					
17:30	6	5	36	5	52	46	188	0	0	231	30	2	7	6	41	36	1	119	9	3	143	456																					
17:45	7	5	32	2	46	39	193	0	0	232	28	1	1	1	36	36	2	127	12	2	143	457																					
Total	36	18	136	14	204	170	814	0	6	990	118	8	22	15	163	163	7	508	43	8	566	1923																					
Grand Total	137	133	606	49	925	652	2681	0	21	3554	524	50	71	54	699	699	48	2159	166	46	2419	7597																					
Approch %	14.8	14.4	65.5	5.3		18.3	81.1	0	0.6		75	7.2	10.2	7.7			2	89.3	6.9	1.9																							
Total %	1.8	1.8	8	0.6		8.6	37.9	0	0.3	46.8	6.9	0.7	0.9	0.7	9.2		0.6	28.4	2.2	0.6	31.8	7551																					
% Autos	129	130	606	49	914	652	2683	0	21	3536	524	50	71	54	699	699	48	2149	159	46	2402	7551																					
% Heavy Vehicles	8	3	0	0		0	18	0	0	18	0	0	0	0	0		0	10	7	0	0	46																					
5.8	2.3	0	0	0		0	0.6	0	0	0.5	0	0	0	0	0		0	0.5	4.2	0	0.7	0.6																					

CLIENT : TRAF TECH Engineering
 JOB NO : 2016-03
 PROJECT: Bay Harbor Island
 COUNTY : Miami-Dade
 File Name : E. Bay Harbor Dr & 96th Street
 Site Code : 00000000
 Start Date : 1/15/2016
 Page No : 2

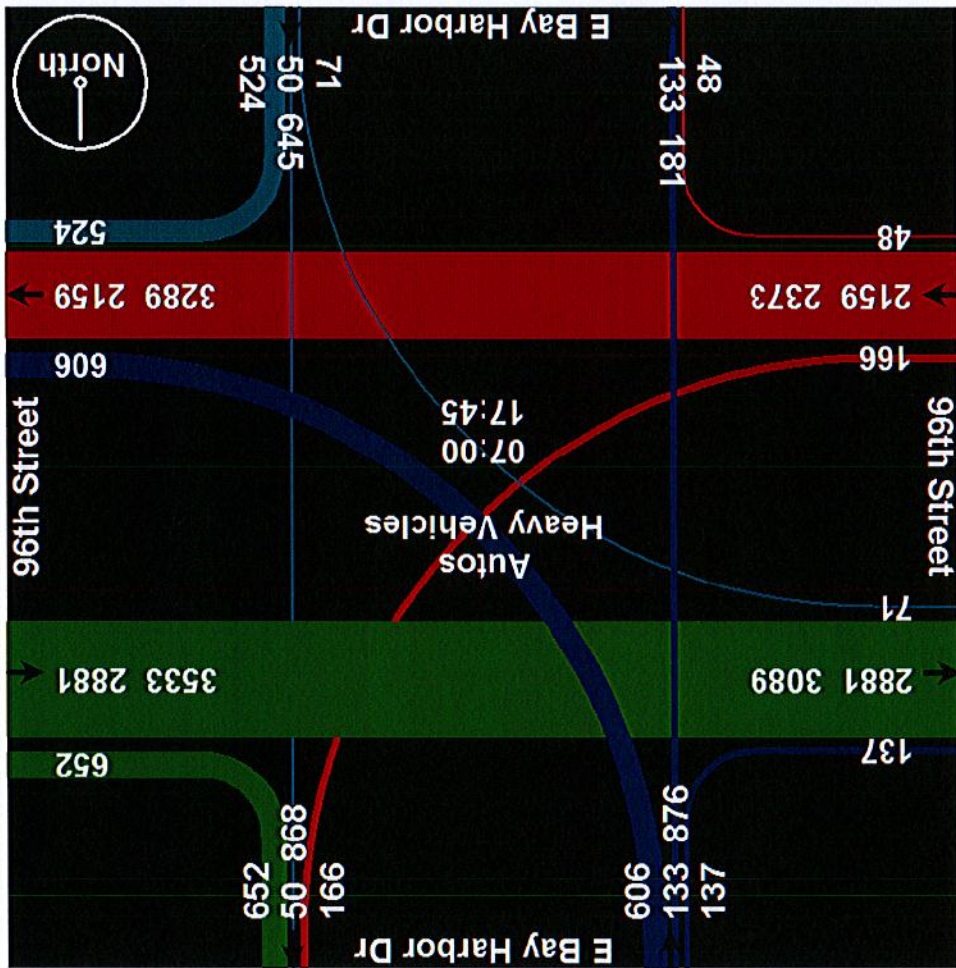


Video Data Solutions, Inc.

A Traffic Data Collection Company
O.(305)253-1553 F.(305)235-7703

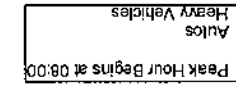
CLIENT : TRAF TECH Engineering
JOB NO : 2016-03
PROJECT: Bay Harbor Island
COUNTY : Miami-Dade

File Name : E. Bay Harbor Dr & 96th Street
Site Code : 00000000
Start Date : 1/15/2016
Page No : 3



PROJECT: Bay Harbor Island
COUNTY : Miami-Dade

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1



Video Data Solutions, Inc.

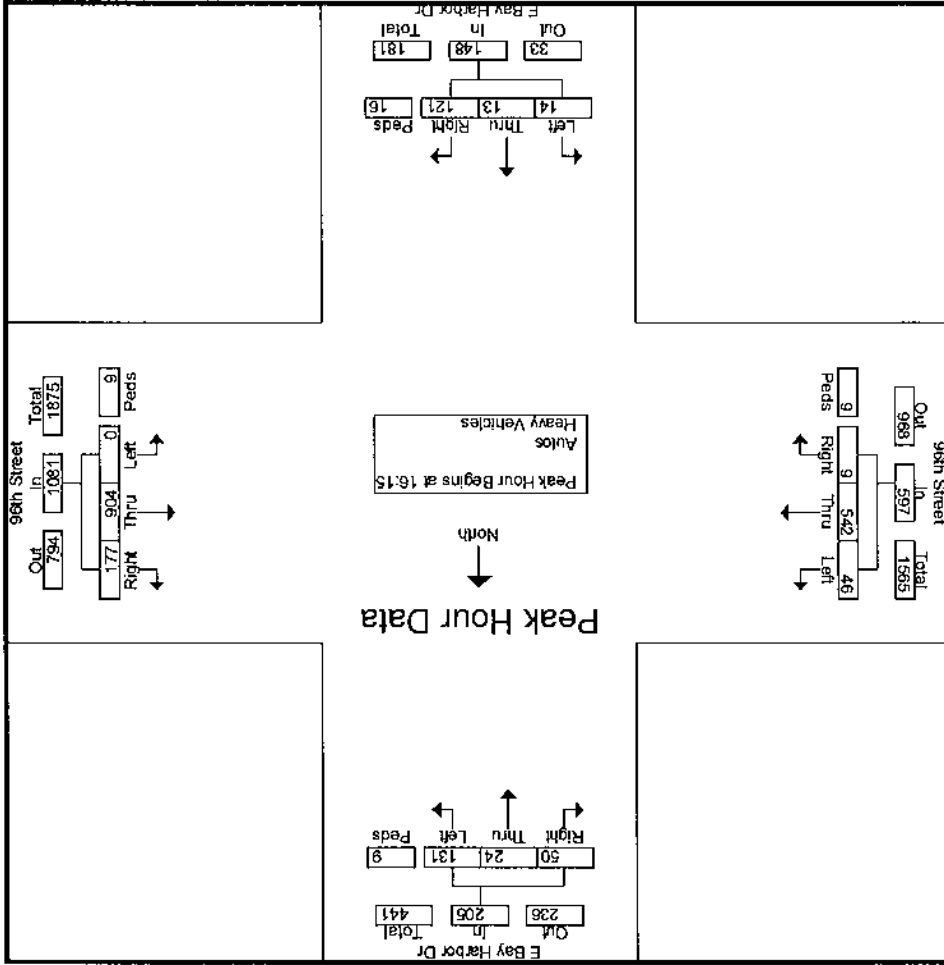
A Traffic Data Collection Company
O:(305)253-1553 F:(305)235-7703

CLIENT : TRAF TECH Engineering
JOB NO : 2016-03
PROJECT: Bay Harbor Island
COUNTY : Miami-Dade
File Name : E. Bay Harbor Dr & 96th Street
Site Code : 00000000
Start Date : 1/15/2016
Page No : 5

Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
E Bay Harbor Dr																
Southbound																
Westbound																
96th Street																
Northbound																
E Bay Harbor Dr																
Southbound																
Eastbound																
96th Street																
Westbound																
Northbound																
16:15	12	6	31	2	51	41	221	0	0	262	30	3	2	1	36	
16:30	14	7	34	1	56	43	236	0	2	281	28	4	3	4	39	
16:45	10	7	31	3	51	32					31	2	5	9	47	
17:00	14	4	35	3	56	48	222	0	4	274	31	2	5	9	47	
% App. Total	23.4	11.2	61.2	4.2	16.2	177	904	0	9	1090	121	13	14	16	164	
Total Volume	50	24	131	9	177	904	0	0	0.8	73.8	121	13	14	16	164	
PHF	.893	.857	.936	.750	.955	.922	.958	.000	.563	.970	.945	.813	.700	.444	.872	

Peak Hour for Entire Intersection Begins at 16:15

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1



Video Data Solutions, Inc.

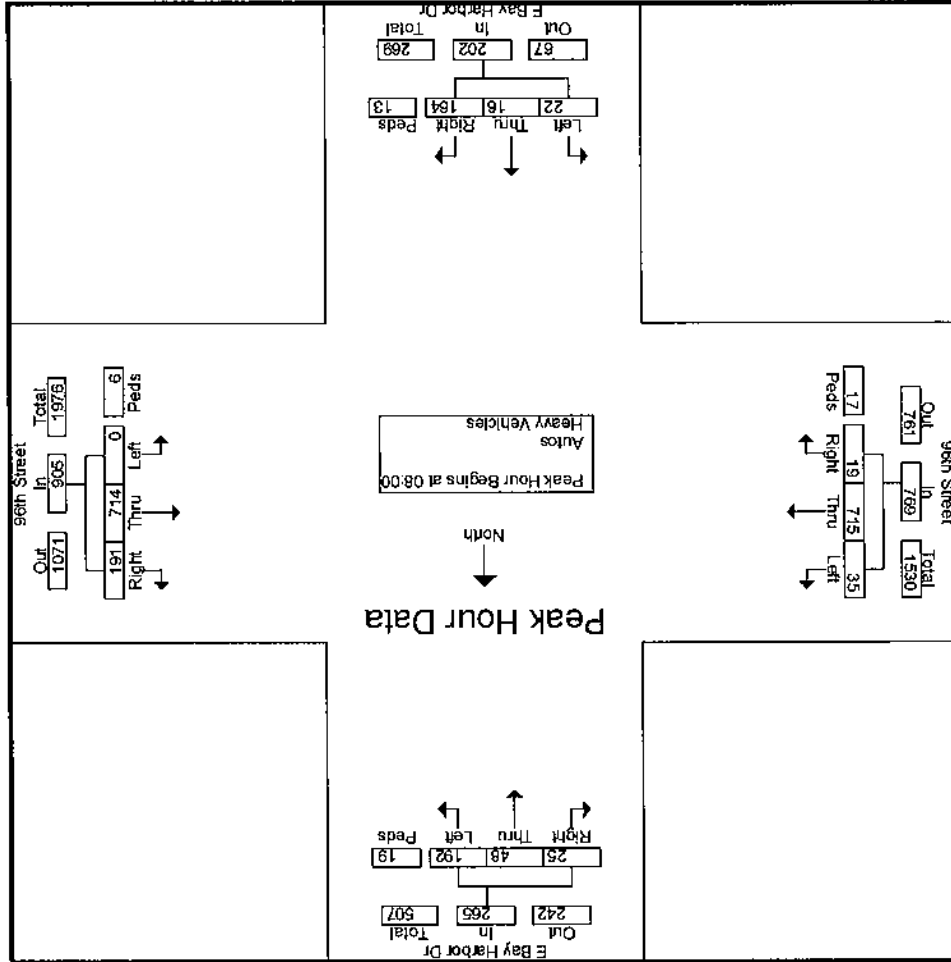
A Traffic Data Collection Company
O:(305)253-1553 F:(305)235-7703

CLIENT : TRAF TECH Engineering
JOB NO : 2016-03
PROJECT: Bay Harbor Island
COUNTY : Miami-Dade
File Name : E. Bay Harbor Dr & 96th Street
Site Code : 00000000
Start Date : 1/15/2016
Page No : 6

Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
E Bay Harbor Dr																
Southbound																
96th Street																
Westbound																
96th Street																
E Bay Harbor Dr																
Northbound																
96th Street																
Eastbound																
96th Street																
PHF	.893	.545	.842	.792	.922	.663	.862	.000	.750	.813	.953	.571	.688	.813	.896	.927
% App. Total	8.8	16.9	67.6	6.7	284	21	78.4	0	0.7	76.3	164	16	22	13	215	766
Total Volume	25	48	192	19	284	191	714	0	6	911	205	38	42	43	280	2196
08:45	4	5	45	5	59	40	164	0	1	205	38	3	4	3	48	514
08:30	7	8	57	4	76	38	152	0	2	192	42	2	3	2	49	537
08:15	7	13	48	4	72	41	191	0	2	234	43	7	8	4	60	592
08:00	7	22	42	6	77	72	207				41					

Peak Hour for Entire Intersection Begins at 08:00

Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1



APPENDIX C

Historical Traffic Counts and Peak Season Conversion Factors

2014 Peak Season Factor Category Report - Report Type: ALL

Category: 8700 MIAMI-DADE NORTH

MOCSF: 0.97

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	1.03	1.06
2	01/05/2014 - 01/11/2014	1.03	1.06
3	01/12/2014 - 01/18/2014	1.03	1.06
4	01/19/2014 - 01/25/2014	1.02	1.05
5	01/26/2014 - 02/01/2014	1.01	1.04
6	02/02/2014 - 02/08/2014	0.99	1.02
* 7	02/09/2014 - 02/15/2014	0.98	1.01
* 8	02/16/2014 - 02/22/2014	0.97	1.00
* 9	02/23/2014 - 03/01/2014	0.97	1.00
* 10	03/02/2014 - 03/08/2014	0.97	1.00
* 11	03/09/2014 - 03/15/2014	0.97	1.00
* 12	03/16/2014 - 03/22/2014	0.97	1.00
* 13	03/23/2014 - 03/29/2014	0.97	1.00
* 14	04/01/2014 - 04/05/2014	0.97	1.00
* 15	04/06/2014 - 04/12/2014	0.97	1.00
* 16	04/13/2014 - 04/19/2014	0.97	1.00
* 17	04/20/2014 - 04/26/2014	0.98	1.01
* 18	04/27/2014 - 05/03/2014	0.98	1.01
* 19	05/04/2014 - 05/10/2014	0.99	1.02
20	05/11/2014 - 05/17/2014	0.99	1.02
21	05/18/2014 - 05/24/2014	1.00	1.03
22	05/25/2014 - 05/31/2014	1.00	1.03
23	06/01/2014 - 06/07/2014	1.00	1.03
24	06/08/2014 - 06/14/2014	1.01	1.04
25	06/15/2014 - 06/21/2014	1.01	1.04
26	06/22/2014 - 06/28/2014	1.02	1.05
27	06/29/2014 - 07/05/2014	1.02	1.05
28	07/06/2014 - 07/12/2014	1.03	1.06
29	07/13/2014 - 07/19/2014	1.04	1.07
30	07/20/2014 - 07/26/2014	1.03	1.06
31	07/27/2014 - 08/02/2014	1.03	1.06
32	08/03/2014 - 08/09/2014	1.02	1.05
33	08/10/2014 - 08/16/2014	1.02	1.05
34	08/17/2014 - 08/23/2014	1.01	1.04
35	08/24/2014 - 08/30/2014	1.01	1.04
36	08/31/2014 - 09/06/2014	1.01	1.04
37	09/07/2014 - 09/13/2014	1.02	1.05
38	09/14/2014 - 09/20/2014	1.02	1.05
39	09/21/2014 - 09/27/2014	1.01	1.04
40	09/28/2014 - 10/04/2014	1.01	1.04
41	10/05/2014 - 10/11/2014	1.00	1.03
42	10/12/2014 - 10/18/2014	0.99	1.02
43	10/19/2014 - 10/25/2014	1.01	1.04
44	10/26/2014 - 11/01/2014	1.03	1.06
45	11/02/2014 - 11/08/2014	1.05	1.08
46	11/09/2014 - 11/15/2014	1.07	1.10
47	11/16/2014 - 11/22/2014	1.09	1.12
48	11/23/2014 - 11/29/2014	1.08	1.11
49	11/30/2014 - 12/06/2014	1.06	1.09
50	12/07/2014 - 12/13/2014	1.05	1.08
51	12/14/2014 - 12/20/2014	1.03	1.06
52	12/21/2014 - 12/27/2014	1.03	1.06
53	12/28/2014 - 12/31/2014	1.03	1.06

* Peak Season

Florida Department of Transportation
Transportation Statistics Office
2014 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 0132 - SR 922/NE 96 ST. 89' W OF ABOTT AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----
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
2001	23500 F	E 11500	W 12000	8.20	53.50	5.40
2000	23500 C	E 11500	W 12000	8.20	53.10	2.20
1999	23500 C	E 11000	W 12500	9.10	52.70	1.20

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

APPENDIX D

Projected Turning Movement Volumes

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

96th Street (Kane Concourse) and East Bay Harbor Drive
AM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			96th Street Eastbound			96th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/15/2016) Season Adjustment Factor	22 1.00	16 1.00	164 1.00	192 1.00	48 1.00	25 1.00	35 1.00	715 1.06	19 1.00	0 1.00	714 1.06	191 1.00
Peak Season Traffic	22	16	164	192	48	25	35	758	19	0	757	191
Committed Trips - Kane Concourse Terrace - Monarch Hotel								6 12			36 17	
Background Traffic	22	16	164	192	48	25	35	764	19	0	793	191
One Kane Concourse	7		5						43		36	
Total Traffic	29	16	169	192	48	25	35	764	62	0	829	191

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

96th Street (Kane Concourse) and East Bay Harbor Drive
PM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			96th Street Eastbound			96th Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/15/2016) Season Adjustment Factor	14 1.00	13 1.00	121 1.00	131 1.00	24 1.00	50 1.00	46 1.00	542 1.06	9 1.00	0 1.00	904 1.06	177 1.00
Peak Season Traffic	14	13	121	131	24	50	46	575	9	0	958	177
Committed Trips - Kane Concourse Terrace - Monarch Hotel								49 15			15 15	
Background Traffic	14	13	121	131	24	50	46	624	9	0	973	177
One Kane Concourse	57		47						19		16	
Total Traffic	71	13	168	131	24	50	46	624	28	0	989	177

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

East Bay Harbor Drive and Main Project Driveway
AM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			Eastbound			Project Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/15/2016) Season Adjustment Factor	1.00	202	1.00	1.00	67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Season Traffic	0	202	0	0	67	0	0	0	0	0	0	0
Committed Trips - Kane Concourse Terrace - Monarch Hotel												
Background Traffic	0	202	0	0	67	0	0	0	0	0	0	0
One Kane Concourse			36	43								12
Total Traffic	0	202	36	43	67	0	0	0	0	0	0	12

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

East Bay Harbor Drive and Main Project Driveway PM Peak Hour

Description	E. Bay Harbor Drive Northbound			E. Bay Harbor Drive Southbound			Eastbound			Project Driveway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/15/2016) Season Adjustment Factor	1.00	148	1.00	1.00	33	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Peak Season Traffic	0	148	0	0	33	0	0	0	0	0	0	0
Committed Trips - Kane Concourse Terrace - Monarch Hotel												
Background Traffic	0	148	0	0	33	0	0	0	0	0	0	0
One Kane Concourse			16	19								104
Total Traffic	0	148	16	19	33	0	0	0	0	0	0	104

APPENDIX E

Intersection Capacity Analyses

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↗	↖	←	↖	↗	↑	↖	↗	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖			↖		↖	↖		↖	↖	
Traffic Volume (vph)	35	758	19	0	757	191	22	16	164	192	48	25
Future Volume (vph)	35	758	19	0	757	191	22	16	164	192	48	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	80		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.970			0.863			0.949	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3525	0	0	3433	0	1770	1608	0	1770	1768	0
Flt Permitted	0.115						0.706			0.609		
Satd. Flow (perm)	214	3525	0	0	3433	0	1315	1608	0	1134	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			43			175			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			238			195			335	
Travel Time (s)		21.1			5.4			4.4			7.6	
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
Adj. Flow (vph)	38	824	21	0	823	208	24	17	178	209	52	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	845	0	0	1031	0	24	195	0	209	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0			23.0		23.0	23.0		23.0	23.0	
Total Split (s)	7.0	70.0			63.0		40.0	40.0		40.0	40.0	
Total Split (%)	6.4%	63.6%			57.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	4.0	65.0			58.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	49.2	47.2			43.0		52.8	52.8		52.8	52.8	
Actuated g/C Ratio	0.45	0.43			0.39		0.48	0.48		0.48	0.48	
v/c Ratio	0.25	0.56			0.75		0.04	0.23		0.38	0.09	
Control Delay	17.8	24.1			30.9		19.9	5.1		23.9	14.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	24.1			30.9		19.9	5.1		23.9	14.3	
LOS	B	C			C		B	A		C	B	
Approach Delay		23.9			30.9			6.8			21.2	
Approach LOS		C			C			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 25.0

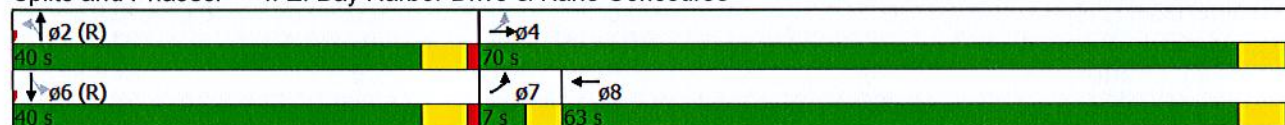
Intersection LOS: C

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: E. Bay Harbor Drive & Kane Concourse



Queues

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	845	1031	24	195	209	79
v/c Ratio	0.25	0.56	0.75	0.04	0.23	0.38	0.09
Control Delay	17.8	24.1	30.9	19.9	5.1	23.9	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	24.1	30.9	19.9	5.1	23.9	14.3
Queue Length 50th (ft)	14	217	312	9	8	97	21
Queue Length 95th (ft)	27	231	336	29	56	188	57
Internal Link Dist (ft)		850	158		115		255
Turn Bay Length (ft)	75			80		100	
Base Capacity (vph)	152	2084	1830	631	862	544	861
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.41	0.56	0.04	0.23	0.38	0.09
Intersection Summary							

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗			↖↗		↖	↗		↖	↗	
Traffic Volume (vph)	35	764	19	0	793	191	22	16	164	192	48	25
Future Volume (vph)	35	764	19	0	793	191	22	16	164	192	48	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	80		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.971			0.863			0.949	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3525	0	0	3437	0	1770	1608	0	1770	1768	0
Flt Permitted	0.110						0.706			0.606		
Satd. Flow (perm)	205	3525	0	0	3437	0	1315	1608	0	1129	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			41			173			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			238			195			335	
Travel Time (s)		21.1			5.4			4.4			7.6	
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
Adj. Flow (vph)	38	830	21	0	862	208	24	17	178	209	52	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	851	0	0	1070	0	24	195	0	209	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0			23.0		23.0	23.0		23.0	23.0	
Total Split (s)	7.0	70.0			63.0		40.0	40.0		40.0	40.0	
Total Split (%)	6.4%	63.6%			57.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	4.0	65.0			58.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	50.6	48.6			44.4		51.4	51.4		51.4	51.4	
Actuated g/C Ratio	0.46	0.44			0.40		0.47	0.47		0.47	0.47	
v/c Ratio	0.25	0.55			0.76		0.04	0.23		0.40	0.09	
Control Delay	17.2	23.1			30.4		20.7	5.5		25.0	14.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	17.2	23.1			30.4		20.7	5.5		25.0	14.9	
LOS	B	C			C		C	A		C	B	
Approach Delay		22.9			30.4			7.2			22.3	
Approach LOS		C			C			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 24.7

Intersection LOS: C

Intersection Capacity Utilization 63.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: E. Bay Harbor Drive & Kane Concourse

↖ ϕ2 (R)	↗ ϕ4
40 s	70 s
↘ ϕ6 (R)	↙ ϕ7
40 s	7 s
	↘ ϕ8
	63 s

Queues

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	851	1070	24	195	209	79
v/c Ratio	0.25	0.55	0.76	0.04	0.23	0.40	0.09
Control Delay	17.2	23.1	30.4	20.7	5.5	25.0	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	23.1	30.4	20.7	5.5	25.0	14.9
Queue Length 50th (ft)	14	214	323	9	9	99	22
Queue Length 95th (ft)	26	224	345	30	58	192	59
Internal Link Dist (ft)		850	158		115		255
Turn Bay Length (ft)	75			80		100	
Base Capacity (vph)	151	2084	1831	615	843	527	839
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.41	0.58	0.04	0.23	0.40	0.09
Intersection Summary							

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖			↖		↖	↖		↖	↖	
Traffic Volume (vph)	35	764	62	0	829	191	29	16	169	192	48	25
Future Volume (vph)	35	764	62	0	829	191	29	16	169	192	48	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	80		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.972			0.863			0.949	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3500	0	0	3440	0	1770	1608	0	1770	1768	0
Flt Permitted	0.106						0.706			0.597		
Satd. Flow (perm)	197	3500	0	0	3440	0	1315	1608	0	1112	1768	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			38			173			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			238			195			335	
Travel Time (s)		21.1			5.4			4.4			7.6	
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
Adj. Flow (vph)	38	830	67	0	901	208	32	17	184	209	52	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	897	0	0	1109	0	32	201	0	209	79	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0			23.0		23.0	23.0		23.0	23.0	
Total Split (s)	7.0	70.0			63.0		40.0	40.0		40.0	40.0	
Total Split (%)	6.4%	63.6%			57.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	4.0	65.0			58.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	52.1	50.1			45.9		49.9	49.9		49.9	49.9	
Actuated g/C Ratio	0.47	0.46			0.42		0.45	0.45		0.45	0.45	
v/c Ratio	0.25	0.56			0.76		0.05	0.24		0.41	0.10	
Control Delay	16.5	22.2			29.6		21.6	6.1		26.5	15.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	22.2			29.6		21.6	6.1		26.5	15.6	
LOS	B	C			C		C	A		C	B	
Approach Delay		22.0			29.6			8.2			23.5	
Approach LOS		C			C			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 24.2

