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October 17, 2016

City of Hollywood
Development Services
Technical Advisory Committee Report
2600 Hollywood Blvd, Room 315
Hollywood, FL 33022
Phone: 954-921-3471

Re: **Response to Comments:**
Preliminary Technical Advisory Committee Report
Alpha International Academy
121 South 24th Avenue
Hollywood, Florida 33020

File Number: 16-DP-44
FCA Architect Project No. - FCA-1615

Responses following by: Frank Costoya, Jr., R.A., A.I.A., NCARB
President • Principal Architect of Record

APPLICATION SUBMITTALS

Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. Updated Ownership and Encumbrance Report (O&E) was not submitted. It should be included in the next submittal and shall:
   a. Be dated within 30 days of the submittal.
   b. Indicate it was searched from time of platting or 1953 (earliest of the two).
   c. Include Legal Description of property.
   d. Include names of all current owners and names of all outstanding mortgage holders or a no lien affidavit.
   e. Include listing and hard copy of all recorded and unrecorded encumbrances (with O.R. or plat book(s) and page number(s) provided) lying within/on the property boundaries (i.e. easements, rights-of-way, non-vehicular access lines, etc.)
   f. Include listing and hard copy of any type of encumbrance abutting the property boundary necessary for legal access to the property (if none, state so)

Response: Included in re-submittal.

2. Ensure Legal Description of property is accurate and consistent throughout all documents.

   Response: Noted / Coordinated.

3. ALTA Survey shall:
   a. Include net and gross size of property in square feet and acreage. Clarify if area listed is net or gross.
   b. Include the area of existing buildings.
   c. Shall be based on O&E with a note indicating as such and vice versa. Work with the Engineering Division to ensure the Survey is accurate.

   Response: Noted / Provided.

4. Lot areas on ALTA Survey and Site Data do not match. Revise as necessary.

   Response: Noted revised to match.

1. Indicate current and future meeting dates (not submittal dates) on Cover Sheet and Title Block.

   Response: Noted revised to TAC meeting dated 10.17.16.

5. General Application shall be signed by all parties (school and place of worship). Provide documentation establishing authorized personnel to represent and sign for both entities.

   Response: Provided.

6. Revise drawing set to reflect the following:

   Response: Revised as noted.

   a. Sheet SP-1 should be the Site Plan, a Demolition Plan.

   Response: Revised

   b. Site Data and Site Plan should be combined if possible.

   Response: Added Site Data to Site Plan sheet SP-1 on right hand side.

7. Revise Site Data to reflect the following:

   a. Remove "Future" from Land Use category.

   Response: Removed.

b. Remove the "Lot Coverage" calculation.

Response: Removed.

c. Proposed "Net Area Breakdown" calculation is not correct. Revise accordingly.

Response: Noted / revised.

d. Include total gross area of each building, including breakdown of common areas (restrooms, power equipment rooms, and meter rooms).

Response: Added Gross Building Area breakdown of all spaces – refer to Area Breakdown sheet A-1.0.

8. Work with Staff to determine the appropriate format for the pervious area calculation.

Response: As per meeting, clarified to existing green and new green.

9. Provide details of all regulatory signage and pavement markings. Work with the Engineering Division to ensure signage provided will adequately serve proposed circulation.

Response: Refer to Civil Drawings.

10. Provide details and height of all existing and proposed fences and gates. All fencing shall be decorative.

Response: Details provided sheet SP-2 detail 8, bottom right hand corner of sheet.

11. Provide color chips and material samples with next submittal.

Response: Have included.

12. Staff encourages Applicant to meet with surrounding homeowner's associations prior to submitting for any Boards. Provide update with next submittal.

Response: Applicant/Owner met with (2) Homeowner Associations and were very supportive of project, District Commissioner Peter Hernandez was present at the meetings.

13. Provide written responses to all comments with next submittal.

Response: Provided.

B. ZONING

Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. Work with the Planning and Engineering Division to ensure:

   Response: Have coordinated.

   a. Stacking and pick-up and drop-off areas are sufficient. Dimension Site Plan to show number of stacking spaces.

   Response: Provided.

   b. Number of parking spaces is sufficient for the shared parking situation as proposed.

   Response: Acknowledged.

   c. Traffic circulation, stacking, pick-up and drop off areas, parking, etc. are adequate for the proposed capacity.

   Response: Acknowledged.

2. Clarify the purpose of the pantry and cafeteria area. Will these spaces serve any purpose other than for the school?

   Response: Pantry for dry goods, plates, cups, soda, etc.; Cafeteria for eating lunch; Yes, after mass coffee, tea, donuts, etc.

3. All terminal islands shall be 190 square feet. Indicate compliance (area) for each on Site Plan.

   Response: Have indicated compliance of sheet SP-1.

C. DESIGN

Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. None at this time.

   Response:Acknowledged.

Terrence Comiskey, Architect, 954-921-3930

1. Sheet D-1: The box should indicate how the new construction will comply with the City of Hollywood's Green Building Ordinance.

   Response: Indicated, refer to sheet D-1 at bottom of right hand corner.

2. Sheet SP-2: How is recycling be accomplished in the new Trash Enclosure? Is there a hose bib in a lock box? There should be a can wash since there is a Cafeteria.

   Response: No cooking in Kitchen, only food warming, provided hose bib, small recycle bin in enclosure. See details sheet SP-2.

3. Sheet SP-2: Is Note #11 supposed to be a 2' diameter concrete column?

   Response: SP-2 revised to SP-1 – curb revised to column.

4. Sheet SP-2: Are the bollards in the drop-off area painted yellow?

   Response: SP-2 revised to SP-1 – revised to steel 6" diameter painted yellow, refer to revised note no. 6.

5. Sheet A-1.0: In the Sanctuary you might consider a ramp instead of an ADA Chair Lift.

   Response: Owners prefer an ADA chair lift.

6. Sheet A-1.0: Shouldn't the "Sick Room" have a hand sink in it?

   Response: Included sink.

7. Sheet A-1.0: The underside of the two exterior stairs should be blocked off on the ground level so someone can't hide under the stairs.

   Response: Done.

8. Sheet A-1.1: The number of toilet room fixtures appears inadequate for the occupant load. Please provide a calculation.

   Response: Provided plumbing fixtures calculations on sheet A-1.0.

D. LANDSCAPING

Dale Bryant, Landscape Architect 954-921-3997

1. Overall, Landscape Plan reads well and is arranged nicely for the site.
2. At time of Building Permit, a City of Hollywood Tree Removal Permit will be required for any proposed tree removals and this is already noted on the plans. Mitigation for new construction is in accordance with Article 9 of the LDR as noted. Preferred mitigation for removals would be increasing the size of the proposed trees and palms at time of planting and using the Tree Trust Fund only for any remaining mitigation that cannot be achieved through the desired method. We would prefer to benefit both the site/school and the neighborhood as much as possible with increased canopy at time of planting.
3. There are swale areas adjacent to the site along 24th Ave. and Van Buren that have received excess pavement outside of the travel lanes that needs to be redefined as a swale retention area. These areas may be small for planting the required street trees and it is noted that street trees are being planted inside the property lines, but reclaiming these swales as greenspace will be an important part of these improvements.
4. Did not find a Plant List but can recognize most of the text abbreviated callouts of materials. Please provide a plant list on next/final submittal.
5. There is an opportunity to provide more canopy coverage with larger-statured/faster growing species of trees than Holly and Silver Buttonwood where not adjacent to overhead lines.
6. Consider Calophyllum, Bulnesia, Poinciana, Queen's Crapemyrtle, Lysiloma, etc., to maximize shade within and along the perimeters of the site. Reviewer notes the many challenging obstructions this site poses with regard to new shade trees.
7. Irrigation Plans at time of Building Permit is noted on the plans already.
8. If SR7 is Serenoa repens, consider an alternate species such as Giant Orange Bromeliad.
9. Please revise site landscape data to reflect 10 parking and peninsular islands requiring trees, not 6. Similar to tree removal mitigation, these numbers can be achieved with increased sizes of trees at time of planting where no landscape islands/trees are provided due to site constraints.
10. Consider reduction of turgrass area replaced with a continuous multi-tiered shrub and groundcover arrangement along 24th Ave. frontage.
11. Additional comments may be forthcoming.

Response: Refer to comment responses attached by Scott McClure, MLA Design Group Landscape Architect for Project.

E. SIGNAGE

Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. For review, full signage package shall be provided, including signage details, signs illustrated on Elevations, dimensions on Site Plan, etc.

Response: Have detailed, refer to Exterior Elevation sheet A-2.0 & A-2.1.

2. Include note indicating all signage shall be in compliance with the Zoning and Land Development Regulations.

Response: Noted – Refer to note added on Exterior Elevation sheet A-2.0.

3. All signs, which are electrically illuminated by neon or other means, shall require a separate electrical permit and inspection. Separate permits are required for each sign.

Response: Signs will not be illuminated. Separate permits shall be applied for the three (3) signs.

F. LIGHTING

Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. Provide note stating the maximum foot-candle level at all property lines (maximum 0.5 if adjacent to residential).

Response: Noted on Site Plan – sheet SP-1.

G. GREEN BUILDING

Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. Indicate Green Building practices to be implemented on Site Plan. Work with Building Division to ensure compliance with Green Building requirements.

Response: Green Criteria compliance noted on sheet D-1.

H. ENVIRONMENTAL SUSTAINABILITY

Lindsey Nieratka, Environmental Sustainability Coordinator 954-921-3201

1. Describe how you will be meeting the Green Building requirements. Consider choosing more than 10 green building practices to include in your project.
2. Make sure that the demolition materials are reused, recycled, or otherwise diverted from the waste stream as much as possible.
3. Manage storm water from the parking lot and increase evapotranspiration, filtration, and infiltration through strategies such as using pervious pavement and vegetated bioswales, particularly in the parking area.
4. Consider providing more than the required number of trees.
5. Make sure canopies, roofing material, and pavements have high SRI values to reduce heat island impact.

Response: Refer to Green Criteria for project on sheet D-1.

I. UTILITIES

James Rusnak, Engineer 954-921-3302
Wilford Zephyr, Engineer 954-924-2985

1. Provide Water, Sewer, and Drainage Plans.

   Response: Provided.

J. BUILDING

Philip Sauer, Structural Inspector 954-921-3025

1. For the creation of the two buildings verify compliance for fire resistive construction of the exterior walls as per Florida Building Code table 602 and for opening protection as provided by FBC table 705.8.

   Response: Provided, see sheet D-1 lower left hand corner, Code Criteria Table.

K. ENGINEERING

Jonathan M. Vogt, Deputy Director Public Works/City Engineer 954-921-3251
Clarissa Ip, Engineering Support Services Manager 954-921-3915

Response: Refer to responses from Civil Engineer.

1. School currently serves 90 students and will increase to 240 students. Provide traffic impact study with traffic operation plan for the school's drop-off and pick-up. Plan shall include information such as but not limited to the traffic circulation, number of vehicle stacking spaces are being provided, entrance and exit locations during drop-off and pick-up, number of drop-off and pick-up shifts, will there be school bus picking up and dropping off children, location of bus drop-off and pick-up, number of students using school bus and number of students in each pick-up and drop- off shifts, location of staff parking, location of visitor parking, etc.

   Response: Provided.

2. Where will the temporary school location be while the proposed school is being constructed?

   Response: Not sure at this time.

3. Extend sidewalk flush thru driveways.

   Response: Done.

4. Parking Spaces 1-4 do not meet the minimum depth requirement, please revise and provide sufficient depth, sidewalk area cannot be considered as part of the parking stall depth.

   Response: Done.

5. Parking detail on Sheet SP-3 shows for wheel stops to be provided, wheel stops are not being proposed per Sheet SP-2.

   Response: SP-2 & SP-3 revised to SP-1 & SP-2. Wheel stops used at 1, 2, 3, 4 and ADA.

6. Existing driveway apron for the drive access to be eliminated on Van Buren Street needs to be properly removed.

   Response: Noted, see sheet SP-1.

7. Provide pavement marking and signage plan.

   Response: Provided.

8. Provide Auto Turn analysis showing school bus maneuverability and paths through the site accessing the pick-up and drop-off area.

   Response: See Civil.

9. Indicate clearance between columns and the vehicular drive aisle, minimum distance is 3 feet.

   Response: Noted.

10. Verify Note 11 on Sheet SP-2, note should be concrete column, not curb.

    Response: Corrected.

11. Indicate 25' corner chord at the southwest corner of site.
12. Will there be any utility connection in the City rights-of-way required?
13. All outside agency permits must be obtained prior to issuance of building permit.

    Response: See Civil.

14. More comments may follow upon review of the requested information.

    Response: Acknowledged.

L. FIRE

Janet A. Washburn, Fire Prevention Officer III 954-921-3263

1. A fire sprinkler system is required per NFPA 101, 14.,3.5.1 and a fire alarm system per 14.3.4. Civil drawings are required for the fire main line connection to the city water main. Also show the location of the fire department connection, existing hydrants, and new fire hydrants.

   Response: Shall provide; noted on Cover Sheet CS-1, Code Table D-1, Site Plan SP-1 and Floor Plan A-1.

2. A hydrant flow test is required to determine if more hydrants are needed in order to determine if the fire flow requirements found in NFPA 1, 18.4.5.2. . Contact underground utilities at 954-921-3046. Once that information has been determined, show on the next submission the calculations showing compliance meeting the fire flow requirements.

   Response: See Civil.

3. Fire department access must be maintained through the North exit gate. Currently it's shown as 14' Show on the plan the Autoturn FD movement of apparatus. The minimum width of the access road is required 20' per NFPA 1, 18.2.3.4.1.1. Our turning radius is as follows: 28'.5" interior radius, 38' centerline of the turning radius, and 45' exterior.

   Response: See Civil. Provided 20'-0" wide access road.

4. There are currently violations on the existing assembly occupancy area. This area was not approved for use when the new classrooms were permitted several years ago but it appeared this area was being used on the last annual fire inspection conducted in November. Some of the violations were: egress doors in the assembly area with no panic hardware including illegal locks, a new door installed without a building permit, doors not swinging in the direction of egress travel. These violations would need correction prior to the new school year or any use of this area.

   Response: As per meeting, Owner and Washburn agreed to schedule a site visit.

M. COMMUNITY DEVELOPMENT

Clay Milan, Special Projects Manager 954-921-3271

1. My primary concern is related to the intense amount of development occurring on a relatively small site.

   Response: Acknowledged.

2. I suggest informing Highland Gardens Civic Association and United Neighbors of South Hollywood civic association about the proposed project.

Response: Owner held meeting – District Commissioner Hernandez attended. Neighbors very supportive of project.

3. Is recycling being provided?

Response: Yes.

N. PARKS, RECREATION AND CULTURAL ARTS
Eric Brown, Recreation Supervisor 954-921-3404

1. Application is substantially compliant. Not applicable for Park Impact Fee.

Response: Acknowledged.

O. POLICE DEPARTMENT
Tracey Thomas, Police 954-967-4549
Doreen Avitabile, Police 954-967-4371

1. No comments received.

Response: Acknowledged.

P. PUBLIC WORKS
Charles Lassiter, Environmental Services Supervisor 954-967-4207
Karen Arndt, Assistant Director 954-967-4264

1. No comments received.

Response: Acknowledged.

Q. DOWNTOWN AND BEACH CRA
Jorge Camejo, Executive Director 954-924-2980
Susan Goldberg, Deputy Director 954-924-2980

1. Not applicable.

Response: Acknowledged.

R. PARKING
Harold King, Parking Administrator 954-921-3535

1. No comments received.

Response: Acknowledged.

5. ADDITIONAL COMMENTS
Leslie A. Del Monte, Planning Manager 954-921-3471
Deandrea Moise, Assistant Planner 954-921-3471

1. None at this time.

Response: Acknowledged.

End of Responses to Comments
ALPHA INTERNATIONAL ACADEMY
16-DP-44

If you have any questions during your review do not hesitate in contacting me directly at our offices.

Sincerely,
Frank Costoya Architect, P.A.

Francisco Costoya, Jr., R.A., A.I.A., NCARB
President – Project Architect of Record

FC/rd

File: FCA-1615

Attachments: Revised Sheets of Construction Documents

McLAUGHLIN ENGINEERING CO.

J.W. McLAUGHLIN, P.E. 1910-1984
ROBERT C. McLAUGHLIN, P.L.S. 1940-1997
JERALD A. McLAUGHLIN, P.L.S.
LOU CAMPANILE, JR., P.E., P.L.S.

SINCE 1938

SCOTT A. McLAUGHLIN, P.S.M.
JOSEPH S. McLAUGHLIN, P.E.

SURVEYING • PLATTING • ENGINEERING • LAND PLANNING

September 29, 2016

Jonathan Vogt, P.E.
City of Hollywood
2600 Hollywood Boulevard, 3rd Floor
Hollywood, Florida 33020

Re: ***Alpha International Academy Charter School***
File Number: 16-DP-44

Dear Jon:

The following are my responses to your July 5, 2016 TAC Engineering Comments. Some of your comments are outside the scope of my civil engineering purview; therefore, I am herein responding to your comments that I can address. The following are your applicable comments and my responses:

3. Extend sidewalk flush thru driveways.
   Response: ***This has been done.***

4. Parking Spaces 1-4 do not meet the minimum depth requirement, please revise and provide sufficient depth, sidewalk area cannot be considered as part of the parking stall depth.
   Response: ***The depth of these spaces has been increased.***

6. Existing driveway apron for the drive access to be eliminated on Van Buren Street needs to be properly removed.
   Response: ***Understood. This will be addressed on our Demolition Plan which will be part of our final engineering set of plans.***

7. Provide pavement marking and signage plan.
   Response: ***This will be included in our final engineering set of plans.***

8. Provide Auto Turn analysis showing school bus maneuverability and paths through the site accessing the pick-up and drop-off area.
   Response: ***This will be included in our final engineering set of plans.***

9. Indicate clearance between columns and the vehicular drive aisle, minimum distance is 3 feet.
   Response: ***This is now shown on our Site Plan (5' minimum provided).***

11. Indicate 25' corner chord at the southwest corner of the site.
    Response: ***Per our 8/1/2016 meeting with City staff, we have agreed to provide a 25' radius return at the southwest corner of the site.***

12. Will there be any utility connection in the City rights-of-way required?
    Response: ***Yes, we will need to connect to the existing water main (most likely in SW 24th Avenue) for a proposed fire main to provide fire sprinkler service to the proposed building.***

13. All outside agency permits must be obtained prior to issuance of building permits.
    Response: ***Understood.***

14. More comments may follow upon review of the requested information.
    Response: ***Understood.***

Please let me know if you have any questions or need any additional information.

Sincerely,

McLAUGHLIN ENGINEERING COMPANY

Lou Campanile, Jr., P.E., P.L.S.
Vice President - Engineering

Enclosures

LRCjr:jlm

LA 6666695 ISA 0827A
1016 ne 45th street
oakland park, fl. 33334
tel. 954 763 4071
954 763 1047
e - mlagroupinc@yahoo.com
mlagroupinc.com
landscape architecture

RE: OUR FILE NO.:

9/30/2016

City of Hollywood
Department of Planning and Zoning

Re: **Re: Alpha International Academy**

Department Landscape Comments

LANDSCAPING
Dale Bryant, Landscape Architect 954-921-3997

1. Overall, Landscape Plan reads well and is arranged nicely for the site.
Response: Thank you 。

2. At time of Building Permit, a City of Hollywood Tree Removal Permit will be required for any proposed tree removals and this is already noted on the plans. Mitigation for new construction is in accordance with Article 9 of the LDR as noted. Preferred mitigation for removals would be increasing the size of the proposed trees and palms at time of planting and using the Tree Trust Fund only for any remaining mitigation that cannot be achieved through the desired method. We would prefer to benefit both the site/school and the neighborhood as much as possible with increased canopy at time of planting.

Response: We have increased the heights of species that would actually be available at time of planting ie. Green Buttonwood Calophyllum and Silverbuttonwood. We now have 20" in new trees to offset the 82" removed. Due to overhead elect on the N, W, and E. property lines we had to replace the non FPl approved species with LI14 Crepe Myrtle along the East and North buffers as well as in 2 landscape islands.

3. There are swale areas adjacent to the site along 24th Ave. and Van Buren that have received excess pavement outside of the travel lanes that needs to be redefined as a swale retention area. These areas may be small for planting the required street trees and it is noted that street trees are being planted inside the property lines, but reclaiming these swales as greenspace will be an important part of these improvements.

Response: The plan now reflects the swale areas.

4. Did not find a Plant List but can recognize most of the text abbreviated callouts of materials.
Please provide a plant list on next/final submittal.
The plant list is located on sheet L-3 due to a lack of space on the Landscape plan.

5. There is an opportunity to provide more canopy coverage with larger-statured/faster growing species of trees than Holly and Silver Buttonwood where not adjacent to overhead lines.

Response: Due to overhead elect on the N, W, and E. property lines we had to replace the non FPl approved species with LI14 Crepe Myrtle along the East and North buffers and island trees in close proximity.

6. Consider Calophyllum, Bulnesia, Poinciana, Queen's Crapemyrtle, Lysiloma, etc., to maximize shade within and along the perimeters of the site. Reviewer notes the many challenging obstructions this site poses with regard to new shade trees.

Response: We have utilitzed these speces where possible.

7. Irrigation Plans at time of Building Permit is noted on the plans already.
Response: We will provide an Irrigation plan at time of permit.

8. If SR7 is Serenoa repens, consider an alternate species such as Giant Orange Bromeliad.

Response: We have replaced Saw Palmetto with the Large Bromeliad at the entry drives for added color.

9. Please revise site landscape data to reflect 10 parking and peninsular islands requiring trees, not Similar to tree removal mitigation, these numbers can be achieved with increased sizes of trees at time of planting where no landscape islands/trees are provided due to site constraints.
Response: We have changed the parking island count to 10.

10. Consider reduction of turgrass area replaced with a continuous multi-tiered shrub and groundcover arrangement along 24th Ave. frontage.

Response: We have eliminated all of the sod along 24th Ave.

Please contact our office should you have any further questions or concerns.
Thank you

Respectfully submitted,

James S. McClure

Scott McClure
RLA 6666695
ISA 0827A

ALPHA INTERNATIONAL ACADEMY

121 South 24th Avenue
Hollywood, Florida 33020

Traffic Study

Prepared by

Pillar Consultants, Inc.

5230 S. University Drive, Suite 104
Davie, Florida 33328
(954) 680-6533
In collaboration with Thomas A. Hall, Inc.

NORTH

September 15, 2016
Project No. 16029

Table of Contents

Introduction

Alpha International Academy proposes to expand their existing facility, which is located next to Faith and Life Fellowship Ministries on the northeast corner of S. 24th Avenue and Van Buren Street in the City of Hollywood, Florida. The existing buildings on the project site total 6,249 gross square feet. The proposed expansion will result in a total building area of 19,824 gross square feet.

Alpha International Academy currently has 90 students attending classes from Kindergarten to 5th grade. With the expansion, enrollment is proposed to increase to 240 students. The students are expected to arrive at school in two groups: 108 grades k-2 students and 132 grades 3-5 students. The two student groups are to be separated by an hour for the purposes of arrival and departure times. The Academy has classes between 7:00 a.m. and 3:00 p.m. Although classes end at 3:00 p.m., some students may remain on site for after school activities until 6:00 p.m.

Access to the project will be via three existing driveways as follows:

- The west side driveway connects to S. 24th Avenue and provides full access. This driveway currently serves as the main access to the school and is expected to continue to be the main access for the expanded school.
- The north side driveway connects to an east-west alley and is planned to be an exit only driveway.
- The south side driveway connects to Van Buren Street and permits left-in and left-out access to/from the site.

The purpose of this study is to analyze the impacts of trips generated by the proposed expansion of Alpha International Academy on the adjacent roadway network and within the site. A particular issue of concern for school sites is the on-site queuing of traffic during morning and afternoon pick-up/drop-off hours. The study area includes the signalized intersections of S. 24th Avenue at Van Buren Street to the immediate south and the intersection of S. 24th Avenue at Hollywood Boulevard to the north. **Figure 1 – Site Location**, shows the location of the proposed development.

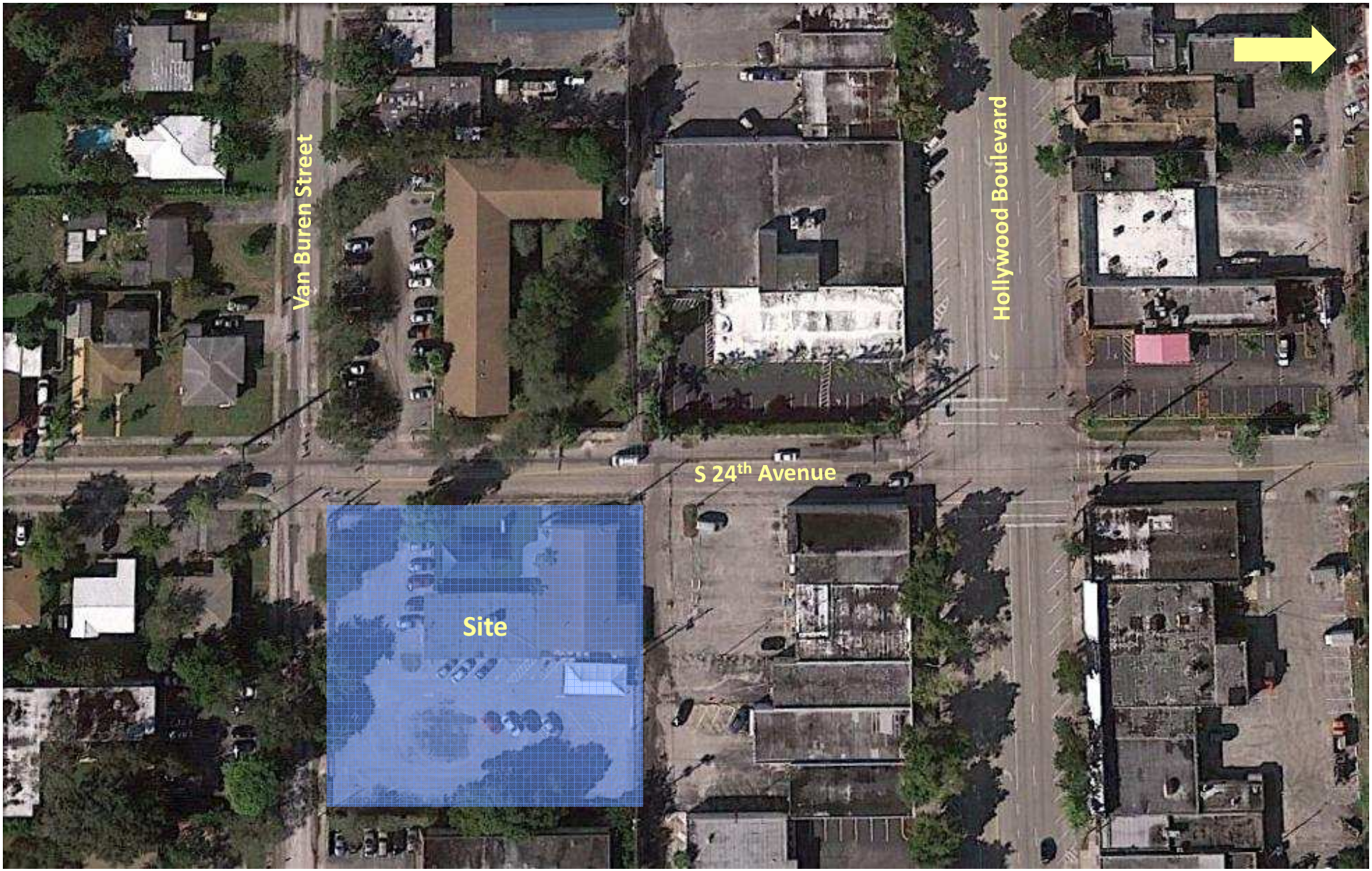

Figure 1 – Site Location

Alpha International Academy
Hollywood, Florida

Data Collection

Four-hour (7-9:00 a.m. and 2-4:00 p.m.), turning-movement counts were collected at the signalized intersections of S. 24th Avenue at Van Buren Street and S. 24th Avenue at Hollywood Boulevard. Note that 2-4:00 p.m. is not the usual afternoon peak hour count period. However, because the Alpha International Academy ends classes at 3:00 p.m., these hours were considered best to evaluate the impact of the school on the adjacent roadway network. Copies of the traffic counts may be found in **Appendix A – Traffic Counts**.

The turning-movement counts were collected to determine the existing conditions at the significant intersections within the study area.

Existing traffic signal timing and phasing plans were obtained from Broward County's Traffic Engineering Division for the two signalized intersections within the study area. Copies of the existing signal timing and phasing plans may be found in **Appendix B – Existing Signal Timing.**

A preliminary field review was conducted on August 31, 2016 to obtain pertinent roadway geometry, traffic signal features, etc. In addition to the field review, aerial maps were consulted to verify intersection spacing, storage lane lengths and lane assignments.

Hollywood Boulevard (SR 820) in the study area is an east-west, four-lane, divided arterial highway with a two-way left-turn lane and a posted speed limit of 35 mph.

S. 24th Avenue is a north-south, two-lane, undivided local roadway with a posted speed limit of 30 mph. It widens to provide left-turn lanes at its intersections with Van Buren Street and Hollywood Boulevard.

Van Buren Street is an eastbound, two-lane, one-way local roadway with a posted speed limit of 30 mph.

Analyses

Adjustment Factors

The Peak Season Conversion Factor (1.08) obtained from the Florida Department of Transportation's (FDOT) *2015 Peak Season Factor Category Report* was applied to the August and September 2016 turning-movement counts. **Tables 1 and 2 – Turning-movement Counts** shows the peak-hour and mid-afternoon traffic volumes within the study area. Note that the p.m. peak hour of the generator, not the peak hour of the adjacent roadway was used in the analysis of conditions. This was due to the fact that the proposed school will generate a significant volume of traffic up to and including 3:00 p.m., but will generate almost no traffic in the 4:00-6:00 p.m. timeframe that generally contains the peak hour of the adjacent roadways.

Using Annual Average Daily Traffic volumes obtained from FDOT, an Annual Growth Factor (0.83%) was calculated and applied to the adjusted peak season traffic volumes. Copies of the seasonal and annual growth factors are provided in **Appendix C – Adjustment Factors**.

Existing Conditions

Synchro signal operations analysis software was used to construct a model of the existing roadway network in the study area. The model relied upon the adjusted peak-hour, turning-movement counts shown in Tables 1 and 2 and the existing signal timing and phasing plans provided by Broward County.

Copies of the Synchro reports for existing morning and afternoon peak-hour, peak-season conditions may be found in **Appendix D – Existing Conditions Analyses**. As the Synchro reports indicate, the existing system cycle lengths were used to evaluate the existing intersection operations. Although the existing cycle lengths were used, splits were optimized to reflect the actual actuated operation of the two signalized intersections.

Table 3, AM Peak Hour Queue Length, Level of Service and Delay Findings and **Table 4, PM Peak Hour Queue Length, Level of Service and Delay Findings** summarize the critical elements of the analyses. As Tables 3 and 4 show, the existing signalized intersections are both operating at Level of Service (LOS) D or better. The unsignalized intersection of S. 24th Avenue at the project entrance also operates at a very good level of service with the westbound left-turn, the most critical movement, operating at LOS B, which indicates minimal delay to drivers attempting to leave the Alpha International Academy and enter the traffic flow on S. 24th Avenue. Note that vehicle queue storage at all auxiliary turn lanes is more than sufficient.

Table 1
AM Peak-Hour Turning-movement Counts
Alpha International Academy

Intersection	Adjustment	From West				From East				From South				From North				
		Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Van Buren Street at S. 24th Avenue	**Raw Count**	**0**	**9**	**137**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**131**	**8**	**0**	**12**	**77**	**0**	**400**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**10**	**148**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**9**	**0**	**13**	**83**	**0**	**432**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**10**	**150**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**9**	**0**	**13**	**85**	**0**	**439**
	Project Traffic	0	41	0	0	0	0	0	0	0	0	10	0	0	2	33	0	86
	Total Future Traffic	**0**	**51**	**150**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**154**	**9**	**0**	**15**	**118**	**0**	**525**
Hollywood Boulevard at S. 24th Avenue	**Raw Count**	**0**	**80**	**611**	**19**	**0**	**26**	**596**	**23**	**0**	**137**	**89**	**31**	**0**	**38**	**70**	**37**	**1,757**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**86**	**660**	**21**	**0**	**28**	**644**	**25**	**0**	**148**	**96**	**33**	**0**	**41**	**76**	**40**	**1,898**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**88**	**671**	**21**	**0**	**29**	**654**	**25**	**0**	**150**	**98**	**34**	**0**	**42**	**77**	**41**	**1,929**
	Project Traffic	0	0	0	9	0	9	0	0	0	9	7	9	0	0	6	0	49
	Total Future Traffic	**0**	**88**	**671**	**30**	**0**	**38**	**654**	**25**	**0**	**159**	**105**	**43**	**0**	**42**	**83**	**41**	**1,978**
S. 24th Avenue at Project Entrance	**Raw Count**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**12**	**0**	**0**	**140**	**26**	**0**	**8**	**115**	**0**	**316**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**13**	**0**	**0**	**151**	**28**	**0**	**9**	**124**	**0**	**341**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**13**	**0**	**0**	**154**	**29**	**0**	**9**	**126**	**0**	**347**
	Project Traffic	0	0	0	0	0	35	0	25	0	0	0	51	0	24	0	0	135
	Total Future Traffic	**0**	**0**	**0**	**0**	**0**	**51**	**0**	**38**	**0**	**0**	**154**	**80**	**0**	**33**	**126**	**0**	**482**
Van Buren Street at Project Entrance	**Raw Count**	**0**	**0**	**157**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**157**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**0**	**170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**0**	**172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**172**
	Project Traffic	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total Future Traffic	**0**	**0**	**174**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**174**

Table 2
PM Peak Hour of Generator Turning-movement Counts
Alpha International Academy

Intersection	Adjustment	From West				From East				From South				From North				
		Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Van Buren Street at S. 24th Avenue	**Raw Count**	**0**	**28**	**237**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**205**	**26**	**0**	**28**	**127**	**0**	**710**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**30**	**256**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**221**	**28**	**0**	**30**	**137**	**0**	**767**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**31**	**260**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**225**	**29**	**0**	**31**	**139**	**0**	**780**
	Project Traffic	0	24	0	0	0	0	0	0	0	0	6	0	0	2	26	0	58
	Total Future Traffic	**0**	**55**	**260**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**231**	**29**	**0**	**33**	**165**	**0**	**838**
Hollywood Boulevard at S. 24th Avenue	**Raw Count**	**2**	**89**	**564**	**17**	**0**	**66**	**655**	**46**	**0**	**103**	**141**	**17**	**2**	**33**	**91**	**34**	**1,860**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**2**	**96**	**609**	**18**	**0**	**71**	**707**	**50**	**0**	**111**	**152**	**18**	**2**	**36**	**98**	**37**	**2,009**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**2**	**98**	**619**	**19**	**0**	**72**	**719**	**51**	**0**	**113**	**155**	**19**	**2**	**36**	**100**	**37**	**2,042**
	Project Traffic	0	0	0	5	0	5	0	0	0	8	4	8	0	0	3	0	33
	Total Future Traffic	**2**	**98**	**619**	**24**	**0**	**77**	**719**	**51**	**0**	**121**	**159**	**27**	**2**	**36**	**103**	**37**	**2,075**
S. 24th Avenue at Project Entrance	**Raw Count**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**15**	**0**	**0**	**233**	**22**	**0**	**15**	**174**	**0**	**474**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**16**	**0**	**0**	**252**	**24**	**0**	**16**	**188**	**0**	**512**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**16**	**0**	**0**	**256**	**24**	**0**	**16**	**191**	**0**	**520**
	Project Traffic	0	0	0	0	0	28	0	20	0	0	0	30	0	13	0	0	91
	Total Future Traffic	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**36**	**0**	**0**	**256**	**54**	**0**	**29**	**191**	**0**	**611**
Van Buren Street at Project Entrance	**Raw Count**	**0**	**0**	**291**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**291**
	PSCF	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
	2016 Peak Season Volume	**0**	**0**	**314**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**314**
	Annual Compound Growth	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	0.830%	-
	2018 Background Traffic	**0**	**0**	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**320**
	Project Traffic	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total Future Traffic	**0**	**0**	**322**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**322**

Table 3
AM Peak Hour Queue Length, Level of Service and Delay Summary
Alpha International Academy

Intersection	Storage Lane Length	Existing Conditions				Background Traffic Conditions				Total Traffic Conditions			
		Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length
Van Buren Street at S. 24th Avenue	**N/A**	**Overall**	**A**	**7.1**	**N/A**	**Overall**	**A**	**7.1**	**N/A**	**Overall**	**A**	**8.0**	**N/A**
	N/A	EBLTR	B	10.2	25	EBLTR	B	10.2	25	EBLTR	B	11.4	32
	N/A	NBTR	A	4.6	29	NBTR	A	4.7	30	NBTR	A	5.1	34
	70'	SBL	A	4.2	5	SBL	A	4.3	5	SBL	A	4.6	6
	N/A	SBT	A	4.6	17	SBT	A	4.6	18	SBT	A	5.2	26
Hollywood Boulevard at S. 24th Avenue	**N/A**	**Overall**	**D**	**43.1**	**N/A**	**Overall**	**D**	**43.1**	**N/A**	**Overall**	**D**	**43.2**	**N/A**
	180'	EBL	D	45.0	101	EBL	D	45.4	102	EBL	D	46.7	103
	N/A	EBT	D	43.5	352	EBT	D	43.3	357	EBT	D	43.9	360
	50'	EBR	A	0.1	0	EBR	A	0.1	0	EBR	A	1.8	6
	170'	WBL	D	49.0	25	WBL	D	49.4	58	WBL	D	53.2	72
	N/A	WBTR	E	59.5	371	WBTR	E	59.5	432	WBTR	E	60.4	431
	175'	NBL	B	18.7	81	NBL	B	19.0	140	NBL	B	18.9	147
	N/A	NBTR	B	16.3	63	NBTR	B	16.6	116	NBTR	B	16.4	127
	105'	SBL	C	25.9	26	SBL	C	26.3	61	SBL	C	26.1	61
	N/A	SBTR	C	22.9	65	SBTR	C	23.2	129	SBTR	C	23.4	135
S. 24th Avenue at Alpha Int. Academy Entrance	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**
	N/A	WBLR	B	10.2	2	WBLR	B	10.5	2	WBLR	C	11.5	10
	N/A	NBT	A	0	0	NBT	A	0	0	NBT	A	0.0	0
	N/A	NBR	A	0	0	NBR	A	0	0	NBR	A	0.0	0
	60'	SBL	A	7.7	0	SBL	A	7.7	0	SBL	A	7.9	2
	N/A	SBT	A	0	0	SBT	A	0	0	SBT	A	0.0	0

Table 4
PM Peak Hour of Generator Queue Length, Level of Service and Delay Summary
Alpha International Academy

Intersection	Storage Lane Length	Existing Conditions				Background Traffic Conditions				Total Traffic Conditions			
		Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length	Movement	LOS	Delay	Queue Length
Van Buren Street at S. 24th Avenue	**N/A**	**Overall**	**A**	**8.2**	**N/A**	**Overall**	**A**	**8.3**	**N/A**	**Overall**	**A**	**8.6**	**N/A**
	N/A	EBLTR	B	11.2	49	EBLTR	B	11.3	50	EBLTR	B	11.8	55
	N/A	NBTR	A	5.9	56	NBTR	A	6.0	58	NBTR	A	6.3	62
	70'	SBL	A	5.1	11	SBL	A	5.2	11	SBL	A	5.5	12
	N/A	SBT	A	5.5	33	SBT	A	5.5	34	SBT	A	5.9	41
Hollywood Boulevard at S. 24th Avenue	**N/A**	**Overall**	**D**	**41.4**	**N/A**	**Overall**	**D**	**41.3**	**N/A**	**Overall**	**D**	**41.5**	**N/A**
	180'	EBL	D	44.7	109	EBL	D	45.0	110	EBL	D	45.9	111
	N/A	EBT	D	38.4	307	EBT	D	38.0	310	EBT	D	38.4	312
	50'	EBR	A	0.1	0	EBR	A	0.1	0	EBR	A	0.1	0
	170'	WBL	D	50.9	111	WBL	D	50.8	113	WBL	D	52.4	119
	N/A	WBTR	E	57.7	452	WBTR	E	57.5	460	WBTR	E	58.1	459
	175'	NBL	C	20.2	107	NBL	C	20.6	110	NBL	C	20.5	117
	N/A	NBTR	C	20.0	156	NBTR	C	20.5	161	NBTR	C	21.4	171
	105'	SBL	C	27.5	55	SBL	C	28.1	56	SBL	C	28.0	56
	N/A	SBTR	C	26.3	147	SBTR	C	26.9	150	SBTR	C	27.0	154
S. 24th Avenue at Alpha Int. Academy Entrance	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**	**Overall**	**N/A**	**N/A**	**N/A**
	N/A	WBLR	B	11.5	4	WBLR	B	11.6	4	WBLR	B	12.9	12
	N/A	NBT	A	0	0	NBT	A	0	0	NBT	A	0.0	0
	N/A	NBR	A	0	0	NBR	A	0	0	NBR	A	0.0	0
	60'	SBL	A	7.9	0	SBL	A	8	0	SBL	A	8.1	2
	N/A	SBT	A	0	0	SBT	A	0	0	SBT	A	0.0	0

Background Conditions

Future build-out year traffic volumes without the project were derived by applying the 0.83 percent annual growth rate to the adjusted peak-season, turning-movement counts. Tables 1 and 2 show the peak-season background traffic volumes expected during the future project build-out year of 2018.

Appendix E – Background Traffic Conditions Analyses contains copies of the Synchro reports for the studied intersections. In addition to reporting existing intersection operating conditions, Tables 3 and 4 also provide a summary of the critical elements of the background conditions analyses and demonstrate that, similar to the existing conditions analysis reported previously, all signalized intersections are expected to operate at an acceptable LOS D or better in Year 2018 without the project.

