

UCTURE CATEGORY	CATEGORY II	
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1AGE-RESISTANT MATERIALS	WHICHEVER IS	
LL BE USED (TABLE 5-1)	HIGHER	
r FLOOD PROOFING OF	BFE +1 OR DFE +8	.ØØ
I-RESIDENTIAL STRUCTURES	WHICHEVER IS	
3LE 6-1)	HIGHER	

Kaler JOSEPH B. KALLER ASSOCIATES, P.A. AA# 26001212 2417 Hollywood Blvd. Hollywood, Florida 33020 P(954) 920 5746 phone - F(954) 926 2841 kaller@kallerarchitects.com SEAL JOSEPH B. KALLER FLORIDA R.A. # 0009239 WALKER PARKING CONSULTANTS 4902 Eisenhower Boulevard Suite 281 Tampa, FL 33634 813.888.5800 Ph. 813.888.5822 Fax BE-0003840 PROJECT / TITLE NEBRASKA GARAGE SHEET TITLE FLOOD PROOFING PLAN REVISIONS No. DATE DESCRIPTION 10/02/15 COMMENT REV 11/16/16 TAC REVISION This drawing, as an instrument of service, is and shall remain the property of the Architect and shall not be reproduced, published or used in any way without the permission of the Architect. PROJECT No.: 14221 DATE: 01-27-15 DRAWN BY: GMV CHECKED BY: JBK SHEET **FP-1**





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











ONCRETE	

3 PARTITION LEGEND



















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2 ISOMETRIC KEY PLAN







A-:





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2 ISOMETRIC KEY PLAN







FOURTH FLOOR PLAN

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











FIFTH FLOOR PLAN

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



SHEET











3 PARTITION LEGEND

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



SIXTH FLOOR PLAN



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2 ISOMETRIC KEY PLAN







SEVENTH	FLOOR	PLAN
SCALE: 1/8" = 1'-0"		



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DRAWINGS - STRUCTURAL NOTES SHEET S-001 FOR DETAILS

2 ISOMETRIC KEY PLAN

PARTITION LEGEND

PROJECT /ITLE

NEBRASKA GARAGE 327 NEBRASKA STREE

SHEET TITLE

TOP LEVÉL

REVISIONS

10/02/15 COMMENT REV

11/16/16 TAC REVISION

No. DATE DESCRIPTION

HOLLYWOOD FL

Suite\281 Tampa, FL 33634 813.888.5800 Ph.

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IAVD)	PROJECT TITLE NEBRASKA GARAGE 327 NEBRASKA STREET
NVD)	HOLLYWOOD FL
IAVD)	SHEET TITLE SOUTH ELEVATION (THRU-DRIVE)
	REVISIONS No. DATE DESCRIPTION 1 10/02/15 COMMENT REV
NOT USED ZERTICAL POWDER COATED ALUMINUM SCREEN MPACT RESISTANT ROLL-UP DOOR	Image: Second state 3 11/16/16 TAC REVISION 12/05/16 FINAL TAC COMMENTS essn equipolities - - begin under the second state - - gin under the second state - - begin under the second state - -
ART INSTALLATION PANEL 42" HIGH ALUMINUM GUARD RAILING POWDER COATED ALUMINUM SCREEN POWDER COATED BACK LIT CHANNEL LETTER SIGNAGE 3MOOTH STUCCO WALL FINISH FIERED PLANTERS	Image: Second state - - Second state - - Image: Second state - - <t< th=""></t<>
ELEVATOR DOORS CONCRETE EYEBROW PLANTERS NOT USED POWDER COATED METAL CANOPY	PROJECT No.: 12106 DATE: 01-27-15 DRAWN BY: JAIME CHECKED BY: JBK
NOT USED RECESSED SQUARE PATTERN IN CONCRETE	SHEET
1 SOUTH ELEVATION SCALE: 1/8" = 1-0"	A-10

17. 18.

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

NOT USED VERTICAL POWDER COATED ALUMINUM SCREEN IMPACT RESISTANT ROLL-UP DOOR STUCCO SCORING ART INSTALLATION PANEL 42" HIGH ALUMINUM GUARD RAILING POWDER COATED ALUMINUM SCREEN POWDER COATED BACK LIT CHANNEL LETTER SIGNAGE SMOOTH STUCCO WALL FINISH TIERED PLANTERS IMPACT RESISTANT HOLLOW METAL DOOR ELEVATOR DOORS CONCRETE EYEBROW PLANTERS NOT USED POWDER COATED METAL CANOPY NOT USED RECESSED SQUARE PATTERN IN CONCRETE

0' (5.00 NAVD) GARAGE ENTRY

11.5' (16.50 NAVD)

