

Planning and Development Board

Tuesday, February 7, 2023

6:00 PM

City of Hollywood



Hollywood City Hall
2600 Hollywood Blvd
Hollywood, FL 33020
<http://www.hollywoodfl.org>

Room 219

Thank you for demonstrating an interest in the City of Hollywood Planning and Development Board Meeting. The public may view the meeting either in person, virtually <http://hollywoodfl.org/calendar> or on channel 78 for Comcast, channel 99 for AT&T U-Verse.

Any member of the public wishing to speak on an agenda item, which calls for public comment, may do so either in person or virtually:

In-person:

On the day of the meeting a comment card shall be completely filled out. Comment cards will be available at the start of the meeting and must be received by the Board's Clerk prior to the close of public comment for each item. If commenting on multiple items, a comment card shall be completed for each individual item.

Virtually:

Virtual comment is offered as a courtesy. The City is not responsible for technical difficulties that may periodically arise. Pre-registration shall be **REQUIRED**.

To register use the Board Meeting Registration and Public Comment Form. If commenting on multiple items, the form shall be completed for each individual item. Should an item require consideration by multiple Boards, individual forms shall be submitted for each Board. The form may be found at the following link and shall be submitted by 6:00 PM the day before the meeting:

<https://www.hollywoodfl.org/1248/Public-CommentRegistration-and-Submittal>

Due to the quasi-judicial nature of items, written comments **CANNOT** be read into the record. Public comment shall be limited to three minutes speaking time maximum. All comments received during the submission period will become part of the public record. Comments left on voicemail machines, emailed, posted to the City's social media accounts or submitted for virtual comment after 6:00 PM on the day prior to the meeting shall not be accepted.

Persons with disabilities who require reasonable accommodations to participate in City programs and/or services may call the Division of Engineering/Transportation & Mobility, Azita Behmardi, ADA Coordinator/City Engineer, five business days in advance at 954-921-3251 (voice). If an individual is hearing or speech impaired, please call 1-800-955-8771 (V-TDD).

For additional information or for assistance, please contact Planning and Urban Design Division, at 954-921-3471 option 3 or via email at planningdivision@hollywoodfl.org.

Persons attending meetings shall remain seated at all times unless called upon to speak, will not callout comments during the meeting or make inappropriate hand or facial gestures.

Please silence all cell phones prior to entering the meeting.

A. Administration

1. Pledge of Allegiance
2. Roll Call
3. Approval of the Previous Meeting Minutes
4. Additions, Deletions, Withdrawals, and Continuances
5. City Attorney Announcements

Attachments: [Quasi-Judicial Hearing Procedures.pdf](#)
[Witness List.pdf](#)

B. Applications

ITEMS # 1-2 BELOW ARE CONSIDERED QUASI-JUDICIAL

[1. 2023 0207](#)

FILE NO.: 22-DP-48
APPLICANT: Pinnacle 441 Phase 2, LLC.
LOCATION: 6028 Johnson Street
REQUEST: Design and Site Plan for a 100-unit residential development (Pinnacle 441 - Phase II)

Attachments: [2248_PDB_Staff_Report_Draft_2023_0207.pdf](#)
[Attachment A_Application_Package_Part I.pdf](#)
[Attachment A_Application_Package_Part II.pdf](#)
[Attachment B_Land Use and Zoning Map.pdf](#)

[2. 2023 0207](#)

FILE NO.: 22-DPS-34
APPLICANT: UTXII Miami Hollywood, LLC.
LOCATION: 500 S State Rd 7
REQUEST: Design, Site Plan and Special Exception to allow expansion of a nonconforming use (UTEX Storage)

Attachments: [2234_PDB_Staff_Report_2023_0207.pdf](#)
[Attachment A_Application_Package.pdf](#)
[Attachment B_Land Use and Zoning Map.pdf](#)

C. Old Business

D. New Business

1. Review of projects before the Technical Advisory Committee
2. Summary of the City Commission Actions
3. Active Rules of Procedure, adopted September 2011

Attachments: [PDB Rules of Procedure.pdf](#)

E. Adjournment

Legal descriptions for each of the above petitions is on file in the Department of Development Services.

Any person wishing to appeal any decision made by this Commission with respect to any matter considered at such meeting or hearing will need a record of the proceedings, and for such purposes may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is made.

Two or more members of the same city board, commission, or committee, who are not of this Commission, may attend this meeting and may, at that time, discuss matters on which foreseeable action may later be taken by their board, commission or committee.

Persons with disabilities who require reasonable accommodations to participate in City programs and/or services may call the Division of Engineering/Transportation & Mobility, Azita Behmardi, ADA Coordinator/City Engineer, five business days in advance at 954-921-3251 (voice). If an individual is hearing or speech impaired, please call 1-800-955-8771 (V-TDD).



City of Hollywood

Staff Summary

Hollywood City Hall
2600 Hollywood Blvd
Hollywood, FL 33020
<http://www.hollywoodfl.org>

Agenda Date: 2/7/2023

To: Planning and Development Board

Title:

**QUASI-JUDICIAL HEARING PROCEDURES
AND RULES FOR EX-PARTE COMMUNICATIONS**

I. Scope and Applicability. These procedures shall apply to all quasi-judicial hearings held by the City Commission or by any Board or Committee (hereinafter referred to as "Boards") which holds quasi-judicial hearings. The City Attorney shall determine which matters are quasi-judicial in nature and shall direct the City Clerk or Board liaison to designate specially such matters on the agenda.

II. Proceedings. Mayor, Vice Mayor or other presiding officer (hereafter, the "Presiding Officer") shall conduct the proceedings and maintain order. The City Attorney or legal advisor shall represent the City Commission or Board, rule on all evidentiary and procedural issues and objections, and advise the City Commission or Board as to the applicable law and necessary factual findings. Hearings shall be conducted informally, but with decorum. Formal rules of procedure shall not apply except as set forth herein; however, fundamental due process shall be accorded.

III. Unauthorized Communications. In all quasi-judicial hearings, all rulings must be based only upon the evidence presented at the hearing. In accordance with Section 286.0115(1), Florida Statutes, ex parte communications with City Commissioners or Board members in quasi-judicial matters is permissible and the adherence to the following procedures shall remove the presumption of prejudice arising from ex parte communications with City Commissioners or Board members:

1. The substance of any ex parte communication with a City Commissioner or Board member which relates to a quasi-judicial action pending before the Commission or Board is not presumed prejudicial to the action if the subject of the communication and the identity of the person, group, or entity with whom the communication took place is disclosed and made a part of the record before the final action on the matter.

2. A City Commissioner or Board member may read a written communication from any person. However, a written communication that relates to a quasi-judicial action pending before the Commission or Board shall not be presumed prejudicial to the action, and such written communication shall be made a part of the record before final action on the matter.

3. City Commissioners or Board members may conduct investigations and site visits and may receive expert opinions regarding quasi-judicial action pending before them. Such activities shall not be presumed prejudicial to the action if the existence of the investigation, site visit, or expert opinion is made a part of the record before final action on the matter.

4. Disclosure made pursuant to subparagraphs 1, 2 and 3 must be made before or during the public meeting at which a vote is taken on such matters, so that persons who have opinions contrary to those expressed in the ex parte communication are give a reasonable opportunity to refute or respond to the communication.

IV. Witnesses and Supporting Materials. At least eight City business days before a quasi-judicial hearing.

A. Staff shall prepare a report, recommendation and supporting materials, a copy of which shall be available to the applicant, appellant and to the public at the City Clerk's Office. Included in the supporting materials will be copies of all exhibits and documents upon which staff's recommendation is based.

B. The Applicant and the Appellant, if applicable, shall submit a detailed outline of the argument in support of their application, copies of all exhibits which will be presented at hearing and the names and addresses of all witnesses who will be called to testify in support of the application (including resumes for any witness the party intends to qualify as an expert).

C. The eight City business day deadline is necessary to ensure the Commission or Board members are given sufficient opportunity to review the written submissions prior to the hearing, and shall be strictly observed. Should the eight-day City business day deadline be missed by either staff or the Applicant, the item may be continued at the discretion of the City Commission or Board to the next available agenda.

V. Party Intervenors.

The City Attorney may allow a person to intervene as a Party Intervenor if they meet the following requirements:

A. The person must have an interest in the application, which is different than the public at large.

B. At least ~~eight~~ three days prior to the hearing, the person shall submit a written request to intervene including: a detailed outline of their interest in the application and argument in favor or against it, copies of all exhibits which will be presented at the hearing and the names and addresses of all witnesses who will be called to testify on their behalf (including resumes for any witness the person intends to qualify as an expert).

VI. Conduct of Hearing.

A. The Presiding Officer shall call the proceeding to order and announce that the hearing has begun.

B. The Presiding Officer, City Attorney or legal advisor shall inquire whether all parties, members of the public and Commission or Board members agree to waiving the quasi-judicial hearing.

C. When the quasi-judicial hearing is not waived, the City Attorney, legal advisor or Presiding Officer shall explain the rules concerning procedure, testimony, and admission of evidence.

D. When the quasi-judicial hearing is not waived, the City Clerk or staff liaison shall swear in all witnesses who are to testify at the hearing.

E. The order of proof shall be as follows:

1. A representative of the City's staff (or outside counsel) shall briefly describe the Applicant's request, introduce and review all relevant exhibits and evidence, report staff's recommendation, and present any testimony in support of staff's recommendation. Staff shall have a maximum of 30 minutes to make their full presentation, including opening statement and all direct presentation by witnesses, but excluding any cross-examination or questions from the Commission or a Board member.

2. The Appellant, if applicable, (or his/her representative or counsel) shall present evidence and testimony in support of the application. Appellant shall have a maximum of 30 minutes to make its full presentation, including opening statement and all direct presentation by witnesses, but excluding any cross-examination or questions from the Commission or a Board member.

3. Any Party Intervenor (or his/her representative or counsel) shall present evidence and testimony in support of or opposed to the application. A Party Intervenor shall have a maximum of 30 minutes to make his/her full presentation, including opening statement and all direct presentation by witnesses, but excluding any cross-examination or questions from the Commission or a Board Member.

4. The Applicant (or his/her representative or counsel) shall present evidence and testimony in support of the application. Applicant shall have a maximum of 30 minutes to make his/her full presentation, including opening statement and all direct presentation by witnesses, but excluding any cross-examination or questions from the Commission or a Board member.

5. Any other persons present who wish to submit relevant information to the City Commission or Board shall speak next for a maximum of three minutes each (excluding any cross-examination or questions from the Commission or a Board member). Members of the public will be permitted to present their non-expert opinions, but the Commission or board will be expressly advised that public sentiment is not relevant to the decision, which must be based only upon competent and substantial evidence.

6. The Appellant will be permitted to make final comments, if any (maximum of five minutes).

7. The Applicant will be permitted to make final comments, if any (maximum of five minutes).

8. The Party Intervenor will be permitted to make final comments, if any (maximum of five minutes).

9. The City's staff will make final comments, if any (maximum of five minutes).

10. At the discretion of the Presiding Officer, the Applicant may be permitted to respond to the final Party Intervenor and staff comments and recommendations (maximum of three minutes).

G. The City Attorney or legal advisor will advise the City Commission or Board as to the applicable law and the factual findings that must be made to approve or deny the application.

H. The City Commission or Board will conduct open deliberation of the application. The Presiding Officer shall have the discretion to reopen the proceeding for additional testimony or argument by the parties when an outcome substantially different than either the granting or denial of the application is being considered. After deliberations, a vote shall be taken to approve, approve with conditions or deny the application.

VII. Examination by Commissioners and City Attorney or Legal Advisor.

Commissioners, Board members and the City Attorney or Legal Advisor may ask questions of persons presenting testimony or evidence at any time during the proceedings until commencement of deliberation.

VIII. Cross-Examination of Witnesses. After each witness testifies, the City staff representative, the Applicant's representative, Appellant's representative, and/or the Party Intervenor's representative shall be permitted to question the witness, but such cross-examination shall be limited to matters about which the witness testified and shall be limited to five minutes per side. Members of the public will not be permitted to cross-examine witnesses. Cross-examination shall be permitted only as would be permitted in a Florida court of law.

IX. Rules of Evidence.

A. All evidence of a type commonly relied upon by reasonably prudent persons in the conduct of their affairs shall be admissible, whether or not such evidence would be admissible in a court of law in Florida. Irrelevant, immaterial, harassing, defamatory or unduly repetitive evidence shall be excluded.

B. Hearsay evidence may be used for the purposes of supplementing or explaining other evidence, but it shall not be sufficient by itself to support a finding unless it would be admissible over objection in a civil action.

C. Documentary evidence may be presented in the form of a copy or the original. Upon request, parties shall be given an opportunity to compare the copy with the original.

X. Statements of Counsel. Statements of counsel, or any non-attorney representative, shall only be considered as argument and not testimony unless counsel or the representative is sworn in and the testimony is based on actual personal knowledge of the matters which are the subject of the statements.

XI. Continuances and Deferrals. The City Commission or Board shall consider requests for continuances made by City staff, the Applicant, the Appellant or a Party Intervenor and may grant continuances in its sole discretion. If, in the opinion of the City Commission or Board, any testimony or documentary evidence or information presented at the hearing justifies allowing additional research or review in order to properly determine the issue presented, then the City Commission or Board may continue the matter to a time certain to allow for such research or review.

XII. Transcription of hearing.

A. The City Clerk or staff liaison shall preserve the official transcript of the hearing through tape recording and/or video recording.

B. The Applicant, Appellant or Party Intervenor may arrange, at its own expense, for a court reporter to transcribe the hearing.

C. The Applicant, Appellant or Party Intervenor may request that all or a part of the transcript of a hearing be transcribed into verbatim, written form. In such case, the Applicant, Appellant or Party Intervenor requesting the transcript shall be responsible for the cost of production of the transcription and the transcription shall become the official transcript.

XIII. Maintenance of Evidence and Other Documents. The Office of the City Clerk or staff liaison shall retain all of the evidence and documents presented at the hearing unless any such evidence is too large to be stored by the City Clerk or staff liaison. In that event, such evidence will be stored in the Community Planning and Development Department.

XIV. False Testimony. Any willful false swearing on the part of any witness or person giving evidence before the Commission or Board as to any material fact in the proceedings shall be deemed to be perjury and shall be punished in the manner prescribed by law for such offense.

XV. Failure of Applicant to Appear. If the Applicant, the Appellant or Party Intervenor or their representative fails to appear at the time fixed for the hearing, and such absence is not excused by the Commission or Board, the Commission or Board may proceed to hear the evidence and render a decision thereon *in absentia*.

XVI. Subpoena Power. The Applicant, the Appellant or Party Intervenor or City's staff shall be entitled to compel the attendance of witnesses through the use of subpoenas. All such subpoenas shall be issued by the City Clerk at the request of the Applicant, Appellant or City's staff.

**CITY OF HOLLYWOOD
MEMORANDUM
DEPARTMENT OF DEVELOPMENT SERVICES
DIVISION OF PLANNING AND URBAN DESIGN**

DATE: October 24, 2022

MEMO NO.: P-22-12

TO: City Clerk

FROM: Andria Wingett, Assistant Director/Planning Manager

SUBJECT: Witness List for Quasi-Judicial Items (Revised)

EXPLANATION:

Following is a list of Technical Advisory Committee members which may serve as witnesses for all **Planning and Development Board, Historic Preservation Board, and City Commission Quasi-Judicial items**. Resumes and credentials on file with the Office of Human Resources. The City may add additional witness for specific items as necessary in conformance with Quasi-Judicial procedures.

Donna Biederman	Community Development Coordinator
Liliana Beltran	Housing Inspector
Raelin Storey	Communications, Marketing, and Economic Development Director
Azita Behmardi	City Engineer
Clarissa Ip	Engineering Support Services Manager
Rick Mitinger	Transportation Engineer
Russell Long	Assistant Chief Building Official
Daniel Quintana	Electrical Plans examiner / Inspector
Jovan Douglas	Parking Administrator
Elaine Franklin	Environmental Sustainability Coordinator
Alicia Vereas-Feria	Engineer, Public Utilities
Giselle Hipolito	Engineer, Public Utilities
Favio Perez	Landscape Inspector / Plans Examiner
Jorge Castano	Fire Marshal / Division Chief
Christine Adamcik	Community Service Officer, Police Department
Doreen Avitabile	Crime Prevention Specialist
Charles Lassiter	Assistant Director, Public Works
Annalie Holmes	Assistant Director, Public Works
David Vazquez	Assistant Director, Parks, Recreation, and Cultural Arts
Andria Wingett	Assistant Director / Planning Manager
Carmen Diaz	Planning Administrator
Mawusi Watson	Planning Administrator
Tasheema Lewis	Associate Planner
Laura Gomez	Assistant Planner



City of Hollywood

Staff Summary

Hollywood City Hall
2600 Hollywood Blvd
Hollywood, FL 33020
<http://www.hollywoodfl.org>

File Number: 1. 2023_0207

Agenda Date: 2/7/2023

To: Planning and Development Board

Title: FILE NO.: 22-DP-48
APPLICANT: Pinnacle 441 Phase 2, LLC.
LOCATION: 6028 Johnson Street
REQUEST: Design and Site Plan for a 100-unit residential development (Pinnacle 441 - Phase II)

**CITY OF HOLLYWOOD, FLORIDA
DEPARTMENT OF DEVELOPMENT SERVICES
PLANNING AND URBAN DESIGN DIVISION**

DATE: February 7, 2023 **FILE:** 22-DP-48

TO: Planning and Development Board

VIA: Andria Wingett, Assistant Director

FROM: Carmen Diaz, Planning Administrator

SUBJECT: Pinnacle 441 Phase 2, LLC requests Design and Site Plan for an eight-story residential development consisting of 100 residential unit development (Pinnacle 441 – Phase II)

REQUEST

Design and Site Plan for an eight-story residential development consisting of 100 residential units.

RECOMMENDATION

Design: Approval.

Site Plan: Approval, if Design is granted and with the following conditions.

- a. A Unity of Title or Unity of Control for Phase 1 and Phase 2, in a form acceptable to the City Attorney, be submitted prior to the issuance of permits and recorded in the Broward County Public Records, by the City of Hollywood, prior to the issuance of Certificate of Occupancy (C/O) or Certificate of Completion (C/C).

REQUEST

The Applicant requests Design, and Site Plan an eight-story residential development consisting of 100 residential units, including one (1) live / work unit. The subject site is at located at 6028 Johnson Street, within Transit Oriented Corridor (TOC), west of the corner of Johnson Street and State Road 7.

The proposed development is Phase 2 of the Pinnacle development. Phase 1, on the corner of Johnson Street and State Road 7, consists of 113 residential units and approximately 8,300 square feet (sq. ft.) of office and commercial space, and was approved by the Planning and Development Board on October 12, 2021 (Resolution No 21-DP-15). Phase I is currently under construction. The existing mobile home park on the subject property will be demolished and a new site configuration is proposed which will integrate with the Phase 1 development.

As the subject property is the second phase of development, Staff recommends that a Unity of Title or Unity of Control for Phase 1 and Phase 2, in a form acceptable to the City Attorney, be submitted prior

to the issuance of permits and recorded in the Broward County Public Records, by the City of Hollywood, prior to the issuance of Certificate of Occupancy (C/O) or Certificate of Completion (C/C).

The TOC Land Use designation encourages redevelopment or development of significant areas. The major purposes of this designation are to facilitate multi-use and mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form. The subject property is located near a key intersection yet the existing mobile home development, a single use and vehicle-oriented community, does not exhibit characteristics representative of the vision for the TOC.

The proposed design and site plan is a significant contrast to the existing site conditions. The proposed building is oriented towards the Johnson Street and NW 61st Avenue frontages, mirroring the configuration of the Phase 1 development. The Johnson Street frontage is activated with pedestrian access to the lobby, connecting to the public sidewalk. Ground floor uses include the live/work unit, a lobby, and other residential amenities. Furthermore, the parking area is strategically located behind the building with access provided from both Johnson Street and through the Phase 1 development to State Road 7. An additional “exit only” lane is proposed to NW 61st Avenue. The parking features bike storage and dedicated ride-share spaces promoting a more urban form.

The proposed design introduces new and refreshing elements to the surrounding community. The contrasting material and design elements create visually appealing facades that have long been absent in this area and integrate seamlessly with the Phase 1 development. The use of glazing on the ground floor fronting Johnson Street and series of contrasting volumes and elements creates dynamic and visually appealing façades. This design will be a further catalyst for development in this area and propels this area in the direction that reinforces the urban environment as envisioned for the TOC. Furthermore, this design also uses landscaping to enhance urban form. The landscape plan incorporates an array of native trees, palms, and shrubs while improving the streetscape along Johnson Street and NW 61st Avenue.

The proposed plan meets all the regulations as required per the Zoning and Land Development Regulations (ZLDRs). The Applicant has worked carefully with Staff to ensure a design and site plan that is in line with the regulations and cohesive with the character of the surrounding area. Redevelopment of this site enhances the corridor, encourages additional redevelopment of the area, and provides as additional example for new development in the surrounding area.

Applicant: Pinnacle 441 Phase 2, LLC
Address/Location: 6028 Johnson Street
Gross Area of Property: 72,596 sq. ft. (1.66 acres)
Land Use: Transit Oriented Corridor (TOC)
Zoning: Central Johnson Street Mixed Use District (C-JS)
Existing Use of Land: Residential - Mobile Home Park

ADJACENT LAND USE

North: Transit Oriented Corridor (TOC)
South: Transit Oriented Corridor (TOC)
East: Transit Oriented Corridor (TOC)
West: Transit Oriented Corridor (TOC)

ADJACENT ZONING

North: Central Johnson Street Mixed Use District (C-JS)
South: Central Mixed-Use District (C-MU)
East: Central Johnson Street Mixed Use District (C-JS)
West: Central Johnson Street Mixed Use District (C-JS)

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Located within the Transit Oriented Corridor, the project site is surrounded by a mix of uses. Phase 1 of the Pinnacle mixed use development is under construction to the east, whilst to the north and west along Johnson Street, uses are predominantly commercial. Residential uses exist to the south and along Lincoln Street to the west. The goal of the Land Use Element is to promote a distribution of land uses that will enhance and improve the residential, business, resort, and natural communities while allowing landowners to maximize the use of their property. Redevelopment of this site will increase the availability of higher density residential uses and expand the mixture of uses in the area, serving the adjacent community as well as the region.

Policy 2.2.11: *Promote the development of US 441/SR 7 as a major transit corridor.*

Policy 3.1.4: *Promote land assembly along the US 441/SR 7 Corridor to create larger development parcels for economic sustainability to offset the physical and economic loss from Florida Department of Transportation right-of-way acquisition.*

Objective 5: *Encourage appropriate infill, redevelopment in blighted areas throughout the City and economic development in blighted business and tourist areas.*

CONSISTENCY WITH THE CITY-WIDE MASTER PLAN

The City of Hollywood recognizes State Road 7 as a major transportation corridor and one which is crucial to the success of the western portion of the City. Being established as the first sub-area in the Plan, it is clear the City and its residents are committed to the revitalization of this corridor. The proposed development is consistent with the following principles and policies for Sub-Area 1:

Guiding Principle: *Promote the highest and best use of land in each sector of the City without compromising the goals of the surrounding community.*

Guiding Principle: *Attract and retain businesses that will increase economic opportunities for the City while enhancing the quality of life for residents.*

Policy 1.1: *Place a priority on the US 441/SR 7 Corridor for redevelopment opportunities, influence FDOT on design of the highway, and create innovative zoning to implement future plans.*

APPLICABLE CRITERIA

Analysis of Criteria and Findings for Design as stated in the City of Hollywood Zoning and Land Development Regulations, Article 5.

CRITERIA 1: *Architectural and Design components.* Architecture refers to the architectural elements of exterior building surfaces. Architectural details should be commensurate with the building mass. Design of the building(s) shall consider aesthetics and functionality, including the relationship of the pedestrian with the built environment. The design should consider architectural elements that are characteristic of the surrounding neighborhood.

ANALYSIS: The proposed development offers a design that can be seen as a positive addition to the surrounding area. This design will help to be a catalyst for ongoing and future redevelopment in this area and propels this area in the direction that reinforces the urban environment as envisioned for the TOC. The development is seamlessly connected to the public realm, which enhances the pedestrian experience and connectivity.

FINDING: Consistent.

CRITERIA 2: *Compatibility.* The harmonious relationship between existing architectural language and composition and proposed construction, including how each building along the street relates to the whole and the pattern created with adjacent structures, and the surrounding neighborhood; and with the established and adopted vision for the area.

ANALYSIS: The architectural styles and elements of the proposed development do not exhibit architectural features and styles that are insensitive and incompatible to the surrounding area. Architectural elements of the design are compatible with the Phase 1 development to the east and introduce new and refreshing elements with the surrounding area.

FINDING: Consistent.

CRITERIA 3: *Scale/Massing.* Buildings shall be proportionate in scale, with a height which is consistent with the surrounding structures; and with the established and adopted vision for the area. Building geometries shall reflect a simple composition of basic architectural details in relation to its length, width, height lot coverage, and setting of the structure in context with adjacent buildings.

ANALYSIS: The proposed building is proportionate in scale and massing with the adjacent structures, including the Phase 1 development under construction to the east. The design includes architectural details that elevate and introduces new and compatible elements into the surrounding area.

FINDING: Consistent.

CRITERIA 4: *Landscaping.* Landscaped areas should contain a variety of native and other compatible plant types and forms and be carefully integrated with existing buildings and paved areas. Existing mature trees and other significant plants on the site should be preserved.

ANALYSIS: The Applicant has worked with the City Landscape Reviewer to incorporate a variety of compatible plant types and forms into the design. The proposed landscape helps articulate the property and enhance the design of the proposed building.

FINDING: Consistent.

SITE PLAN

The Technical Advisory Committee (TAC) found the proposed Site Plan compliant with all regulations as set forth in Article 6 of the Hollywood Zoning and Land Development Regulations on December 20th, 2022. Therefore, Staff recommends approval if Design is granted.

The following standards shall be utilized by the Technical Advisory Committee and the Planning and Development Board in the review, evaluation, and approval of all required plans and exhibits:

- A. *Natural Environment.* All proposed development shall be designed in such a manner as to preserve, perpetuate, and improve the existing natural character of the site. Existing trees and other landscape features shall, to the maximum extent possible, be preserved in their natural state; and additional landscape features shall be provided to enhance architectural features, to relate structural design to the site, and to conceal unattractive uses. In all instances the city's tree protection, landscaping and all other applicable regulations shall be fully complied with as minimum standards.

- B. *Open space.* Adequate landscaped open space shall be provided which meets the particular needs and demands of the proposed development and all specific zoning district requirements. Legal methods assuring the continued preservation and maintenance of required open space shall be submitted to and approved by the City Attorney. The type and distribution of all open space shall be determined by the character, intensity and anticipated residential or user composition of the proposed development.
 - 1. Passive open spaces (those areas not planned for intensive activity) shall be arranged as to enhance internal spatial relationships between proposed structures, to provide buffers between the project and adjacent less intensive uses, to facilitate pedestrian movements within the development, and to improve the overall visual quality of the site.
 - 2. Active open spaces (those areas containing activities such as playgrounds, tennis courts, swimming pools and other active recreational facilities) shall be located so as to permit easy access to all residents or users within a development. Private recreational facilities and activities within specific projects shall, wherever possible, complement, rather than duplicate, nearby public recreational activities.

- C. *Circulation and parking.* All circulation systems and parking facilities within a proposed development shall be designed and located in such a manner as to comply with the following:
 - 1. A clearly defined vehicular circulation system shall be provided which allows free movement within the proposed development while discouraging excessive speeds. Said systems shall be separated insofar as practicable from pedestrian circulation systems. Pavement widths and access points to peripheral streets shall be provided which adequately serve the proposed

development and which are compatible and functional with circulation systems outside the development.

2. Whenever possible in proposed residential developments, living units should be located on residential streets or courts which are designed to discourage nonlocal through traffic.

3. Off-street parking areas shall be provided which adequately accommodate maximum vehicle storage demands for the proposed project and are located and designed in such a manner so as to conveniently serve the uses to which they are accessory and not create incompatible visual relationships.

4. Safe and efficient access to all areas of the proposed development shall be provided for emergency and service vehicles, as required by the Florida Building Code in effect in Broward County, Florida, as revised from time to time.

5. Sidewalks shall be provided as required by the city regulations.

6. Handicapped Accessibility shall be provided as required by all applicable regulations.

D. *Community services and utilities.* All proposed developments shall be designed and located in such a manner as to ensure the adequate provision, use and compatibility of necessary community services and utilities.

1. An adequate sanitary sewer collection system including all necessary extensions and connections, shall be provided in accordance with city standards for location and design. Where necessitated by the size of the development and/or by the unavailability of city treatment facilities, sanitary sewage treatment and disposal systems must be provided in accordance with city and state standards and regulations.

2. An efficient solid waste collection system, including the provisions of an adequate number of properly screened local receptacles in locations which afford maximum use and collection convenience, shall be provided in accordance with all applicable city standards.

3. A well designed internal system for fire protection, including the provisions of an adequate number of properly located fire hydrants and an efficient access arrangement for emergency fire vehicles, shall be provided to ensure the safety of all persons within the project.

E. *Building and other structures.* All buildings and structures proposed to be located within a development shall be oriented and designed in such a manner as to enhance, rather than detract from, the overall quality of the site and its immediate environment. The following guidelines shall be followed in the review and evaluation of all buildings and structures:

1. Proposed buildings and structures shall be related harmoniously to the terrain, other buildings and the surrounding neighborhood, and shall not create through their location, style, color or texture incompatible physical or visual relationships.

2. All buildings and structures shall be designed and oriented in a manner ensuring maximum privacy of residential uses and related activities both on the site being developed and property adjacent thereto.

3. All permanent outdoor identification features which are intended to call attention to proposed projects and/or structures shall be designed and located in such a manner as to be an integral part of the total project and/or structural design and shall not exceed a size and scale necessary for the recognition from vehicles moving along adjacent streets at prescribed legal speeds.

F. *Level of service standards.* For the purpose of the issuance of development orders and permits, the city has adopted level of service standards for public facilities and services which include roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation. All applicants are required to prove concurrency pursuant to the City's Comprehensive Plan and F.S. Chapter 163, as amended from time to time.