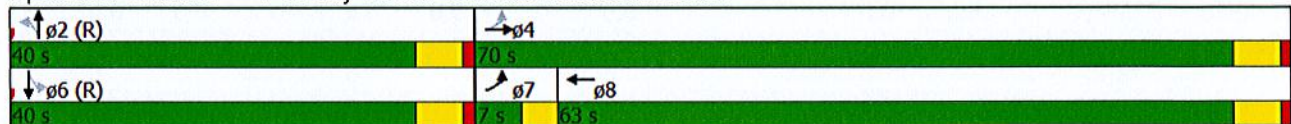
Intersection LOS: C

Intersection Capacity Utilization 63.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: E. Bay Harbor Drive & Kane Concourse



Queues

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	897	1109	32	201	209	79
v/c Ratio	0.25	0.56	0.76	0.05	0.24	0.41	0.10
Control Delay	16.5	22.2	29.6	21.6	6.1	26.5	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	22.2	29.6	21.6	6.1	26.5	15.6
Queue Length 50th (ft)	13	219	332	13	11	103	22
Queue Length 95th (ft)	25	232	356	37	63	197	60
Internal Link Dist (ft)		850	158		115		255
Turn Bay Length (ft)	75			80		100	
Base Capacity (vph)	150	2073	1831	596	823	504	815
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.43	0.61	0.05	0.24	0.41	0.10
Intersection Summary							

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	12	202	36	43	67
Future Vol, veh/h	0	12	202	36	43	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	220	39	47	73
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	405	239	0	0	259	0
Stage 1	239	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	602	800	-	-	1306	-
Stage 1	801	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	800	-	-	1306	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.6		0		3.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	800	1306	-	
HCM Lane V/C Ratio	-	-	0.016	0.036	-	
HCM Control Delay (s)	-	-	9.6	7.9	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖			↖		↖	↖		↖	↖	
Traffic Volume (vph)	46	575	9	0	958	177	14	13	121	131	24	50
Future Volume (vph)	46	575	9	0	958	177	14	13	121	131	24	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	80		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.977			0.864			0.899	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3532	0	0	3458	0	1770	1609	0	1770	1675	0
Flt Permitted	0.091						0.705			0.651		
Satd. Flow (perm)	170	3532	0	0	3458	0	1313	1609	0	1213	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			29			132			54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			238			195			335	
Travel Time (s)		21.1			5.4			4.4			7.6	
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
Adj. Flow (vph)	50	625	10	0	1041	192	15	14	132	142	26	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	635	0	0	1233	0	15	146	0	142	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0			23.0		23.0	23.0		23.0	23.0	
Total Split (s)	7.0	70.0			63.0		40.0	40.0		40.0	40.0	
Total Split (%)	6.4%	63.6%			57.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	4.0	65.0			58.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	57.7	55.7			50.1		44.3	44.3		44.3	44.3	
Actuated g/C Ratio	0.52	0.51			0.46		0.40	0.40		0.40	0.40	
v/c Ratio	0.34	0.35			0.77		0.03	0.20		0.29	0.11	
Control Delay	16.6	16.2			27.8		24.4	6.5		27.2	11.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	16.2			27.8		24.4	6.5		27.2	11.1	
LOS	B	B			C		C	A		C	B	
Approach Delay		16.2			27.8			8.2			21.4	
Approach LOS		B			C			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.4

Intersection LOS: C

Intersection Capacity Utilization 66.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: E. Bay Harbor Drive & Kane Concourse

↖ ø2 (R)	↗ ø4
40 s	70 s
↘ ø6 (R)	↖ ø7
40 s	7 s
	↗ ø8
	63 s

Queues

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	635	1233	15	146	142	80
v/c Ratio	0.34	0.35	0.77	0.03	0.20	0.29	0.11
Control Delay	16.6	16.2	27.8	24.4	6.5	27.2	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	16.2	27.8	24.4	6.5	27.2	11.1
Queue Length 50th (ft)	16	130	363	6	6	69	11
Queue Length 95th (ft)	29	143	390	23	52	135	48
Internal Link Dist (ft)		850	158		115		255
Turn Bay Length (ft)	75			80		100	
Base Capacity (vph)	147	2087	1837	528	725	487	706
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.30	0.67	0.03	0.20	0.29	0.11
Intersection Summary							

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖			↖		↖	↖		↖	↖	
Traffic Volume (vph)	46	624	9	0	973	177	14	13	121	131	24	50
Future Volume (vph)	46	624	9	0	973	177	14	13	121	131	24	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	80		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.977			0.864			0.899	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3532	0	0	3458	0	1770	1609	0	1770	1675	0
Flt Permitted	0.089						0.705			0.650		
Satd. Flow (perm)	166	3532	0	0	3458	0	1313	1609	0	1211	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			29			132			54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			238			195			335	
Travel Time (s)		21.1			5.4			4.4			7.6	
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
Adj. Flow (vph)	50	678	10	0	1058	192	15	14	132	142	26	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	688	0	0	1250	0	15	146	0	142	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↗	↖	←	↗	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0			23.0		23.0	23.0		23.0	23.0	
Total Split (s)	7.0	70.0			63.0		40.0	40.0		40.0	40.0	
Total Split (%)	6.4%	63.6%			57.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	4.0	65.0			58.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	58.2	56.2			50.6		43.8	43.8		43.8	43.8	
Actuated g/C Ratio	0.53	0.51			0.46		0.40	0.40		0.40	0.40	
v/c Ratio	0.34	0.38			0.78		0.03	0.20		0.29	0.11	
Control Delay	16.6	16.3			27.7		24.6	6.6		27.5	11.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	16.3			27.7		24.6	6.6		27.5	11.2	
LOS	B	B			C		C	A		C	B	
Approach Delay		16.3			27.7			8.3			21.6	
Approach LOS		B			C			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 22.3

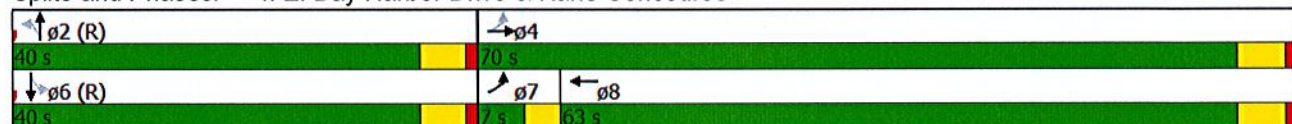
Intersection LOS: C

Intersection Capacity Utilization 66.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: E. Bay Harbor Drive & Kane Concourse



Queues

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	688	1250	15	146	142	80
v/c Ratio	0.34	0.38	0.78	0.03	0.20	0.29	0.11
Control Delay	16.6	16.3	27.7	24.6	6.6	27.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	16.3	27.7	24.6	6.6	27.5	11.2
Queue Length 50th (ft)	16	141	365	7	6	70	12
Queue Length 95th (ft)	29	157	398	23	52	135	48
Internal Link Dist (ft)		850	158		115		255
Turn Bay Length (ft)	75			80		100	
Base Capacity (vph)	146	2087	1837	522	719	482	699
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.33	0.68	0.03	0.20	0.29	0.11
Intersection Summary							

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↗	↙	←	↘	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖			↖		↖	↖		↖	↖	
Traffic Volume (vph)	46	624	28	0	989	177	71	13	168	131	24	50
Future Volume (vph)	46	624	28	0	989	177	71	13	168	131	24	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	80		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.977			0.861			0.899	
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	1770	3518	0	0	3458	0	1770	1604	0	1770	1675	0
Flt Permitted	0.087						0.705			0.585		
Satd. Flow (perm)	162	3518	0	0	3458	0	1313	1604	0	1090	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			28			183			54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		930			238			195			335	
Travel Time (s)		21.1			5.4			4.4			7.6	
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
Adj. Flow (vph)	50	678	30	0	1075	192	77	14	183	142	26	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	708	0	0	1267	0	77	197	0	142	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4						2			6		

Lanes, Volumes, Timings

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4			8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	23.0			23.0		23.0	23.0		23.0	23.0	
Total Split (s)	7.0	70.0			63.0		40.0	40.0		40.0	40.0	
Total Split (%)	6.4%	63.6%			57.3%		36.4%	36.4%		36.4%	36.4%	
Maximum Green (s)	4.0	65.0			58.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	3.0	4.0			4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0			1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None			None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	58.8	56.8			51.2		43.2	43.2		43.2	43.2	
Actuated g/C Ratio	0.53	0.52			0.47		0.39	0.39		0.39	0.39	
v/c Ratio	0.34	0.39			0.78		0.15	0.27		0.33	0.12	
Control Delay	16.5	16.0			27.5		25.7	5.9		28.8	11.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	16.0			27.5		25.7	5.9		28.8	11.3	
LOS	B	B			C		C	A		C	B	
Approach Delay		16.0			27.5			11.5			22.5	
Approach LOS		B			C			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 21.9

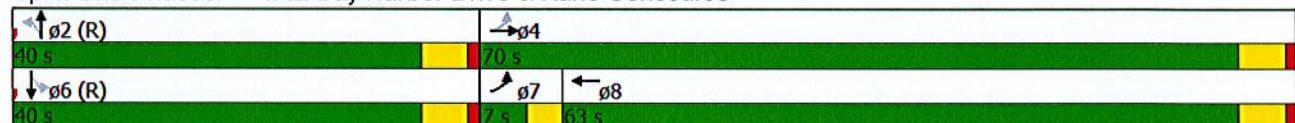
Intersection LOS: C

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: E. Bay Harbor Drive & Kane Concourse



Queues

4: E. Bay Harbor Drive & Kane Concourse

1/28/2016

							
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	50	708	1267	77	197	142	80
v/c Ratio	0.34	0.39	0.78	0.15	0.27	0.33	0.12
Control Delay	16.5	16.0	27.5	25.7	5.9	28.8	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	16.0	27.5	25.7	5.9	28.8	11.3
Queue Length 50th (ft)	15	144	371	36	6	71	12
Queue Length 95th (ft)	29	161	407	78	58	139	48
Internal Link Dist (ft)		850	158		115		255
Turn Bay Length (ft)	75			80		100	
Base Capacity (vph)	145	2081	1836	515	741	428	691
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.34	0.69	0.15	0.27	0.33	0.12
Intersection Summary							

Intersection

Int Delay, s/veh 3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	0	104	148	16	19	33
Future Vol, veh/h	0	104	148	16	19	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	113	161	17	21	36

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	247	170	0
Stage 1	170	-	-
Stage 2	77	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	741	874	1398
Stage 1	860	-	-
Stage 2	946	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	730	874	1398
Mov Cap-2 Maneuver	730	-	-
Stage 1	860	-	-
Stage 2	932	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	874	1398	-
HCM Lane V/C Ratio	-	-	0.129	0.015	-
HCM Control Delay (s)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

APPENDIX F

Valet Queuing

Queuing Analysis based on ITE Procedures

$q = 22$ veh/hr (demand rate)

$Q = 20$ veh/hr (service rate)

$$p = \frac{q}{NQ} = 0.55 \text{ (N = 2 valet runners)}$$

$$Q_M = 0.55$$

Using Acceptable Probability of 10% (90% Confidence Level)

$$M = \left(\frac{\ln(x > M) - \ln(Q_M)}{\ln(p)} \right) - 1$$

$$M = \left(\frac{\ln(0.10) - \ln(0.55)}{\ln(0.55)} \right) - 1$$

$$M = \left(\frac{-2.3026 - (-0.5978)}{-0.5978} \right) - 1$$

$$M = 2.9 - 1 = 1.9, \text{ say 2 vehicle}$$



Zoning Summary

ONE KANE CONCOURSE - COMMERCIAL BUILDING

revuelta architecture international p.a.

Lot Area	SF 22,301	Acres 0.512
Legal Description		
LOTS 1 AND 2, BLOCK 1, BAY HARBOR ISLAND, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.		
Flood Elevation		
As per FEMA map number 12086C0144L Panel 0144 Survey Flood Zone +10 N.G.V.D. Grade Level +4.3' (Crown of the road)		
Florida Building Code 2014 Use and Occupancy Classification: Business Group "B"		
Zoning Classification	Comprehensive Plan FLUM: "COMMERCIAL" Zoning District "G" - Gateway	
Building Setbacks		
	Required	Proposed
Front (West /East bay harbor Drive)	20'-0" for any structure over 25 feet in height, the setback shall be increased one foot for each two feet of building height for that portion of the building over 25 feet in height with a maximum setback of 30 feet	20'-0" - 30'-0"
Side Street (North / Kane Concourse)	20'-0", for any structure over 25 feet in height, the setback shall be increased one foot for each two feet of building height for that portion of the building over 25 feet in height	20'-0" - 45'-0"
Side (South)	10'-0", for any structure over 25 feet in height, the setback shall be increased one foot for each two feet of building height for that portion of the building over 25 feet in height with a maximum setback of 25 feet.	10'-0" - 25'-0"
Rear (East / Waterfront)	20'-0"	20'-0"
Flex Setbacks		
	Allowable setback (Feet)	Proposed (Feet)
West Side		
maximum allowed 1/3 of length of building	122 40'-8"	40'-8"
South Side		
maximum allowed 1/3 of length of building	110 36'-8"	36'-8"
North Side		
maximum allowed 1/3 of length of building	112'-11" 37'-7"	37'-7"
Maximum Height	Allowable	Proposed
Maximum Building Height - as of right	75 feet above BFE	75
Landscape Areas		
	Allowable	Proposed
Pervious Area	N.A.	2,790 SF
Impervious Area		2,790 SF 19,511 SF
Roof Landscape Requirement		
15% of Used Roof Area	Roof Area 4,995 SF	Required 749 SF 15% Proposed 1,279 SF 26%
Parking Space Requirements		
	area	Required
Restaurant (1 space / 35 SF)	2,910 SF	83
Restaurant Bar (1 space / 2 LF)	40 Linear Feet	20
Restricted restaurant operations from 6pm - 2 am, ord. sect. [23-24 (e)]		0
Office	42,302 SF	141
Total Parking Spaces		141
Building Gross Area		
		109,179 SF

Page 2



LOCATION MAP

ALL EXISTING OVERHEAD POWER LINES / OTHER LINES MUST BE PLACED UNDERGROUND AT THE EXPENSE OF THE DEVELOPER.
IF FPL DOESN NOT ALLOW THIS AT THIS TIME, CONDUIT MUST BE INSTALLED.
UTILITY SERVICES TO THE BUILDING MUST BE UNDERGROUND FROM THE POLES TO THE BUILDING

ZONING DATA

ONE KANE CONCOURSE

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Atlanta
Santiago, Chile

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DESIGN BY

Luis O. Revuelta
AR 0007972

PROJECT

ONE KANE CONCOURSE

9551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLAND, FLORIDA, 33154

OWNER INFORMATION

TAUBCO
9551 E. BAY HARBOR DR.
BAY HAROBOR, FLORIDA 33154

ARCHITECT

REVUELTAARCHITECTURE INTERNATIONAL
2950 SW 27TH AVENUE
SUITE No 110
MIAMI, FLORIDA 33133

PLANNING
& ZONING

Revisions
06/27/2016
07/19/2016

CIVIL ENGINEER

HOLLAND ENGINEERING INC.
3900 HOLLYWOOD BOULEVARD, SUITE 303
HOLLYWOOD, FLORIDA, 33021

CONSULTANTS

LANDSCAPE ARCHITECT

GEOMANTIC DESIGNS INC.
6800 SW. 81 STREET
MIAMI, FLORIDA 33143

LIGHTING CONSULTANT

ARPE ENGINEERING INC
GABLES INTERNATIONAL PLAZA
2655 LE JEUNE ROAD, SUITE 1109
CORAL GABLES, FLORIDA 33134

Date
10/11/2016
Scale
As Shown
Project No.
1338

A-101



3 SOUTH EAST AERIAL VIEW
SCALE: 1:1.91



4 SOUTH WEST AERIAL VIEW
SCALE: 1:2.39



2 NORTH WEST AERIAL VIEW
SCALE: 1:2.11



1 NORTH EAST AERIAL VIEW
SCALE: 1:2.11

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Luis O. Revuelta
AR 0007972

PROJECT

ONE KANE CONCOURSE
6551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA, 33154

OWNER INFORMATION

TAUBCO
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PLANNING
& ZONING

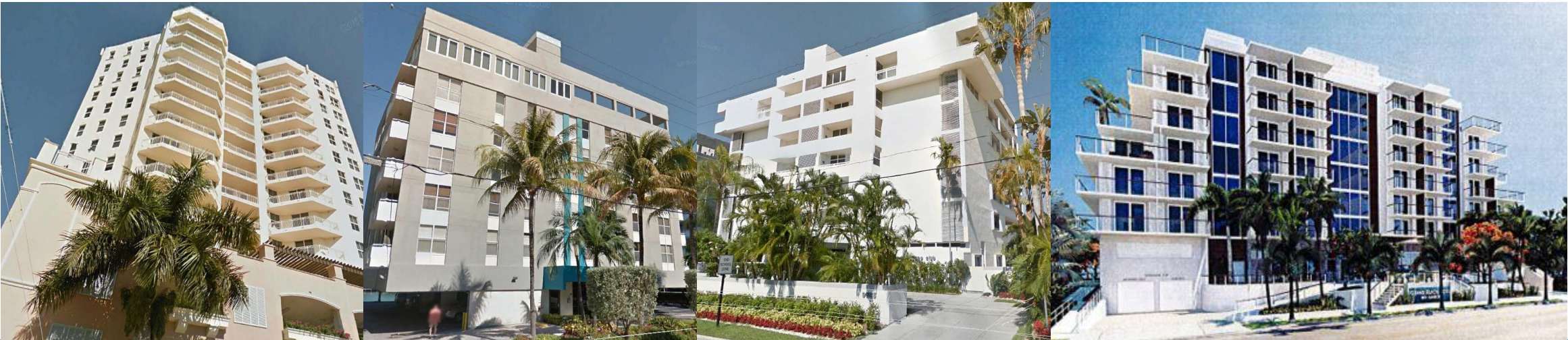
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9751
CARROL WALK

9721
ISLAND PLACE

9655
SEASCAPE CLUB

9601
EXISTING: EMPTY LOT
NEW PROJECT: GRAND BEACH BAY HARBOR

ONE KANE
CONCOURSE

9551
TAUBCO
OFFICES

9541
EXISTING: EMPTY LOT
NEW PROJECT: BIJOUX

9501
MANSARD
CONDO

9461
EXISTING: EMPTY LOT
NEW PROJECT: ROYAL HOUSE

9381
LONDON TOWERS

9341
GRANADA
CONDO

EAST BAY HARBOR DRIVE

1 STREET ELEVATION EAST BAY HARBOR DRIVE
SCALE: 1/64" = 1'-0"

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PROJECT

ONE KANE CONCOURSE

9551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA, 33154

OWNER INFORMATION

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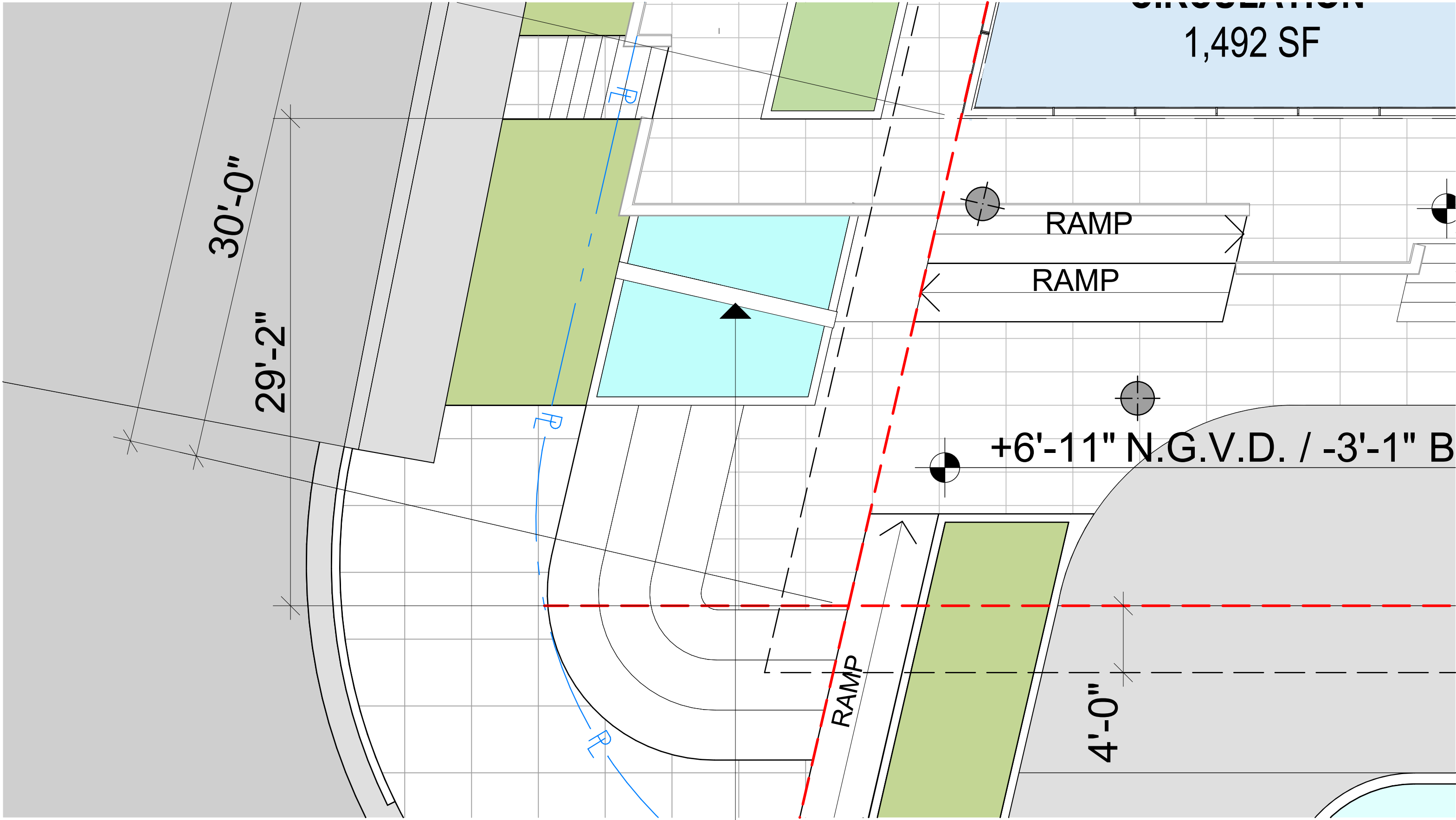
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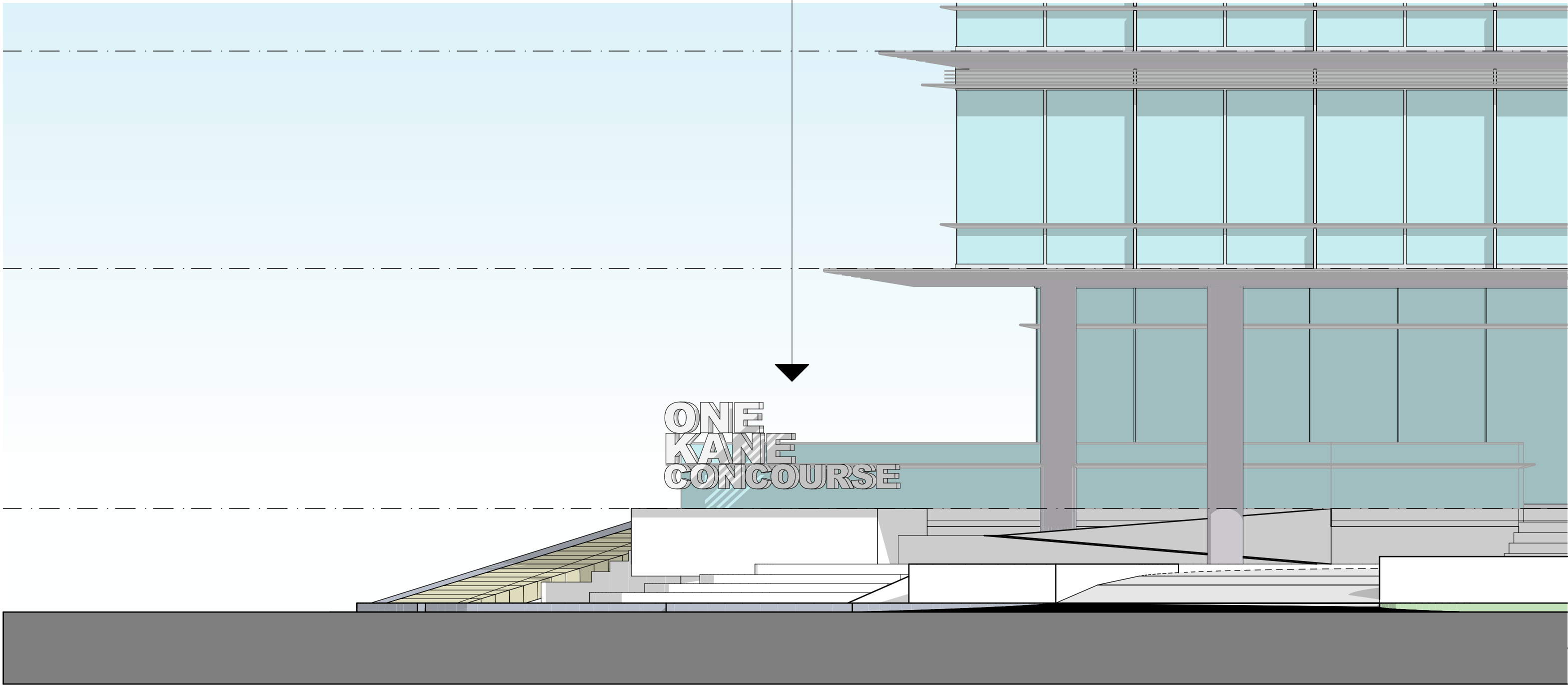
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1338