Project Trip Generation

Table 5 – Daily Peak Hour Trip Generation and **Table 6 - A.M. Peak Hour Trip Generation** depict the trip generation for the project site during the peak periods for adjacent street traffic. **Table 7 – P.M. Peak Hour of Generator Trip Generation** provides the trip generation for the afternoon peak hour of the school, which is earlier than the p.m. peak hour of adjacent street traffic.

Trip generation characteristics were obtained from the Institute of Transportation Engineers' (ITE) *Trip Generation* manual, 9th Edition. ITE Land Use Code 560 – "Church" was used to estimate trips for Faith and Life Fellowship Ministries. The trip generation characteristics for ITE Land Use Code 534 - "Private School, K-8" were selected for Alpha International Academy. Although the Alpha International Academy will only serve students through the fifth grade, this is the closest available land use provided by ITE.

As the tables show, the proposed Alpha International Academy is anticipated to generate 369 new daily trips, 135 new a.m. peak-hour trips, and 91 trips in the p.m. peak-hour of the generator. Note also that the tables provide a trip generation comparison between the current church/school use on the property and the proposed, expanded church/school use on the property.

Project Distribution and Assignment

Because Alpha International Academy already exists, it was possible to observe the direction from which drivers approached and departed the project in order to determine a directional distribution of vehicular trips. **Figure 2 – Project Trip Distribution** shows the traffic distribution on study area roadways derived from the field observations.

Figure 3 – Project Trip Assignment shows the daily and peak-hour project trips assigned to the study area roadway network in accordance with the trip distribution. It should be noted that Alpha International Academy operates a school bus that will, presumably, continue to transport students to and from the school. However, as a conservative measure, for the purposes of evaluating roadway impacts of the proposed school, all project trips have been assumed to be passenger vehicles.

Table 5
Daily Trip Generation
Alpha International Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				External Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Existing Use																			
Private School (K-12)	536	90	students	T=2.48(X) (50/50)	112	111	223	0	0	0	0.0%	112	111	223	0	0.0%	112	111	223
Church	560	4,218	s.f.	T=9.11(X) (50/50)	19	19	38	0	0	0	0.0%	19	19	38	2	5.0%	18	18	36
Sub-Total					**131**	**130**	**261**	**0**	**0**	**0**	**0**	**131**	**130**	**261**	**2**	**0**	**130**	**129**	**259**
Proposed Use																			
Private School (K-8)	536	240	students	T=2.48(X) (50/50)	298	297	595	0	0	0	0.0%	298	297	595	0	0.0%	298	297	595
Church	560	3,829	s.f.	T=9.11(X) (50/50)	17	18	35	0	0	0	0.0%	17	18	35	2	5.0%	17	16	33
Sub-Total					**315**	**315**	**630**	**0**	**0**	**0**	**0**	**315**	**315**	**630**	**2**	**0**	**315**	**313**	**628**
Net Difference					**184**	**185**	**369**	**0**	**0**	**0**	**0**	**184**	**185**	**369**	**0**	**0**	**185**	**184**	**369**

[1] Trip generation data obtained from Institute of Transportation Engineer's *Trip Generation* manual, 9th Edition.

Table 6
AM Peak Hour Trip Generation
Alpha International Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				External Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Existing Use																			
Private School (K-8)	534	90	students	T=0.90(X)+3.01 (55/45)	46	38	84	0	0	0	0.0%	46	38	84	0	0.0%	46	38	84
Church/Synagogue	560	4,218	s.f.	T=0.56(X) (62/38)	1	1	2	0	0	0	0.0%	1	1	2	0	5.0%	1	1	2
Sub-Total					**47**	**39**	**86**	**0**	**0**	**0**	**0**	**47**	**39**	**86**	**0**	**0**	**47**	**39**	**86**
Proposed Use																			
Private School (K-8)	534	240	students	T=0.90(X)+3.01 (55/45)	120	99	219	0	0	0	0.0%	120	99	219	0	0.0%	120	99	219
Church/Synagogue	560	3,829	s.f.	T=0.56(X) (62/38)	1	1	2	0	0	0	0.0%	1	1	2	0	5.0%	1	1	2
Sub-Total					**122**	**99**	**221**	**0**	**0**	**0**	**0**	**122**	**99**	**221**	**0**	**0**	**122**	**99**	**221**
Net Difference					**75**	**60**	**135**	**0**	**0**	**0**	**0**	**75**	**60**	**135**	**0**	**0**	**75**	**60**	**135**

[1] Trip generation data obtained from Institute of Transportation Engineer's *Trip Generation* manual, 9th Edition.

Table 7
PM Peak Hour of Generator Trip Generation
Alpha International Academy

Land Use	ITE Code	Intensity		Trip Generation Rate[1]	Total Trips			Internal Trips				External Trips			Pass-by Trips		New Trips		
					In	Out	Total	In	Out	Total	%	In	Out	Total			In	Out	Total
Existing Use																			
Private School (K-8)	534	90	students	T=0.61(X)-4.70 (47/53)	24	27	50	0	0	0	0.0%	24	27	50	0	0.0%	24	27	50
Church/Synagogue	560	4,218	s.f.	T=0.94(X) (54/46)	2	2	4	0	0	0	0.0%	2	2	4	0	5.0%	2	2	4
Sub-Total					**26**	**29**	**54**	**0**	**0**	**0**	**0**	**26**	**29**	**54**	**0**	**0**	**26**	**29**	**54**
Proposed Use																			
Private School (K-8)	534	240	students	T=0.61(X)-4.70 (47/53)	67	75	142	0	0	0	0.0%	67	75	142	0	0.0%	67	75	142
Church/Synagogue	560	3,829	s.f.	T=0.94(X) (54/46)	2	2	4	0	0	0	0.0%	2	2	4	0	5.0%	2	2	3
Sub-Total					**69**	**77**	**145**	**0**	**0**	**0**	**0**	**69**	**77**	**145**	**0**	**0**	**68**	**77**	**145**
Net Difference					**43**	**48**	**91**	**0**	**0**	**0**	**0**	**43**	**48**	**91**	**0**	**0**	**43**	**48**	**91**

[1] Trip generation data obtained from Institute of Transportation Engineer's *Trip Generation* manual, 9th Edition.

Figure 2 – Project Trip Distribution

Alpha International Academy
Hollywood, Florida

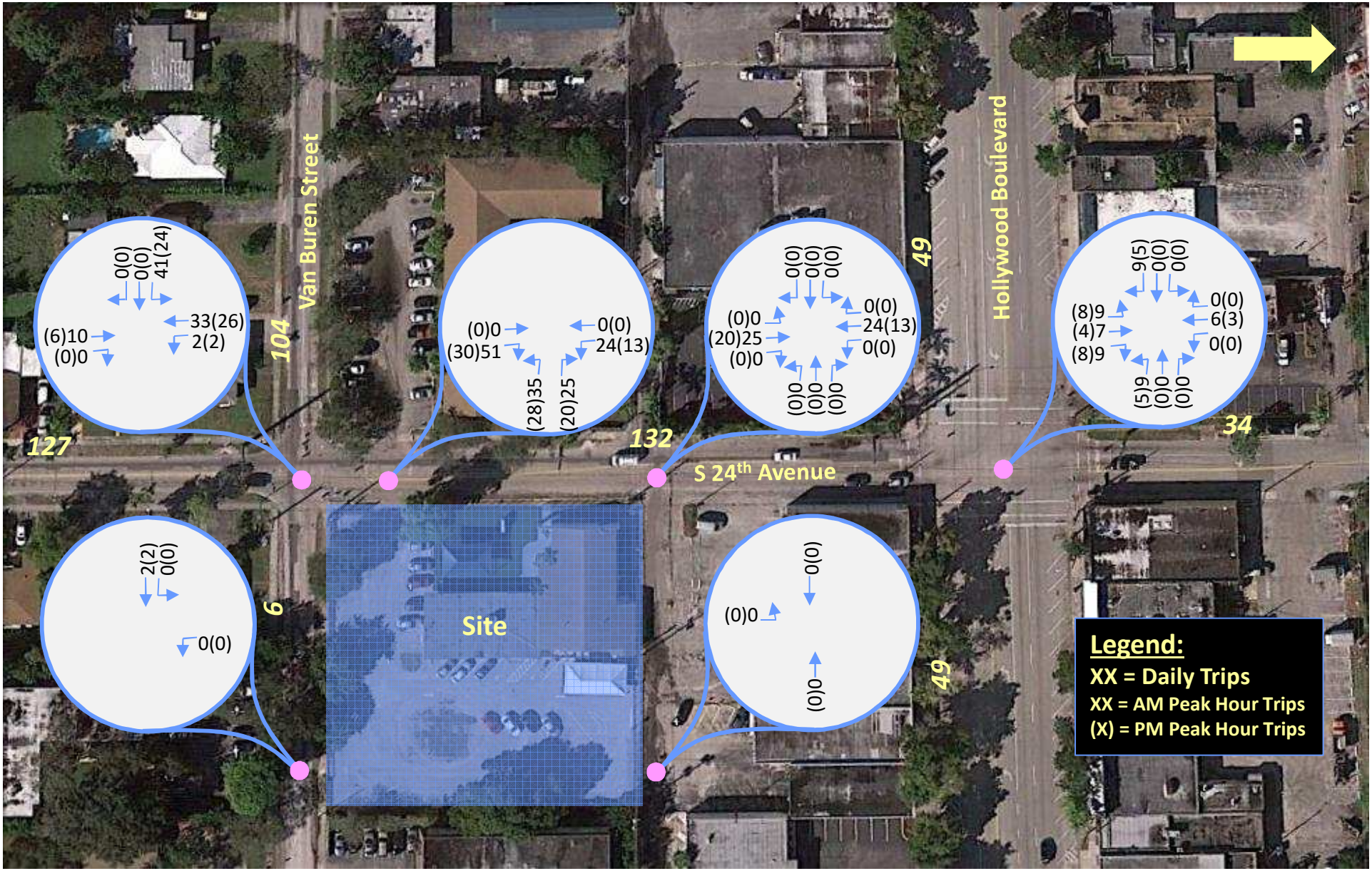

Figure 3 – Project Trip Assignment

Alpha International Academy
Hollywood, Florida

Total Traffic Conditions

Future total traffic volumes including project traffic were obtained by adding the 2018 background volumes to the project traffic volumes. The resulting future volumes are shown in the turning-movement count Tables 1 and 2.

Appendix F – Total Traffic Conditions Analyses contains copies of the Synchro reports for this second analysis condition with all intersection splits and offsets optimized by Synchro. **Table 9 – Future Queue Length, Level of Service and Delay Findings** provides a summary of the critical elements of these analyses and demonstrates that the signalized intersections are expected to continue to operate at the same levels of service as in the existing and background conditions. However, the unsignalized intersection of S. 24th Avenue at the project entrance is expected to experience a slight increase in delay for westbound traffic turning onto southbound S. 24th Avenue in the morning peak hour resulting in a still acceptable LOS C operation.

Queuing and Circulation Analysis

A key element of school operations is the queuing of vehicles for the drop-off/pick-up operations by parents. **Figure 4 – Vehicle Circulation Plan** shows the intended method for access to the school from S. 24th Avenue, circulation through the site, and the exiting movement back onto S. 24th Avenue. As the figure demonstrates, there is approximately 400 feet of storage from the Alpha International Academy property line to the beginning of the drop-off/pick-up area. The actual covered drop-off/pick-up area is expected to accommodate at least three vehicles at any one time since it will be approximately eighty feet long and may accommodate four vehicles when smaller vehicles are in the queue.

Private and charter school parent traffic queues in South Florida have been found to correlate well with 10 percent of the student population. That is, in a school of 240 students, the queue storage length for the parent drop-off/pick-up should be equal to 24 car lengths. However, there are two factors at this school that affect this total queue storage length. First, as was previously discussed, some portion of the student population is expected to use the school's bus and will, therefore, reduce the number of vehicles in the drop-off/pick-up queue. Second, as was also previously mentioned, the school administration has divided arrival and departure times so that 132 students are the most expected to arrive or depart the school at any one time. Applying the 10 percent "rule" as noted above results in a maximum queue storage requirement of 13 vehicles. Assuming a 22-foot vehicle length, this means that the expected maximum queue length of vehicles would be 286 feet long (13 vehicles x 22 feet per vehicle = 286 feet), which is well below the 400 feet provided. It should also be noted that a bypass lane is proposed for the drop-off/pick-up area which further ensures that multiple vehicles can be accommodated during arrival and departure times.

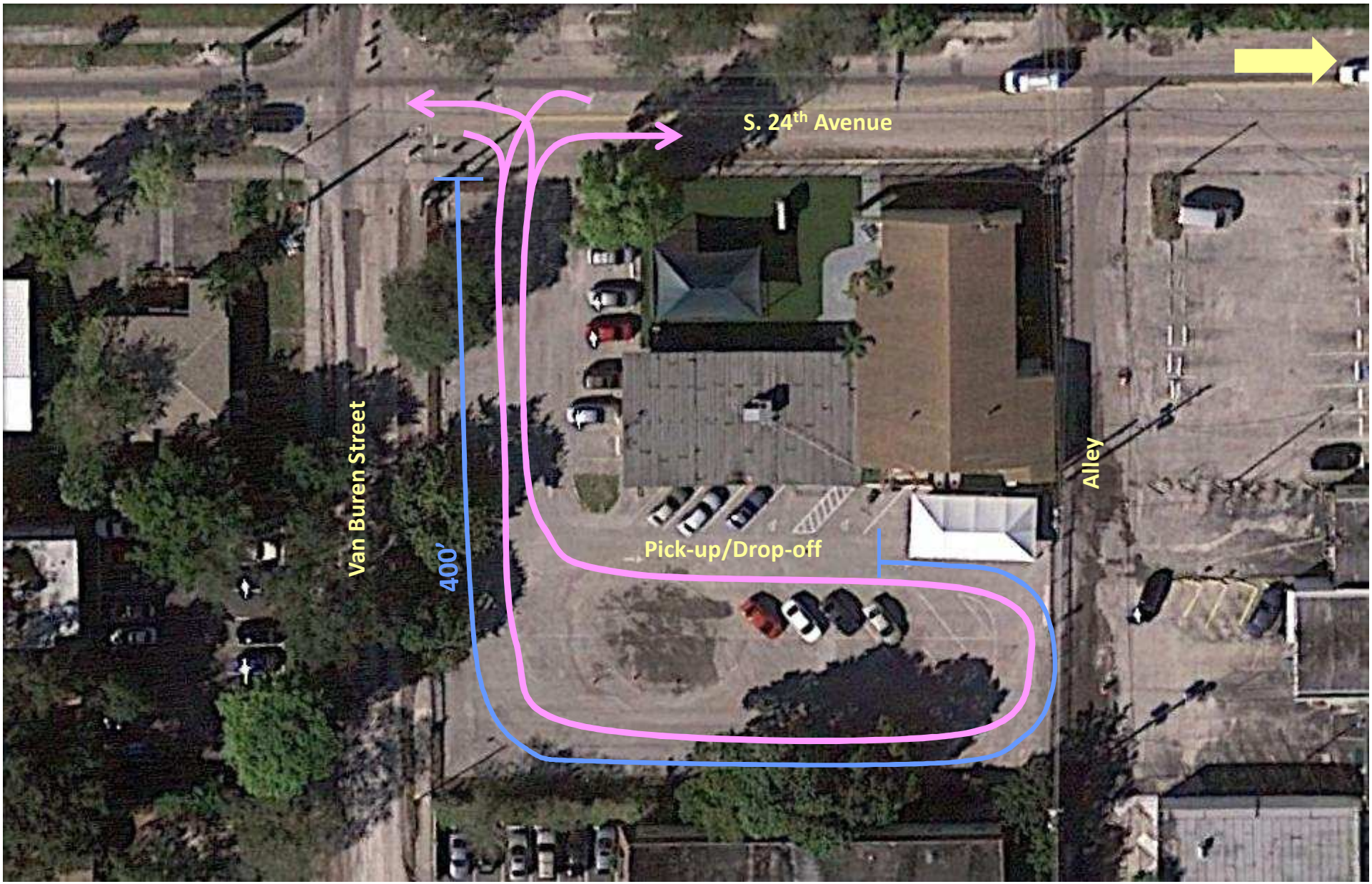

Figure 4 – Vehicle Circulation Plan

Alpha International Academy
Hollywood, Florida

Parking Analysis

Based on City of Hollywood parking requirements, 26 parking spaces and two (2) handicap parking spaces are required for the Alpha International Academy and/or the Faith and Life Fellowship Ministries. The project site plan, however, shows a total of 36 parking spaces and two (2) handicap parking spaces. This is an ample supply of parking for the 24 teachers and staff that will work at Alpha International Academy and is ten more spaces than those required for Faith and Life Fellowship Ministries.

Conclusions and Recommendations

Based on the results of this analysis, it is concluded that the proposed Alpha International Academy will not have a significant impact on the adjacent roadway network. In addition, on-site vehicle queue storage and parking supply are more than adequate for the project's demand.

Appendix A – Traffic Counts

THOMAS A. HALL, INC.

VAN BUREN ST AT 24 AVE
BROWARD COUNTY, FLORIDA
COUNTED BY: SETH HALL
UNSIGNALLIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 8/31/2016
File I.D.: HOLLYWOOD

ALL VEHICLES

	VAN BUREN ST From West				VAN BUREN ST From East				SW 24TH AVE From South				SW 24TH AVE From North				
Date 8/31/2016	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	4	21	5	0	0	0	0	0	0	35	2	0	0	12	0	79
7:15	0	0	28	6	0	0	0	0	0	0	40	1	0	2	13	0	90
7:30	0	2	55	8	0	0	0	0	0	0	44	2	0	4	30	0	145
7:45	0	3	33	7	0	0	0	0	0	0	12	3	0	6	22	0	86
Hr Total	0	9	137	26	0	0	0	0	0	0	131	8	0	12	77	0	400
8:00	0	4	30	7	0	0	0	0	0	0	13	2	0	3	10	0	69
8:15	0	4	30	6	0	0	0	0	0	0	16	1	0	3	10	0	70
8:30	0	3	23	4	0	0	0	0	0	0	10	1	0	0	7	0	48
8:45	0	3	32	5	0	0	0	0	0	0	27	3	0	3	14	0	87
Hr Total	0	14	115	22	0	0	0	0	0	0	66	7	0	9	41	0	274
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
14:00	0	3	43	14	0	0	0	0	0	0	30	2	0	3	16	0	111
14:15	0	9	35	13	0	0	0	0	0	0	23	5	2	2	21	0	110
14:30	0	4	40	11	0	0	0	0	0	0	37	5	0	7	19	0	123
14:45	0	11	72	16	0	0	0	0	0	0	56	15	0	16	35	0	221
Hr Total	0	27	190	54	0	0	0	0	0	0	146	27	2	28	91	0	565
15:00	0	7	54	13	0	0	0	0	0	0	60	6	0	5	33	0	178
15:15	0	6	57	15	0	0	0	0	0	0	41	1	0	2	29	0	151
15:30	0	4	54	15	0	0	0	0	0	0	48	4	0	5	30	0	160
15:45	0	8	64	23	0	0	0	0	0	0	60	3	0	7	32	0	197
Hr Total	0	25	229	66	0	0	0	0	0	0	209	14	0	19	124	0	686
TOTAL	0	75	671	168	0	0	0	0	0	0	552	56	2	68	333	0	1925

ALL VEHICLES

	VAN BUREN ST From West				VAN BUREN ST From East				SW 24TH AVE From South				SW 24TH AVE From North				
Date 8/31/2016	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 8/31/2016																	
Peak start	07:00				07:00				07:00				07:00				
Volume	0	9	137	26	0	0	0	0	0	0	131	8	0	12	77	0	400
Percent	0%	5%	80%	15%	#####	#####	#####	#####	0%	0%	94%	6%	0%	13%	87%	0%	
Pk total	172				0				139				89				
Highest	7:30				8:30				8:45				8:45				
Volume	0	2	55	8	0	0	0	0	0	0	44	2	0	4	30	0	
Hi total	65				0				46				34				
PHF	0.66				#####				0.76				0.65				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 8/31/2016																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:15				12:45				12:15				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 8/31/2016																	
Peak start	14:45				14:45				14:45				14:45				
Volume	0	28	237	59	0	0	0	0	0	0	205	26	0	28	127	0	710
Percent	0%	9%	73%	18%	#####	#####	#####	#####	0%	0%	89%	11%	0%	18%	82%	0%	
Pk total	324				0				231				155				
Highest	14:45				14:30				14:45				14:45				
Volume	0	11	72	16	0	0	0	0	0	0	56	15	0	16	35	0	
Hi total	99				0				71				51				
PHF	0.82				#####				0.81				0.76				

THOMAS A. HALL, INC.

HOLLYWOOD BLV AT SW 24TH AVE
BROWARD COUNTY,FLORIDA
COUNTED BY:
SIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 9/1/2016
File I.D.: HOLLYWOOD

ALL VEHICLES

	HOLLYWOOD BLVD From West				HOLLYWOOD BLVD From East				SW 24TH ST From South				SW 24TH ST From North				
Date 9/1/2016	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	6	66	1	0	5	110	0	0	28	13	5	0	3	5	6	248
7:15	0	11	104	4	0	9	122	3	0	35	20	3	0	6	13	5	335
7:30	0	19	141	4	0	5	140	4	0	40	21	2	0	8	15	6	405
7:45	0	25	183	4	0	9	144	4	0	39	26	8	0	13	16	8	479
Hr Total	0	61	494	13	0	28	516	11	0	142	80	18	0	30	49	25	1467
8:00	0	18	134	7	0	7	159	9	0	26	21	12	0	7	18	13	431
8:15	0	18	153	4	0	5	153	6	0	32	21	9	0	10	21	10	442
8:30	0	21	131	3	0	7	115	10	0	33	17	4	0	9	15	8	373
8:45	2	22	150	3	0	10	122	8	0	32	19	12	0	10	26	6	422
Hr Total	2	79	568	17	0	29	549	33	0	123	78	37	0	36	80	37	1668
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
14:00	0	20	157	4	0	7	157	7	0	26	13	9	0	8	14	14	436
14:15	1	25	127	1	0	9	179	12	0	23	22	7	1	7	14	11	439
14:30	0	21	152	11	0	11	167	20	0	26	34	2	0	6	16	11	477
14:45	0	20	136	2	0	36	147	12	0	17	42	4	1	10	28	2	457
Hr Total	1	86	572	18	0	63	650	51	0	92	111	22	2	31	72	38	1809
15:00	1	23	149	3	0	10	162	2	0	37	43	4	0	10	33	10	487
15:15	1	22	135	2	0	9	125	0	0	21	33	5	0	8	22	3	386
15:30	0	20	127	2	0	13	134	3	0	14	22	2	0	5	18	4	364
15:45	1	20	102	4	0	16	142	9	1	17	13	5	0	7	15	4	356
Hr Total	3	85	513	11	0	48	563	14	1	89	111	16	0	30	88	21	1593
TOTAL	6	311	2147	59	0	168	2278	109	1	446	380	93	2	127	289	121	6537

ALL VEHICLES

	HOLLYWOOD BLVD From West				HOLLYWOOD BLVD From East				SW 24TH ST From South				SW 24TH ST From North				
Date 9/1/2016	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 9/1/2016																	
Peak start	7:30				7:30				7:30				7:45				
Volume	0	80	611	19	0	26	596	23	0	137	89	31	0	38	70	37	1757
Percent	0%	11%	86%	3%	0%	4%	92%	4%	0%	53%	35%	12%	0%	26%	48%	26%	
Pk total	710				645				257				145				
Highest	7:45				8:00				7:45				8:15				
Volume	0	25	183	4	0	7	159	9	0	39	26	8	0	10	21	10	
Hi total	212				175				73				41				
PHF	0.84				0.92				0.88				0.88				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 9/1/2016																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:00				12:00				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 9/1/2016																	
Peak start	14:15				14:15				14:15				14:15				
Volume	2	89	564	17	0	66	655	46	0	103	141	17	2	33	91	34	1860
Percent	0%	13%	84%	3%	0%	9%	85%	6%	0%	39%	54%	7%	1%	21%	57%	21%	
Pk total	672				767				261				160				
Highest	14:30				14:15				15:00				15:00				
Volume	0	21	152	11	0	9	179	12	0	37	43	4	0	10	33	10	
Hi total	184				200				84				53				
PHF	0.91				0.96				0.78				0.75				

THOMAS A. HALL, INC.

DRIVEWAY AT ALPHA INTERNATIONAL ACADEMY
BROWARD COUNTY, FLORIDA
COUNTED BY: SETH HALL
UNSIGNALIZED

1355 ADAMS STREET
HOLLYWOOD, FL 33019
954-288-4447

Site Code: 10031
Start Date: 9/8/2016
File I.D.: HOLLYWOOD

ALL VEHICLES

	DRIVEWAY From West				DRIVEWAY From East				DRIVEWAY From South				DRIVEWAY From North				
Date 9/8/2016	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
7:00	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	3
7:15	0	0	0	0	0	0	0	2	0	0	0	4	0	1	0	0	7
7:30	0	0	0	0	0	3	0	4	0	0	0	9	0	1	0	0	17
7:45	0	0	0	0	0	6	0	3	0	0	0	8	0	3	0	0	20
Hr Total	0	0	0	0	0	10	0	10	0	0	0	21	0	6	0	0	47
8:00	0	0	0	0	0	6	0	3	0	0	0	5	0	3	0	0	17
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	3
Hr Total	0	0	0	0	0	6	0	4	0	0	0	6	0	4	0	0	20
* BREAK *																	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
* BREAK *																	
14:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
14:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	2	0	3	0	0	0	5	0	4	0	0	14
Hr Total	0	0	0	0	0	0	0	4	0	0	0	8	0	5	0	0	21
15:00	0	0	0	0	0	12	0	7	0	0	0	9	0	6	0	0	34
15:15	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	4
15:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
15:45	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	0	0	16	0	11	0	0	0	10	0	6	0	0	43
TOTAL	0	0	0	0	0	32	0	29	0	0	0	45	0	21	0	0	131

ALL VEHICLES

	DRIVEWAY From West				DRIVEWAY From East				DRIVEWAY From South				DRIVEWAY From North				
Date 9/8/2016	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 9/8/2016																	
Peak start	7:15				7:15				7:15				7:15				
Volume	0	0	0	0	0	15	0	12	0	0	0	26	0	8	0	0	61
Percent	#####	#####	#####	#####	0%	56%	0%	44%	0%	0%	0%	100%	0%	100%	0%	0%	
Pk total	0				27				26				8				
Highest	7:30				8:00				7:30				7:45				
Volume	0	0	0	0	0	6	0	3	0	0	0	9	0	3	0	0	
Hi total	0				9				9				3				
PHF	#####				0.75				0.72				0.67				
Peak Hour Analysis By Entire Intersection for the Period: 11:00 to 01:00 on 9/8/2016																	
Peak start	12:00				12:00				12:00				12:00				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	
Pk total	0				0				0				0				
Highest	12:30				12:30				12:30				12:30				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hi total	0				0				0				0				
PHF	#####				#####				#####				#####				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 9/8/2016																	
Peak start	14:15				14:15				14:15				14:15				
Volume	0	0	0	0	0	15	0	15	0	0	0	22	0	15	0	0	67
Percent	#####	#####	#####	#####	0%	50%	0%	50%	0%	0%	0%	100%	0%	100%	0%	0%	
Pk total	0				30				22				15				
Highest	15:00				15:00				15:00				15:00				
Volume	0	0	0	0	0	12	0	7	0	0	0	9	0	6	0	0	
Hi total	0				19				9				6				
PHF	#####				0.39				0.61				0.63				

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7311 - S 26 AVE, S OF HOLLYWOOD BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	2100 V	0	0	9.00	54.00	3.40
2014	2100 R			9.00	54.20	7.40
2013	2100 T	0	0	9.00	53.60	7.60
2012	2100 S	0	0	9.00	52.20	5.90
2011	2100 F	0	0	9.00	52.50	6.30
2010	2100 C	N 0	S 0	8.35	52.69	9.30
2009	2100 F	0	0	8.53	53.89	5.30
2008	2200 C	N 0	S 0	8.81	54.16	6.50
2007	2300 C	N 0	S 0	8.63	55.75	4.80
2006	2200 C	N 0	S 0	8.40	55.34	2.90
2005	2000 C	N	S	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8133 - DIXIE HIGHWAY, N OF JOHNSON STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	5300 V	0	0	9.00	99.90	3.40
2014	5200 R			9.00	99.90	7.40
2013	5200 T	0	0	9.00	99.90	7.60
2012	5200 S	0	0	9.00	99.90	5.90
2011	5200 F	0	0	9.00	99.90	6.30
2010	5200 C	S 5200	0	8.35	99.99	9.30
2009	5100 F	0	0	8.53	99.99	5.30
2008	5200 C	S 5200	0	8.81	99.99	6.50
2007	5800 C	S 5800	0	8.63	99.99	4.80
2006	6200 C	S 6200	0	8.40	99.99	2.90
2005	6500 C	S		8.20	99.90	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8205 - HOLLYWOOD BLVD, W OF DIXIE HIGHWAY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	22000 C	E 11500	W 10500	9.00	54.00	1.60
2014	19500 X			9.00	54.20	7.40
2013	19500 X	0	0	9.00	53.60	7.60
2012	19500 T	0	0	9.00	52.20	5.90
2011	19500 S	0	0	9.00	52.50	6.30
2010	19500 F	E 10000	W 9500	8.35	52.69	9.30
2009	19500 C	E 10000	W 9500	8.53	53.89	5.30
2008	19500 C	E 10000	W 9500	8.81	54.16	6.50
2007	19300 C	E 10000	W 9300	8.63	55.75	4.80
2006	16900 C	E 8900	W 8000	8.40	55.34	2.90
2005	16700 C	E 8800	W 7900	8.20	51.70	0.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9632 - WASHINGTON ST, W OF DIXIE HWY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2015	4600 V		0		0	9.00	54.00	3.40
2014	4500 R					9.00	54.20	7.40
2013	4500 T		0		0	9.00	53.60	7.60
2012	4500 S		0		0	9.00	52.20	5.90
2011	4500 F		0		0	9.00	52.50	6.30
2010	4500 C	E	0	W	0	8.35	52.69	9.30
2009	3600 F		0		0	8.53	53.89	5.30
2008	3700 C	E	0	W	0	8.81	54.16	6.50
2007	5200 C	E	0	W	0	8.63	55.75	4.80
2006	6000 C	E	0	W	0	8.40	55.34	2.90
2005	6300 C	E		W		8.20	51.70	0.00

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 B – Existing Signal Timing

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3123	**Initial Operation Date**	06/76
Controller Type	2070 LN	**System Number**	3123
Modification Number	6	**Modification Date**	05/22/2012
Drawing/Project No	GRP. 1	**FPL Grid Number**	87572510202
Intersection	HOLLYWOOD BLVD. (SR 820) and N/S 24 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4		6	7	8
Direction	EBL	WB		NB		EB	NBL	SB
Initial Green(MIN)	4	10		6		10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.5		3.0	1.5	2.5
Maximum Green I	12	35		25		35	12	25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0		4.0	4.0	4.0
All Red Clearance	1.0	1.0		2.0		1.0	2.0	2.0
Phase Recall	OFF	MIN		OFF		MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		6		21		6		21
Permissive	5 SECT						5 SECT	
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5		2	4	6

Attachment

Channel/Drop **20 / 7** **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODE EASTBOUND; DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 6 UPDATES ATMS.NOW PARAMETERS; NO CHANGE IN TIMING.

Submitted By _____ **Approved By** _____

Station : 3123 - Hollywood Blvd & 24 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		6		21		6		21								
Min Green	4	10		6		10	4	6								
Gap Ext	1.5	3		2.5		3	1.5	2.5								
Max1	12	35		25		35	12	25								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1		2		1	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON		ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6			6	6
Min Walk						
Ped Clear						
Track Green						1
Min Dwell	8	8			8	8
Max Presence	180	180			180	180
Track Veh 1						9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2			4	1
Dwell Cyc Veh 2	8	6			7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	4			4	2
Exit 2	6	7			8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 3123 - Hollywood Blvd & 24 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		3	3	160	15	3	1	10	50		20	80		60		100	20	40								
	10	100	254																							
6	10	2	2	160	80	2	1	10	50		20	70		70		90	20	50								
9		3	3	160	15	3	1	10	50		20	80		60		100	20	40								
15	5	4	4	160	80	4	1	10	50		20	70		70		90	20	50								
20		3	3	160	15	3	1	10	50		20	80		60		100	20	40								
Day Plan 2											**Easy**															
		3	3	160	15	3	1	10	50		20	80		60		100	20	40								
1		100	254																							
6	30	3	3	160	15	3	1	10	50		20	80		60		100	20	40								

Day Plan 3											Easy															
		100	254																							
1		100	254																							
6	30	3	3	160	15	3	1	10	50		20	80		60		100	20	40								
23		100	254																							

Station : 3123 - Hollywood Blvd & 24 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1										1					1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2

12										1						1																			1	1	1	1	1	1	1			2
13											1		1			1																				1								2
14											1		1	1	1	1	1																					1							2
15											1		1																										1						2
16											1		1				1																											1	2
17																																													1
18																																													1
19																																													1
20																																													1
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26																																													1
27																																													1
28																																													1
29																																													1
30																																													1
31																																													1
32																																													1

User Comments:

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3208	**Initial Operation Date**	UNKNOWN
Controller Type	NEMA 4 PHASE	**System Number**	
Modification Number	2	**Modification Date**	12/13/1984
Drawing/Project No		**FPL Grid Number**	87571529503
Intersection	VAN BUREN STREET and S 24 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2,6		4				
Direction		N/S		EB				
Initial Green(MIN)		10		8				
Vehicle Ext.(GAP)		2.5		2.5				
Maximum Green I		36		30				
Maximum Green II								
Yellow Clearance		4.0		4.0				
All Red Clearance								
Phase Recall		MIN		OFF				
Detector Delay								
Walk								
Pedestrian Clearance								
Permissive		YELLOW		RED				
Flash Operation								
Green Return								

Attachment 3208.pdf

Channel/Drop / **IP Address**

NOTES:

Submitted By _____ **Approved By** _____

Station : 3208 - Van Buren St & S 24 Avenue (Standard File)

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk																
Ped Clearance																
Min Green		10		8												
Gap Ext		2.5		2.5												
Max1		36		30												
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1		1				1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON												
Auto Flash Entry				ON												
Auto Flash Exit		ON														
Non-Actuated 1		ON				ON										
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																
Concurrent Ps	1	1	1	1	2	2	2	2								

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 3208 - Van Buren St & S 24 Avenue (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
Day Plan 2											**Easy**															

Day Plan 3											**Easy**															

Station : 3208 - Van Buren St & S 24 Avenue (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month												Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1																																																			1
2																																																			1
3																																																			1
4																																																			1
5																																																			1
6																																																			1
7																																																			1
8																																																			1
9																																																			1
10																																																			1
11																																																			1
12																																																			1

13																																																			1
14																																																			1
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26																																																			1
27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Appendix C – Adjustment Factors

2015 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

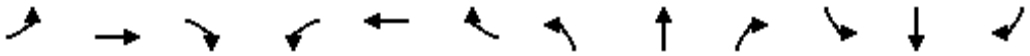
WEEK	DATES	SF	PSCF
1	01/01/2015 - 01/03/2015	1.00	1.04
2	01/04/2015 - 01/10/2015	1.00	1.04
3	01/11/2015 - 01/17/2015	0.99	1.03
* 4	01/18/2015 - 01/24/2015	0.98	1.02
* 5	01/25/2015 - 01/31/2015	0.97	1.01
* 6	02/01/2015 - 02/07/2015	0.96	1.00
* 7	02/08/2015 - 02/14/2015	0.95	0.99
* 8	02/15/2015 - 02/21/2015	0.95	0.99
* 9	02/22/2015 - 02/28/2015	0.95	0.99
*10	03/01/2015 - 03/07/2015	0.95	0.99
*11	03/08/2015 - 03/14/2015	0.95	0.99
*12	03/15/2015 - 03/21/2015	0.96	1.00
*13	03/22/2015 - 03/28/2015	0.97	1.01
*14	03/29/2015 - 04/04/2015	0.97	1.01
*15	04/05/2015 - 04/11/2015	0.98	1.02
*16	04/12/2015 - 04/18/2015	0.99	1.03
17	04/19/2015 - 04/25/2015	0.99	1.03
18	04/26/2015 - 05/02/2015	1.00	1.04
19	05/03/2015 - 05/09/2015	1.00	1.04
20	05/10/2015 - 05/16/2015	1.01	1.05
21	05/17/2015 - 05/23/2015	1.01	1.05
22	05/24/2015 - 05/30/2015	1.02	1.06
23	05/31/2015 - 06/06/2015	1.02	1.06
24	06/07/2015 - 06/13/2015	1.03	1.07
25	06/14/2015 - 06/20/2015	1.03	1.07
26	06/21/2015 - 06/27/2015	1.04	1.08
27	06/28/2015 - 07/04/2015	1.05	1.09
28	07/05/2015 - 07/11/2015	1.05	1.09
29	07/12/2015 - 07/18/2015	1.05	1.09
30	07/19/2015 - 07/25/2015	1.05	1.09
31	07/26/2015 - 08/01/2015	1.04	1.08
32	08/02/2015 - 08/08/2015	1.04	1. 8
33	08/09/2015 - 08/15/2015	1.04	1.08
34	08/16/2015 - 08/22/2015	1.04	1.08
35	08/23/2015 - 08/29/2015	1.04	1.08
36	08/30/2015 - 09/05/2015	1.04	1.08
37	09/06/2015 - 09/12/2015	1.04	1.08
38	09/13/2015 - 09/19/2015	1.03	1.07
39	09/20/2015 - 09/26/2015	1.03	1.07
40	09/27/2015 - 10/03/2015	1.02	1.06
41	10/04/2015 - 10/10/2015	1.02	1.06
42	10/11/2015 - 10/17/2015	1.01	1.05
43	10/18/2015 - 10/24/2015	1.01	1.05
44	10/25/2015 - 10/31/2015	1.01	1.05
45	11/01/2015 - 11/07/2015	1.01	1.05
46	11/08/2015 - 11/14/2015	1.01	1.05
47	11/15/2015 - 11/21/2015	1.01	1.05
48	11/22/2015 - 11/28/2015	1.01	1.05
49	11/29/2015 - 12/05/2015	1.00	1.04
50	12/06/2015 - 12/12/2015	1.00	1.04
51	12/13/2015 - 12/19/2015	1.00	1.04
52	12/20/2015 - 12/26/2015	1.00	1.04
53	12/27/2015 - 12/31/2015	0.99	1.03

* PEAK SEASON

Annual Growth Factor Worksheet
Alpha International Academy

Count Station	2011 AADT	2015 AADT	Annual Compound Growth	Adjusted Annual Compound Growth
Site 867311 - 26th Ave. S. of Hollywood Blvd.	2100	2100	0.00%	0.00%
Site 868205 - Hollywood Blvd. W. of Dixie Hwy.	19500	22000	2.45%	2.45%
Site 868133 - Dixie Hwy. S. of Hollywood Blvd.	5200	5300	0.40%	0.40%
Site 869632 - Washington St. W. of Dixie Hwy.	4500	4600	0.45%	0.45%
Assumed Annual Compound Growth Rate				**0.83%**

Appendix D – Existing Conditions Analyses

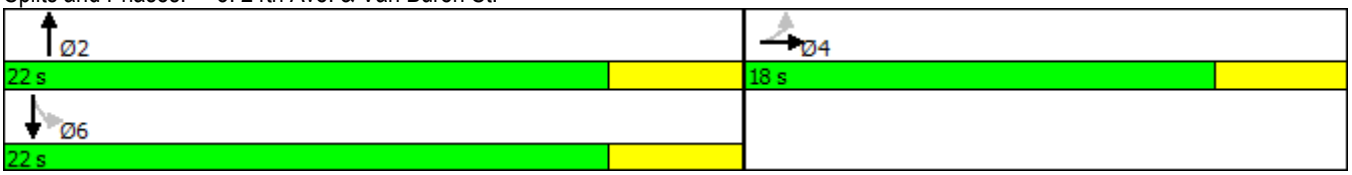


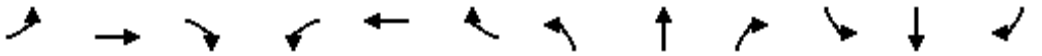
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	148	28	0	0	0	0	141	9	13	83	0
Future Volume (vph)	10	148	28	0	0	0	0	141	9	13	83	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978						0.992				
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	3451	0	0	0	0	0	1830	0	1752	1845	0
Flt Permitted		0.997								0.633		
Satd. Flow (perm)	0	3451	0	0	0	0	0	1830	0	1168	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42						11				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1172			1193			830			109	
Travel Time (s)		26.6			27.1			18.9			2.5	
Peak Hour Factor	0.66	0.66	0.66	0.92	0.92	0.92	0.76	0.76	0.76	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	15	224	42	0	0	0	0	186	12	20	128	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	0	0	0	198	0	20	128	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)		0			0			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	1						1		1	1	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	40						40		40	40	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	40						40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0						10.0		10.0	10.0	
Minimum Split (s)	12.0	12.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	18.0						22.0		22.0	22.0	
Total Split (%)	45.0%	45.0%						55.0%		55.0%	55.0%	
Maximum Green (s)	14.0	14.0						18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		Max	Max	
Act Effct Green (s)		8.2						21.4		21.4	21.4	
Actuated g/C Ratio		0.24						0.62		0.62	0.62	
v/c Ratio		0.33						0.17		0.03	0.11	
Control Delay		10.2						4.6		4.2	4.6	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		10.2						4.6		4.2	4.6	
LOS		B						A		A	A	
Approach Delay		10.2						4.6			4.6	
Approach LOS		B						A			A	
Queue Length 50th (ft)		18						14		1	10	
Queue Length 95th (ft)		25						29		5	17	
Internal Link Dist (ft)		1092			1113			750			29	
Turn Bay Length (ft)										70		
Base Capacity (vph)		1425						1139		724	1143	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.20						0.17		0.03	0.11	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 34.5			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: 24th Ave. & Van Buren St.