G. *Other requirements.* Requirements and recommendations as provided in the city tree and landscape regulations shall be observed as will the requirements of all applicable standards and regulations.

ATTACHMENTS

- ATTACHMENT A: Application Package
- ATTACHMENT B: Land Use and Zoning Map

ATTACHMENT A
Application Package
Part I

PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION



Tel: (954) 921-3471
Fax: (954) 921-3347

This application must be completed in full and submitted with all documents to be placed on a Board or Committee's agenda.

The applicant is responsible for obtaining the appropriate checklist for each type of application.

Applicant(s) or their authorized legal agent must be present at all Board or Committee meetings.

At least one set of the submitted plans for each application must be signed and sealed (i.e. Architect or Engineer).

Documents and forms can be accessed on the City's website at

<http://www.hollywoodfl.org/DocumentCenter/Home/View/21>



APPLICATION TYPE (CHECK ONE):

- Technical Advisory Committee
- City Commission
- Historic Preservation Board
- Planning and Development Board

Date of Application: 2-7-23

Location Address: 6028 Johnson Street, Hollywood FL

Lot(s): 11 Block(s): 2 Subdivision: Pine Ridge Estates

Folio Number(s): 514113040080

Zoning Classification: CS-J Land Use Classification: TOC

Existing Property Use: Trailer park Sq Ft/Number of Units: 40 pads/ 10 RV stalls

Is the request the result of a violation notice? () Yes (x) No If yes, attach a copy of violation.

Has this property been presented to the City before? If yes, check all that apply and provide File Number(s) and Resolution(s): 22-DP-48

- Economic Roundtable
- City Commission
- Technical Advisory Committee
- Planning and Development
- Historic Preservation Board

Explanation of Request: Site Plan review and approval of an eight story, 100 unit, apartment building

Number of units/rooms: 100 Sq Ft: 881sf average

Value of Improvement: _____ Estimated Date of Completion: Dec 2024

Will Project be Phased? () Yes (x) No If Phased, Estimated Completion of Each Phase

Name of Current Property Owner: Pinnacle 441 Phase 2, LLC (David O. Deutch, President of Auth. member)

Address of Property Owner: 9400 South Dadeland Boulevard, Suite 100, Miami, FL 33156

Telephone: 305-854-7100 Fax: _____ Email Address: _____

Name of Consultant/Representative/Tenant (circle one): Keith Poliakoff

Address: 200 S. Andrews Ave., Fort Lauderdale, FL 33301 Telephone: 954-909-0590

Fax: _____ Email Address: kpoliakoff@govlawgroup.com

Date of Purchase: 10-07-2022 Is there an option to purchase the Property? Yes () No ()

If Yes, Attach Copy of the Contract.

List Anyone Else Who Should Receive Notice of the Hearing: Tim Wheat

Pinnacle Communities, LLC Address: 9400 South Dadeland Boulevard, Suite 100
Miami, FL 33156 Email Address: twheat@pinnaclehousing.com

Joseph B. Kaller - joseph@kallerarchitects.com

PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION

CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS

The applicant/owner(s) signature certifies that he/she has been made aware of the criteria, regulations and guidelines applicable to the request. This information can be obtained in Room 315 of City Hall or on our website at www.hollywoodfl.org. The owner(s) further certifies that when required by applicable law, including but not limited to the City's Zoning and Land Development Regulations, they will post the site with a sign provided by the Office of Planning and Development Services. The owner(s) will photograph the sign the day of posting and submit photographs to the Office of Planning and Development Services as required by applicable law. Failure to post the sign will result in violation of State and Municipal Notification Requirements and Laws.

(I)(We) certify that (I) (we) understand and will comply with the provisions and regulations of the City's Zoning and Land Development Regulations, Design Guidelines, Design Guidelines for Historic Properties and City's Comprehensive Plan as they apply to this project. (I)(We) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my)(our) knowledge. (I)(We) understand that the application and attachments become part of the official public records of the City and are not returnable.

Signature of Current Owner: *David O. Deutch, President* Date: 1-17-23

PRINT NAME: David O. Deutch, President of Authorized Member, Pinnacle 441 Phase 2, LLC Date: 1-17-23

Signature of Consultant/Representative: *[Signature]* Date: 1-20-23

PRINT NAME: Keith M Poliakoff Date: 1-20-23

Signature of Tenant: _____ Date: _____

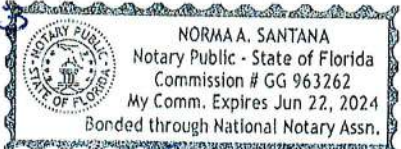
PRINT NAME: _____ Date: _____

Current Owner Power of Attorney

I am the current owner of the described real property and that I am aware of the nature and effect the request for Final Site Plan approval to my property, which is hereby made by me or I am hereby authorizing _____ to be my legal representative before the PDB (Board and/or Committee) relative to all matters concerning this application.

Sworn to and subscribed before me this 17th day of January, 2023

[Signature]
Notary Public
State of Florida



David O. Deutch, President
Signature of Current Owner
David O. Deutch, President of Authorized Member
Print Name

My Commission Expires: 6-22-2024 (Check One) Personally known to me; OR Produced Identification _____



[Department of State](#) / [Division of Corporations](#) / [Search Records](#) / [Search by Entity Name](#) /

Detail by Entity Name

Florida Limited Liability Company
PINNACLE 441 PHASE 2, LLC

Filing Information

Document Number	L15000162528
FEI/EIN Number	87-3564095
Date Filed	09/23/2015
State	FL
Status	ACTIVE
Last Event	LC NAME CHANGE
Event Date Filed	07/29/2021
Event Effective Date	NONE

Principal Address

9400 S DADELAND BLVD STE 100
MIAMI, FL 33156

Mailing Address

9400 S DADELAND BLVD STE 100
MIAMI, FL 33156

Registered Agent Name & Address

CORPORATION COMPANY OF MIAMI
200 S BISCAYNE BLVD.
STE 4100 (GJC)
MIAMI, FL 33131

Address Changed: 02/08/2016

Authorized Person(s) Detail

Name & Address

Title VP

Deutch, David O.
9400 S DADELAND BLVD STE 100
MIAMI, FL 33156

Annual Reports

Report Year	Filed Date
2020	01/14/2020

2021 03/12/2021
2022 02/23/2022

Document Images

02/23/2022 -- ANNUAL REPORT	View image in PDF format
07/29/2021 -- LC Name Change	View image in PDF format
03/12/2021 -- ANNUAL REPORT	View image in PDF format
01/14/2020 -- ANNUAL REPORT	View image in PDF format
03/25/2019 -- ANNUAL REPORT	View image in PDF format
02/02/2018 -- ANNUAL REPORT	View image in PDF format
02/24/2017 -- ANNUAL REPORT	View image in PDF format
02/08/2016 -- ANNUAL REPORT	View image in PDF format
09/23/2015 -- Florida Limited Liability	View image in PDF format

PINNACLE 441

PHASE II

6028 JOHNSON ST
HOLLYWOOD, FL 33024

PROJECT INFO:

8 STORY MIXED USE BUILDING WITH 100
RESIDENTIAL UNITS THAT INCLUDE A
LIVE/WORK UNIT ON THE FIRST FLOOR.

LAND DESCRIPTION:

THE WEST 220 FEET OF LOT 11, BLOCK 2, PINE RIDGE
ESTATES, ACCORDING TO THE PLAT THEREOF AS
RECORDED IN PLAT BOOK 24, PAGE 10 OF THE PUBLIC
RECORDS OF BROWARD COUNTY, FLORIDA.

SAID LANDS LYING AND BEING IN THE CITY OF
HOLLYWOOD, BROWARD COUNTY, FLORIDA, AND CONTAINING
72,596 SQUARE FEET (1.667 ACRES) MORE OR LESS.



VIRTUAL COMMUNITY MEETING INVITATION

Pinnacle 441 Phase 2, LLC (“Pinnacle”) is cordially inviting you to attend a Virtual Community Meeting to discuss Phase 2 of Pinnacle 441, which is generally located at 6028 Johnson Street, in the City of Hollywood. Pinnacle has filed an application with the City of Hollywood for site plan and design approval and would like to take this opportunity to share this exciting development with the surrounding community. All interested parties are encouraged to participate in the virtual meeting. Pinnacle will be presenting this proposed 100-unit multi-family affordable development and immediately following the presentation will be happy to address any questions or concerns that you may have.

VIRTUAL COMMUNITY MEETING DETAILS

Meeting Date & Time: Wednesday, January 4, 2023 at 6:00 PM.

To participate, you must access the link provided below via the Zoom Application. For further assistance, and to ensure that everyone can access the meeting, we kindly request you to RSVP by sending an email with your name and contact information to Keith Poliakoff at kpoliakoff@govlawgroup.com by no later than Tuesday, January 3, 2023 at 5:00 PM.

Should you have any specific questions regarding the proposed project that you would like answered during this meeting, please do not hesitate to let us know in advance of the meeting.

PARTICIPATION LINK

Pinnacle is inviting you to a scheduled Zoom meeting:

Topic: Pinnacle 441 Phase 2

Time: January 4, 2023 06:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/9175326492>

Meeting ID: 917 532 6492

To Dial In: +1 646 558 8656 US (New York)



CERTIFICATION LETTER

City of Hollywood

Date: December 20, 2022

Applicant: Pinnacle 441 Phase 2 LLC

Legal Description: Portion of Tract 11 of Block 2 of Pine Ridge Estates Plat as recorded in Plat Book 24 Page 10 of the Public Records of Broward County, Florida.

Address or General Location: 6028 Johnson Street

This letter certifies that the attached list of property owners was prepared using the latest tax folio rolls supplied by the Broward County Property Appraisers Office as of December 12, 2022. This list includes all properties within 500 feet from each property line of the subject site in regulations and all Civic Associations and the Planning Department and City Commission in regulations.

This letter also certifies that the attached notification was sent to the persons on the list of property owners. The notice was mailed December 20, 2022.

Finally, this letter certifies that the site was posted with 2 notice signs that meet the City of Hollywood notification regulations. The signs were posted December 19, 2022.

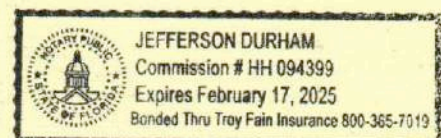
Thank You,

A handwritten signature in blue ink, appearing to read "Christina Mathews", is written over a horizontal line.

Christina Mathews

Sworn and subscribed before me this 19th day of December, 2022.

Signature of Notary



1025 Yale Drive
Hollywood, Florida 33021
954-920-2205

Email: cutroplanning@yahoo.com



6028 Johnson St

MARTY KLAR
BROWARD COUNTY PROPERTY APPRAISER

GARY LEE
BROWARD COUNTY PROPERTY APPRAISER

250 125 0 250 Feet

FOLIO_NUMB	NAME	ADDRESS_LI	CITY	STATE	ZIP	ZIP4	LEGAL
514112042790	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	3421	HOLLYWOOD BEACH HEIGHTS SEC AAMENDED PLAT 6-27 BW 25 FT OF THAT PT OF SE1/4 OF SEC 12-51-41 AS DEDICATED PERPLAT
514112042800	PUBLIC LAND % CITY OF HOLLYWOOD DEPT OF COMMUNITY & ECONOMIC DEV	2600 HOLLYWOOD BLVD #206	HOLLYWOOD	FL	33020	4807	HOLLYWOOD BEACH HEIGHTS SEC A6-27 B STREETS & AVENUES DEDICATED PERPLAT
514112051240	FLEURIMA, PATRICK & KAREN H	6104 CALL ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 3 BLK 29
514112051250	VITHOULKAS, DIONYSIA SDIONYSIA VITHOULKAS REV TR	6106 CALL ST	HOLLYWOOD	FL	33024	6012	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 4 BLK 29
514112051251	WARD, ROY TWARD, GURDLYN ETAL	6110 CALL ST	HOLLYWOOD	FL	33024	6012	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 6 W 45 BLK 29
514112051253	POLLARD, IVELYSSE SAVOIE H/EPOLLARD, ALFONSO F	6108 CALL ST	HOLLYWOOD	FL	33024	6012	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 5,6 LESS W 45 BLK 29
514112051260	PEREZ, CARLOS J	6116 CALL ST	HOLLYWOOD	FL	33024	6012	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 7 BLK 29
514112051261	VASQUEZ, BRENDA JO'STEEN, L RAYMOND	2560 NE 203 ST	MIAMI	FL	33180		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 8 BLK 29
514112051270	LASTRAPES, KIM & JOAQUINA	6124 CALL ST	HOLLYWOOD	FL	33024	6012	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 9 BLK 29
514112051360	PERDOMO, JOSE L	6131 GRANT ST	HOLLYWOOD	FL	33024	6021	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 22 BLK 29, TOGETHER WITH THAT PT OF E 15 OF N 61 TERR ABUTTING LOT 22
514112051370	CEVALLOS, WALTER & MARITZA	6127 GRANT ST	HOLLYWOOD	FL	33024	6021	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 23 BLK 29
514112051380	FERMIN, ALAIN OELMIS FERMIN, ANGELA MURILLO	6123 GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 24 BLK 29
514112051390	NARVAEZ, MARIANO D & LESBIA R	6121 GRANT ST	HOLLYWOOD	FL	33024	6021	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 25 BLK 29
514112051400	HI-LAND PROPERTIES LLC	5644 CORPORATE WAY	WEST PALM BEACH	FL	33407		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 26 BLK 29
514112051410	VASQUEZ, BRENDA O'STEEN, L RAYMOND	2560 NE 203 ST	MIAMI	FL	33180		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 27 BLK 29
514112051412	CLEMONS, MARTHA	6107 GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 28 BLK 29
514112051420	DURAN, MONICA	6105 GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 29 & 30 BLK 29
514112051421	HSU, YUAN HUNG & YU, YU LIN	6510 HARDING ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 31 BLK 29
514112051422	MITJANS, MARTHA	6101 GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 32 BLK 29
514112051430	KINLOCK, DELORIS H/EKINLOCK, PAMELA	1016 N 61 AVE	HOLLYWOOD	FL	33024	6061	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 33,34 BLK 29
514112051560	KGI ENTERPRISE LLC	1900 N UNIVERSITY DR SUITE 206	PEMBROKE PINES	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 11 BLK 30
514112051570	LEVEILLE, LEOPOLD	1021 N 61 AVE	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 12 BLK 30
514112051580	PERMAUL, ANDREW PERMAUL, SEETA	6035 GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 13 BLK 30
514112051620	1000 N STATE ROAD 7 LLC	1000 N STATE RD 7	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22,23 B10-71 BLOTS 14 THRU 19 INCL BLK 30
514112051740	VASQUEZ, BRENDA O'STEEN, L RAYMOND	2560 NE 203 ST	MIAMI	FL	33180		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 1,2 BLK 37
514112051743	GREEN, MICHAEL A	PO BOX 1421	DANIA BEACH	FL	33004	1421	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 3 BLK 37

514112051750	ELLIS, CLAUDETTE	6120A GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 4 BLK 37
514112051751	RIVIERE, JEAN E	4108 ADAMS ST	HOLLYWOOD	FL	33021	7331	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 5 BLK 37
514112051760	HYDE/LINNE REAL ESTATE TRHYDE, DONNA JEAN TRSTEE ETAL	112 HONEYCUTT RD	HAZEL GREEN	AL	35750		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 6 BLK 37
514112051770	6130 GRANT LLC	5700 SW 163 AVE	SOUTHWEST RANCHE	FL	33331		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 7 BLK 37, TOGETHER WITH E 15OF THAT PT OF N 61 TERR ABUTTING LOT 7
514112051780	GREENWICH UNITS LLC	4102 EASY SILVERADO CIR	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 9 BLK 37
514112051790	GOLDBERG, FRED	11700 NW 5 ST	PLANTATION	FL	33325		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 10 BLK 37
514112051820	RAMAWAD, DYLAN AJAY	7547 NW 18 DR	PEMBROKE PINES	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC BLOTS 14, 15 & 16 BLK 37
514112051821	CROWN CASTLE SOUTH LLC	4107 WASHINGTON RD PMB #353	MC MURRAY	PA	15317		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOTS 17, 18 & 19 BLK 37
514112051860	HARMER, STEVE & JENNILYN	13800 LURAY ROAD	SOUTHWEST RANCHE	FL	33330		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 22, 23 BLK 37, TOGETHER WITH E 15 OF THAT PT OF N 61 TERR ABUTTING LOT 22
514112051870	6145 JOHNSON ST CORP	6145 JOHNSON ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 24, 25 BLK 37
514112051880	FULL HOUSE RENTALS LLC	4146 NW 6 ST	DEERFIELD BEACH	FL	33442		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 26 LESS S 5, 27 W 10 LESS S 5 BLK 37
514112051882	KANEU LLC	9880 BLUEFIELD DR	BOYNTON BEACH	FL	33473		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 27 E 15, LESS S 5 BLK 37
514112051890	KANEU LLC	9880 BLUEFIELD DR	BOYNTON BEACH	FL	33473		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOTS 28 THRU 34 BLK 37
514112051910	SUPERIOR PROPERTY MANAGEMENT PROS LLC	401 N 44 AVE	HOLLYWOOD	FL	33021		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOTS 1 & 2 BLK 38
514112051930	SUPERIOR PROPERTY MANAGEMENT PROS LLC	401 N 44 AVE	HOLLYWOOD	FL	33021	6648	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 3, 4, 5 BLK 38
514112051940	6010 GRANT STREET LLC	6013 JOHNSON ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 6 BLK 38
514112051950	6010 GRANT STREET LLC	6013 JOHNSON ST	HOLLYWOOD	FL	33024	6027	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 7 BLK 38
514112051960	GARCIA, DOMINGO & QUIJANO, JOSE	6013 JOHNSON ST	HOLLYWOOD	FL	33024	6027	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 8, 9 LESS W 6 BLK 38
514112051970	GARCIA, DOMINGO JR & QUIJANO, JOSE	9701 NW 37 ST	HOLLYWOOD	FL	33024	8009	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BLOT 9 W 6, 10 E 25 BLK 38
514112051980	GARCIA, DOMINGO & QUIJANO, JOSE & GARCIA, JESUS	6013 JOHNSON ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOT 10 W 25 BLK 38
514112051990	GARCIA, DOMINGO & QUIJANO, JOSE & GARCIA, JESUS	6013 JOHNSON ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOT 11 BLK 38
514112052000	ROSADO, JOSE CABALLERO, CARMEN RIVERA	6032 GRANT ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOT 12, 13 BLK 38
514112052010	BRUCE L BARTOS TRBARTOS, BRUCE L TRSTEE	1311 WEST LAKE DR	FORT LAUDERDALE	FL	33316		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOT 14 15 BLK 38
514112052030	BRYVEN LLC	6041 JOHNSON ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOTS 16, 17, 18 & 19 BLK 38
514112052060	KYAW, MAUNG & MOE PHYU	350 NW 118 AVE	PLANTATION	FL	33325		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOT 20, 21, 22 BLK 38
514112052080	6019 JOHNSON ST LLC	6013 JOHNSON ST	HOLLYWOOD	FL	33024		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOTS 23, 24 & 25 BLK 38
514112052100	GARQUI LLC	6013 JOHNSON ST	HOLLYWOOD	FL	33024	6027	HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22, 23 B10-71 BLOTS 26, 27, 28 & 29 & LOTS 30 & 31, BOTH LESS S 5 FOR RD BLK 38

514112052140	Y&A INVESTMENT LOTS OF AMERICALLC	5820 FUNSTON ST	HOLLYWOOD	FL	33023		HOLLYWOOD BEACH HEIGHTS SEC B & RESUB OF SEC C 10-22,23 B10-71 BLOTS 32,33,34,35,36 BLK 38 LESSPOR DESC AS: BEG AT NE COR OF LOT 36; S 95.74; SW 55.74; THENCE E 15.41; NELY 39.34; N 109.96 TO POB
514112052141	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	3421	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BPOR LOTS 32,33,34,35,36 BLK 38 DESC AS: BEG AT NE COR OF LOT 36; S 95.74; SW 55.74; THENCE E 15.41; NELY 39.34; N 109.96 TOPOBAKA: PAR 120
514112052160	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	3421	HOLLYWOOD BEACH HEIGHTS SEC B10-22 BE 50 FT OF THAT PT OF SW 1/4 SEC 12-51-41 AS DEDICATED PER PLAT LESS THAT PT DESC IN OR 1449/15
514113022710	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	3421	HOLLYWOOD BEACH GARDENS CORR PLAT 10-14 BW 33 FT OF THAT PT OF NE 1/4 OF SEC 13-51-41 AS DEDICATED PER PLAT
514113040070	GANEVA, DAN	2839 DEWEY ST	HOLLYWOOD	FL	33020		PINE RIDGE ESTATES 24-10 BTRACT 9 E 60 OF N 100 BLK 2
514113040080	PINNACLE 441 PHASE 2 LLC	9400 S DADELAND BLVD STE 100	MIAMI	FL	33156		PINE RIDGE ESTATES 24-10 BTR 11 W 220 BLK 2
514113040220	FLORIDA DEPT OF TRANSPORTATION OFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	3421	PINE RIDGE ESTATES 24-10 BPOR OF LOT 12 BLK 2 DESC AS: BEGIN NE COR LOT 12, SW 300.02, SE 3.65, NE 255.20, SE 47.83, SE 47.71, SW 7.33, SE 21.75, NE 6.96, SE 11.83, NE 2.57, SE 29.56, NW 142.25 TO POB
514113050010	LOLY'S ENTERPRISE LLC	4613 N UNIVERSITY DR #250	CORAL SPRINGS	FL	33065		GRACEWOOD 24-22 BLOT 1 BLK 1
514113050020	ZELL, D E & PATRICIA WLANTZ, BETTY ANDREWS	141 GREENS RD	HOLLYWOOD	FL	33021	2840	GRACEWOOD 24-22 BLOT 2 BLK 1
514113050030	ZELL, D E & PATRICIA WLANTZ, BETTY ANDREWS	141 GREENS RD	HOLLYWOOD	FL	33021	2840	GRACEWOOD 24-22 BLOT 3 BLK 1
514113050040	ZELL, D E & PATRICIA WLANTZ, BETTY ANDREWS	141 GREENS RD	HOLLYWOOD	FL	33021	2840	GRACEWOOD 24-22 BLOT 4 BLK 1
514113050050	SYCHAR FRENCH SDA CHURCH INC	6019 BUCHANAN ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 5,6,7 BLK 1
514113050070	ZELL, D E & PATRICIA WLANTZ, BETTY ANDREWS	141 GREENS RD	HOLLYWOOD	FL	33021	2840	GRACEWOOD 24-22 BLOT 8 BLK 1
514113050080	ZELL, D E & PATRICIA WLANTZ, BETTY ANDREWS	141 GREENS RD	HOLLYWOOD	FL	33021	2840	GRACEWOOD 24-22 BLOT 9 BLK 1
514113050090	Y APARTMENTS LLC	507 PALM DR	HALLANDALE BEACH	FL	33009		GRACEWOOD 24-22 BLOT 10,11 BLK 1
514113050100	Y APARTMENTS LLC	507 PALM DR	HALLANDALE BEACH	FL	33009		GRACEWOOD 24-22 BLOT 13 EAST BLK 1
514113050110	BORNMANN, JOHN G	6101 BUCHANAN ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 13 WEST, 14 & 15 BLK 1
514113050130	BLACK DANCKO LLC	470 ANSIN BLV #470A	HALLANDALE BEACH	FL	33009	3111	GRACEWOOD 24-22 BLOT 16 BLK 1
514113050140	HERNANDEZ, RONALD DE JESUS	6115 BUCHANAN ST	HOLLYWOOD	FL	33024	7927	GRACEWOOD 24-22 BLOT 17 BLK 1
514113050150	RONDON, MIGUEL MMAGUINA ESPINOZA, NANCY O	6117 BUCHANAN ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 18 BLK 1
514113050160	CR & USA INVESTMENT LLC	1846 MAYO ST	HOLLYWOOD	FL	33020		GRACEWOOD 24-22 BLOT 19,20 E 1/2 BLK 1
514113050170	PRIME, LUC	6131 BUCHANAN ST	HOLLYWOOD	FL	33024	7927	GRACEWOOD 24-22 BLOT 20 LESS E 1/2, 21 BLK 1
514113050180	VAZ FAM TRVAZ, MARK A & PATRICIA TRSTEEES	11330 SW 20 ST	MIRAMAR	FL	33025		GRACEWOOD 24-22 BLOT 22 BLK 1
514113050190	VAZ FAM TRVAZ, MARK A & PATRICIA Y TRSTEEES	11330 SW 20 ST	MIRAMAR	FL	33025		GRACEWOOD 24-22 BLOT 23 BLK 1
514113050220	CROWNED KING 7 LLC	700 N STATE RD 7	HOLLYWOOD	FL	33021	5601	GRACEWOOD 24-22 BLOTS 1,2,3 & 4 BLK 2
514113050240	SHEIR, DANIEL SZNAJDERMAN, CAROLINA YAEL	21130 NE 18 CT	MIAMI	FL	33179	1504	GRACEWOOD 24-22 BLOT 5 BLK 2
514113050250	6020 B LLC	3585 NE 207 ST C9 #1323	AVENTURA	FL	33180		GRACEWOOD 24-22 BLOT 6 BLK 2
514113050260	SHEIR, CAROLINA Y SZNAJDERMANSHEIR, DANIEL	2445 NE 214 ST	MIAMI	FL	33180	1049	GRACEWOOD 24-22 BLOT 7 BLK 2
514113050270	ROTHKE, GRACE T ETAL	1188 RIVERWIND CIR	VERO BEACH	FL	32967		GRACEWOOD 24-22 BLOT 8 BLK 2
514113050280	ETSUBNEH, JENNIFER	5100 CLEVELAND ST	HOLLYWOOD	FL	33021		GRACEWOOD 24-22 BLOT 9 BLK 2
514113050290	WALTERS, JACQUELINE A	6674 MONTEGO BAY BLVD APT C	BOCA RATON	FL	33433	4028	GRACEWOOD 24-22 BLOT 10 BLK 2
514113050300	KIZIAH, PATRICIA L	3915 BUCHANAN ST	HOLLYWOOD	FL	33021		GRACEWOOD 24-22 BLOT 11 BLK 2
514113050310	GRANT, MARINA	18117 BISCAYNE BLVD #1176	MIAMI	FL	33160		GRACEWOOD 24-22 BLOT 12 BLK 2