A-104

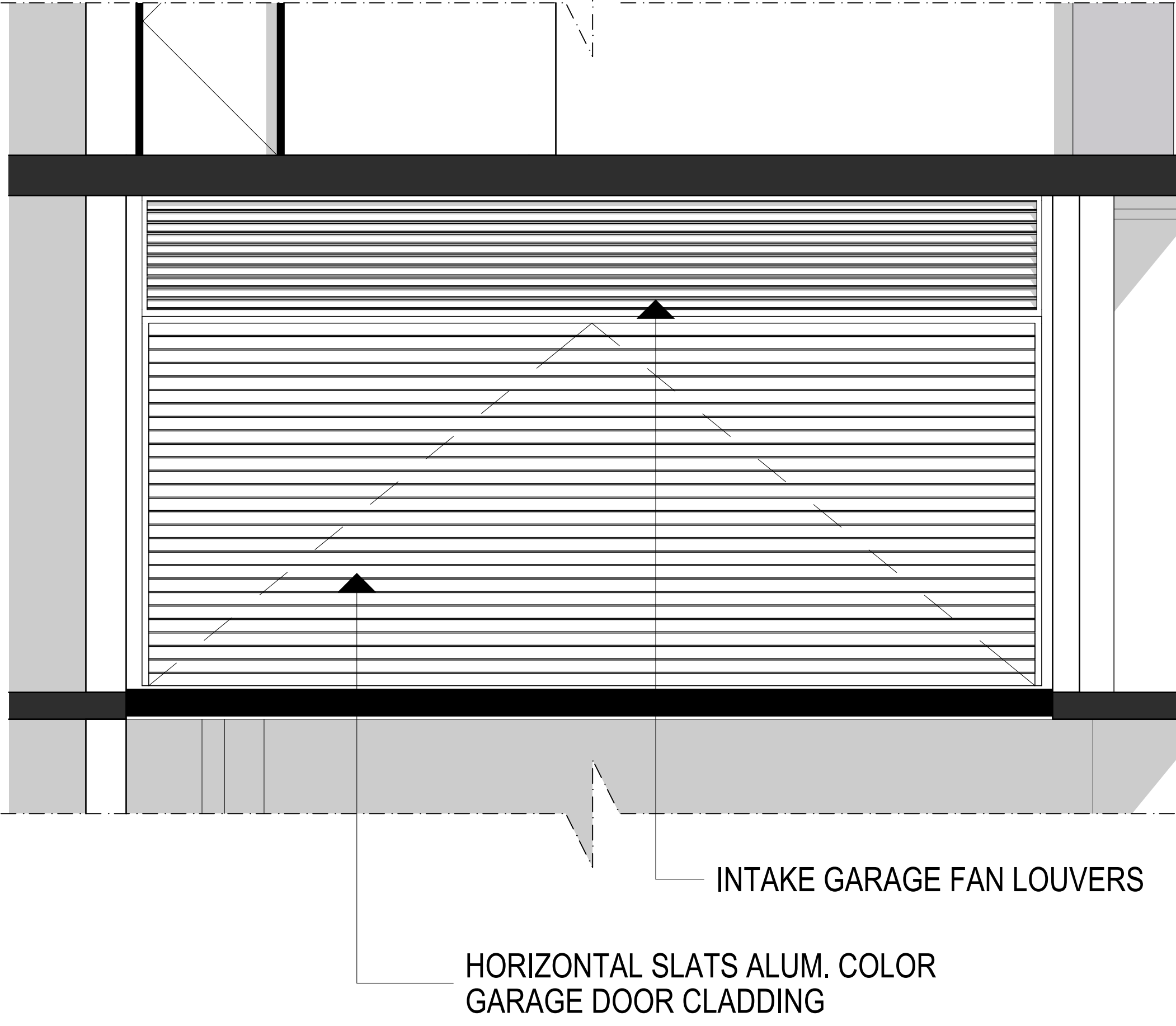
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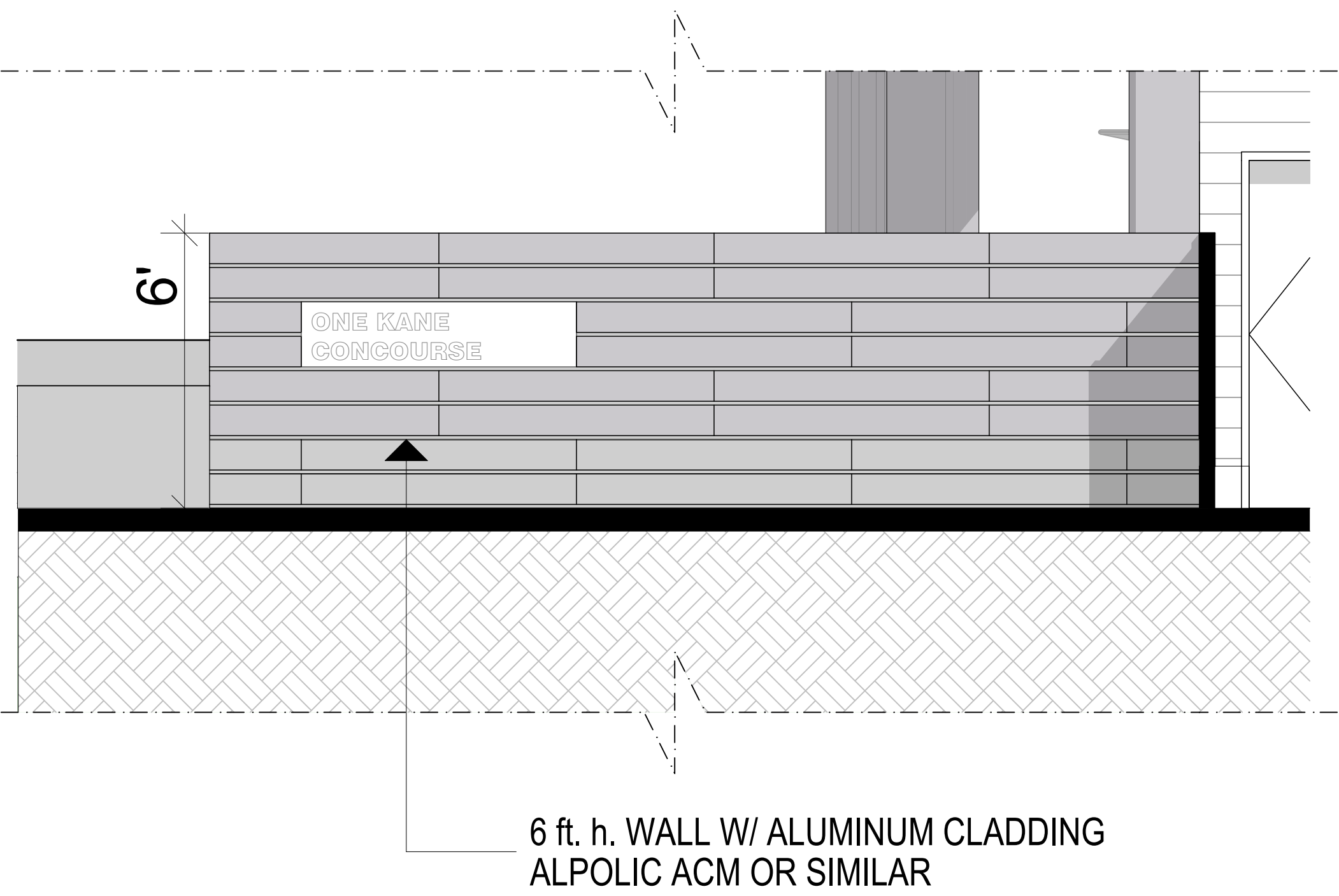
1 BUILDING SIGN FLOOR PLAN
SCALE: 3/16" = 1'-0"



2 BUILDING SIGN ELEVATION
SCALE: 3/16" = 1'-0"



3 GARAGE DOOR
SCALE: 3/8" = 1'-0"



4 CLADDED WALL
SCALE: 3/8" = 1'-0"

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PROJECT

ONE KANE CONCOURSE

OWNER INFORMATION

TAUBCO

PLANNING
& ZONING

Revisions
06/27/2016
07/19/2016

CONSULTANTS

Date
10/11/2016
Scale
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Project No.
1338

A-105

OFFICE, BUSINESS DISTRICT
FLUM: COMMERCIAL
1 STORY



OFFICE, BUSINESS DISTRICT
FLUM: COMMERCIAL
1 STORY



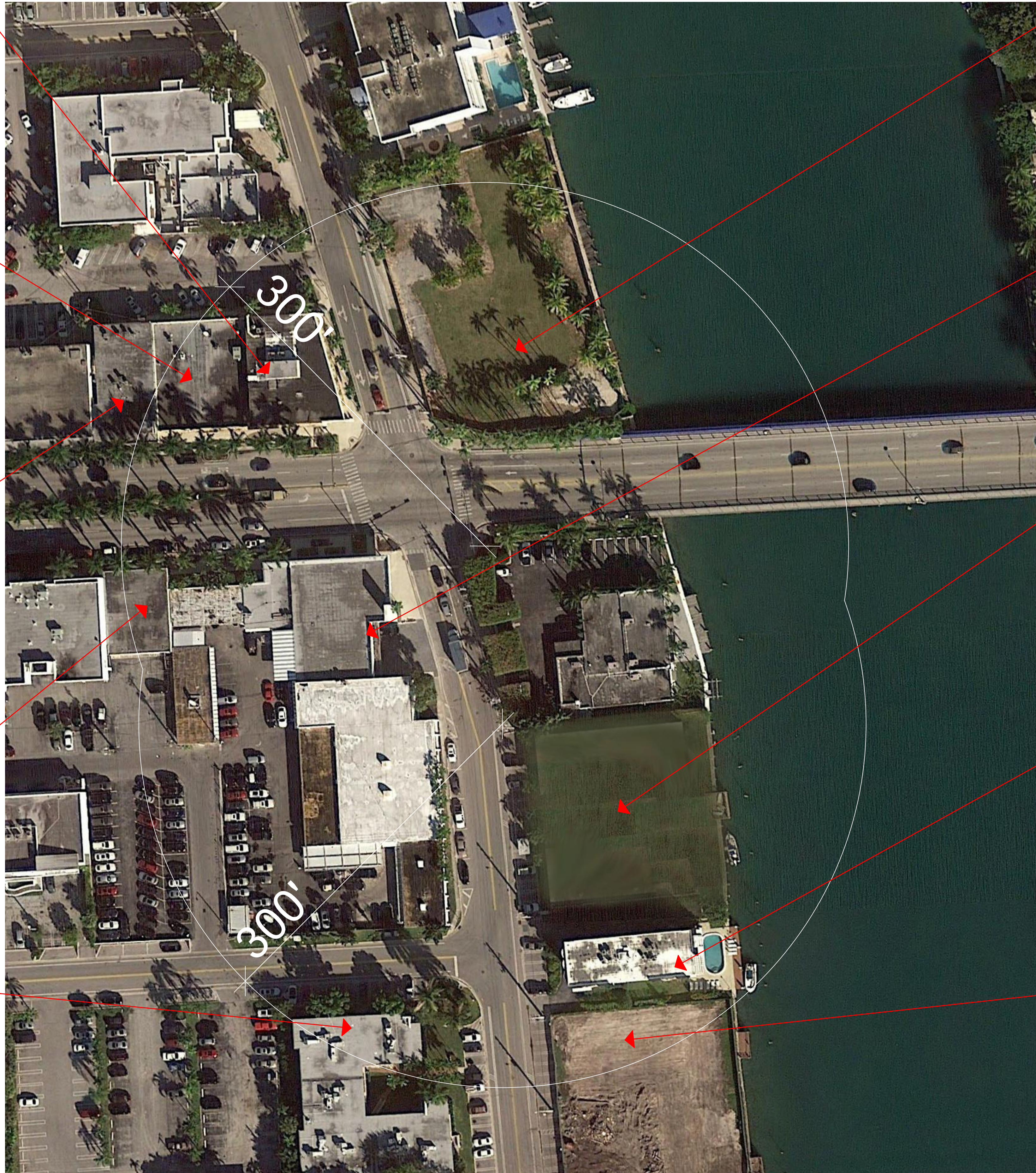
OFFICE, BUSINESS DISTRICT
FLUM: COMMERCIAL
1 STORY



OFFICE, BUSINESS DISTRICT
FLUM: COMMERCIAL
1 STORY



MULTIFAMILY, RM-2
FLUM: MEDIUM HIGH DENSITY
2 STORY



1 LAND USE PLAN DESIGNATION
SCALE: 1" = 50'

GATEWAY DISTRICT
FLUM: GATEWAY DISTRICT
7 STORY NEW BUILDING



OFFICE, BUSINESS DISTRICT
FLUM: COMMERCIAL
1 STORY



MULTIFAMILY, RM-1
FLUM: MEDIUM HIGH DENSITY
7 STORY NEW BUILDING



MULTIFAMILY, RM-1
FLUM: MEDIUM HIGH DENSITY
4 STORY BUILDING



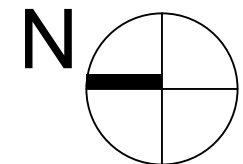
MULTIFAMILY, RM-1
FLUM: MEDIUM HIGH DENSITY
7 STORY NEW BUILDING



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1 SITE PLAN
SCALE: 1/16" = 1'-0"



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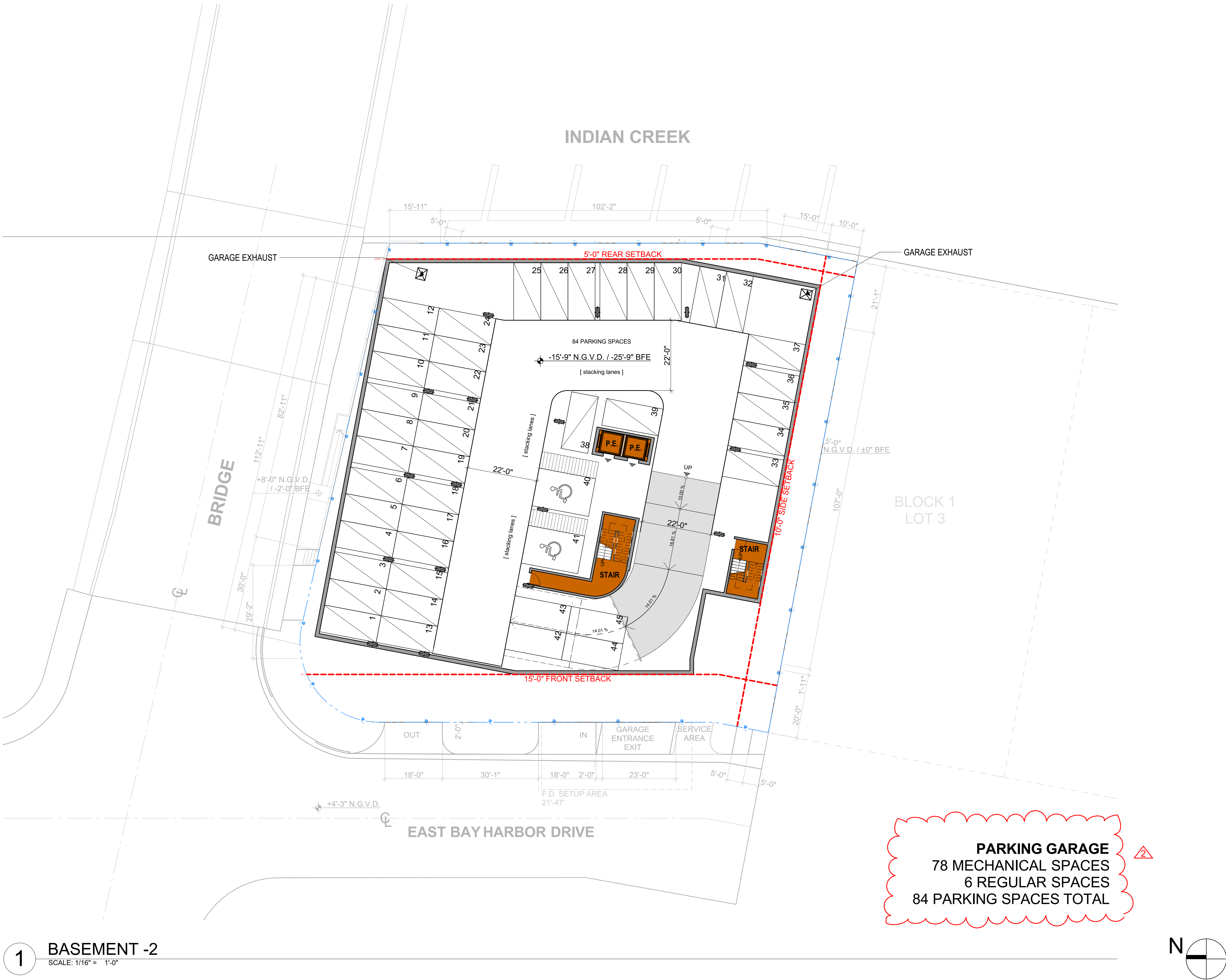
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1 BASEMENT -2
SCALE: 1/16" = 1'-0"

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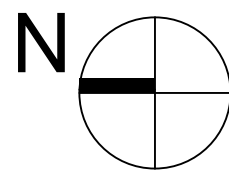
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1 BASEMENT -1
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PARKING GARAGE
60 MECHANICAL SPACES
12 REGULAR SPACES
72 PARKING SPACES TOTAL

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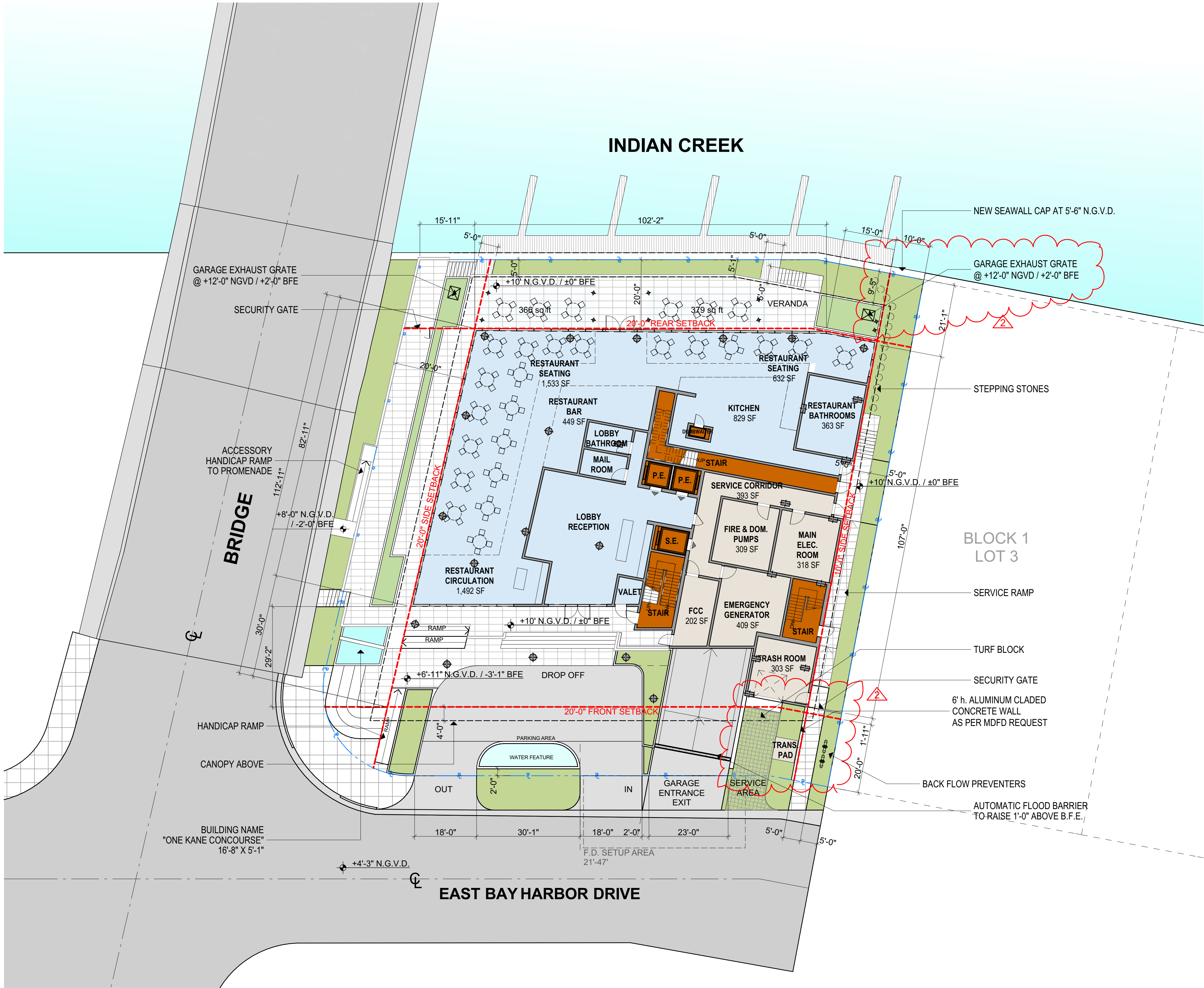
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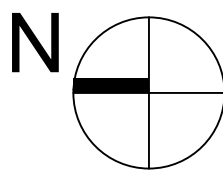
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1 LEVEL 1
SCALE: 1/16" = 1'-0"



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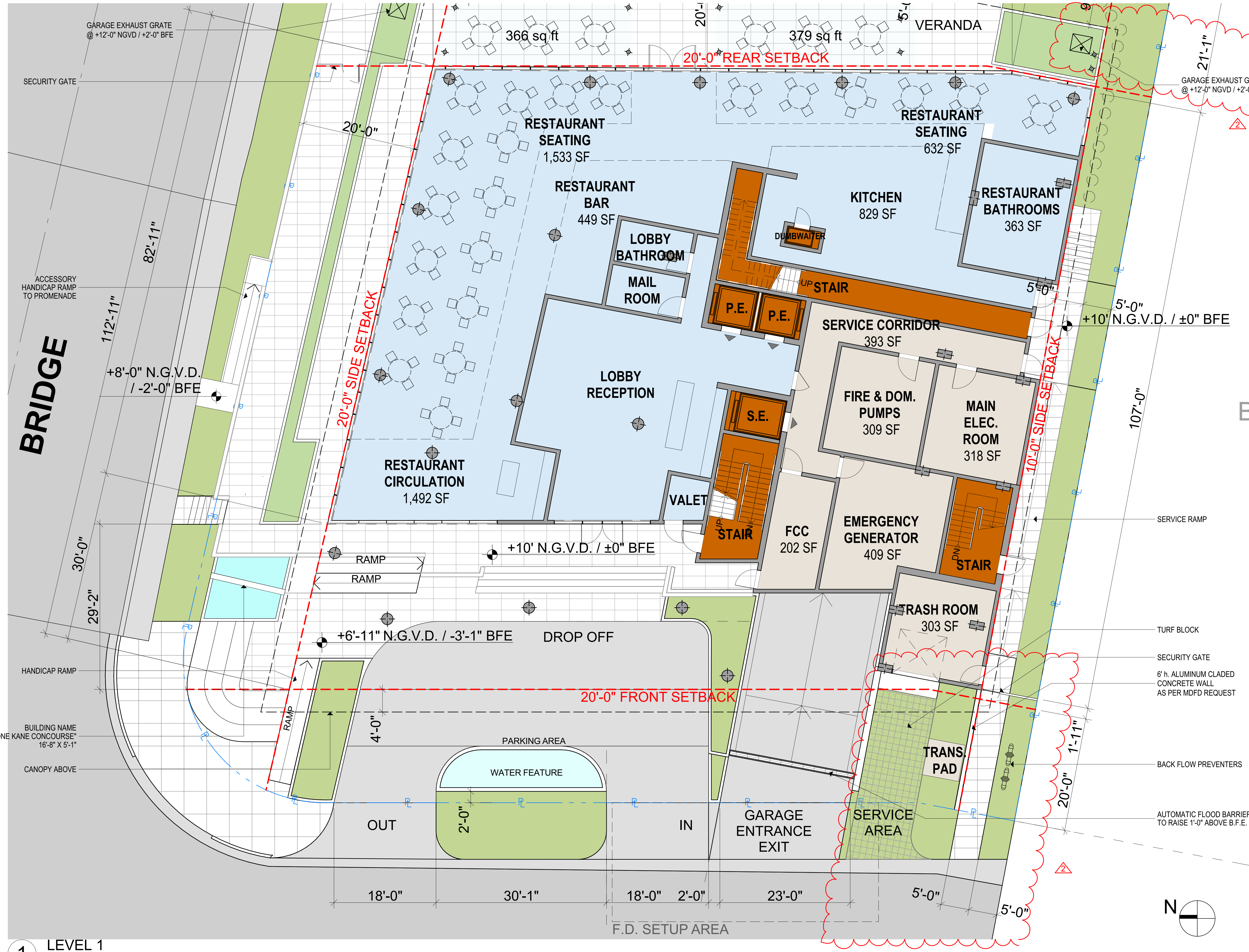
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1 LEVEL 1
SCALE: 1/8" = 1'-0"

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1 LEVEL 2
SCALE: 1/8" = 1'-0"