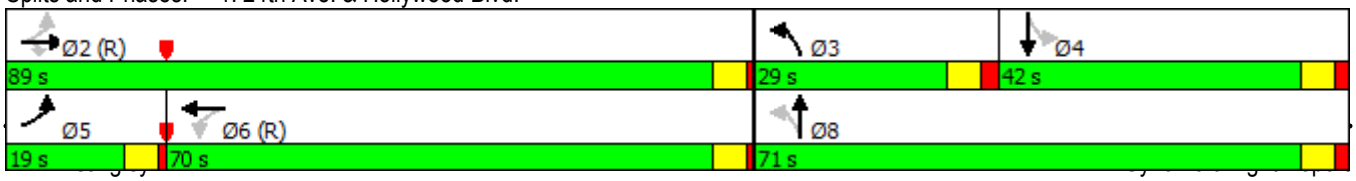
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	660	21	28	644	25	148	96	33	41	76	40
Future Volume (vph)	86	660	21	28	644	25	148	96	33	41	76	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		50	170		0	175		0	105		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.961			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1752	1773	0	1752	1749	0
Flt Permitted	0.128			0.269			0.621			0.663		
Satd. Flow (perm)	238	3539	1583	501	3518	0	1146	1773	0	1223	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		3			13			15	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1190			1203			364			538	
Travel Time (s)		23.2			23.4			8.3			12.2	
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	102	786	25	30	700	27	168	109	38	47	86	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	786	25	30	727	0	168	147	0	47	131	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	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40	40	40	40		40	30		40	40	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40		40	30		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	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		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0		11.0	34.0		34.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	89.0	89.0	70.0	70.0		29.0	71.0		42.0	42.0	
Total Split (%)	11.9%	55.6%	55.6%	43.8%	43.8%		18.1%	44.4%		26.3%	26.3%	
Maximum Green (s)	14.0	84.0	84.0	65.0	65.0		23.0	65.0		36.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0		1.5	2.5		2.5	2.5	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min		None	Max		Max	Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		6.0	6.0	6.0	6.0			21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	
Act Effct Green (s)	58.0	58.0	58.0	42.9	42.9		91.0	91.0		77.6	77.6	
Actuated g/C Ratio	0.36	0.36	0.36	0.27	0.27		0.57	0.57		0.48	0.48	
v/c Ratio	0.56	0.61	0.04	0.22	0.77		0.25	0.14		0.08	0.15	
Control Delay	45.0	43.5	0.1	49.0	59.5		18.7	16.3		25.9	22.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.0	43.5	0.1	49.0	59.5		18.7	16.3		25.9	22.9	
LOS	D	D	A	D	E		B	B		C	C	
Approach Delay		42.5			59.1			17.6			23.7	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	72	354	0	25	371		81	63		26	65	
Queue Length 95th (ft)	101	352	0	56	425		137	113		59	125	
Internal Link Dist (ft)		1110			1123			284			458	
Turn Bay Length (ft)	180		50	170			175			105		
Base Capacity (vph)	220	1857	860	203	1430		738	1014		592	855	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.46	0.42	0.03	0.15	0.51		0.23	0.14		0.08	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 43.1 Intersection LOS: D
Intersection Capacity Utilization 59.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: 24th Ave. & Hollywood Blvd.



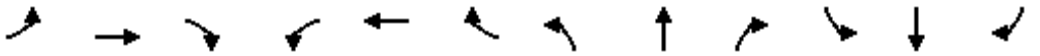
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	13	151	28	9	124
Future Vol, veh/h	16	13	151	28	9	124
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	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	88	88
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	17	14	172	32	10	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	349	188	0	0	203	0
Stage 1	188	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	648	854	-	-	1363	-
Stage 1	844	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	643	854	-	-	1363	-
Mov Cap-2 Maneuver	643	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1363	-
HCM Lane V/C Ratio	-	-	0.044	0.008	-
HCM Control Delay (s)	-	-	10.2	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

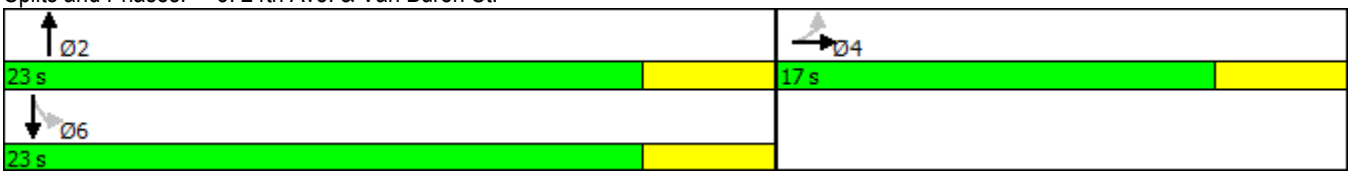


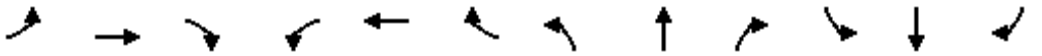
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	256	64	0	0	0	0	221	28	30	137	0
Future Volume (vph)	30	256	64	0	0	0	0	221	28	30	137	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973						0.985				
Flt Protected		0.996								0.950		
Satd. Flow (prot)	0	3430	0	0	0	0	0	1817	0	1752	1845	0
Flt Permitted		0.996								0.573		
Satd. Flow (perm)	0	3430	0	0	0	0	0	1817	0	1057	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71						22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1172			1193			830			109	
Travel Time (s)		26.6			27.1			18.9			2.5	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.81	0.81	0.81	0.76	0.76	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	37	312	78	0	0	0	0	273	35	39	180	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	427	0	0	0	0	0	308	0	39	180	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)		0			0			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	1						1		1	1	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	40						40		40	40	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	40						40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0						10.0		10.0	10.0	
Minimum Split (s)	12.0	12.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0						23.0		23.0	23.0	
Total Split (%)	42.5%	42.5%						57.5%		57.5%	57.5%	
Maximum Green (s)	13.0	13.0						19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		Max	Max	
Act Effct Green (s)		9.1						19.0		19.0	19.0	
Actuated g/C Ratio		0.25						0.53		0.53	0.53	
v/c Ratio		0.47						0.32		0.07	0.19	
Control Delay		11.2						5.9		5.1	5.5	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		11.2						5.9		5.1	5.5	
LOS		B						A		A	A	
Approach Delay		11.2						5.9			5.4	
Approach LOS		B						A			A	
Queue Length 50th (ft)		30						25		3	14	
Queue Length 95th (ft)		49						56		11	33	
Internal Link Dist (ft)		1092			1113			750			29	
Turn Bay Length (ft)										70		
Base Capacity (vph)		1282						967		556	972	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.33						0.32		0.07	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 36.1			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: 24th Ave. & Van Buren St.





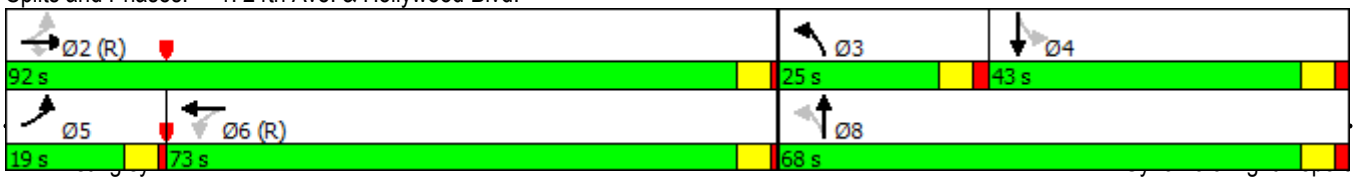
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	609	18	71	707	50	111	152	18	38	98	37
Future Volume (vph)	98	609	18	71	707	50	111	152	18	38	98	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		50	170		0	175		0	105		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.984			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1752	1815	0	1752	1769	0
Flt Permitted	0.116			0.365			0.569			0.622		
Satd. Flow (perm)	216	3539	1583	680	3504	0	1050	1815	0	1147	1769	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		6			4			11	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1190			1203			364			538	
Travel Time (s)		23.2			23.4			8.3			12.2	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.78	0.78	0.78	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	108	669	20	74	736	52	142	195	23	51	131	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	669	20	74	788	0	142	218	0	51	180	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	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40	40	40	40		40	30		40	40	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40		40	30		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	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		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0		11.0	34.0		34.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	92.0	92.0	73.0	73.0		25.0	68.0		43.0	43.0	
Total Split (%)	11.9%	57.5%	57.5%	45.6%	45.6%		15.6%	42.5%		26.9%	26.9%	
Maximum Green (s)	14.0	87.0	87.0	68.0	68.0		19.0	62.0		37.0	37.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0		1.5	2.5		2.5	2.5	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min		None	Max		Max	Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		6.0	6.0	6.0	6.0			21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	
Act Effct Green (s)	61.2	61.2	61.2	45.9	45.9		87.8	87.8		75.1	75.1	
Actuated g/C Ratio	0.38	0.38	0.38	0.29	0.29		0.55	0.55		0.47	0.47	
v/c Ratio	0.59	0.49	0.03	0.38	0.78		0.23	0.22		0.09	0.22	
Control Delay	44.7	38.4	0.1	50.9	57.7		20.2	20.0		27.5	26.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	44.7	38.4	0.1	50.9	57.7		20.2	20.0		27.5	26.3	
LOS	D	D	A	D	E		C	C		C	C	
Approach Delay		38.3			57.1			20.1			26.6	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	74	280	0	63	399		71	111		29	102	
Queue Length 95th (ft)	109	307	0	111	452		107	156		55	147	
Internal Link Dist (ft)		1110			1123			284			458	
Turn Bay Length (ft)	180		50	170			175			105		
Base Capacity (vph)	218	1924	888	289	1492		659	997		538	836	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.50	0.35	0.02	0.26	0.53		0.22	0.22		0.09	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 41.4 Intersection LOS: D
Intersection Capacity Utilization 59.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: 24th Ave. & Hollywood Blvd.



Intersection	
Int Delay, s/veh	0.9

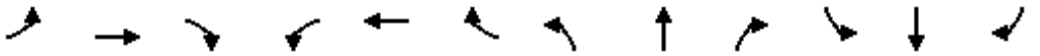
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	16	252	24	16	188
Future Vol, veh/h	16	16	252	24	16	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	88	88
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	17	17	286	27	18	214

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	550	300	0	0	314	0
Stage 1	300	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	496	740	-	-	1241	-
Stage 1	752	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	489	740	-	-	1241	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	589	1241	-
HCM Lane V/C Ratio	-	-	0.059	0.015	-
HCM Control Delay (s)	-	-	11.5	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Appendix E – Background Traffic Conditions Analyses

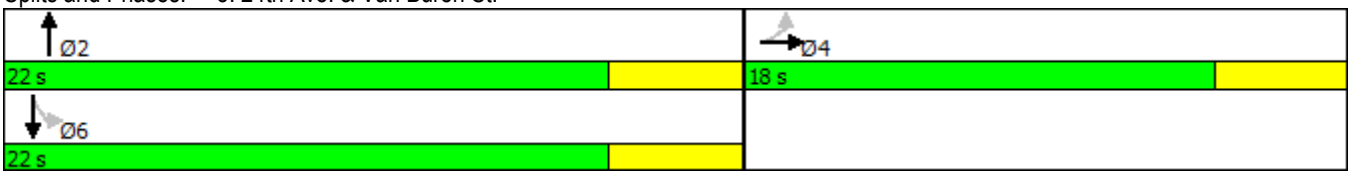


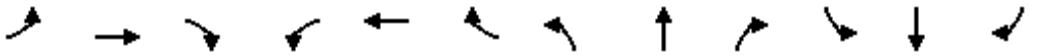
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	150	29	0	0	0	0	144	9	13	85	0
Future Volume (vph)	10	150	29	0	0	0	0	144	9	13	85	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977						0.992				
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	3447	0	0	0	0	0	1830	0	1752	1845	0
Flt Permitted		0.997								0.632		
Satd. Flow (perm)	0	3447	0	0	0	0	0	1830	0	1166	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44						10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1172			1193			830			109	
Travel Time (s)		26.6			27.1			18.9			2.5	
Peak Hour Factor	0.66	0.66	0.66	0.92	0.92	0.92	0.76	0.76	0.76	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	15	227	44	0	0	0	0	189	12	20	131	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	286	0	0	0	0	0	201	0	20	131	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)		0			0			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	1						1		1	1	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	40						40		40	40	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	40						40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0						10.0		10.0	10.0	
Minimum Split (s)	12.0	12.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	18.0						22.0		22.0	22.0	
Total Split (%)	45.0%	45.0%						55.0%		55.0%	55.0%	
Maximum Green (s)	14.0	14.0						18.0		18.0	18.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		Max	Max	
Act Effct Green (s)		8.3						21.3		21.3	21.3	
Actuated g/C Ratio		0.24						0.62		0.62	0.62	
v/c Ratio		0.33						0.18		0.03	0.11	
Control Delay		10.2						4.7		4.3	4.6	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		10.2						4.7		4.3	4.6	
LOS		B						A		A	A	
Approach Delay		10.2						4.7			4.6	
Approach LOS		B						A			A	
Queue Length 50th (ft)		18						15		1	10	
Queue Length 95th (ft)		25						30		5	18	
Internal Link Dist (ft)		1092			1113			750			29	
Turn Bay Length (ft)										70		
Base Capacity (vph)		1434						1137		722	1143	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.20						0.18		0.03	0.11	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 34.3			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay: 7.1		Intersection LOS: A	
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: 24th Ave. & Van Buren St.





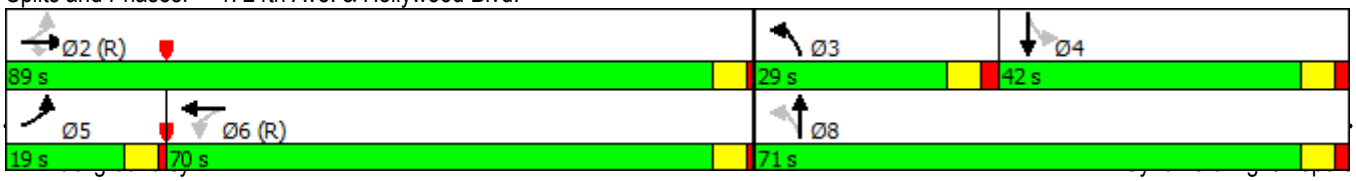
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	671	21	29	654	25	150	98	34	42	77	41
Future Volume (vph)	88	671	21	29	654	25	150	98	34	42	77	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		50	170		0	175		0	105		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.961			0.948	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3522	0	1752	1773	0	1752	1749	0
Flt Permitted	0.124			0.264			0.616			0.662		
Satd. Flow (perm)	231	3539	1583	492	3522	0	1136	1773	0	1221	1749	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		3			13			16	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1190			1203			364			538	
Travel Time (s)		23.2			23.4			8.3			12.2	
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	105	799	25	32	711	27	170	111	39	48	88	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	799	25	32	738	0	170	150	0	48	135	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	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40	40	40	40		40	30		40	40	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40		40	30		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	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		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0		11.0	34.0		34.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	89.0	89.0	70.0	70.0		29.0	71.0		42.0	42.0	
Total Split (%)	11.9%	55.6%	55.6%	43.8%	43.8%		18.1%	44.4%		26.3%	26.3%	
Maximum Green (s)	14.0	84.0	84.0	65.0	65.0		23.0	65.0		36.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0		1.5	2.5		2.5	2.5	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min		None	Max		Max	Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		6.0	6.0	6.0	6.0			21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	
Act Effct Green (s)	58.5	58.5	58.5	43.2	43.2		90.5	90.5		76.9	76.9	
Actuated g/C Ratio	0.37	0.37	0.37	0.27	0.27		0.57	0.57		0.48	0.48	
v/c Ratio	0.57	0.62	0.04	0.24	0.77		0.25	0.15		0.08	0.16	
Control Delay	45.4	43.3	0.1	49.4	59.5		19.0	16.6		26.3	23.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.4	43.3	0.1	49.4	59.5		19.0	16.6		26.3	23.2	
LOS	D	D	A	D	E		B	B		C	C	
Approach Delay		42.4			59.1			17.9			24.0	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	74	360	0	26	376		83	66		27	68	
Queue Length 95th (ft)	102	357	0	58	432		140	116		61	129	
Internal Link Dist (ft)		1110			1123			284			458	
Turn Bay Length (ft)	180		50	170			175			105		
Base Capacity (vph)	219	1857	860	199	1432		731	1008		587	849	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.43	0.03	0.16	0.52		0.23	0.15		0.08	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 43.1 Intersection LOS: D
Intersection Capacity Utilization 60.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: 24th Ave. & Hollywood Blvd.



Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	13	154	29	9	126
Future Vol, veh/h	16	13	154	29	9	126
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	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	88	88
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	17	14	175	33	10	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	355	191	0	0	208	0
Stage 1	191	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.13	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	600	851	-	-	1357	-
Stage 1	811	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	597	851	-	-	1357	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.5
HCM LOS	B		

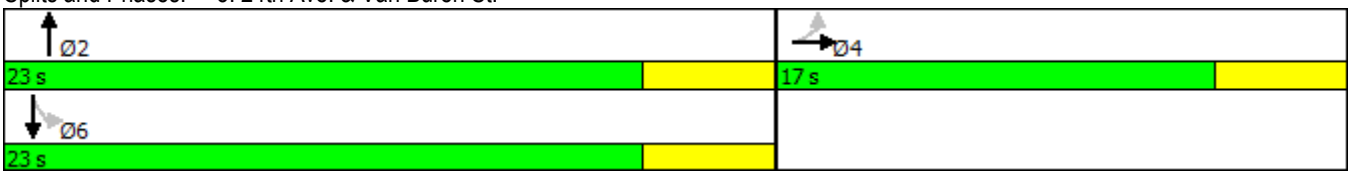
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	689	1357	-
HCM Lane V/C Ratio	-	-	0.046	0.008	-
HCM Control Delay (s)	-	-	10.5	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	260	65	0	0	0	0	225	29	31	139	0
Future Volume (vph)	31	260	65	0	0	0	0	225	29	31	139	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973						0.985				
Flt Protected		0.996								0.950		
Satd. Flow (prot)	0	3430	0	0	0	0	0	1817	0	1752	1845	0
Flt Permitted		0.996								0.570		
Satd. Flow (perm)	0	3430	0	0	0	0	0	1817	0	1051	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		71						22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1172			1193			830			109	
Travel Time (s)		26.6			27.1			18.9			2.5	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.81	0.81	0.81	0.76	0.76	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	38	317	79	0	0	0	0	278	36	41	183	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	434	0	0	0	0	0	314	0	41	183	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)		0			0			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	1						1		1	1	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	40						40		40	40	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	40						40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0						10.0		10.0	10.0	
Minimum Split (s)	12.0	12.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0						23.0		23.0	23.0	
Total Split (%)	42.5%	42.5%						57.5%		57.5%	57.5%	
Maximum Green (s)	13.0	13.0						19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		Max	Max	
Act Effct Green (s)		9.1						19.0		19.0	19.0	
Actuated g/C Ratio		0.25						0.52		0.52	0.52	
v/c Ratio		0.47						0.33		0.07	0.19	
Control Delay		11.3						6.0		5.2	5.5	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		11.3						6.0		5.2	5.5	
LOS		B						A		A	A	
Approach Delay		11.3						6.0			5.5	
Approach LOS		B						A			A	
Queue Length 50th (ft)		31						26		3	15	
Queue Length 95th (ft)		50						58		11	34	
Internal Link Dist (ft)		1092			1113			750			29	
Turn Bay Length (ft)										70		
Base Capacity (vph)		1280						966		553	970	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.34						0.33		0.07	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 36.2			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: 24th Ave. & Van Buren St.



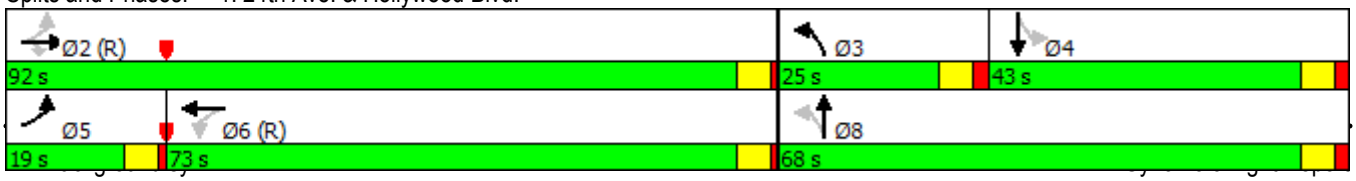
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	619	19	72	719	51	113	155	19	38	100	37
Future Volume (vph)	100	619	19	72	719	51	113	155	19	38	100	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		50	170		0	175		0	105		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.984			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1752	1815	0	1752	1771	0
Flt Permitted	0.113			0.359			0.565			0.619		
Satd. Flow (perm)	210	3539	1583	669	3504	0	1042	1815	0	1142	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		6			4			11	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1190			1203			364			538	
Travel Time (s)		23.2			23.4			8.3			12.2	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.78	0.78	0.78	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	110	680	21	75	749	53	145	199	24	51	133	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	680	21	75	802	0	145	223	0	51	182	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	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40	40	40	40		40	30		40	40	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40		40	30		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	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		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0		11.0	34.0		34.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	19.0	92.0	92.0	73.0	73.0		25.0	68.0		43.0	43.0	
Total Split (%)	11.9%	57.5%	57.5%	45.6%	45.6%		15.6%	42.5%		26.9%	26.9%	
Maximum Green (s)	14.0	87.0	87.0	68.0	68.0		19.0	62.0		37.0	37.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0		1.5	2.5		2.5	2.5	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min		None	Max		Max	Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		6.0	6.0	6.0	6.0			21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	
Act Effct Green (s)	61.8	61.8	61.8	46.5	46.5		87.2	87.2		74.2	74.2	
Actuated g/C Ratio	0.39	0.39	0.39	0.29	0.29		0.54	0.54		0.46	0.46	
v/c Ratio	0.61	0.50	0.03	0.39	0.78		0.24	0.23		0.10	0.22	
Control Delay	45.0	38.0	0.1	50.8	57.5		20.6	20.5		28.1	26.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.0	38.0	0.1	50.8	57.5		20.6	20.5		28.1	26.9	
LOS	D	D	A	D	E		C	C		C	C	
Approach Delay		38.0			57.0			20.5			27.2	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	75	284	0	63	406		73	116		29	104	
Queue Length 95th (ft)	110	310	0	113	460		110	161		56	150	
Internal Link Dist (ft)		1110			1123			284			458	
Turn Bay Length (ft)	180		50	170			175			105		
Base Capacity (vph)	217	1924	888	284	1492		651	990		530	827	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.35	0.02	0.26	0.54		0.22	0.23		0.10	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 41.3 Intersection LOS: D
Intersection Capacity Utilization 59.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: 24th Ave. & Hollywood Blvd.



Intersection	
Int Delay, s/veh	0.9

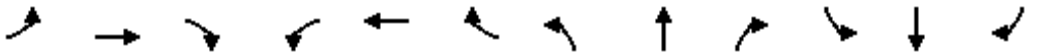
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	16	256	24	16	191
Future Vol, veh/h	16	16	256	24	16	191
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	88	88
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	17	17	291	27	18	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	558	305	0	0	318	0
Stage 1	305	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	491	735	-	-	1236	-
Stage 1	748	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	484	735	-	-	1236	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1236	-
HCM Lane V/C Ratio	-	-	0.06	0.015	-
HCM Control Delay (s)	-	-	11.6	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Appendix F – Total Traffic Conditions Analyses

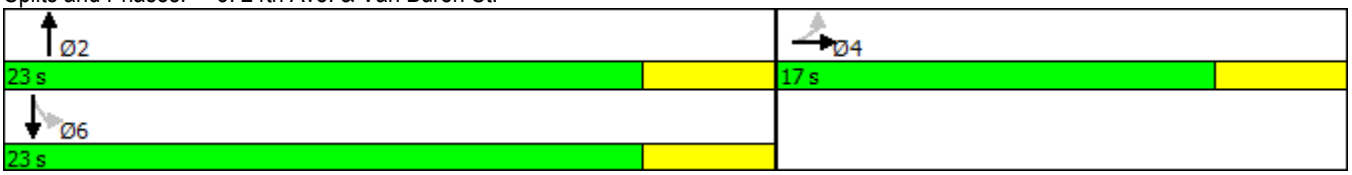


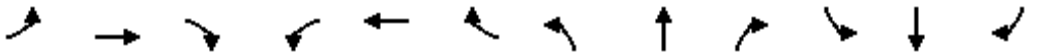
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	150	29	0	0	0	0	154	9	15	118	0
Future Volume (vph)	51	150	29	0	0	0	0	154	9	15	118	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981						0.992				
Flt Protected		0.989								0.950		
Satd. Flow (prot)	0	3434	0	0	0	0	0	1830	0	1752	1845	0
Flt Permitted		0.989								0.624		
Satd. Flow (perm)	0	3434	0	0	0	0	0	1830	0	1151	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42						10				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1172			1193			830			109	
Travel Time (s)		26.6			27.1			18.9			2.5	
Peak Hour Factor	0.66	0.66	0.66	0.92	0.92	0.92	0.76	0.76	0.76	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	77	227	44	0	0	0	0	203	12	23	182	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	348	0	0	0	0	0	215	0	23	182	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)		0			0			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	1						1		1	1	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	40						40		40	40	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	40						40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0						10.0		10.0	10.0	
Minimum Split (s)	12.0	12.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0						23.0		23.0	23.0	
Total Split (%)	42.5%	42.5%						57.5%		57.5%	57.5%	
Maximum Green (s)	13.0	13.0						19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		Max	Max	
Act Effct Green (s)		8.7						19.0		19.0	19.0	
Actuated g/C Ratio		0.24						0.53		0.53	0.53	
v/c Ratio		0.40						0.22		0.04	0.19	
Control Delay		11.4						5.1		4.6	5.2	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		11.4						5.1		4.6	5.2	
LOS		B						A		A	A	
Approach Delay		11.4						5.1			5.1	
Approach LOS		B						A			A	
Queue Length 50th (ft)		25						16		2	14	
Queue Length 95th (ft)		32						34		6	26	
Internal Link Dist (ft)		1092			1113			750			29	
Turn Bay Length (ft)										70		
Base Capacity (vph)		1279						980		613	983	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.27						0.22		0.04	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 35.7			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 25.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: 24th Ave. & Van Buren St.



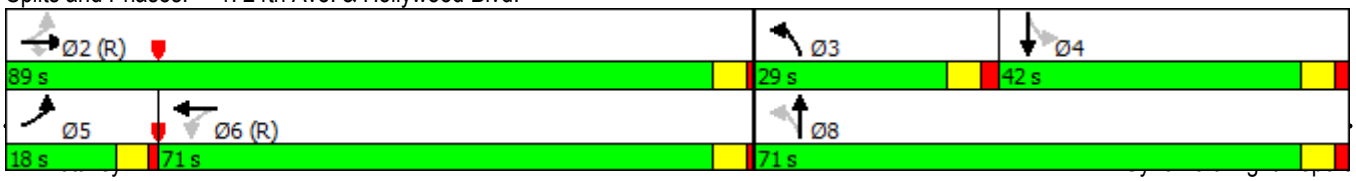


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	671	30	38	654	25	159	105	43	42	83	41
Future Volume (vph)	88	671	30	38	654	25	159	105	43	42	83	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		50	170		0	175		0	105		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.995			0.956			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3522	0	1752	1763	0	1752	1752	0
Flt Permitted	0.120			0.260			0.611			0.651		
Satd. Flow (perm)	224	3539	1583	484	3522	0	1127	1763	0	1201	1752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		3			16			15	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1190			1203			364			538	
Travel Time (s)		23.2			23.4			8.3			12.2	
Peak Hour Factor	0.84	0.84	0.84	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	105	799	36	41	711	27	181	119	49	48	94	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	799	36	41	738	0	181	168	0	48	141	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	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40	40	40	40		40	30		40	40	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40		40	30		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	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		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0		11.0	34.0		34.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	89.0	89.0	71.0	71.0		29.0	71.0		42.0	42.0	
Total Split (%)	11.3%	55.6%	55.6%	44.4%	44.4%		18.1%	44.4%		26.3%	26.3%	
Maximum Green (s)	13.0	84.0	84.0	66.0	66.0		23.0	65.0		36.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0		1.5	2.5		2.5	2.5	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min		None	Max		Max	Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		6.0	6.0	6.0	6.0			21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	
Act Effct Green (s)	57.9	57.9	57.9	42.7	42.7		91.1	91.1		77.4	77.4	
Actuated g/C Ratio	0.36	0.36	0.36	0.27	0.27		0.57	0.57		0.48	0.48	
v/c Ratio	0.59	0.62	0.06	0.32	0.78		0.27	0.17		0.08	0.16	
Control Delay	46.7	43.9	1.8	53.2	60.4		18.9	16.4		26.1	23.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.7	43.9	1.8	53.2	60.4		18.9	16.4		26.1	23.4	
LOS	D	D	A	D	E		B	B		C	C	
Approach Delay		42.6			60.0			17.7			24.1	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	75	363	0	35	378		88	73		26	72	
Queue Length 95th (ft)	103	360	6	72	431		147	127		61	135	
Internal Link Dist (ft)		1110			1123			284			458	
Turn Bay Length (ft)	180		50	170			175			105		
Base Capacity (vph)	206	1857	860	199	1454		731	1011		581	855	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.43	0.04	0.21	0.51		0.25	0.17		0.08	0.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 146 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 43.2		Intersection LOS: D	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: 24th Ave. & Hollywood Blvd.



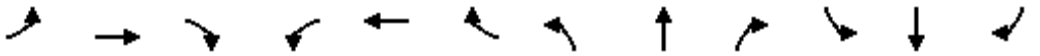
Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	38	154	80	33	126
Future Vol, veh/h	51	38	154	80	33	126
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	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	88	88
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	55	41	175	91	38	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	438	220	0	0	266	0
Stage 1	220	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	576	820	-	-	1292	-
Stage 1	817	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	559	820	-	-	1292	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1292	-
HCM Lane V/C Ratio	-	-	0.15	0.029	-
HCM Control Delay (s)	-	-	11.5	7.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

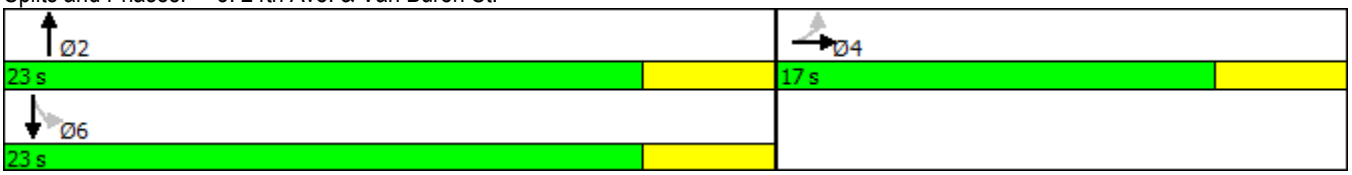


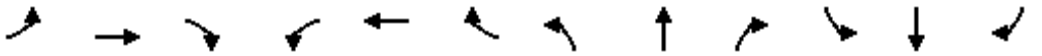
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	260	65	0	0	0	0	231	29	33	165	0
Future Volume (vph)	55	260	65	0	0	0	0	231	29	33	165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974						0.985				
Flt Protected		0.993								0.950		
Satd. Flow (prot)	0	3423	0	0	0	0	0	1817	0	1752	1845	0
Flt Permitted		0.993								0.566		
Satd. Flow (perm)	0	3423	0	0	0	0	0	1817	0	1044	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64						22				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1172			1193			830			109	
Travel Time (s)		26.6			27.1			18.9			2.5	
Peak Hour Factor	0.82	0.82	0.82	0.92	0.92	0.92	0.81	0.81	0.81	0.76	0.76	0.76
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	67	317	79	0	0	0	0	285	36	43	217	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	463	0	0	0	0	0	321	0	43	217	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)		0			0			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	1						1		1	1	
Detector Template	Left	Thru						Thru		Left	Thru	
Leading Detector (ft)	20	40						40		40	40	
Trailing Detector (ft)	0	0						0		0	0	
Detector 1 Position(ft)	0	0						0		0	0	
Detector 1 Size(ft)	20	40						40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0						0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0						0.0		0.0	0.0	
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Detector Phase	4	4						2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0						10.0		10.0	10.0	
Minimum Split (s)	12.0	12.0						14.0		14.0	14.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	17.0						23.0		23.0	23.0	
Total Split (%)	42.5%	42.5%						57.5%		57.5%	57.5%	
Maximum Green (s)	13.0	13.0						19.0		19.0	19.0	
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	0.0	0.0						0.0		0.0	0.0	
Lost Time Adjust (s)		0.0						0.0		0.0	0.0	
Total Lost Time (s)		4.0						4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5						2.5		2.5	2.5	
Recall Mode	None	None						Min		Max	Max	
Act Effct Green (s)		9.4						19.1		19.1	19.1	
Actuated g/C Ratio		0.26						0.52		0.52	0.52	
v/c Ratio		0.50						0.33		0.08	0.23	
Control Delay		11.8						6.3		5.5	5.9	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		11.8						6.3		5.5	5.9	
LOS		B						A		A	A	
Approach Delay		11.8						6.3			5.8	
Approach LOS		B						A			A	
Queue Length 50th (ft)		34						27		3	19	
Queue Length 95th (ft)		55						62		12	41	
Internal Link Dist (ft)		1092			1113			750			29	
Turn Bay Length (ft)										70		
Base Capacity (vph)		1263						959		545	963	
Starvation Cap Reductn		0						0		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.37						0.33		0.08	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 36.5			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: 24th Ave. & Van Buren St.





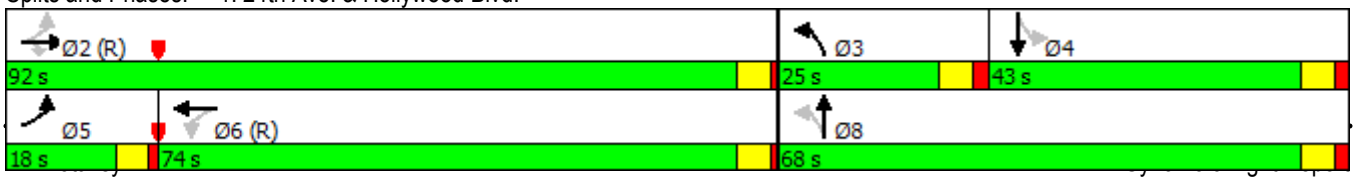
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	619	24	77	719	51	121	159	27	38	103	37
Future Volume (vph)	100	619	24	77	719	51	121	159	27	38	103	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		50	170		0	175		0	105		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.990			0.978			0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3504	0	1752	1804	0	1752	1771	0
Flt Permitted	0.111			0.357			0.562			0.610		
Satd. Flow (perm)	207	3539	1583	665	3504	0	1037	1804	0	1125	1771	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61		6			6			10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1190			1203			364			538	
Travel Time (s)		23.2			23.4			8.3			12.2	
Peak Hour Factor	0.91	0.91	0.91	0.96	0.96	0.96	0.78	0.78	0.78	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	110	680	26	80	749	53	155	204	35	51	137	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	680	26	80	802	0	155	239	0	51	186	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	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	40	40	40	40	40		40	30		40	40	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	40	40	40	40	40		40	30		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	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		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	5	2			6		3	8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	6	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	10.0	10.0		4.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	23.0	23.0	23.0	23.0		11.0	34.0		34.0	34.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	18.0	92.0	92.0	74.0	74.0		25.0	68.0		43.0	43.0	
Total Split (%)	11.3%	57.5%	57.5%	46.3%	46.3%		15.6%	42.5%		26.9%	26.9%	
Maximum Green (s)	13.0	87.0	87.0	69.0	69.0		19.0	62.0		37.0	37.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0		1.5	2.5		2.5	2.5	
Recall Mode	None	C-Min	C-Min	C-Min	C-Min		None	Max		Max	Max	
Walk Time (s)		7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		6.0	6.0	6.0	6.0			21.0		21.0	21.0	
Pedestrian Calls (#/hr)		0	0	0	0			0		0	0	
Act Effct Green (s)	61.4	61.4	61.4	46.2	46.2		87.6	87.6		74.6	74.6	
Actuated g/C Ratio	0.38	0.38	0.38	0.29	0.29		0.55	0.55		0.47	0.47	
v/c Ratio	0.61	0.50	0.04	0.42	0.79		0.26	0.24		0.10	0.22	
Control Delay	45.9	38.4	0.1	52.4	58.1		20.5	20.3		28.0	27.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	1.1		0.0	0.0	
Total Delay	45.9	38.4	0.1	52.4	58.1		20.5	21.4		28.0	27.0	
LOS	D	D	A	D	E		C	C		C	C	
Approach Delay		38.2			57.6			21.0			27.2	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	76	285	0	68	408		78	123		29	107	
Queue Length 95th (ft)	111	312	0	119	459		117	171		56	154	
Internal Link Dist (ft)		1110			1123			284			458	
Turn Bay Length (ft)	180		50	170			175			105		
Base Capacity (vph)	206	1924	888	286	1514		652	990		524	830	
Starvation Cap Reductn	0	0	0	0	0		0	526		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.35	0.03	0.28	0.53		0.24	0.52		0.10	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 146 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 41.5 Intersection LOS: D
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: 24th Ave. & Hollywood Blvd.



Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	36	256	54	29	191
Future Vol, veh/h	44	36	256	54	29	191
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	-	-	-	60	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	88	88	88	88
Heavy Vehicles, %	2	2	3	3	3	3
Mvmt Flow	48	39	291	61	33	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	605	322	0	0	352	0
Stage 1	322	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	461	719	-	-	1201	-
Stage 1	735	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	448	719	-	-	1201	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	540	1201	-
HCM Lane V/C Ratio	-	-	0.161	0.027	-
HCM Control Delay (s)	-	-	12.9	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Site Plan Approval Documents for:

Existing Church Renovations and New 2 Story Charter School Building for:

FAITH and LIFE FELLOWSHIP MINISTRIES, INC.

AND

ALPHA INTERNATIONAL ACADEMY

CHARTER SCHOOL

121 SOUTH 24TH AVENUE
HOLLYWOOD, FLORIDA 33020
BROWARD COUNTY

• OCCUPANCY TYPE "A-3" - "PLACES OF RELIGIOUS WORSHIP" AND "E" - "EDUCATIONAL"•
• TYPE III B CONSTRUCTION • EXPOSURE C •
1 • FULLY SPRINKLERED BUILDING •

• CITY OF HOLLYWOOD FILE No. 16-DP-44 •
1 • FINAL TECHNICAL ADVISORY COMMITTEE •
• SUBMITTAL MEETING DATE •
• OCTOBER 17, 2016 •

INDEX

OWNER

■ PROJECT OWNER/DEVELOPER

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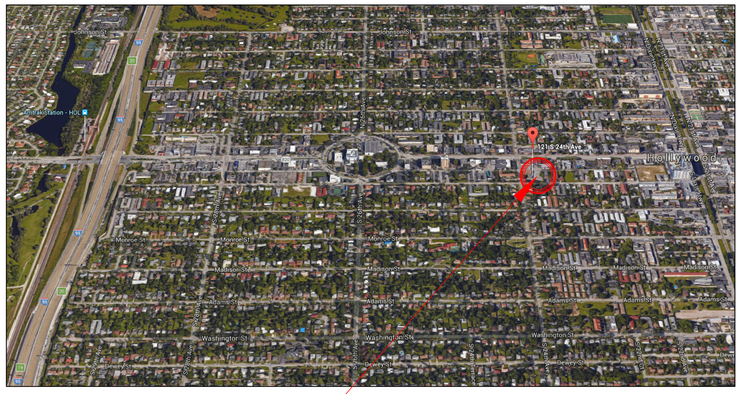
■ ILLUSTRATIONS

Francisco Costoya JR, A.I.A, NCARB
Paula Casal Costoya, Architect

1 TAC COMMENTS 8/12/16 JP/RD

FCA-1615
CS-1

VICINITY / LOCATION MAP



PROJECT LOCATION
121 SOUTH 24TH AVENUE
HOLLYWOOD, FLORIDA 33020
BROWARD COUNTY

NORTH

NOT TO SCALE

LEGAL DESCRIPTION

1 SEE SURVEY SHEET FOR LEGAL

BUILDING CODE F.B.C. 2014 CRITERIA LATEST (5TH) EDITION/AMENDMENTS *2015 FLORIDA FIRE PREVENTION CODE

MARK	CODE CRITERIA	APPLICABLE CRITERIA & DESCRIPTION	F.B.C. SECTION
1	BUILDING OCCUPANCY TYPE	GROUP 'A-3' ASSEMBLY PLACES OF RELIGIOUS WORSHIP GROUP 'E' EDUCATIONAL SCHOOL	303.4 305.1
2	CONSTRUCTION TYPE	TYPE III B	602 TABLE 601
3	EXPOSURE CATEGORY	EXPOSURE C	1609.4.3
4	RISK CATEGORY	RISK CATEGORY III	1604.5 TABLE 1604.5
5	FIRE RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE	TYPE IIIB CONSTRUCTION - OCCUPANCY GROUP A-3 & E FIRE SEPARATION DISTANCE X = 10'-0" 1 HOUR REQUIRED / PROVIDED EXISTING CHURCH - 2 HOURS NEW SCHOOL - 4 HOUR COMP.	TABLE 602
6	MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION	FIRE SEPARATION DISTANCE X = 10'-0" UNPROTECTED SPRINKLERED ALLOWABLE WALL OPENING AREA = 45% CHURCH: WALL AREA = 991 S.F. X 45% = 446 S.F. ALLOWED OPENINGS 284 S.F. OPENINGS PROVIDED = 28.6% = COMPLIES SCHOOL: WALL AREA = 4,092 S.F. X 45% = 1,841 ALLOWED OPENINGS 344 S.F. OPENINGS PROVIDED = 8.4% = COMPLIES	TABLE 705.8
7	MAX. FLOOR AREA ALLOWED	A-3: 9,500 S.F. PER FLOOR E: 14,500 S.F. PER FLOOR / DESIGN COMPLIES - DO NOT EXCEED MAX. ALLOWABLE	TABLE 503
8	FLOOR AREA PROVIDED	CHURCH - EXISTING/ DEMO/ REMODEL -4022-582= 3,440 GSF SCHOOL - NEW 1ST FL 5,983 + 2ND FL 10,020 = 16,003 GSF	
9	EXTERIOR WALL FIRE RATING REQ.	1 HOUR / PROVIDED EXISTING CHURCH - 2 HOURS NEW SCHOOL - 4 HOUR COMP.	TABLE 602
10	FIRE SPRINKLER	BUILDING SHALL BE FULLY SPRINKLERED	903.2.1.3 903.2.3
11	FIRE ALARM	EXISTING CHURCH HAS FIRE ALARM SYSTEM NEW SCHOOL WILL HAVE FIRE ALARM SYSTEM INSTALLED	907.2.1 907.2.3

INDEX OF DRAWINGS

1

SITE / BUILDING DATA

1. PROPERTY ADDRESS
PROPERTY ADDRESS:
121 SOUTH 24TH AVENUE
HOLLYWOOD, FLORIDA 33020
BROWARD COUNTY

2. FOLIO NUMBER
5142 16 01 2840

3. LEGAL DESCRIPTION:
SEE SURVEY FOR COMPLETE LEGAL DESCRIPTION

4. OWNER:
FAITH AND LIFE FELLOWSHIP MINISTRIES, INC.

5. OWNER ADDRESS:
OWNER ADDRESS:
121 SOUTH 24TH AVENUE
HOLLYWOOD, FLORIDA 33020
BROWARD COUNTY

6. ZONE: FEMA FLOOD INFORMATION:
X (0.2% ANNUAL CHANCE OF FLOOD HAZARD)
WITH A FLOOD ELEVATION OF: N/A
FLOOD INSURANCE RATE MAP NO. 12000C0569-H
DATE: AUGUST 18, 2014
COMMUNITY PANEL NO.: 125113
INDEX MAP DATED: AUGUST 18, 2014

7. LAND USE DESIGNATION:
LAND USE DESIGNATION: REGIONAL ACTIVITY CENTER (RAC)

8. ZONING DESIGNATION:
ZONING: RM-25 (HIGH DENSITY MULTIPLE FAMILY)

9. EXISTING USE OF LAND:
EXISTING USE OF LAND PLACE OF WORSHIP/ SCHOOL

10. WATER/WASTEWATER SERVICE PROVIDER:
WATER/WASTEWATER SERVICE PROVIDER: CITY OF HOLLYWOOD

11. PROPERTY AREA:
OVERALL PROPERTY AREA (GROSS): 39,541 SQ. FT. OR 0.9108 ACRES (MINUS PROPOSED 134 S.F. RIGHT-OF-WAY DEDICATION) 1
11.a TOTAL NEW BUILDING LOT COV (FOOTPRINT) 9,423 SQ. FT. OR 24%

12. BUILDING AREAS:
NOTE: BUILDING AREAS INCLUDE OUTSIDE FACE TO OUTSIDE FACE OF BUILDINGS. IT DOES NOT INCLUDE EXTERIOR CORRIDORS, STAIRS.