514113050320	FKH SFR C1 LP%FIRST KEY HOMES LLC	1850 PARKWAY PL #900	MARIETTA	GA	30067		GRACEWOOD 24-22 BLOT 13 BLK 2
514113050330	INOA,CRUZ	7811 RALEIGH ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 14 BLK 2
514113050340	INOA,CRUZ	7811 RALEIGH ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 15 BLK 2
514113050350	KUCINE,SCOTT & MELISSA	2114 SW 60 TER	MIRAMAR	FL	33023		GRACEWOOD 24-22 BLOT 16 BLK 2
514113050351	MENDEZ,JOHNNY	375 N 7 ST	NEWARK	NJ	07107		GRACEWOOD 24-22 BLOT 17 BLK 2
514113050360	MOGE,YVON M & DONNA M	6120 BUCHANAN ST	HOLLYWOOD	FL	33024	7928	GRACEWOOD 24-22 BLOT 18 BLK 2
514113050370	CASTRO,MERLYNGREYES GUZMAN,JAIME	6122 BUCHANAN ST	HOLLYWOOD	FL	33024	7928	GRACEWOOD 24-22 BLOT 19 BLK 2
514113050380	HICKS,CLIFFORD D JR	6124 BUCHANAN ST	HOLLYWOOD	FL	33024	7928	GRACEWOOD 24-22 BLOT 20 BLK 2
514113050390	GUERRERO,PATRICIA L	6128 BUCHANAN ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 21 BLK 2
514113050400	PADILLA,LUIS E	845 S HIGHLAND DR	HOLLYWOOD	FL	33021		GRACEWOOD 24-22 BLOT 22 BLK 2
514113050410	MONZUR,KHAN	1018 NW 125 AVE	SUNRISE	FL	33323		GRACEWOOD 24-22 BLOT 23 BLK 2
514113050480	ESQUIVEL,NILA	6131 PIERCE ST	HOLLYWOOD	FL	33024	7943	GRACEWOOD 24-22 BLOT 30 BLK 2
514113050490	PHILLIPS,JONATHAN J H/EHAMPTON,JOANN S	6123 PIERCE ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 31 BLK 2
514113050500	ESPINOSA,IVAN P H/EESPINOSA,ROCIO I	6121 PIERCE ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 32 BLK 2
514113050510	DEONANAN,DENESH	6551 GRANT ST	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 33 BLK 2
514113050520	DENNISDEONANAN,POLLY	302 BUCCANEER ROAD	WILMINGTON	NC	28409		GRACEWOOD 24-22 BLOT 34 BLK 2
514113050530	BERGER,JESSICA	14500 SUNSET LANE	FORT LAUDERDALE	FL	33330	3412	GRACEWOOD 24-22 BLOT 35 BLK 2
514113050540	BAERGA,MARIBEL REV LIV TR	5100 TYLER ST	HOLLYWOOD	FL	33021		GRACEWOOD 24-22 BLOT 36 BLK 2
514113050550	ENGLE,BRETTON CENGLE,MARIA F	4822 HIBBS GROVE TER	COOPER CITY	FL	33330	4458	GRACEWOOD 24-22 BLOT 37,38 BLK 2
514113050560	SHARON MUSCELLA REV TR	49 N SHORE DRIVE	MIAMI BEACH	FL	33141		GRACEWOOD 24-22 BLOT 39,40 BLK 2
514113050570	2917 ROSECRANS LLC	49 N SHORE DRIVE	MIAMI BEACH	FL	33141		GRACEWOOD 24-22 BLOT 39,40 BLK 2
514113050570	LYNMARI LLC	PO BOX 814253	HOLLYWOOD	FL	33081		GRACEWOOD 24-22 BLOT 41 BLK 2
514113050571	URENA,ABRAHAM	508 LITTLE WEKIVA RD	ALTAMONTE SPG	FL	32714	7404	GRACEWOOD 24-22 BLOT 42 BLK 2
514113050580	JOSEPH,ELENA	6029 PIERCE ST #1-2	HOLLYWOOD	FL	33024		GRACEWOOD 24-22 BLOT 43 BLK 2
514113050590	BAERGA,MARIBEL REV LIV TR	14500 SUNSET LANE	FORT LAUDERDALE	FL	33330	3412	GRACEWOOD 24-22 BLOT 44 BLK 2
514113050600	MARIBEL BAERGA REV LIV TR	14500 SUNSET LN	FORT LAUDERDALE	FL	33330	3412	GRACEWOOD 24-22 BLOT 45 BLK 2
514113050610	JOZSEF ATTILA MICHNA REV LIV TRDARLENE L MICHNA REV LIV TR ETAL	6235 WINDING LAKE DR	JUPITER	FL	33458		GRACEWOOD 24-22 BLOTS 46 & 47 TOGETHER WITHW 44 FT OF LOTS 49 & 50 BLK 2
514113050620	622 J & J LLC	6235 WINDING LAKE DR	JUPITER	FL	33458	3991	GRACEWOOD 24-22 BLOT 48 BLK 2
514113050630	614 J & J LLC	6235 WINDING LAKE DR	JUPITER	FL	33458		GRACEWOOD 24-22 BLOT 49 LESS W 44,50 LESS W 44BLK 2
514113050860	FLORIDA DEPT OF TRANSPORTATIONOFFICE OF RIGHT OF WAY	3400 W COMMERCIAL BLVD	FORT LAUDERDALE	FL	33309	3421	GRACEWOOD 24-22 BE 60 FT OF THAT PT OF NW1/4 OFSEC 13 51-41 AS DEDICATED PERPLAT
514113050870	PUBLIC LAND % CITY OF HOLLYWOODOFFICE OF BUSINESS & INTL TRADE	2600 HOLLYWOOD BLVD #212	HOLLYWOOD	FL	33020	4807	GRACEWOOD 24-22 BALL STREETS DEDICATED PER PLAT24-22 B
514113190010	GANEVA,DAN R	2839 DEWEY ST	HOLLYWOOD	FL	33020		NORDINE HEIGHTS 29-43 BLOT 1,2 BLK 1
514113190020	GANEVA,DAN R	2839 DEWEY ST	HOLLYWOOD	FL	33020		NORDINE HEIGHTS 29-43 BLOT 3 BLK 1
514113190030	GANEVA,DAN R	6124 JOHNSON ST	HOLLYWOOD	FL	33024	6030	NORDINE HEIGHTS 29-43 BLOT 4 BLK 1
514113190040	HAROON,FATIMA & SAMI	10212 SW 49 MNR	COOPER CITY	FL	33328	3315	NORDINE HEIGHTS 29-43 BLOT 6 BLK 1
514113190060	JAMM SERVICES LLC	6108 JOHNSON ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 7 TO 9 BLK 1
514113190080	ONE WORLD PLUMBING &INSPECTIONS LLC	6821 MCCLELLAN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 10 BLK 1
514113190090	CASANAS,YASMIN MEJIAMEJIA,SERVIO	6105 LINCOLN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 11,12 BLK 1
514113190100	ARZOLA,CARMEN L H/EDIAZ,DIEGO	6109 LINCOLN ST	HOLLYWOOD	FL	33024	7939	NORDINE HEIGHTS 29-43 BLOT 13 BLK 1
514113190110	JOANNE ATHENA MANOL TR	16610 SW 52 PLACE	SOUTHWEST RANCHE	FL	33331		NORDINE HEIGHTS 29-43 BLOT 14 BLK 1
514113190120	BAEZ,CLARA YESENIA H/EDE LA CRUZ,ALBERT JOSE	6115 LINCOLN ST	HOLLYWOOD	FL	33024	7939	NORDINE HEIGHTS 29-43 BLOT 15 BLK 1
514113190130	MISHU,TASNOVA SARKER	13380 SW 29 CT	DAVIE	FL	33330		NORDINE HEIGHTS 29-43 BLOT 16 BLK 1
514113190140	FOXWELL,MARKHOPKINS,JOHANNA	5251 SW 1 ST	PLANTATION	FL	33317		NORDINE HEIGHTS 29-43 BLOT 17 BLK 1
514113190150	KASTEN PROPERTIES LLC	2060 PARK CT	BOCA RATON	FL	33486		NORDINE HEIGHTS 29-43 BLOT 18 BLK 1
514113190160	MENDEZ,CRUZMENDEZ,LUIS	7811 RALEIGH ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 19 BLK 1
514113190190	FLORES,MAURICIO & HILDA	6140 LINCOLN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 2 BLK 2
514113190200	MENTOR,KERLINMENTOR,WISLAND	6128 LINCOLN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 3 BLK 2

514113190210	MAPLE HOMES LIMITED INC	61 ANTHONY LN	*VAUGHAN ON	CA	L4K 3	L1	NORDINE HEIGHTS 29-43 BLOT 4 BLK 2
514113190220	RINCON,CRUZ M & DOMINGO	6120 LINCOLN ST	HOLLYWOOD	FL	33024	7940	NORDINE HEIGHTS 29-43 BLOT 5 BLK 2
514113190230	GUERRERO,KATHERINE MARLENE NUNEZDE NUNEZ,CECILIA JOSEFINA G	6116 LINCOLN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 6 BLK 2
514113190240	JIMENEZ,JESUSRIVERA,SARA M	6112 LINCOLN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 7 BLK 2
514113190250	MCCAW,TREVOR H/EMCCAW,ANNETTE	6110 LINCOLN ST	HOLLYWOOD	FL	33024	7940	NORDINE HEIGHTS 29-43 BLOT 8 BLK 2
514113190260	JIM,STEPHEN & CHRISTINE	8931 NW 5 ST	PEMBROKE PINES	FL	33024	6405	NORDINE HEIGHTS 29-43 BLOT 9 BLK 2
514113190270	MOODY,SAPHYIR BREANNA	6104 LINCOLN ST	HOLLYWOOD	FL	33024		NORDINE HEIGHTS 29-43 BLOT 10 BLK 2
514113190280	PUBLIC LAND % CITY OF HOLLYWOODOFFICE OF BUSINESS & INTL TRADE	2600 HOLLYWOOD BLVD #212	HOLLYWOOD	FL	33020	4807	NORDINE HEIGHTS 29-43 BALL STREETS DEDICATED PER PLAT29-43 B
514113400010	PINNACLE 441 LLC	9400 S DADELAND BLVD #100	MIAMI	FL	33156		PINERIDGE ESTATES 24-10 BLOT 12 LESS S 100, AND E 30 OFLOT 11 LESS S 100 BLK 2,LESS PORDESC IN INST#112853176, TOG WITHS 100 OF LOT 12 BLK 2; TOG WITHLOT 11 LESS W 220 AND LESS N 230OF E 30, BLK 2AKA: PARCELS 1,2 & 3PINNACLE 441
	CITY OF HOLLYWOOD DEPT. OF PLANNING & DEVELOPMENT SERVICES PO BOX 229045 HOLLYWOOD FL 33022-9045						
	Josh Levy, Mayor	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					
	Caryl S. Shuham, Commissioner Distrct 1	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					
	Linda Hill Anderson, Commissioner District 2	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					
	Traci L. Callari, Commissioner District 3	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					
	Adam Gruber, Commissioner District 4	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					
	Kevin D. Biederman, Commissioner District 5	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					
	Idelma Quintana, Commissioner District 6	City of Hollywood 2600 Hollywood Boulevard Hollywood, FL 33020-4807					

Association	Name	position	mailing	City	State	Zip
Arapahoe Farms	Miriam Ungar	President	5810 SW 33rd Terrace P.O. Box 223697 Hollywood, Florida	Fort Lauderdale	Florida	33312
Downtown Parkside Royal Poinciana Civic Association	Lynn Smith	President	33022	Hollywood	Florida	33020
Driftwood Civic Association	Glenda Pagan-Cortes	President	2701 N 72nd Ter	Hollywood	FL	33024
Highland Gardens Civic Association	ShirleyStealey	Secretary/Treasurer	2847 Plunkett Street 1301 S. Ocean Dr	Hollywood	FL	33020
Hollywood Beach Civic Association	Frank De Risi	President	Hollywood Fl, 33019	Hollywood	FL	33019
Hollywood Council of Civic Associations	Terry Cantrell	President	745 Harrison Street	Hollywood	FL	33019
Hollywood Gardens West	Idelma Quintana	President	5920 Johnson Street	Hollywood	FL	33021
Hollywood Hills Civic Association	Pamela Burgio	President	PO Box 81-6044	Hollywood	Florida	33081-6044
Hollywood Lakes Civic Association	Terry Cantrell	President	P.O. Box 223922	Hollywood	FL	33019
Hollywood North Beach Association	Jeff Spear	Vice President	Jeff Spear	Hollywood	FL	33019
Lawn Acres Civic Association	Lauren Rothschild	President	404 Lawn Acres Court	Hollywood	FL	33023
Liberia Homeowner Association	Tim Burton	President	2228 Evans Street	Hollywood	FI	33020
North Central Hollywood Civic Association	Patricia Antrican	President	2534 Fillmore Street	Hollywood	FL	33020
Park East Civic Association	Brenda Livingston	Secretary	3157 Johnson Street 2018 FLETCHER STREET	Hollywood	FL	33021
Parkside Civic Association	kenneth r crawford	President	STREET	HOLLYWOOD	FL	33020
The United Neighbors of South Hollywood / South Central	Helen Chervin	President	2470 Adams Street 5300 WASHINGTON ST (CLUB HOUSE OFFICE)	Hollywood,	Florida	33020=5 323
BEVERLY HILLS CONDOMINUMS	TERESA GONZALEZ	PROPERTY MANAGER	8461 Lake Worth Rd. #124	HOLLYWOOD	FL	33021
Virginia Beach Resorts Homeowners Assoc.	Todd Hamilton	Treasurer	#124	Lake Worth	FL	33467
Whitehouse Condominium Association, Inc.	William R. Treece	President	309 Crocus Terrace	Hollywood	FL	33019
Downtown Hollywood Business Association	Mark Rowe	President	1921 Hollywood Blvd.	Hollywood	FL	33021
Greater Hollywood Chamber of Commerce	Catarina Suplicy	Office Manager	330 North Federal Highway	Hollywood	FL	33020
Hollywood Beach Business Association, HBBA	Kathleen DiBona	VP Government Affairs	1501 South Ocean Drive 1722 Sheridan Street	Hollywood	FL	33019
Hollywood Beach Business Association	Debra Case	Coordinator	#170	Hollywood	Florida	33020

NOTICE OF PUBLIC OUTREACH MEETING

Sponsored by: Pinnacle Communities
Project Name: Pinnacle 441 Phase 2

FOR VIRTUAL MEETING LOGIN INFORMATION:

kpoliakoff@govlawgroup.com

Zoom Link: <https://us02web.zoom.us/j/9175326492>

MEETING DATE & TIME: 1/04/2023 @ 6:00 PM

Posted: 12/19/2022 By: Cutro

NOTICE OF PUBLIC OUTREACH MEETING

Sponsored by: Pinnacle Communities

Project Name: Pinnacle 441 Phase 2

FOR VIRTUAL MEETING LOGIN INFORMATION:

kpoliakoff@govlawgroup.com

Zoom Link: <https://us02web.zoom.us/j/9175326492>

MEETING DATE & TIME: 1/04/2023 @ 6:00 PM

Posted: 12/19/2022 By: Cutro

PINNACLE 441, PHASE 2

HOLLYWOOD, FLORIDA



Pinnacle 441 is a multi-phase, catalytic mixed-use development being developed by Pinnacle Communities, LLC delivering 213 total units of critically-needed attainable housing on the State Road 7 corridor in Hollywood, Florida. Phase 1, located at the intersection of Johnson Street and US 441/SR 7, is currently under construction and will be complete in late 2023. It will contain 113 residential rental units consisting of 1, 2, & 3 Bedrooms (110 of them affordable at 60% of area-wide median income or less) and 6,780 square feet of commercial development fronting SR7/US441.

Pinnacle 441 Phase 2 will be located at 6028 Johnson Street, west of Phase 1, and will contain another 100 units of affordable rental units (1, 2 and 3 bedrooms, also affordable at 60% AMI or less) with one unit also serving as a ground-floor live/work space with commercial frontage on Johnson Street. The development replaces a mobile home park in considerable disrepair which has been a focal point of illegal activity in the community. The park closes at the end of February 2023

and the closure is being conducted consistent with Florida Statutes, Chapter 723.

Pinnacle 441, Phase 2 will rise eight stories in height on 1.65 acres of land, and contain surface parking, state of the art improvements and shared amenities between both phases. These integrated developments will feature improvements encouraged by the City of Hollywood, such as a large public plaza at the intersection of SR 7 and Johnson Street, bike racks, and enhanced bus shelters offering connections to multiple routes, including BCT's express "441 Breeze." These improvements, access to services and employment in the immediate area, and the mixed-use nature of the development will ensure Pinnacle 441 thrives as an ideal destination to live, work and play. Construction of Phase 2 will commence in late summer 2023 and is expected to take 18 months to complete.

Established in 1997, Pinnacle develops, builds, leases and owns affordably-priced, luxury-style apartment homes, with a development portfolio approaching 10,000 units and over \$1.5 billion in combined investment. Pinnacle has experience in all facets of housing development, including affordable, mixed-income, senior, family and special needs housing.

Pinnacle maintains a enduring relationship with the City of Hollywood. Upon completion, Pinnacle will have developed four multi-family projects located within the City of Hollywood: Crystal Lakes, Parc Station, Pinnacle at Peacefield and Pinnacle 441.

Pinnacle 441 Phase 1 Under Construction



Pinnacle 441 Phase 2 Site (Trailer Park)





Pinnacle 441

Hollywood, Florida

prepared for:

Pinnacle Communities, LLC

Traffic Study

January 22, 2023

Mr. Timothy P. Wheat
Pinnacle Communities, LLC
9400 S. Dadeland Boulevard, #100
Miami, Florida 33156

Re: Pinnacle 441 Project (Phases 1 & 2) – Traffic Memorandum

Dear Tim:

Per your request, Traf Tech Engineering, Inc is pleased to provide you with the results of the traffic evaluation associated with the Pinnacle 441 mixed-use project (Phases 1 and 2) planned to be located south of Johnson Street between N 61st Avenue and SR 7/US 441 in the City of Hollywood, Broward County, Florida. Figure 1 shows the location of the project site and the surrounding street system.

Project Description and Access

The project will consist of the following land uses and intensities:

- Multifamily Mid-Rise: 213 units
- Retail < 40k: 6,760 sf
- Small Office: 1,501 sf

Access to the site is provided via access locations on Johnson Road, SR 7/US 441, and N 61st Avenue.

A copy of the site plan is contained in Attachment A. For purposes of this traffic evaluation, the project is anticipated to be built and occupied in the year 2026. The following tasks were undertaken as part of this evaluation:

- o Documented the existing lane geometry of the study area. Three intersections and the project driveways were evaluated. These intersections include:

- Johnson Street and N 62nd Avenue (signalized)
- Johnson Street and N 61st Avenue (stop controlled)
- Johnson Street and SR 7/US 441 (signalized)

Figures 2a and 2b depict the existing and future lane geometry of the above intersections and future project driveways.

- Collected intersection turning movement counts during the critical peak periods (7:00 AM to 9:00 AM) and (4:00 PM to 6:00 PM) at the following locations:
 - Johnson Street and N 62nd Avenue
 - Johnson Street and N 61st Avenue
 - Johnson Street and SR 7/US 441

The above traffic counts were recorded on Wednesday, March 10, 2021, and January 11, 2023. The traffic counts were adjusted by utilizing peak season factors of 1.00 and 1.04. Figure 3 shows the results of the AM and PM peak hour traffic counts. These traffic counts are included in Attachment B.

- Obtained the signal timing plans from Broward County for the signalized intersection. Attachment B contains the signal timing plans for the signalized intersection located within the study area.

Trip Generation

A trip generation analysis was performed for the site using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation analyses were undertaken for daily, AM peak hour, and PM peak hour conditions. The results of the trip generation analyses are documented in Table 1. As shown in the table, the Pinnacle 441 mixed-use development is projected to generate approximately 1,461 daily trips, approximately 89 AM peak hour trips (28 inbound and 61 outbound) and approximately 131 trips during the typical afternoon peak hour (75 inbound and 56 outbound).

The City's transportation consultant requested the ITE documentation from the *Trip Generation Manual (11th Edition)* which is found in Attachment F.

- Johnson Street and N 62nd Avenue (signalized)
- Johnson Street and N 61st Avenue (stop controlled)
- Johnson Street and SR 7/US 441 (signalized)

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Trip Distribution

The trip distribution for this project was based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. The general trip distribution for the project is summarized below:

- 35% to and from the north via State Road 7
- 35% to and from the south via State Road 7
- 15% to and from the east via Johnson Street
- 15% to and from the west via Johnson Street

Figure 4 documents the project traffic assignment based on the above traffic percentages.

Figures 5 and 6 present the future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the proposed development. The background traffic includes peak season adjustment factor, traffic growth based on historical traffic data within the study area (refer to Attachment C). The future traffic projections for the study intersections are presented in tabular format in Attachment D.

Volume Balancing

In reviewing the adjusted (converted to peak season for year 2023 conditions) traffic counts along Johnson Street, it was noted that a significant drop in vehicular traffic occurred on the section between N 61st Avenue and SR 7. The eastbound and westbound traffic is higher at N 61st Avenue than at SR 7. For this reason, and to determine the eastbound queues at the Johnson Street/SR 7 intersection with a conservative approach, the eastbound traffic approaching SR 7 and westbound traffic departing from SR 7 were increased to match the higher volumes at the N 61st Avenue intersection. The increase in traffic was proportionately distributed to the three eastbound movements (left, through rights) and the three movements heading westbound on Johnson Street (northbound lefts, westbound throughs, and southbound right-turns at the Johnson Street/SR 7 intersection). These adjustments are reflected in future traffic projections found in Attachment D for the intersection of Johnson Street and SR 7.

Capacity/Level of Service Analyses

In order to determine the impacts created to the impacted intersections, capacity/level of service analyses were undertaken using the SYNCHRO software. The results of the capacity/level of service analyses are presented in Tables 2 and 3. The following conclusions are reached:

- o All study intersections are projected to operate at an acceptable level of service with and without the project.
- o The project driveways are projected to operate at acceptable levels of services.
- o The eastbound queue at the Johnson Street/SR 7 intersection is projected to extend back approximately 310 feet. Based on the site plan, the distance between the eastbound stop bar at SR 7 and the east edge of the Johnson Street driveway is approximately 340 feet. Hence, eastbound queues are not projected to affect the Johnsons Street driveway operation.

The SYNCHRO outputs are contained in Attachment E.

In summary and as presented in Tables 2 and 3, in the year 2026 with the proposed project in place, all study intersections and project driveways are expected to operate at acceptable level of service during both AM and PM Peak hours.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

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

TABLE 1
Trip Generation
Pinnacle 441 Phases 1 and 2

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound
Phase 1								
Multifamily M Rise (LUC 221)	113	493	38	9	29	44	27	17
Retail <40k (LUC822)	6,760	515	16	10	6	45	23	22
Small Office (LUC712)	1,501	22	3	2	1	3	1	2
Total Phase 1		1,030	57	21	36	92	51	41
Phase 2								
Multifamily M Rise (LUC 221)	100	431	32	7	25	39	24	15
Total Phase 2		431	32	7	25	39	24	15
Gross Trips		1,461	89	28	61	131	75	56

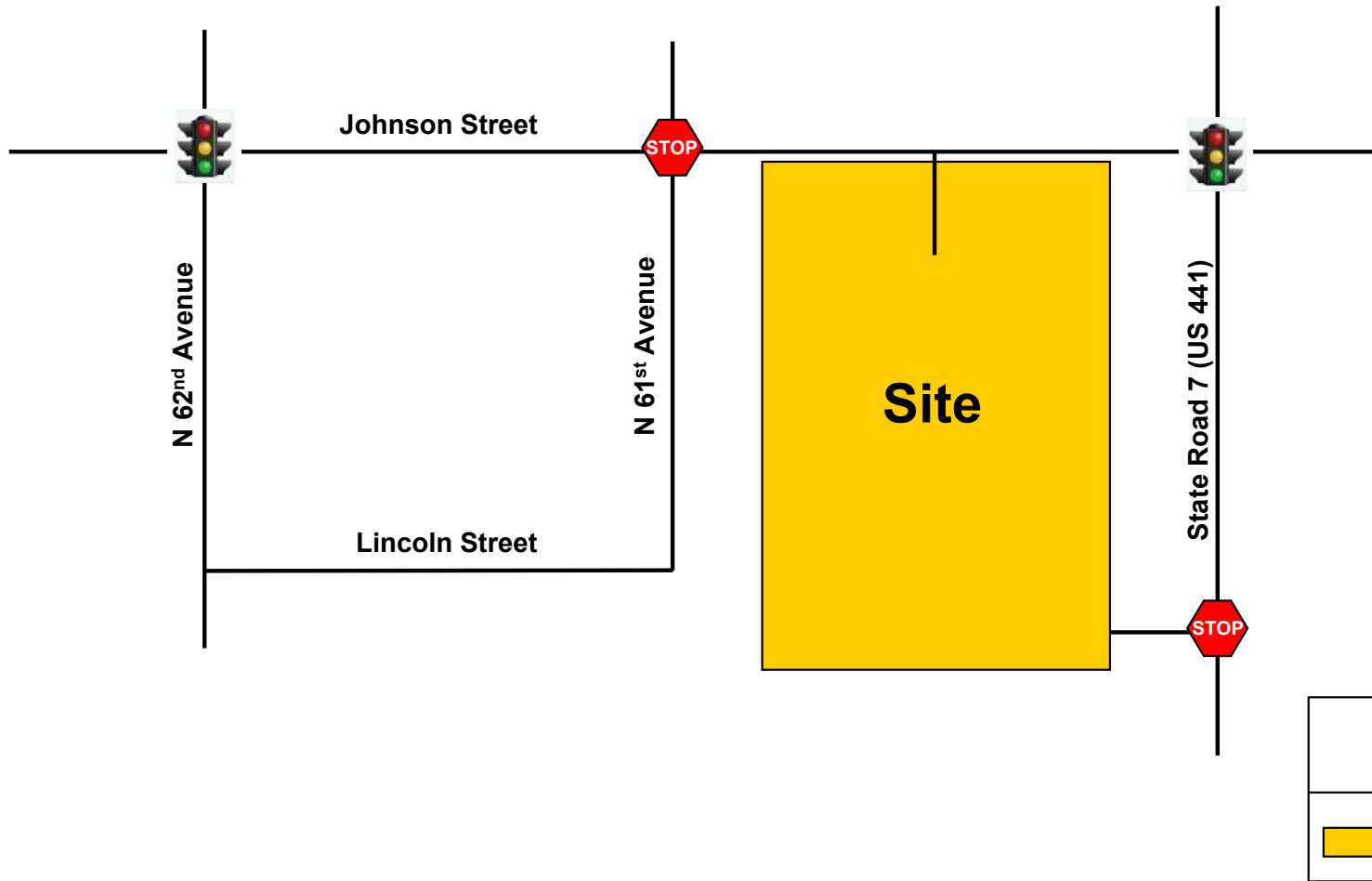
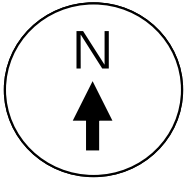
Source: ITE Trip Generation Manual (11th Edition)

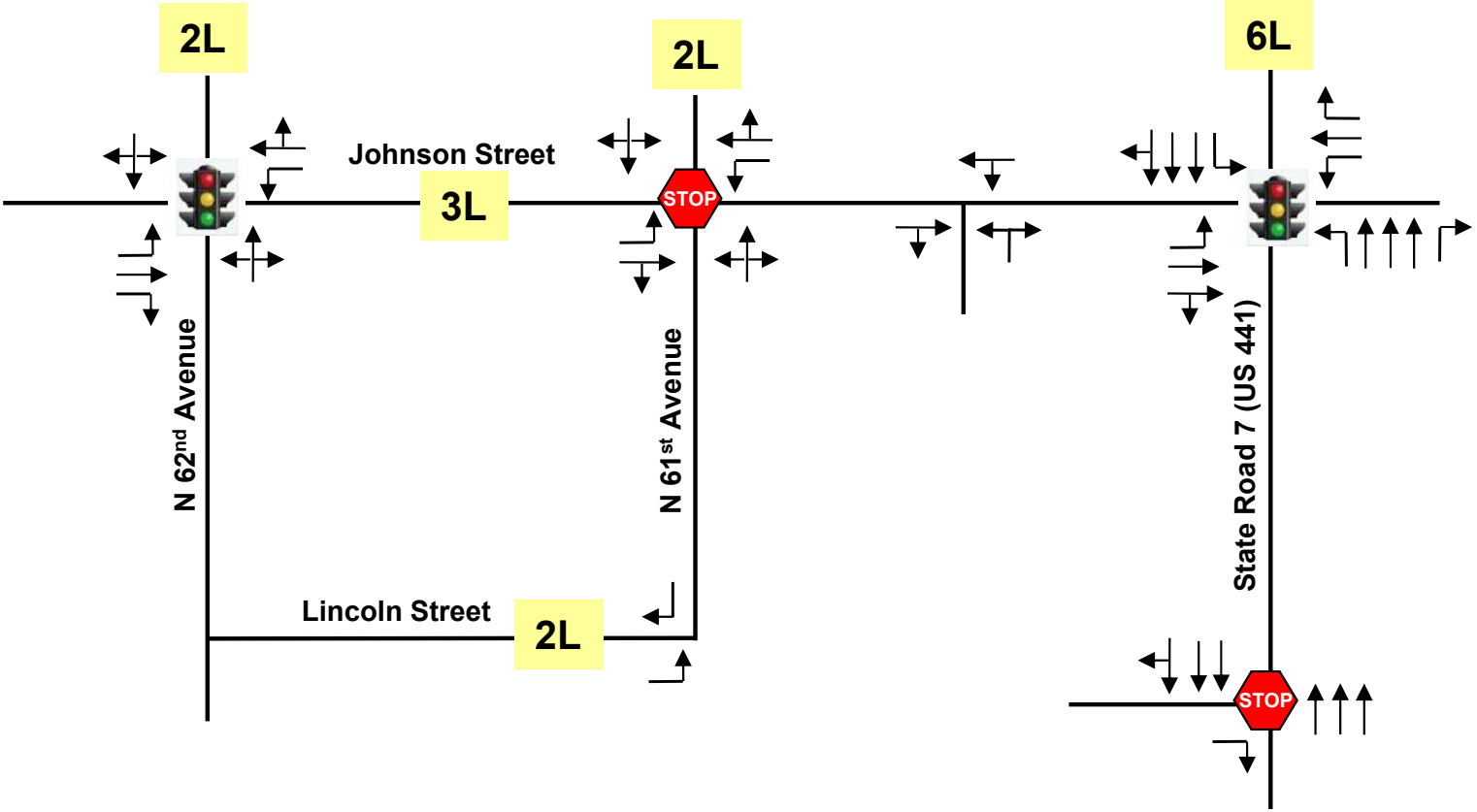
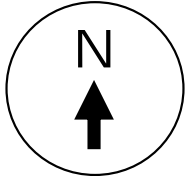
Table 2 - AM Peak Hour
Delay - Level of Service - Queue