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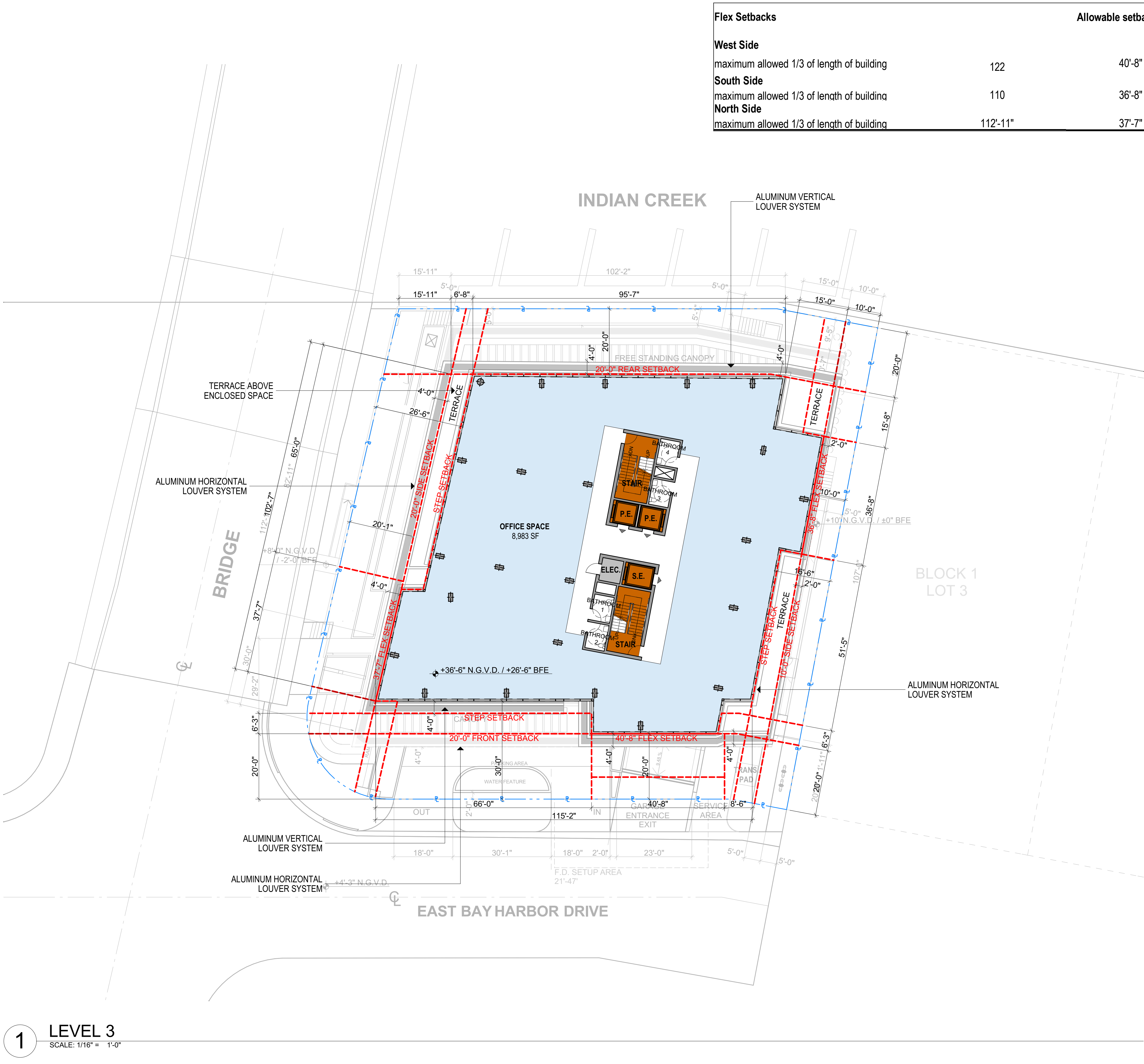
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Flex Setbacks		Allowable setback (Feet)	Proposed (Feet)
West Side			
maximum allowed 1/3 of length of building	122	40'-8"	40'-8"
South Side			
maximum allowed 1/3 of length of building	110	36'-8"	36'-8"
North Side			
maximum allowed 1/3 of length of building	112'-11"	37'-7"	37'-7"

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ESTUDIO BUILDING RAV VAZARPODI@GMAIL.COM 2016 MAY 29 PM 8:40:00 Date: 10/14/2016



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1

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



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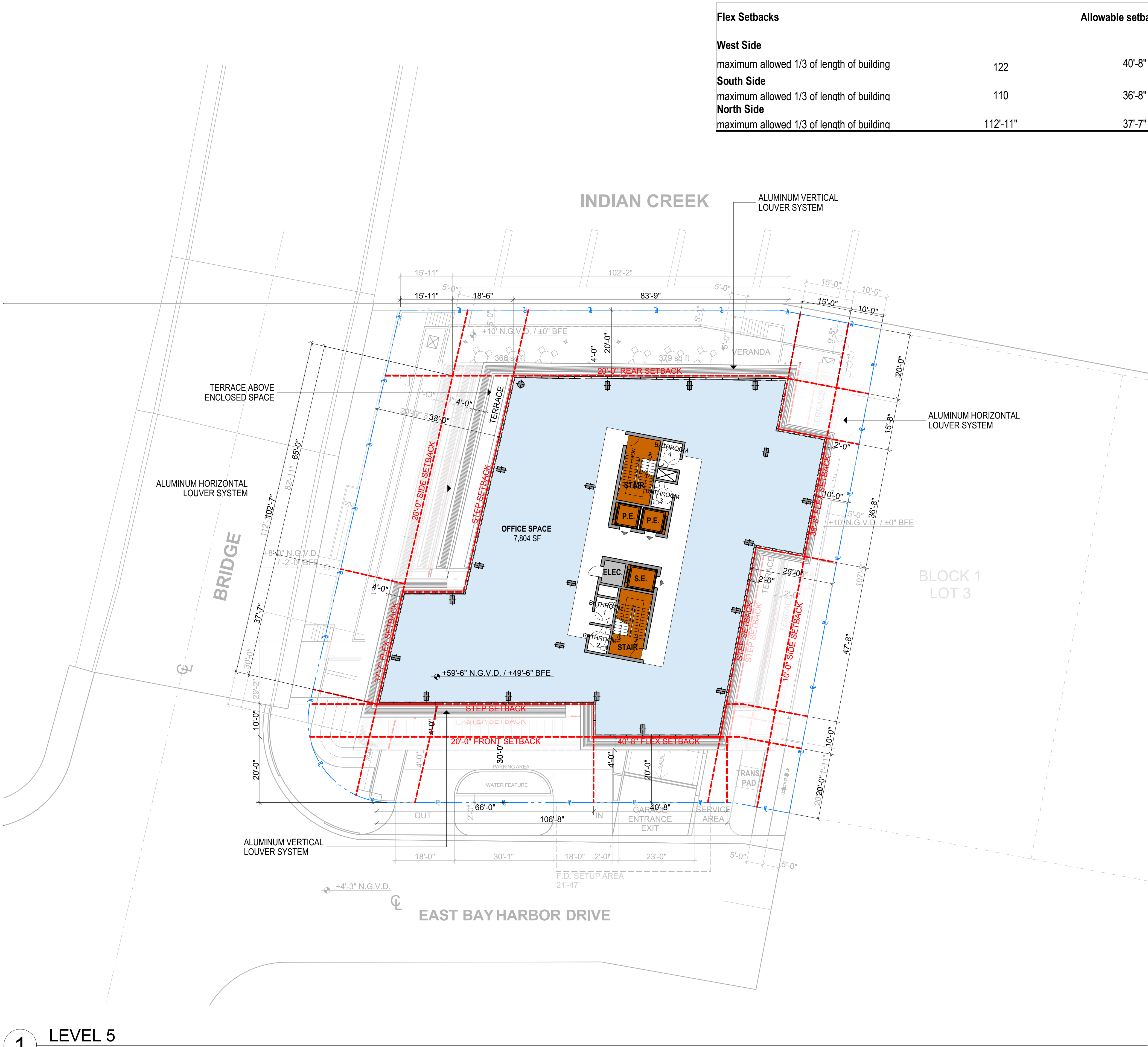
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Flex Setbacks		Allowable setback (Feet)	Proposed (Feet)
West Side			
maximum allowed 1/3 of length of building	122	40'-8"	40'-8"
South Side			
maximum allowed 1/3 of length of building	110	36'-8"	36'-8"
North Side			
maximum allowed 1/3 of length of building	112'-11"	37'-7"	37'-7"

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



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LEVEL 6
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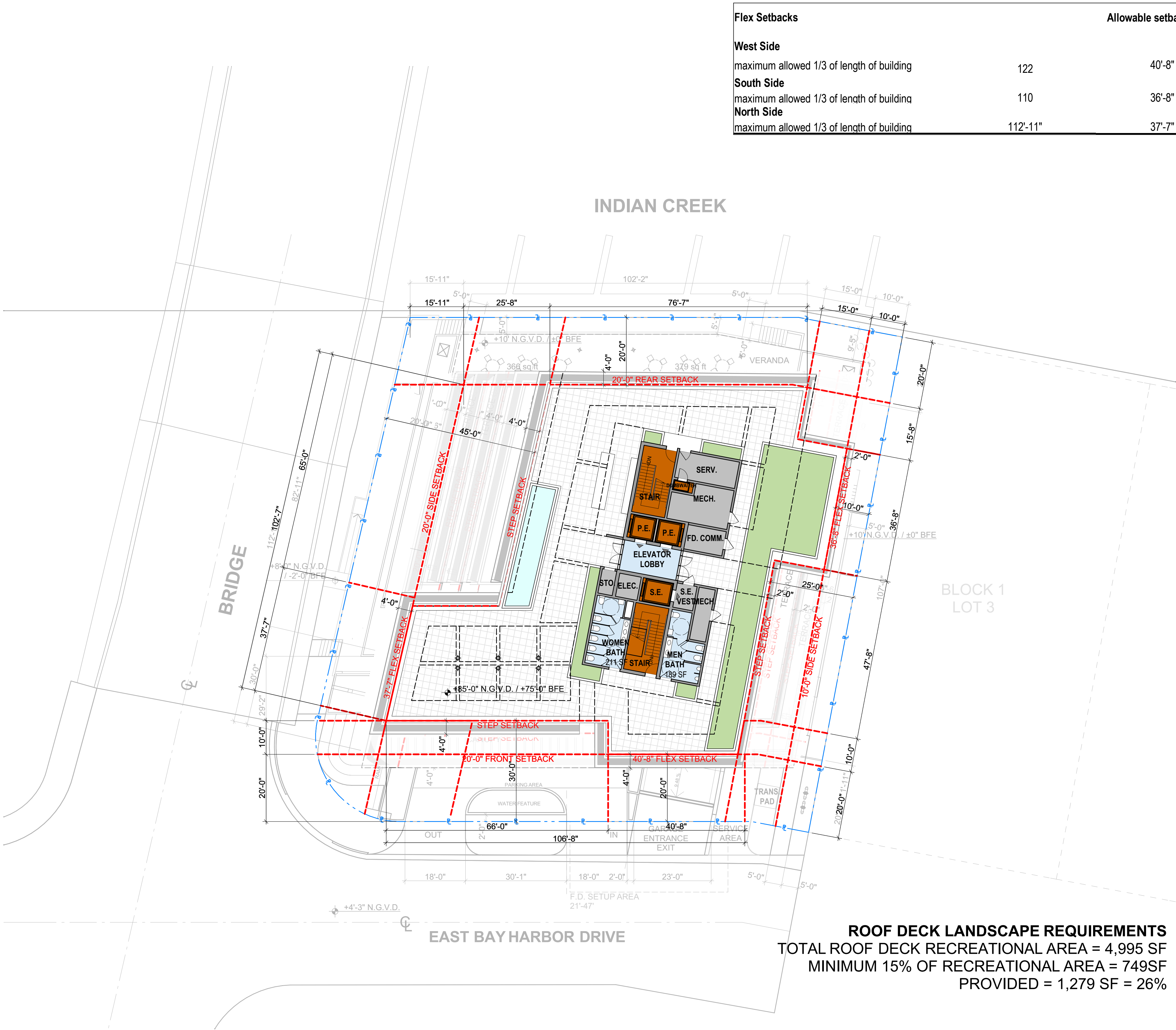
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1 LEVEL ROOF DECK
SCALE: 1/16" = 1'-0"

Flex Setbacks		Allowable setback (Feet)	Proposed (Feet)
West Side			
maximum allowed 1/3 of length of building	122	40'-8"	40'-8"
South Side			
maximum allowed 1/3 of length of building	110	36'-8"	36'-8"
North Side			
maximum allowed 1/3 of length of building	112'-11"	37'-7"	37'-7"

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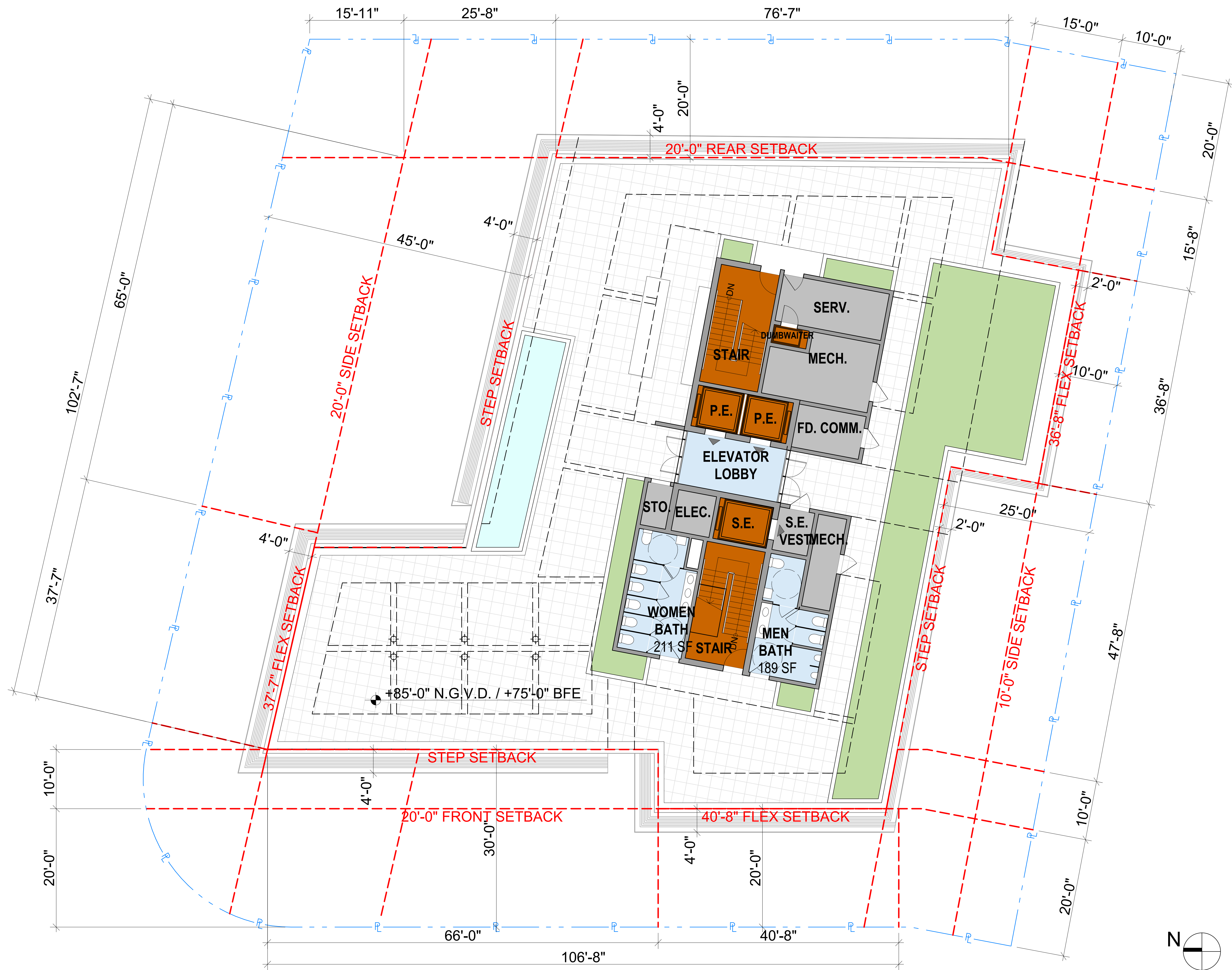
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1

LEVEL ROOF DECK

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



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Flex Setbacks		Allowable setback (Feet)	Proposed (Feet)
West Side			
maximum allowed 1/3 of length of building	122	40'-8"	40'-8"
South Side			
maximum allowed 1/3 of length of building	110	36'-8"	36'-8"
North Side			
maximum allowed 1/3 of length of building	112'-11"	37'-7"	37'-7"

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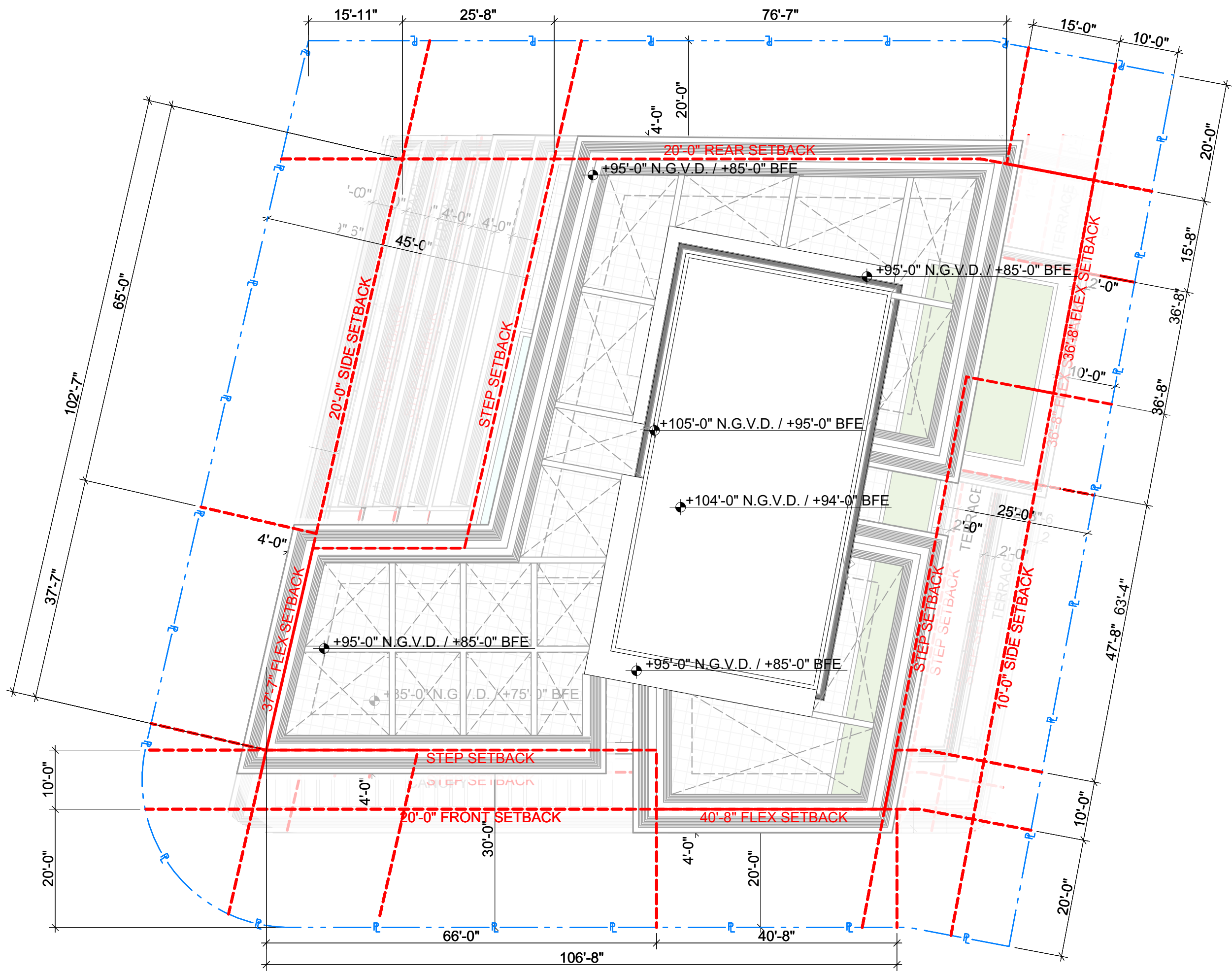
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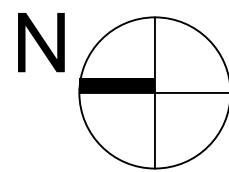
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1 UPPER ROOF

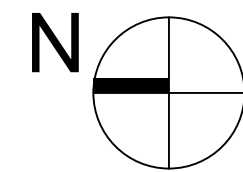
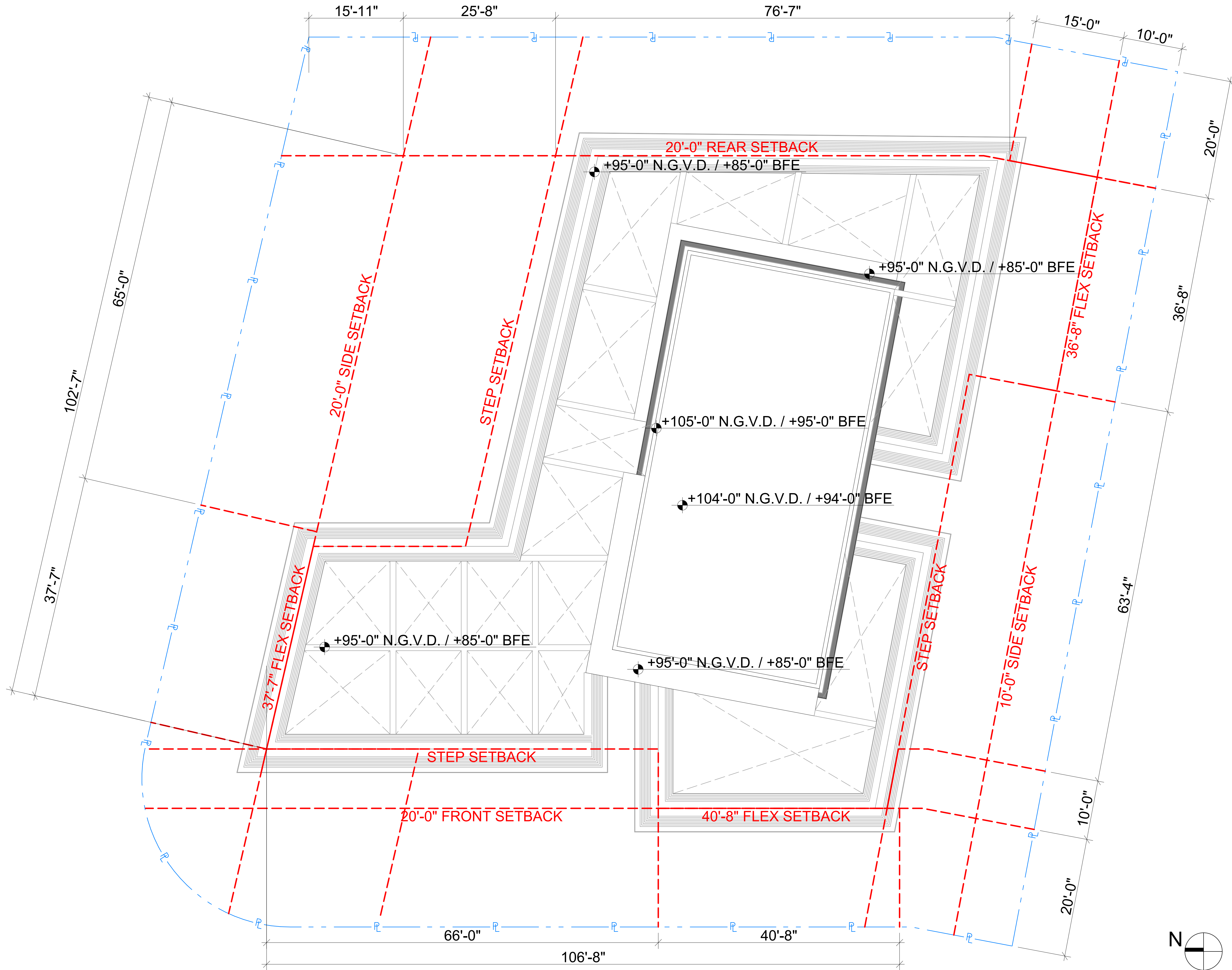
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UPPER ROOF
SCALE: 1/8" = 1'-0"