EXISTING BUILDING AREAS:
EXISTING CHURCH 4,022 G.S.F.
EXISTING COMMON LOBBY AREA 196 G.S.F.
EXISTING CLASSROOM BUILDING (5 CLASSROOMS) 2,031 G.S.F.
TOTAL EXISTING BUILDING AREAS 6,249 G.S.F.

EXISTING DEMOLITION BUILDING AREAS:
EXISTING CHURCH 584 G.S.F.
EXISTING COMMON LOBBY AREA 196 G.S.F.
EXISTING CLASSROOM BUILDING 2,031 G.S.F.
TOTAL DEMOLITION BUILDING AREA 2,811 G.S.F.

PROPOSED BUILDING AREAS:
EXISTING CHURCH TO REMAIN (RENOVATED) 3,436 G.S.F.
NEW CHURCH'S COVERED ENTRY 393 G.S.F.
NEW CLASSROOM BUILDING GROUND FLOOR 5,887 G.S.F.
NEW CLASSROOM BUILDING SECOND FLOOR 9,392 G.S.F.
NEW COVERED PLAY AREA 716 G.S.F.
TOTAL PROPOSED (NEW+EXISTING) BUILDING AREA 19,824 G.S.F.

13. OCCUPANT LOAD CALCULATIONS:
NOTE: BOTH BUILDING WILL NOT BE IN USE AT THE SAME TIME.

EXISTING CONDITIONS CHURCH & SCHOOL:
CHURCH 230 PERSONS
(FBC - MEANS OF EGRESS - TABLE 1004.1.2)
NUMBER OF STUDENTS 90 PERSONS
NUMBER OF TEACHERS 4 PERSONS
NUMBER OF STAFF 7 PERSONS
TOTAL OCCUPANT LOAD 316 PERSONS

NEW PROPOSED:
CHURCH 230 PERSONS
NUMBER OF STUDENTS: 240 PERSONS
K-2 (18/CLASS) 6 x 18 = 108
3-5 (22/CLASS) 6 x 22 = 132
NUMBER OF TEACHERS (1 TEACHER PER 25 STUDENTS) 12 PERSONS
NUMBER OF STAFF 12 PERSONS
TOTAL OCCUPANT LOAD 479 PERSONS

14. PARKING REQUIREMENTS:
REQUIRED: (MINIMUM)
CHURCH: 1 SPACE PER 60 S.F. 1,545 SF/ 60 = 26 SPACES
CLASSROOM: 1 SPACE PER TEACHER/ STAFF 24 PERSONS = 24 SPACES
REQUIRED SPACES: 26 PARKING SPACES REQUIRED *(CHURCH AND CLASSROOMS NOT USED AT THE SAME TIME. SEE HOURS OF OPERATION)*

HANDICAPPED PARKING: (FBC-ACCESSIBILITY 2014 - TABLE 208.2)
26-50 TOTAL SPACES PROVIDED: 2 HANDICAP PARKING SPACES REQUIRED
TOTAL ADA PARKING SPACES: 2 PARKING SPACES PROVIDED

PROVIDED:
HANDICAP: 2 HANDICAP PARKING SPACES PROVIDED
STANDARD: 36 PARKING SPACES PROVIDED
TOTAL PROVIDED PARKING SPACES: 38 PARKING SPACES PROVIDED

15. PROPOSED HOURS OF OPERATION:
SCHOOL
SCHOOL HOURS: 7:00 A.M. - 3:00 P.M. MONDAY - FRIDAY
**NOTE: DROP OFF IN THE MORNINGS AND PICK UP IN THE AFTERNOONS WILL BE STAGGERED BY AN HOUR, GRADES K-2 & 3-5.
AFTER SCHOOL HOURS: 3:00 P.M. - 6:00 P.M. MONDAY - FRIDAY

16. NUMBER OF STORIES:
EXISTING: ONE (1) STORY
PROPOSED: TWO (2) STORIES
BUILDING HEIGHT TOP OF PARAPET 35' - 0"

17. SETBACK TABLE:

A. BUILDING SITE
**AS PER THE CITY OF HOLLYWOOD LAND DEVELOPMENT REGULATIONS, ARTICLE 4, SETBACK REQUIREMENTS MAIN STRUCTURE RM-25, SECTION 4.2, C, (2), (1) PEDESTAL.

REQUIRED: (MINIMUM)
A.FRONT (SOUTH) (VAN BUREN STREET): 25'-0"
B. SIDE/INTERIOR (EAST): 50'-0" 25% LOT WIDTH (NOT > 50'-0") (NOT < 10'-0")
C.SIDE/STREET (WEST) (SOUTH 24TH AVENUE): 15'-0" MIN
D.REAR (2 STORY OR HIGHER) (NORTH) (ALLEYWAY): 30'-0" 15% LOT WIDTH (20'-0" MIN) (50'-0" MAX)

EXISTING:
A.FRONT (SOUTH) (VAN BUREN STREET): 63'-2"
B. SIDE / INTERIOR (EAST): VARIES SEE EXIST. SITE PLAN
C.SIDE / STREET (WEST) (SOUTH 24TH AVENUE)(EXISTING CHURCH): 10'-5"
D.REAR (2 STORY OR HIGHER) (NORTH) (ALLEYWAY)(EXISTING CHURCH): 10"

PROVIDED:
A.FRONT (SOUTH) (VAN BUREN STREET): 68'-5"
B. SIDE / INTERIOR (EAST): 55'-0"
C.SIDE / STREET (WEST) (SOUTH 24TH AVENUE): 10'-0"
D.REAR (2 STORY OR HIGHER) (NORTH) (ALLEYWAY): 10"

B. PARKING
**AS PER THE CITY OF HOLLYWOOD LAND DEVELOPMENT REGULATIONS, ARTICLE 4, AT GRADE PARKING LOTS, SECTION 4.22, I, (2), (b) GREATER THAN 150'-0" LOT WIDTH/DEPTH.
**LANDSCAPE SETBACKS FOR AT GRADE PARKING LOTS WITH GREATER THAN 150'-0" LOT WIDTH/DEPTH

REQUIRED: (MINIMUM)
A.FRONT (SOUTH) (VAN BUREN STREET): 10'-0"
B. SIDE (EAST): 10'-0"
C.REAR (NORTH) (ALLEYWAY): 10'-0"

EXISTING:
A.FRONT (SOUTH) (VAN BUREN STREET): 3'-6"
B. SIDE (EAST): 3'-5"
C.REAR (NORTH) (ALLEYWAY): 10'-5"

PROVIDED:
A.FRONT (SOUTH) (VAN BUREN STREET): 7'-5"
B. SIDE (EAST): 10'-0"
C.REAR (NORTH) (ALLEYWAY): VARIES

18. GREEN AREA:
EXISTING LANDSCAPE GREEN AREA: 5,742 S.F. OR 14%
PROVIDED NEW LANDSCAPE GREEN AREA: 7,727 S.F. OR 20% 1

19. NET AREA BREAKDOWN:

EXISTING:
EXISTING CHURCH / SCHOOL BUILDING FOOTPRINT 6,250 S.F. OR 16%
GREEN AREA 5,742 S.F. OR 15%
FLATWORK / SIDEWALKS / CURBING 1,607 S.F. OR 4%
PLAYGROUND 895 S.F. OR 2%
VEHICULAR PAVEMENT (ASPHALT / CONCRETE) 25,181 S.F. OR 63%
TOTAL NET LAND AREA 39,675 S.F. OR 100%

PROVIDED:
EXISTING CHURCH BUILDING FOOTPRINT TO REMAIN 3,436 S.F. OR 8%
NEW CHURCH COVERED ENTRY 393 S.F. OR 1%
NEW SCHOOL BUILDING FOOTPRINT (INCL. STAIRS) 6,018 S.F. OR 15%
NEW COVERED PLAY AREA 716 S.F. OR 2%
NEW GREEN AREA 7,727 S.F. OR 20% 1
NEW FLATWORK / SIDEWALKS / DUMPSTER PADS / CURBING 3,840 S.F. OR 9%
NEW SITE WALLS / SITE ELEMENTS 102 S.F. OR 1%
NEW VEHICULAR PAVEMENT (ASPHALT / CONCRETE) 17,309 S.F. OR 44%
TOTAL NET LAND AREA 39,541 S.F. OR 100%
(MINUS PROPOSED 134 S.F. RIGHT-OF-WAY DEDICATION) 1

GREEN BUILDING PRACTICES AS STATED IN ORDINANCE 0-2011-06 WITH WHICH WE COMPLY:

1) 151.152 COMMERCIAL GREEN BUILDING PRACTICES: (B) RECYCLING. A DEDICATED AREA FOR COLLECTING RECYCLED MATERIALS THAT IS ACCESSIBLE TO ALL OCCUPANTS MUST BE PROVIDED. THIS CAN BE INTERNAL OR EXTERNAL BUT MUST BE SHOWN ON PLANS AND VERIFIED BY PLANS EXAMINER AT PERMIT REVIEW AND BY BUILDING INSPECTOR AT FINAL INSPECTION.
SHALL COMPLY WITH AND PARTICIPATE IN THE CITY OF HOLLYWOOD'S RECYCLING PROGRAM.
RECYCLE BIN PROVIDED WITHIN DUMPSTER ENCLOSURE.
2) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (A) CENTRAL AIR CONDITIONER OF 18 SEER OR HIGHER.
CENTRAL AIR CONDITIONER OF 18 SEER OR HIGHER SHALL BE PROVIDED.
3) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (D) ENERGY EFFICIENT (LOW E) WINDOWS. ALL WINDOWS SHALL CONFORM TO THE ENERGY STAR RATING CRITERIA FOR SOUTH FLORIDA AS APPROVED BY THE NFRC.
WINDOWS SHALL BE LOW E.
4) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (E) ENERGY EFFICIENT DOORS. ALL DOORS SHALL CONFORM TO THE ENERGY STAR RATING CRITERIA FOR SOUTH FLORIDA.
DOORS SHALL BE ENERGY EFFICIENT.
5) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (G) ENERGY STAR APPROVED ROOFING MATERIALS.
ROOFING MATERIALS ARE ENERGY STAR RATED, PLEASE REFER TO ROOFING SPECIFICATIONS.
6) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (H) PROGRAMMABLE THERMOSTATS.
ALL THERMOSTATS PROVIDED SHALL BE PROGRAMMABLE.
7) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (P) AT LEAST 80% OF PLANTS, TREES, AND GRASSES PER THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT RECOMMENDATIONS (LATEST EDITION), LANDSCAPE PLAN, REVIEWED AND APPROVED BY A LANDSCAPE ARCHITECT, SHALL BE SUBMITTED WITH PERMIT APPLICATION.
LANDSCAPING SHALL BE VERIFIES BY INSPECTION PRIOR TO FINAL CERTIFICATE OF OCCUPANCY.
100% OF THE LANDSCAPING MEETS THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT RECOMMENDATIONS.
8) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (Q) ALL ENERGY-EFFICIENT OUTDOOR LIGHTING. SUGGESTED LIGHTS FOR OUTDOOR SPACES INCLUDE FLUORESCENT BULBS AND FIXTURES WITH ELECTRONIC BALLASTS (MORE EFFICIENT THAN MAGNETIC TYPES), LOW PRESSURE SODIUM OR MERCURY VAPOR, PHOTOVOLTAIC SYSTEMS, LED LIGHTING AND LOW VOLTAGE LANDSCAPE LIGHTS THAT RUN ON A TIMER. ALL ENERGY-EFFICIENT OUTDOOR LIGHTING SHALL BE VERIFIED BY ELECTRICAL INSPECTOR AT FINAL INSPECTION.
OUTDOOR LIGHTING SHALL BE ENERGY-EFFICIENT.
9) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (R) ENERGY PERFORMANCE AT LEAST 10% MORE EFFICIENT THEN STANDARD ESTABLISHED BY ASHRAE (LATEST EDITION). CALCULATIONS SHALL BE SUBMITTED WITH PERMIT APPLICATION.
ENERGY PERFORMANCE SHALL BE AT LEAST 10% MORE EFFICIENT THEN STANDARDS OF ASHRAE.
10) 151.153 RESIDENTIAL AND COMMERCIAL GREEN BUILDING PRACTICES (APPROVED FOR EITHER CATEGORY): (T) ALL HOT WATER PIPES INSULATED. ALL HOT WATER PIPES SHALL HAVE A MINIMUM OF ½" INSULATION, INCLUDING BURIED PIPES. (CPVC IS NOT A SUITABLE REPLACEMENT FOR INSULATION). ALL HOT WATER PIPES INSULATED SHALL BE SHOWN ON PLANS AND VERIFIED BY PLUMBING INSPECTOR ON SITE AT FINAL INSPECTION.
ALL HOT WATER PIPES HAVE A MINIMUM OF ½" INSULATION.

1 1 DATA REVISED

Frank Costoya Architect P.A. - *ALPHA INTERNATIONAL ACADEMY* FCA-1615

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

FRANK COSTOYA ARCHITECT, P.A.
Architecture – Land Planning
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Davie, Florida 33328
Tel: (954) 680-4440 / Fax: (954) 680-4441
Member American Institute of Architects
AA26000696 – AR0012198

Project Title: Site Plan Approval Documents for:
Existing Church Renovations and New 2 Story Charter School Building for:
FAITH and LIFE FELLOWSHIP MINISTRIES, INC.
AND
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 SOUTH 24TH AVENUE
HOLLYWOOD, BROWARD COUNTY, FLORIDA 33020

Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP
Chkd by: FC
Drawing Scale: NTS
Project Number: FCA-1615

Sheet title:
- VICINITY/ LOCATION MAP
- LEGAL DESCRIPTION
- CODE CRITERIA
- INDEX
- SITE & BLDG DATA

Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
FL. REG. NO. AR0012198
Date:

Sheet Number: D-1 consecutive of sheets

prepared by:
McLAUGHLIN ENGINEERING COMPANY (LB#285)
400 J.W. McLaughlin AVENUE (N.E. 3rd AVENUE),
FORT LAUDERDALE, FLORIDA, 33301
PHONE: (954) 763-7611 FAX: (954) 763-7615

GRAPHIC SCALE

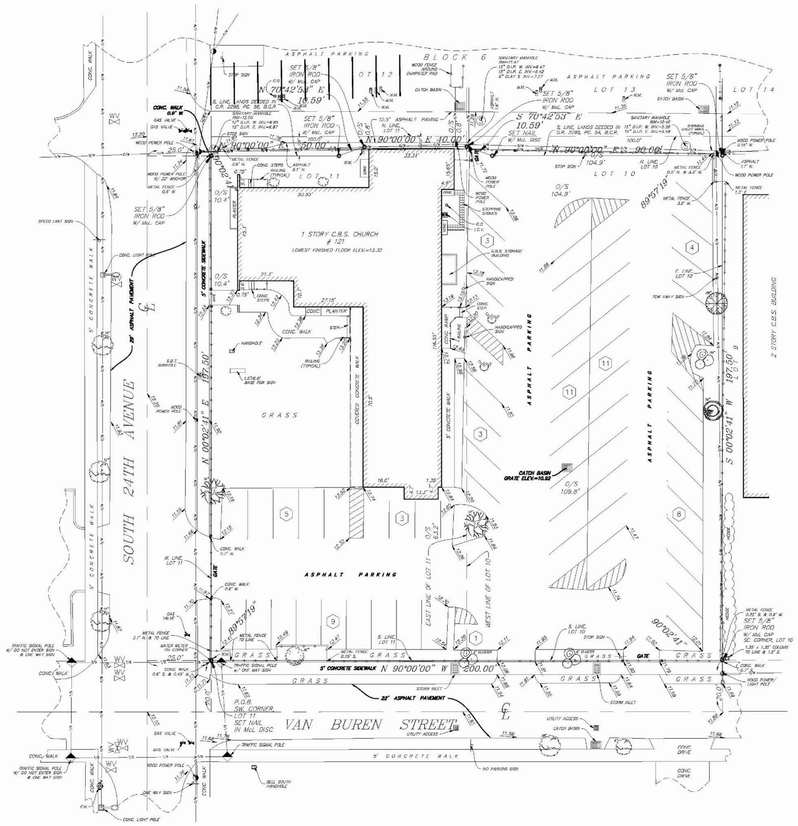
30 0 10 20 40 60
(IN FEET)
1 inch = 20 ft

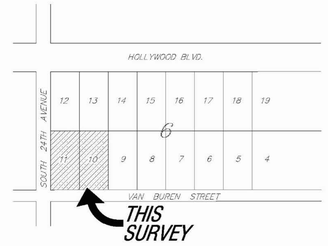
TREE SYMBOLS

INDICATES DIAMETER± (D.B.H.)
0"
ACACIA
BLACK OLIVE
BUSH OR SHRUB
OAK TREE
SEA GRAPE
UNKNOWN TREE

RECORD LAND SURVEY

Lots 10 and 11, Block 6, AMENDED PLAT OF HOLLYWOOD LITTLE RANCHES P.B. 1, PG. 26, B.C.R.





Location Sketch
Not To Scale

Legal Description

That portion of Lots 10 and 11, Block 6, AMENDED PLAT OF HOLLYWOOD LITTLE RANCHES, according to the plat thereof as recorded in Plat Book 1, Page 26 of the public records of Broward County, Florida, lying South of and adjacent to lands deeded to the City of Hollywood, Broward County Florida in Official Records Book 2295, Pages 54 and 56 of the public records of Broward County, Florida and being more fully described as follows:

Beginning at the Southwest corner of said Lot 11, thence North 00°02'41" East on the West line of said Lot 11, a distance of 197.50 feet to a point on the South line of said deeded lands; thence Easterly on the South line of said deeded lands in Official Records Book 2295, Pages 54 and 56 of the public records of Broward County, Florida the following Five (5) courses and distances; thence North 00°00'00" East, on a line 7.50 feet South of and parallel with the North line of said Lot 11, a distance of 50.00 feet; thence North 70°42'53" East, a distance of 10.59 feet; thence North 90°00'00" East on a line 4.00 feet South of and parallel with the North line of said Lot 11, a distance of 40.00 feet; thence South 70°42'53" East, a distance of 10.59 feet; thence North 90°00'00" East on a line 7.50 feet South of and parallel with the North line of said Lot 10, a distance of 90.00 feet to a point on the East line of said Lot 10 and the point of termination of said Five (5) courses and distances; thence South 00°02'41" West on the said East line of Lot 10, a distance of 197.50 feet to the Southeast corner of said Lot 10; thence North 90°00'00" West on the South line of said Lots 10 and 11, a distance of 200.00 feet to the Point of Beginning.

Said lands situate lying and being in the City of Hollywood, Broward County, Florida And containing 36,675 square feet or 0.9108 acres more or less.

ALTA/ACSM CERTIFICATION

This is to certify that this map and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys "jointly established and adopted by ALTA and NSPS. The undersigned further certifies that this survey meets the Minimum Technical Standards as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.05, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

Date of last field work March 7th, 2012.

TITLE NOTES:

There are no easements, road reservations or rights of way of record affecting this property per Ownership and Encumbrance Report issued by Deborah M. Edwards Attorney-at-Law dated February 1st, 2012.

Notes corresponding to Special Exceptions in the above referenced Ownership and Encumbrance Report;

3. Ordinance No. 2005-19 per O.R. 40082, Page 1789, B.C.R. affects this property (no easements contained therein). Ordinance No. 2005-18 per O.R. 40382, Page 1783, B.C.R. affects this property (no easements contained therein). Ordinance No. 2002-61 per O.R. 34145, Page 1891, B.C.R. affects this property (Property is not delineated as containing Wetlands) Ordinance No. 76 per O.R. 8136, Page 244, B.C.R. affects this property (no easements contained therein).

NOTES:

1) This survey reflects all easements and rights-of-way, as shown on above referenced record plat(s). The subject property was not abstracted for other easements road reservations or rights-of-way of record by McLaughlin Engineering Company.

2) Underground improvements if any not located.

3) This drawing is not valid unless sealed with an embossed surveyors seal.

4) Boundary survey information does not infer Title or Ownership.

5) All iron rods 5/8", unless otherwise noted.

6) Reference Bench Mark: City of Hollywood Benchmark-Box Cut @ P.I. of conc. sidewalk @ NW corner of 24th Ave & Van Buren Street, Elev.=12.12

7) Elevations shown refer to National Geodetic Vertical Datum (1929), and are indicated thus: 13.50 , Elev. = 13.50

8) This property lies in Flood Zone "X", Elev.=N/A Per Flood Insurance Rate Map No. 120116C 0316 F Dated: August 18, 1992, Community Panel No. 125113 Index Map Dated: October 5, 1997.

LEGEND

A = CENTRAL ANGLE (DELTA)
R = RADIUS
A OR L = ARC LENGTH
CH.BRG. = CHORD BEARING
TAN.BRG. = TANGENT BEARING
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
W/Mcl. CAP = WITH MCLAUGHLIN ENGINEERING CO. CAP
P.R.M. = PERMANENT REFERENCE MONUMENT
CONC. = CONCRETE
C.B.S. = CONCRETE, BLOCK AND STUCCO
I.C.V. = IRRIGATION CONTROL VALVE
W.M. = WATER METER
B.F.P. = BACK FLOW PREVENTOR
A.L.P. = ALUMINUM LIGHT POLE
C.L.P. = CONCRETE LIGHT POLE
M.L.P. = METAL LIGHT POLE
W.L.P. = WOOD LIGHT POLE

ELEV. = ELEVATION
O/S = OFFSET
A/C = AIR CONDITIONING
℄ = CENTERLINE OF RIGHT-OF-WAY
F.P.L. = FLORIDA POWER AND LIGHT CO.
S.B.T. = SOUTHERN BELL TELEPHONE
B.C.R. = BROWARD COUNTY RECORDS
D.C.R. = DADE COUNTY RECORDS
P.B.R. = PALM BEACH COUNTY RECORDS
O.R. = OFFICIAL RECORDS BOOK
Pg. = PAGE
R/W = RIGHT-OF-WAY
C.O. = CLEAN OUT
C.L.F. = CHAIN LINK FENCE
P.C.D. = POLLUTION CONTROL DEVICE
H.H. = HAND HOLE
L.P. = LIGHT POLE
W.P.P. = WOOD POWER POLE
WV = WATER VALVE

CERTIFICATION

We hereby certify that this survey meets the minimum technical standards as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.05 Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

Dated at Fort Lauderdale, Florida, this 7th day of March, 2012.

McLAUGHLIN ENGINEERING COMPANY

JERALD A. McLAUGHLIN
Registered Land Surveyor No. 5269
State of Florida.

OFFICE NOTES

FIELD BOOK NO. TDS, LB# 311/23
JOB ORDER NO. U-7183
CHECKED BY:
DRAWN BY: RDR, EJJ3
C:\EJJ3 2002\2012\U7183\dwg\u7183.dwg 4/17/2012 9:49:00 AM EDT

FILE NO.: 12-3-

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

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Project Title: Site Plan Approval Documents for:
Existing Church Renovations and New 2 Story Charter School Building for:
FAITH and LIFE FELLOWSHIP MINISTRIES, INC.
AND
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 SOUTH 24TH AVENUE
HOLLYWOOD, BROWARD COUNTY, FLORIDA 33020

NORTH

Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP | Chkd by: FC
Drawing Scale: 1" = 20'-0"
Project Number: FCA-1615

Sheet title: • ALTA SURVEY

Seal/Signature: FRANK COSTOYA, JR. A.I.A. FL. REG. NO. AR0012198
Date:

Sheet Number: SU-1 consecutive of sheets

GENERAL SITE DEMOLITION LEGEND

A. FOR ALL BUILDING AND SITE DEMOLITION WORK OBTAIN ALL APPLICABLE REQUIRED PERMITS FROM CITY OF HOLLYWOOD BUILDING, ELECTRICAL, MECHANICAL, PLUMBING, FIU/ENGINEERING AND LANDSCAPING.

B. OBTAIN APPLICABLE PERMITS FROM BROWARD COUNTY DEVELOPMENT AND ENVIRONMENTAL REVIEW (DER) FOR BUILDING DEMO TREE REMOVAL, CLEAR & GRUB, ASBESTOS (IF APPLICABLE) & NEW CONSTRUCTION.

C. ALL UTILITIES ON SITE AND TO BUILDING SHALL BE 100% DISCONNECTED PRIOR TO ANY DEMOLITION WORK INCLUDING WATER, SEWER, POWER, CABLE, PHONE GAS, ETC.

D. PRIOR TO ANY CLEARING, GRUBBING, EXCAVATIONS OR DEMO WORK CONTACT "LOCATES" FOR LOCATION AT JOB SITE LOCATION OF ALL UNDERGROUND UTILITIES OR OBTAIN ALL UTILITIES CLEARANCES CONFIRMATIONS.

E. ANY OFF SITE WORK COORDINATE WIT CITY OF HOLLYWOOD ENGINEERING AND PUBLIC WORKS DIVISION.

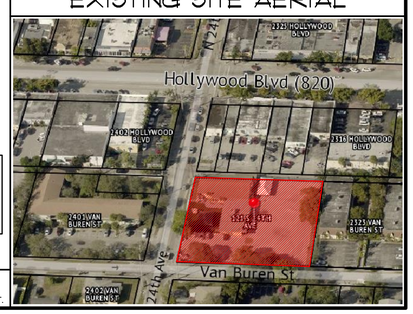
F. COORDINATE ALL SITE WORK WITH CIVIL ENGINEER IN PARTICULAR UNDERGROUND UTILITIES AND PIPING.

G. FOR ANY TREE/LANDSCAPE REMOVAL REFER TO LANDSCAPE ARCHITECT TREE DEMOLITION DEPOSITION.

KEYNOTES DEMOLITION

1. EXISTING ONE (1) STORY FIVE (5) CLASSROOM BUILDING TO BE DEMOLISHED & REMOVED IN ITS ENTIRETY.
2. EXISTING ONE (1) STORY CHURCH SEGMENT & COMMON CORRIDOR BUILDING AREA TO BE DEMOLISHED & REMOVED IN IT'S ENTIRETY.
3. EXISTING PLAY AREA CANVAS FABRIC & TUBULAR FRAME TO BE DISMANTLED AND REMOVED FRAME AND RETURN ALL TO OWNER FOR STORAGE AND USE AT ANOTHER.
4. ALL EXISTING ASPHALTIC COATINGS/PAVEMENTS TO BE REMOVED IN IT'S ENTIRETY DOWN TO EXISTING LIMEROCK BASE. ADDITIONALLY REMOVAL ALL WHEELSTOPS, CURBING, DIRECTIONAL SIGNAGE. ALL ON-SITE SIDEWALKS/PLATWORKS SHALL BE REMOVED. REFER TO CIVIL ENG. NEW PLANS FOR NEW GRADES/ELEVATIONS.
5. REMOVE ALL SODDING, IRRIGATION LINES, TOP SOIL, CLEAR AND GRUB FOR NEW BUILDING PAD.
6. EXISTING OFF-SITE PUBLIC R.O.W. TO BE MODIFIED REFER TO CIVIL ENGINEER DRAWINGS FOR INFO.
7. EXISTING OFF-SITE R.O.W. CONCRETE SIDEWALKS, ANY BROKEN SEGMENTS SHALL BE REPLACED NEW AS PER CITY OF HOLLYWOOD ENGINEERING /PUBLIC WORKS CRITERIA. REFER TO CIVIL ENGINEER DRAWING FOR DETAILS AND OFF-SITE NEW VEHICULAR ENTRY/EXIT RE-ALIGNMENTS.
8. EXISTING SHE PERIMETER FENCING/GATES TO BE REMOVED/MODIFIED AND RE-INSTALLED, REFER TO NEW SITE PLAN.
9. EXISTING (OH) OVERHEAD FLORIDA POWER & LIGHT LINES. USE CAUTION NOT TO HIT DURING DEMOLITION WORK.
10. EXISTING C.B. METAL GRATE & CONC. CATCH BASIN TO BE REMOVED IN IT'S ENTIRETY ALONG WITH ALL ATTACHED CORRUGATED METAL PIPING. BACKFILL ENTIRE & RE-COMPACT AS PER ENGINEER DESIGN & RECOMMENDATION.

EXISTING SITE AERIAL



EXISTING/ DEMOLITION SITE PLAN

SC : 1" = 10'-0"

0 5 FT. 10 FT. 20 FT.

[---] (TBD) TO BE DEMOLISHED

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

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AND
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CHARTER SCHOOL
121 SOUTH 24TH AVENUE
HOLLYWOOD, BROWARD COUNTY, FLORIDA 33020

NORTH

Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP | Chkd by: FC
Drawing Scale: 1" = 10'-0"
Project Number: FCA-1615

Sheet title:
- EXISTING / DEMOLITION SITE PLAN
- KEY NOTES LEGEND

Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
FL. REG. NO. AR0012198
Date:

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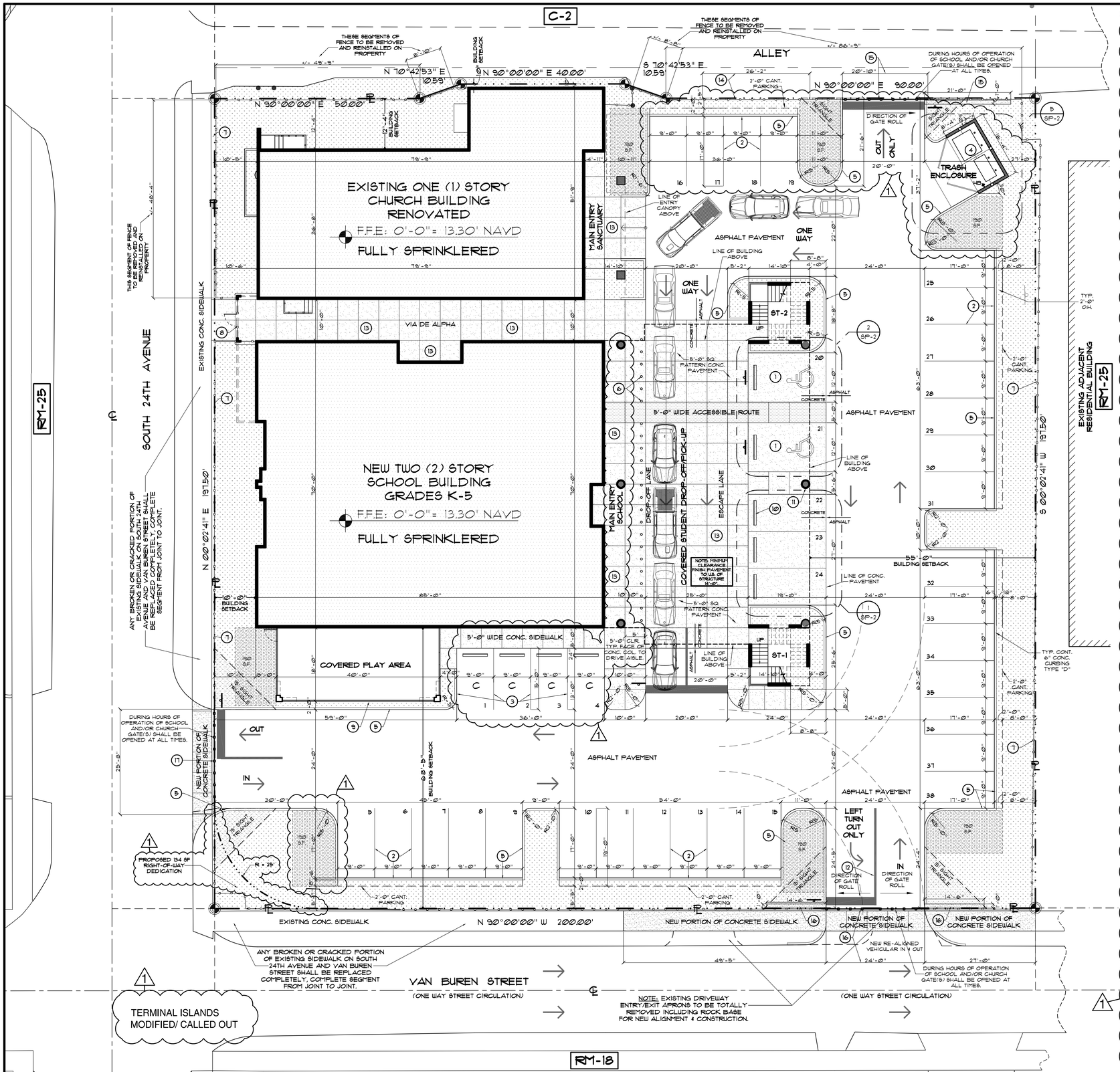


1. PROPERTY ADDRESS
PROPERTY ADDRESS:
121 SOUTH 24TH AVENUE
HOLLYWOOD, FLORIDA 33020
BROWARD COUNTY

2. FOLIO NUMBER
5142 16 01 2840

3. LEGAL DESCRIPTION:
SEE SURVEY FOR COMPLETE LEGAL DESCRIPTION

4. OWNER:
FAITH AND LIFE FELLOWSHIP MINISTRIES, INC.

5. OWNER ADDRESS:
OWNER ADDRESS:
121 SOUTH 24TH AVENUE
HOLLYWOOD, FLORIDA 33020
BROWARD COUNTY

6. ZONE; FEMA FLOOD INFORMATION:
X (0.2% ANNUAL CHANCE OF FLOOD HAZARD)
WITH A FLOOD ELEVATION OF: N/A
FLOOD INSURANCE RATE MAP NO. 12011C0256G-H
DATE: AUGUST 18, 2014
COMMUNITY PANEL NO.: 125113
INDEX MAP DATED: AUGUST 18, 2014

7. LAND USE DESIGNATION:
LAND USE DESIGNATION: REGIONAL ACTIVITY CENTER (RAC)

8. ZONING DESIGNATION:
ZONING: RM-25 (HIGH DENSITY MULTIPLE FAMILY)

9. EXISTING USE OF LAND:
EXISTING USE OF LAND: PLACE OF WORSHIP/ SCHOOL

10. WATER/WASTEWATER SERVICE PROVIDER:
WATER/WASTEWATER SERVICE PROVIDER: CITY OF HOLLYWOOD

11. PROPERTY AREA:
OVERALL PROPERTY AREA (GROSS): 39,841 SQ. FT. OR Ø.9108 ACRES
11a TOTAL NEW BUILDING LOT COV (FOOTPRINT): 9,423 SQ. FT. OR 24%

12. BUILDING AREAS:
NOTE: BUILDING AREAS INCLUDE OUTSIDE FACE TO OUTSIDE FACE OF BUILDINGS. IT DOES NOT INCLUDE EXTERIOR CORRIDORS, STAIRS.

EXISTING BUILDING AREAS:

EXISTING CHURCH	4,822 G.S.F.
EXISTING COMMON LOBBY AREA	786 G.S.F.
EXISTING CLASSROOM BUILDING (5 CLASSROOMS)	2,031 G.S.F.
TOTAL EXISTING BUILDING AREAS	6,249 G.S.F.

EXISTING DEMOLITION BUILDING AREAS:

EXISTING CHURCH	584 G.S.F.
EXISTING COMMON LOBBY AREA	136 G.S.F.
EXISTING CLASSROOM BUILDING	2,031 G.S.F.
TOTAL DEMOLITION BUILDING AREA	2,811 G.S.F.

PROPOSED BUILDING AREAS:

EXISTING CHURCH TO REMAIN (RENOVATED)	3,436 G.S.F.
NEW CHURCH'S COVERED ENTRY	393 G.S.F.
NEW CLASSROOM BUILDING GROUND FLOOR	9,887 G.S.F.
NEW CLASSROOM BUILDING SECOND FLOOR	9,392 G.S.F.
NEW COVERED PLAY AREA	716 G.S.F.
TOTAL PROPOSED (NEW+EXISTING) BUILDING AREA	19,824 G.S.F.

13. OCCUPANT LOAD CALCULATIONS:
NOTE: BOTH BUILDING WILL NOT BE IN USE AT THE SAME TIME.

EXISTING CONDITIONS CHURCH & SCHOOL:

CHURCH	215 PERSONS
FBC - MEANS OF EGRESS - TABLE 1004.1.2	
NUMBER OF STUDENTS	90 PERSONS
NUMBER OF TEACHERS	4 PERSONS
NUMBER OF STAFF	7 PERSONS
TOTAL OCCUPANT LOAD	316 PERSONS

NEW PROPOSED:

CHURCH	215 PERSONS
NUMBER OF STUDENTS:	240 PERSONS
K-2 (18/CLASS) 6 x 18 = 108	
3-5 (22/CLASS) 6 x 22 = 132	
NUMBER OF TEACHERS (1 TEACHER PER 25 STUDENTS)	12 PERSONS
NUMBER OF STAFF	12 PERSONS
TOTAL OCCUPANT LOAD	479 PERSONS

14. PARKING REQUIREMENTS:

REQUIRED: (MINIMUM)

CHURCH:	1 SPACE PER 60 S.F. 1545 SF/ 60 = 26 SPACES
CLASSROOM:	1 SPACE PER TEACHER/ STAFF 24 PERSONS = 24 SPACES
REQUIRED SPACES:	26 PARKING SPACES REQUIRED (CHURCH AND CLASSROOMS NOT USED AT THE SAME TIME, SEE HOURS OF OPERATION)

HANDICAPPED PARKING: (FBC-ACCESSIBILITY 2014 - TABLE 208.2)

26-50 TOTAL SPACES PROVIDED:	2 HANDICAP PARKING SPACES REQUIRED
TOTAL ADA PARKING SPACES:	2 PARKING SPACES PROVIDED

PROVIDED:

HANDICAP:	2 HANDICAP PARKING SPACES PROVIDED
STANDARD:	36 PARKING SPACES PROVIDED
TOTAL PROVIDED PARKING SPACES:	38 PARKING SPACES PROVIDED

15. PROPOSED HOURS OF OPERATION:
SCHOOL
SCHOOL HOURS: 7:00 A.M. - 3:00 P.M. MONDAY - FRIDAY
**NOTE: DROP OFF IN THE MORNINGS AND PICK UP IN THE AFTERNOONS WILL BE STAGGERED BY AN HOUR, GRADES K-2 & 3-5.
AFTER SCHOOL HOURS: 3:00 P.M. - 6:00 P.M. MONDAY - FRIDAY

16. NUMBER OF STORIES:
EXISTING: ONE (1) STORY
PROPOSED: TWO (2) STORIES
BUILDING HEIGHT TOP OF PARAPET 35' - 0"

17. SETBACK TABLE:
A. BUILDING SITE
**AS PER THE CITY OF HOLLYWOOD LAND DEVELOPMENT REGULATIONS, ARTICLE 4, SETBACK REQUIREMENTS MAIN STRUCTURE RM-25, SECTION 4.2, C, (2), (1) PEDESTAL.