		Delay - Level of Service - Queue	Eastbound			Westbound			Northbound			Southbound			
			L	T	R	L	T	R	L	T	R	L	T	R	
Johnson Street and N. 62nd Avenue	Existing	Movement Delay (s/veh)	10.5	15.8	11.1	11.0	13.3	0.0	0.0	41.1	0.0	0.0	40.5	0.0	
		Movement LOS	B	B	B	B	B	0	0	D	0	0	D	0	
		Approach Delay (s/veh)	14.5			13.1			41.1			40.5			
		Approach LOS	B			B			D			D			
	Future Without Project	Intersection Delay & LOS	20.1 & C												
		Back of Queue (ft)	18.0	287.0	38.0	25.0	176.0	0.0	0.0	#226	0.0	0.0	60.0	0.0	
		Movement Delay (s/veh)	11.0	16.8	11.6	11.6	14.0	0.0	0.0	39.6	0.0	0.0	40.5	0.0	
		Movement LOS	B	B	B	B	B	0	0	D	0	0	D	0	
		Approach Delay (s/veh)	15.4			13.8			39.6			40.5			
		Approach LOS	B			B			D			D			
		Intersection Delay & LOS	20.5 & C												
		Back of Queue (ft)	19.0	299.0	40.0	25.0	181.0	0.0	0.0	#235	0.0	0.0	62.0	0.0	
Future With Project	Movement Delay (s/veh)	11.0	16.9	11.6	11.6	14.1	0.0	0.0	39.6	0.0	0.0	40.5	0.0		
	Movement LOS	B	B	B	B	B	0	0	D	0	0	D	0		
	Approach Delay (s/veh)	15.5			13.9			39.6			40.5				
	Approach LOS	B			B			D			D				
	Intersection Delay & LOS	20.5 & C													
	Back of Queue (ft)	19.0	302.0	41.0	25.0	184.0	0.0	0.0	#235	0.0	0.0	62.0	0.0		
	Movement Delay (s/veh)	8.3	-	-	9	-	-	11.3	-	-	-	12.1	-	-	
	Movement LOS	A	-	-	A	-	-	B	-	-	-	B	-	-	
Johnson Street and N. 61st Avenue	Existing	Approach Delay (s/veh)	0.2			0.0			11.3			12.1			
		Approach LOS	0			0			B			B			
		Intersection Delay & LOS	2.0												
		Back of Queue (ft)	2.0	-	-	0.0	-	-	2.0	-	-	4.0	-	-	
	Future Without Project	Movement Delay (s/veh)	8.3	-	-	9.1	-	-	11.4	-	-	12.4	-	-	
		Movement LOS	A	-	-	A	-	-	B	-	-	B	-	-	
		Approach Delay (s/veh)	0.2			0.0			11.4			12.4			
		Approach LOS	0			0			B			B			
Future With Project	Intersection Delay & LOS	2.0													
	Back of Queue (ft)	2.0	-	-	0.0	-	-	2.0	-	-	4.0	-	-		
	Movement Delay (s/veh)	8.3	-	-	9.1	-	-	15.8	10.7	-	12.5	-	-		
	Movement LOS	A	-	-	A	-	-	C	B	-	B	-	-		
	Approach Delay (s/veh)	0.2			0.0			12.2			12.5				
	Approach LOS	0			0			B			B				
	Intersection Delay & LOS	2.0													
	Back of Queue (ft)	2.0	-	-	0.0	-	-	0.0	2.0	-	-	4.0	-	-	
Johnson Street and SR 7	Existing	Movement Delay (s/veh)	83.2	64.2	66.1	65.3	59.4	57	19.7	26.5	21.6	22.8	24.9	25.7	
		Movement LOS	F	E	E	E	E	E	B	C	C	C	C	C	
		Approach Delay (s/veh)	69.7			60.1			25.5			24.9			
		Approach LOS	E			E			C			C			
	Future Without Project	Intersection Delay & LOS	37.1 & D												
		Back of Queue (ft)	#263	296.0	0.0	#170	322.0	86.0	88.0	412.0	37.0	125.0	377.0	0.0	
		Movement Delay (s/veh)	87.8	64.6	66.6	68.6	59.1	56.5	20.4	27.5	22.2	25.2	25.8	26.7	
		Movement LOS	F	E	E	E	E	E	C	C	C	C	C	C	
		Approach Delay (s/veh)	71.2			60.7			26.5			26.0			
		Approach LOS	E			E			C			C			
		Intersection Delay & LOS	38.2 & D												
		Back of Queue (ft)	#274	305.0	0.0	#179	330.0	89.0	91.0	438.0	43.0	142.0	423.0	0.0	
Future With Project	Movement Delay (s/veh)	100.7	64.8	66.7	70.4	59.0	56.3	20.8	27.6	22.3	25.4	26.4	27.3		
	Movement LOS	F	E	E	E	E	E	C	C	C	C	C	C		
	Approach Delay (s/veh)	74.9			61.0			26.6			26.5				
	Approach LOS	E			E			C			C				
	Intersection Delay & LOS	39.2 & D													
	Back of Queue (ft)	#301	310.0	0.0	#184	333.0	88.0	99.0	440.0	43.0	144.0	435.0	0.0		
	Movement Delay (s/veh)	-	-	-	9.2	-	-	-	-	-	10.8	-	-	-	
	Movement LOS	-	-	-	A	-	-	-	-	-	B	-	-	-	
Driveway & Johnson Street	Future With Project	Approach Delay (s/veh)	0			0.2			10.8			-			
		Approach LOS	-			-			B			-			
		Intersection Delay & LOS	-												
		Back of Queue (ft)	-	-	-	0.0	-	-	-	-	2.0	-	-	-	-
Street/Driveway & M&T Avenue	Future With Project	Movement Delay (s/veh)	-	-	-	-	-	-	-	-	-	-	-	-	
		Movement LOS	-	-	-	-	-	-	-	-	-	-	-	-	
		Approach Delay (s/veh)	8.6			8.6			-			-			
		Approach LOS	A			A			-			-			
Driveway & SR 7	Future With Project	Intersection Delay & LOS	-												
		Back of Queue (ft)	-	1.0	-	-	0.0	-	-	-	-	-	-	-	-
		Movement Delay (s/veh)	-	-	18.0	-	-	-	-	-	-	-	-	-	-
		Movement LOS	-	-	C	-	-	-	-	-	-	-	-	-	-
Future With Project	Approach Delay (s/veh)	18			-			-			-				
	Approach LOS	C			-			-			-				
	Intersection Delay & LOS	-													
	Back of Queue (ft)	-	-	2.0	-	-	-	-	-	-	-	-	-	-	

**Table 3 - PM Peak Hour
Delay - Level of Service - QPMueue**

		Delay - Level of Service - QPMueue			Eastbound			Westbound			Northbound			Southbound			
		L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	
Johnson Street and N. 62nd Avenue	Existing	Movement Delay (s/veh)			14.2	17.3	12.5	13.4	19.3	0.0	0.0	47.4	0.0	0.0	39.1	0.0	
		Movement LOS			B	B	B	B	B	0	0	D	0	0	D	0	
		Approach Delay (s/veh)			16.0			18.8			47.4			39.1			
		Approach LOS			B			B			D			C			
		Intersection Delay & LOS			23.7& C												
		Back of QPMueue (veh/ln)			39.0	243.0	28.0	37.0	309.0	0.0	0.0	#293	0.0	0.0	74.0	0.0	
	Future Without Project	Movement Delay (s/veh)			14.4	175.0	12.6	13.6	19.7	0.0	0.0	50.9	0.0	0.0	39.2	0.0	
		Movement LOS			B	B	B	B	B	0	0	D	0	0	C	0	
		Approach Delay (s/veh)			16.2			19.2			50.9			39.2			
		Approach LOS			B			B			D			D			
		Intersection Delay & LOS			24.5& C												
		Back of Queue (veh/ln)			40.0	252.0	30.0	38.0	323.0	0.0	0.0	#305	0.0	0.0	75.0	0.0	
Future With Project	Movement Delay (s/veh)			14.5	17.8	12.6	13.7	19.9	0.0	0.0	50.9	0.0	0.0	39.2	0.0		
	Movement LOS			B	B	B	B	B	0	0	D	0	0	D	0		
	Approach Delay (s/veh)			16.4			19.3			50.9			39.2				
	Approach LOS			B			B			D			D				
	Intersection Delay & LOS			24.6& C													
	Back of Queue (veh/ln)			41.0	261.0	31.0	39.0	328.0	0.0	0.0	#305	0.0	0.0	75.0	0.0		
Johnson Street and N. 61st Avenue	Existing	Movement Delay (s/veh)			9	-	-	8.5	-	-	10.9			13.4			
		Movement LOS			A	-	-	A	-	-	B			B			
		Approach Delay (s/veh)			0.5			0.1			10.9			13.4			
		Approach LOS			0			0			B			B			
		Intersection Delay & LOS															
		Back of Queue (veh)			2.0			0.0			2.0			8.0			
	Future Without Project	Movement Delay (s/veh)			9.1	-	-	8.6	-	-	17.5	9.9		13.8			
		Movement LOS			A	-	-	A	-	-	C	A		B			
		Approach Delay (s/veh)			0.5			0.1			13.1			13.8			
		Approach LOS			0			0			B			B			
		Intersection Delay & LOS															
		Back of Queue (veh)			2.0			0.0			2.0			8.0			
Future With Project	Movement Delay (s/veh)			9.1	-	-	8.6	-	-	13.2			13.8				
	Movement LOS			A	-	-	A	-	-	B			B				
	Approach Delay (s/veh)			0.5			0.1			13.2			13.8				
	Approach LOS			0			0			B			B				
	Intersection Delay & LOS																
	Back of Queue (veh)			2.0			0.0			2.0			8.0				
Johnson Street and SR 7	Existing	Movement Delay (s/veh)			53.1	57.8	58.2	47.2	74.7	55.4	30.2	31.9	23.4	27.6	33.8	35.6	
		Movement LOS			D	E	E	D	E	E	C	C	C	C	C	D	
		Approach Delay (s/veh)			56.8			63.9			31.2			33.9			
		Approach LOS			E			E			C			C			
		Intersection Delay & LOS			39.5 & D												
		Back of Queue (veh/ln)			128.0	193.0	0.0	157.0	464.0	99.0	#201	632.0	42.0	151.0	674.0	0.0	
	Future Without Project	Movement Delay (s/veh)			53.6	57.0	57.4	46.7	75.6	54.8	34.5	33.6	24.4	30.1	35.8	38.0	
		Movement LOS			D	E	E	D	E	D	C	C	C	C	D	D	
		Approach Delay (s/veh)			56.3			64.0			33			36.1			
		Approach LOS			E			E			C			D			
		Intersection Delay & LOS			41.1 & D												
		Back of Queue (veh/ln)			132.0	200.0	0.0	162.0	482.0	104.0	#224	658.0	45.0	164.0	#735	0.0	
Future With Project	Movement Delay (s/veh)			57.1	55.7	56.0	45.8	75.8	54.5	48.0	35.2	25.5	31.4	39.3	42.1		
	Movement LOS			E	E	E	D	E	D	D	D	C	C	D	D		
	Approach Delay (s/veh)			56.2			63.8			35.7			39.6				
	Approach LOS			E			E			D			D				
	Intersection Delay & LOS			43.4 & D													
	Back of Queue (veh/ln)			151.0	206.0	0.0	169.0	488.0	104.0	#290	658.0	45.0	163.0	#757	0.0		
Driveway & Johnson Street	Future With Project	Movement Delay (s/veh)						8.7					10.1				
		Movement LOS						A					B				
		Approach Delay (s/veh)			0			0.3			10.1						
		Approach LOS									B						
		Intersection Delay & LOS															
		Back of Queue (ft)						2.0					2.0				
Lincoln Street/Driveway & N.61st Avenue	Future With Project	Movement Delay (s/veh)															
		Movement LOS															
		Approach Delay (s/veh)			8.7			8.6									
		Approach LOS			A			A									
		Intersection Delay & LOS															
		Back of Queue (ft)				1.0			1.0								
Driveway & SR 7	Future With Project	Movement Delay (s/veh)					24.2										
		Movement LOS					C										
		Approach Delay (s/veh)			24.2												
		Approach LOS			C												
		Intersection Delay & LOS															
		Back of Queue (ft)					6.0										

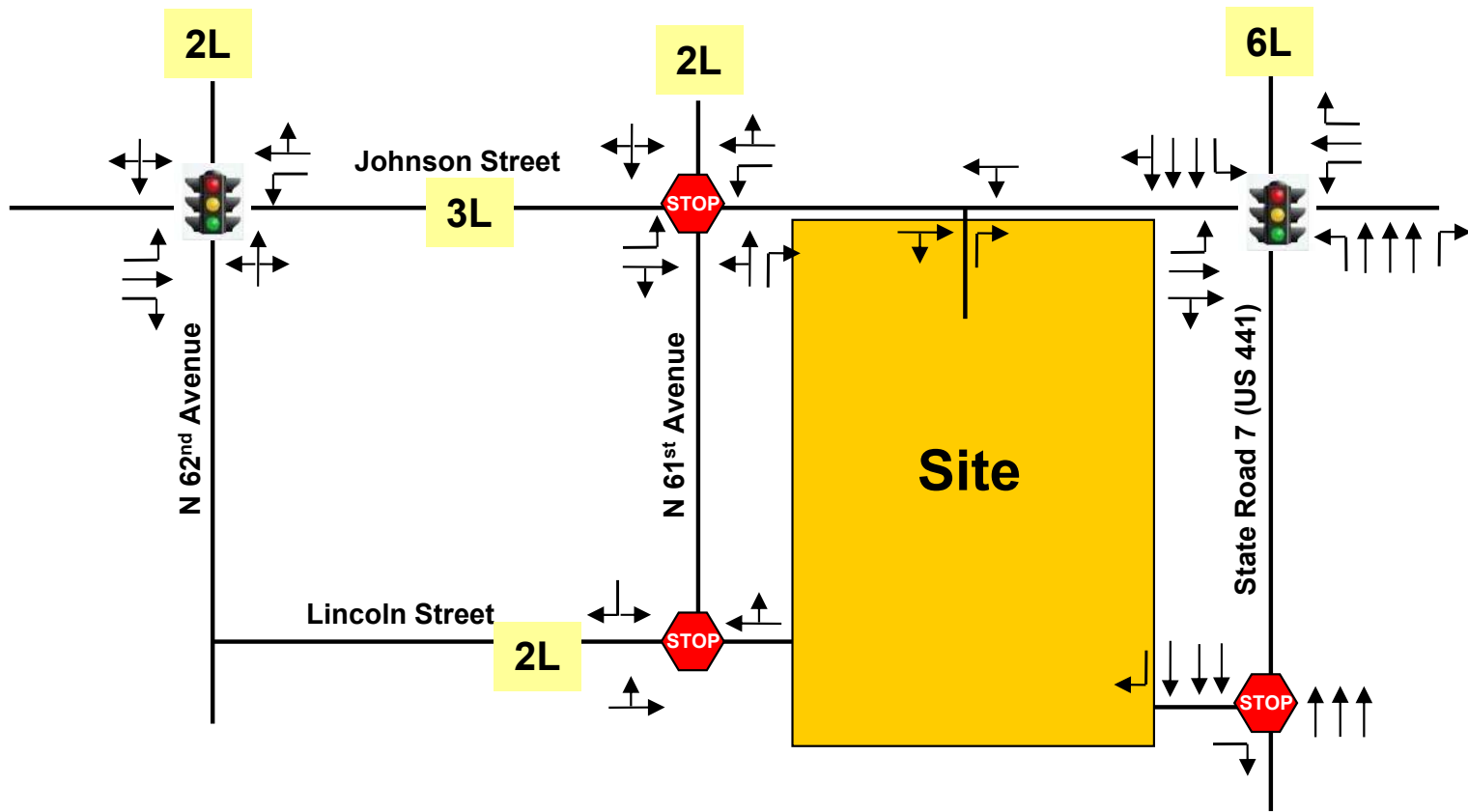
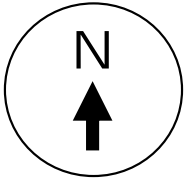




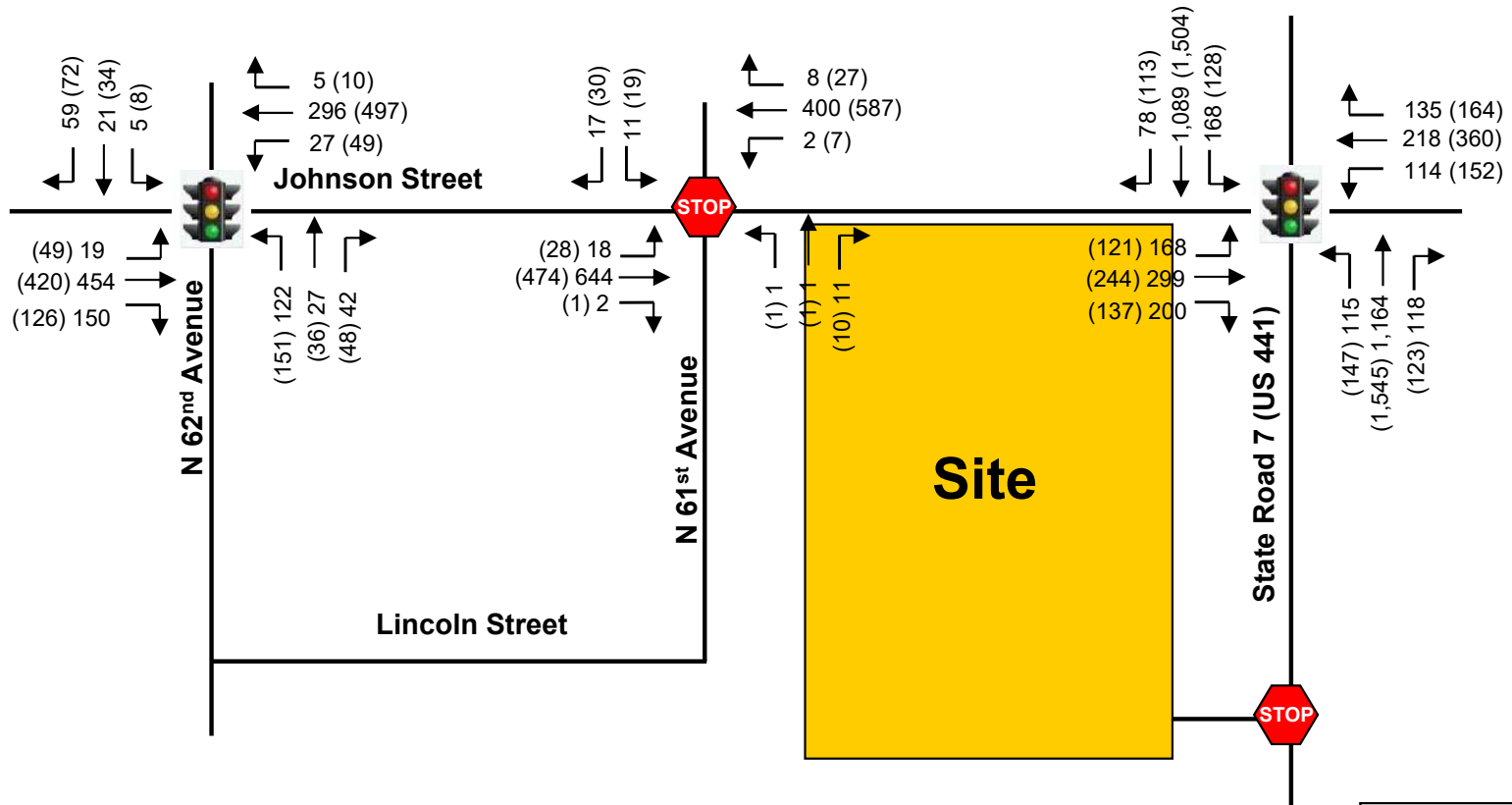
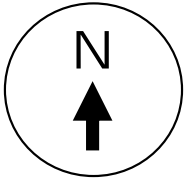
LEGEND	
	Left-Turn Lane
	Through Lane
	Right-Turn Lane

EXISTING LANE GEOMETRY

FIGURE 2a
Pinnacle 441
Hollywood , Florida



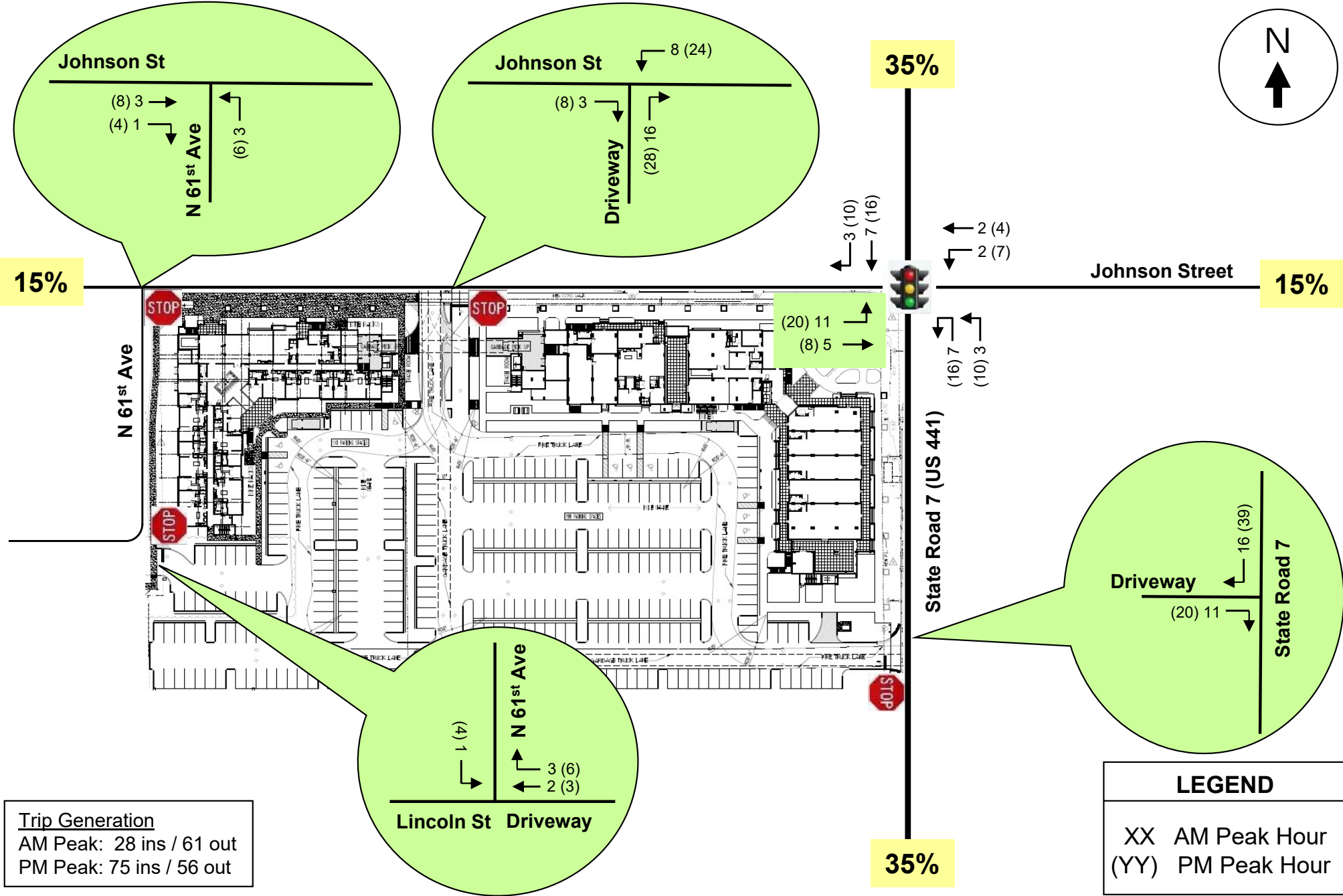
LEGEND	
	Left-Turn Lane
	Through Lane
	Right-Turn Lane



LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

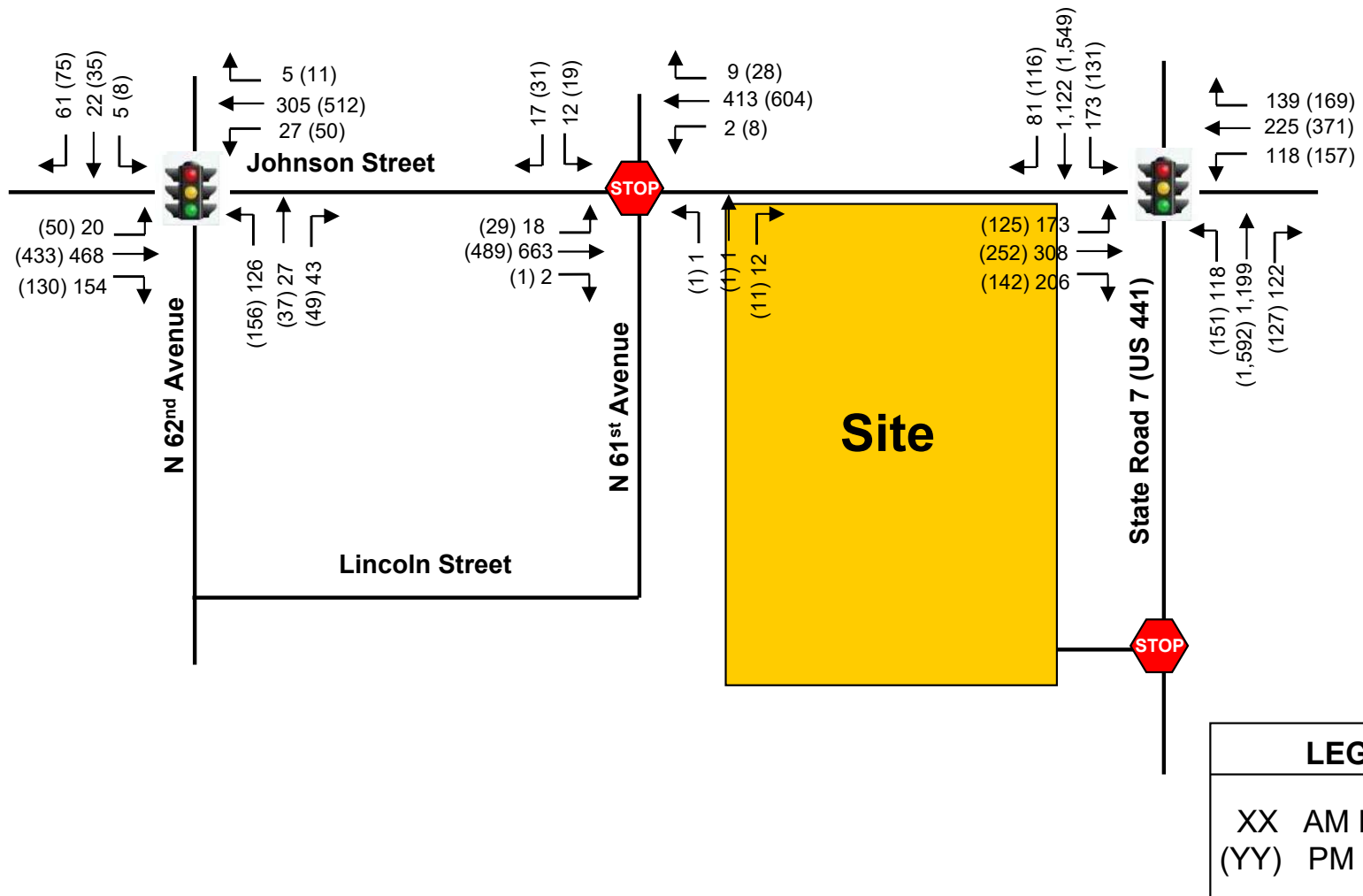
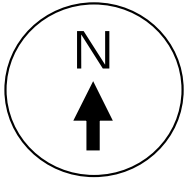
EXISTING TRAFFIC COUNTS

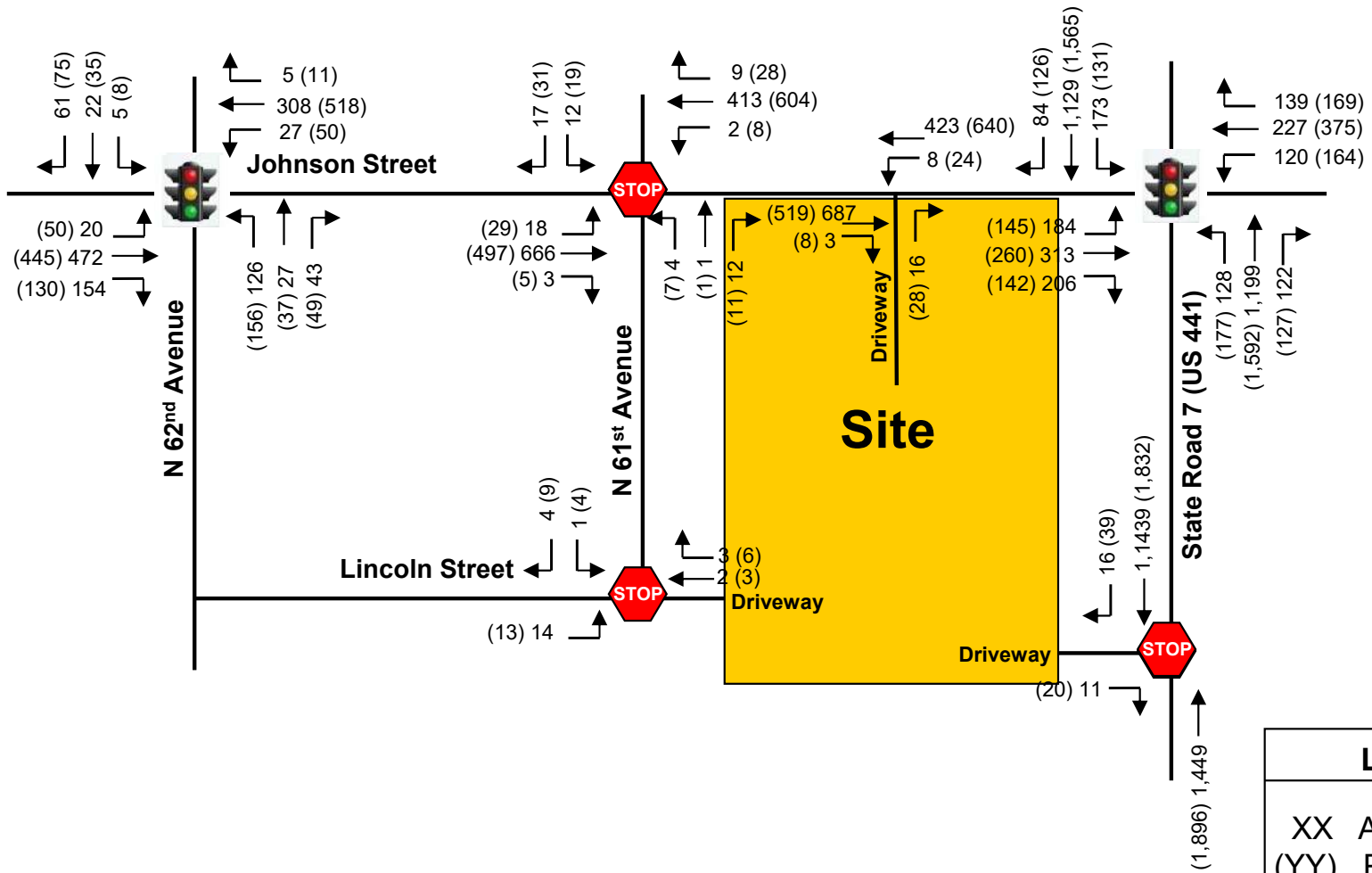
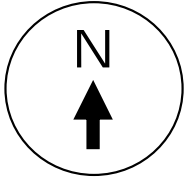
FIGURE 3
Pinnacle 441
Hollywood, Florida



Site Location Map and Project Traffic

FIGURE 4
Pinnacle 441
Hollywood, Florida





**TOTAL TRAFFIC VOLUMES
(Year 2026 Peak Season)**

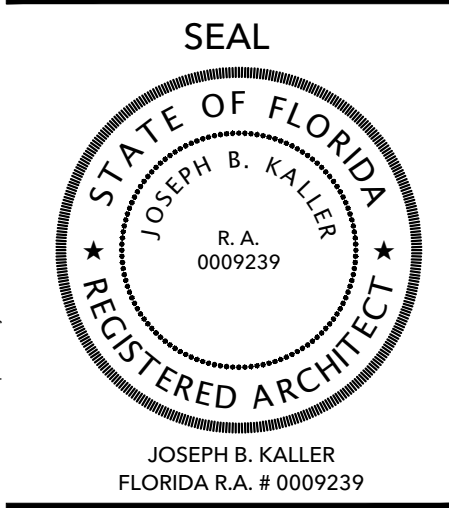
FIGURE 6
 Pinnacle 441
 Hollywood, Florida