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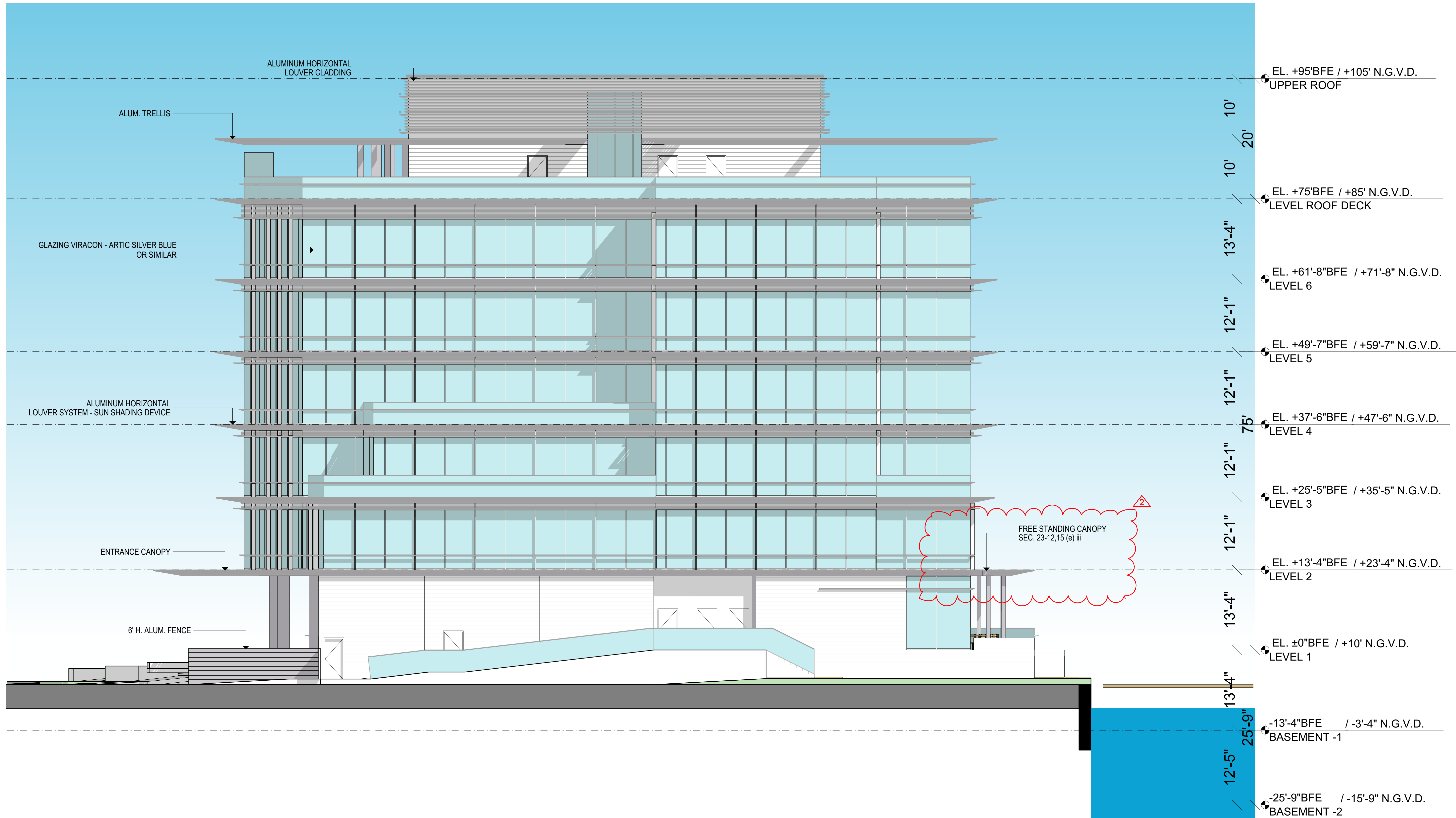
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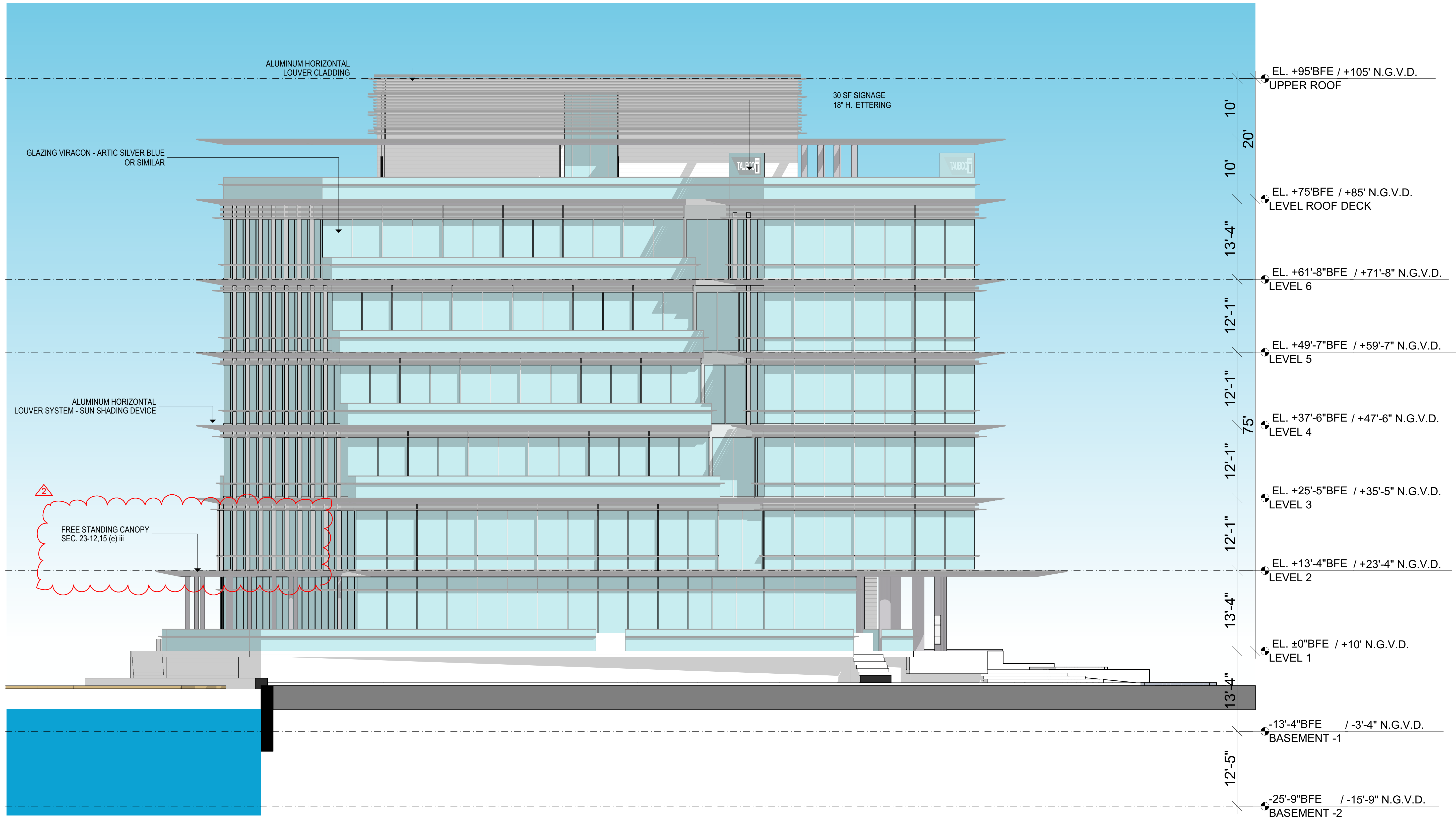
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1 SOUTH ELEVATION

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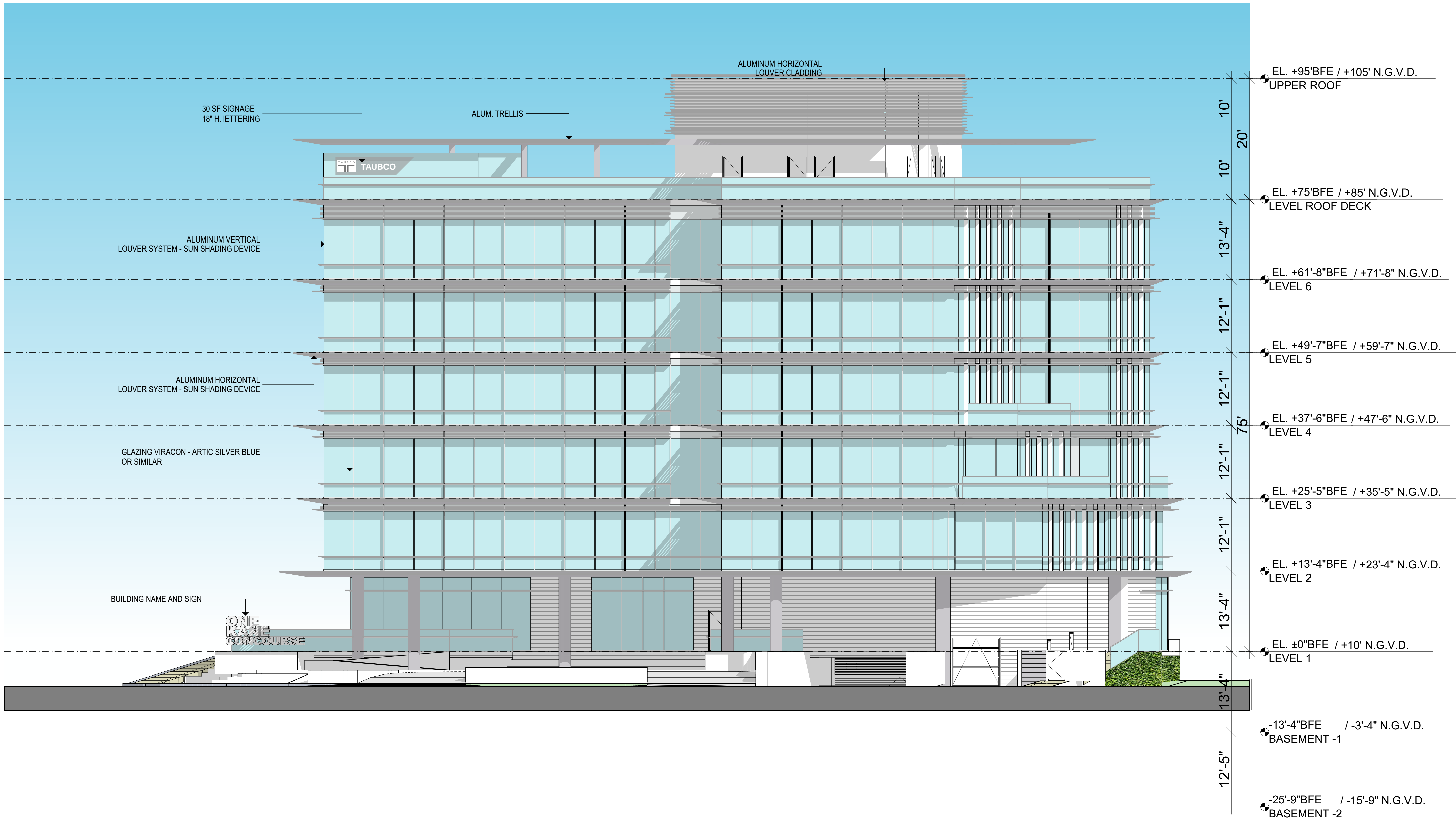
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1 NORTH ELEVATION

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

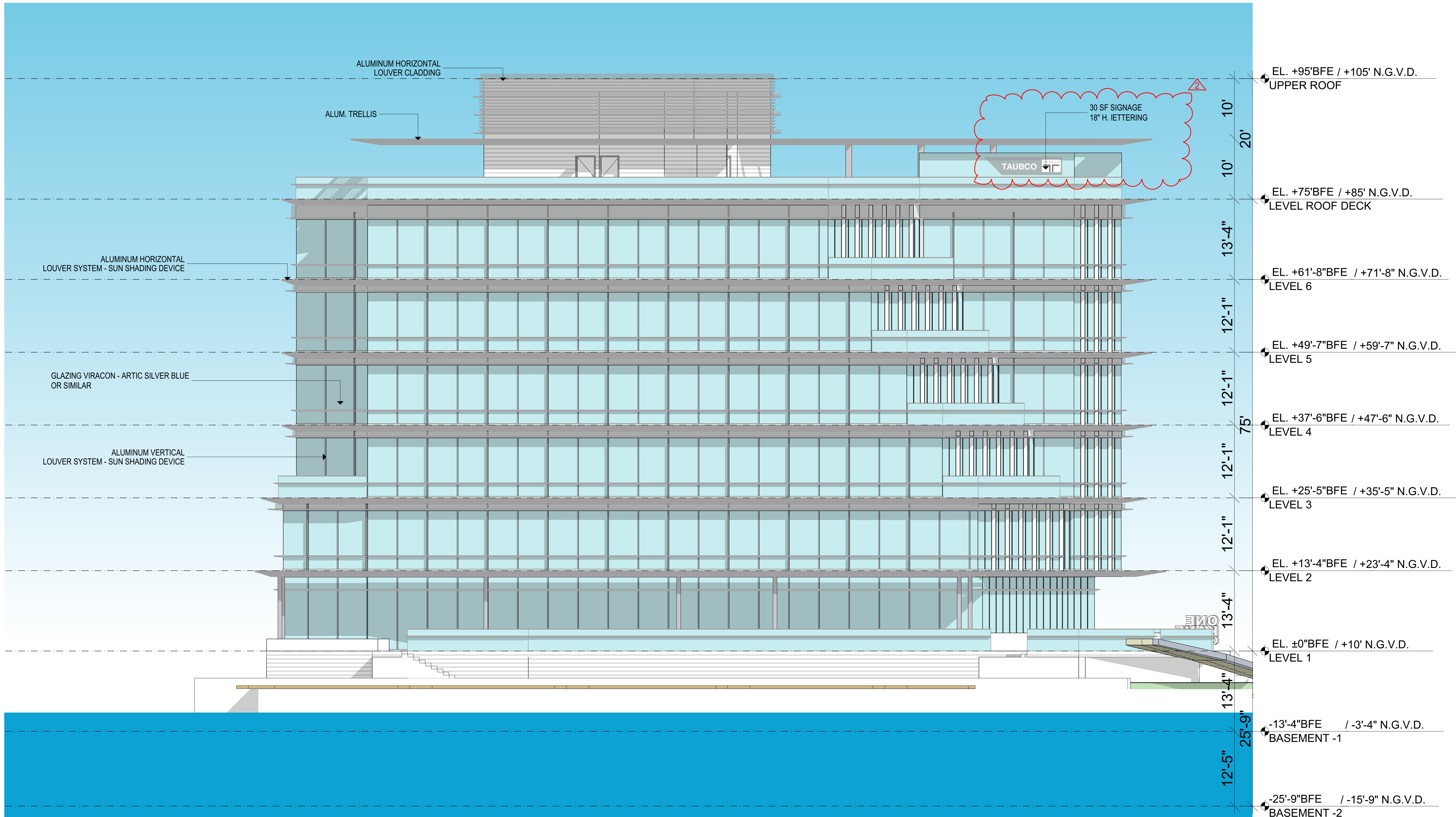
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WEST ELEVATION

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

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File: G:\Projects\1338 OFFICE BUILDING BAY HARBOR\OFFICE MODEL 2016 MAY 3.in - By: jrc/mwt - Date: 10/11/2016

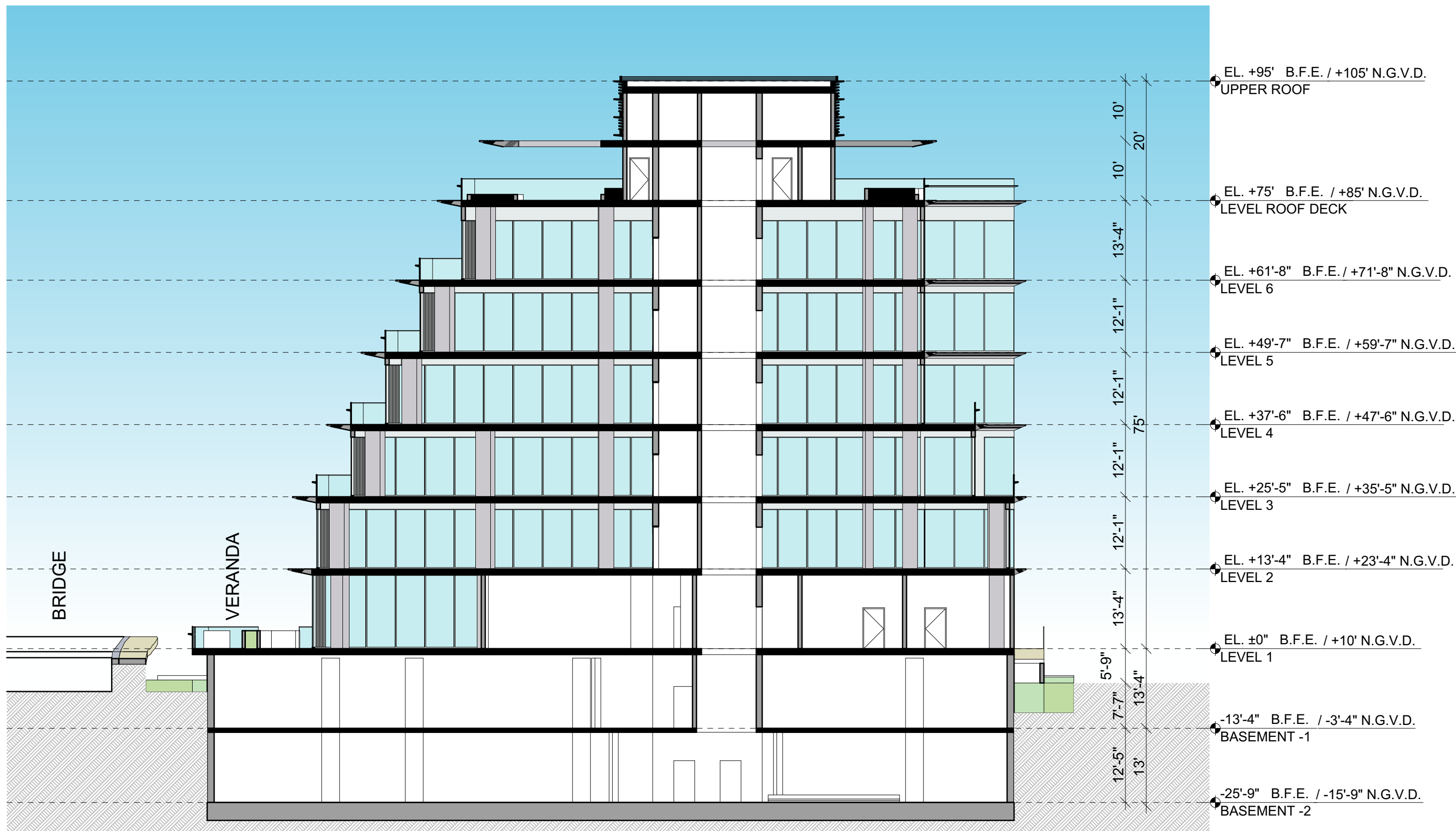


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1
A-129

EAST ELEVATION

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



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File: G:\Projects\1338 OFFICE BUILDING BAY HARBOR\BIM\OFFICE MODEL 2016 MAY 3.pln - By: jatrovet - Date: 10/11/2016



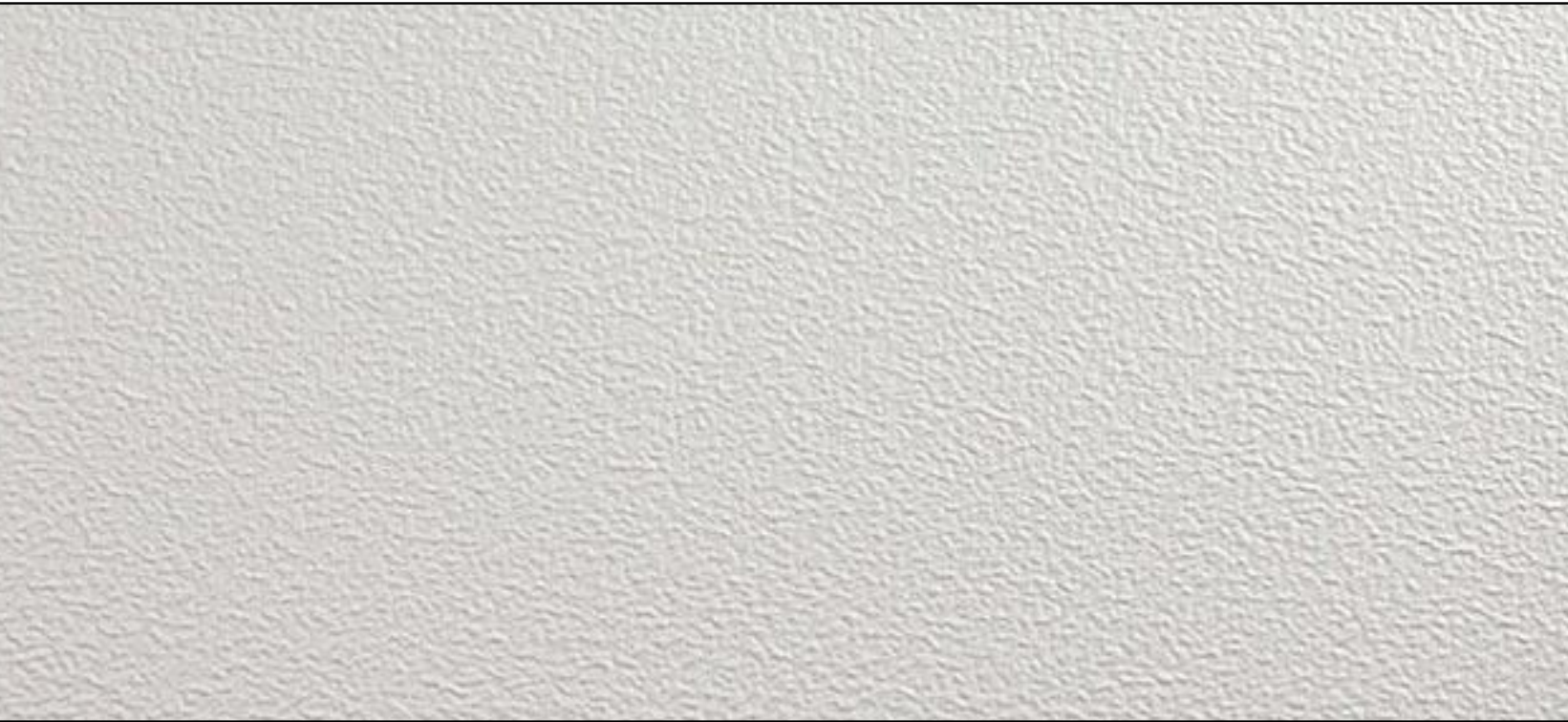
PVDF ALUMINUM FINISH FOR TRELLISES AND SUN SHADING DEVICES
ROMAN SILVER (MATTE AND SHINING FINISHES)



GLAZING VIRACON - ARTIC SILVER BLUE
OR SIMILAR



SMOOTH STUCCO FINISH WITH SCORE LINES
WHITE



SHELL REEF STONE
OR SIMILAR



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DESIGN BY

Luis O. Revuelta
AR 0007972

PROJECT

ONE KANE CONCOURSE
6551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA, 33154

OWNER INFORMATION

TAUBCO
T

PLANNING
& ZONING

Revisions
06/27/2016
07/19/2016

CONSULTANTS

Date
10/11/2016
Scale
As Shown
Project No.
1338

A-131

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1
A-132

SOUTH ELEVATION - LANDSCAPE

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

10'	EL. +95'BFE / +105' N.G.V.D. UPPER ROOF
20'	
10'	EL. +75'BFE / +85' N.G.V.D. LEVEL ROOF DECK
13'-4"	
12'-1"	EL. +61'-8"BFE / +71'-8" N.G.V.D. LEVEL 6
12'-1"	
12'-1"	EL. +49'-7"BFE / +59'-7" N.G.V.D. LEVEL 5
12'-1"	
75'	EL. +37'-6"BFE / +47'-6" N.G.V.D. LEVEL 4
12'-1"	
12'-1"	EL. +25'-5"BFE / +35'-5" N.G.V.D. LEVEL 3
12'-1"	
13'-4"	EL. +13'-4"BFE / +23'-4" N.G.V.D. LEVEL 2
13'-4"	
13'-4"	EL. ±0'BFE / +10' N.G.V.D. LEVEL 1
13'-4"	
25'-9"	-13'-4"BFE / -3'-4" N.G.V.D. BASEMENT -1
12'-5"	
	-25'-9"BFE / -15'-9" N.G.V.D. BASEMENT -2