REQUIRED: (MINIMUM)

AFRONT (SOUTH) (VAN BUREN STREET):	25'-0"
BSIDE/INTERIOR (EAST):	50'-0" 25% LOT WIDTH (NOT TO BE 50'-0") (NOT & 10'-0")
CSIDE/STREET (WEST) (SOUTH 24TH AVENUE):	15'-0" MIN
DREAR (2 STORY OR HIGHER) (NORTH) (ALLEYWAY):	30'-0" 15% LOT WIDTH (20'-0" MIN) (50'-0" MAX)

EXISTING:

AFRONT (SOUTH) (VAN BUREN STREET):	63'-2"
BSIDE / INTERIOR (EAST):	VARIES SEE EXIST. SITE PLAN
CSIDE / STREET (WEST) (SOUTH 24TH AVENUE/EXISTING CHURCH):	10'-5"
DREAR (2 STORY OR HIGHER) (NORTH) (ALLEYWAY/EXISTING CHURCH):	10"

PROVIDED:

AFRONT (SOUTH) (VAN BUREN STREET):	68'-5"
BSIDE / INTERIOR (EAST):	55'-0"
CSIDE / STREET (WEST) (SOUTH 24TH AVENUE):	10'-0"
DREAR (2 STORY OR HIGHER) (NORTH) (ALLEYWAY):	10"

B. PARKING
**AS PER THE CITY OF HOLLYWOOD LAND DEVELOPMENT REGULATIONS, ARTICLE 4, AT GRADE PARKING LOTS, SECTION 4.22, I, (2), (D) GREATER THAN 150'-0" LOT WIDTH/DEPTH.
**LANDSCAPE SETBACKS FOR AT GRADE PARKING LOTS WITH GREATER THAN 150'-0" LOT WIDTH/DEPTH

REQUIRED: (MINIMUM)

AFRONT (SOUTH) (VAN BUREN STREET):	10'-0"
BSIDE (EAST):	10'-0"
CREAR (NORTH) (ALLEYWAY):	10'-0"

EXISTING:

AFRONT (SOUTH) (VAN BUREN STREET):	3'-6"
BSIDE (EAST):	3'-5"
CREAR (NORTH) (ALLEYWAY):	10'-5"

PROVIDED:

AFRONT (SOUTH) (VAN BUREN STREET):	7'-5"
BSIDE (EAST):	10'-0"
CREAR (NORTH) (ALLEYWAY):	VARIES

18. GREEN AREA:

EXISTING LANDSCAPE GREEN AREA:	5,742 SF. OR 14%
PROVIDED NEW LANDSCAPE GREEN AREA:	7,861 SF. OR 20%

GENERAL SITE PLAN NOTES

A. THIS SITE IS TO BE READ AND COORDINATED IN CONJUNCTION WITH ALL RELATED DISCIPLINES INCLUDING SURVEY, DEMOLITION PLAN, TREE DISPOSITION PLAN, CIVIL ENGINEERING, LANDSCAPE, IRRIGATION, SITE PHOTOMETRICS / LIGHTING AND ARCHITECTURE.

B. SITE LIGHTING PHOTOMETRICS SHALL NOT EXCEED Ø.5 FOOT CANDLES @ PROPERTY LINES ABUTTING RESIDENTIAL ZONED PROPERTIES.

C. ALL NEW SITE DEVELOPMENT CONSTRUCTION SHALL COMPLY OR EXCEED STANDARDS SET BY THE CITY OF HOLLYWOOD'S GREEN BUILDING ORDINANCE.

D. CONSTRUCTION WILL BE PERFORMED ALL AT ONE (1) TIME / PHASE. PROPERTY WILL BE VACATED, SCHOOL & CHURCH WILL RELOCATE UNTIL CONSTRUCTION IS COMPLETED AND CERTIFICATE OF OCCUPANCY ISSUED.

E. MASS OR CELEBRATIONS WILL NOT OCCUR AT CHURCH DURING SCHOOL HOURS MONDAY THRU FRIDAY 7:00 AM THRU 3:30 PM.

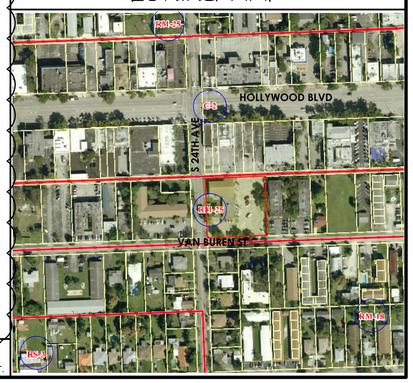
INDICATES OPEN / GREEN AREA

SITE KEYNOTES LEGEND

1. ADA PARKING STALL (12'-Ø" x 18'-Ø") W/ STANDARD 5'-Ø" WIDE AISLE ON ACCESSIBLE ROUTE TO BUILDING. REFER TO DETAILS ON SHEET SP-3.
2. STANDARD PARKING STALL 9'-Ø" WIDE X 16'-Ø" DEPTH (PAVEMENT) W/ 2'-Ø" CANTILEVER OVER CONCRETE CURB. REFER TO DETAILS ON SHEET SP-3.
3. STANDARD COMPACT PARKING STALL 9'-Ø" WIDE BY 15'-Ø" OVERALL DEPTH.
4. TRASH ENCLOSURE (6 C.Y. CONTAINER FOR TRASH AND 2 C.Y. CONTAINER FOR RECYCLING) REFER TO SHEET SP-3 FOR PLAN, ELEVATIONS AND SECTIONS AND SPECIFICATIONS OF ENCLOSURE.
5. TYPICAL TYPE 'D' CONTINUOUS CONCRETE CURBING.
6. TYP. 6" DIAMETER STEEL PIPE BOLLARD, CONCRETE FILLED, 36" HIGH, PAINT WITH BRIGHT TRAFFIC ENAMEL YELLOW PAINT AT COVERED DROP-OFF/PICK-UP.
7. EXISTING METAL FENCING TO REMAIN.
8. NEW METAL FENCE W/ 3'-Ø" WIDE GATE HEIGHT DESIGN AND COLOR TO MATCH EXISTING FENCING, PROVIDE SPRING HINGE ADJUSTED TO PRESSURE NOT BUILDING CODE (ADA) PERMITTED PRESSURE. FENCE LINE / DOOR SWING OUT SHALL BE HELD BACK 5'-Ø" OFF PROPERTY.
9. SCREEN WALL - REFER TO FLOOR PLAN EXTERIOR ELEVATIONS FOR HEIGHT, DESIGN MATERIALS, ETC.
10. TYPICAL CONCRETE WHEEL STOPPER.
11. TYPICAL 2'-Ø" DIAMETER CONCRETE COLUMN / STUCCO SMOOTH / PAINT.
12. TYPICAL STOP SIGN BAR AND STRIPPING. REFER TO CIVIL DRAWINGS FOR DETAILS.
13. NEW CONCRETE FLATWORK/ SIDEWALKS, PAVEMENT IN 5'-Ø" x 5'-Ø" GRID SCORED PATTERN IN BROOM FINISH WITH SMOOTH TROWEL (POL184) PICTURE FRAME. REFER TO SHEET SP-3 FOR DETAILS.
14. NEW SEGMENT OF METAL FENCE, APPROX. 5'-Ø" HIGH, BLACK PICKET FENCE TO MATCH EXISTING IN HEIGHT, STYLE & FINISH EXACTLY.
15. EXISTING ROLLING GATE RELOCATED FROM SOUTH SIDE OF PROPERTY TO NORTH SIDE @ NEW EXIT. ADJUST EXISTING FENCING AS NECESSARY TO ACCOMODATE GATE AT NEW LOCATION, PROVIDE NEW 1'-Ø" WIDE REINF. CONC. PAD, FLUSH W/ PAVEMENT, FOR ROLLING GATE WHEN IN OPEN POSITION. DURING HOURS OF OPERATION OF SCHOOL AND/OR CHURCH GATE SHALL BE OPENED AT ALL TIMES.
16. EXISTING ROLLING GATES RELOCATED FROM NORTH SIDE OF PROPERTY TO SOUTH SIDE @ NEW ENTRY/EXIT. ADJUST EXISTING FENCING AS NECESSARY TO ACCOMODATE GATES AT NEW LOCATION, PROVIDE TWO (2) NEW 1'-Ø" WIDE REINF. CONC. PADS, FLUSH W/ PAVEMENT, ONE (1) @ EACH SIDE, FOR ROLLING GATES WHEN IN OPEN POSITION. DURING HOURS OF OPERATION OF SCHOOL, AND/OR CHURCH GATES SHALL BE OPENED AT ALL TIMES.
17. EXISTING ROLLING GATES TO REMAIN. DURING HOURS OF OPERATION OF SCHOOL AND/OR CHURCH GATES SHALL BE OPENED AT ALL TIMES.

NOTE: MAXIMUM Ø.5 FOOT CANDLE LIGHTING LEVEL AT ALL PROPERTY LINES ABUTTING RESIDENTIALLY ZONED PROPERTIES.

SITE PARTIAL AREA ZONING MAP



SC : 1" = 10'-0"

0 5 FT. 10 FT. 20 FT.

NEW SITE PLAN

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

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Sheet title:
- NEW SITE PLAN
- SITE/BUILDING DATA
- KEY NOTES LEGEND
- ZONING MAP

Seal/Signature:
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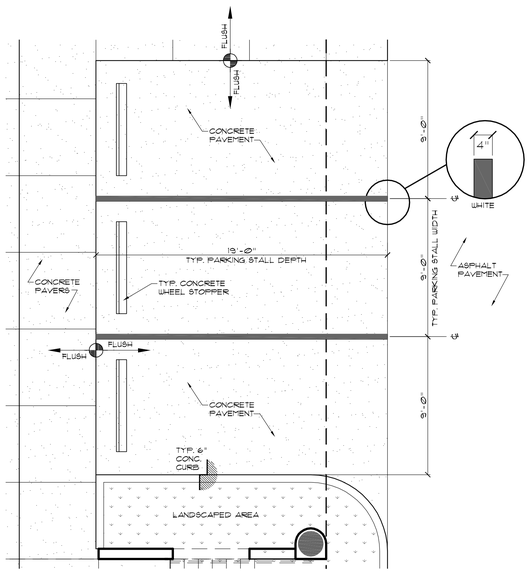
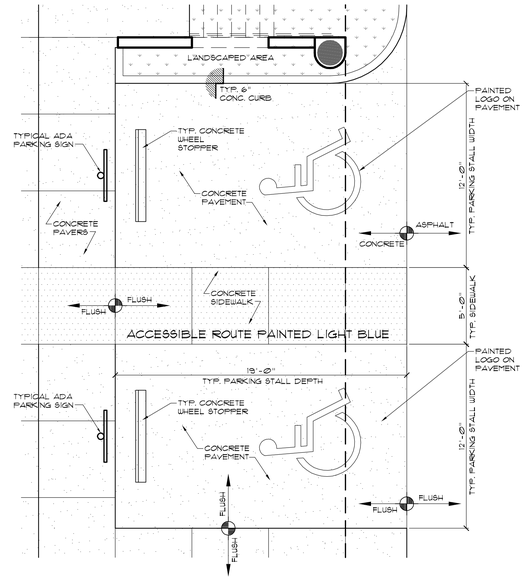


NOTE: REGULAR PARKING SPACES SHALL HAVE AN OVERALL DIMENSIONS OF 9' WIDE BY 18' DEPTH (INCL. 2' OVERHANG).
COMPACT PARKING SPACES SHALL HAVE AN OVERALL DIMENSIONS OF 9' WIDE BY 15' DEPTH (INCL. 2' OVERHANG).

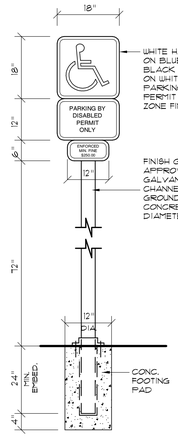
1 SP-2 TYPICAL PARKING STALL SC: 1/4" = 1'-0"

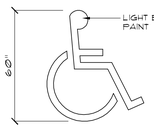


NOTE: PARKING SPACES AND ACCESS AISLE SURFACES SHALL BE LEVEL WITH SURFACE SLOPES NOT TO EXCEED 1:50 (2%).

REFER TO CIVIL DRAWINGS FOR GRADING AND ELEVATIONS

2 SP-2 HANDICAPPED PARKING STALL SC: 1/4" = 1'-0"





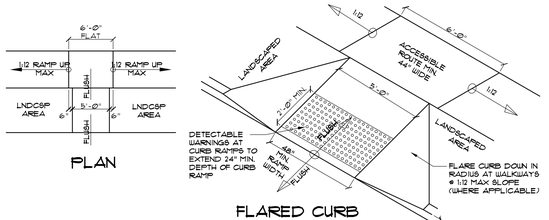
PARKING STALL LOGO

NOTES:

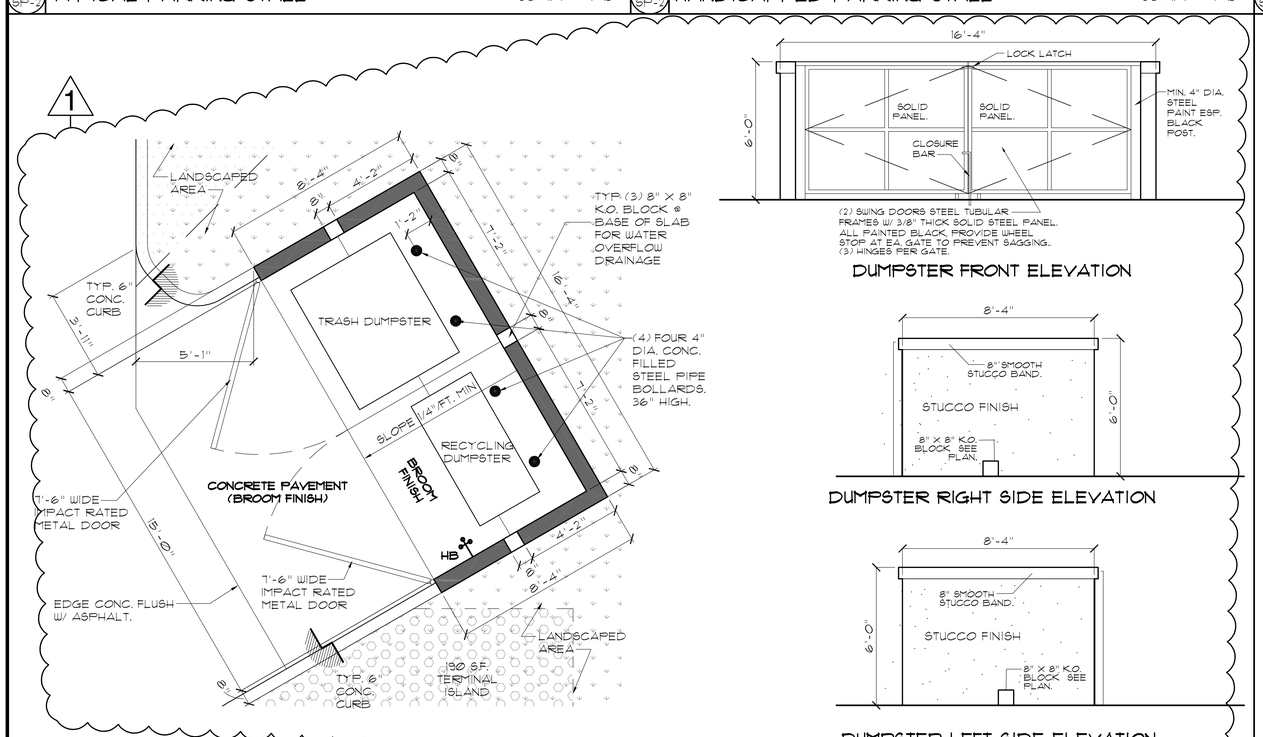
1. HANDICAPPED SIGN SHALL BE OF F.D.O.T. (BLUE) COLOR.
2. PAVEMENT BORDER LINES (ONE ON EACH SIDE) OF THE HANDICAPPED SPACE WILL BE OF A BLUE COLOR OF A QUALITY EQUIVALENT TO SUPER STRIPE TRAFFIC PAINT - SOLD BY FOX VALLEY SYSTEMS, INC. OF GARY, ILLINOIS, PHONE 1-800-323-4770. SHALL BE STRIPED ON THE WEARING SURFACE OF EACH SPACE DESIGNED FOR THE HANDICAP PARKING SPACE.
3. ALL LETTERS IN MIDDLE PORTION OF SIGN ARE 15" SERIES AT 15" SPACING.
4. ALL LETTERS IN BOTTOM PORTION OF SIGN ARE 1" SERIES AT 1" SPACING.
5. MINIMUM FINE SHALL BE $250.00 OR AS ESTABLISHED BY GOVERNING MUNICIPALITY.

EACH ACCESIBLE PARKING SPACE MUST BE PROMINENTLY OUTLINED WITH BLUE PAINT AND REPAINTED AS NECESSARY TO BE CLEARLY DISTINGUISHABLE AND MUST BE POSTED WITH A PERMANENT ABOVE GRADE SIGN BEARING INTERNATIONAL SYMBOL OF ACCESSIBILITY MEETING COLORS AND DESIGNS APPROVED BY THE DEPARTMENT OF TRANSPORTATION CAPTIONED "PARKING BY DISABLED PERMIT ONLY" AND COMPLYING WITH THE GOVERNING MUNICIPALITY IN WHICH PROJECT IS LOCATED AND MEETING FLORIDA A.D.A. COMPLIANCE STANDARD AS MINIMUM.

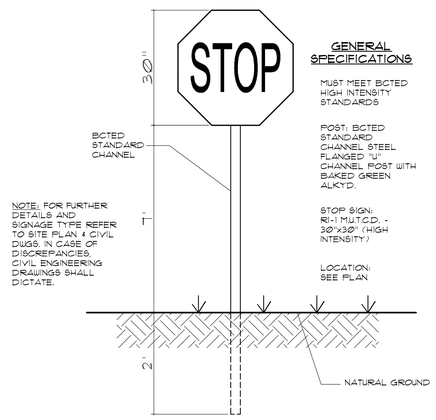
3 SP-2 HANDICAPPED PARKING SIGN/LOGO SC: NTS



4 SP-2 CURB RAMP/SIDEWALK DETAILS SC: NTS



5 SP-2 DUMPSTER / TRASH ENCLOSURE SC: 3/8" = 1'-0"



GENERAL SPECIFICATIONS

MUST MEET BCTED HIGH INTENSITY STANDARDS

POST: BCTED STANDARD CHANNEL STEEL FLANGED "U" CHANNEL POST WITH BAKED GREEN ALKYD.

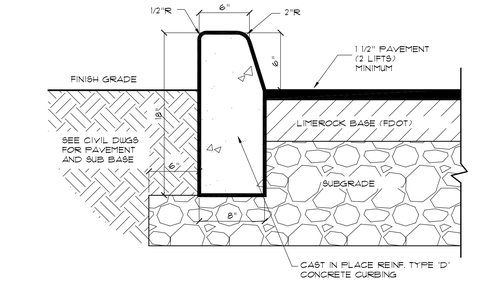
STOP SIGN: R1-1 M.U.T.C.D. - 30"x30" (HIGH INTENSITY)

LOCATION: SEE PLAN

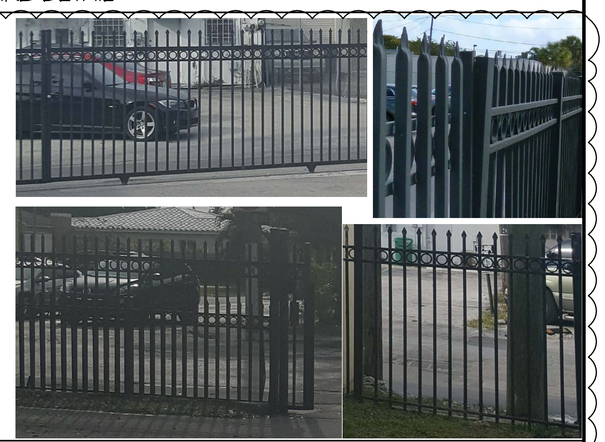
NOTE: FOR FURTHER DETAILS AND SIGNAGE TYPE REFER TO SITE PLAN & CIVIL DWGS. IN CASE OF DISCREPANCIES, CIVIL ENGINEERING DRAWINGS SHALL DICTATE.

NOTE: ALL SIGNS SHALL BE LOCATED 2' FROM THE EDGE OF PAVEMENT.

6 SP-2 STOP SIGN DETAIL SC: NTS



7 SP-2 TYPE "D" CURB DETAIL SC: NTS



NOTE: NEW FENCING/GATES TO MATCH EXISTING. BLACK ESP PAINTED, APPROX. 5'-0" HIGH.

1

2 SP-2 NEW/EXISTING SITE FENCING/GATES SC: NTS

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Sheet title: • SITE DETAILS

Seal/Signature: FRANK COSTOYA, JR. A.I.A. FL. REG. NO. AR0012198
Date:

Sheet Number: SP-2
consecutive
of sheets

LEGEND

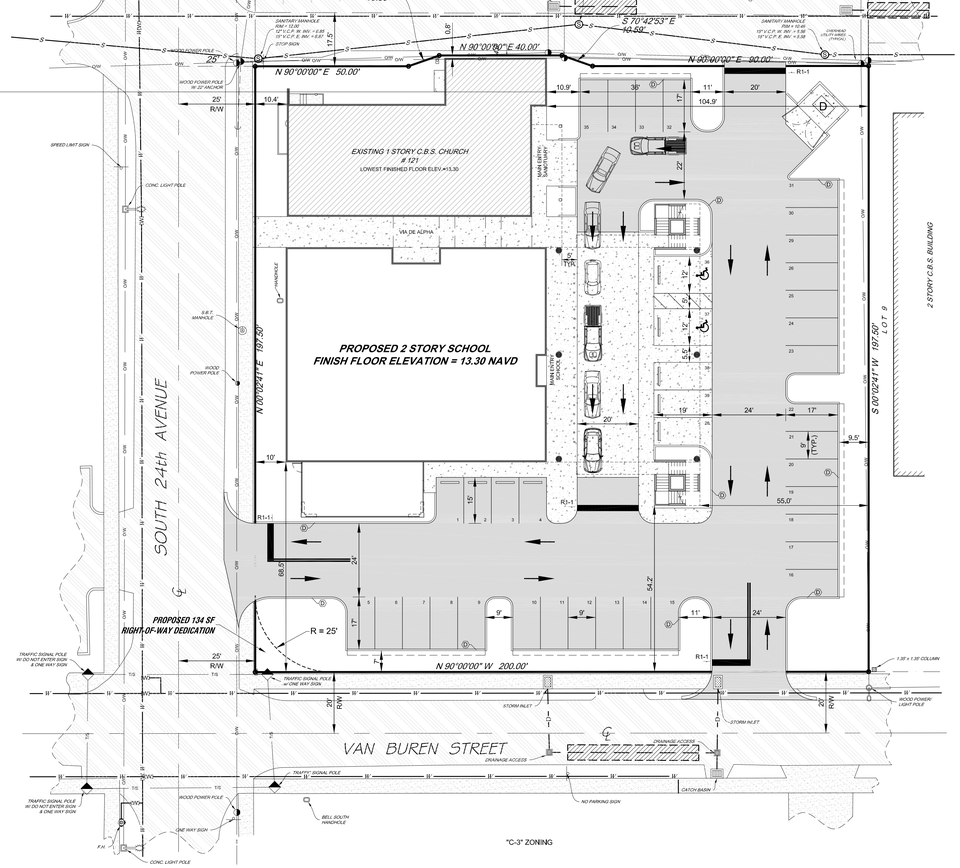
- EXISTING CONCRETE
- EXISTING ASPHALT PAVEMENT (TO REMAIN)
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- D — PROPOSED DUMPSTER ENCLOSURE
- R1-1 — PROPOSED STOP SIGN
- FLOW OF TRAFFIC ARROW
- PROPOSED TYPE D CONCRETE CURB

NORTH

GRAPHIC SCALE

0 20 30 40 60 100

(IN FEET)
1 inch = 20 ft.



SEE SHEET D-1 AS PREPARED BY FRANK COSTOYA ARCHITECT, P.A. FOR SITE DATA INFORMATION

McLAUGHLIN ENGINEERING COMPANY
1700 N.W. 64th STREET, SUITE 400, FORT LAUDERDALE, FLORIDA 33309-1801
PHONE: (954) 763-7611
FAX: (954) 763-7615
EB & LB #2265

10/17/16

Lou Consorte, Jr.
Professional Engineer No. 36762
Professional Surveyor and Mapper No. 4338
State of Florida

for:
FAITH AND LIFE FELLOWSHIP MINISTRIES, INC.

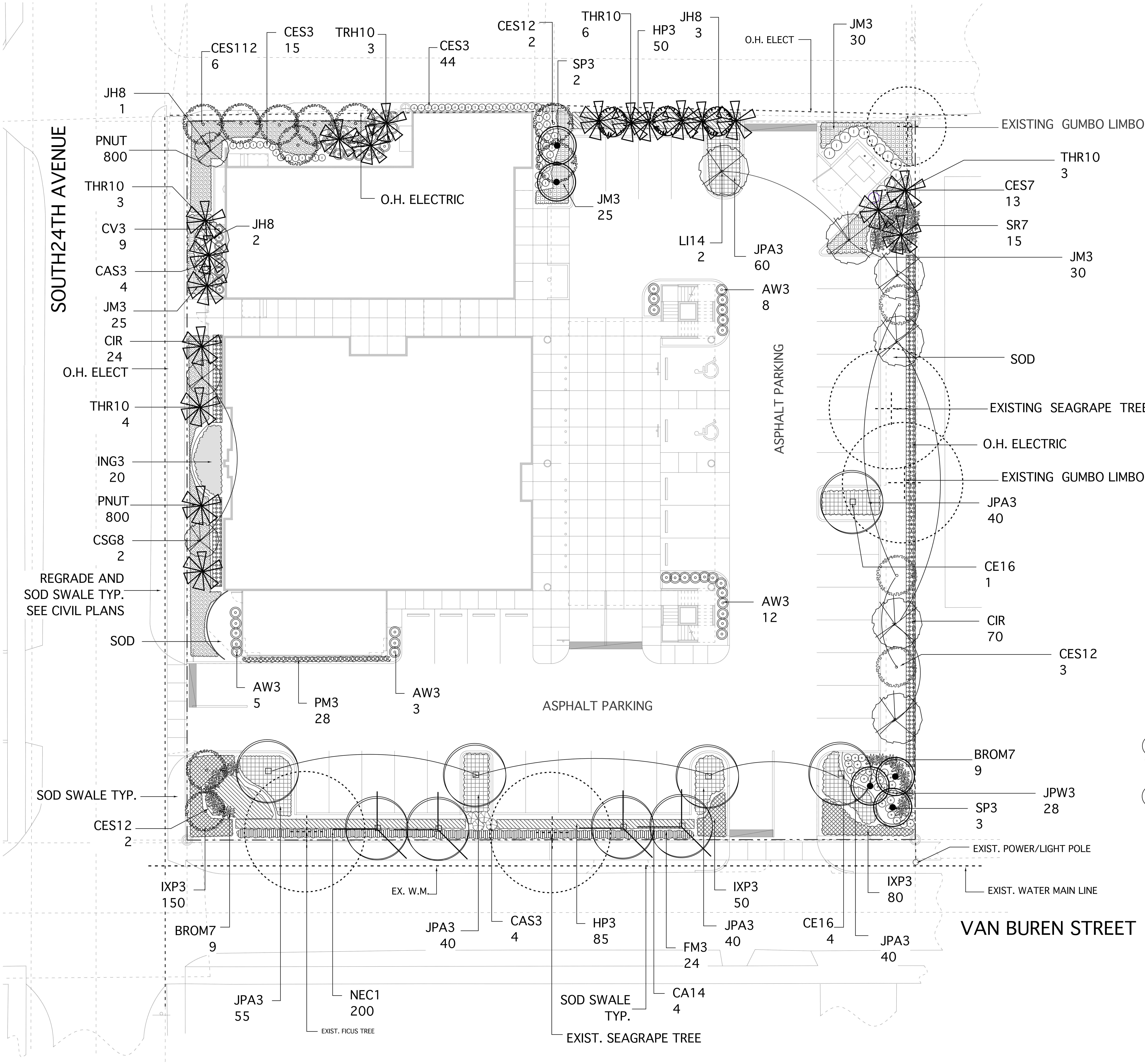
ALPHA INTERNATIONAL ACADEMY CHARTER SCHOOL
CITY OF HOLLYWOOD
BROWARD COUNTY, FLORIDA

SITE PLAN

PROJECT NO. U7183
DATE 10/17/16
REVISION
9/19/16

DRAWING
SP

SHEET
1 OF 1



Know what's below.
Call before you dig.

NORTH

NOTES

MULCH ALL LANDSCAPE AREAS EXISTING AND PROPOSED WITH GRADE B OR BETTER NON CYPRESS BLEND. ALL EXISTING LANDSCAPE MATERIALS IN POOR CONDITION OR MISSING AT TIME OF C.O. SHALL BE REPLACED WITH SAME SPECIES AND SIZE. ALL EXISTING TREES SHALL BE CORRECTIVELY PRUNED AS NEEDED PER ANSI -300 STD'S

REFER TO SHEET L-3 FOR LANDSCAPE DETAILS ,SPECIFICATIONS, AND PLANT MATERIAL LIST.

REFER TO SHEET L-2 FOR EXISTING TREE INFORMATION

CONTRACTOR SHALL DO OWN TAKE OFF FROM PLAN

CONTRACTOR SHALL NOTIFY THE CITY LANDSCAPE REVIEWER PRIOR TO ANY CHANGES IN APPROVED LANDSCAPE MATERIALS

ALL LANSDCAPE WORK SHALL MEET THE MIN. REQUIREMENTS PER THE CITY OF HOLLYWOOD'S LANDSCAPE CODE.

IRRIGATION DESIGN AND SPECIFICATIONS SHALL BE PROVIDED AT TIME OF PERMIT.

DRC REV: 7/19/16
DRC REV: 9/16/16

CITY OF HOLLYWOOD
LANDSCAPE CALCULATIONS
ZONING: RM-25
TOTAL SITE AREA: 39,675 SF. .91 ACRES
PERVIOUS AREA: 7,861 SF. (20%)
VUA: 17,680 SF (44.6%)

PERIMETER LANDSCAPE:
(1) STREET TREE PER 50 LF. OF STREET FRONTAGE

VAN BUREN ST. 200 LF. = 4 TREES REQUIRED
PROPOSED = 4 TREES

S. 24TH AVE 198LF. = 4 TREES REQUIRED
PROPOSED = 4 TREES

BUFFERS: (1) TREE PER 20 LF.
WEST BUFFER 198 LF./20 = 8 TREES
REQUIRED = 8
PROVIDED = 8

NORTH BUFFER 200 LF./20 =10
PROVIDED = 10 TREES

INTERIOR LANDSCAPE FOR VUA:
(1) TREE PER 190 SF. ISLAND = 7
PROVIDED = 7 TREES

25% OF VUA AREA SHALL BE LANDSCAPE
OPEN SPACE: 17,681 VUA X.25 = 4,420
REQUIRED = 4,420 SF
PROVIDED = 4,420 SF.

OPEN SPACE:
(1) TREE PER 1,000 SF. OF PERVIOUS LOT AREA
7,861 SF. /1,000 = 8 TREES REQUIRED
PROVIDED = 8 TREES

TOTAL TREES REQ. ON SITE= 41
TOTAL TREES PROVIDED = 41 + 5 EXISTING
NATIVE TREES REQUIRED 60% = 25
PROVIDED = 28
NATIVE SHRUBS REQUIRED = 50%
673 SHRUBS PROVIDED
NATIVE SHRUBS PROVIDED = 448 (67%)

TREE MITIGATION REQUIRED = 82" + 3 PALMS
REPLACEMENT TREES PARTIALLY MITIGATED BY INCREASING THE SIZE OF CODE MIN. TREES BY (20") IN ADDTION TO (5) EXISTING TREES TO REMAIN.

IRRIGATION SYSTEM REQUIREMENT:
AUTOMATIC IRRIGATION SYSTEM PROVIDED
SEE SHEET IR-1 AT TIME OF PERMIT.

LA-6666695 ISA-0827A
1016 ne 45th street
oakland park, fl. 33334
tel. 954-763-4071
954-763-1047
e - mlagroupinc@yahoo.com
mlagroupinc.com
landscape architecture

REVISIONS:
DRC REV: 7/19/16
DRC REV: 9/16/16

SHEET TITLE:
LANDSCAPE PLANTING PLAN

PROJECT:
FAITH AND LIFE MINISTRIES INC.
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 S. 124TH AVENUE
HOLLYWOOD, FL.

SEAL:

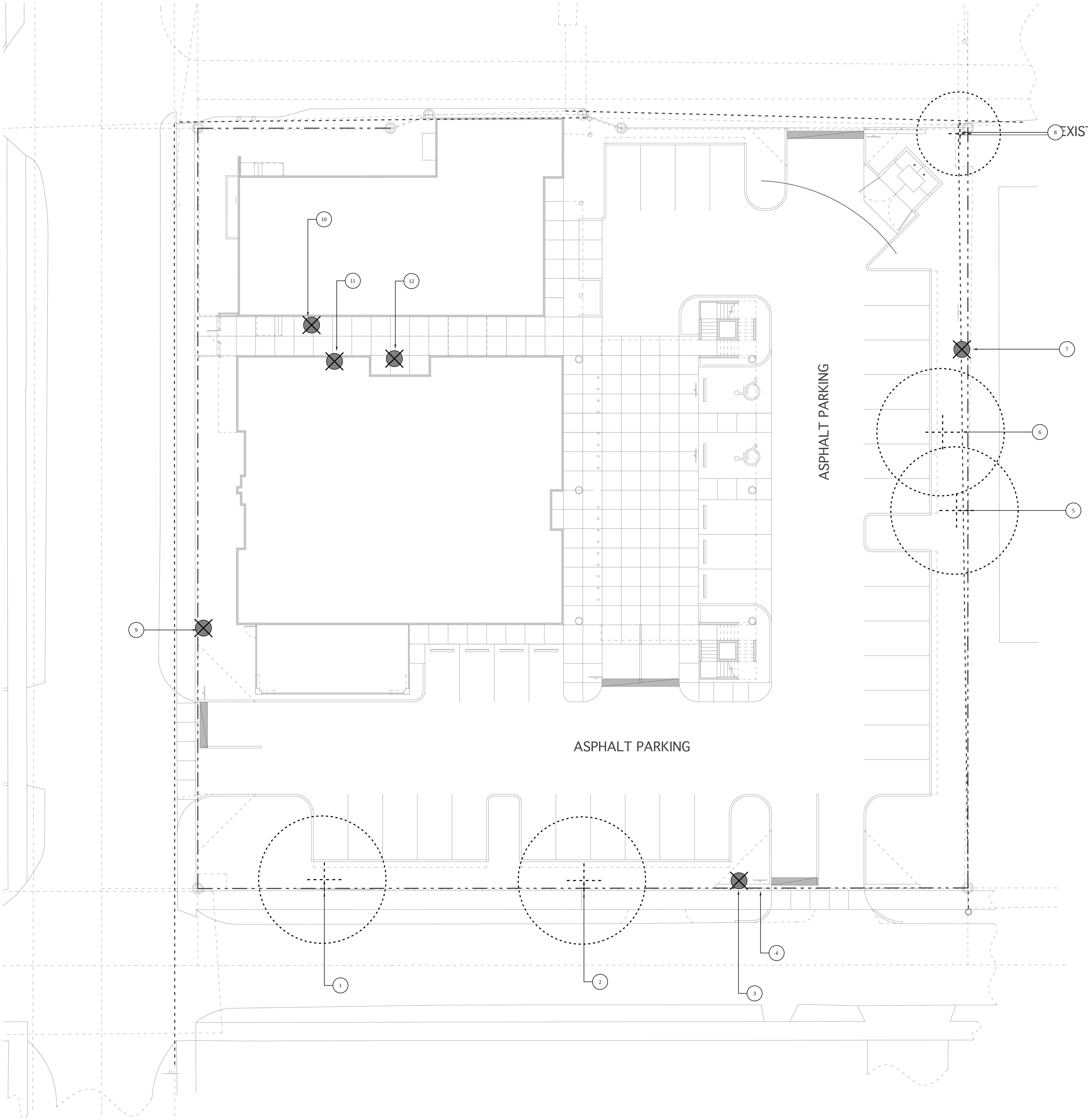
SCALE: 1"=10'

DATE DRAWN: 10-17-16

SHEET NO.

L-1

of-3



KEY

EXISTING TREE/PALM TO REMAIN IN PLACE

EXISTING PALM TO REMOVE

EXISTING TREE INVENTORY

NO.	COMMON NAME	SIZE (DBH. HT.X SPR.)	CONDITION	DETERMINATION
1.	FICUS AUREA	50" DBH. 27'X40'	GOOD	REMAIN
2.	SEA GRAPE	47" DBH. 23'X33'	GOOD	REMAIN
3.	SEA GRAPE	19" DBH. 25'X28'	FAIR	REMOVE/MITIGATE
4.	SEA GRAPE	11" DBH. 16'X20'	FAIR	REMOVE/MITIGATE
5.	GUMBO LIMBO	18.5" DBH. 25'X18'	GOOD	REMAIN
6.	SEA GRAPE	21" DBH. 33'X30'	FAIR	REMAIN
7.	UNKNOWN	35" DBH. 35'X30'	POOR	REMOVE/MITIGATE
8.	GUMBO LIMBO	9" DBH. 20'X20;	FAIR	REMAIN
9.	BLACK OLIVE	17" DBH. 35'X30'	POOR	REMOVE/MITIGATE
10.	FOXTAIL PALM	12' CT.	GOOD	REMOVE/MITIGATE
11.	FOXTAIL PALM	6' CT.	FAIR	REMOVE/MITIGATE
12.	FOXTAIL PALM	10' CT.	GOOD	REMOVE/MITIGATE

TREE CALIPER REMOVED = 82 INCHES
TREE MITIGATION REQUIRED = 82" REFER TO SHEET L-1 DATA FOR MITIGATION REPLACMENT
PALMS REMOVED TO BE MITIGATED = 3
SEE SHEET L-1 DATA FOR REPLACEMENT VALUES
TREE MITGATION: NO TREES SHALL BE REMOVED OR RELOCATED WITHOUT THE APPROVAL OF A TREE REMOVAL PERMIT.

ALL TREES TO REMAIN SHALL BE PROTECTED BY A TREE PROTECTION BARRIER
REFER TO DETAIL SHEET L-3

landscape architecture
LA-6666695 ISA-0827A
1016 ne 45th street
oakland park, fl. 33334
tel. 954-763-4071
954-763-1047
e - mlagroupinc@yahoo.com
mlagroupinc.com

REVISIONS:
DRC REV: 7/19/16
DRC REV: 9/16/16

SHEET TITLE:
EXISTING TREE DISPOSITION PLAN

PROJECT:
FAITH AND LIFE MINISTRIES INC.
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 S. 124TH AVENUE
HOLLYWOOD, FL.

SEAL:

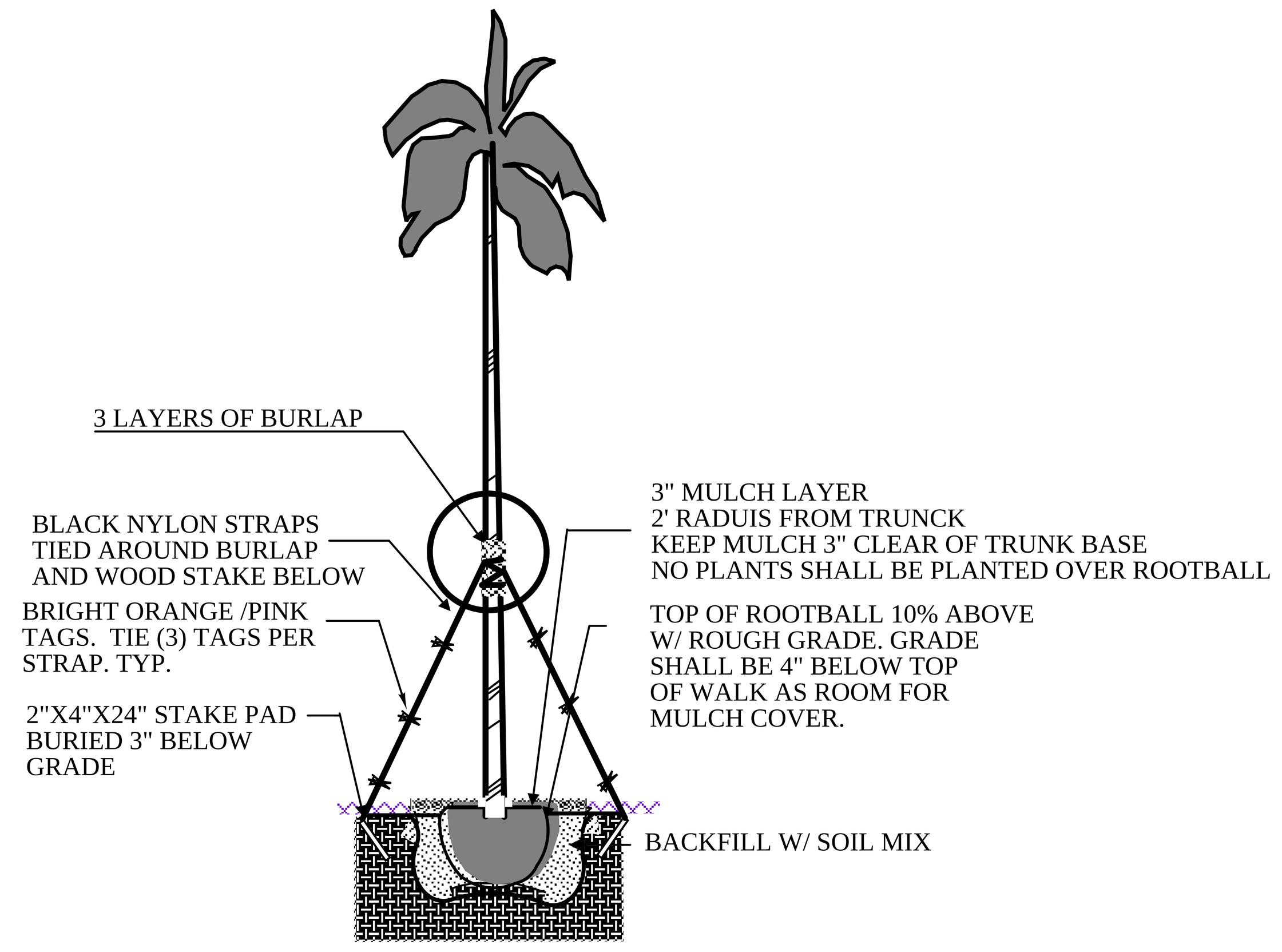
SCALE: 1"=10'

DATE DRAWN: 10-17-16

SHEET NO.