◆ 22.0' (27.0 NAVD) 3RD LEVEL

◆ 32.5' (37.50 NAVD) 4TH LEVEL

• 43.0' (48.00 NAVD) 5TH LEVEL

64.0' (69.00 <u>NAVD</u>) 7TH LEVEL

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• 53.5' (58.50_NAVD) 6TH_LEVEL						
• 43.0' (48.00 NAVD) • 5TH LEVEL		83 ¹ -1" STAIRUELL				
• 32.5' (37.50 NAVD) • 4TH LEVEL • 22.0' (27.0 NAVD) 						
• <u>11.5' (16.50</u> NAVD) 2ND LEVEL	9. 					
0' (5.00 NAVD) GARAGE ENTRY						
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74.5' (79.50 NAVD) ROOF LEVEL SEAL 64.0' (69.00 NAVD) 7TH LEVEL 53.5' (58.50 NAVD) 6TH LEVEL ● 43.0' (48.00 NAVD) 5TH LEVEL Suite 281 32.5' (37.50 NAVD) 4TH LEVEL PROJECT TITLE <u>22.0' (27.0</u> NAVD) 3RD LEVEL • 11.5' (16.50 NAVD) 2ND LEVEL SHEET TITLE 0' (5.00 NAVD) GARAGE ENTRY NOT USED VERTICAL POWDER COATED ALUMINUM SCREEN NOT USED STUCCO SCORING ART INSTALLATION (TO BE DETERMINED) 42" HIGH CRASH WALL POWDER COATED ALUMINUM SCREEN POWDER COATED BACK LIT CHANNEL LETTER SIGNAGE 9. SMOOTH STUCCO WALL FINISH 10. TIERED PLANTERS IMPACT RESISTANT HOLLOW METAL DOOR 12. ELEVATOR DOORS 13. POWDER COATED ALUMINUM FINISH/ SCREEN DATE: PLANTERS CHECKED BY: JBK 15. CONCRETE CRASH GUARDS 16. POWDER COATED METAL CANOPY 17. NOT USED SHEET CONCRETE WALL PANELS WITH DECORATIVE REVEALS A-13

Kaller JOSEPH B. KALLER & ASSOCIATES, P.A. AA# 26001212 2417 Hollywood Blvd. Hollywood, Florida 33020 P(954) 920 5746 phone - F(954) 926 2841 kaller@kallerarchitects.com JOSEPH B. KALLER FLORIDA R.A. # 0009239 4902 Eisenhower Boulevard Tampa, FL 33634 813.888.5800 Ph. 813.888.5822 Fax BE-0003840 NEBRASKA GARAGE 327 NEBRASKA STREET HOLLYWOOD FL SECTION A-A REVISIONS No. DATE DESCRIPTION 1 10/02/15 COMMENT REV 3 11/16/16 TAC REVISION 12/05/16 FINAL TAC COMMENTS This drawing, as an instrument of service, is and shall remain the property of the Architect and shall not be reproduced, published or used in any way without the permission of the Architect. PROJECT No.: 12106 01-27-15 DRAWN BY: JAIME

1 CONTEXTUAL ELEVATIONS

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

NEVADA STREET LOOKING SOUTH

Kimley »Horn

MEMORANDUM

Clarissa Ip, P.E., CFM
Christopher W. Heggen, P.E.
Kimley-Horn and Associates, Inc.
October 14, 2015
Revised November 5, 2015
Revised January 19, 2017
Nebraska Street Parking Garage
Supplemental Operational Memorandum
Kimley-Horn #040740001

As a supplement to the traffic study previously prepared for this proposed parking facility, this summary has been prepared to further address traffic operations measures that are proposed to be implemented in conjunction with development of the parking facility. The measures address the roadway laneage to be provided on Nebraska Street and on Nevada Street, intersection control at the intersections of SR A1A & Nebraska Street and SR A1A & Nevada Street and permanent and temporary traffic control measures for implementation at the parking garage. Any temporary measures would be implemented during peak demand periods, particularly on weekends and holidays, to accommodate additional queuing requirements for the site. It is anticipated that any specific temporary measures would be finalized after actual observations are conducted during peak times to determine whether the measures need to be implemented and specific parameters that need to be addressed (queuing, etc.).

Following is a summary of the measures that have been identified:

Nebraska Street Design

The proposed plan for Nebraska Street, which is a two-way facility, is identified in *Exhibit A* attached to this memorandum. That plan provides for a three-lane cross-section on the portion of roadway between SR A1A and the parking garage driveway. This design will allow for one westbound lane approaching SR A1A, a dedicated eastbound left turn lane into the garage entrance, and a dedicated EB through lane to travel east on Nebraska Street. Based upon the analysis contained in the initial traffic study, the 95th-percentile eastbound left-turning queue into the parking garage is anticipated to be one vehicle; therefore, this queue will be accommodated without extending onto SR A1A, plus the presence of a dedicated eastbound through lane will allow through traffic to flow continuously without encountering delay from eastbound left-turning traffic. As a result, the eastbound through traffic is also not anticipated to queue back onto SR A1A. In the westbound direction, a stop sign will be provided (with supplemental signage to indicate that oncoming traffic does not stop, which will allow for eastbound traffic entering the garage to have priority.