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DESIGN BY

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AR 0007972

PROJECT

ONE KANE CONCOURSE

6551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA, 33154

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07/19/2016

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Date
10/11/2016

Scale
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Project No.
1338

A-132

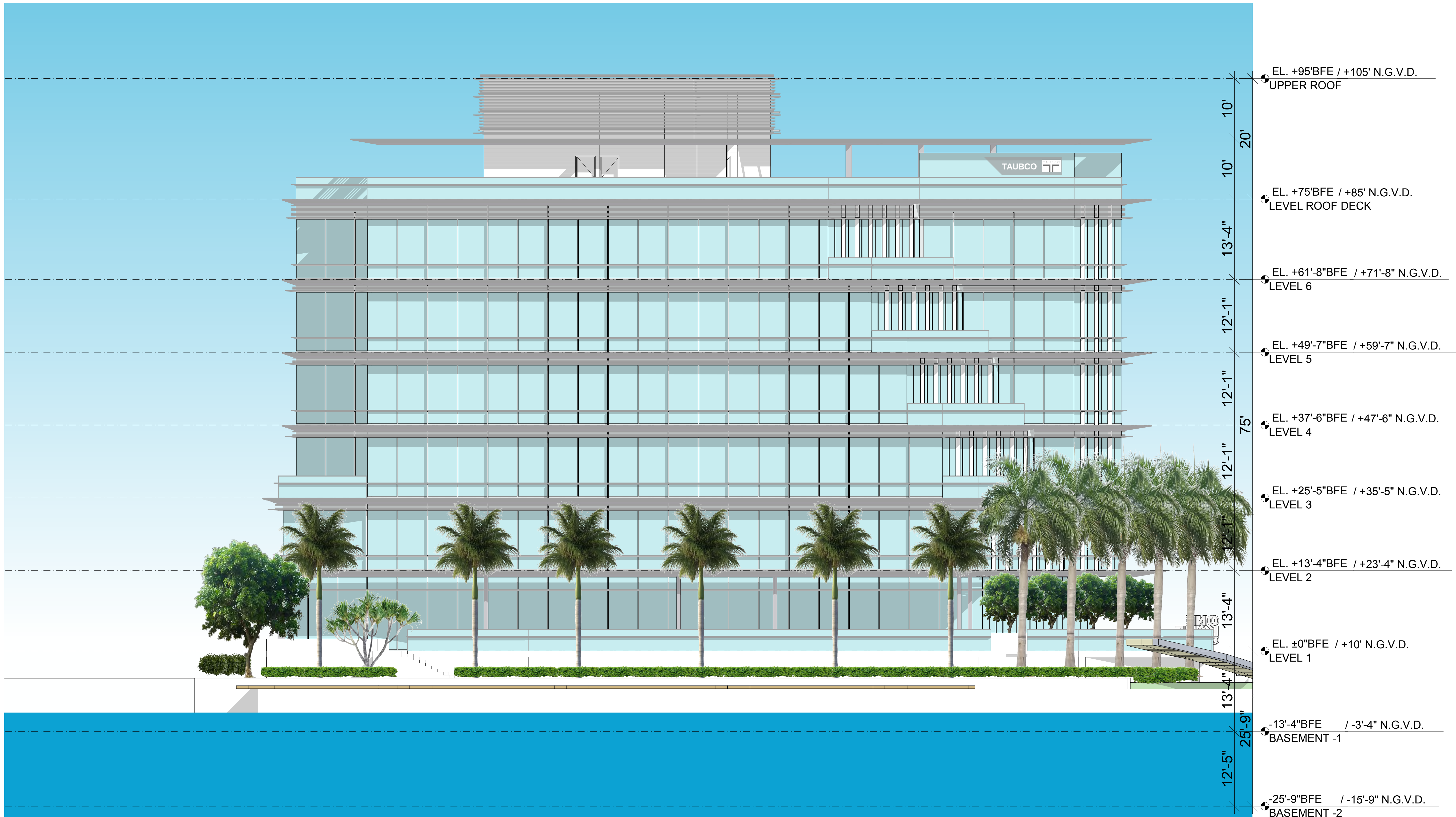


1
A-133
NORTH ELEVATION - LANDSCAPE
SCALE: 1/8" = 1'-0"



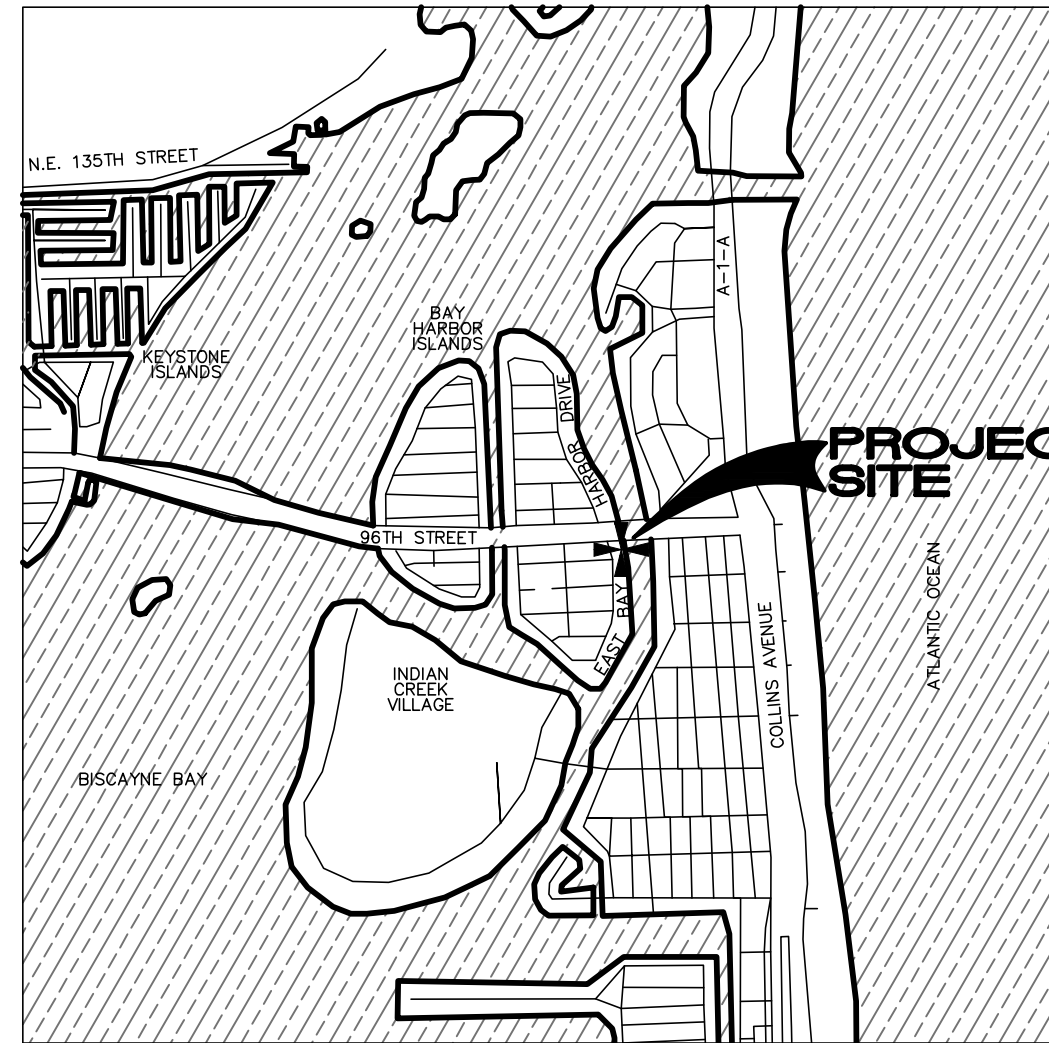
1
A-134
WEST ELEVATION - LANDSCAPE
SCALE: 1/8" = 1'-0"

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1
A-135
EAST ELEVATION - LANDSCAPE

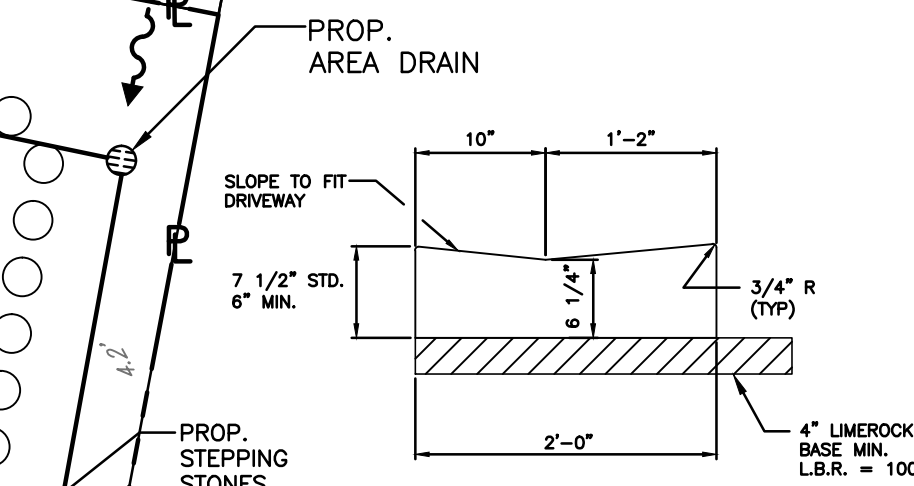
SCALE: 1/8" = 1'-0"



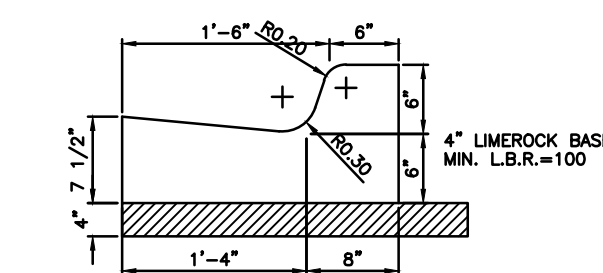
LOCATION MAP
NOT TO SCALE

LEGAL DESCRIPTION:

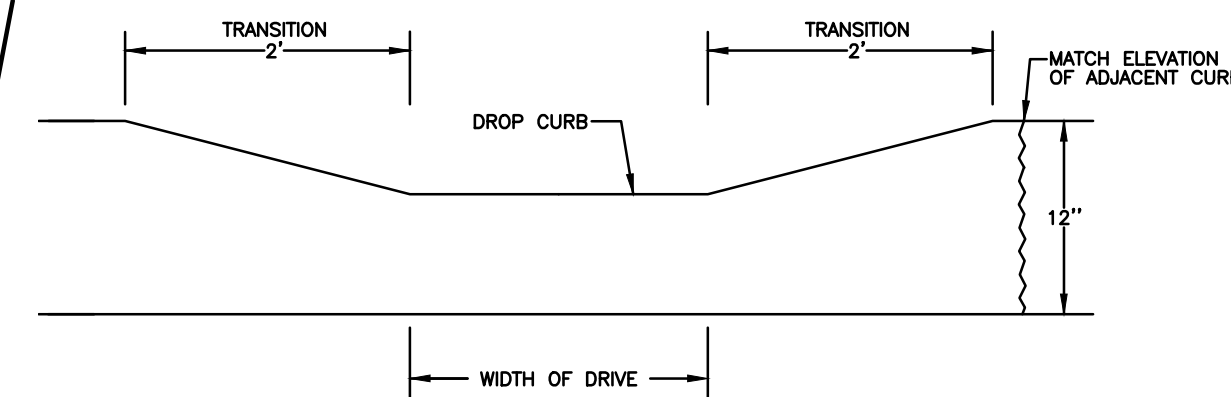
LOTS 1 AND 2, BLOCK 1, "BAY HARBOR ISLAND",
ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT
BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF
MIAMI-DADE COUNTY, FLORIDA.



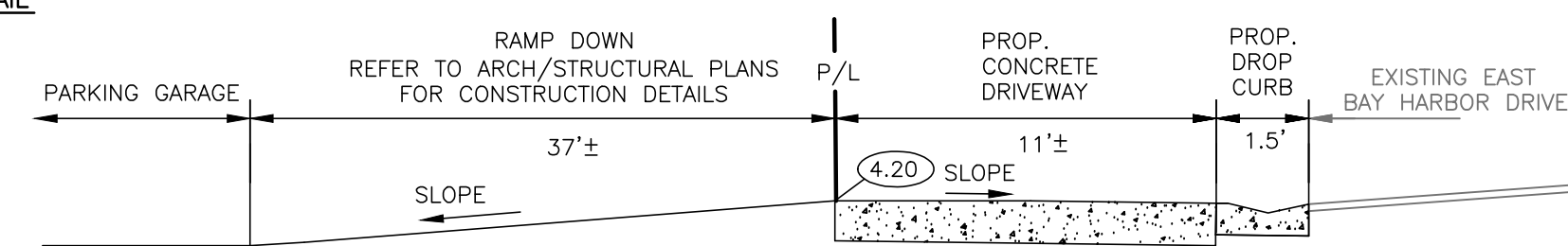
STANDARD DROP CURB
DETAIL



TYPE "F" CONCRETE CURB AND GUTTER
DETAIL



TRANSITION FROM DROP CURB
TO TYPE "F" CURB
DETAIL



SECTION B-B
NOT TO SCALE

- NOTES:
1. MAXIMUM CROSS SLOPE ON WALKWAYS TO BE 2%.
 2. MAXIMUM LENGTH WISE SLOPE ON WALKWAYS TO BE 5%.
 3. CONNECT ALL ROOF DRAINS TO DRAINAGE WELL.
 4. CONTRACTOR TO COORDINATE CONSTRUCTION OF DRAINAGE SYSTEM WITH WATER, FIRE AND IRRIGATION PIPES.
 5. ALL EXISTING AND PROPOSED ELEVATIONS ARE REFERENCED TO NGVD 1929.
 6. EXISTING POWER/LIGHT POLES TO BE RELOCATED UNDERGROUND AS REQUIRED.
 7. ALL DRAINAGE PIPE TO HAVE MINIMUM 1% (1/8 INCH/FT) SLOPE.
 8. REFER TO PLUMBING PLANS FOR INFORMATION ON ROOF DRAINS.
 9. THE TOWN MAY REQUIRE THAT THE SECTIONS OF EAST BAY DRIVE THAT ARE IN FRONT OF THE PROPERTY SHALL BE MILLED AND RESURFACED TO MAKE GOOD ANY AND ALL CONSTRUCTION RELATED DEFECTS.
 10. EXCAVATION IN ROADWAY SHALL BE RESTORED TO A MINIMUM WIDTH OF 1 FOOT ON EITHER SIDE OF THE EXCAVATION.

NOTE:
1. ALL THERMO-STRIPPING AND RPMs SHALL BE REPLACED TO ORIGINAL OR BETTER CONDITION.

THE LOCATION AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF DISCREPANCIES PRIOR TO BEGINNING WORK. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND THE UTILITY OWNER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

REFER TO SHEET C-2 FOR LOCATION OF
FIRE DEPARTMENT STAGING AREA.

DRAINAGE TO BE RETAINED ON-SITE AND NOT
DISCHARGE ONTO ADJACENT PROPERTY.

LEGEND

- PROPOSED CONCRETE
- PROPOSED TURF BLOCK SURFACE
- PROPOSED STONE/PAVER
- PROPOSED ELEVATION
- PROPOSED SURFACE FLOW
- PROPOSED SIGN (AS INDICATED)
- PROPOSED CLEANOUT
- PROPOSED RPZ BACKFLOW PREVENTER
- PROPOSED PIPING
- EXISTING CONCRETE
- EXISTING PIPING AND APPURTENANCES
- EXISTING ELEVATION
- EXISTING CONCRETE LIGHT POLE
- PROPOSED WATER METER
- EXISTING FENCE



PRE-DRC

Permit Revisions

CONSULTANTS

OWN. ENG.
HS HOLLAND ENGINEERING INC.
3900 HOLLYWOOD BOULEVARD - HOLLYWOOD, FL - 33021
(954)387-0371 - (954)387-0372 Fax
SUSAN C. HOLLAND, PE
Reg. no. 41831

SIGNATURE DATE EBT325

Date	01/28/2016
Drawing	AA
Check by	SCH
Scale	As Shown
Project No.	15-43

NO. OF SHEETS: 3
SHEET NO.: C-1

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CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

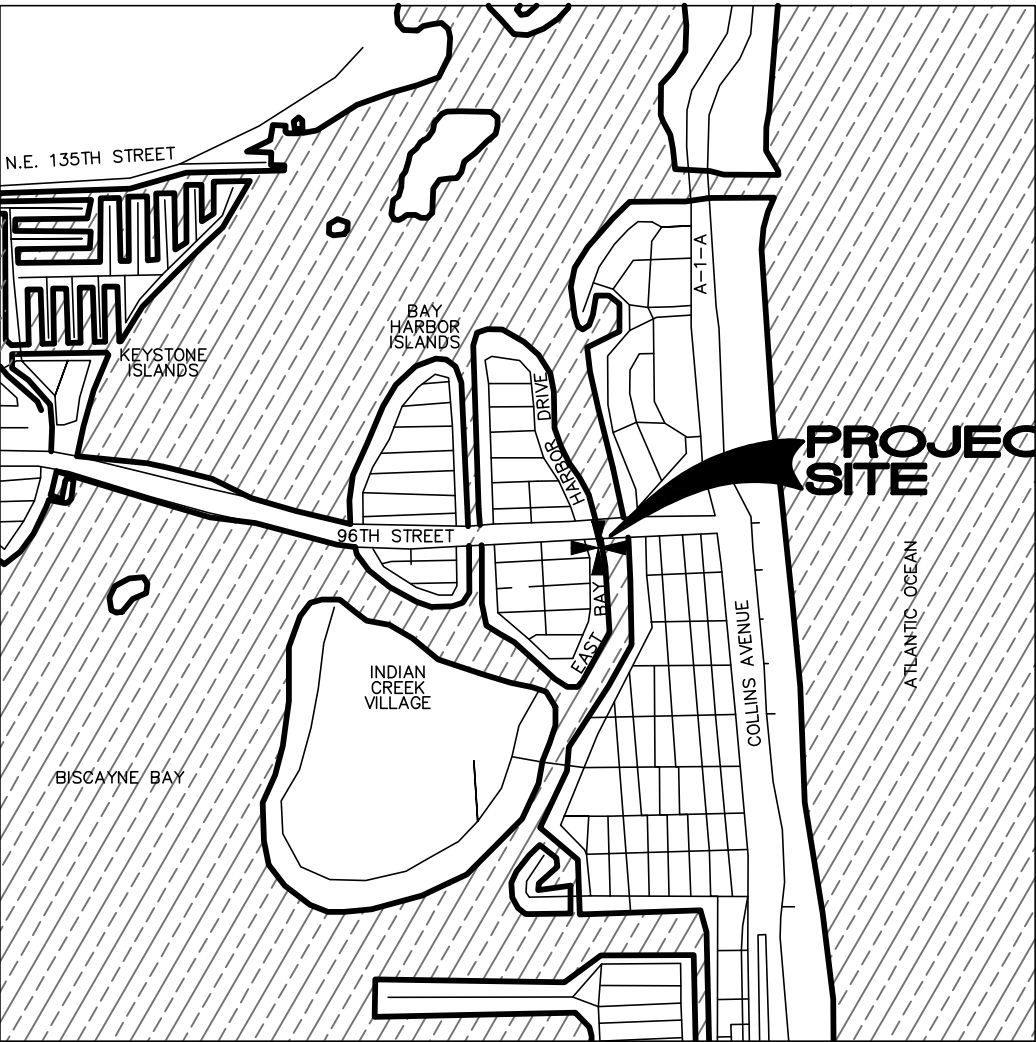
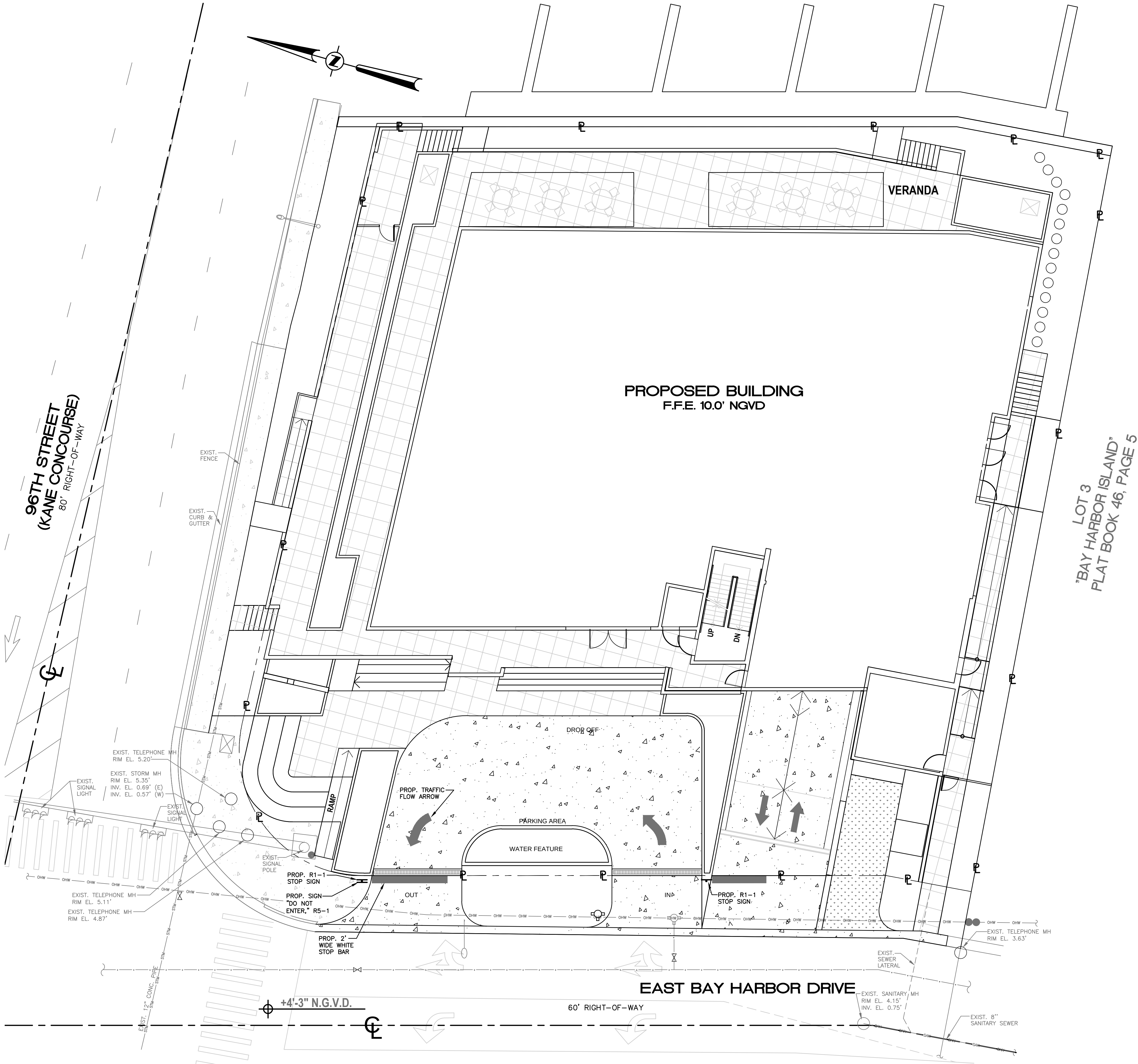
PAVING, GRADING & DRAINAGE PLAN

SCALE: 1"=10'

CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE PROCEEDING WITH WORK. IF ANY DISCREPANCIES, ERRORS OR OMISSIONS SHOULD BE ENCOUNTERED ON PLANS, CONTRACTOR SHALL NOTIFY ARCHITECT BEFORE ANY PART OF THE WORK IS STARTED, SO THAT PROPER CORRECTIONS BE MADE. IF ARCHITECT IS NOT NOTIFIED PRIOR TO COMMENCING OF THE WORK, THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR ANY DISCREPANCIES, ERRORS OR OMISSIONS.

PAVEMENT MARKING & SIGNAGE PLAN

SCALE: 1"=10'



LOCATION MAP
NOT TO SCALE

LEGAL DESCRIPTION:

LOTS 1 AND 2, BLOCK 1, "BAY HARBOR ISLAND", ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

NOTE:

1. ALL THERMO-STRIPING AND RPMS SHALL BE REPLACED TO ORIGINAL OR BETTER CONDITION.

LEGEND

- PROPOSED CONCRETE DRIVEWAY
- PROPOSED TURF BLOCK SURFACE
- PROPOSED STONE/PAVER
- PROPOSED ELEVATION
- PROPOSED SURFACE FLOW
- PROPOSED SIGN (AS INDICATED)
- PROPOSED CLEANOUT
- PROPOSED RPZ BACKFLOW PREVENTER
- PROPOSED PIPING
- EXISTING CONCRETE
- EXISTING PIPING AND APPURTENANCES
- EXISTING ELEVATION
- EXISTING CONCRETE LIGHT POLE
- PROPOSED WATER METER
- EXISTING FENCE

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T 305.550
F 305.550

DESIGN

Luis O. Revue
AR 00071

PROJE

ONE KANE CONCOURSE

951 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA 33154

OWNER INFORMATI

TAUBCC

PRE-DRC

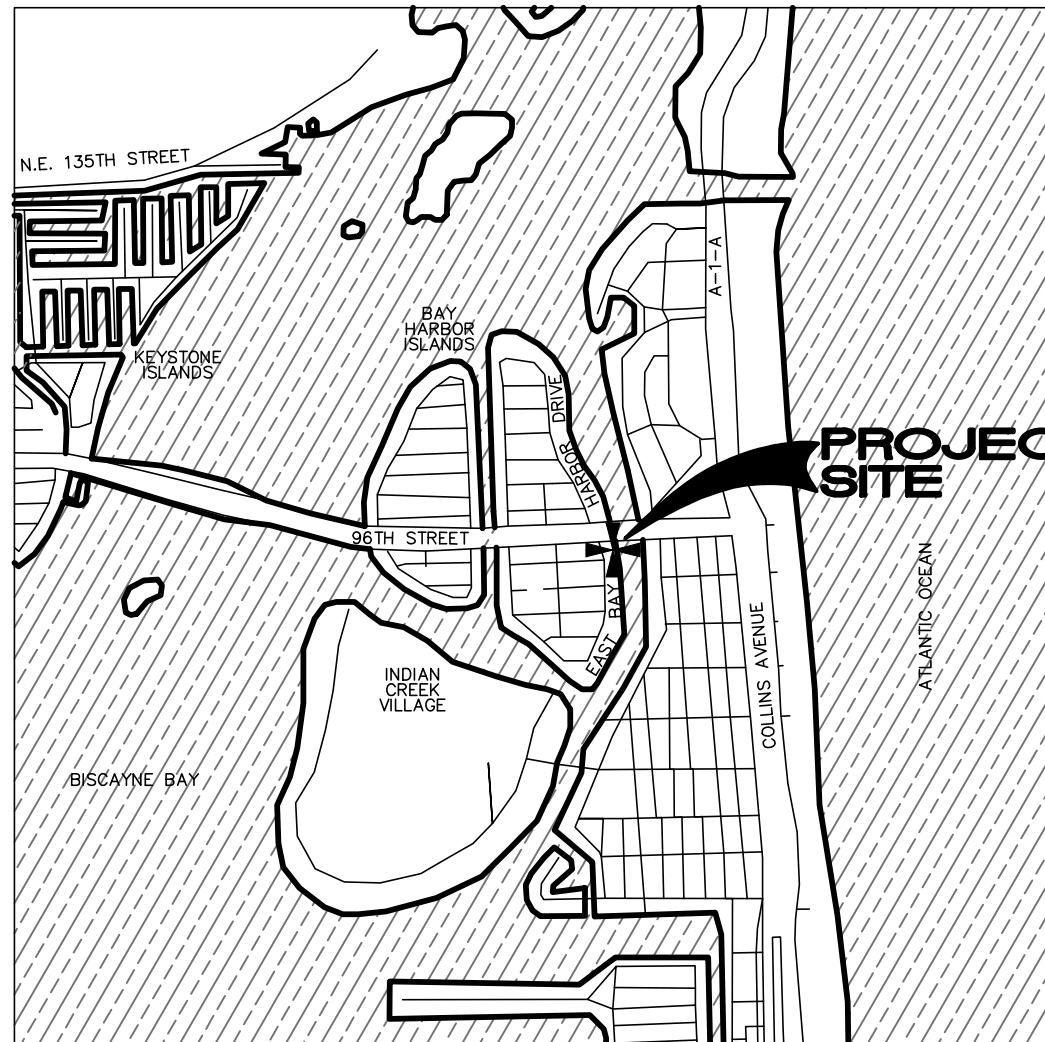
Permit Revisi

CONSULTAN

DATE: 01/28/22
DRAWN BY: Susan C. Holland, PE
PROJECT: 15-
SHEET NO: C-2

Check
St
As Sh
Project

NO. OF SHEETS
SHEET NO
C-2



LOCATION MAP
NOT TO SCALE

LEGAL DESCRIPTION:

LOTS 1 AND 2, BLOCK 1, "BAY HARBOR ISLAND",
ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT
BOOK 46, PAGE 5, OF THE PUBLIC RECORDS OF
MIAMI-DADE COUNTY, FLORIDA.