Attachement A

Site Plan 441 Pinnacle



Kaller Architecture
 AAB 26001212
 2417 Hollywood Blvd.
 Hollywood Florida 33020
 954.920.5746
 joseph@kallerarchitects.com
 www.kallerarchitects.com



PINNACLE 441
 PHASE II
 6028 JOHNSON ST
 HOLLYWOOD FLORIDA 33024

PROJECT TITLE

SHEET TITLE
OVERALL SITE PLAN

REVISIONS
 No. DATE DESCRIPTION

1	9-6-22	PRELIM. TAC
2	11-21-22	FINAL TAC
3	12-27-22	ENGINEERING

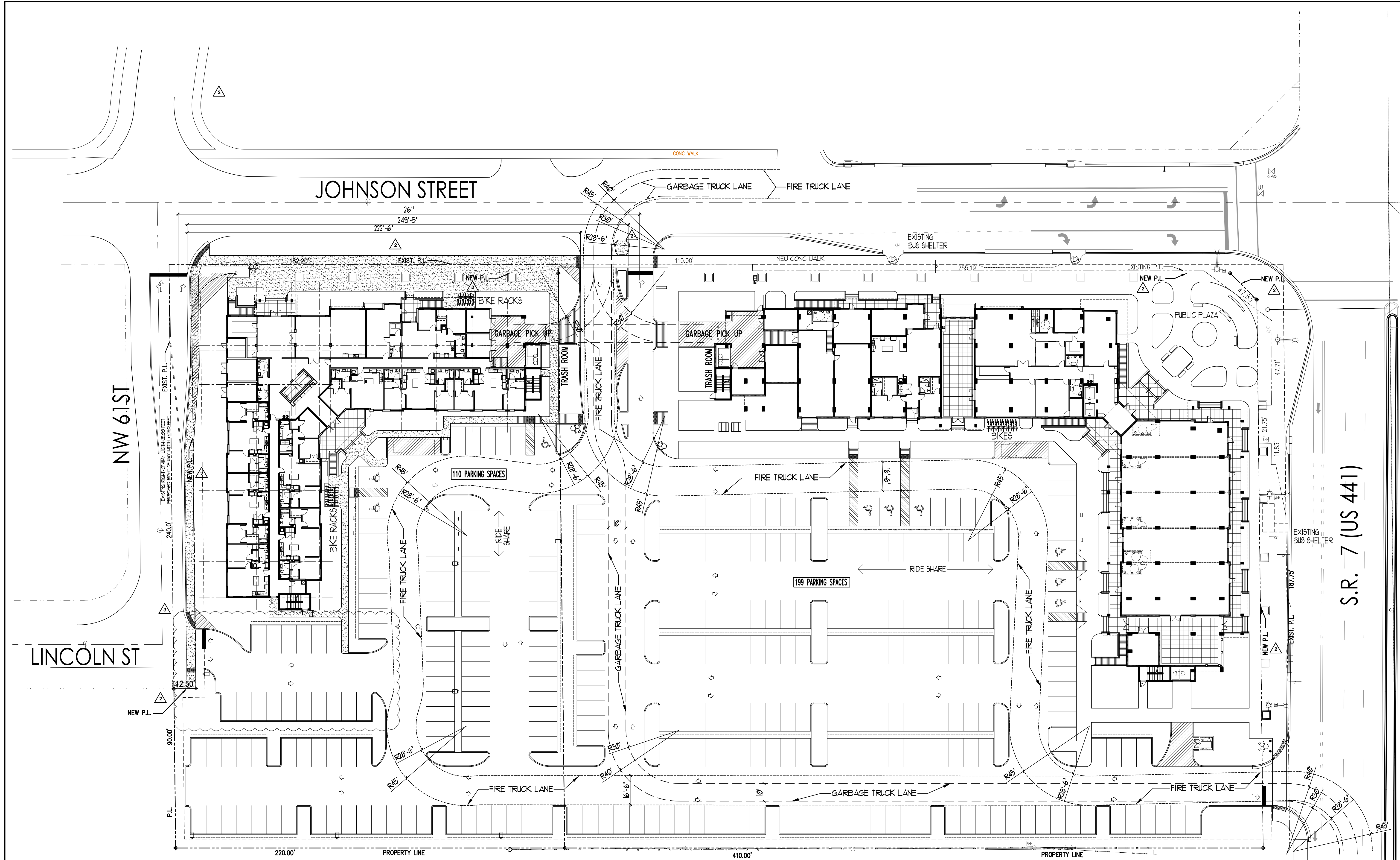
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PROJECT No.: 21184
 DATE: 7-6-22
 DRAWN BY: TMS
 CHECKED BY: JBK

SHEET

SP-1

SHEET 2 OF 6



NOTE: SEE SHEET SP-1.2 FOR PHASE II SITE PLAN

1 OVERALL SITE PLAN
 PHASE 1 AND 2



Attachement B

Traffic Counts and Signal Timing

Traf Tech Engineering Inc.

File Name : 1-Johnson & N 62nd Ave
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	N 62nd Ave From North				Johnson Street From East				N 62nd Ave From South				Johnson Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:15	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	5
07:30	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	4
Total	3	0	0	2	0	0	0	2	1	0	0	2	1	0	0	2	13
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
08:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
Total	0	0	0	2	0	0	0	0	3	0	0	2	0	0	0	2	9
*** BREAK ***																	
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:00	2	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	8
*** BREAK ***																	
17:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
Total	3	0	0	3	0	0	0	1	1	0	0	3	0	0	0	0	11
Grand Total	6	0	0	7	0	0	0	3	5	0	0	12	1	0	0	4	38
Apprch %	46.2	0	0	53.8	0	0	0	100	29.4	0	0	70.6	20	0	0	80	
Total %	15.8	0	0	18.4	0	0	0	7.9	13.2	0	0	31.6	2.6	0	0	10.5	

Traf Tech Engineering Inc.

File Name : 1-Johnson & N 62nd Ave
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	N 62nd Ave From North					Johnson Street From East					N 62nd Ave From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	8	3	4	0	15	1	32	3	0	36	9	3	26	0	38	30	76	9	0	115	204
07:15	10	4	5	0	19	1	59	4	0	64	14	3	27	0	44	27	75	3	0	105	232
07:30	17	4	1	0	22	1	65	9	0	75	5	5	33	0	43	32	121	4	0	157	297
07:45	19	2	0	0	21	1	79	5	0	85	18	7	34	0	59	43	118	10	0	171	336
Total	54	13	10	0	77	4	235	21	0	260	46	18	120	0	184	132	390	26	0	548	1069
08:00	11	8	3	0	22	1	83	6	0	90	8	8	27	0	43	43	124	3	0	170	325
08:15	11	7	1	0	19	2	63	6	0	71	10	6	26	0	42	29	82	2	0	113	245
08:30	8	3	2	0	13	2	44	1	0	47	12	3	14	0	29	25	127	6	0	158	247
08:45	8	3	2	0	13	1	59	9	0	69	8	6	29	0	43	29	111	7	0	147	272
Total	38	21	8	0	67	6	249	22	0	277	38	23	96	0	157	126	444	18	0	588	1089
*** BREAK ***																					
16:00	13	2	2	0	17	3	114	6	0	123	13	1	32	0	46	41	108	9	0	158	344
16:15	12	5	3	0	20	4	105	7	0	116	8	5	31	0	44	46	91	16	0	153	333
16:30	11	4	3	0	18	0	110	8	0	118	10	5	30	0	45	33	93	6	0	132	313
16:45	17	6	2	0	25	1	107	12	0	120	6	5	39	0	50	38	110	12	0	160	355
Total	53	17	10	0	80	8	436	33	0	477	37	16	132	0	185	158	402	43	0	603	1345
17:00	19	8	0	0	27	2	137	11	0	150	12	11	43	0	66	19	113	12	0	144	387
17:15	19	12	3	0	34	3	126	9	0	138	14	9	34	0	57	33	90	10	0	133	362
17:30	16	7	3	0	26	4	117	16	0	137	15	10	32	0	57	34	99	14	0	147	367
17:45	13	7	1	0	21	1	115	11	0	127	7	7	32	0	46	44	97	12	0	153	347
Total	67	34	7	0	108	10	495	47	0	552	48	37	141	0	226	130	399	48	0	577	1463
Grand Total	212	85	35	0	332	28	1415	123	0	1566	169	94	489	0	752	546	1635	135	0	2316	4966
Apprch %	63.9	25.6	10.5	0		1.8	90.4	7.9	0		22.5	12.5	65	0		23.6	70.6	5.8	0		
Total %	4.3	1.7	0.7	0	6.7	0.6	28.5	2.5	0	31.5	3.4	1.9	9.8	0	15.1	11	32.9	2.7	0	46.6	
Autos	211	84	34	0	329	27	1373									1594					
% Autos	99.5	98.8	97.1	0	99.1	96.4	97	95.1	0	96.9	95.3	98.9	98.2	0	97.6	98.5	97.5	98.5	0	97.8	97.6
Heavy Vehicles																					
% Heavy Vehicles	0.5	1.2	2.9	0	0.9	3.6	3	4.9	0	3.1	4.7	1.1	1.8	0	2.4	1.5	2.5	1.5	0	2.2	2.4

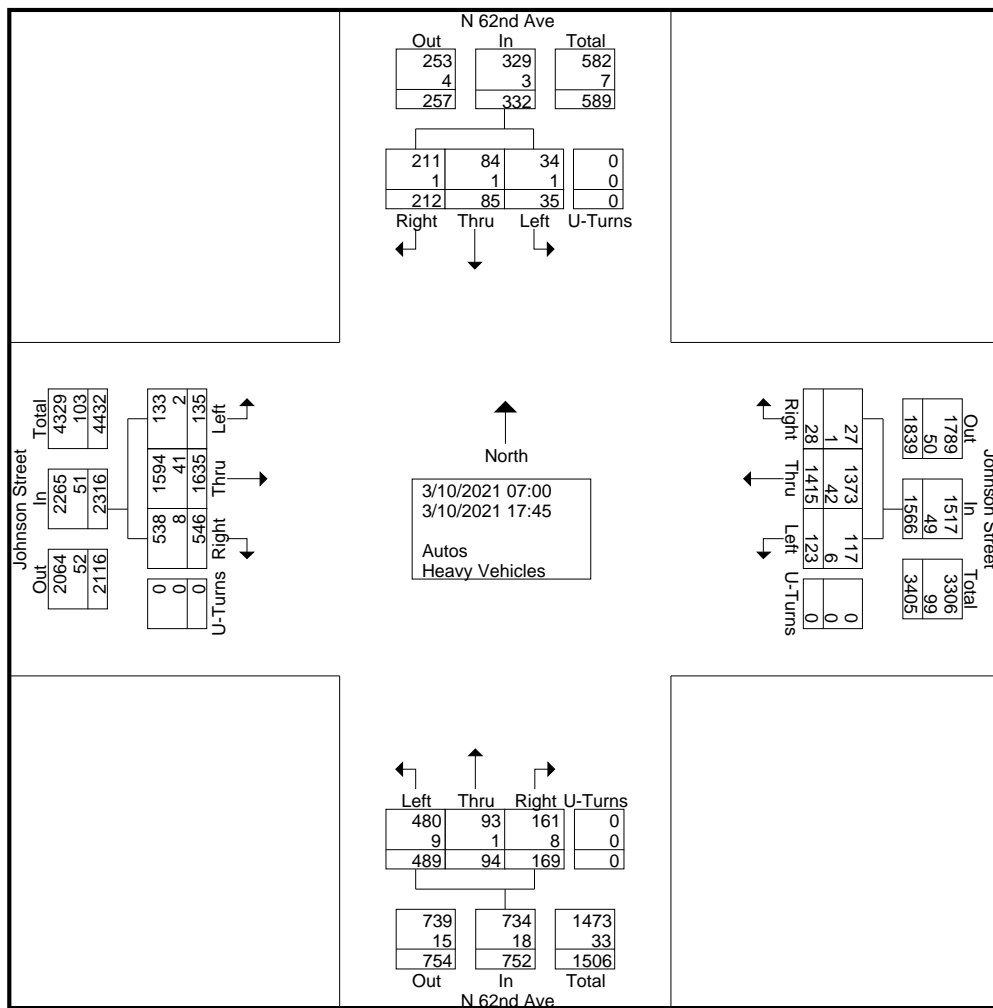
Traf Tech Engineering Inc.

File Name : 1-Johnson & N 62nd Ave

Site Code : 00000000

Start Date : 3/10/2021

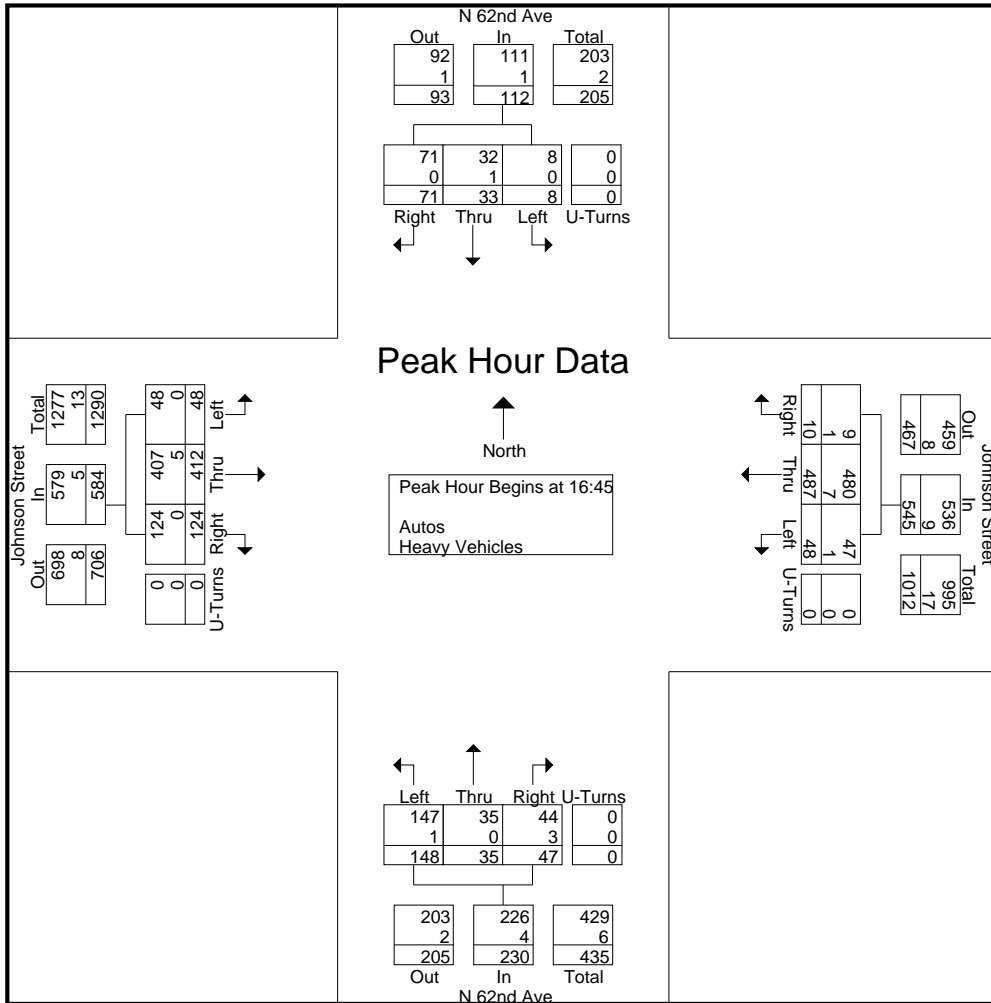
Page No : 2



Traf Tech Engineering Inc.

File Name : 1-Johnson & N 62nd Ave
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 3

Start Time	N 62nd Ave From North					Johnson Street From East					N 62nd Ave From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	17	6	2	0	25	1	107	12	0	120	6	5	39	0	50	38	110	12	0	160	355
17:00	19	8	0	0	27	2	137	11	0	150	12	11	43	0	66	19	113	12	0	144	387
17:15	19	12	3	0	34	3	126	9	0	138	14	9	34	0	57	33	90	10	0	133	362
17:30	16	7	3	0	26	4	117	16	0	137	15	10	32	0	57	34	99	14	0	147	367
Total Volume	71	33	8	0	112	10	487	48	0	545	47	35	148	0	230	124	412	48	0	584	1471
% App. Total	63.4	29.5	7.1	0		1.8	89.4	8.8	0		20.4	15.2	64.3	0		21.2	70.5	8.2	0		
PHF	.934	.688	.667	.000	.824	.625	.889	.750	.000	.908	.783	.795	.860	.000	.871	.816	.912	.857	.000	.913	.950
Autos	71	32	8	0	111	9	480	47	0	536	44	35	147	0	226	124	407	48	0	579	1452
% Autos	100	97.0	100	0	99.1	90.0	98.6	97.9	0	98.3	93.6	100	99.3	0	98.3	100	98.8	100	0	99.1	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	3.0	0	0	0.9	10.0	1.4	2.1	0	1.7	6.4	0	0.7	0	1.7	0	1.2	0	0	0.9	1.3



Traf Tech Engineering Inc.

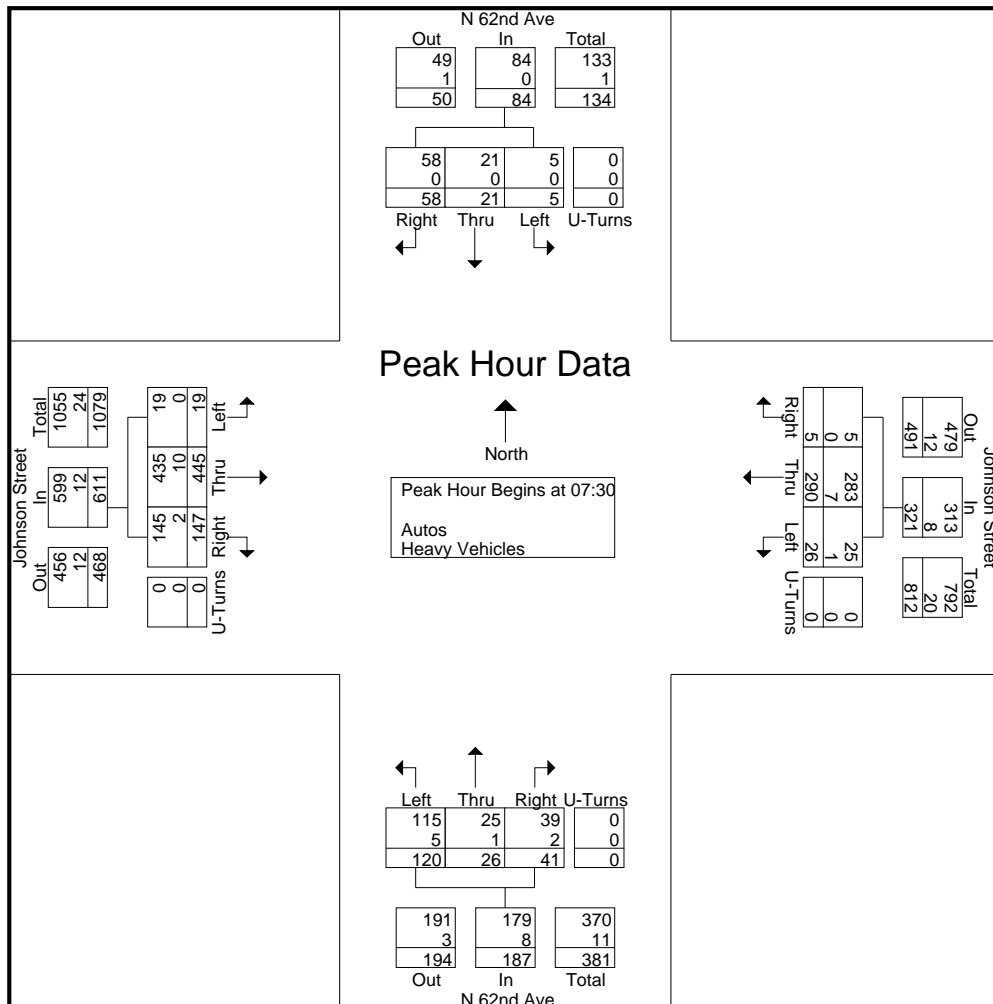
File Name : 1-Johnson & N 62nd Ave
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 4

Start Time	N 62nd Ave From North					Johnson Street From East					N 62nd Ave From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	

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

Peak Hour for Entire Intersection Begins at 07:30

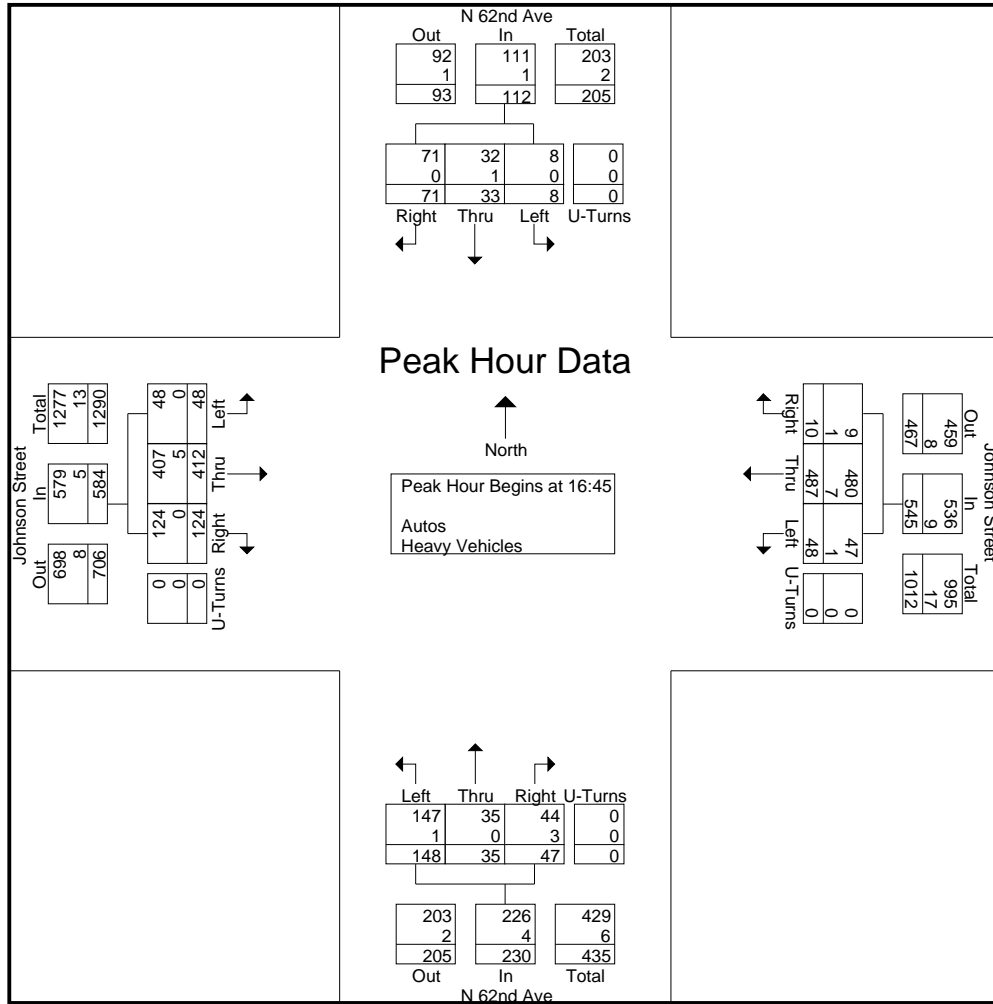
07:30	17	4	1	0	22	1	65	9	0	75	5	5	33	0	43	32	121	4	0	157	297
07:45	19	2	0	0	21	1	79	5	0	85	18	7	34	0	59	43	118	10	0	171	336
08:00	11	8	3	0	22	1	83	6	0	90	8	8	27	0	43	43	124	3	0	170	325
08:15	11	7	1	0	19	2	63	6	0	71	10	6	26	0	42	29	82	2	0	113	245
Total Volume	58	21	5	0	84	5	290	26	0	321	41	26	120	0	187	147	445	19	0	611	1203
% App. Total	69	25	6	0		1.6	90.3	8.1	0		21.9	13.9	64.2	0		24.1	72.8	3.1	0		
PHF	.763	.656	.417	.000	.955	.625	.873	.722	.000	.892	.569	.813	.882	.000	.792	.855	.897	.475	.000	.893	.895
Autos	58	21	5	0	84	5	283	25	0	313	39	25	115	0	179	145	435	19	0	599	1175
% Autos	100	100	100	0	100	100	97.6	96.2	0	97.5	95.1	96.2	95.8	0	95.7	98.6	97.8	100	0	98.0	97.7
Heavy Vehicles	0	0	0	0	0	0	2.4	3.8	0	2.5	4.9	3.8	4.2	0	4.3	1.4	2.2	0	0	2.0	2.3
% Heavy Vehicles																					



Traf Tech Engineering Inc.

File Name : 1-Johnson & N 62nd Ave
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 5

Start Time	N 62nd Ave From North					Johnson Street From East					N 62nd Ave From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	17	6	2	0	25	1	107	12	0	120	6	5	39	0	50	38	110	12	0	160	355
17:00	19	8	0	0	27	2	137	11	0	150	12	11	43	0	66	19	113	12	0	144	387
17:15	19	12	3	0	34	3	126	9	0	138	14	9	34	0	57	33	90	10	0	133	362
17:30	16	7	3	0	26	4	117	16	0	137	15	10	32	0	57	34	99	14	0	147	367
Total Volume	71	33	8	0	112	10	487	48	0	545	47	35	148	0	230	124	412	48	0	584	1471
% App. Total	63.4	29.5	7.1	0		1.8	89.4	8.8	0		20.4	15.2	64.3	0		21.2	70.5	8.2	0		
PHF	.934	.688	.667	.000	.824	.625	.889	.750	.000	.908	.783	.795	.860	.000	.871	.816	.912	.857	.000	.913	.950
Autos	71	32	8	0	111	9	480	47	0	536	44	35	147	0	226	124	407	48	0	579	1452
% Autos	100	97.0	100	0	99.1	90.0	98.6	97.9	0	98.3	93.6	100	99.3	0	98.3	100	98.8	100	0	99.1	98.7
Heavy Vehicles																					
% Heavy Vehicles	0	3.0	0	0	0.9	10.0	1.4	2.1	0	1.7	6.4	0	0.7	0	1.7	0	1.2	0	0	0.9	1.3



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	SR-7 From North				Johnson Street From East				SR-7 From South				Johnson Street From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:45	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4
Total	1	0	0	0	0	0	0	2	1	0	0	2	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	4
08:45	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	3
Total	0	0	0	1	0	0	0	2	3	0	0	4	0	0	0	1	11
*** BREAK ***																	
16:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	4
*** BREAK ***																	
16:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Total	1	0	0	2	0	0	0	3	0	0	0	1	0	0	0	1	8
17:00	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
*** BREAK ***																	
17:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
17:45	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	3	7
Total	2	0	0	2	0	0	0	0	0	0	0	2	3	0	0	4	13
Grand Total	4	0	0	5	0	0	0	7	4	0	0	9	3	0	0	6	38
Apprch %	44.4	0	0	55.6	0	0	0	100	30.8	0	0	69.2	33.3	0	0	66.7	
Total %	10.5	0	0	13.2	0	0	0	18.4	10.5	0	0	23.7	7.9	0	0	15.8	

Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	SR-7 From North					Johnson Street From East					SR-7 From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	12	226	24	0	262	23	18	23	0	64	15	240	6	0	261	36	34	26	0	96	683
07:15	7	179	31	0	217	34	37	35	0	106	15	243	22	0	280	27	42	23	0	92	695
07:30	14	274	53	0	341	23	38	29	0	90	24	283	15	0	322	30	45	30	0	105	858
07:45	14	250	50	1	315	43	49	26	0	118	31	320	23	0	374	43	62	35	0	140	947
Total	47	929	158	1	1135	123	142	113	0	378	85	1086	66	0	1237	136	183	114	0	433	3183
08:00	15	264	29	0	308	38	53	33	0	124	31	236	20	2	289	33	70	33	0	136	857
08:15	15	280	30	2	327	28	23	24	0	75	30	302	25	1	358	32	30	18	0	80	840
08:30	9	256	22	3	290	25	34	32	0	91	17	273	20	4	314	40	68	41	0	149	844
08:45	11	305	24	2	342	21	26	29	0	76	22	271	17	2	312	36	49	25	0	110	840
Total	50	1105	105	7	1267	112	136	118	0	366	100	1082	82	9	1273	141	217	117	0	475	3381
*** BREAK ***																					
16:00	26	361	24	3	414	30	64	30	0	124	21	357	37	0	415	32	55	24	0	111	1064
16:15	22	361	17	1	401	50	69	30	0	149	26	335	24	9	394	51	49	17	0	117	1061
16:30	26	326	18	3	373	31	72	36	0	139	40	338	31	3	412	26	60	35	0	121	1045
16:45	20	374	25	0	419	42	66	33	0	141	31	387	27	2	447	32	52	28	0	112	1119
Total	94	1422	84	7	1607	153	271	129	0	553	118	1417	119	14	1668	141	216	104	0	461	4289
17:00	25	372	23	3	423	40	80	40	0	160	32	373	27	3	435	32	59	23	0	114	1132
17:15	24	348	27	0	399	43	102	40	0	185	26	371	30	3	430	35	57	23	0	115	1129
17:30	29	380	38	9	456	36	64	36	0	136	32	384	34	1	451	24	51	35	0	110	1153
17:45	22	331	29	6	388	37	74	39	0	150	15	362	32	2	411	38	52	21	0	111	1060
Total	100	1431	117	18	1666	156	320	155	0	631	105	1490	123	9	1727	129	219	102	0	450	4474
Grand Total	291	4887	464	33	5675	544	869	515	0	1928	408	5075	390	32	5905	547	835	437	0	1819	15327
Apprch %	5.1	86.1	8.2	0.6		28.2	45.1	26.7	0		6.9	85.9	6.6	0.5		30.1	45.9	24	0		
Total %	1.9	31.9	3	0.2	37	3.5	5.7	3.4	0	12.6	2.7	33.1	2.5	0.2	38.5	3.6	5.4	2.9	0	11.9	
Autos	284	4751										4928									14906
% Autos	97.6	97.2	98.1	100	97.3	98.3	97	97.3	0	97.5	97.8	97.1	96.4	100	97.1	96.7	97.1	98.2	0	97.3	97.3
Heavy Vehicles																					
% Heavy Vehicles	2.4	2.8	1.9	0	2.7	1.7	3	2.7	0	2.5	2.2	2.9	3.6	0	2.9	3.3	2.9	1.8	0	2.7	2.7