L-2

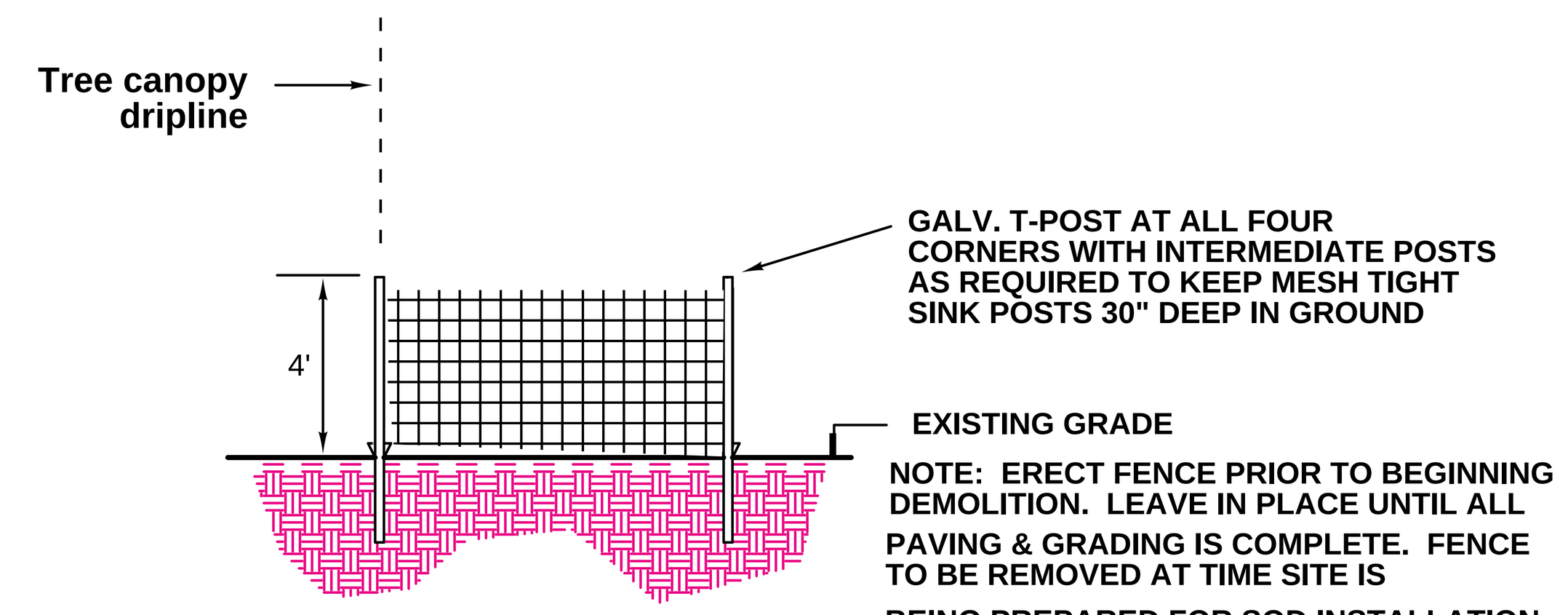
of-3



PALM PLANTING DETAIL

NOT TO SCALE

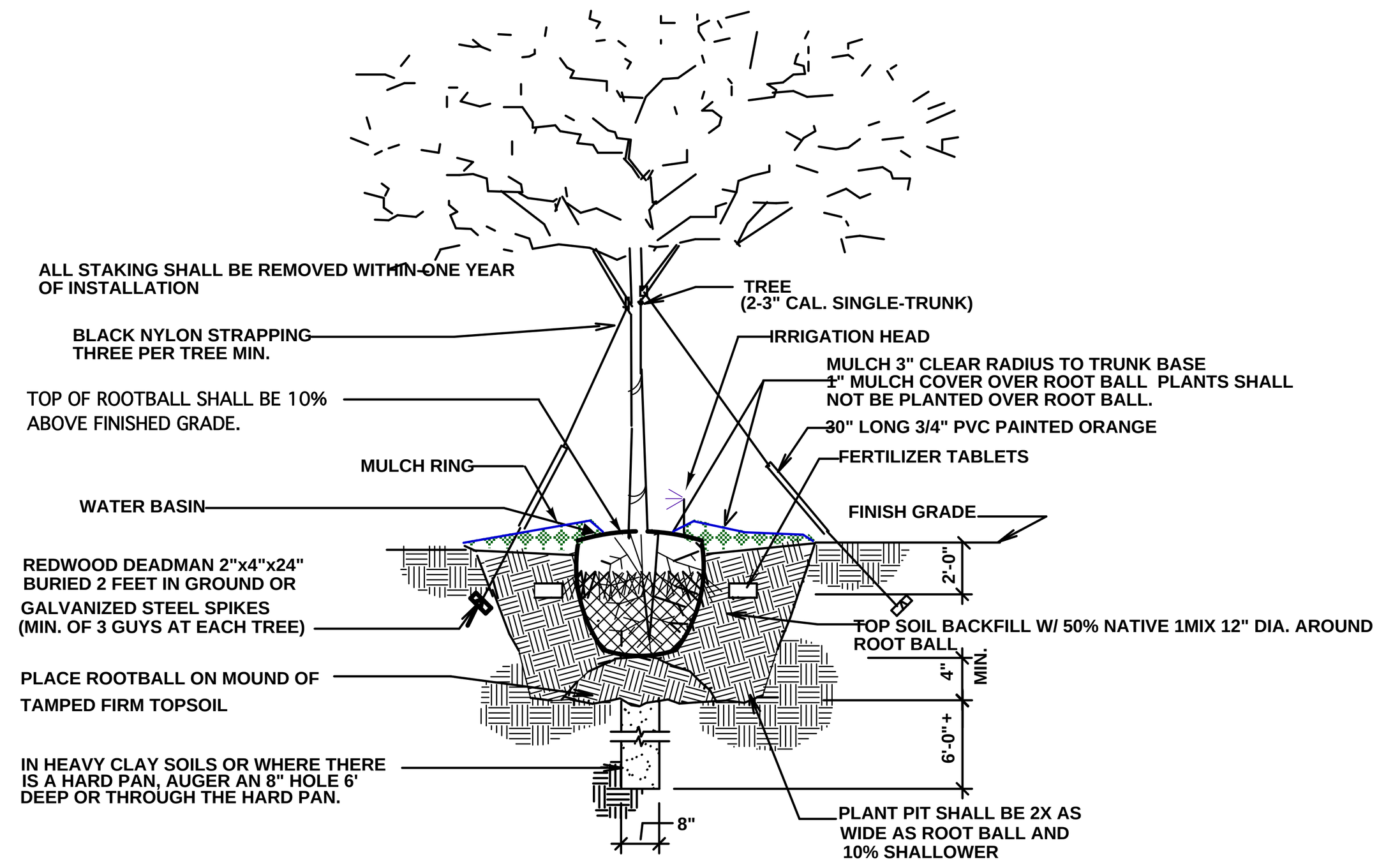
NOTE: TREE PROTECTION BARRIER SHALL BE INSTALLED PRIOR TO STARTING WORK ON SITE. BARRIER SHALL REMAIN IN PLACE UNTIL CONSTRUCTION HAS BEEN COMPLETED.



NOTE: ERECT FENCE PRIOR TO BEGINNING DEMOLITION. LEAVE IN PLACE UNTIL ALL PAVING & GRADING IS COMPLETE. FENCE TO BE REMOVED AT TIME SITE IS BEING PREPARED FOR SOD INSTALLATION.

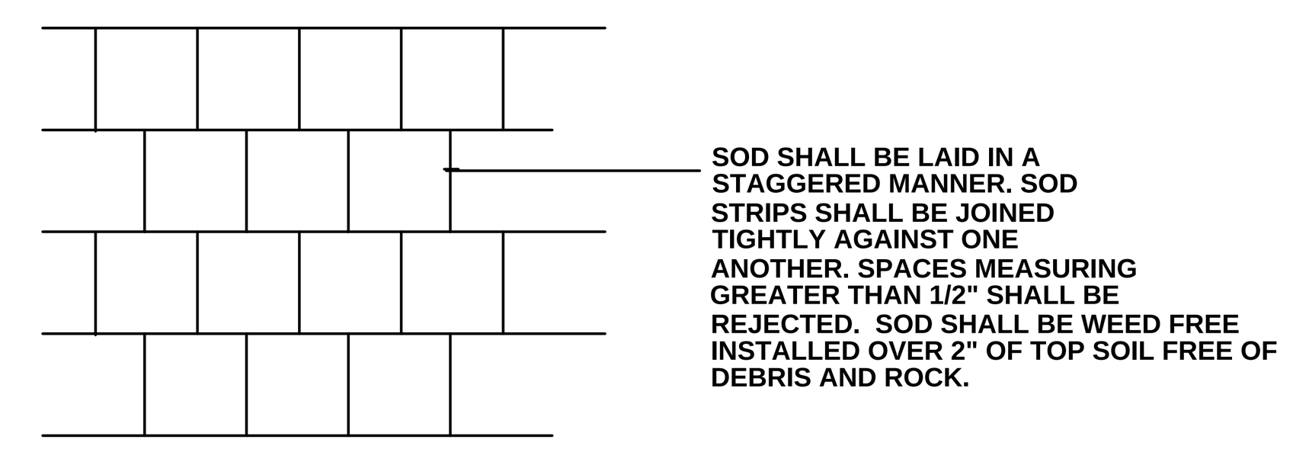
TREE PROTECTION/TEMPORARY BARRIER DETAIL

NOT TO SCALE



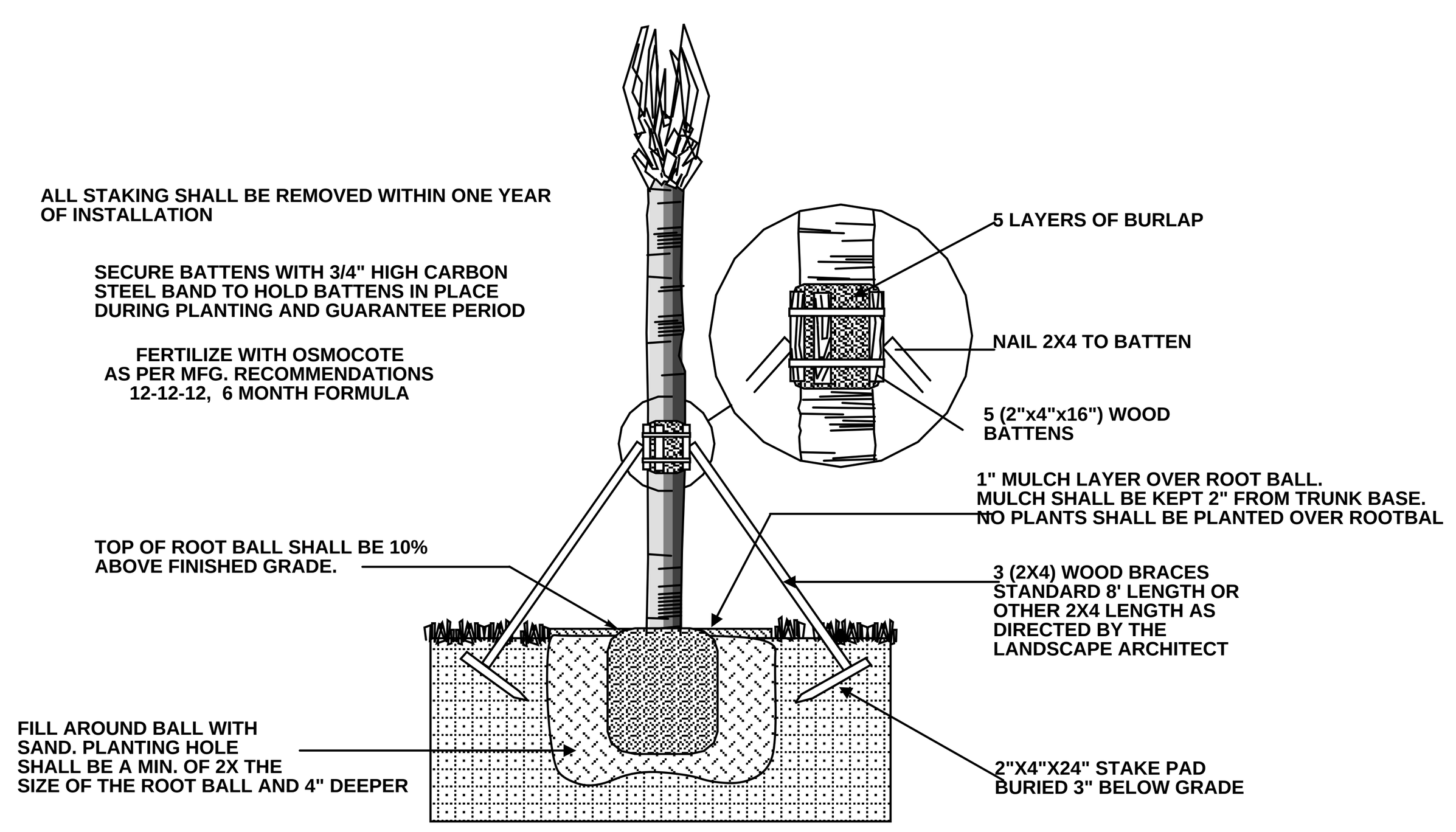
SINGLE TRUNK GUYING AND PLANTING DETAIL

NOT TO SCALE



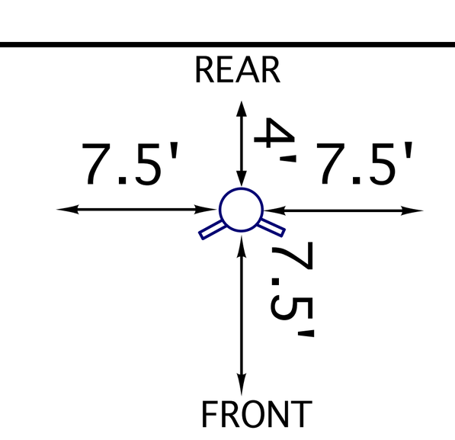
SOD PLANTING DETAIL

NOT TO SCALE

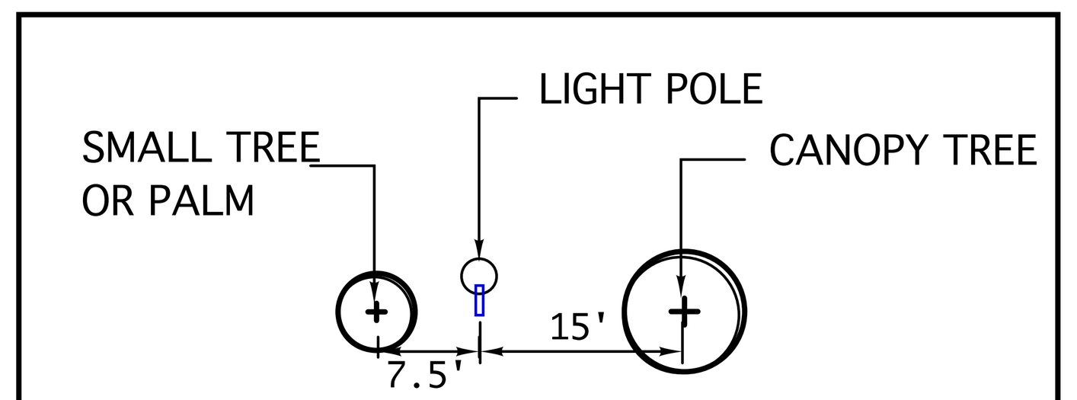


SABAL PALM PLANTING DETAIL

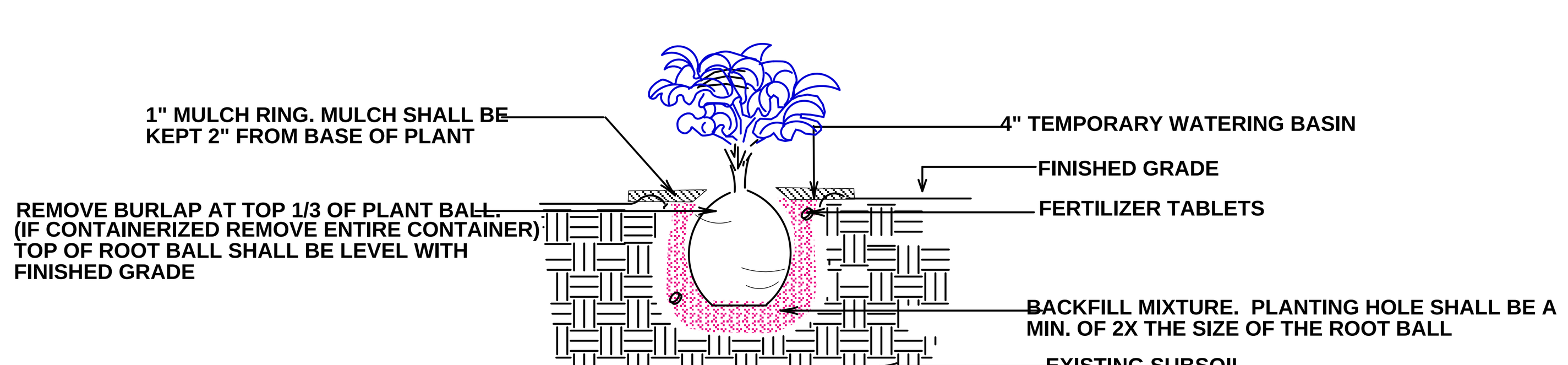
NOT TO SCALE



FIRE HYDRANT CLEAR ZONE DETAIL
N.T.S.



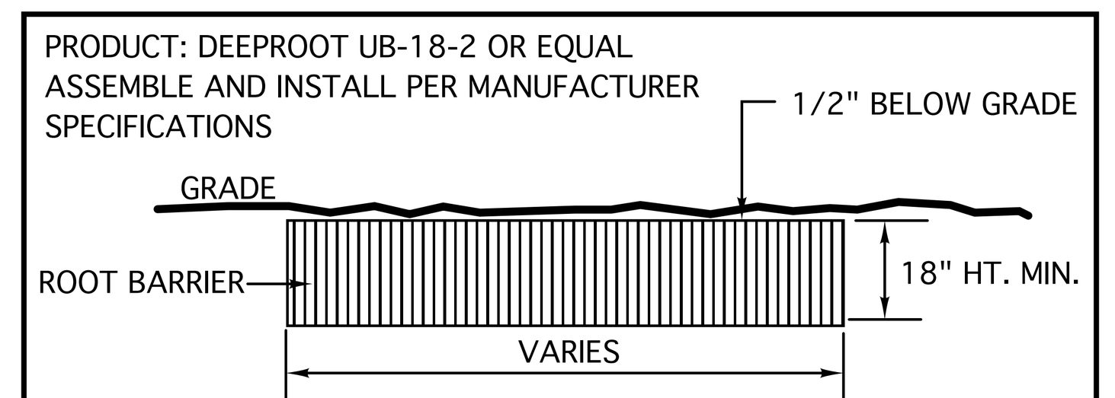
LIGHT POLE CLEAR ZONE DETAIL TYP.



SHRUB PLANTING DETAIL

NOT TO SCALE

PRODUCT: DEEPROOT UB-18-2 OR EQUAL ASSEMBLE AND INSTALL PER MANUFACTURER SPECIFICATIONS



ROOT BARRIER DETAIL
N.T.S.

GENERAL LANDSCAPE NOTES

1. CONTRACTOR SHOULD MAKE HIS OWN TAKE OFF TO ELIMINATE DISCREPANCIES. IN CASE THEY OCCUR, THE PLAN WIL TAKE PRECEDENCE OVER THE PLANT LIST.
2. EXACT LOCATION OF PLANT MATERIAL MAY VARY SLIGHTLY. COORDINATE FIELD LOCATIONS WITH OTHER TRADES PRIOR TO COMMENCEMENT OF WORK
3. ALL PLANT MATERIAL FURNISHED BY THE LANDSCAPE CONTRACTOR SHALL BE "FLORIDA #1" OR BETTER AND SHALL BE INSTALLED AS SPECIFIED IN "FLORIDA DEPT. OF AGRICULTURAL GRADES AND STANDARDS". CURRENT EDITION RESPECTIVELY.
4. ALL PLANTING TO BE DONE ACCORDING TO GOOD NURSERY PRACTICE.
5. ALL PLANTING MATERIAL SHALL BE GUARANTEED 365 DAYS (I YEAR) FROM TIME OF FINAL INSPECTION & APPROVAL.
6. ALL SOD TO BE ST. AUGUSTIN FLORATAM SOLID, UNLESS OTHERWISE NOTED. SOD SHALL BE WEED AND PEST FREE. SOD SHALL BE LAID ON A SMOOTH SURFACE WITH TIGHT JOINTS CUT TO CONFORM TO PLANTERS AND CURBS.
7. ALL BED AREAS TO RECEIVE A 3" LAYER OF EUCALYPTUS MULCH/ FLORIMULCH, & SHALL BE A MIN. OF 1'-0" WIDER THAN PLANTS (MEASURED FROM OUTSIDE OF FOLIAGE) MULCH TYPE SHALL BE FREE OF ARSENIC BY PRODUCTS.
8. ALL TREES FIELD GROWN UNLESS OTHERWISE NOTED.
9. LANDSCAPER TO FURNISH ALL MATERIAL AND LABOR INCLUDING, PLANTS MULCH, TOP DRESSING, SOIL PREPARATION, DECORATIVE ITEMS (IF SHOWN), INSPECTIONS. TRANSPORTATION, WARRANTY, PEMIT, ETC. NECESSARY FOR COMPLETION OF ALL LANDSCAPING REQUIRED HEREIN EXCEPT IF DESIGNATED TO BE PROVIDED BY OTHERS.
10. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY CHANGES IN THE MATERIAL OR DESIGN PRIOR TO INSTALLATION OF THE SAME.
11. OWNER RESERVES THE RIGHT TO REJECT ANY OR ALL BIDS.
12. LANDSCAPER SHALL HAVE A COMPETENT ENGLISH SPEAKING SUPERINTENDENT PRESENT ON THE JOB WHO SHALL BE AUTHORIZED TO REPRESENT THE LANDSCAPER IN HIS ABSENCE.
13. PLANTS SHOULD BE TYPICAL FOR THEIR VARIETY AND SPECIES, PLANTS SHALL BE SOUND, HEALTHY VIGOROUS, FREE FROM PLANT DISEASE, INSECT OR THEIR EGGS. THEY SHALL HAVE HEALTHY NORMAL ROOTS AND SHALL NOT BE ROOT BOUND. QUALITY AND SIZE: ALL PLANT MATERIALS SHALL BE NURSERY GROWN UNLESS OTHERWISE NOTED.
14. ALL PLANT MATERIAL SHALL BE HANDLED IN A CAREFUL MANNER DURING TRANSPORTATION AND INSTALLATION.
15. PLANTS SHALL NOT BE PRUNED OR TOPPED BEFORE DELIVERY.
16. OWNER RESERVES THE RIGHT TO APPROVE ALL PLANT MATERIALS.
17. LANDSCAPER SHALL REMOVE ALL TRASH AND DEBRIS FROM THE SITE DAILY. THE PREMISES SHALL BE KEPT NEAT AND ORDERLY AT ALL TMES WHILE WORK IS IN PROGRESS.
18. THE LANDSCAPE CONTRACTOR SHALL LAY OUT HIS WORK ACCORDING TO THE PLANS AND SPECIFICATIONS AND WILL BE RESPONSIBLE FOR ALL MEASUREMENTS EXERCISING SPECIAL CARE IN LAYING OUT WORK TO KEEP WITHIN PROPERTY LINES AND RECOGNIZING EASEMENTS. THE LANDSCAPE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY ERRORS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES IN LAYOUT.
19. METHODS OF PROTECTION SHALL BE MAINTAINED AT ALL TIMES, AS REQUIRED TO INSURE ALL PERSONS AND PROPERTY AGAINST INJURY, AND SHALL BE MAINTAINED UNTIL THE COMPLETION OF ALL WORK.
20. PLANT MATERIAL ABBREVIATIONS ON THE PLANT LIST: FG (FIELD GROWN); CT (INDICATES CLEAR TRUNK MEASUREMENT FROM THE TOP OF BALL TO FIRST BRANCHING OR BASE OF THE LOWER FRONDS), GAL. (GALLON CAN), 3 GAL (3 GALLON CAN); OA (INDICATES OVERALL HEIGHT FROM TOP OF BALL TO MID POINT OF CURRENT SEASON'S GROWTH); SPR (INDICATES SPREAD), HVY (INDICATED HEAVY), MIN (INDICATES MINIMUM).
21. SUBSTITUTIONS: PLANT SUBSTITUTION REQUESTS, FOR PLANT MATERIAL NOT OBTAINABLE IN THE TYPE AND SIZE SPECIFIED SHALL BE MADE PRIOR TO SUBMISSION OF BIDS. ALL SUBSTITUTION REQUESTS SHALL BE DIRECTED TO THE LANDSCAPE ARCHITECT AND THE GOVERNING MUNICIPALITY FOR APPROVAL. IT IS THE LANDSCAPE CONTRACTOR'S OBLIGATION TO KNOW WHERE THEY CAN OBTAIN ALL MATERIAL AT THE TIME OF BIDDING AND AT THE TIME A CONTRACT IS EXECUTED.
22. THE CONTRACTOR'S GUARANTEE SHALL NOT APPLY IN THE EVENT OF FIRE, FLOOD, HURRICANE, WINDSTORM, OR OTHER "ACTS OF NATURE" OR DAMAGES TO LANDSCAPING IN PROGRESS CAUSED BY ANY PERSONS OTHER THAN THOSE PERSONS UNDER THE DOMINION AND CONTROL OF THE CONTRACTOR.
23. ALL TREES, PALMS AND OTHER PLANTS SHALL BE PLANTED WITH THE TOP OF THEIR ROOTBALLS 10% ABOVE FINAL GRADE SURROUNDING THE PLANTING AREA. NO PLANT MATERIAL SHALL BE ACCEPTED IF PLANTED TOO DEEP. ALL GUYS AND STAKING SHALL BE REMOVED WITHIN ONE YEAR AFTER FINAL INSPECTION OR ESTABLISHMENT.
24. DELIVERY RECEIPTS FOR TOP SOIL, PLANTING SOIL & MULCH SHALL BE SUPPLIED TO THE INSPECTOR OR LANDSCAPE ARCHITECT UPON REQUEST
25. COMMERCIAL FERTILIZER FOR TREES, SHURBS AND GROUND COVER
COMMERCIAL FERTILIZER SHALL BE NUTRI PAK® 3 YR. TIME RELEASE FERTILIZER PACKET DISTRIBUTED BY HORT- ENTERPRISES INC. EQUAL SUBSTITUTIONS MAY BE ACCEPTED
NUTRI PAK FERTILIZER PACKETS ARE AVAILABLE IN SPECIAL NUTRIENT FORMULATIONS FOR SPECIFIC PLANT TYPES EG. TREES, SHRUBS, FLOWERING PLANTS, POTTED PLANTS AND PALMS.
NEW TREE AND SHRUB APPLICATIONS: PLACE PACKET 6"-8" DEEP, SPACED EVENLY AROUND OUTER EDGES OF ROOTS 12 INCHES ON CENTER.
PERENNIALS: PLACE PACKETS 6"-8" DEEP NEAR ROOTS ESTABLISHED PLANTINGS:
MATURE PLANTINGS:
TREES: USE 1 PACKET PER INCH OF TRUNK DIAMETER SPACED EVENLY AROUND DRIP LINE BURY 6"-8" BELOW SOIL IN UPRIGHT POSITION, TAP HOLE CLOSED WITH HEEL OF YOUR FOOT.
SHRUBS: USE 1 PACKET FOR EVERY 12 INCHES OF HEIGHT OR SPREAD.
GENERAL SLOW RELEASE FERTILIZERS WITH MICOR NUTRIENTS MAY BE APPLIED WITH LOW OR NO PHOSPHORUS SUCH AS A 13-0-13
LOW PHOSPHORUS SHALL MEAN 2% OR LESS.
APPLICATION RATES SHALL BE ADHEARED TO AS WRITTEN ON THE PRODUCT LABEL. POSTPONE FERTILIZING WHEN ONE INCH OR MORE OF RAIN IS EXPECTED.
26. SUPER ABSORBENT POLYMER: "TERRA SORB" OR APPROVED EQUAL AS PACKAGED IN 3 OZ. HANDY PAC COMPOSED OF SYNTHETIC ACRLAMIDE COLOLYMER, POTASSIUM, AND ACRYLATE. PARTICLE SIZE OF 1.0 MM TO 3.0 MM AND ABSORPTION RATE OF 300 TIMES IT'S WEIGHT IN WATER. APPLY DRY USING THE FOLLOWING AMOUNT:
1 PAC PER TREE – 36" BALL SIZE
2 PAC PER TREE –OVER 36" BALL SIZE
1 PAC PER 20 GAL. CONTAINER
0.5 PACS PER 7-10 GAL. CONTAINER
0.25 PACS PER 3 GAL. CONTAINER
0.12 PACS PER 1GAL. CONTAINER
27. LANDSCAPE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING UTILITIES LOCATED. CARE SHALL BE TAKEN NOT TO DISTURB ANY UNDERGROUND CONSTRUCTION AND UTILITIES. ANY DAMAGE TO THESE FACILITIES DURING THE PLANTING OPERATIONS WILL BE REPAIRED AT THE EXPENSE OF THE LANDSCAPE CONTRACTOR IN A MANNER APPROVED BY THE OWNER.
28. PLANTING SOIL: PLANTING SHALL BE COMPOSED OF 50% SAND AND 50% DECOMPOSED ORGANIC MATTER. ANY VARIATIONS IN THIS COMPOSITION SHALL BE APPROVED BY THE OWNER PRIOR TO USE. PLANTING SOIL SHALL BE FREE OF STONE. PLANTS, ROOTS AND OTHER FOREIGN MATERIALS WHICH MIGHT BE HINDRANCE TO PLANTING OPERATIONS OR BE DETRIMENTAL TO GOOD PLANT GROWTH. SOIL SHALL BE DELIVERED IN A LOOSE FRIABLE CONDITION AND APPLIED IN ACCORDANCE WITH THE PLANTING SPECIFICATION
29. IRRIGATION: AN AUTOMATIC RUST FREE UNDERGROUND IRRIGATION SYSTEM SHALL BE PROVIDED TO ENSURE 100% COVERAGE WITH 100% OVERLAP. CONTRACTOR SHALL PROVIDE A RAIN SENSOR AND ADJUST HEADS TO AVOID OVERSPRAY ONTO BUILDING WALLS, WALKS, UTILITIES, DRIVES ECT. CONTRACTOR SHALL PAINT ALL ABOVE GROUND RISERS FLAT BLACK.
30. PRUNING: REMOVE DEAD AND BROKEN BRANCHES FROM ALL PLANT MATERIALS PRUNE TO RETAIN TYPICAL GROWTH HABIT OF INDIVIDUAL SPECIES, RETAINING AS MUCH HEIGHT AND SPREAD AS POSSIBLE. MAKE ALL PRUNING CUTS WITH A SHARP INSTRUMENT, FLUSH WITH THE TRUNK OR ADJACENT BRANCH, IN SUCH A MANNER AS TO ENSURE ELIMINATION OF STUBS. "HEADBACK" CUTS, RIGHT ANGLE TO LINE OF GROWTH WILL NOT BE PERMITTED AND TREES WILL NOT BE POLED, TOPPED, OR HATRACKED.
31. SITE PREPARATION: IT SHALL BE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO FINISH (FINE) GRADE ALL LANDSCAPE AREAS TO BE SODDED (PRIOR TO APPLICATION OF SOD) ELIMINATING ALL BUMPS, DEPRESSIONS, STICKES, STONES AND OTHER DEBRIS TO THE SATISFACTION OF THE OWNER
32. MAINTENENANCE: MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PLANT IS PLANTED AND SHALL CONTINUE UNTIL ALL PLANTING HAS PASSED FINAL INSPECTION AND ACCEPTANCE. MAINTENANCE SHALL INCLUDE WATERING, WEEDING, CULTIVATING, REMOVAL OF DEAD MATERIALS, RESETTING PLANTS TO PROPER GRADES OR UPRIGHT POSITION AND RESTORATION OF THE PLANTING SAUCER AND ANY OTHER NECESSARY OPERATION. PROPER PROTECTION TO LAWN AREAS SHALL BE PROVIDED AND ANY DAMAGE RESULTING FROM PLANTING OPERATIONS. SHALL BE REPAIRED PROMPTLY
33. (NOTE: SABAL PALMETTO/CABBAGE PALM SPECIES) TIE BRANCHES TOGETHER WITH BIO-DEGRADABLE TWINE TO TIGHT BUNDLE AROUND BUD FOR PROTECTION
34. MULCH. MULCH MAY BE USED WITHIN PLANTING BEDS IN CONJUNTION WITH GROUND COVER. MULCH SHALL BE RENEWED AND MAINTAINED AS REQUIRED TO MAINTAIN A THREE- INCH DEPTH AT THE TIME OF FINAL INSPECTION. MULCH AROUND TREE ROOT BALLS NOT PLANTED IN PLANTING AREA SHALL BE THREE INCHES DEEP AT THE PERIMETER OF THE ROOT BALL.
35. SOD. AREAS WITHIN THE LANDSCAPE EASEMENT NOT USED FOR TREES, SHRUBS, GROUND COVER, MULCH, OR OTHER LANDSCAPE ELEMENTS SHALL BE PLANTED WITH SOLID SOD OF ST. AUGUSTINE FLORATAM OR PLAMETTO AND SHALL BE IRRIGATED. ALL SOD SHALL HAVE A MIN. OF 2" OF TOPSOIL. SEE NOTE NO. 6 ABOVE.
36. EXCAVATION REQUIREMENT:
REQUIRED: ISLANDS SHALL BE EXCAVATED TO 36 INCHES, AND FILLED WITH CLEAN FILL AND TOPSOIL TO A LEVEL 3" BELOW THE TOP OF THE CURB. MANIPULATION OF THE GRADE BEHIND THE CURBING TO CREATE SMALL SCALE MOUNDING IS ENCOURAGED. ALL LANDSCAPED PLANTING BEDS SHALL BE EXCAVATED TO A DEPTH OF 6" AND REPLACED WITH CLEAN FILL. A MIN 2" OF TOPSOIL SHALL BE INSTALLED BELOW ALL SODDED AREAS.
37. A LANDSCAPE PERMITS SHALL BE VERIFIED AND OBTAINED BY THE LANDSACPE CONTRACTOR. NO TREES OR OTHER PLANT MATERIAL MAY BE PLANTED IN PUBLIC RIGHTS-OF-WAY (SWALE AREAS) WITHOUT PERMIT FROM THE CITY. NO SHRUB SPECIES WITH A MATURE HEIGHT THAT WILL BLOCK THE CLEAR SIGHT ZONE FROM 30 INCHES IN HEIGHT TO SIX FEET IN EIGHT WILL BE APPROVED IN SWALE AREAS.
38. TOPSOIL SHALL BE CLEAN AND FREE OF CONSTRUTION DEBRIS, WEEDS, ROCKS, NOXIOUS PESTS AND DISEASES, AND EXHIBITT A PH OF 6.5 TO 7.0. THE TOPSOIL FOR PLANTING AREAS SHALL BE AMENDED WITH HORTICULTURALLY ACCEPTABLE ORGANIC MATERIAL. ALL SOIL USED SHALL BE SUITABLE FOR THE INTENDED PLANT MATERIAL. THE SOURCE OF THE TOPSOIL SHALL BE KNOWN TO THE APPLICANT AND SHALL BE ACCEPTABLE TO THE GOVERNING MUNICIPALITY.
    - MINIMUM SOIL DEPTH:
      REQUIRED: THE MINIMUM PLANTING SOIL DEPTH SHALL BE SIX INCHES FOR GROUND COVERS, FLOWERS, SHRUBS AND HEDGES.
    - ROOTBALL SOIL:
      REQUIRED: TREES SHALL RECEIVE 12 INCHES OF PLANTING SOIL AROUND THE ROOT BALL.
    - NATIVE SOIL:
      REQUIRED: NATIVE TOPSOIL ON THE SITE SHALL BE RETAINED ON-SITE AND USED WHEN THERE IS SUFFICIENT QUANTITY TO COVER AT LEAST SOME OF THE ON-SITE LANDSCAPED AREAS.
    - ARID PLAMS:
      REQUIRED: CLEAN SAND SHALL BE USED TO BACKFILL ARID CLIMATE PALMS.
39. USE OF ORGANIC MULCHES:
A TREE-INCH MINIMUM THICKNESS OF APPROVED ORGANIC MULCH MATERIAL, AT THE TIME OF FINAL INSPECTION, SHALL BE INSTALLED IN ALL LANDSCAPE AREAS NOT COVERED BY BUILDING, PAVEMENT, SOD, DECORATIVE STONES, PRESERVED AREAS AND ANNUAL FLOWER BEDS. EACH TREE SHALL HAVE A RING OF ORGANIC MULCH AT THE PERIMETER OF THE ROOT BALL.
40. ALL SHADE TREES INSTALLED WITHIN SIX FEET OF PUBLIC INFRASTRUCTURE SHALL UTILIZE A ROOT BARRIER SYSTEM AS APPROVED BY THE CITY.
41. THE ERADICATION OF NUISANCE VEGETATION (EXOTICS: ALL INVASIVE AND EXOTIC VEGETATION SHALL BE REMOVED FROM SITE INCLUDING WITHIN ABUTTING RIGHTS-OF WAY PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY. PRIVATELY OWNED NATURAL AREAS SHALL BE INCLUDED IN THIS REQUIREMENT. FICUS BENJAMINA AND FICUS NITDA MAY BE USED FOR A HEDGE WITH A 5' SEPARATION FROM WATER LINES. FICUS HEDGES SHALL NOT BE PLANTED WITIN UTILITY EASEMENTS.
42. SHRUBS SHALL BE CONSIDERED IN ACCORDANCE WITH STANDARDS SET FORTH BY THE GOVERNING MUNICIPALITY.
43. HEDGES: WHERE REQUIRED SHALL BE PLANTED SO AS TO BE TIP TO TIP AT TIME OF PLANTING AND MAINTAINED SO AS TO FORM A CONTINUOS VISUAL SCREEN. SHRUBS USED AS HEDGES SHALL BE FLORIDA DEPARTMENT OF AGRICULTURE GRADE No. 1 OR BETTER WITH A MINIMUM HEIGHT OF 24 INCHES AND MINIMUM SPREAD OF 18 INCHES WHEN MEASURED IMMEDIATELY AFTER PLANTING AND SHALL BE A MINIMUM OF THREE FEET IN HEIGHT WITHIN TWO YEARS FROM THE DATE OF PLANTING. HEDGES SHALL BE PLANTED WITH BRANCHES TOUCHING, WITHIN SIX MONTHS OF PLANTING SO AS TO CREATE A SOLID SCREEN WITH NO VISUAL SPACES BETWEEN PLANTS AT THIS TIME. PLANT SPACING MAY BE ADJUSTED ACCORDING TO PLANT SIZES SO LONG AS THE PROCEEDING IS ACHIEVED

DRC REV: 7/19/16
DRC REV: 9/16/16

MASTER PLANT LIST

KEY	PLANT NAME	SPECIFICATION	QUANTITY
AW3	ACALYPHA WILKENSIANA COPPERLEAF DWARF	24" X 24" 24"" O.C.	28
CAS3	CRINUM ASIATICUM CRINUM LILLY, QUEEN EMMA PURPLE	36"X 30" O.A. 5 PPP MIN. HIGH DROUGHT TOLERANCE	8
CES3	CONOCARPUS ERECTUS SERECUIS SILVER BUTTONWOOD SHRUB	24"X 24" 24" O.C. FULL TO BASE HIGH DROUGHT TOLERANCE	59
CES7	CONOCARPUS E. SERECIUS SILVER BUTTONWOOD TREE	36" X 24" SPR. 2' OC. NATIVE HIGH DROUGHT TOLERANCE	13
CIR	CHRYSOBALANUS ICACO COCtOPLUM HEDGE	24"X 24" 24" O.C. NATIVE HIGH DROUGHT TOLERANCE	94
CV3	CODIUM VARIEGATUM CROTON PETRA	36" X 24" SPR. 24" O.C. MED. DROUGHT TOLERANT	9
FM3	FICUS MICROCARPA GREEN ISLAND FICUS	12" X 15" 18" OC. HIGH DROUGHT TOLERANCE	24
HP3	HEMEILIA VIRGINIANA FIRE BUSH	24"X 24" 24" OC NATIVE MEDIUM DROUGHT TOLERANCE	339
ING3	IXORA ''NORA GRANT'' NORA GRANT''	24'' X 24" SPR. 24" O.C MED. DROUGHT TOLERANT	20
IXP3	IXORA COCCINEA PETITE RED	12" X 8" SPR. FULL 12" O.C. MEDIUM DROUGHT TOLERANCE	280
JM3	JASMINE MULTIFLORUM DOWNY JAS.	18" X 20'' SPR. 24" O.C. MEDIUM DROUGHT TOLERANCE	85
JPA3	JUNIPERUS PARSONII PARSONS JUNIPER GROUND COVER	12" HT. X 15" SPR. MIN. 18" OC. HIGH DROUGHT TOLERANCE	275
JPW3	JASMINUM GRACILLIUM PINWHEEL JASMINE	24" X 24" 24" O.C. MEDIUM DROUGHT TOLERANCE	28
NEC1	NEPHROLEPIS EXALTATA ''COMPACTA'' BOSTON FERN	1 GAL. 12"X12" 12" O.C. NATIVE	200
PM3	PODOCARPUS MACROPHYLLUS YEW	24" X 20" SPR. 20" OC. NATIVE HIGH DROUGHT TOLERANCE	28
SOD	ST. AUGUSTINE FLORATAM	CONTRACTOR TO VERIFY QUANTITY FOR PROPOSED	
SR7	SERENOA REPENS SAW PALMETTO	36"X 24" 30" O.C. NATIVE HIGH DROUGHT TOLERANCE	15
BROM7	BROMELIADS AECHMEA BLANCHETIANA ORANGE	MED SIZE VARIETY 7 GAL. SUN GROWN HIGH DROUGHT TOLERANCE	18
PNUT	ARACHIS GLABRATA BENTH PERENNIAL PEANUT	1 GAL. SPACE 6-8" O.C. HIGH DROUGHT TOLERANCE	1,600