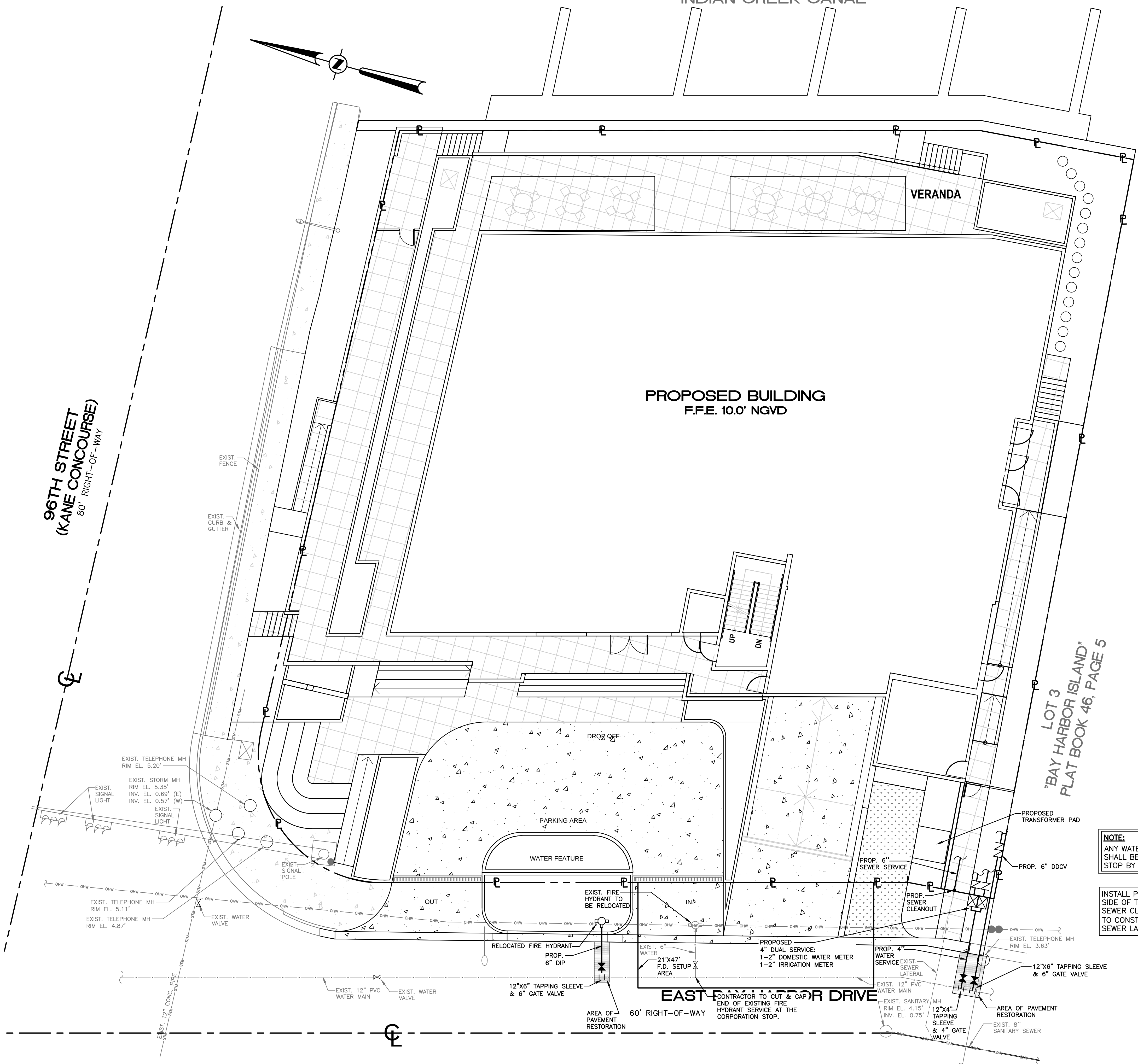
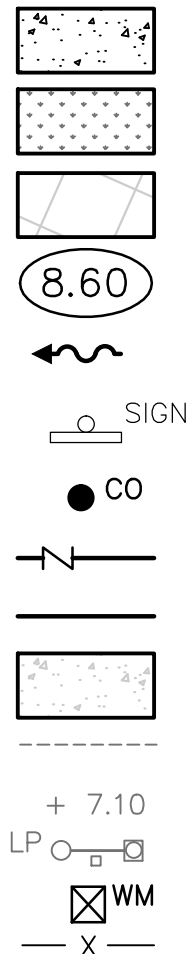
NOTES:

1. REFER TO PLUMBING PLANS FOR COORDINATION WITH BUILDING WATER AND SEWER SERVICES.
2. CONTRACTOR TO FIELD LOCATE EXISTING SEWER LATERAL AND CONFIRM DEPTH OF PIPE.
3. CONTRACTOR TO FIELD LOCATE ALL EXISTING UNDERGROUND UTILITIES AND CONFIRM DEPTH PRIOR TO CONSTRUCTION.
4. INSTALLATION OF ALL UTILITIES TO BE COORDINATED TO PREVENT PIPE CONFLICTS
5. THE TOWN MAY REQUIRE THAT THE SECTIONS OF EAST BAY DRIVE THAT ARE IN FRONT OF THE PROPERTY SHALL BE MILLED AND RESURFACED TO MAKE GOOD ANY AND ALL CONSTRUCTION RELATED DEFECTS.
6. EXCAVATION IN ROADWAY SHALL BE RESTORED TO A MINIMUM WIDTH OF 1 FOOT ON EITHER SIDE OF THE EXCAVATION.
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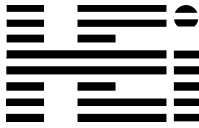
NOTE:
ANY WATER SERVICE TO BE ABANDONED SHALL BE CAPPED AT THE CORPORATION STOP BY THE DEVELOPER.

INSTALL PLUG (OR CAP) ON THE PROPERTY SIDE OF THE PVC CLEANOUT. SEWER CAP & SEWER CLEANOUT SHALL BE INSTALLED PRIOR TO CONSTRUCTION START UP. PROVIDE 6" SEWER LATERAL CONNECTION.



WATER & SEWER PLAN

SCALE: 1"=10'



Holland Engineering, Inc.

3900 Hollywood Blvd., Suite 303

Hollywood, FL 33021

**One Kane Concourse
9551 East Bay Harbor Drive, Bay Harbor Islands
Drainage Well Calculations**

Drainage Well

10 year, 1- hr storm = 3.6"/hour

Roof area = 10,245 sf

Drainage required = 10,245 sf X 3.6"/hour X ft/12" X hour/3600 sec = 0.85 cfs

Total drainage required = 0.85 cfs

Well head available for discharge:

Top elevation of vent pipe = 8'

Wet season water level = 2'

Design Head = 4.5'

Salt/fresh = 1.5'

1-24" well to be developed to discharge 350 gpm / ft. head

<u>Stage (feet)</u>	<u>Discharge (gpm)</u>	<u>Discharge (cfs)</u>
3	0	0
4	175	0.39
5	525	1.18
6	875	1.96
7	1,225	2.75
8	1,575	3.53

Sand and Oil Interceptor

Q = 1.00 cfs, retention = 1.5 minutes (90 seconds)

Volume = 1.00 cfs X 60 sec/min X 1.5 min = 90 cf

Use 5' wide X 5' deep X 10' long = 250 cf

Prepared by:

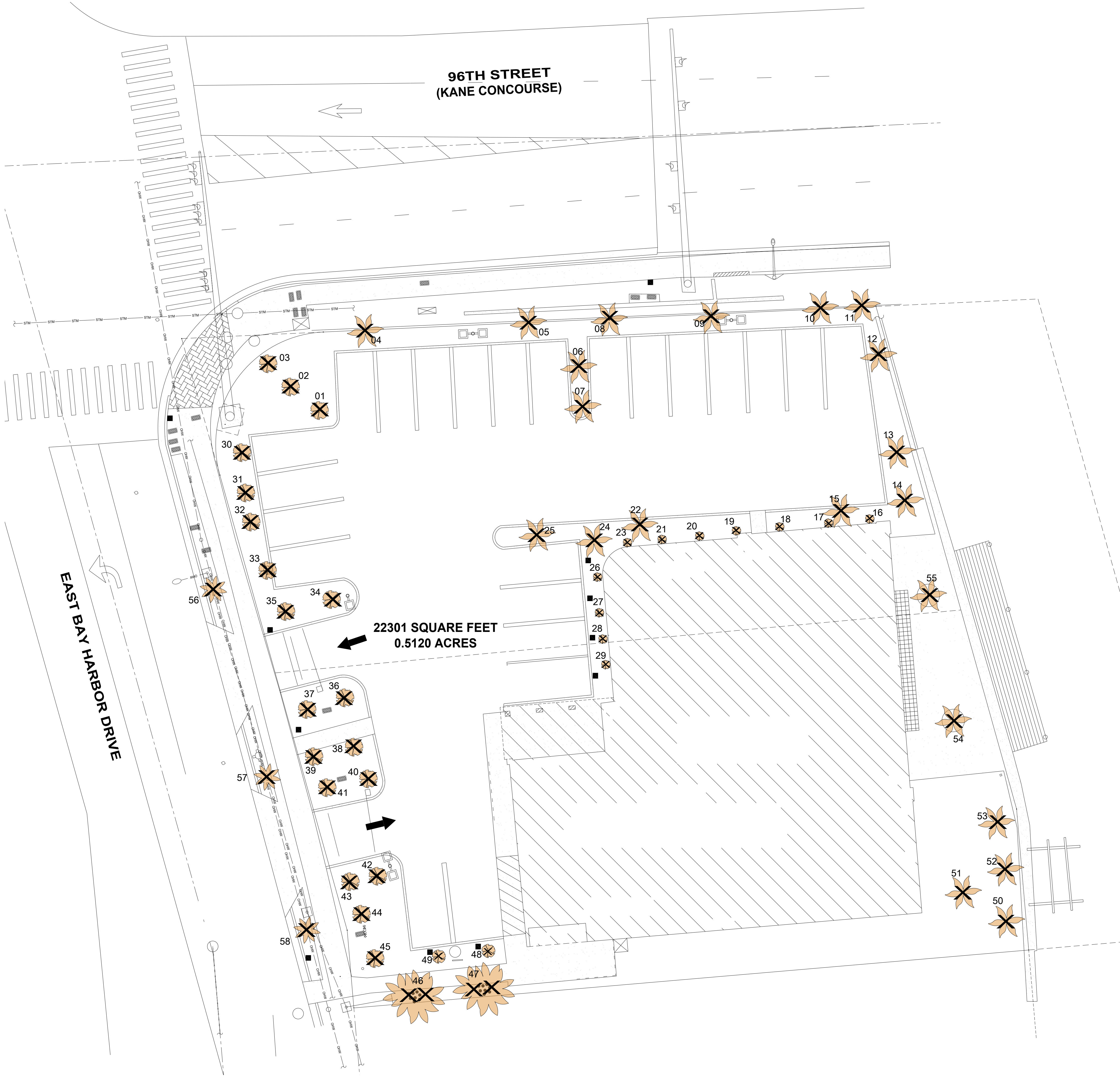
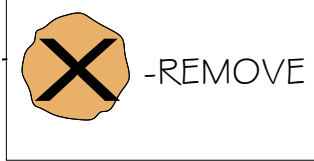
Susan C. Holland, P.E.

Lic. No. 41831

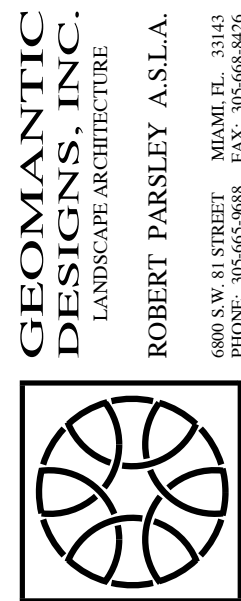
File: \\projects\One Kane Concourse\LA - Kane Concourse Landscape- Current - Plot Date: 6.24.2015 - Plotted By: Geomantic
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File: \\projects\11333_OFFICE BUILDING BAY HARBOR\BIM\OFFICE MODEL 2015 MEGANICAL OPTION.rvt Date: 6/18/2015

ONE KANE COUCOURSE									
Tree disposition list									
No.	cnt	Common Name	Botanical Name	Ht.	Spr	dbh	Can. Sq. ft.	Cond. / Disp.	
1-3	3	Podocarpus Tree	<i>Podocarpus macrophyllu</i>	10'-15'	8'	4"	151'	Construction / Demo	
4-15	12	Coconut palm	<i>Coco nucifera</i>	30'-35'	20'	6"-8"	3770'	Construction / Demo	
16-21	6	Italian Cypress	<i>Cupressus sempervirens</i>	12'-22'-4'	4'	2'-4'	75'	Construction / Demo	
23	1	Italian Cypress	<i>Cupressus sempervirens</i>	15'	4'	4"	13'	Construction / Demo	
22,24,27	3	Coconut palm	<i>Coco nucifera</i>	30'-35'	20'	6"-8"	942'	Construction / Demo	
26-29	4	Italian Cypress	<i>Cupressus sempervirens</i>	15'	4'	4"	50'	Construction / Demo	
30-44	15	Ficus Benjamin	<i>Ficus Benjamina</i>	20'	20'	8"	4712'	Construction / Demo	
45	1	Sea Grape	<i>Coccoloba uvifera</i>	30'	15'	20"	177'	Construction / Demo	
46	1	Travelers palm (clust.)	<i>Ravenala madagascariensis</i>	35'	40'	70"	1257'	Construction / Demo	
47	1	Travelers palm (clust.)	<i>Ravenala madagascariensis</i>	35'	40'	70"	1257'	Construction / Demo	
48,49	2	Frangipani tree	<i>Plumena rubra</i>	18'	15'	20"	353'	Construction / Demo	
50-55	6	Coconut palm	<i>Coco nucifera</i>	30'-35'	20'	6"-8"	1885'	Construction / Demo	
56	1	Alexander palm(sgl.)	<i>Ptychosperma elegans</i>	18'	5'	3"	20'	Construction / Demo	
57	1	Alexander palm(tp.)	<i>Ptychosperma elegans</i>	18'	15'	6"	177'	Construction / Demo	
58	1	Alexander palm(dbl.)	<i>Ptychosperma elegans</i>	18'	10'	6"	79'	Construction / Demo	
Total		58	Trees to be Removed						
		Total Canopy sq. ft. Removing					14,917		

LEGEND



TREE DISPOSITION PLAN
SCALE: 3/32" = 1'-0"



Filename: J:\PROJECTS\One Kane Concourse\LA - Kane Concourse Landscape - Current - Plot Date: 10.5.2016 - Plotted By: Geomatic
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**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 9551 East Bay Harbor Drive,
33154 Legal Description _____

Net Lot Area 0.512 Acres / 22,301 SF

I. Open Space Requirement Required Provided

1. Net Lot Area = 22,301 SF x 20% = 4,460 SF 20% / _____ SF 20.2 % 4514 SF
(BHI – Sec. 24-11)

2. Maximum Lawn Area Allowed
(MDC – Sec. 18A-6(A)(5))
a. Req. open space 4,460 SF x 60% = 2,676 SF 60% Max / 2,676 SF _____ % 510 SF

II. Shade Trees

A. Required

1. 28 shade trees/acre: 28 x 0.512 acres = 14 14 18
(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. 14 x 50% = 8 8 18
(BHI – Sec. 24-16(a)(2))

3. Drought Tolerant and Low
Maintenance Species Require – 50% Min.
of shade trees req. 14 x 50% = 8 8 18
(MDC – Sec. 18A-6(C)(1)(b))

B. Tree Species

1. Number of shade trees required
(from Sec. II)(A)(1) above) 14

2. Number of shade tree species required
(BHI – Sec. 24-16(a)(2)) 4 5

*See Following Table.

Page 1 of 3

Revised 12/09/14

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 7

2. Number of shade trees required
(from Sec. II)(A)(1) above) 11

3. Shade tree heights required: 12 ft. = 25 % or 3 shade trees

14-16 ft. = _____ % or _____ shade trees

16-18 ft. = 50 % or 6 shade trees

18-20 ft. = 25 % or 3 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	18-22
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"
Width of lot 153' - 101' = 52/25' = 3 3 5 Palms + 3 trees
(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))

Page 2 of 3

Revised 7/14/15

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)) 140 546

2. Native Species Required - 30% Min.
(MDC – Sec. 18A-6(D)(1)(a)) 42 160

3. Drought Tolerant and Low
Maintenance Species Required – 50% Min.
(MDC – Sec. 18A-6(D)(1)(b)) 21 160

V. Buffers (if applicable)

(BHI – Sec. 24-16)

1. Parking Lot from ROW N/A (yes / no) (yes / no)

2. Dissimilar Uses N/A (yes / 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)) N/A

2. Shade Trees Required
(MDC – Sec. 18A-6(J)) N/A

3. Shrubs Required
(MDC – Sec. 18A-6(I)) N/A

VII. Right Tree Right Place

(BHI – Sec. 24-16(a)(2)(f))

1. Number of trees near power lines
(See attached FPL guidelines)

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.

Page 3 of 3

Revised 12/09/14

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DESIGN BY

Luis O. Revuelta

AR 0007972

PROJECT

ONE KANE CONCOURSE

9551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA 33154

TAUBCO

P&Z

Permit Revisions

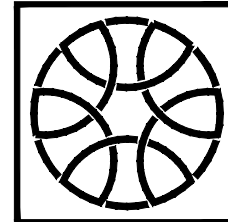
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2 - 3/7/16

3 - 10/5/16

CONSULTANTS
SEAL

GEOMANTIC
DESIGNS, INC.
LANDSCAPE ARCHITECTURE
ROBERT PARSLEY A.S.L.A.
9551 EAST BAY HARBOR DRIVE
MIAMI, FL 33154
PHONE: 305-262-5808 FAX: 305-262-5825



Date

6/25/2015

Drawing

MA

Check by

As Shown

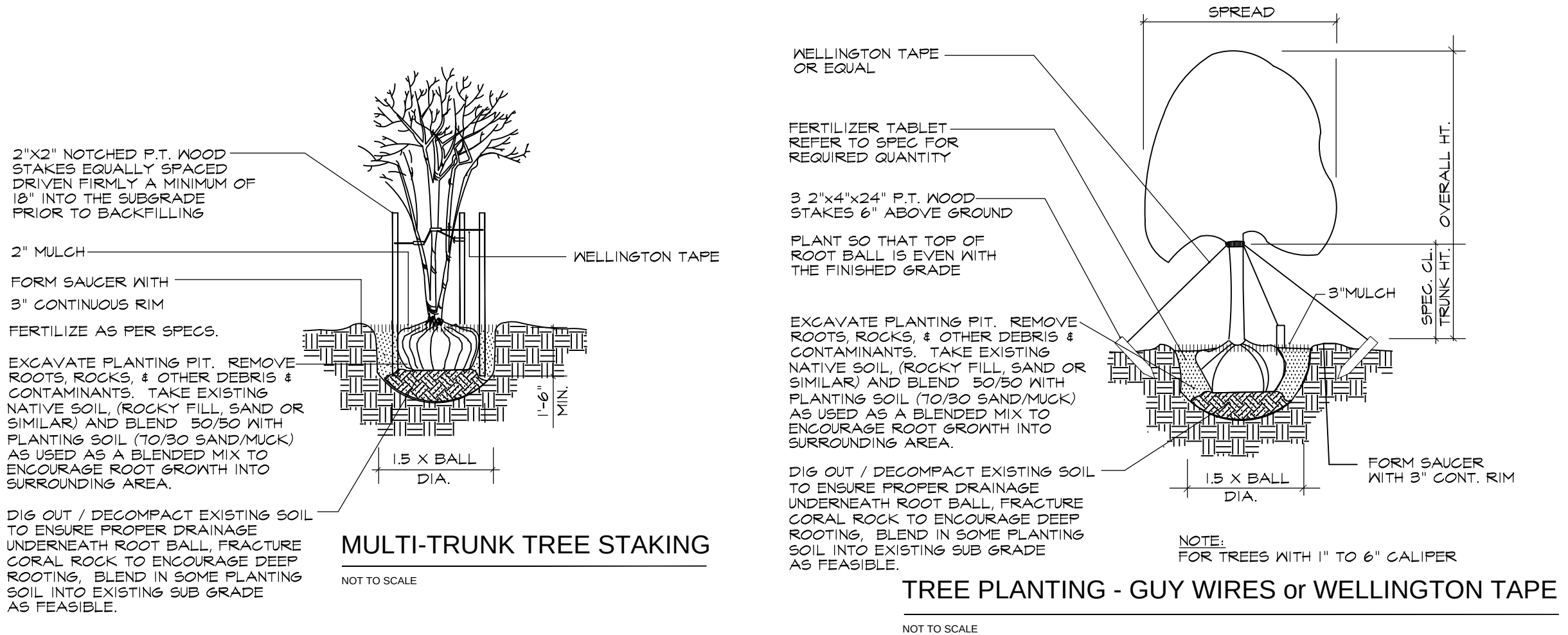
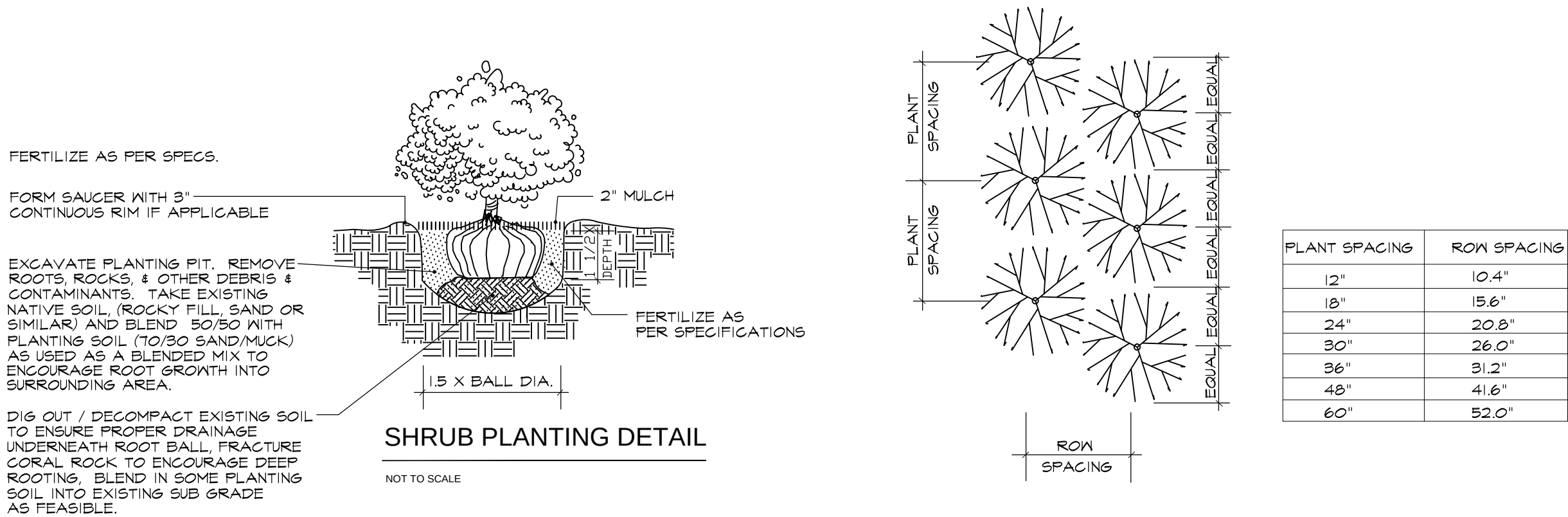
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TABULATION SHEETS