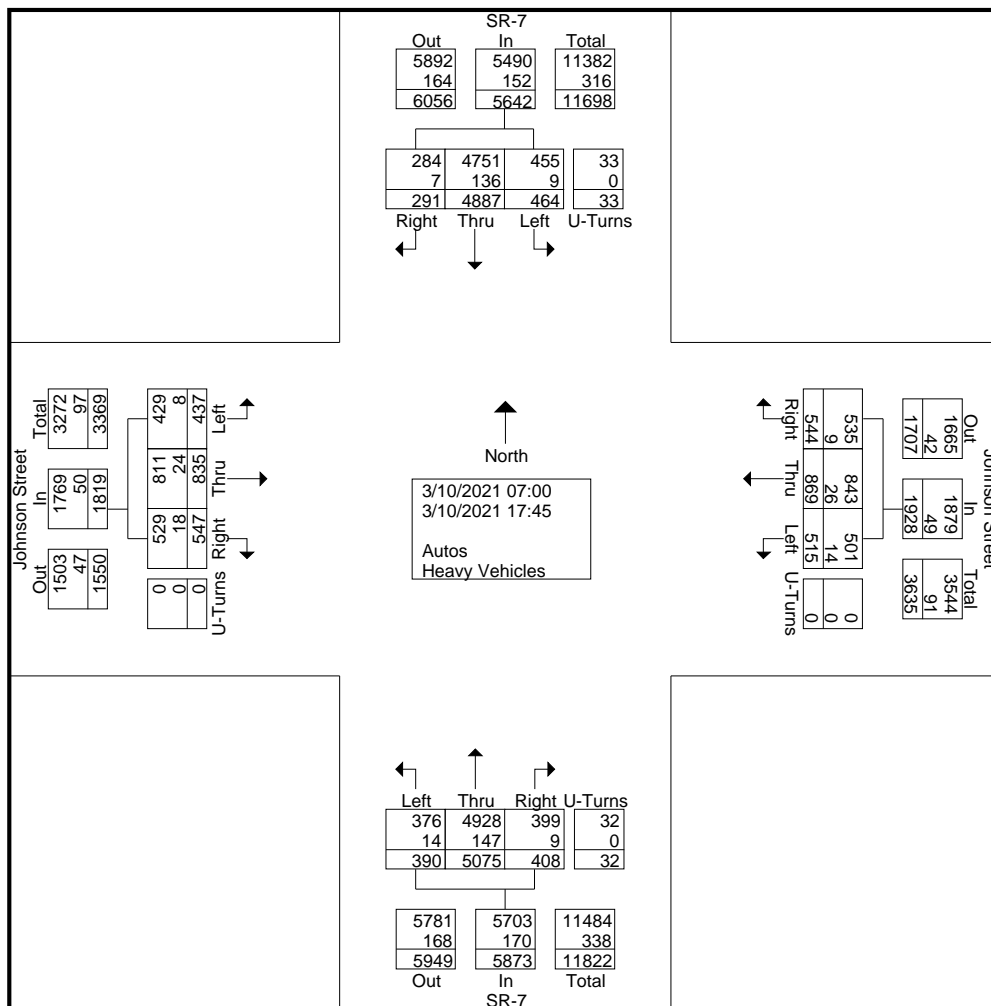
Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7

Site Code : 00000000

Start Date : 3/10/2021

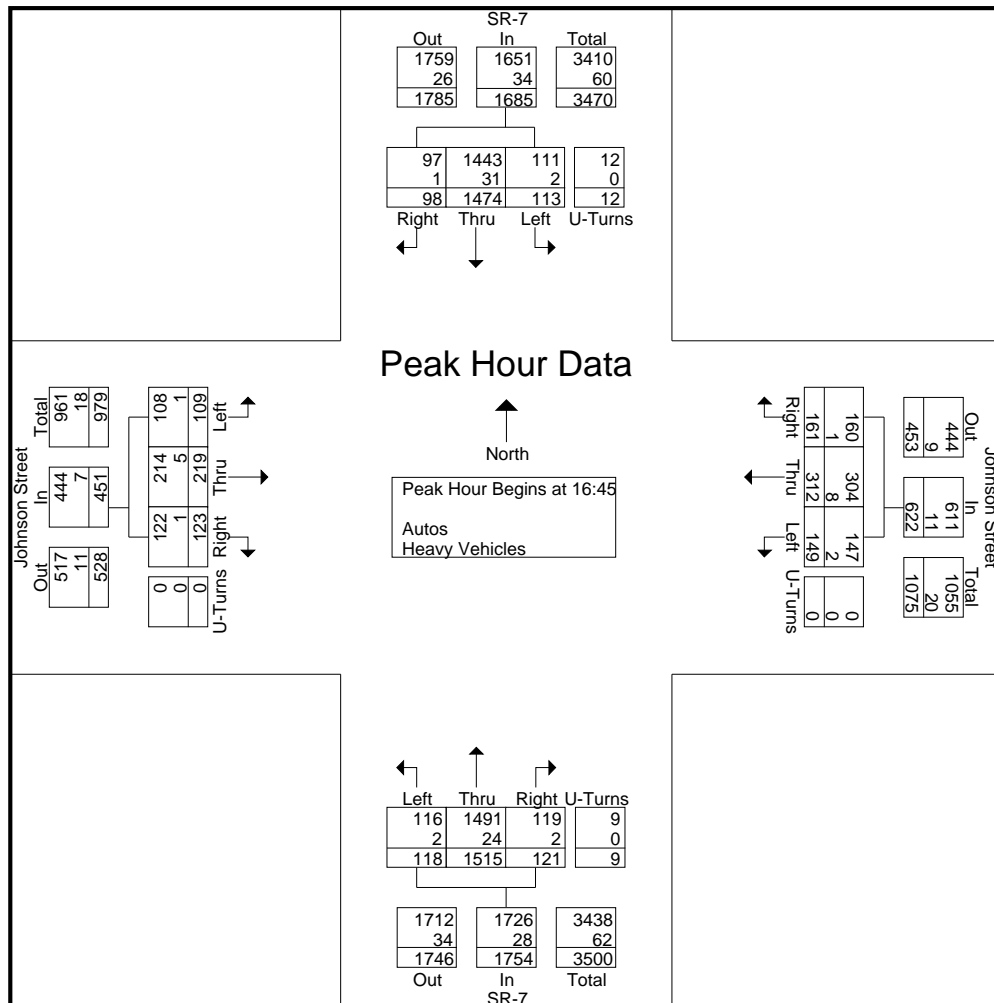
Page No : 2



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 3

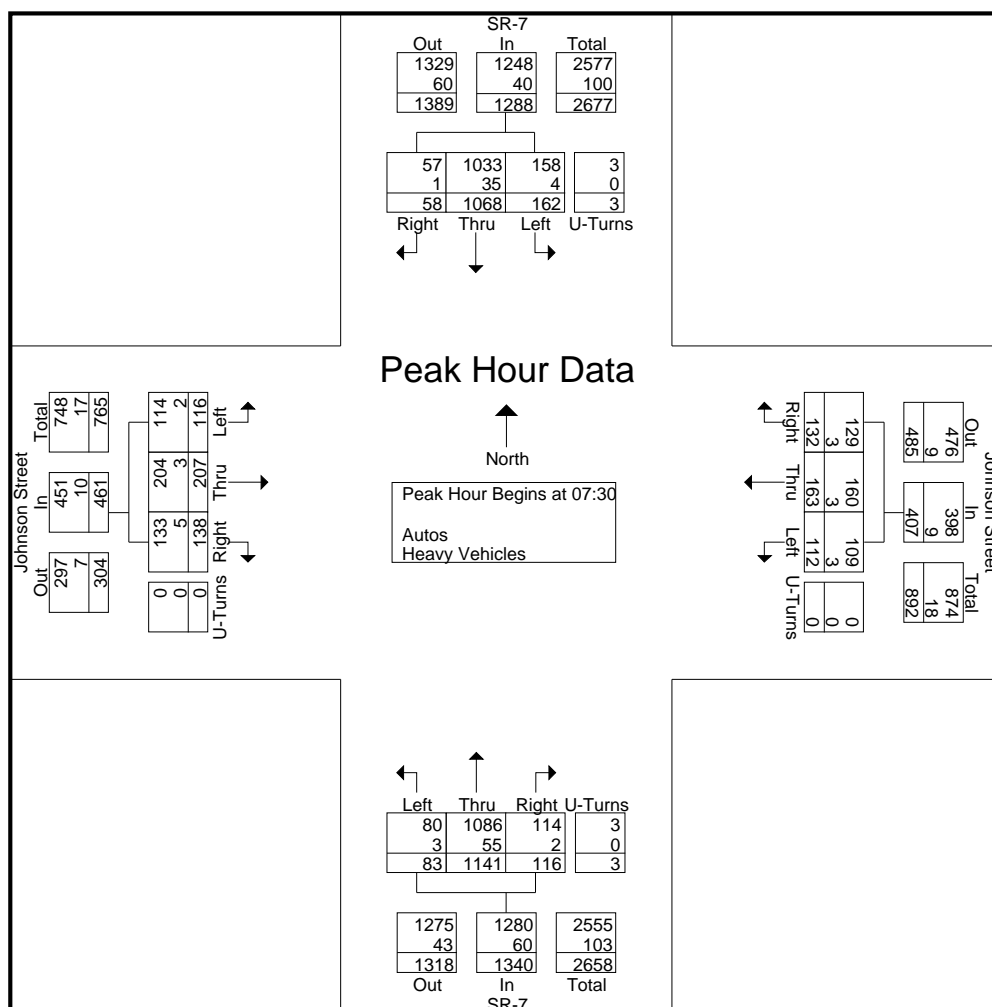
Start Time	SR-7 From North					Johnson Street From East					SR-7 From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	20	374	25	0	419	42	66	33	0	141	31	387	27	2	447	32	52	28	0	112	1119
17:00	25	372	23	3	423	40	80	40	0	160	32	373	27	3	435	32	59	23	0	114	1132
17:15	24	348	27	0	399	43	102	40	0	185	26	371	30	3	430	35	57	23	0	115	1129
17:30	29	380	38	9	456	36	64	36	0	136	32	384	34	1	451	24	51	35	0	110	1153
Total Volume	98	1474	113	12	1697	161	312	149	0	622	121	1515	118	9	1763	123	219	109	0	451	4533
% App. Total	5.8	86.9	6.7	0.7		25.9	50.2	24	0		6.9	85.9	6.7	0.5		27.3	48.6	24.2	0		
PHF	.845	.970	.743	.333	.930	.936	.765	.931	.000	.841	.945	.979	.868	.750	.977	.879	.928	.779	.000	.980	.983
Autos	97	1443									1491										
% Autos	99.0	97.9	98.2	100	98.0	99.4	97.4	98.7	0	98.2	98.3	98.4	98.3	100	98.4	99.2	97.7	99.1	0	98.4	98.2
Heavy Vehicles																					
% Heavy Vehicles	1.0	2.1	1.8	0	2.0	0.6	2.6	1.3	0	1.8	1.7	1.6	1.7	0	1.6	0.8	2.3	0.9	0	1.6	1.8



Traf Tech Engineering Inc.

File Name : 2-Johnson St & SR-7
 Site Code : 00000000
 Start Date : 3/10/2021
 Page No : 4

Start Time	SR-7 From North					Johnson Street From East					SR-7 From South					Johnson Street From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	14	274	53	0	341	23	38	29	0	90	24	283	15	0	322	30	45	30	0	105	858
07:45	14	250	50	1	315	43	49	26	0	118	31	320	23	0	374	43	62	35	0	140	947
08:00	15	264	29	0	308	38	53	33	0	124	31	236	20	2	289	33	70	33	0	136	857
08:15	15	280	30	2	327	28	23	24	0	75	30	302	25	1	358	32	30	18	0	80	840
Total Volume	58	1068	162	3	1291	132	163	112	0	407	116	1141	83	3	1343	138	207	116	0	461	3502
% App. Total	4.5	82.7	12.5	0.2		32.4	40	27.5	0		8.6	85	6.2	0.2		29.9	44.9	25.2	0		
PHF	.967	.954	.764	.375	.946	.767	.769	.848	.000	.821	.935	.891	.830	.375	.898	.802	.739	.829	.000	.823	.924
Autos	57	1033									1086										
% Autos	98.3	96.7	97.5	100	96.9	97.7	98.2	97.3	0	97.8	98.3	95.2	96.4	100	95.5	96.4	98.6	98.3	0	97.8	96.6
Heavy Vehicles																					
% Heavy Vehicles	1.7	3.3	2.5	0	3.1	2.3	1.8	2.7	0	2.2	1.7	4.8	3.6	0	4.5	3.6	1.4	1.7	0	2.2	3.4



Traf Tech Engineering Inc.

File Name : N 61st Ave & Johnson St
 Site Code : 00000000
 Start Date : 1/11/2023
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	N 61 Ave From North				Johnson St From East				N 61 Ave From South				Johnson St From West				Int. Total
	Bikes			Peds	Bikes			Peds	Bikes			Peds	Bikes			Peds	
07:00	2	0	0	4	0	0	0	0	1	0	0	2	0	0	0	0	9
07:15	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4
*** BREAK ***																	
07:45	1	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	5
Total	4	0	0	7	0	0	0	0	4	0	0	3	0	0	0	0	18
08:00	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	4
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
08:30	0	0	0	3	0	0	0	1	3	0	0	1	0	0	0	1	9
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	5	0	0	0	2	6	0	0	2	0	0	0	2	17
*** BREAK ***																	
16:00	1	0	0	0	0	0	0	0	4	0	0	6	0	0	0	0	11
16:15	2	0	0	1	1	0	0	0	1	0	0	3	1	0	0	2	11
16:30	1	0	0	1	0	0	0	0	3	0	0	2	0	0	0	1	8
16:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
Total	4	0	0	2	1	0	0	0	8	0	0	15	1	0	0	4	35
17:00	2	0	0	0	1	0	0	1	2	0	0	1	0	0	0	1	8
17:15	1	0	0	0	0	0	0	0	1	0	0	3	1	0	0	1	7
17:30	3	0	0	4	0	0	0	1	0	0	0	4	0	0	0	0	12
17:45	2	0	0	3	0	0	0	1	9	0	0	4	2	0	0	1	22
Total	8	0	0	7	1	0	0	3	12	0	0	12	3	0	0	3	49
Grand Total	16	0	0	21	2	0	0	5	30	0	0	32	4	0	0	9	119
Apprch %	43.2	0	0	56.8	28.6	0	0	71.4	48.4	0	0	51.6	30.8	0	0	69.2	
Total %	13.4	0	0	17.6	1.7	0	0	4.2	25.2	0	0	26.9	3.4	0	0	7.6	

Traf Tech Engineering Inc.

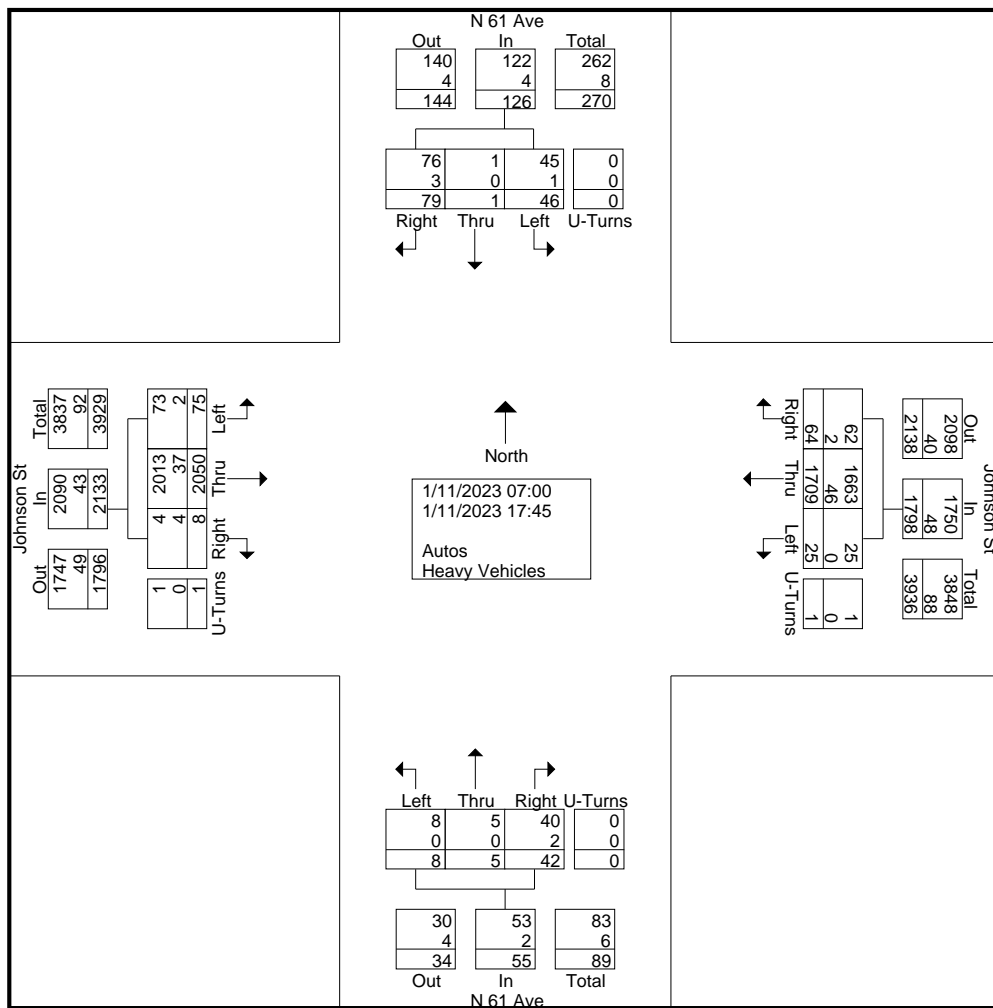
File Name : N 61st Ave & Johnson St
 Site Code : 00000000
 Start Date : 1/11/2023
 Page No : 1

Groups Printed- Autos - Heavy Vehicles

Start Time	N 61 Ave From North					Johnson St From East					N 61 Ave From South					Johnson St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
07:00	1	0	1	0	2	2	43	1	0	46	3	0	1	0	4	0	130	2	0	132	184
07:15	4	0	1	0	5	2	68	2	1	73	1	1	1	0	3	0	139	3	0	142	223
07:30	7	0	5	0	12	3	113	0	0	116	5	0	0	0	5	0	150	6	0	156	289
07:45	2	0	2	0	4	1	100	0	0	101	3	0	1	0	4	2	173	2	0	177	286
Total	14	0	9	0	23	8	324	3	1	336	12	1	3	0	16	2	592	13	0	607	982
08:00	4	0	2	0	6	2	101	2	0	105	2	0	0	0	2	0	154	6	0	160	273
08:15	3	0	2	0	5	2	71	0	0	73	1	1	0	0	2	0	142	3	0	145	225
08:30	3	0	2	0	5	6	60	0	0	66	3	0	1	0	4	2	102	2	0	106	181
08:45	3	0	0	0	3	1	79	2	0	82	2	0	0	0	2	1	120	4	0	125	212
Total	13	0	6	0	19	11	311	4	0	326	8	1	1	0	10	3	518	15	0	536	891
*** BREAK ***																					
16:00	5	0	3	0	8	8	109	2	0	119	2	0	0	0	2	0	133	5	0	138	267
16:15	2	0	3	0	5	4	120	3	0	127	0	1	0	0	1	1	131	6	0	138	271
16:30	4	1	6	0	11	4	146	3	0	153	7	0	3	0	10	0	118	7	0	125	299
16:45	9	0	2	0	11	8	126	1	0	135	1	0	0	0	1	0	120	5	0	125	272
Total	20	1	14	0	35	24	501	9	0	534	10	1	3	0	14	1	502	23	0	526	1109
17:00	9	0	9	0	18	5	137	2	0	144	4	0	0	0	4	0	105	5	1	111	277
17:15	3	0	3	0	6	6	151	3	0	160	2	0	1	0	3	0	110	4	0	114	283
17:30	8	0	4	0	12	7	150	1	0	158	3	1	0	0	4	1	121	12	0	134	308
17:45	12	0	1	0	13	3	135	3	0	141	3	1	0	0	4	1	102	3	0	106	264
Total	32	0	17	0	49	21	573	9	0	603	12	2	1	0	15	2	438	24	1	465	1132
Grand Total	79	1	46	0	126	64	1709	25	1	1799	42	5	8	0	55	8	2050	75	1	2134	4114
Apprch %	62.7	0.8	36.5	0		3.6	95	1.4	0.1		76.4	9.1	14.5	0		0.4	96.1	3.5	0		
Total %	1.9	0	1.1	0	3.1	1.6	41.5	0.6	0	43.7	1	0.1	0.2	0	1.3	0.2	49.8	1.8	0	51.9	
Autos	76	1	45	0	122	62	1663									2013					
% Autos	96.2	100	97.8	0	96.8	96.9	97.3	100	100	97.3	95.2	100	100	0	96.4	50	98.2	97.3	100	98	97.6
Heavy Vehicles																					
% Heavy Vehicles	3.8	0	2.2	0	3.2	3.1	2.7	0	0	2.7	4.8	0	0	0	3.6	50	1.8	2.7	0	2	2.4

Traf Tech Engineering Inc.

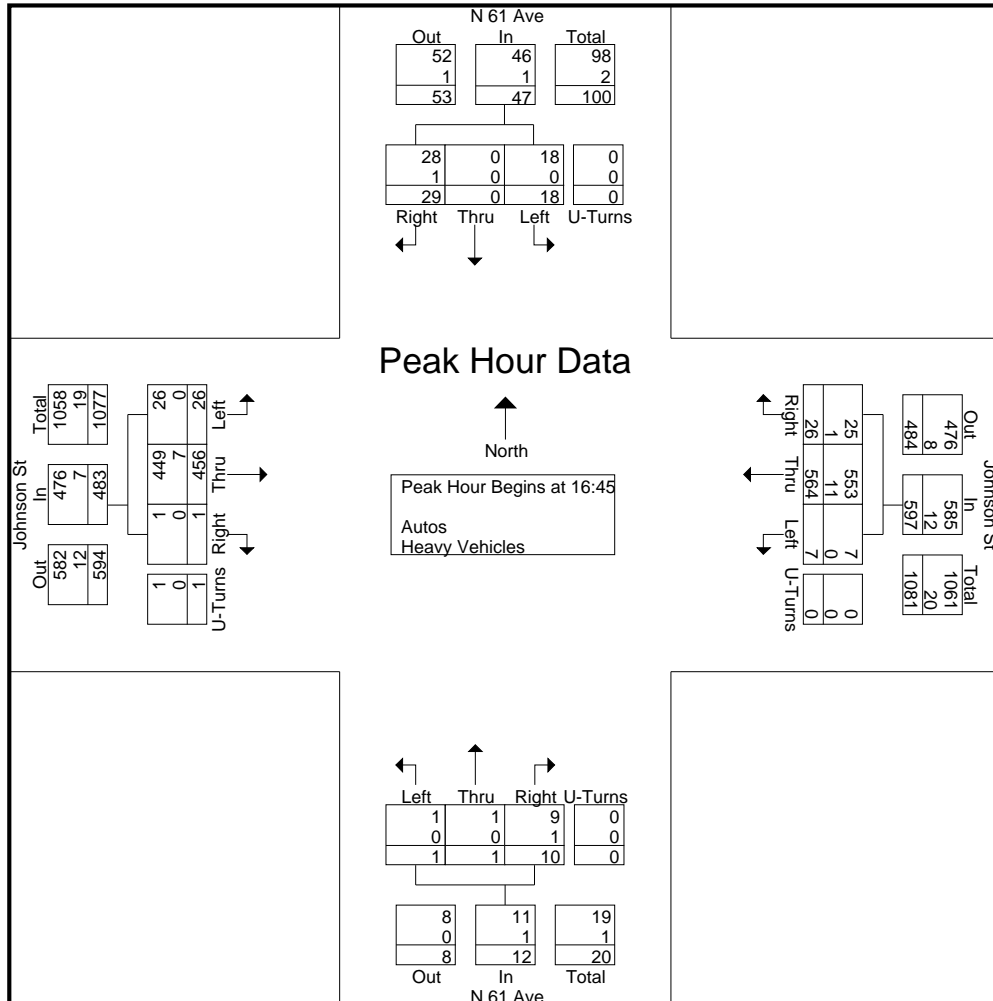
File Name : N 61st Ave & Johnson St
 Site Code : 00000000
 Start Date : 1/11/2023
 Page No : 2



Traf Tech Engineering Inc.

File Name : N 61st Ave & Johnson St
 Site Code : 00000000
 Start Date : 1/11/2023
 Page No : 3

Start Time	N 61 Ave From North					Johnson St From East					N 61 Ave From South					Johnson St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 07:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	9	0	2	0	11	8	126	1	0	135	1	0	0	0	1	0	120	5	0	125	272
17:00	9	0	9	0	18	5	137	2	0	144	4	0	0	0	4	0	105	5	1	111	277
17:15	3	0	3	0	6	6	151	3	0	160	2	0	1	0	3	0	110	4	0	114	283
17:30	8	0	4	0	12	7	150	1	0	158	3	1	0	0	4	1	121	12	0	134	308
Total Volume	29	0	18	0	47	26	564	7	0	597	10	1	1	0	12	1	456	26	1	484	1140
% App. Total	61.7	0	38.3	0		4.4	94.5	1.2	0		83.3	8.3	8.3	0		0.2	94.2	5.4	0.2		
PHF	.806	.000	.500	.000	.653	.813	.934	.583	.000	.933	.625	.250	.250	.000	.750	.250	.942	.542	.250	.903	.925
Autos	28	0	18	0	46	25	553	7	0	585	9	1	1	0	11	1	449	26	1	477	1119
% Autos	96.6	0	100	0	97.9	96.2	98.0	100	0	98.0	90.0	100	100	0	91.7	100	98.5	100	100	98.6	98.2
Heavy Vehicles																					
% Heavy Vehicles	3.4	0	0	0	2.1	3.8	2.0	0	0	2.0	10.0	0	0	0	8.3	0	1.5	0	0	1.4	1.8



Traf Tech Engineering Inc.