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In the future, should it be deemed necessary, the option exists to convert Nebraska Street east of the garage entry into a one-way, eastbound-only street. In this scenario, the portion of the roadway between SR A1A and the garage driveway would still be a two-way street, allowing exiting garage traffic to access SR A1A directly from Nebraska Street. Exhibit B provides an illustration of this option. This option, if implemented, will require property owners further east of Nebraska Street to circulate to Surf Road and then to other adjacent streets, such as Nevada Street, to exit onto SR A1A. As stated previously, this option could be implemented following completion of the garage if it is determined that the design implemented as shown in Option A does not sufficiently accommodate the vehicular demand.

Nevada Street Design

Nevada Street is a one-way westbound street. Very little of the inbound traffic for the garage is anticipated to enter via Nevada Street, because it would only be able to approach this driveway via Surf Road from the south and then via Nevada Street westbound. Therefore, no modifications are proposed for the roadway section east of the garage driveway. West of the garage driveway to SR A1A, it is assumed that this roadway will be a one-lane approach, allowing left or right turns onto SR A1A. Should it be needed in the future, the option could be provided to implement two westbound lanes from the garage driveway to SR A1A, allowing separate left turn and right turn lanes.

SR A1A & Nebraska Street Intersection

The SR A1A concept plan includes a southbound left turn lane approaching this intersection. The operational analysis included in the traffic study indicates that the intersection is anticipated to operate acceptably in the future with its current control characteristics. Volume-based signal warrant criteria as defined in the *Manual on Uniform Traffic Control Devices (MUTCD)* are not anticipated to be met at this intersection.

SR A1A & Nevada Street Intersection

 The operational analysis included in the traffic study indicates that the intersection is anticipated to operate acceptably in the future with its current control characteristics.
Volume-based signal warrant criteria as defined in the *Manual on Uniform Traffic Control Devices (MUTCD)* are not anticipated to be met at this intersection.

Garage Operational Measures/Considerations

Additionally, the following measures have been identified for potential implementation at this parking facility.

Creation of longer internal stacking distance through temporary elimination of parking spaces during peak periods. As labeled "A" on the attached Exhibit C, during peak times as many spaces as needed (as warranted by actual conditions) on either side of the first parking aisle can be blocked off with cones to prohibit parking. This will eliminate potential disruptions to circulation caused by parking/unparking maneuvers near the garage entry/exit during peak periods and will also create additional queuing

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length for vehicles that are arriving from or departing to SR A1A. Very little traffic is anticipated to enter the garage from Nevada Street given the existing one-way configuration of the surrounding roadway network. If needed, the inbound movement could be closed during peak times to maximize efficiency.

- Stationing of traffic control personnel at garage entry point. As labeled "B" on the attached figure, traffic control personnel can be stationed at the garage entry point during peak periods to help maintain efficient traffic flow and also to prevent queues from building up for inbound and outbound traffic. The personnel can ensure that drivers follow the right-turn only restriction at the garage exit point and also, if needed, create gaps in westbound traffic on Nebraska Street to prevent eastbound left-turning queues from building up.
- Assigning parking at this garage to certain users to reduce frequency of turnover and volume of inbound/outbound movements. One consideration for this garage is to designate all or a portion of the garage as employee parking, as opposed to the garage providing undesignated, general purpose parking. This would result in, on average, longer durations of parking space occupancy within the garage, meaning reduced inbound and outbound movements, plus more of the inbound/outbound movements may occur outside of the peak demand periods.

Additionally, in conjunction with the SR A1A corridor concept plan, it is contemplated that enhanced wayfinding and dynamic informational signage will be implemented throughout the SR A1A corridor. This signage is proposed to provide advance information to drivers regarding the location and approximate availability of parking within the public parking garages on the Beach. This, in turn will help drivers avoid trying to enter garages that have already reached or are close to reaching capacity, which in turn is anticipated to reduce congestion adjacent to the garages on the Beach. An excerpt from the conceptual plan illustrating the concept for the signs and preliminary locations in the SR A1A corridor in the vicinity of the garage is attached as Exhibit D.

Attachments

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TRAFFIC IMPACT ANALYSIS

NEBRASKA STREET PARKING GARAGE HOLLYWOOD, FL

To save on printing cost the full Traffic Impact Analysis can be found in the City Clerk's Office.

> PREPARED FOR: JOSEPH B. KALLER & ASSOCIATES, P.A. HOLLYWOOD, FL

Kimley»Horn

May 2015 Revised January 19, 2017 Kimley-Horn Project # 040740001 CA 00000696 Kimley-Horn and Associates, Inc. 1920 Wekiva Way West Palm Beach, Florida 33411 561/845-0665 TEL