DRC REV: 7/19/16

DRC REV: 9/16/16

MASTER PLANT LIST

KEY	PLANT NAME	SPECIFICATION	QUANTITY
CA14	CALOPHYLLUM ANTILLANUM CALABA BEAUTY LEAF TREE	14' HT. X6' SPR. 4.5' CT. 3" DBH. B&B NATIVE, HIGH DROUGHT TOLERANCE	4
CES12	CONOCARPUS ERECTUS SERICEUS SILVER BUTTONWOOD	12'X6' SPR. 2.5" DBH. 4.5.CT. STD. SINGLE TRUNK NATIVE HIGH DROUGH TOLERANCE	13
CSG8	CORDIA BOISSIERI WHITE GEIGER TREE	8'X4' SPR. 4' CT. 1.5" DBH. B&B NATIVE	2
CE16	CONOCARPUS ERECTUS GREEN BUTTONWOOD	16' HT. X6' SPR. 5' CT. 3.5" DBH. FG. B&B NATIVE HIGH DROUGHT TOLERANCE	5
JH8	JATROPHA HASTATA CORAL TREE / RED PERIGRINA	8' HT. X 4' SPR. STD. 1.5" DBH. NATIVE HIGH DROUGHT TOLERANCE	4
SP3	SABAL PALMETTO SABAL PALM	14-18- OA. 12" DBH. MIN. SMOOTH TRUNK STAGG ER HTS NURSERY GROWN ONLY NATIVE, HIGH DROUGHT TOLERANCE	5
THR10	THRINAX RADIATA KEY THATCH PALM ALT: SILVER PALM	8'-12' SINGLE TRUNK STAGGER HTS. NATIVE HIGH DROUGHT TOLERANCE	19
LI14	LAGERSTROEMIA INDICA CREPE MYRTLE 'TUSKEGEE' DARK PINK FLOWER	14'-16' SPR. 4.5 CT. 3 " DBH. MATCHED SINGLE TRUNK HIGH DROUGHT TOLERANCE	6

Landscape architecture

REVISIONS:
DRC REV: 7/19/16
DRC REV: 9/16/16

SHEET TITLE:
LANDSCAPE DETAILS AND SPECIFICATIONS

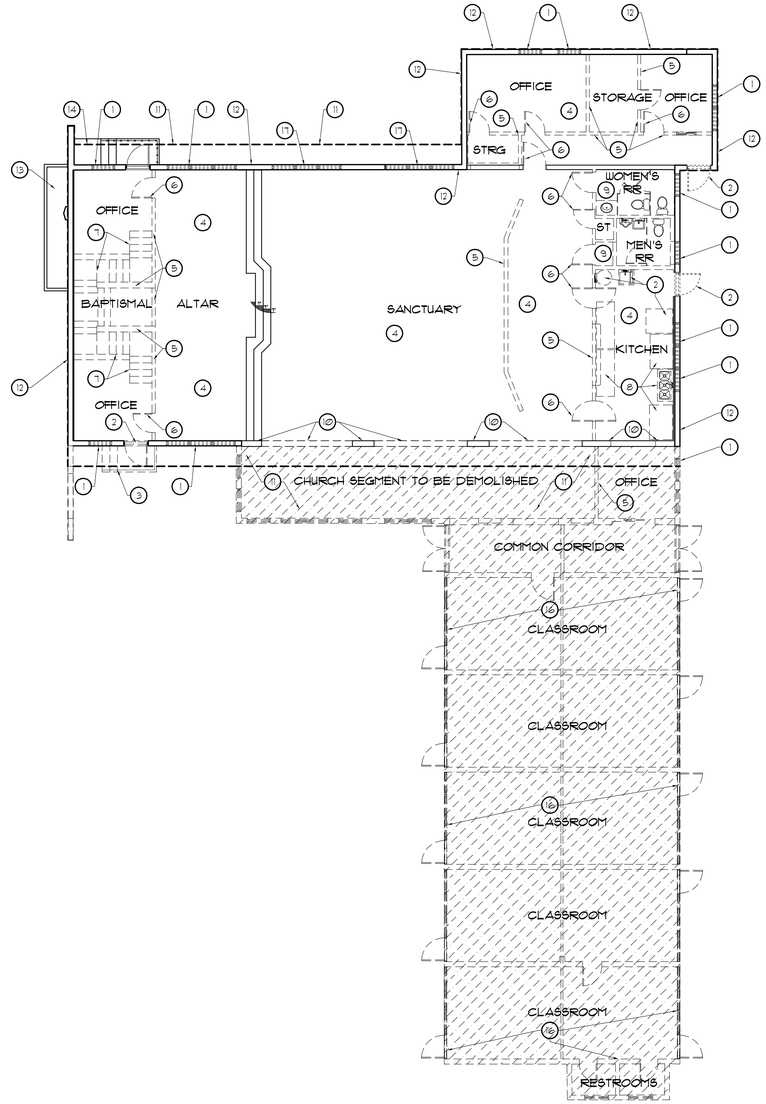
PROJECT:
FAITH AND LIFE MINISTRIES INC.
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 S. 124TH AVENUE
HOLLYWOOD, FL.

SEAL:

DATE DRAWN: 10-17-16

SHEET NO.

L-3



EXISTING/ DEMOLITION FLOOR PLAN

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

KEY NOTES LEGEND

A. DEMOLITION CONTRACTOR SHALL VISIT SITE AND WALK BUILDINGS TO FAMILIARIZE THEMSELVES WITH THE COMPLETE SCOPE OF SERVICES AND WORKING CONDITION AND REQUEST IN WRITING (RFI) ANY QUESTIONS OR COMMENTS PRIOR TO COMMENCING THE WORK.

B. PRIOR TO ANY EXTERIOR OR INTERIOR BUILDING DEMOLITION WORK ALL APPLICABLE PERMITS FROM GOVERNING AUTHORITIES SHALL BE ISSUED FOR PROJECT.

C. PRIOR TO ANY DEMOLITION WORK ALL UTILITIES SHALL BE TURNED OFF, DISCONNECTED, CAPPED OR REMOVED AS REQUIRED.

D. THOROUGHLY REVIEW ASBESTOS ABETMENT REPORT, IN EVENT EXISTING FOLLOW IN STRICT ACCORDANCE WITH LAWS AND REGULATIONS FOR ENCAPSULATION, REMOVAL, BAGGING AND DISPOSAL METHOD.

E. PROVIDE SIGNAGE, BARRICADES, SUPPORT, PROT SHORES, TEMP-PARTITIONS AS REQUIRED TO PROTECT SAFETY OF PERSONS AND PROTECT PORTIONS NOT BEING REMOVED OR DEMOLISHED.

F. REMOVE ALL DEBRIS ON A DAILY BASIS AND KEEP STRUCTURE CLEAN, ALL SWEPT AND PROTECT AT ALL TIMES FROM INCLEMENT WEATHER.

DEMOLITION FLOOR PLAN KEYNOTES

1. REMOVE EXISTING WINDOW, INFILL WITH 8" REINF. C.M.U. REFER TO DETAILS.
2. REMOVE EXISTING DOOR, INFILL WITH 8" REINF. C.M.U. REFER TO DETAILS.
3. REMOVE EXISTING EXTERIOR CONC. STEPS & RAILING AT EXTERIOR SIDE ENTRY INTO OFFICE, LANDING TO REMAIN.
4. REMOVE ALL EXISTING INTERIOR FLOORING AND BASEBOARDS, THOROUGHLY SCRAPE CLEAN FREE OF DEBRIS, GROUT, THIN SET GLUES, RESIN IN PREPARATION OF SMOOTH SURFACE TO RECEIVE NEW FLOOR FINISHES.
5. REMOVE EXISTING INTERIOR METAL/ GWB PARTITION FROM FLOOR TO UNDERSIDE OF CEILING.
6. REMOVE EXISTING DOORS/ CASING/ HDW/ WOOD JAMBS/ WOOD HEADER AND PARTITION ABOVE.
7. EXISTING WOOD STEPS DOWN TO BAPTISMAL FONT AND BAPTISMAL FONT ALL TO BE DISCONNECTED AND REMOVED IN ITS ENTIRETY.
8. ALL FOOD PREP. EQUIPMENT TO BE DISCONNECTED, REMOVED AND GIVEN TO OWNERS INCLUDING REACH-IN COOLERS, FREEZER, REFRIGERATORS, HIGH-WAVES, HAND SINKS, 3 COMP. SINKS, SHELVING, WATER HEATER, TABLES, ETC.
9. ALL EXISTING RESTROOM PLUMBING FIXTURES SHALL BE DISCONNECTED, REMOVED, AND LINES CAPPED. REMOVE ALSO FLOOR DRAINS & CAP, TOILET PARTITIONS, MIRRORS, ADA GRAB BARS AND ALL RELATED BATHROOM ACCESSORIES.
10. EXISTING COLUMN/ BEAMS TO REMAIN.
11. LINE OF ROOF OVERHANG (EXISTING) TO REMAIN.
12. EXISTING 8" CMU WALLS TO REMAIN.
13. EXISTING PLANTER TO REMAIN.
14. EXISTING CONC. STEPS/ LANDING/ RAILINGS TO REMAIN.
15. EXISTING CHILDREN'S RESTROOM DISCONNECT WATER/ POWER PLUMBING FIXTURE ALL ACCESS AND DEMO.
16. COMPLETELY DEMOLISH FROM FOUNDATIONS/ SLABS TO ROOF PORTION OF CHURCH INDICATED/ OFFICE/ COMMON CORRIDOR AND ENTIRE 5-UNIT 1 STORY WOOD FRAME CLASSROOM WING BUILDING.
17. EXISTING WINDOW OPENING TO RECEIVE NEW IMPACT RATED WINDOW. REFER TO WINDOW SCHEDULE FOR DETAILS.

EXISTING BUILDING AERIAL VIEW

SC: N.T.S.

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

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CHARTER SCHOOL
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HOLLYWOOD, BROWARD COUNTY, FLORIDA 33020

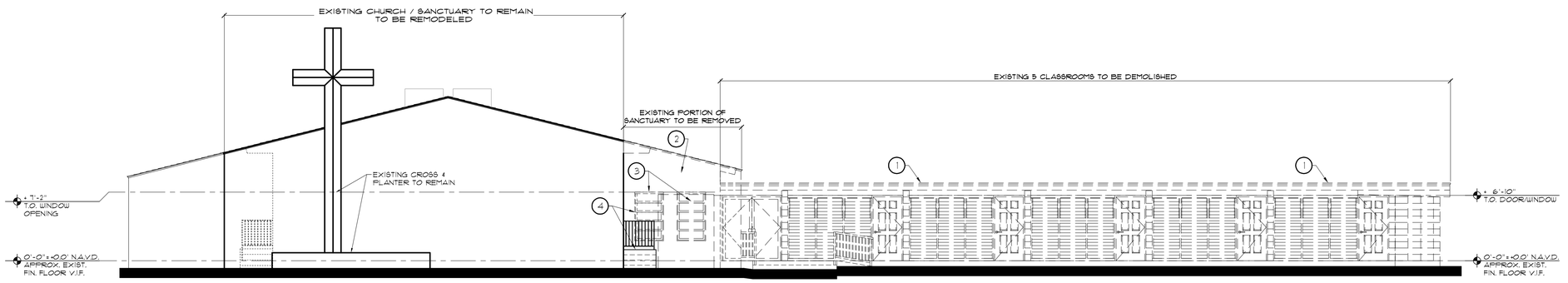
NORTH

Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP
Chkd by: FC
Drawing Scale: 1/8" = 1'-0"
Project Number: FCA-1615

Sheet title:
- EXISTING/ DEMOLITION FLOOR PLAN
- KEY NOTES LEGEND

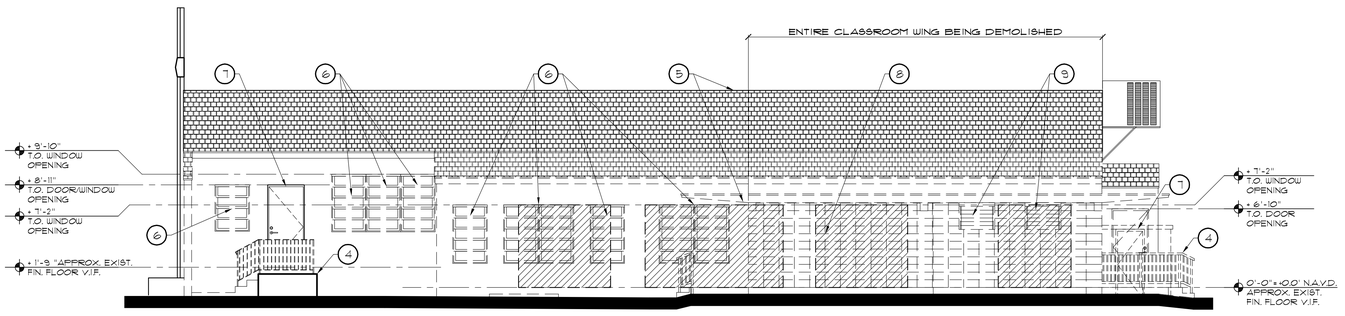
Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
FL. REG. NO. AR0012198
Date:

Sheet Number: DE-1
consecutive
of sheets



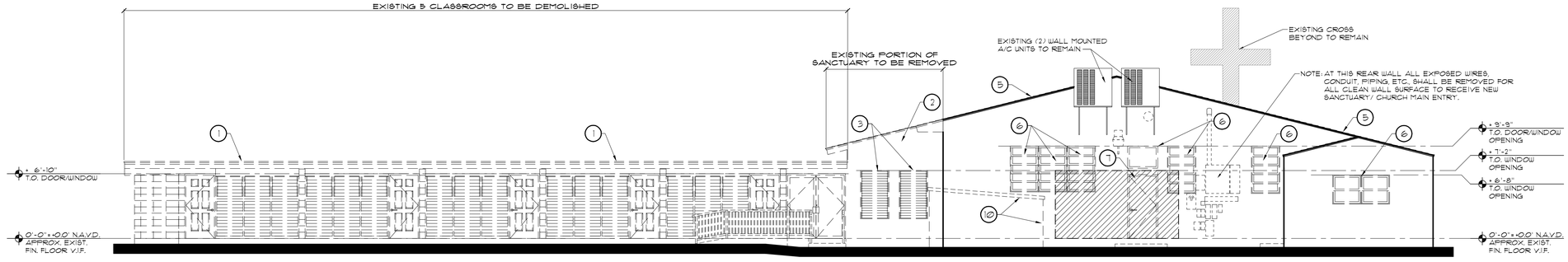
EXISTING/DEMOLITION FRONT (WEST) EXTERIOR ELEVATION - FACING SOUTH 24TH AVENUE

SC: 3/16" = 1'-0"



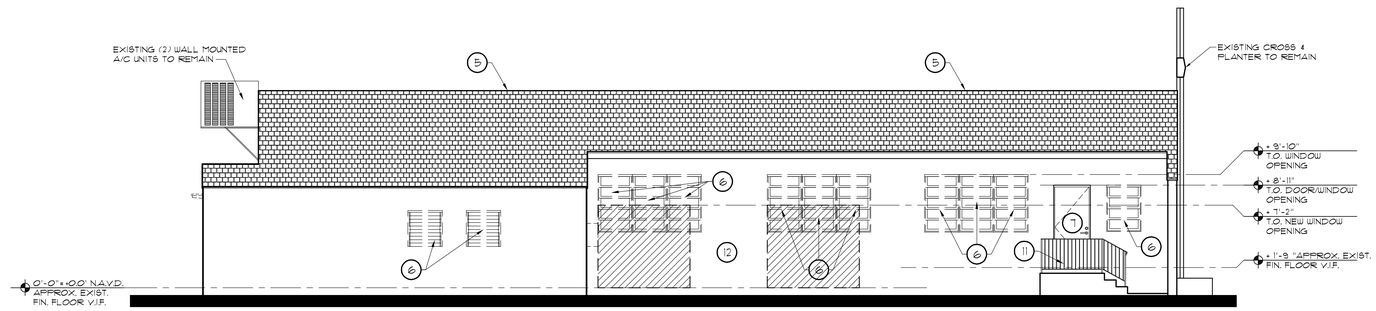
EXISTING/DEMOLITION RIGHT SIDE (SOUTH) EXTERIOR ELEVATION - FACING VAN BUREN STREET

SC: 3/16" = 1'-0"



EXISTING/DEMOLITION REAR (EAST) EXTERIOR ELEVATION

SC: 3/16" = 1'-0"



EXISTING/DEMOLITION LEFT SIDE (NORTH) EXTERIOR ELEVATION

SC: 3/16" = 1'-0"

DEMO KEY NOTES LEGEND

1. EXISTING ONE (1) STORY WOOD FRAME BUILDING (5) CLASSROOMS TO BE DEMOLISHED IN ITS ENTIRETY FROM FOUNDATIONS/ SLABS TO ROOF.
2. EXISTING ONE (1) STORY PORTION 8" CMU PERIMETER WALLS OF CHURCH SANCTUARY TO BE REMOVED, WHEN CUTTING OFF ROOF AND WALLS, BEAMS FROM EXISTING MAIN BUILDING USE CAUTION TO NOT DAMAGE AREAS NOT TO BE DEMOLISHED OR ALTERED. NOTE: TEMPORARY WALLS, BRACING/ POST SHORING AND WATERPROOF ALL UNTIL NEW CONSTRUCTION COMMENCES AT AFFECTED AREA.
3. EXISTING ALUMINUM AWNING TYPE WINDOWS TO BE REMOVED.
4. EXISTING EXTERIOR CONC. STEPS AND RAILINGS TO BE REMOVED IN ITS ENTIRETY. LANDING TO REMAIN.
5. EXISTING ROOF BEYOND TO REMAIN.
6. REMOVE EXISTING WINDOW, INFILL WITH 8" REINF. CMU.
7. REMOVE EXISTING DOOR & REPLACE NEW
8. EXPOSED 8" CMU WALL IN STACKED BOND PATTERN PAINTED TO BE REMOVED AT CLASSROOM WING AND AT RESTROOMS.
9. THRU-WALL LOUVERS AT RESTROOMS TO BE REMOVED.
10. EXISTING SHED TO BE REMOVED
11. EXISTING RAILINGS & STEPS TO REMAIN
12. EXISTING WINDOW OPENING TO BE EXPANDED FOR NEW WINDOW REMAINING VOID TO BE INFILL WITH 8" REINF. C.M.U. REFER TO DETAILS.

EXISTING CONDITION PHOTOGRAPHS

EXISTING CONDITION PHOTOGRAPHS

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

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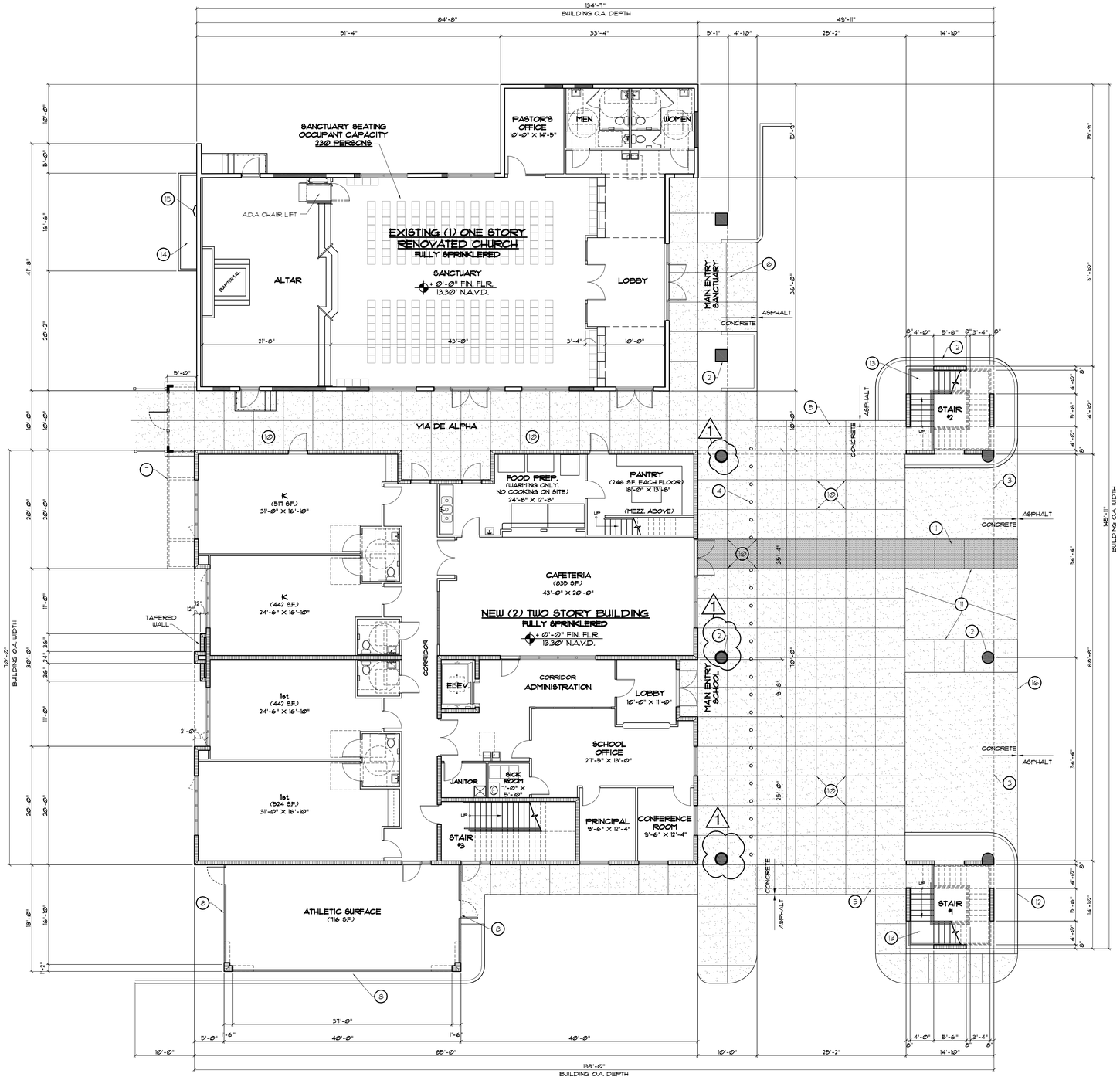
Sheet title:
- EXISTING/ DEMOLITION EXTERIOR ELEVATIONS
- KEY NOTES LEGEND

Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
FL. REG. NO. AR0012198
Date:

Sheet Number: DE-2
consecutive
of sheets

Frank Costoya Architect P. A. - "ALPHA INTERNATIONAL ACADEMY" FCA-1615



KEY NOTES LEGEND

1. ACCESSIBLE ROUTE FROM A.D.A. STALLS TO MAIN BUILDING FRONT WALK.
2. TYP. 24" DIA. SONOTUBE CONCRETE COLUMN SMOOTH SAND FLOAT STUCCO FINISH PAINTED.
3. EXTERIOR WALL FACE OF 2ND FLOOR BUILDING ABOVE.
4. 8" DIA. STEEL PIPE BOLLARDS SET AT 36" (AFF.) ABOVE FINISH FLOOR WITH HIGH GLOSS SHOP POWDER COAT FINISH.
5. LINE OF CONCRETE CANTILEVERED WALKWAY ABOVE TO OPEN AIR STAIRWAYS NO.1 OR NO.2.
6. LINE ABOVE OF NEW ROOF COVER FASCIA AT NEW SANCTUARY/ CHURCH MAIN FRONT ENTRY RENOVATED.
7. ALUMINUM 12@K4 FASCIA 10'-0@ LONG SPAN CONNECTED TO POSTS (4X12).
8. SPORTS TYPE FLOORING AT PLAY AREA OVER A 4" CONC. SLAB.
9. MASONRY AND STEEL PRIVACY & SECURITY FENCING AT PLAY AREA.
10. TYPICAL 5'-6" x 5'-0" SQUARE PATTERN SCORED CONCRETE PAVEMENT/ SIDEWALK AREA WITH SMOOTH FRAME PICTURE BOARD AND BROOM FINISH INTERIOR.
11. CONCRETE PAVEMENT (BROOM FINISH) AT ADA & VISITOR PARKING.
12. CONT. CONCRETE TYPE "D" 18" O.A. DEEP REINFORCED CURBING.
13. OPEN-AIR-ROOFED STAIR REINFORCED 8" CMU/CONCRETE AND STEEL RAILINGS AND HANDRAILS.
14. EXISTING PLANTER TO REMAIN.
15. EXISTING "CROSS" TO BE PAINTED.
16. EDGE OF CONCRETE PAVEMENT/ ASPHALT PAVEMENT.

1

GENERAL NOTES

NOTE: OCCUPANT LOAD @ SANCTUARY (FBC-MEANS OF EGRESS-TABLE 1004.1.2)
43'-0" X 35'-0" = 1505 GROSS SQFT @ 7 SF/PERSON, NON FIXED SEATING
1505 GSF/7 = 215 PERSONS

PLUMBING FIXTURE CALCULATIONS SHALL MEET CODE TO BE PROVIDED AT TIME OF BUILDING PERMIT.

BUILDING AREAS CALCULATIONS

GROSS BUILDING AREAS:

NOTE: GROSS BUILDING AREAS INCLUDE OUTSIDE FACE TO OUTSIDE FACE OF BUILDINGS IT DOES NOT INCLUDE EXTERIOR CORRIDORS, STAIRS.

1. CHURCH

A. BUILDING AREAS (GROSS):

EXISTING CHURCH TO REMAIN (RENOVATED)	3,436 GROSS S.F.

B. BUILDING AREAS (NET A/C):

SANCTUARY	1,546 NET S.F.
ALTAR	779 NET S.F.
PASTOR'S OFFICE	144 NET S.F.
LOBBY	492 NET S.F.
RESTROOMS	215 NET S.F.

2. SCHOOL

A. BUILDING AREAS (GROSS):

NEW CLASSROOM BUILDING - GROUND FLOOR	5,887 GROSS S.F.
NEW CLASSROOM BUILDING - SECOND FLOOR	9,392 GROSS S.F.

B. GROUND FLOOR - BUILDING AREAS (NET A/C):

ADMINISTRATION	1,072 NET S.F.
• CORRIDOR	308 NET S.F.
• LOBBY	110 NET S.F.
• OFFICE	335 NET S.F.
• PRINCIPAL	117 NET S.F.
• CONFERENCE	117 NET S.F.
• SICK ROOM	41 NET S.F.
• JANITORIAL	44 NET S.F.
CLASSROOMS	1,925 NET S.F.
• K- GRADE (#1)	308 NET S.F.
• K- GRADE (#2)	110 NET S.F.
• 1st GRADE (#1)	335 NET S.F.
• 1st GRADE (#2)	117 NET S.F.
RESTROOMS (4)	200 NET S.F.
CAFETERIA	492 NET S.F.
• FOOD PREPARATION	276 NET S.F.
• PANTRY	246 NET S.F.
• CAFETERIA	852 NET S.F.
CORRIDORS	475 NET S.F.
STAIR & ELEVATOR	280 NET S.F.

C. SECOND FLOOR - BUILDING AREAS (NET A/C):

ADMINISTRATION	1,072 NET S.F.
• CORRIDOR	308 NET S.F.
• LOBBY	110 NET S.F.
• OFFICE	335 NET S.F.
• PRINCIPAL	117 NET S.F.
• CONFERENCE	117 NET S.F.
• SICK ROOM	41 NET S.F.
• JANITORIAL	44 NET S.F.
CLASSROOMS	1,925 NET S.F.
• K- GRADE (#1)	308 NET S.F.
• K- GRADE (#2)	110 NET S.F.
• 1st GRADE (#1)	335 NET S.F.
• 1st GRADE (#2)	117 NET S.F.
RESTROOMS (4)	200 NET S.F.
CAFETERIA	492 NET S.F.
• FOOD PREPARATION	276 NET S.F.
• PANTRY	246 NET S.F.
• CAFETERIA	852 NET S.F.
CORRIDORS	475 NET S.F.
STAIR & ELEVATOR	280 NET S.F.

MASTER GROUND FLOOR PLAN - NEW SCHOOL & RENOVATED EXISTING CHURCH

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

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1 TAC COMMENTS	8/12/16	JP/RD

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NORTH

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- MASTER GROUND FLOOR PLAN
- KEYNOTES LEGEND
- GENERAL NOTES
- BUILDING AREAS CALCULATIONS

Seal/Signature:
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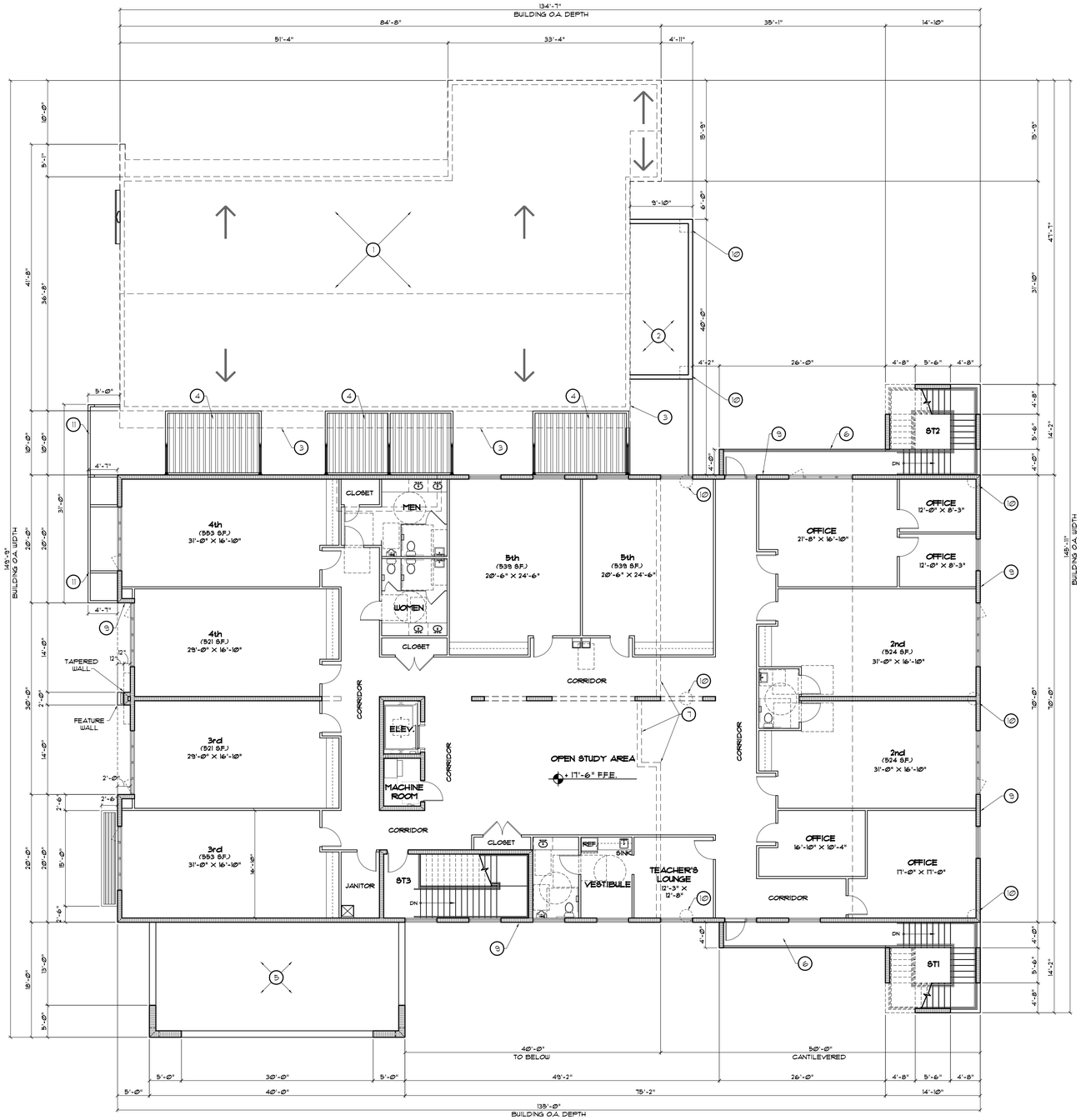

KEY NOTES LEGEND

1. EXISTING ROOF (GABLE) AT EXISTING SANCTUARY/ CHURCH BUILDING.
2. NEW FLAT ROOF AT NEW MAIN ENTRY TO SANCTUARY CHURCH BUILDING. REFER TO ROOF PLAN FOR DETAILS.
3. EXISTING ROOF OVERHANG TO BE CUT BACK FLUSH TO FACE (OUTSIDE) OF MASONRY WALL. CONTINUAL COMMERCIAL GRADE GUTTER SHALL BE INSTALLED WITH RE-WORKED ROOF EDGE FLASHING RUNNING CONT. EAST TO WEST WITH DOWNSPOUT LEADER AT EAST CONNECTED TO U.G. DRAINAGE SYSTEM. REFER TO DETAILS.
4. PRE-FAB WALL ANCHORED/ SUSPENDED ALUMINUM ROOF AWNING PANEL SYSTEM BEYOND AT "VIA DEL ALPHA". REFER TO DETAILS.
5. NEW FLAT ROOF AT COVERED PLAY AREA ON BUILDING SOUTH SIDE. REFER TO EXTERIOR ELEVATIONS AND ROOF PLAN FOR DETAILS.
6. CANTILEVERED CONCRETE EGRESS EXTERIOR WALK TO COVERED OPEN AIR STAIRWAYS NO. 1 AND NO.2.
7. LINE OF EXTERIOR WALL AT GROUND FLOOR BELOW.
8. REFER TO ROOF PLAN OF NEW BUILDING FOR SLOPES, ROOF DRAINS, LEADERS AND OVERFLOW (EMERGENCY) SCUPPERS.
9. EXTERIOR WALL FACE- 8" REINF. CMU WITH #24 CORE FILL EXPANDABLE FOAM INSULATING TYP. ALL PERIMETER.
10. 24" DIA. SONOTUBE COLUMN BELOW.
11. ALUMINUM 12X4 FASCIA 10'-0" LONG SPAN CONNECTED TO POST (4X12).

1

BUILDING AREAS CALCULATIONS

2. SCHOOL

A. BUILDING AREAS (GROSS):

NEW CLASSROOM BUILDING - SECOND FLOOR	9,392 GROSS S.F.

C. SECOND FLOOR - BUILDING AREAS (NET A/C):

ADMINISTRATION	1,072 NET S.F.
• CORRIDOR	308 NET S.F.
• LOBBY	110 NET S.F.
• OFFICE	335 NET S.F.
• PRINCIPAL	117 NET S.F.
• CONFERENCE	117 NET S.F.
• SICK ROOM	41 NET S.F.
• JANITORIAL	44 NET S.F.
CLASSROOMS	1,925 NET S.F.
• K- GRADE (#1)	308 NET S.F.
• K- GRADE (#2)	110 NET S.F.
• 1st GRADE (#1)	335 NET S.F.
• 1st GRADE (#2)	117 NET S.F.
RESTROOMS (4)	200 NET S.F.
CAFETERIA	492 NET S.F.
• FOOD PREPARATION	276 NET S.F.
• PANTRY	246 NET S.F.
• CAFETERIA	852 NET S.F.
CORRIDORS	475 NET S.F.
STAIR & ELEVATOR	280 NET S.F.

MASTER SECOND FLOOR PLAN - NEW SCHOOL

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

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

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Existing Church Renovations and New 2 Story Charter School Building for:
FAITH and LIFE FELLOWSHIP MINISTRIES, INC.
AND
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 SOUTH 24TH AVENUE
HOLLYWOOD, BROWARD COUNTY, FLORIDA 33020

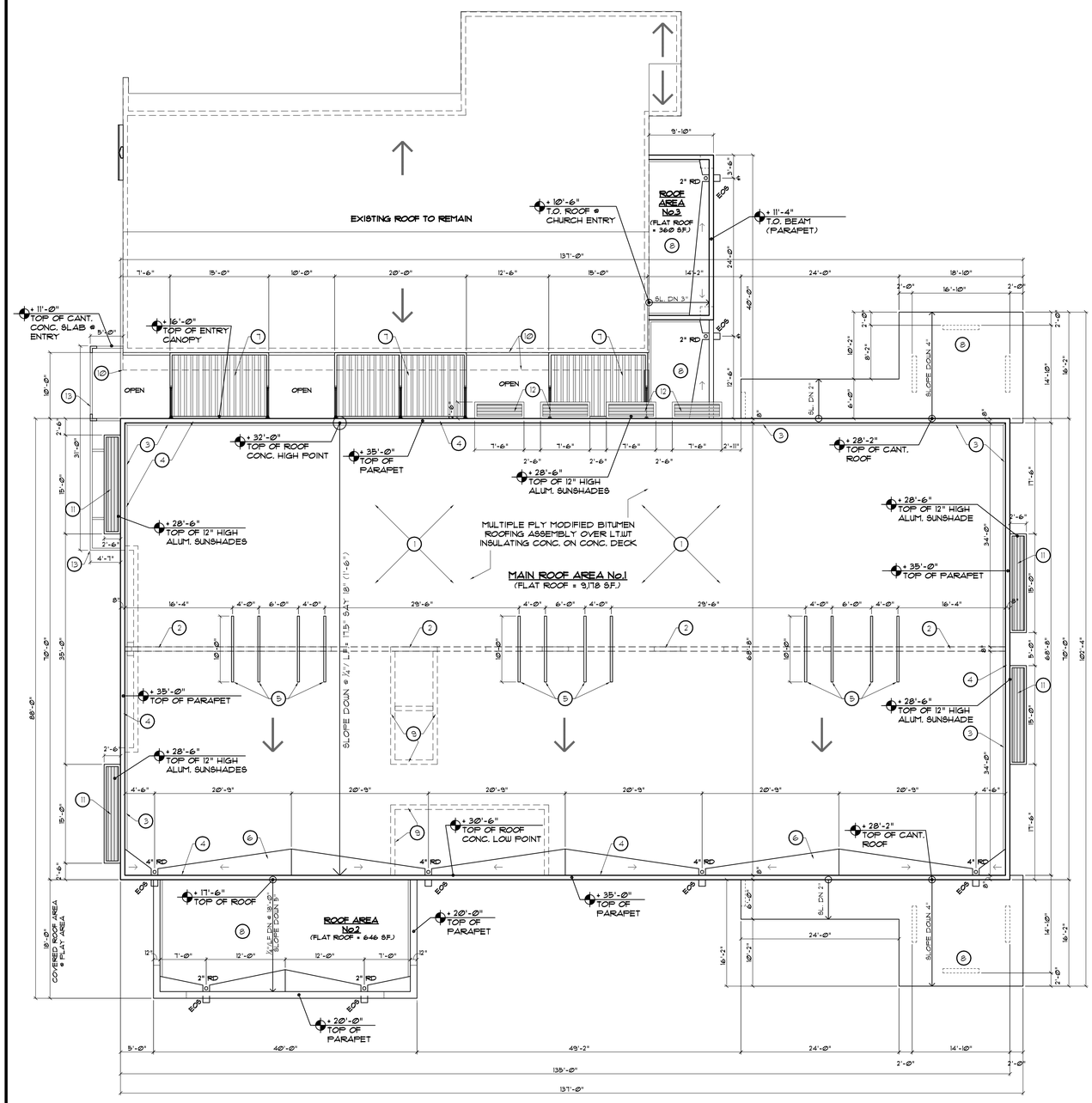
NORTH

Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP | Chkd by: FC
Drawing Scale: 1/8" = 1'-0"
Project Number: FCA-1615

Sheet title:
- MASTER SECOND FLOOR PLAN
- KEY NOTES LEGEND

Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
FL. REG. NO. AR0012198
Date:

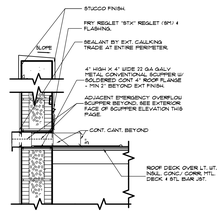
Sheet Number: A-1.1
consecutive
of sheets



MASTER ROOF PLAN

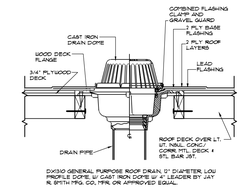
SC: 1/8" = 1'-0"

TYP. ROOF PARAPET



SC: N.T.S.