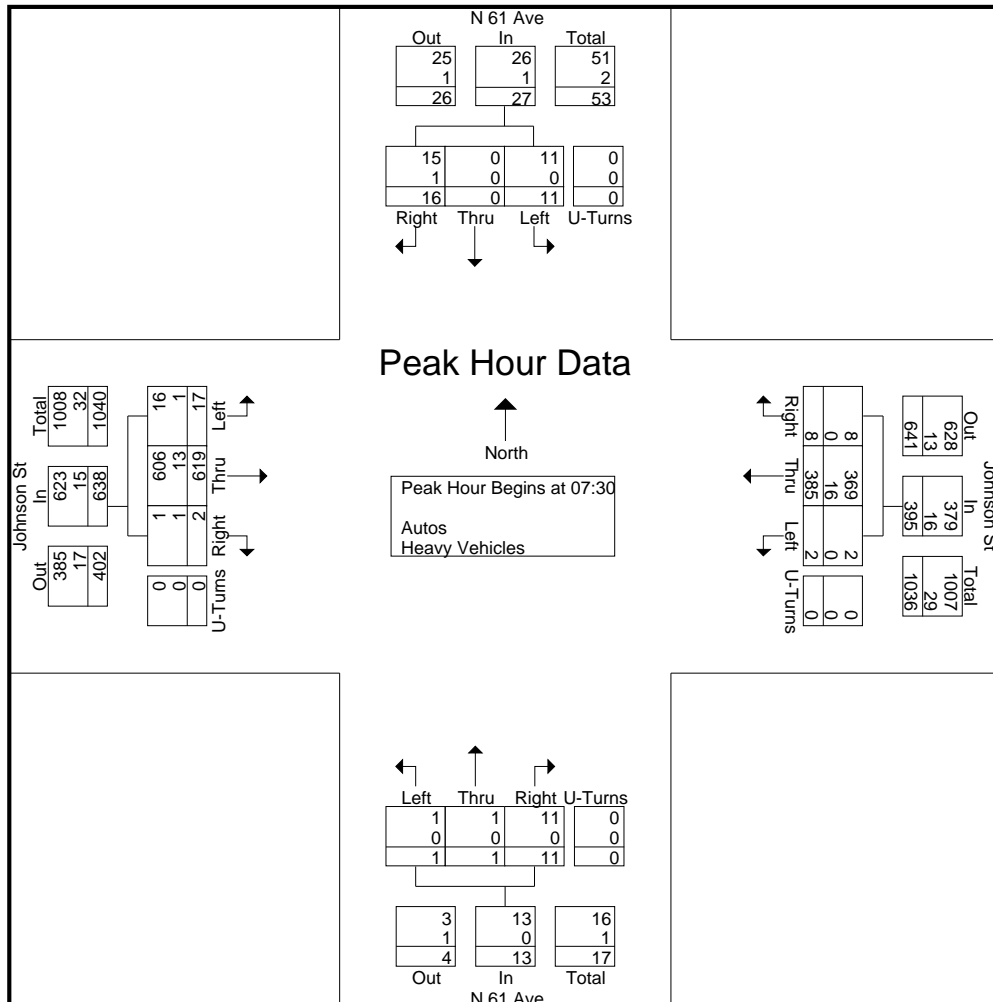
File Name : N 61st Ave & Johnson St
 Site Code : 00000000
 Start Date : 1/11/2023
 Page No : 4

Start Time	N 61 Ave From North					Johnson St From East					N 61 Ave From South					Johnson St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	

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

Peak Hour for Entire Intersection Begins at 07:30

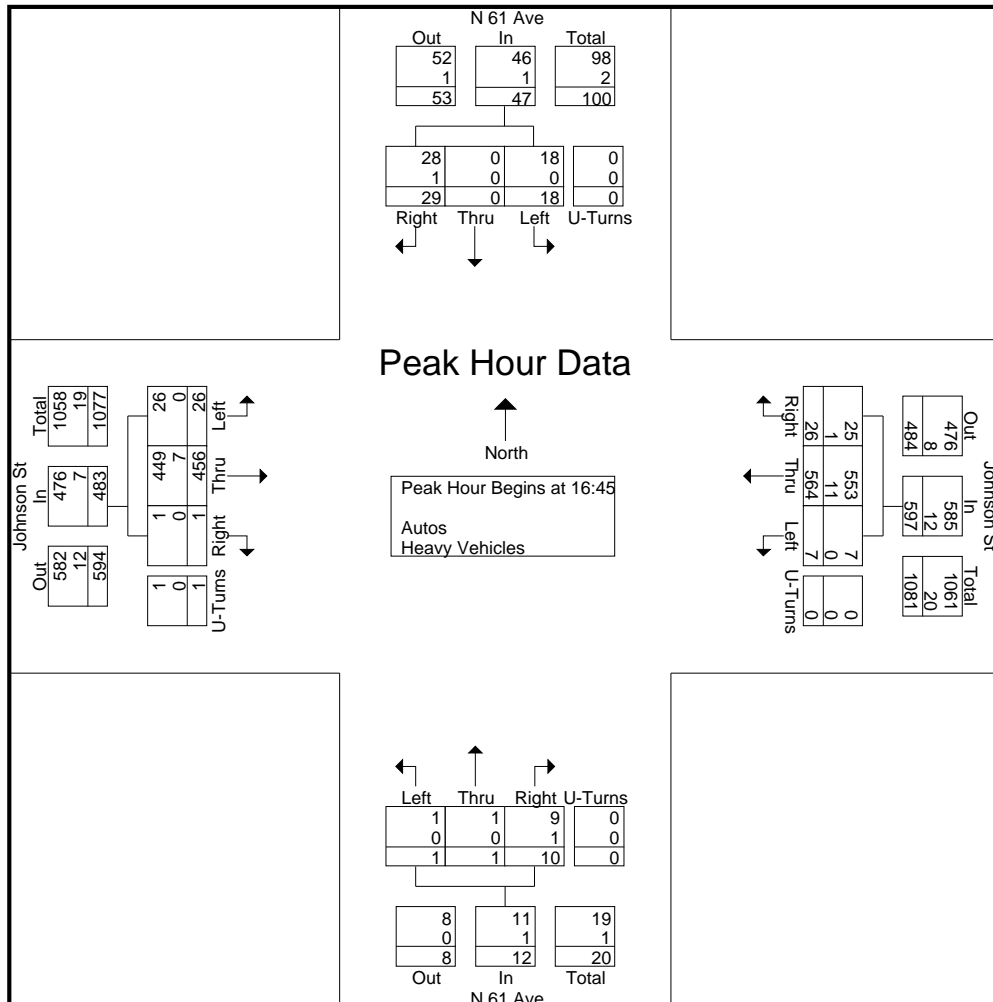
07:30	7	0	5	0	12	3	113	0	0	116	5	0	0	0	5	0	150	6	0	156	289
07:45	2	0	2	0	4	1	100	0	0	101	3	0	1	0	4	2	173	2	0	177	286
08:00	4	0	2	0	6	2	101	2	0	105	2	0	0	0	2	0	154	6	0	160	273
08:15	3	0	2	0	5	2	71	0	0	73	1	1	0	0	2	0	142	3	0	145	225
Total Volume	16	0	11	0	27	8	385	2	0	395	11	1	1	0	13	2	619	17	0	638	1073
% App. Total	59.3	0	40.7	0		2	97.5	0.5	0		84.6	7.7	7.7	0		0.3	97	2.7	0		
PHF	.571	.000	.550	.000	.563	.667	.852	.250	.000	.851	.550	.250	.250	.000	.650	.250	.895	.708	.000	.901	.928
Autos	15	0	11	0	26	8	369	2	0	379	11	1	1	0	13	1	606	16	0	623	1041
% Autos	93.8	0	100	0	96.3	100	95.8	100	0	95.9	100	100	100	0	100	50.0	97.9	94.1	0	97.6	
Heavy Vehicles																					
% Heavy Vehicles	6.3	0	0	0	3.7	0	4.2	0	0	4.1	0	0	0	0	0	50.0	2.1	5.9	0	2.4	3.0



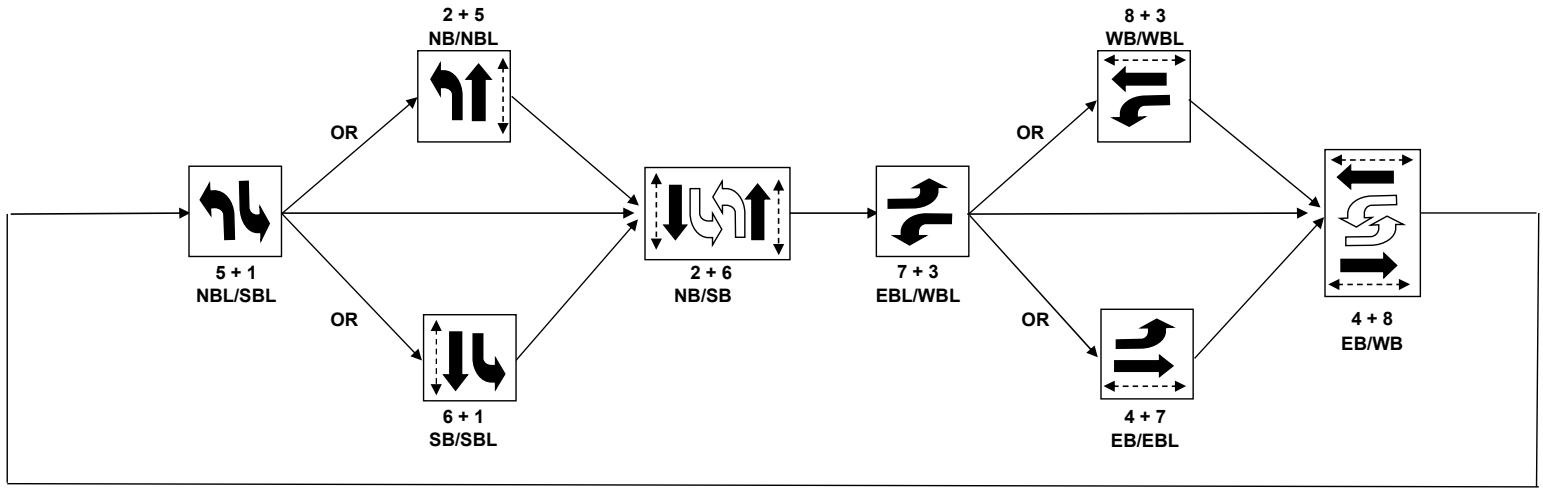
Traf Tech Engineering Inc.

File Name : N 61st Ave & Johnson St
 Site Code : 00000000
 Start Date : 1/11/2023
 Page No : 5

Start Time	N 61 Ave From North					Johnson St From East					N 61 Ave From South					Johnson St From West					Int. Total
	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	9	0	2	0	11	8	126	1	0	135	1	0	0	0	1	0	120	5	0	125	272
17:00	9	0	9	0	18	5	137	2	0	144	4	0	0	0	4	0	105	5	1	111	277
17:15	3	0	3	0	6	6	151	3	0	160	2	0	1	0	3	0	110	4	0	114	283
17:30	8	0	4	0	12	7	150	1	0	158	3	1	0	0	4	1	121	12	0	134	308
Total Volume	29	0	18	0	47	26	564	7	0	597	10	1	1	0	12	1	456	26	1	484	1140
% App. Total	61.7	0	38.3	0		4.4	94.5	1.2	0		83.3	8.3	8.3	0		0.2	94.2	5.4	0.2		
PHF	.806	.000	.500	.000	.653	.813	.934	.583	.000	.933	.625	.250	.250	.000	.750	.250	.942	.542	.250	.903	.925
Autos	28	0	18	0	46	25	553	7	0	585	9	1	1	0	11	1	449	26	1	477	1119
% Autos	96.6	0	100	0	97.9	96.2	98.0	100	0	98.0	90.0	100	100	0	91.7	100	98.5	100	100	98.6	98.2
Heavy Vehicles																					
% Heavy Vehicles	3.4	0	0	0	2.1	3.8	2.0	0	0	2.0	10.0	0	0	0	8.3	0	1.5	0	0	1.4	1.8



**SEQUENCE of OPERATION for SR 7 (US 441) and Johnson Street (3155)
HOLLYWOOD**



Station : 3155 - SR 7 & Johnson St (Standard File)

Phase	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		39		18		33								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	30	40	12	50	12	40								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	4	4	2	2	4	4	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	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
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
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

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			1		1	
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1			9		9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
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	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Broward County

Timing Sheet

4/27/2021 2:46:10 PM

Station : 3155 - SR 7 & Johnson St (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															
		100	254																							
6		2	2	160	130	2	1	8	50		19	71	16	54	19	71	16	54								
9		3	3	160	24	3	1	8	50		23	62	21	54	23	62	21	54								
15		4	4	160	137	4	1	8	50		22	63	21	54	22	63	21	54								
20		3	3	160	24	3	1	8	50		23	62	21	54	23	62	21	54								
Day Plan 2											Easy															
		3	3	160	24	3	1	8	50		23	62	21	54	23	62	21	54								
1		100	254																							
6	30	3	3	160	24	3	1	8	50		23	62	21	54	23	62	21	54								



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3155	Initial Operation Date	9/28/55
Controller Type	2070 TS2 (BIU)	System Number	3155
Modification Number	16	Modification Date	07/27/2020
Drawing/Project No	227775-1-52-01	FPL Grid Number	87272025008
Intersection	SR 7 (US 441) and JOHNSON STREET		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	50	12	30	12	50	12	30
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	4.0	4.0	2.0	2.0	4.0	4.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		18		39		18		33
Permissive	YES		YES		YES		YES	
Flash Operation		YELLOW		RED		YELLOW		RED

Attachment

NOTES:

1. ANTI-BACKDOWN NORTH/SOUTH: PHASES 2+6 ON ---> OMIT PHASES 1+5.
2. DUAL ENTRY EAST/WEST.
3. PHOTO ENFORCEMENT, CITY OF HOLLYWOOD.
4. MOD. 16 REFLECTS TIMING UPDATE PER INTERSECTION REBUILD UNDER FDOT PROJECT.

Submitted By _____

Approved By _____

Station : 3156 - Johnson St & N 62 Ave (Standard File)

Phase	1	2 (WT)	3 (ST)	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk		7	7	7		7										
Ped Clearance		14	17	14		14										
Min Green		12	6	6		12										
Gap Ext		3	2	2		3										
Max1		50	20	20		50										
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		2	2	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										
Auto Flash Entry				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																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

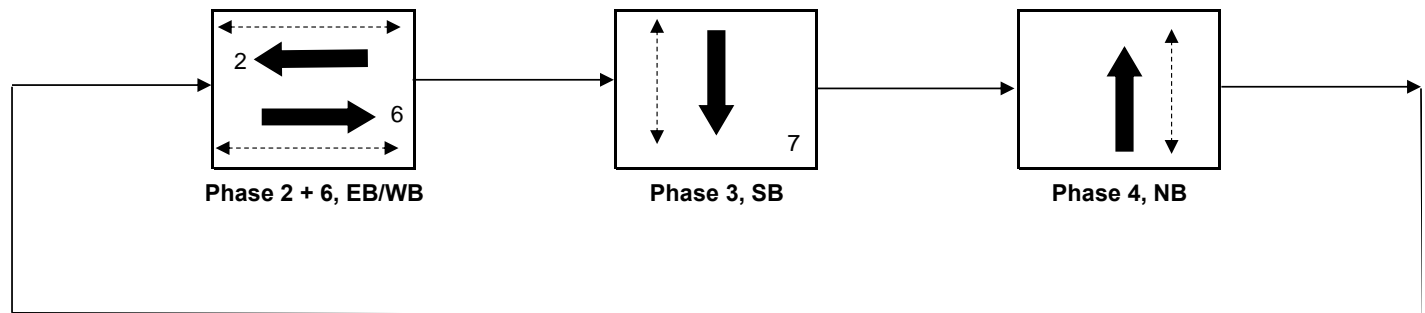
Preemption

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

Sequence of Operation For (3156) Johnson Street and N. 62 Avenue
Hollywood



←-----→ Denotes Pedestrian Signal



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3156	Initial Operation Date	7/76
Controller Type	2070 LN	System Number	3156
Modification Number	10	Modification Date	05/13/2020
Drawing/Project No	DES. GRP. 4	FPL Grid Number	87172754702
Intersection	JOHNSON STREET and N. 62 AVE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2	3	4		6		
Direction		WB	SB	NB		EB		
Initial Green(MIN)		12	6	6		12		
Vehicle Ext.(GAP)		3.0	2.0	2.0		3.0		
Maximum Green I		50	20	20		50		
Maximum Green II								
Yellow Clearance		4.0	4.0	4.0		4.0		
All Red Clearance		2.0	2.0	2.0		2.0		
Phase Recall		MIN	OFF	OFF		MIN		
Detector Delay								
Walk		7	7	7		7		
Pedestrian Clearance		14	17	14		14		
Permissive								
Flash Operation		YELLOW	RED	RED		YELLOW		

Attachment

NOTES:

1. MOD. 10 UPDATES ALL RED CLEARANCE.

Submitted By _____

Approved By _____

Attachement C

PSCF, Historical Data, and Growth Rate

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8630 WEST-W OF US441

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.02	1.05
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.04	1.07
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.05	1.08
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.05	1.08
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.98	1.01
43	10/20/2019 - 10/26/2019	0.99	1.02
44	10/27/2019 - 11/02/2019	0.99	1.02
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.99	1.02
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

14-FEB-2020 15:39:26

830UPD

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8010 - JOHNSON STREET, E OF SR 7

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	10800	F	E	5200	W	5600	9.00	53.80	14.30
2020	10800	C	E	5200	W	5600	9.00	53.90	8.80
2019	13100	R	E	7700	W	5400	9.00	54.60	5.50
2018	13100	T	E	7700	W	5400	9.00	54.50	6.00
2017	13100	S	E	7700	W	5400	9.00	51.90	6.20
2016	13100	F	E	7700	W	5400	9.00	54.10	2.90
2015	12900	C	E	7600	W	5300	9.00	54.00	3.40
2014	18500	X					9.00	54.20	7.40
2013	18500	X		0		0	9.00	53.60	7.60
2012	18500	T		0		0	9.00	52.20	5.90
2011	18500	S		0		0	9.00	52.50	6.30
2010	18500	F		0		0	8.35	52.69	9.30
2009	18500	C	E	0	W	0	8.53	53.89	5.30
2008	14000	C	E	0	W	0	8.81	54.16	6.50
2007	17500	C	E	0	W	0	8.63	55.75	4.80
2006	15500	C	E	0	W	0	8.40	55.34	2.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8011 - JOHNSON STREET, W OF FLORIDA'S TURNPIKE

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	13500	F	E	7200	W	6300	9.00	54.00	14.30
2020	13700	C	E	7300	W	6400	9.00	55.10	8.80
2019	20100	T	E	11000	W	9100	9.00	56.00	5.50
2018	20000	S	E	11000	W	9000	9.00	56.30	6.00
2017	19900	F	E	11000	W	8900	9.00	57.10	6.20
2016	19200	C	E	10500	W	8700	9.00	56.10	2.90
2015	14000	V		0		0	9.00	56.20	3.40
2014	13500	R					9.00	56.80	7.40
2013	13000	T		0		0	9.00	56.20	7.60
2012	13000	S		0		0	9.00	57.00	5.90
2011	13000	F		0		0	9.00	59.10	6.30
2010	12500	C	E	0	W	0	9.60	57.92	9.30
2009	17000	F		0		0	9.71	58.42	5.30
2008	17000	C	E	0	W	0	9.67	56.67	6.50
2007	17500	C	E	0	W	0	10.19	60.63	4.80
2006	14500	C	E	0	W	0	9.61	59.08	2.90

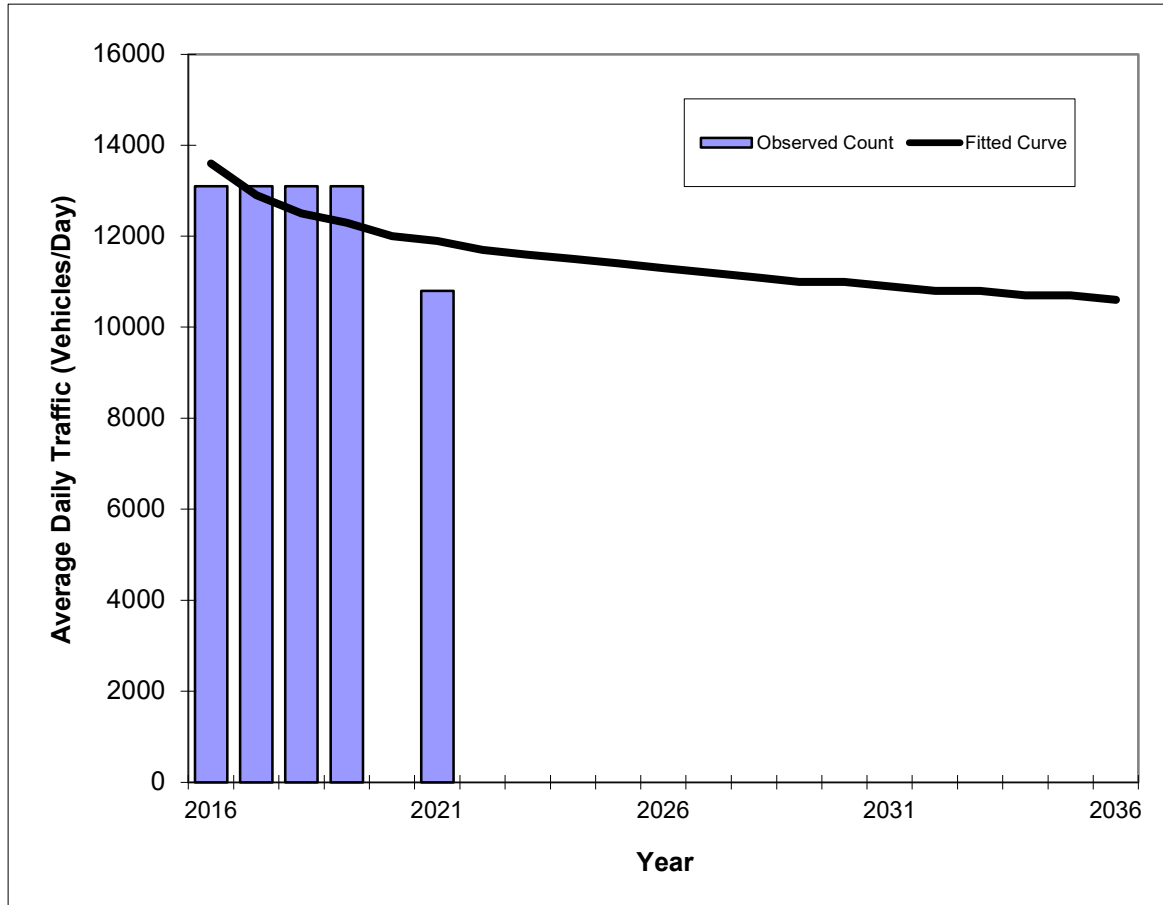
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a JOHNSON STREET -- E OF SR 7

FIN#	0
Location	1

County:	BROWARD
Station #:	8010
Highway:	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	13100	13600
2017	13100	12900
2018	13100	12500
2019	13100	12300
2020	na	na
2021	10800	11900
2022 Opening Year Trend		
2022	N/A	11700
2024 Mid-Year Trend		
2024	N/A	11500
2026 Design Year Trend		
2026	N/A	11300
TRANPLAN Forecasts/Trends		

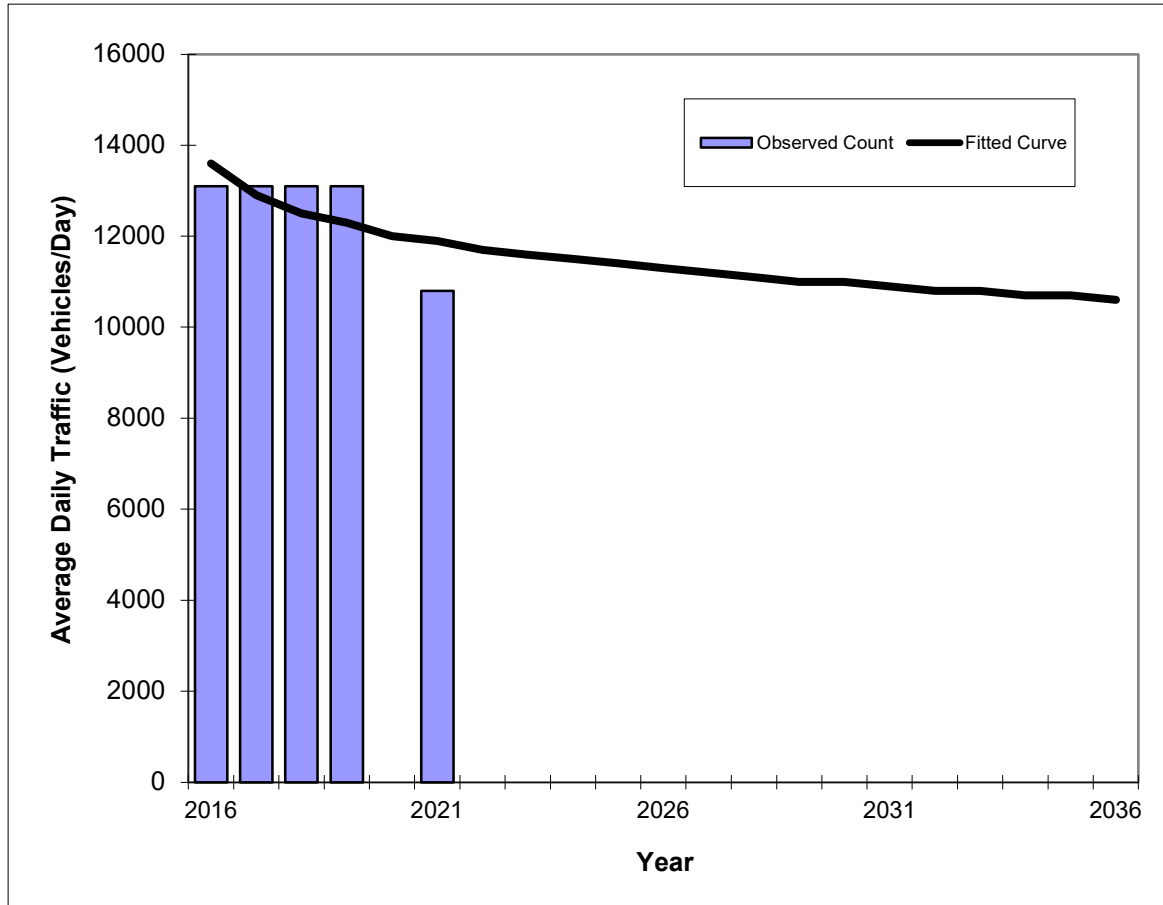
Trend R-squared:	42.32%
Compounded Annual Historic Growth Rate:	-2.64%
Compounded Growth Rate (2021 to Design Year):	-1.03%
Printed:	15-Jan-23
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a JOHNSON STREET -- E OF SR 7

FIN#	0
Location	1

County:	BROWARD
Station #:	8010
Highway:	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	13100	13600
2017	13100	12900
2018	13100	12500
2019	13100	12300
2020	na	na
2021	10800	11900
2022 Opening Year Trend		
2022	N/A	11700
2024 Mid-Year Trend		
2024	N/A	11500
2026 Design Year Trend		
2026	N/A	11300
TRANPLAN Forecasts/Trends		

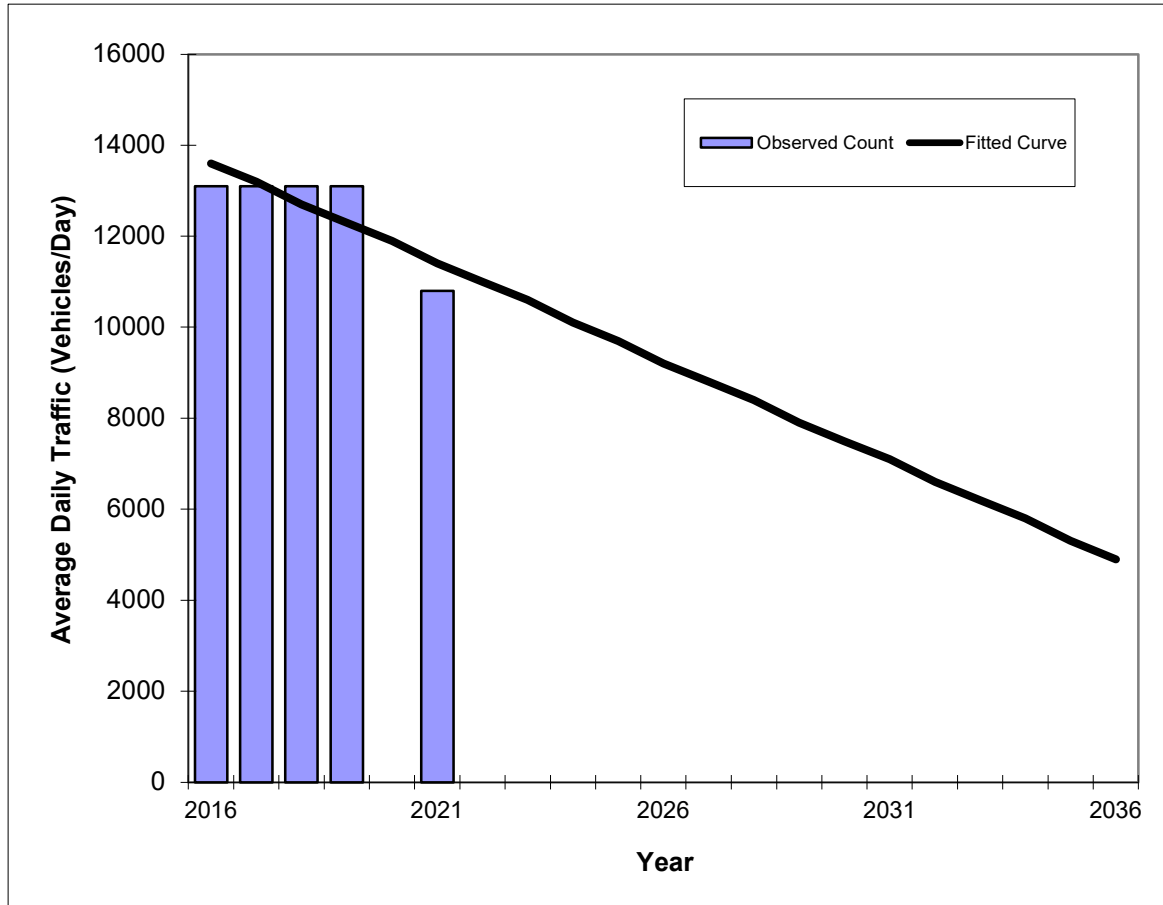
Trend R-squared:	66.22%
Compounded Annual Historic Growth Rate:	-2.64%
Compounded Growth Rate (2021 to Design Year):	-1.03%
Printed:	15-Jan-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a JOHNSON STREET -- E OF SR 7

FIN#	0
Location	1

County:	BROWARD
Station #:	8010
Highway:	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	13100	13600
2017	13100	13200
2018	13100	12700
2019	13100	12300
2020	na	na
2021	10800	11400
2022 Opening Year Trend		
2022	N/A	11000
2024 Mid-Year Trend		
2024	N/A	10100
2026 Design Year Trend		
2026	N/A	9200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-435
Trend R-squared:	66.22%
Trend Annual Historic Growth Rate:	-3.24%
Trend Growth Rate (2021 to Design Year):	-3.86%
Printed:	15-Jan-23
Straight Line Growth Option	