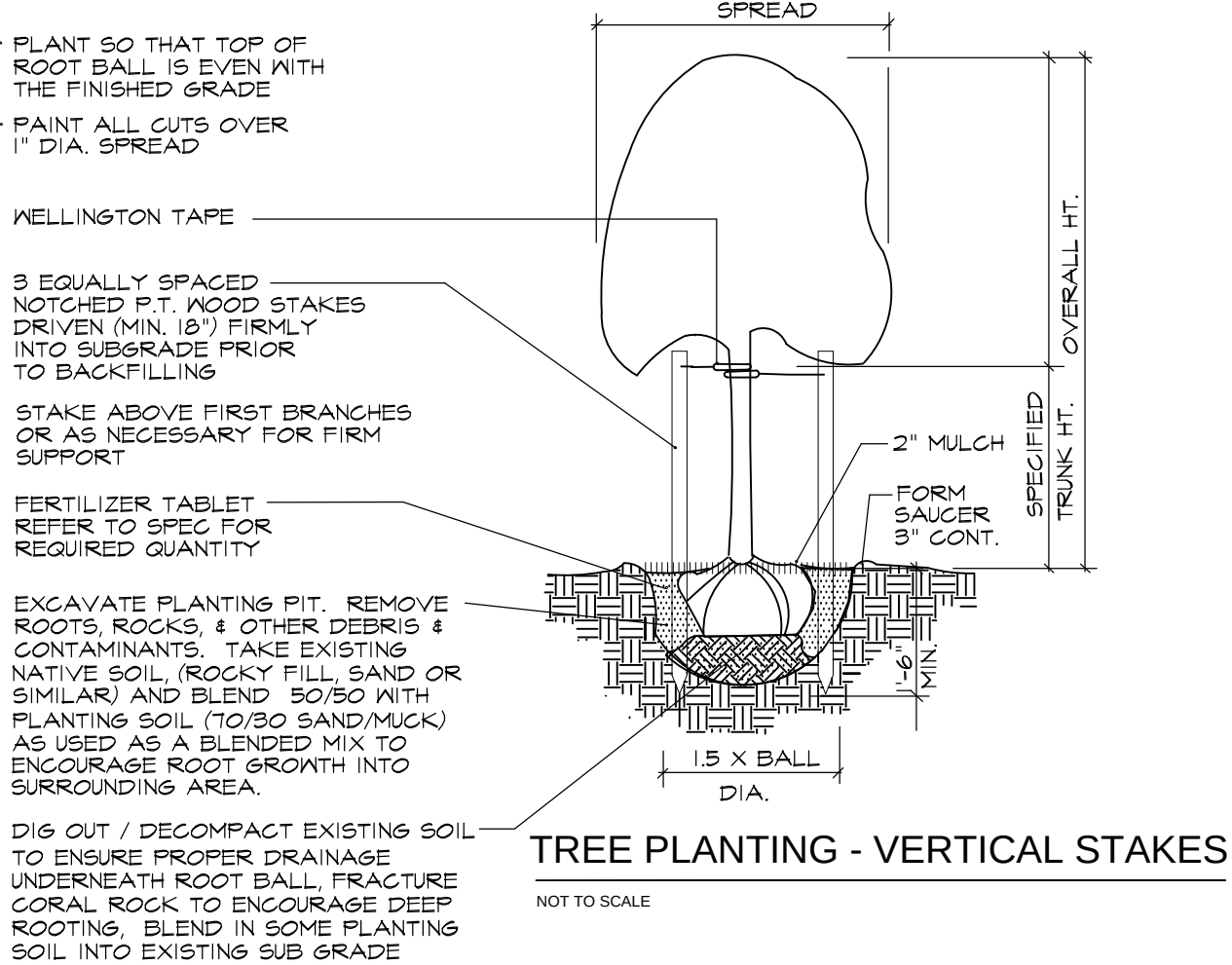
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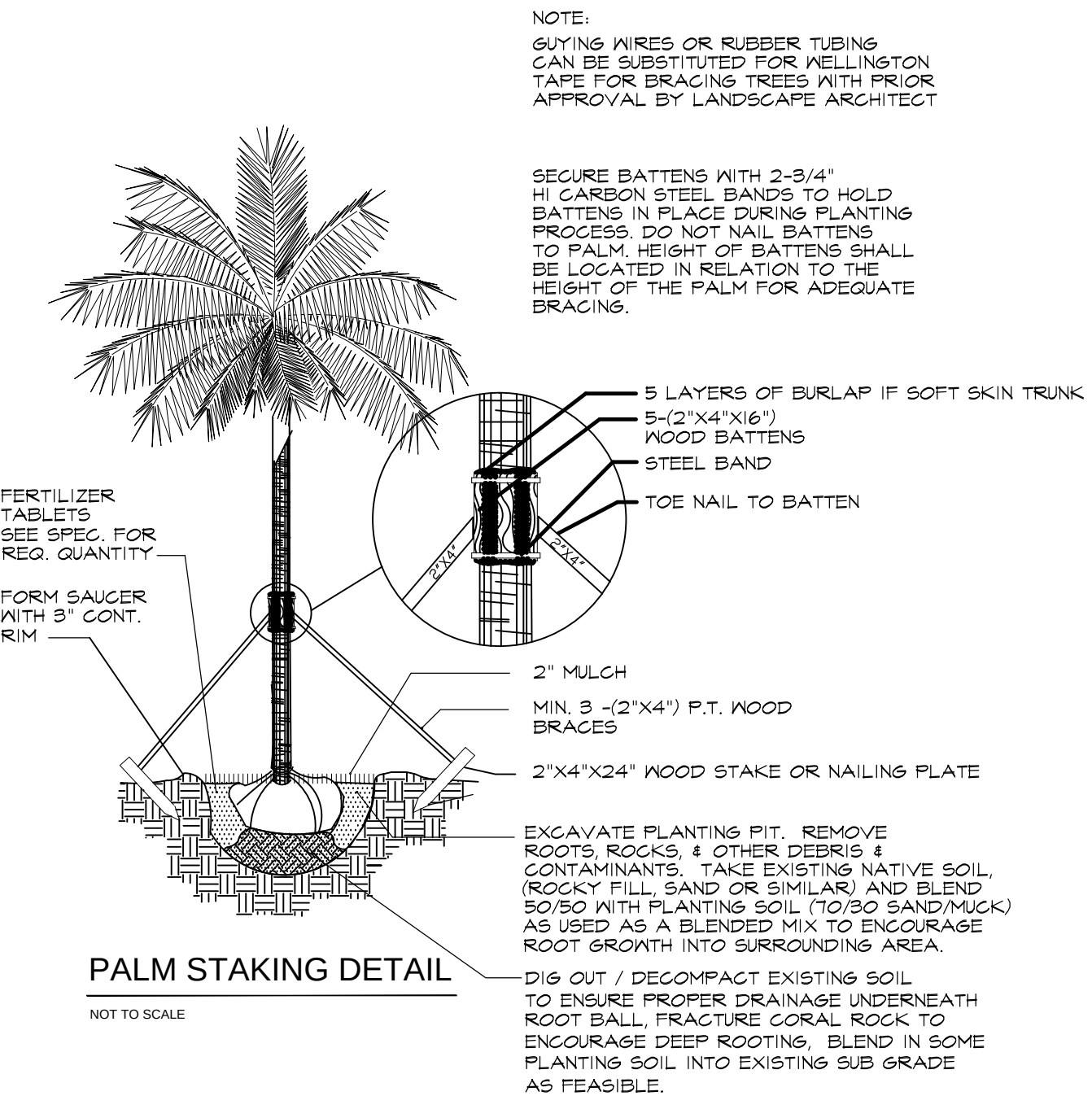
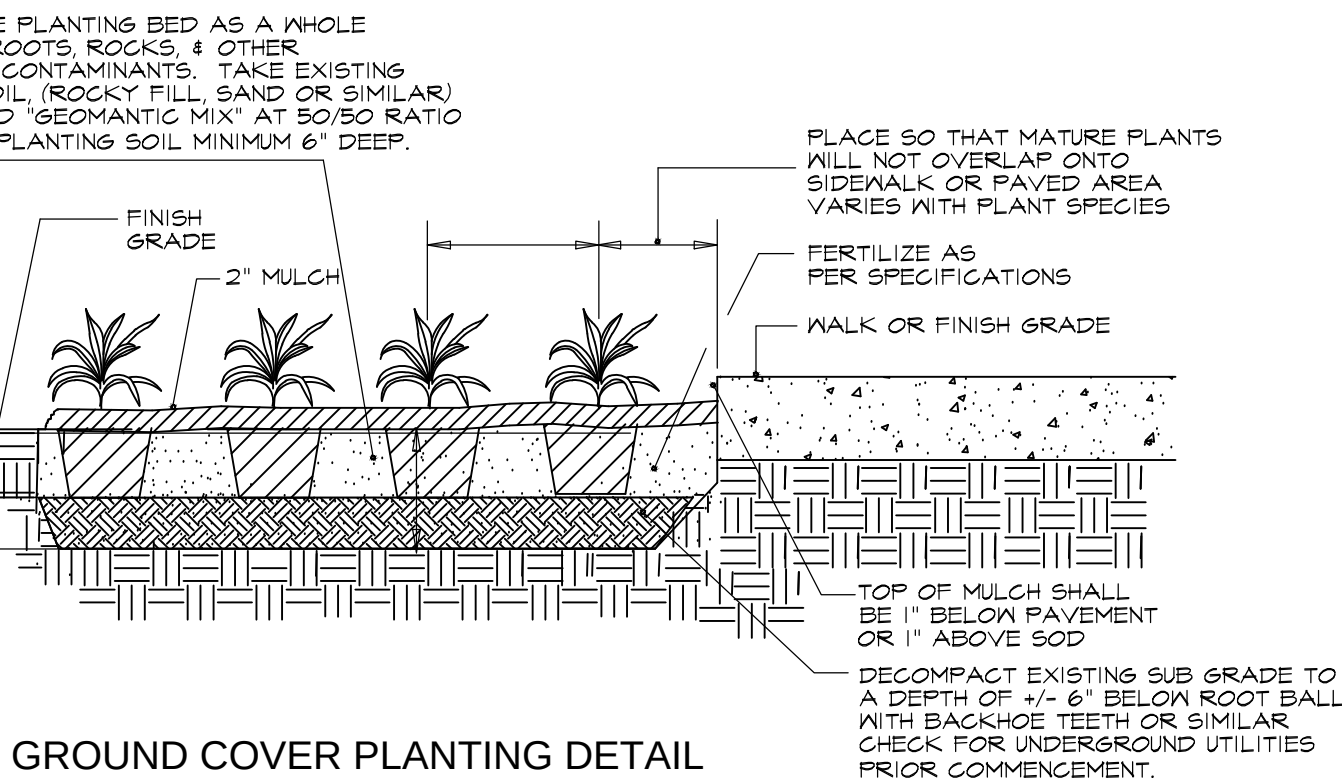
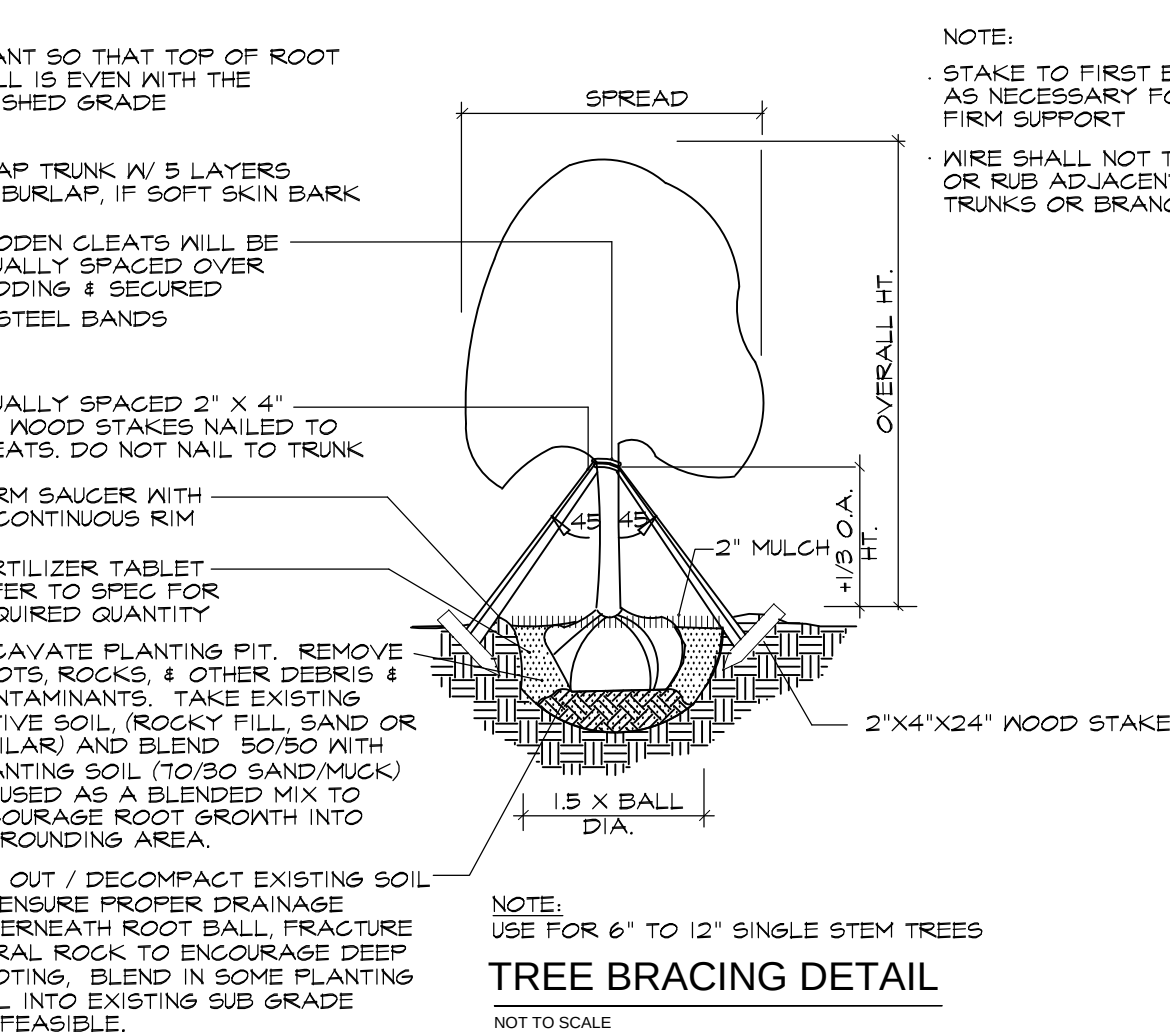
Filename: \PROJECTS\One Kane Concourse\LA - Kane Concourse Landscape - Current - Plot Date: 2.5.2015 - Plotted By: Geomantic
These Design And Drawings Are The Copyrighted Property Of Revuelta Architecture International P.A. and May Not Be Reproduced Except with Specific Written Consent of the Architect.
The Contractor Must Check And Verify all Dimensions Of The Job And Be Responsible For Same. Reporting Any Discrepancies to The Architects Before Commencing work. Drawings Not to be Scaled.
P.L.R. G. Project 133, OFFICE BUILDING BAY HARBOR ISLANDS MODEL 2015 MECHANICAL OPTION L.A. - Bay around - Date: 5/18/2015



CALIPER	TIES	STRANDS	STAKES
1" - 1 1/2"	2	1 # 12	2 - 2 X 2
1 1/2" - 2"	3	1 # 12	3 - 2 X 2
2" - 3"	3	2 # 12	2 - 2 X 2
3" - 6"	3	2 # 12	3 - 2 X 2



CALIPER	CLEATS	STRAPS	BRACES	NAILS
4" - 8"	2 x 4 x 8"	1 # 12	3 - 2 X 4	2 - 16d
8" - 10"	2 x 4 x 12"	1 # 12	3 - 2 X 4	3 - 16d
10" - 16"	2 x 4 x 12"	2 # 12	4 - 2 X 4	3 - 16d



NEW TREE - 1 YEAR MAINTENANCE PLAN

WATER:
ALL NEW TREES TO BE ON A AUTOMATED IRRIGATION SYSTEM WITH RAIN SENSOR.
1ST MONTH WATER EVERY DAY
2ND THROUGH 6TH MONTHS - EVERY OTHER DAY.
7TH THROUGH COMPLETE YEAR - 2 TIMES A WEEK.
NOTE: ADJUST IRRIGATION DURATION TIMES TO ENSURE THAT TREE'S ROOT BALL IS COMPLETELY SATURATED WITH WATER.
IRRIGATION WATER FREQUENCY AND DURATIONS MAY VARY DUE TO TIME OF YEAR AND CLIMATE CONDITIONS.

FERTILIZER:
USE A PALM 'SPECIAL' FERTILIZER, 8-2-12, FROM ATLANTIC FERTILIZER, 1 LBS. PER INCH CALIPER OF TREE EVERY 3 MONTHS.

MULCH:
INSPECT AND REPLACE MULCH AFTER 6 MONTHS WITH APPROVED EUCALYPTUS OR MELALEUCA MULCH ONLY.
NO RED COLORED OR CYPRRESS MULCH TO BE USED.

TRIMMING & PRUNING:
PRUNE ONLY CRITICAL BRANCHES (DEAD OR BROKEN).

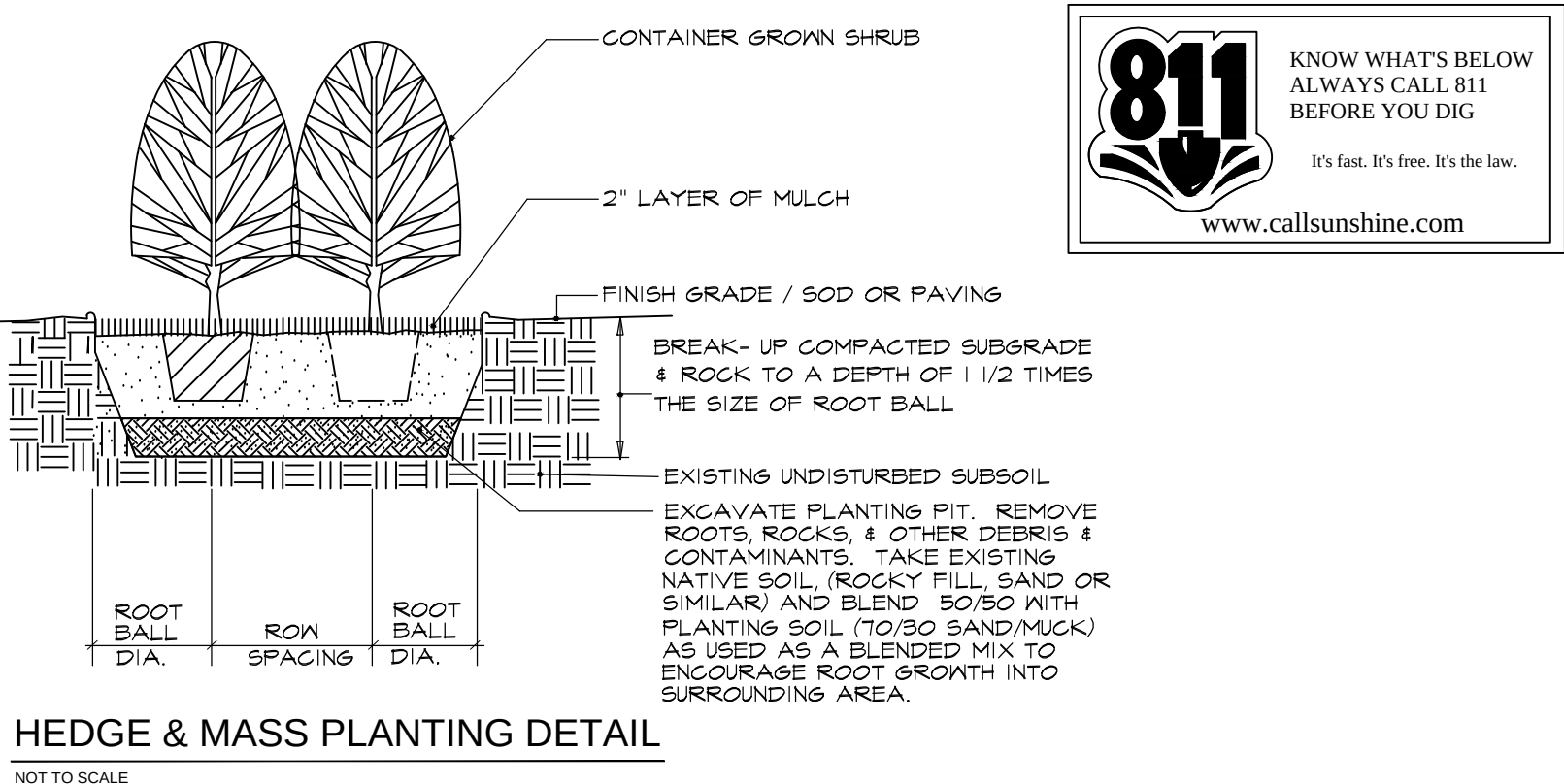
STAKING AND BRACING:
INSPECT ALL TREE TIES AND STAKING AND ADJUST AS NEEDED. REMOVE ANY STAKING MATERIAL THAT IS IN CONTACT WITH TREE AFTER 1 PERIOD OF NO MORE THAN 6 MONTHS AFTER INITIAL PLANTING AS THE TREE SHOULD BE WELL ESTABLISHED BY THEN.

PLANTING SPECIFICATIONS AND WARRANTIES

- The demolition of existing plant material must be marked with spray paint by Landscape Architect (L.A.)
- All trees and palms to be laid out by Landscape contractor in the field with stakes and spray paint. To be reviewed and approved by (L.A.)
- Plant list is for information only. If there are any discrepancies between 'plant quantities' on plan versus 'plant list', 'the plans' will take priority. Please notify L.A. of any discrepancies
- Only unit price installed planting bids based on Landscape Architect's planting plans and plant List will be accepted. Owner retains the right to remove portions of the work from the contract and / or create separate contracts for phasing of the project. Landscape Architect reserves the right to deny any and all bids when such rejections are in the best interest of the owner.
- All plant material must be Florida #1 or better, unless specified as "character" or with written approval from L.A.
- All planting beds must be free of surface rock over 1/2" diameter, prior to mulching.
- Planting beds should receive 6" of "Geomantic Mix" planting soil. See soil specification.
- Planting soil specification: Geomantic Mix (20% Florida Peat, 20% Compost, 20% Lake Wales Silica sand, 20% local "screening sand" or "beach sand" and 20% Cypress Shavings). Landscape contractor to submit sample to be approved by L.A.
- Fertilize all plants with Omocote "Sierra Blend" 18-7-10; 1/2 hand full for 1 - 3 gallons, 1 hand full for 7-20 gallon, and 4 hands full for ball and burlapped (B & B) material.
- Fertilize all B&B material with 10 "Agriform" tablets or equal.
- Mulch all landscape areas with 2-1/2" - 3" of Eucalyptus or Melaleuca mulch "Eco mulch". (No cypress or red color mulch)
- All sod areas laid with St. Augustine 'Palmetto' to be hand raked prior to installing the sod.
- All sod areas to be top dressed with 2" of 80/20 Lake Wales silica sand/ Florida peat moss prior to sodding.
- All Plant material, excluding Sod, to be warranted as follows: Shrubs and Ground covers for 90 days, large shrubs (over 10 gal) and small palms for 180 days, and B&B material for 360 days provided that plant material is receiving proper maintenance by landscape contractor.
Note: Hurricanes and other causes beyond the control of the Landscape contractor are not covered.
- All warranties to run concurrently, beginning upon Landscape architect's final acceptance of the installation, unless owner or general contractor (G.C.) requires construction phasing beyond control of the installer.
- Installer to notify G.C. or L.A. of any partial completion due to phasing.
- All materials stored on site are the property of the installer until accepted by owner. Owner is not responsible for theft, unless notified in writing prior to installation and security arrangement agreed to.
- Watering is the responsibility of the installer during the installation and until final acceptance.
- Landscape contractor is responsible for coordinating their work with Irrigation contractor.
- Landscape contractor is responsible to assure irrigation installation is properly progressing, and in the end adequate for good growth. The owner or G.C. must be notified in writing of any problems with irrigation phasing or performance.
- Any existing irrigation to be brought to a good functioning standard to ensure proper watering of new material.
- All landscape areas must be on an automatic irrigation system from time of installation, with 100% coverage and 100% overlaps, with rain sensors per city codes. No hand watering.
- Landscape contractor to exercise extreme care when digging and performing other work so not to damage any existing work such as underground and overhead utilities, (electrical, sewage, irrigation, & plumbing). In the event of planting conflicts the L.A. or Owner's authorized representatives to be notified to provide alternate locations of planting or utility / construction conflicts.
- Landscape contractor is responsible for immediate repair of any damage caused by their installation. Landscape contractor is responsible for working with the general contractor to assure that all cementitious contaminants and other construction debris are removed from all soils.
- In planting beds, particularly by buildings, Landscape contractor to excavate existing soils to a minimum depth of 12" and backfilled with planting soil. In sod areas, Landscape contractor to decompact soil with back hoe teeth to a depth of 6" and add 2" min. of top soil for sodding.
- All circular pits to be excavated with vertical sides for all plants, except for hedges & planting beds. The diameter of these pits for trees and shrubs to be 1/3 larger than the diameter of the root ball.
- All Tree pits to have the soil removed in the amount of 1/3 larger than the root ball of the tree and replaced with approved specified soil.
- All Palm tree pits to have the soil removed in the amount of 1/3 larger than the root ball of the palm and replaced with clean yellow sand.
- All Tree & Palm pits to be excavated with a backhoe only. Absolutely no use of augers.

TRANSPLANTING SPECIFICATIONS

- Root prune all trees and palms to a minimum depth of 24" for the palms and 48" for the trees.
- Trim frayed roots with clippers saws or similar and leave clean cuts.
- Wrap balls with shrink wrap plastic, back filling with Shredded peat moss, fill up voids between plastic & ball, covering all cut roots.
- Backfill with existing soil to hold plastic firmly against newly wrapped ball. Keep 2" deep trench exposed so as to find root ball when harvesting.
- Water three times per week for next 2 months or until trees are ready to move.
- Harvest palms after 5 weeks minimum and trees after 8 to 10 weeks depending on size. Consult with L.A. prior to moving on schedule.
- Re-dig holes well outside the plastic plant wrap being careful not to disturb or tear, preserving root ball, re-wrap if needed for transplanting.
- When digging trees, break off large piece of existing coral rock +/- 36" deep as feasible, by under cutting ball. Do Not Feet Ball off Rock. If necessary, the horizontal chipping or drilling may be required to break off specimen Oak ball at a minimum 30" depth.
- Replant transplanted trees and palms at correct height in new location, keeping original ball top exposed.
- Properly wrap and hook-up trees and palms to lifting equipment in such a way as to not tear cambium layer and excessively disfigure appearance.
- Plants that are not properly lifted and die due to girdling, compression or excessive damage to the cambium layer will be charged to the G.C. and sub-contractor at a rate of \$500 per caliper inch.
- Remove plastic, backfill with 50% existing soil blended with 50% planting soil plus 1/4 bale of Canadian peat moss for palms and 1/2 bale for trees.
- Backfill, sink, place in Agriform fertilizer tablets per recommendations, brace, and trim broken branches and fronds as needed. Brace per specification.
- Water daily for duration of overall job will be required. Having bubblers as part of automatic irrigation system for post construction can supplement additional drenching, but are not a substitution.



PLANTING DETAILS

SCALE: N.T.S

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DESIGN BY

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AR 0007972

PROJECT

ONE KANE CONCOURSE

9551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA 33154

TAUBCO
77

P&Z

Permit Reviews

CONSULTANTS SEAL

Date

6/25/2015

Drawing

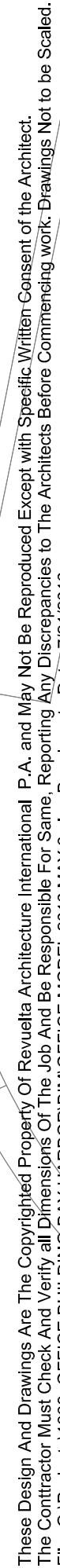
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PROJECT



ONE KANE CONCOURSE
9551 EAST BAY HARBOR DRIVE
BAY HARBOR ISLANDS, FLORIDA, 33154

OWNER INFORMATIONPHOTOMETRIC
SITE PLAN

Revisions

CONSULTANTS

Date
7/25/2016
Scale
As Shown
Project No.
1338

PH-1

AGENDA ITEM REPORT

April 19, 2017

ITEM NUMBER: 2.

ITEM: Approval or denial of the above application for site plan approval of the Gateway property located at 9551 East Bay Harbor Drive.

DESCRIPTION:

RECOMMENDED ACTION:

Approval.

FINANCIAL ANALYSIS:

BUDGET IMPACT:

Submitted By: Alba Chang, Deputy Town Clerk

ATTACHMENTS