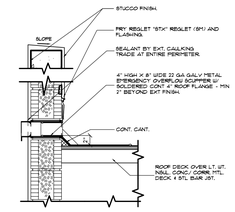
TYP. ROOF DRAIN

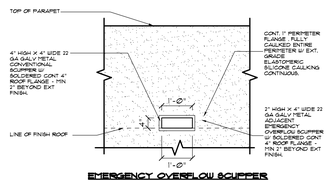


SIMILAR GENERAL PURPOSE ROOF DRAIN, 17" DIAMETER, LOW PROFILE DOME, W/ CAST IRON DOME W/ 4" LEADER BY JAY R. SMITH MFG. CO., MFR. OR APPROVED EQUAL.

SC: N.T.S.

TYP. EMERGENCY OVERFLOW SCUPPER

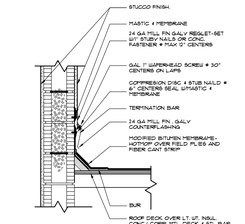




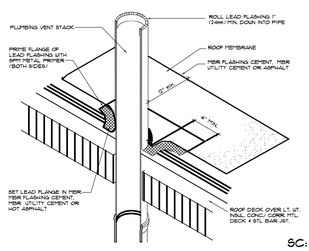
EMERGENCY OVERFLOW SCUPPER

SC: N.T.S.

BASE & COUNTER FLASHING



TYP. ROOF VENT SC: N.T.S.

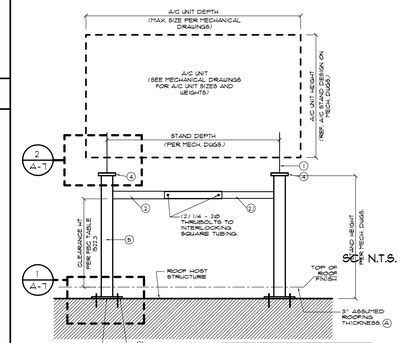


SC: N.T.S.

ROOF KEYNOTES LEGEND

1. ROOFING ASSEMBLY OVER LIGHT WEIGHT R-19 INSULATING CONCRETE ON PRE-CAST/ PRE-FAB DOUBLE TEE 8'-0" WIDE CONCRETE TABLES.
2. LINE OF CONCRETE BEAM/ INVERTED BEAM BEARING WALL BELOW.
3. TYPICAL PERIMETER PRE-FAB CANT STRIP.
4. TYPICAL TOP OF PARAPET (VARYING HEIGHTS).
5. STEEL A/C COND. ROOF RACKS (TYP. OF SIX (6) RACKS). REFER TO DETAILS.
6. TYPICAL ROOF CRICKETS W/ RIGID ROOFING BOARDS TAPERED SLOPING TOWARDS ROOF DRAINS AT ¼" PER LINEAL FOOT.
7. PRE-FAB WALL ANCHORED/ SUSPENDED ALUMINUM ROOF AWNING PANEL SYSTEM BEYOND AT "V/A DEL ALPHA". REFER TO DETAILS.
8. ROOFING ASSEMBLY OVER CONCRETE ROOF DECK SLOPE.
9. MASONRY/ CONCRETE TIE BEAM BELOW AT STAIR NO. 3 ELEVATOR AND ELEVATOR MACHINE ROOM.
10. EXISTING ROOF OVERHANG TO BE CUT BACK AND CONT. COMMERCIAL GUTTER ADDED. REFER TO DETAILS THIS AREA.
11. ALUMINUM POWDER COAT FINISH WALL SUSPENDED SUN SCREEN EYEBROW 12" WIDE FASCIA, 2'-6" OVERHANG BY 15'-0" LONG.
12. ALUMINUM POWDER COAT FINISH WALL SUSPENDED SUN SCREEN EYEBROW 12" WIDE FASCIA, 2'-6" OVERHANG BY 1'-6" LONG.
13. ALUMINUM 12X4 FASCIA 10'-0" LONG SPAN CONNECTED TO POST (4X12).

TYP. A/C COMP. ROOF RACK



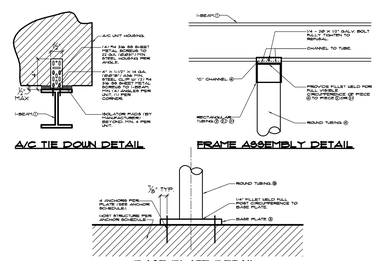
SC: N.T.S.

"STD/HD" ASSEMBLY ELEVATION

ANCHOR SCHEDULE
FOR USE WITH DETAIL 1 ONLY

ANCHOR TYPE	HOST STRUCTURE	ANCHOR DESCRIPTION
1	CONCRETE	(4) 1/4" DIAM. POWERS WEDGE-BOLT CONCRETE ANCHORS W/ 5/8" DIAM. MIN. WASHER. 2-1/2" EMBEDMENT 4 3" MIN. EDGE DISTANCE. 2-1/4" SPACING PER "STD" BASE PLATE. 3-1/4" SPACING PER "HD" BASEPLATE.
2	STEEL	(4) 3/8" DIAM. SAE GRADE 2 GALV. BOLTS W/ NUT 4 3/4" DIAM. MIN. WASHER. TO STRUCTURAL A36 STEEL MEMBERS (1/2" MIN. HOST THICKNESS).
3	WOOD	(4) 3/8" DIAM. LAG SCREWS W/ 3/4" DIAM. MIN. WASHER. 3-1/2" MIN. THREAD PENETRATION TO WOOD FRAMING 4 MIN. 3-1/4" EDGE DISTANCE.
4	STEEL	(4) #4 SAE GRADE 5 SHEET METAL SCREWS W/ 5/8" DIAM. MIN. WASHER TO STRUCTURAL A36 STEEL MEMBERS (1/8" MIN. HOST THICKNESS).

ANCHOR NOTES:
1. ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS' RECOMMENDATIONS.
2. ENSURE MINIMUM EDGE DISTANCE AS NOTED IN ANCHOR SCHEDULE FOR EACH ANCHOR.
3. WOOD HOST STRUCTURE SHALL BE "SOUTHERN PINE" G=0.55 OR GREATER DENSITY. ALL CONCRETE SUBSTRATE SHALL HAVE MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI. CONCRETE SUBSTRATE THICKNESS SHALL BE GREATER THAN OR EQUAL TO 1.5 X ANCHOR EMBEDMENT. INSTALL CONCRETE ANCHORS TO UN-CRACKED CONCRETE ONLY.
4. MINIMUM EMBEDMENT SHALL BE AS NOTED IN ANCHOR SCHEDULE. MINIMUM EMBEDMENT AND EDGE DISTANCE EXCLUDES ROOFING FINISHES.
5. WHERE EXISTING STRUCTURE IS WOOD TRUSSES, EXISTING CONDITIONS MAY VARY. FIELD VERIFY THAT FASTENERS ARE INTO ADEQUATE WOOD TRUSS MEMBERS, NOT INTO PLYWOOD.



A/C TIE DOWN DETAIL

FRAME ASSEMBLY DETAIL

BASE PLATE DETAIL

ROOF DRAINAGE CALCULATIONS

FBC 2014 - PLUMBING - FIGURE 1106.1 - 5" RAINFALL/HOUR
FBC 2014 - PLUMBING - TABLE 1106.2(1) - SIZE OF CIRCULAR VERTICAL CONDUCTORS AND LEADERS & TABLE 1106.7 - SIZING SCUPPERS FOR A 5 INCH PER HOUR RATE OF RAINFALL

ROOF AREA	ROOF AREA (S.F.)	TOP OF PARAPET WALL AREA (S.F.)	VERTICAL PARAPET WALL AREA (S.F.)	TOTAL ROOF AREA (S.F.) (FLAT ROOF + TOP OF PARAPET + VERT. PARAPET)		PROVIDED AREA (S.F.)	CALCULATIONS
1	9,178 S.F.	271.56 sf	(400.95 sf + 601.47 sf +257.5 sf (x2)) = 1,517.42sf x 0.5 = 758.71 sf	10,208 S.F.	PRIMARY DRAINAGE	14,720 S.F.	9,178 S.F. ROOF AREA W/ 4" DIAM. LEADER = 3,680 S.F. HORIZONTALLY PROJECTED ROOF AREA COVERED PER LEADER. 4 DRAINS X 3,680 S.F. = 14,720 S.F. TOTAL ROOF AREA COVERED
					SECONDARY (EMERGENCY) DRAINAGE	14,356 S.F.	9,178 S.F. ROOF AREA W/ 4" HEAD X 8" LENGTH OF WEIR = 3,589 S.F. HORIZONTALLY PROJECTED ROOF AREA COVERED PER SCUPPER 4 SCUPPERS X 3,589 S.F. = 14,356 S.F. TOTAL ROOF AREA COVERED
2	646 S.F.	74 sf	110 x 0.5 = 55 sf	775 S.F.	PRIMARY DRAINAGE	1,150 S.F.	646 S.F. ROOF AREA W/ 2" DIAM. LEADER = 575 S.F. HORIZONTALLY PROJECTED ROOF AREA COVERED PER LEADER. 2 DRAINS X 575 S.F. = 1,150 S.F. TOTAL ROOF AREA COVERED
					SECONDARY (EMERGENCY) DRAINAGE	1,282 S.F.	646 S.F. ROOF AREA W/ 2" HEAD X 4" LENGTH OF WEIR = 641 S.F. HORIZONTALLY PROJECTED ROOF AREA COVERED PER SCUPPER 2 SCUPPERS X 641 S.F. = 1,282 S.F. TOTAL ROOF AREA COVERED
3	360 S.F.	32.76 sf	97 x 0.5 = 48.5 sf	441 S.F.	PRIMARY DRAINAGE	1,150 S.F.	360 S.F. ROOF AREA W/ 2" DIAM. LEADER = 575 S.F. HORIZONTALLY PROJECTED ROOF AREA COVERED PER LEADER. 2 DRAINS X 575 S.F. = 1,150 S.F. TOTAL ROOF AREA COVERED
					SECONDARY (EMERGENCY) DRAINAGE	692 S.F.	360 S.F. ROOF AREA W/ 1" HEAD X 6" LENGTH OF WEIR = 346 S.F. HORIZONTALLY PROJECTED ROOF AREA COVERED PER SCUPPER 2 SCUPPERS X 346 S.F. = 692 S.F. TOTAL ROOF AREA COVERED

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

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NOTE: AUTHENTIC COPIES OF THIS DOCUMENT SHALL BEAR THE SIGNATURE IN ORIGINAL AND THE RAISED SEAL OR STAMP OF THE ATTESTING ARCHITECT OR ENGINEER OF RECORD AND BE DATED.
ALL DESIGNS AND DETAILS INDICATED BY AND REPRESENTED BY THIS DRAWING ARE FOR USE ON AND IN CONJUNCTION WITH THE SPECIFIED PROJECT. ALL DRAWINGS CONTAINED HEREIN ARE THE PROPERTY OF FRANK COSTOYA ARCHITECT, P.A. AND NOT TO BE USED OR REPRODUCED IN WHOLE OR IN PART WITHOUT THE ADVANCED WRITTEN PERMISSION AND CONSENT FROM THE FIRM. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.

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Drawing date: OCTOBER 17, 2016	
Drwn by: RKD / JP	Chkd by: FC
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Sheet title:
- MASTER ROOF PLAN
- ROOF DRAINAGE CALCULATIONS
- ROOFING DETAILS
- KEY NOTES LEGEND

Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
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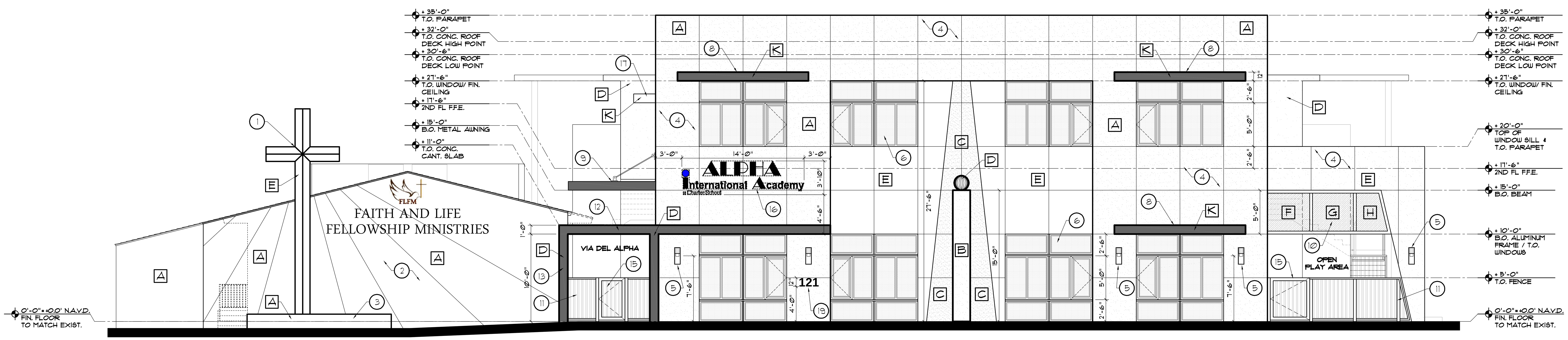
Date:

Sheet Number: A-1.2
consecutive
of sheets

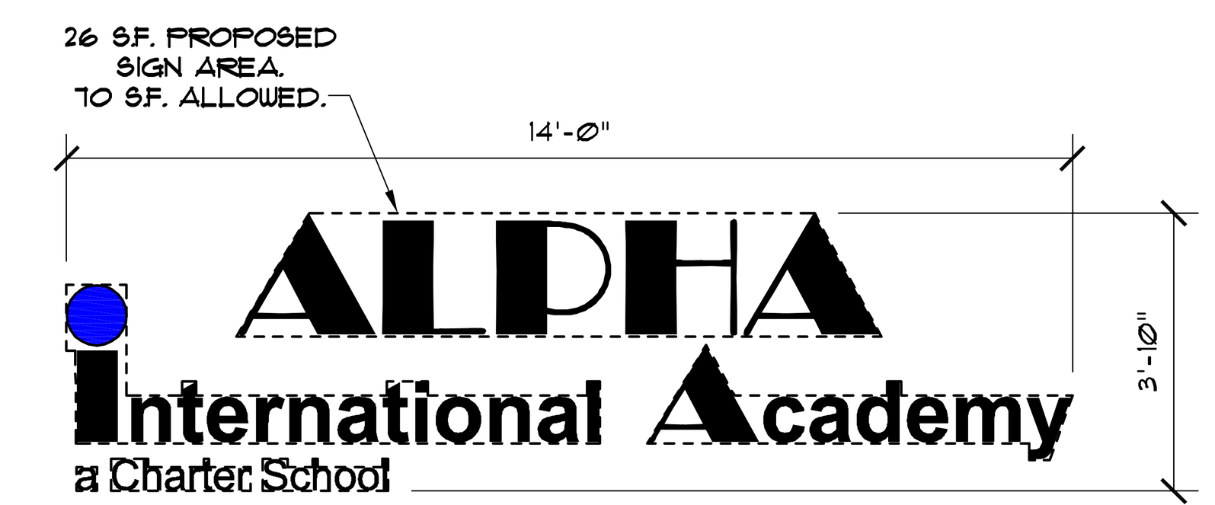
Frank Costoya Architect P. A. - "ALPHA INTERNATIONAL ACADEMY" FCA-1615



NEW FRONT (WEST) EXTERIOR ELEVATION

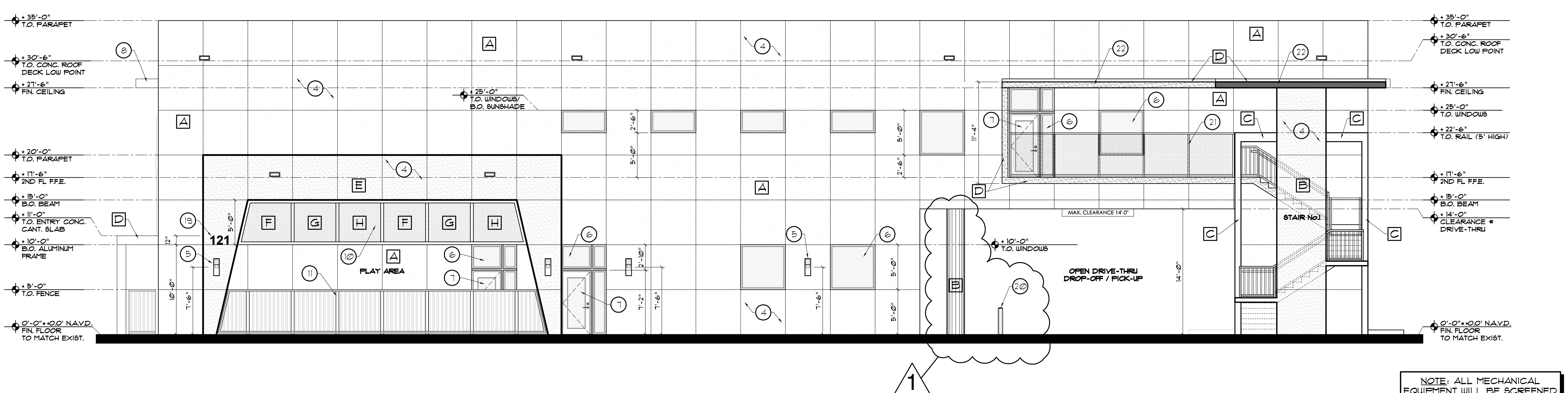
SC: 3/16" = 1'-0"

NOTE: ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT REGULATIONS CODE



BUILDING SIGNAGE

SC: 3/8" = 1'-0"



NOTE: ALL MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW.

NEW RIGHT SIDE (SOUTH) EXTERIOR ELEVATION

SC: 3/16" = 1'-0"

KEY NOTES LEGEND

1. EXISTING CONCRETE CROSS TO RECEIVE NEW PAINT FINISH.
2. EXISTING WALL TO RECEIVE NEW PAINT AND MINIMUM ¾" NEW STUCCO FINISH SMOOTH SAND FLOAT OVER BONDING ON NEW 5'-0"x 5'-0" GRID BY FRY REGLET STUCCO ½" WIDE x ¾" DEEP REVEAL CHANNELS IN WHITE FINISH. DO NOT PAINT REVEAL. PROTECTIVE FOAM TO REMAIN IN PLACE.
3. EXISTING PLANTER TO RECEIVE NEW PAINT FINISH.
4. NEW STUCCO ¾" THICK SMOOTH SAND FLOAT FINISH PAINT OF FRY REGLET 5'-0"x 5'-0" GRID BY FRY REGLET STUCCO ½" WIDE x ¾" DEEP REVEAL CHANNELS IN WHITE FINISH. DO NOT PAINT REVEAL. PROTECTIVE FOAM TO REMAIN IN PLACE.
5. CONTEMPORARY ACCENT WALL MOUNTED EXTERIOR U.L. RATED LIGHT FIXTURE. SEE DETAIL AND SPECIFICATIONS ON SHEET A-2.0.
6. ALUMINUM FRAME MILL FINISH WINDOW FRAMES W/ IMPACT LAMINATED ANNEALED TINTED GLAZING IN GREEN BY CGI-CONSTRUCTION GLASS INDUSTRIES MFR. OR APPROVED EQUAL BY ARCHITECT.
7. ALUMINUM FRAME MILL FINISH DOOR FRAMES W/ IMPACT LAMINATED ANNEALED TINTED GLAZING IN GREEN BY CGI-CONSTRUCTION GLASS INDUSTRIES MFR. OR APPROVED EQUAL BY ARCHITECT.
8. ALUMINUM POWDER COAT FINISH WALL SUSPENDED SUN SCREEN EYEBROW 12" WIDE FASCIA 2'-6" OVERHANG BY 15'-0" LONG.
9. PRE-FAB WALL ANCHORED/ SUSPENDED ALUMINUM ROOF AWNING PANEL SYSTEM BEYOND AT "VIA DEL ALPHA". REFER TO DETAILS.
10. ALUMINUM FRAME TUBULAR 2X4 WITH TRANSLUCENT INSERT FRAMES WITH SOLAR SUNSCREEN TYPE CANVAS FABRICS IN PRIMARY COLORS AT ENTIRE PERIMETER OF OUTDOOR PLAY AREA.
11. ALUMINUM MILL FINISH 5'-0" HIGH FENCING WITH 2X4 TOP 4X4 POST VERTICAL AT 5'-0" O/C, 2X4 BOLT & 2X2 VERTICAL PICKETS SPACED TO REJECT 4" DIAMETER OBJECT.
12. ALUM 12"x4 FASCIA 10'-0" LONG SPAN CONNECTED TO POST (4X12).
13. ALUM 12'X4' POST.
    13A - ALUM 2X4 VERTICAL/ HORIZONTAL MEMBERS FRAME WITH 2X2 ALUMINUM PICKETS SPACED TO REJECT 4"Ø OBJECTS.
14. TYP. 4" HIGH x 12" WIDE 22 GA GALVANIZED METAL SCUPPER TO BE SET 2" ABOVE FINISHED ROOF.
15. ALUMINUM 5'-0" HIGH GATE WITH SPRING LATCH/ LOCK.
16. ALUMINUM RAILING MILL FINISH 42" HIGH 2X4 CONTINUOUS TOP & BOTTOM RAIL WITH 2X4 VERTICAL POST AT 5'-0" O/C INTERVALS WITH 1" SQ. PICKETS SET 6" O/C (TO REJECT 4" DIAMETER OBJECTS).
17. "ALPHA INTERNATIONAL ACADEMY - A CHARTER SCHOOL", WALL MOUNTED SIGN ON ALUMINUM MILL FRAME WITH DIAGONAL GRID, BLACK ANODIZED PAINT FINISH ALUMINUM LETTERS. SIGN TO BE 14'-0" MAX. WIDTH. FIRST ROW -"ALPHA" LETTERS TO BE 20" IN HEIGHT, ALL CAPS, 'BROADWAY' FONT. SECOND ROW - "I & A" LETTERS TO BE 16" IN HEIGHT, ALL CAPS, 'BROADWAY' FONT. "-NTERNATIONAL" & "-CADEMY" LETTERS TO BE 10" IN HEIGHT, ALL CAPS, 'ARIAL' FONT. THIRD ROW - "A CHARTER SCHOOL" LETTERS TO BE 5" IN HEIGHT, ALL CAPS, 'ARIAL' FONT STYLE.
18. ALUMINUM POWDER COAT FINISH WALL SUSPENDED SUN SCREEN EYEBROW 12" WIDE FASCIA 2'-6" OVERHANG BY 7'-6" LONG.
19. "121" BUILDING ADDRESS NUMBERS, 12" HIGH ALUMINUM WALL POST-MOUNTED IN 'ARIAL' FONT STYLE, BLACK ANODIZED PAINT FINISH.
20. TYP. 6" ROUND STEEL PIPE BOLLARD CONCRETE FILLED 36" HIGH PAINTED WITH BRIGHT TRAFFIC ENAMEL YELLOW PAINT.
21. ALUMINUM RAILING MILL FINISH 42" HIGH WITH 2X4 CONTINUOUS TOP & BOTTOM RAIL. IMPACT RESISTANT CLEAR GLAZING PANELS. SEE DETAIL ON SHEET A-1.21S.
22. CANTILEVERED CONCRETE SLAB.
23. TYP. 6" WIDE 22 GA GALVANIZED METAL GUTTER.
24. "FAITH & LIFE - FELLOWSHIP MINISTRIES", WALL MOUNTED SIGN ON ALUMINUM MILL FRAME WITH DIAGONAL GRID, BLACK ANODIZED PAINT FINISH ALUMINUM LETTERS. LETTERS TO BE 10" IN HEIGHT, ALL CAPS, 'VERDANA' FONT.
25. "FAITH & LIFE - FELLOWSHIP MINISTRIES" LOGO, 36" WIDE x 24" HIGH.
26. 20" DIAMETER ALUMINUM POST MOUNTED ACCENT CIRCLE TO RECEIVE ELECTROSTATIC PAINT FINISH. SUBMIT SHOP DRAWINGS FOR ATTACHMENT DETAILS, SIGNED AND SEALED BY A FLORIDA LICENSED ENGINEER, & COLOR SAMPLE FOR REVIEW AND APPROVAL PRIOR TO FABRICATION OR INSTALLATION.
27. EXISTING WALL MOUNTED (2) A/C UNITS TO REMAIN.
28. EXISTING STUCCO SCORING LINES TO REMAIN AND BE PAINTED SAME COLOR AS CROSS.

EXTERIOR ELEVATION FINISHES KEY LEGEND

PAINT COLOR SCHEDULE - SHERWIN WILLIAMS MFR.

TAG	ITEM DESCRIPTION	COLOR SPECIFICATION
A	MAIN WALLS, STUCCO	SHOJI WHITE - SW 7042
B	ACCENT WALLS, STUCCO	LAUDABLE LIME - SW 6930
C	ACCENT WALLS, STUCCO	ENERGETIC ORANGE - SW 6880
D	ACCENT WALLS, STUCCO	CANDID BLUE - SW 6953
E	ACCENT WALLS, STUCCO	WORLDLY GRAY - SW 7043
F	CANVAS FABRIC	RED
G	CANVAS FABRIC	GREEN
H	CANVAS FABRIC	BLUE
I	RAILINGS	ALUMINUM MILL FINISH
J	WINDOWS & DOORS FRAMES	ALUMINUM MILL FINISH
K	SUNSCREEN EYEBROWS	ALUMINUM MILL FINISH

TYP. UL RATED EXTERIOR WALL SCONCE

HINKLEY & FR.

HINKLEY LIGHTING, INC.
33000 PIN OAK PARKWAY | AVON LAKE, OHIO 44012
[PH] 440.653.5500 [F] 440.653.5555
HINKLEYLIGHTING.COM | FREDRICKRAMOND.COM

SHELTER 1325BK-LED
BLACK

WIDTH:	8.3"
HEIGHT:	23.3"
WEIGHT:	9.0 LBS
MATERIAL:	SOLID ALUMINUM
GLASS:	CLEAR SEEDY
BACKPLATE WIDTH:	4.5"
BACKPLATE HEIGHT:	12.0"
SOCKET:	1-15W UNI-100 *INCLUDED
DARK SKY:	YES
LED INFO:	
LUMENS:	800
COLOR TEMP:	2700k
CRI:	96
LED WATTAGE:	15w
INCANDESCENT EQUIVALENCY:	100w
DIMMABLE:	No
NOTES:	PATENT: US PATENT D688 413 S; US AND FOREIGN PATS. PENDING |
EXTENSION:	8.5"
TTO:	5.8"
CERTIFICATION:	C-US WET RATED
VOLTAGE:	120V
UPC:	640665132564

Revision type	Date	by
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Sheet Number: A-2.0
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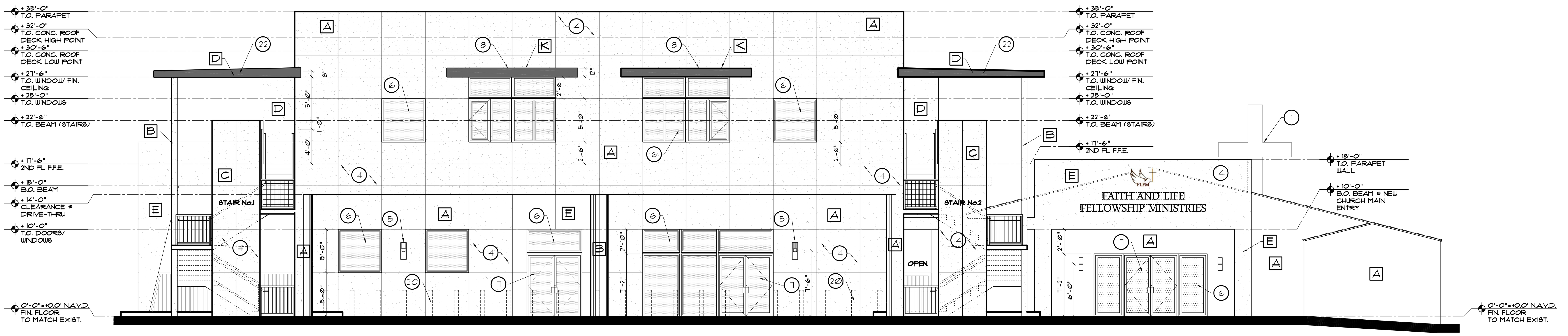


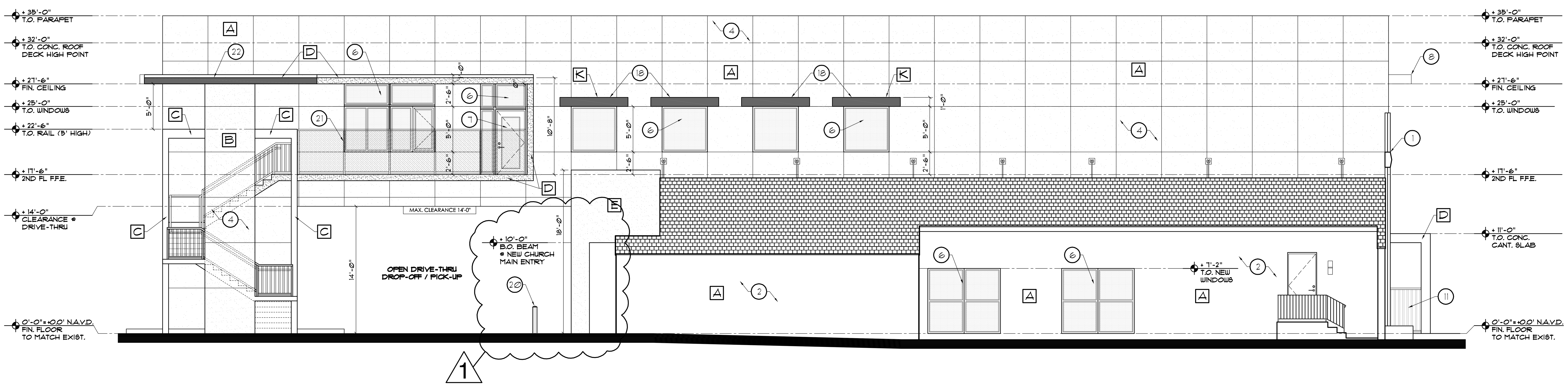
NEW REAR (EAST) EXTERIOR ELEVATION

SC: 3/16" = 1'-Ø"

NOTE: ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT REGULATIONS CODE

BUILDING SIGNAGE

SC: 3/8" = 1'-Ø"



NEW LEFT SIDE (NORTH) EXTERIOR ELEVATION

SC: 3/16" = 1'-Ø"

KEY NOTES LEGEND

1. EXISTING CONCRETE CROSS TO RECEIVE NEW PAINT FINISH.
2. EXISTING WALL TO RECEIVE NEW PAINT AND MINIMUM ¾" NEW STUCCO FINISH SMOOTH SAND FLOAT OVER BONDING ON NEW 5'-Øòx 5'-Ø" GRID BY FRY REGLET STUCCO ½" WIDE x ¾" DEEP REVEAL CHANNELS IN WHITE FINISH. DO NOT PAINT REVEAL. PROTECTIVE FOAM TO REMAIN IN PLACE.
3. EXISTING PLANTER TO RECEIVE NEW PAINT FINISH.
4. NEW STUCCO ¾" THICK SMOOTH SAND FLOAT FINISH PAINT OF FRY REGLET 5'-Øòx 5'-Ø" GRID BY FRY REGLET STUCCO ½" WIDE x ¾" DEEP REVEAL CHANNELS IN WHITE FINISH. DO NOT PAINT REVEAL. PROTECTIVE FOAM TO REMAIN IN PLACE.
5. CONTEMPORARY ACCENT WALL MOUNTED EXTERIOR U.L. RATED LIGHT FIXTURE. SEE DETAIL AND SPECIFICATIONS ON SHEET A-2.Ø.
6. ALUMINUM FRAME MILL FINISH WINDOW FRAMES W/ IMPACT LAMINATED ANNEALED TINTED GLAZING IN GREEN BY CGI-CONSTRUCTION GLASS INDUSTRIES MFR. OR APPROVED EQUAL BY ARCHITECT.
7. ALUMINUM FRAME MILL FINISH DOOR FRAMES W/ IMPACT LAMINATED ANNEALED TINTED GLAZING IN GREEN BY CGI-CONSTRUCTION GLASS INDUSTRIES MFR. OR APPROVED EQUAL BY ARCHITECT.
8. ALUMINUM POWDER COAT FINISH WALL SUSPENDED SUN SCREEN EYEBROW 12ò WIDE FASCIA 2'-6ò OVERHANG BY 15'-Øò LONG.
9. PRE-FAB WALL ANCHORED/ SUSPENDED ALUMINUM ROOF AWNING PANEL SYSTEM BEYOND AT "VIA DEL ALPHA". REFER TO DETAILS.
10. ALUMINUM FRAME TUBULAR 2X4 WITH TRANSLUCENT INSERT FRAMES WITH SOLAR SUNSCREEN TYPE CANVAS FABRICS IN PRIMARY COLORS AT ENTIRE PERIMETER OF OUTDOOR PLAY AREA.
11. ALUMINUM MILL FINISH 5'-Øò HIGH FENCING WITH 2X4 TOP 4X4 POST VERTICAL AT 5'-Øò O/C, 2X4 BOLT & 2X2 VERTICAL PICKETS SPACED TO REJECT 4ò DIAMETER OBJECT.
12. ALUM 12òX4 FASCIA 1Ø'-Øò LONG SPAN CONNECTED TO POST (4X12).
13. ALUM 12'X4' POST.
    13A - ALUM 2X4 VERTICAL/ HORIZONTAL MEMBERS FRAME WITH 2X2 ALUMINUM PICKETS SPACED TO REJECT 4òØ OBJECTS.
14. TYP. 4" HIGH x 12" WIDE 22 GA GALVANIZED METAL SCUPPER TO BE SET 2" ABOVE FINISHED ROOF.
15. ALUMINUM 5'-Øò HIGH GATE WITH SPRING LATCH/ LOCK.
16. ALUMINUM RAILING MILL FINISH 42ò HIGH 2X4 CONTINUOUS TOP & BOTTOM RAIL WITH 2X4 VERTICAL POST AT 5'-Øò O/C INTERVALS WITH 1ò SQ. PICKETS SET 6ò O/C (TO REJECT 4" DIAMETER OBJECTS).
17. "ALPHA INTERNATIONAL ACADEMY - A CHARTER SCHOOL", WALL MOUNTED SIGN ON ALUMINUM MILL FRAME WITH DIAGONAL GRID, BLACK ANODIZED PAINT FINISH ALUMINUM LETTERS. SIGN TO BE 14'-Ø" MAX. WIDTH. FIRST ROW -"ALPHA" LETTERS TO BE 2Ø" IN HEIGHT, ALL CAPS, 'BROADWAY' FONT. SECOND ROW - "I & A" LETTERS TO BE 16" IN HEIGHT, ALL CAPS, 'BROADWAY' FONT. "-NTERNATIONAL" & "-CADEMY" LETTERS TO BE 1Ø" IN HEIGHT, ALL CAPS, 'ARIAL' FONT. THIRD ROW - "A CHARTER SCHOOL" LETTERS TO BE 5" IN HEIGHT, ALL CAPS, 'ARIAL' FONT STYLE.
18. ALUMINUM POWDER COAT FINISH WALL SUSPENDED SUN SCREEN EYEBROW 12ò WIDE FASCIA 2'-6ò OVERHANG BY 7'-6" LONG.
19. "121" BUILDING ADDRESS NUMBERS, 12" HIGH ALUMINUM WALL POST-MOUNTED IN 'ARIAL' FONT STYLE, BLACK ANODIZED PAINT FINISH.
20. TYP. 6" ROUND STEEL PIPE BOLLARD CONCRETE FILLED 36" HIGH PAINTED WITH BRIGHT TRAFFIC ENAMEL YELLOW PAINT.
21. ALUMINUM RAILING MILL FINISH 42ò HIGH WITH 2X4 CONTINUOUS TOP & BOTTOM RAIL. IMPACT RESISTANT CLEAR GLAZING PANELS. SEE DETAIL ON SHEET A-1.21S.
22. CANTILEVERED CONCRETE SLAB.
23. TYP. 6" WIDE 22 GA GALVANIZED METAL GUTTER.
24. "FAITH & LIFE - FELLOWSHIP MINISTRIES", WALL MOUNTED SIGN ON ALUMINUM MILL FRAME WITH DIAGONAL GRID, BLACK ANODIZED PAINT FINISH ALUMINUM LETTERS. LETTERS TO BE 1Ø" IN HEIGHT, ALL CAPS, 'VERDANA' FONT.
25. "FAITH & LIFE - FELLOWSHIP MINISTRIES" LOGO, 36" WIDE x 24" HIGH.
26. 2Ø" DIAMETER ALUMINUM POST MOUNTED ACCENT CIRCLE TO RECEIVE ELECTROSTATIC PAINT FINISH. SUBMIT SHOP DRAWINGS FOR ATTACHMENT DETAILS, SIGNED AND SEALED BY A FLORIDA LICENSED ENGINEER, & COLOR SAMPLE FOR REVIEW AND APPROVAL PRIOR TO FABRICATION OR INSTALLATION.
27. EXISTING WALL MOUNTED (2) A/C UNITS TO REMAIN.
28. EXISTING STUCCO SCORING LINES TO REMAIN AND BE PAINTED SAME COLOR AS CROSS.

EXTERIOR ELEVATION FINISHES KEY LEGEND

PAINT COLOR SCHEDULE - SHERWIN WILLIAMS MFR.

TAG	ITEM DESCRIPTION	COLOR SPECIFICATION
A	MAIN WALLS, STUCCO	SHOJI WHITE - SW 7042
B	ACCENT WALLS, STUCCO	LAUDABLE LIME - SW 6930
C	ACCENT WALLS, STUCCO	ENERGETIC ORANGE - SW 6880
D	ACCENT WALLS, STUCCO	CANDID BLUE - SW 6953
E	ACCENT WALLS, STUCCO	WORLDLY GRAY - SW 7043
F	CANVAS FABRIC	RED
G	CANVAS FABRIC	GREEN
H	CANVAS FABRIC	BLUE
I	RAILINGS	ALUMINUM MILL FINISH
J	WINDOWS & DOORS FRAMES	ALUMINUM MILL FINISH
K	SUNSCREEN EYEBROWS	ALUMINUM MILL FINISH

NOTE: ALL MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW.

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

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AA26000696 – AR0012198

Project Title: Site Plan Approval Documents for:
Existing Church Renovations and New 2 Story Charter School Building for:
FAITH and LIFE FELLOWSHIP MINISTRIES, INC.
AND
ALPHA INTERNATIONAL ACADEMY
CHARTER SCHOOL
121 SOUTH 24TH AVENUE
HOLLYWOOD, BROWARD COUNTY, FLORIDA 33020

Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP
Chkd by: FC
Drawing Scale: 3/16" = 1'-0"
Project Number: FCA-1615

Sheet title:
- NEW EAST & NORTH EXTERIOR ELEVATIONS
- KEY NOTES LEGEND
- FINISH KEY LEGEND
- BUILDING SIGNAGE

Seal/Signature:
FRANK COSTOYA, JR. A.I.A.
FL. REG. NO. AR0012198
Date:

Sheet Number:
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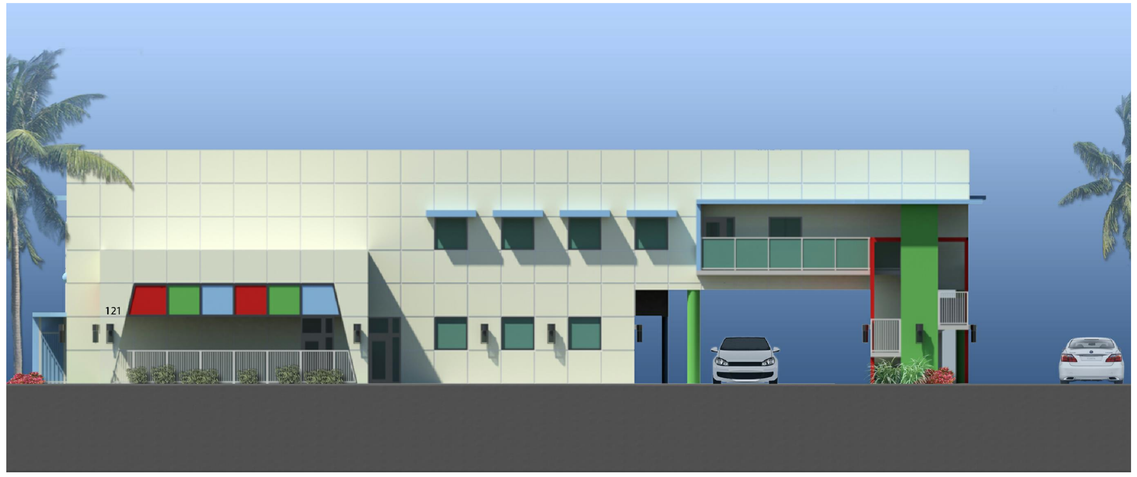
of sheets

WEST ELEVATION - FACING SOUTH 24TH AVENUE



SOUTH ELEVATION - FACING VAN BUREN STREET

EAST ELEVATION - FACING PARKING LOT

NORTH ELEVATION - FACING ALLEY

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

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Drawing date: OCTOBER 17, 2016
Drwn by: RKD / JP | Chkd by: FC
Drawing Scale:
Project Number: FCA-1615

Sheet title:
- RENDERED EXTERIOR ELEVATIONS

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FL. REG. NO. AR0012198
Date:

Sheet Number: A-2.2
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FRONT VIEW FROM CORNER OF SOUTH 24TH AVE & VAN BUREN STREET

VIEW FROM S.E. CORNER (PARKING LOT)

FRONT VIEW FROM SOUTH 24TH AVENUE

VEIW FROM N.E. CORNER FACING ALLEY

Revision type	Date	by
1 TAC COMMENTS	8/12/16	JP/RD

TO THE BEST OF THE ARCHITECT OR ENGINEERS KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AT THE TIME OF THEIR PREPARATION AS DETERMINED BY THE LOCAL AUTHORITIES IN ACCORDANCE WITH SECTION 105 (F.B.C.) FLORIDA BUILDING CODE AND 633 FLORIDA STATUTES.

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