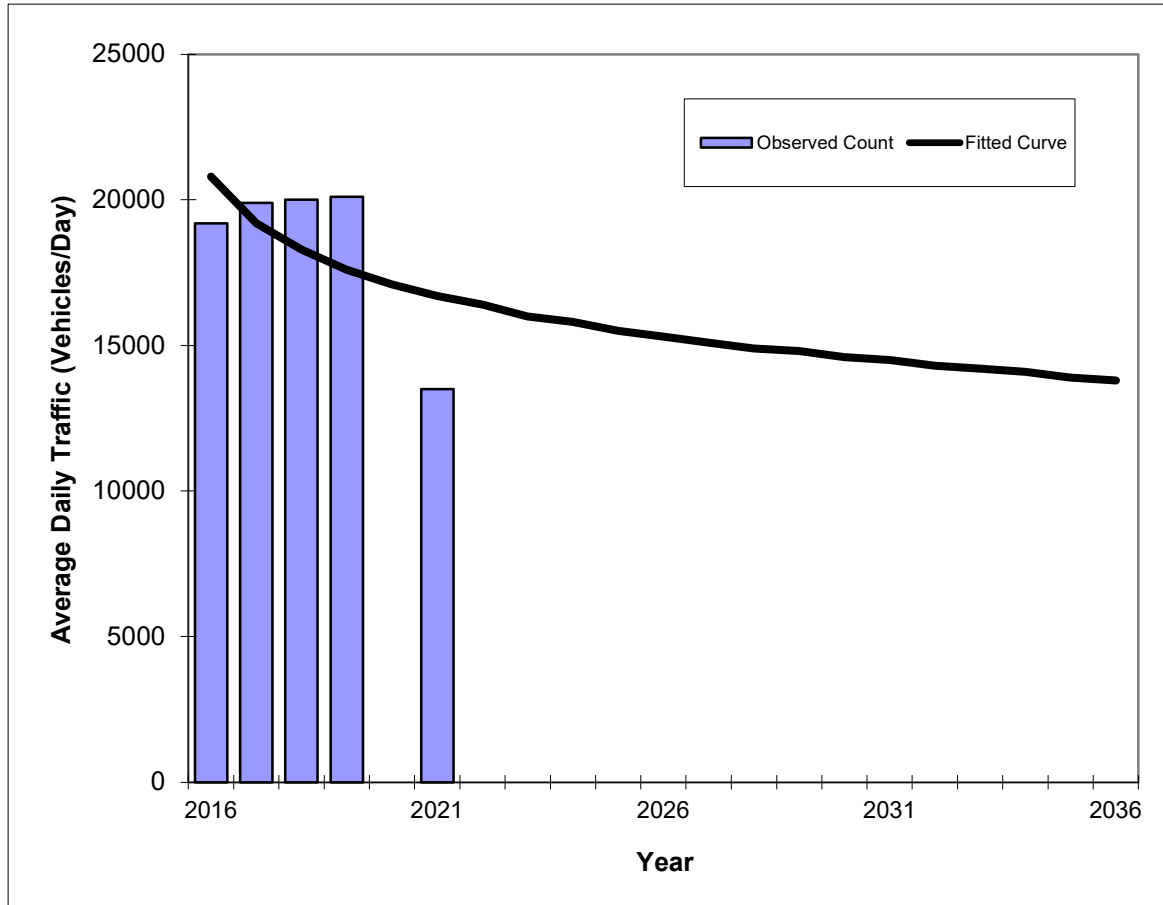
*Axle-Adjusted

Traffic Trends - V03.a

JOHNSON STREET -- W OF FLORIDA'S TURNPIKE

FIN#	0
Location	2

County:	BROWARD
Station #:	8011
Highway:	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	19200	20800
2017	19900	19200
2018	20000	18300
2019	20100	17600
2020	na	na
2021	13500	16700
2022 Opening Year Trend		
2022	N/A	16400
2024 Mid-Year Trend		
2024	N/A	15800
2026 Design Year Trend		
2026	N/A	15300
TRANPLAN Forecasts/Trends		

Trend R-squared:	30.80%
Compounded Annual Historic Growth Rate:	-4.30%
Compounded Growth Rate (2021 to Design Year):	-1.74%
Printed:	15-Jan-23
Decaying Exponential Growth Option	

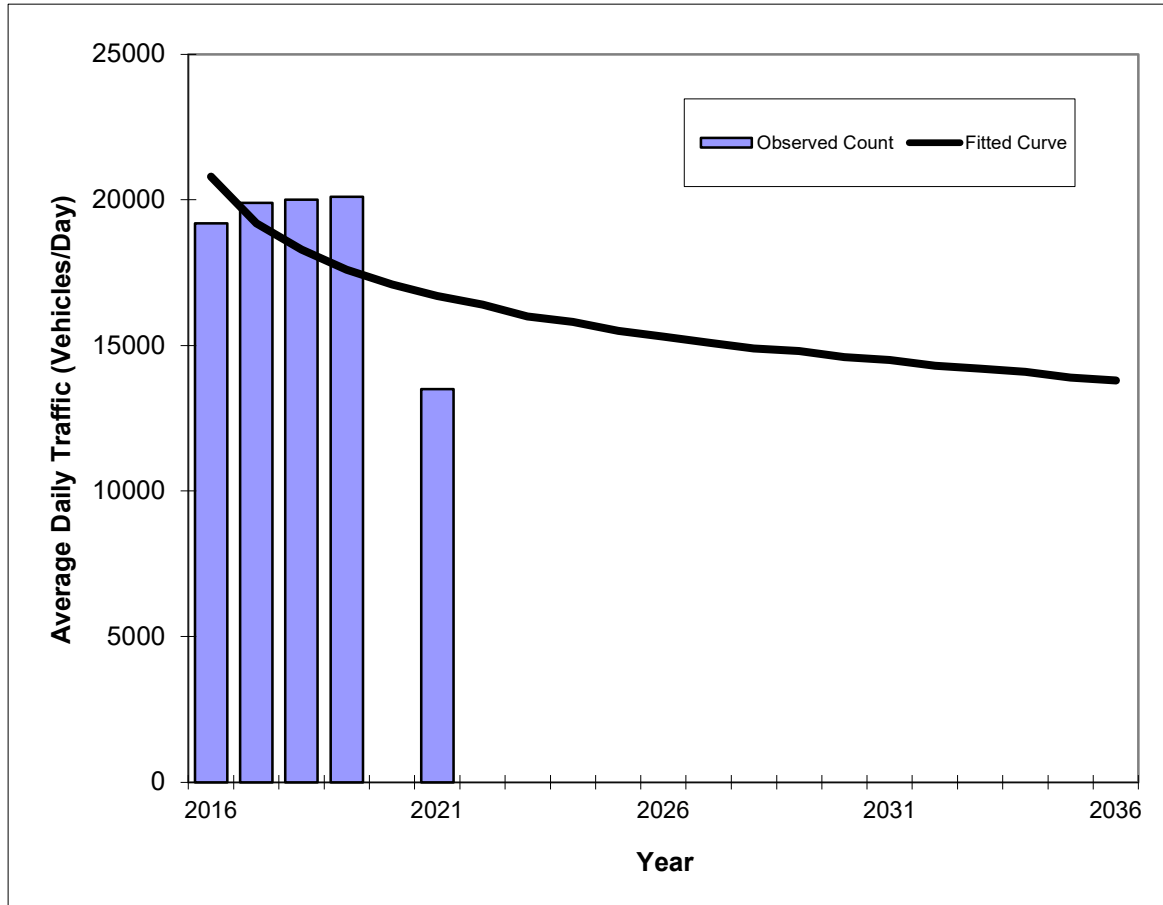
*Axle-Adjusted

Traffic Trends - V03.a

JOHNSON STREET -- W OF FLORIDA'S TURNPIKE

FIN#	0
Location	2

County:	BROWARD
Station #:	8011
Highway:	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	19200	20800
2017	19900	19200
2018	20000	18300
2019	20100	17600
2020	na	na
2021	13500	16700
2022 Opening Year Trend		
2022	N/A	16400
2024 Mid-Year Trend		
2024	N/A	15800
2026 Design Year Trend		
2026	N/A	15300
TRANPLAN Forecasts/Trends		

Trend R-squared:	57.08%
Compounded Annual Historic Growth Rate:	-4.30%
Compounded Growth Rate (2021 to Design Year):	-1.74%
Printed:	15-Jan-23
Exponential Growth Option	

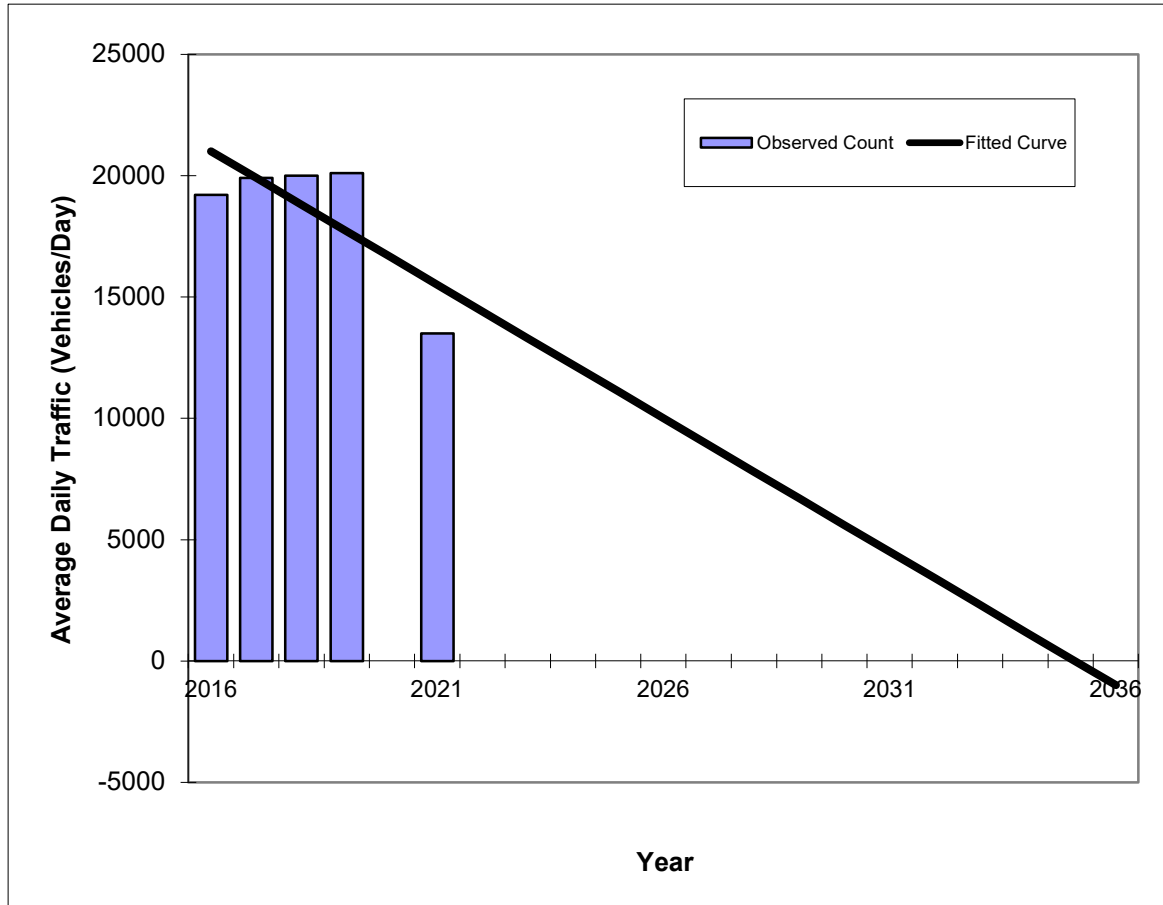
*Axle-Adjusted

Traffic Trends - V03.a

JOHNSON STREET -- W OF FLORIDA'S TURNPIKE

FIN#	0
Location	2

County:	BROWARD
Station #:	8011
Highway:	JOHNSON STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	19200	21000
2017	19900	19900
2018	20000	18800
2019	20100	17700
2020	na	na
2021	13500	15500
2022 Opening Year Trend		
2022	N/A	14400
2024 Mid-Year Trend		
2024	N/A	12200
2026 Design Year Trend		
2026	N/A	10000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,097
Trend R-squared:	55.25%
Trend Annual Historic Growth Rate:	-5.24%
Trend Growth Rate (2021 to Design Year):	-7.10%
Printed:	15-Jan-23

Straight Line Growth Option

*Axle-Adjusted

Growth Rate Trend Analysis Calculations

Description	8010			8011		
Option	Linear	Exponential	Decaying Exponential	Linear	Exponential	Decaying Exponential
Trend Growth Rate 5 years	-3.24	-2.64	-3.24	-5.24	-4.30	-4.30
Adjusted Growth Rate 5-years (2)	0.50	0.50	0.50	0.50	0.50	0.50
Trend R-squared 5 years	66.22	66.22	66.22	55.25	57.08	30.80
Growth Rate with highest R-squared (5-year)	0.50			0.50		
Average Growth Rate (5-year)	0.50					
Growth Rate Used	1.00					

Notes:

1: Refer to Trend Analysis Chart

2: If the resulting growth rate is negative, a 0.5 growth rate was used

What Is R-squared?

R-squared is a statistical measure of how close the data are to the fitted regression line. It is also known as the coefficient of determination, or the coefficient of multiple determination for multiple regression.

The definition of R-squared is fairly straight-forward; it is the percentage of the response variable variation that is explained by a linear model. Or:

R-squared = Explained variation / Total variation

R-squared is always between 0 and 100%:

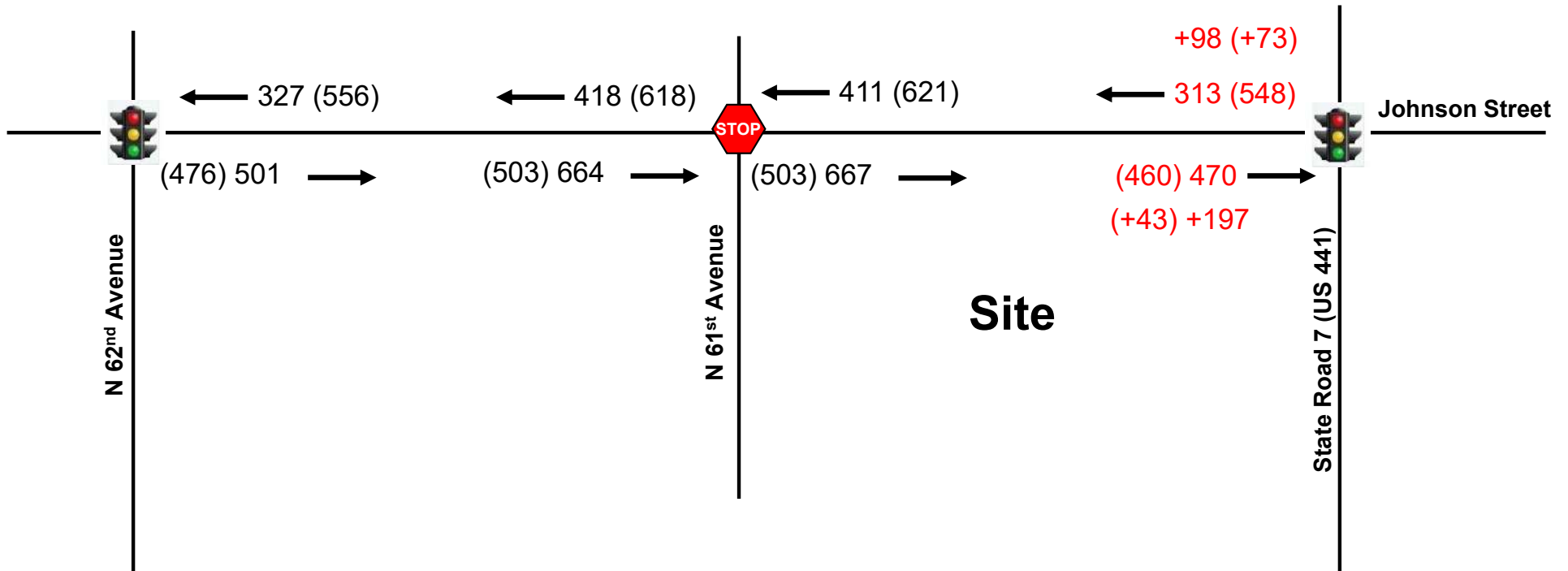
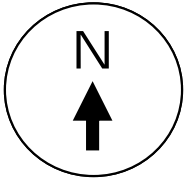
0% indicates that the model explains none of the variability of the response data around its mean.

100% indicates that the model explains all the variability of the response data around its mean.

In general, the higher the R-squared, the better the model fits your data. However, there are important conditions for this guideline that I'll talk about both in this post and my next post.

Attachement D

Future Turning Movement Volumes



Numbers in red were increased to match volumes on east leg of Johnson Street/N 61st Avenue. This adjustment is reflected in the volume development tables for Johnson Street/SR 441 in this appendix...

LEGEND	
XX	AM Peak Hour
(YY)	PM Peak Hour

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and N 62nd Avenue
AM Peak Hour**

Description	N 62nd Avenue Northbound			N 62nd Avenue Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/10/2021)	120	26	41	5	21	58	19	445	147	26	290	5
Season Adjustment 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
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	122	27	42	5	21	59	19	454	150	27	296	5
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	126	27	43	5	22	61	20	468	154	27	305	5
Pinnacle 441							4			3		
2026 Total Traffic	126	27	43	5	22	61	20	472	154	27	308	5

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and N 62nd Avenue
PM Peak Hour**

Description	N 62nd Avenue Northbound			N 62nd Avenue Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/10/2021)	148	35	47	8	33	71	48	412	124	48	487	10
Season Adjustment 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
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	151	36	48	8	34	72	49	420	126	49	497	10
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	156	37	49	8	35	75	50	433	130	50	512	11
Pinnacle 441								12			6	
2026 Total Traffic	156	37	49	8	35	75	50	445	130	50	518	11

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and N 61st Avenue
AM Peak Hour**

Description	N 61st Avenue Northbound			N 61st Avenue Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/11/2023)	1	1	11	11		16	17	619	2	2	385	8
Season Adjustment Factor*	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	1	1	11	11	0	17	18	644	2	2	400	8
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	1	1	12	12	0	17	18	663	2	2	413	9
Pinnacle 441	3							3	1			
2026 Total Traffic	4	1	12	12	0	17	18	666	3	2	413	9

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and N 61st Avenue
PM Peak Hour**

Description	N 61st Avenue Northbound			N 61st Avenue Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/11/2023)	1	1	10	18		29	27	456	1	7	564	26
Season Adjustment Factor*	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	1	1	10	19	0	30	28	474	1	7	587	27
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	1	1	11	19	0	31	29	489	1	8	604	28
Pinnacle 441	6							8	4			
2026 Total Traffic	7	1	11	19	0	31	29	497	5	8	604	28

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and State Road 7 (US 441)
AM Peak Hour**

Description	State Road 7 (US 441) Northbound			State Road 7 (US 441) Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/10/2021)	86	1,141	116	165	1,068	58	116	207	138	112	163	132
Season Adjustment 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
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	88	1164	118	168	1089	59	118	211	141	114	166	135
Balancing (+197 EB / +98 WB)	27					19	50	88	59		52	
2023 Peak Season Adjusted	115	1164	118	168	1089	78	168	299	200	114	218	135
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	118	1,199	122	173	1,122	81	173	308	206	118	225	139
Pinnacle 441	10				7	3	11	5		2	2	
2026 Total Traffic	128	1,199	122	173	1,129	84	184	313	206	120	227	139

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and State Road 7 (US 441)
PM Peak Hour**

Description	State Road 7 (US 441) Northbound			State Road 7 (US 441) Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (3/10/2021)	127	1,515	121	125	1,474	98	109	219	123	149	312	161
Season Adjustment 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
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	130	1545	123	128	1504	100	111	223	125	152	318	164
Balancing (+43 EB / +73 WB)	17					13	10	21	12		42	
2023 Peak Season Adjusted	147	1545	123	128	1504	113	121	244	137	152	360	164
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	151	1,592	127	131	1,549	116	125	252	142	157	371	169
Pinnacle 441	26				16	10	20	8		7	4	
2026 Total Traffic	177	1,592	127	131	1,565	126	145	260	142	164	375	169

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and Project Driveway
AM Peak Hour**

Description	Project Driveway Northbound			Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/11/2023)							641			395		
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	0	0	0	0	0	0	0	667	0	0	411	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	0	0	0	0	0	0	0	687	0	0	423	0
Pinnacle 441			16						3	8		
2026 Total Traffic	0	0	16	0	0	0	0	687	3	8	423	0

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

**Johnson Street and Project Driveway
PM Peak Hour**

Description	Project Driveway Northbound			Southbound			Johnson Street Eastbound			Johnson Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (1/11/2023)							484			597		
Season Adjustment Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 Peak Season Traffic	0	0	0	0	0	0	0	503	0	0	621	0
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 Background Traffic	0	0	0	0	0	0	0	519	0	0	640	0
Pinnacle 441			28						8	24		
2026 Total Traffic	0	0	28	0	0	0	0	519	8	24	640	0

Attachement E

SYNCHRO Analyses

Timings

101: NW 62 Ave & Johnson St/Johnson Street



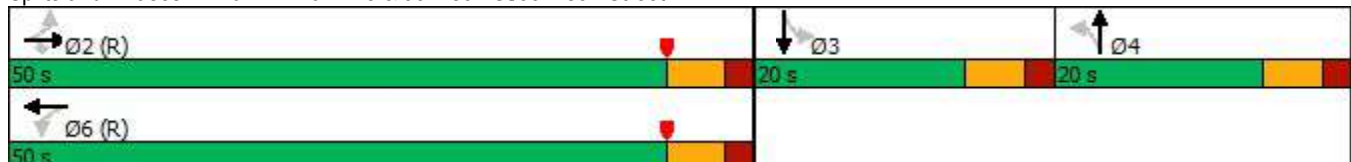
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗		↕		↕
Traffic Volume (vph)	19	454	150	27	296	122	27	5	21
Future Volume (vph)	19	454	150	27	296	122	27	5	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		3
Permitted Phases	2		2	6		4		3	
Detector Phase	2	2	2	6	6	4	4	3	3
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	20.0	20.0	20.0	20.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	22.2%	22.2%	22.2%	22.2%
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)	2.0	2.0	2.0	2.0	2.0	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	48.5	48.5	48.5	48.5	48.5		18.6		7.3
Actuated g/C Ratio	0.54	0.54	0.54	0.54	0.54		0.21		0.08
v/c Ratio	0.04	0.50	0.19	0.08	0.34		0.74		0.50
Control Delay	12.3	16.8	3.7	13.0	14.2		48.3		25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.3	16.8	3.7	13.0	14.2		48.3		25.0
LOS	B	B	A	B	B		D		C
Approach Delay		13.5			14.1		48.3		25.0
Approach LOS		B			B		D		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 19.9
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 101: NW 62 Ave & Johnson St/Johnson Street



Queues

101: NW 62 Ave & Johnson St/Johnson Street























Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	21	504	167	30	335	213	95
v/c Ratio	0.04	0.50	0.19	0.08	0.34	0.74	0.50
Control Delay	12.3	16.8	3.7	13.0	14.2	48.3	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	16.8	3.7	13.0	14.2	48.3	25.0
Queue Length 50th (ft)	6	187	6	9	110	104	16
Queue Length 95th (ft)	18	287	38	25	176	#226	60
Internal Link Dist (ft)		507			550	421	357
Turn Bay Length (ft)	180		115	125			
Base Capacity (vph)	515	1003	896	371	1000	289	305
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.50	0.19	0.08	0.34	0.74	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: NW 62 Ave & Johnson St/Johnson Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	19	454	150	27	296	5	122	27	42	5	21	59	
Future Volume (vph)	19	454	150	27	296	5	122	27	42	5	21	59	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00			0.98		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.91		
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97			1.00		
Satd. Flow (prot)	1767	1863	1541	1765	1857			1746			1647		
Flt Permitted	0.51	1.00	1.00	0.37	1.00			0.75			0.97		
Satd. Flow (perm)	957	1863	1541	690	1857			1351			1602		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	21	504	167	30	329	6	136	30	47	6	23	66	
RTOR Reduction (vph)	0	0	69	0	0	0	0	10	0	0	62	0	
Lane Group Flow (vph)	21	504	98	30	335	0	0	203	0	0	33	0	
Confl. Peds. (#/hr)	1		3	3		1	3					3	
Confl. Bikes (#/hr)			1			1						1	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA		
Protected Phases		2			6			4			3		
Permitted Phases	2		2	6			4			3			
Actuated Green, G (s)	47.3	47.3	47.3	47.3	47.3			18.6			6.1		
Effective Green, g (s)	47.3	47.3	47.3	47.3	47.3			18.6			6.1		
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53			0.21			0.07		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			2.0			2.0		
Lane Grp Cap (vph)	502	979	809	362	975			279			108		
v/s Ratio Prot		c0.27			0.18								
v/s Ratio Perm	0.02		0.06	0.04				c0.15			c0.02		
v/c Ratio	0.04	0.51	0.12	0.08	0.34			0.73			0.31		
Uniform Delay, d1	10.4	13.9	10.8	10.6	12.4			33.3			39.9		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Incremental Delay, d2	0.2	1.9	0.3	0.4	1.0			7.7			0.6		
Delay (s)	10.5	15.8	11.1	11.0	13.3			41.1			40.5		
Level of Service	B	B	B	B	B			D			D		
Approach Delay (s)		14.5			13.1			41.1			40.5		
Approach LOS		B			B			D			D		
Intersection Summary													
HCM 2000 Control Delay			20.1									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.55										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			51.3%									ICU Level of Service	A
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th Signalized Intersection Summary
101: NW 62 Ave & Johnson St/Johnson Street

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th TWSC
102: N 61 Avenue & Johnson Street

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	644	2	2	400	8	1	1	11	11	0	17
Future Vol, veh/h	18	644	2	2	400	8	1	1	11	11	0	17
Conflicting Peds, #/hr	3	0	0	0	0	3	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	692	2	2	430	9	1	1	12	12	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	442	0	0	694	0	0	1180	1177	694	1181	1174	439
Stage 1	-	-	-	-	-	-	731	731	-	442	442	-
Stage 2	-	-	-	-	-	-	449	446	-	739	732	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1118	-	-	901	-	-	366	367	664	366	368	828
Stage 1	-	-	-	-	-	-	581	581	-	776	776	-
Stage 2	-	-	-	-	-	-	771	773	-	576	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1115	-	-	901	-	-	352	359	663	352	360	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	352	359	-	352	360	-
Stage 1	-	-	-	-	-	-	571	571	-	760	772	-
Stage 2	-	-	-	-	-	-	752	769	-	555	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	11.3	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	585	1115	-	-	901	-	-	540
HCM Lane V/C Ratio	0.024	0.017	-	-	0.002	-	-	0.056
HCM Control Delay (s)	11.3	8.3	-	-	9	-	-	12.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Timings

103: SR 7 & Johnson Street

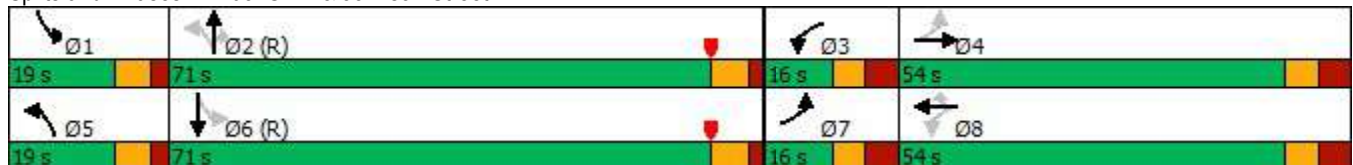
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	168	299	114	218	135	115	1164	118	168	1089
Future Volume (vph)	168	299	114	218	135	115	1164	118	168	1089
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	48.0	10.5	31.5	31.5	10.5	31.5
Total Split (s)	16.0	54.0	16.0	54.0	54.0	19.0	71.0	71.0	19.0	71.0
Total Split (%)	10.0%	33.8%	10.0%	33.8%	33.8%	11.9%	44.4%	44.4%	11.9%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	2.0	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	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	35.0	27.0	35.0	27.0	27.0	91.4	82.8	82.8	100.4	87.4
Actuated g/C Ratio	0.22	0.17	0.22	0.17	0.17	0.57	0.52	0.52	0.63	0.55
v/c Ratio	0.95	0.85	0.89	0.75	0.40	0.48	0.48	0.15	0.62	0.46
Control Delay	104.8	64.5	98.3	78.1	16.1	19.3	26.8	3.8	21.8	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.8	64.5	98.3	78.1	16.1	19.3	26.8	3.8	21.8	23.5
LOS	F	E	F	E	B	B	C	A	C	C
Approach Delay		74.7		65.1			24.3			23.2
Approach LOS		E		E			C			C

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 37.5
 Intersection Capacity Utilization 80.1%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 103: SR 7 & Johnson Street



Queues

103: SR 7 & Johnson Street


























Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	183	542	124	237	147	125	1265	128	183	1269
v/c Ratio	0.95	0.85	0.89	0.75	0.40	0.48	0.48	0.15	0.62	0.46
Control Delay	104.8	64.5	98.3	78.1	16.1	19.3	26.8	3.8	21.8	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.8	64.5	98.3	78.1	16.1	19.3	26.8	3.8	21.8	23.5
Queue Length 50th (ft)	158	242	103	240	22	48	302	0	73	283
Queue Length 95th (ft)	#263	296	#170	322	86	88	412	37	125	377
Internal Link Dist (ft)		280		2492			608			502
Turn Bay Length (ft)	220		115		100	530		140	340	
Base Capacity (vph)	193	1021	140	535	542	303	2632	870	312	2751
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.53	0.89	0.44	0.27	0.41	0.48	0.15	0.59	0.46

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
103: SR 7 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	299	200	114	218	135	115	1164	118	168	1089	78
Future Volume (veh/h)	168	299	200	114	218	135	115	1164	118	168	1089	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	325	217	124	237	147	125	1265	128	183	1184	85
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	408	266	172	373	314	289	2590	803	289	2543	182
Arrive On Green	0.05	0.20	0.20	0.05	0.20	0.20	0.05	0.51	0.51	0.06	0.52	0.52
Sat Flow, veh/h	1781	2045	1332	1781	1870	1576	1781	5106	1583	1781	4862	349
Grp Volume(v), veh/h	183	281	261	124	237	147	125	1265	128	183	829	440
Grp Sat Flow(s),veh/h/ln	1781	1777	1600	1781	1870	1576	1781	1702	1583	1781	1702	1807
Q Serve(g_s), s	8.0	24.1	24.9	8.0	18.6	13.2	5.4	26.0	6.9	7.9	24.6	24.6
Cycle Q Clear(g_c), s	8.0	24.1	24.9	8.0	18.6	13.2	5.4	26.0	6.9	7.9	24.6	24.6
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	217	354	319	172	373	314	289	2590	803	289	1780	945
V/C Ratio(X)	0.84	0.79	0.82	0.72	0.64	0.47	0.43	0.49	0.16	0.63	0.47	0.47
Avail Cap(c_a), veh/h	217	511	460	172	538	453	345	2590	803	318	1780	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	60.9	61.3	53.2	58.7	56.5	19.3	25.8	21.1	20.5	24.1	24.1
Incr Delay (d2), s/veh	23.7	3.3	4.8	12.2	0.7	0.4	0.4	0.7	0.4	2.3	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	11.2	10.6	1.7	8.9	5.3	2.3	10.8	2.7	3.5	10.3	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.2	64.2	66.1	65.3	59.4	57.0	19.7	26.5	21.6	22.8	24.9	25.7
LnGrp LOS	F	E	E	E	E	E	B	C	C	C	C	C
Approach Vol, veh/h		725			508			1518			1452	
Approach Delay, s/veh		69.7			60.1			25.5			24.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	87.7	16.0	39.9	13.9	90.2	16.0	39.9				
Change Period (Y+Rc), s	6.5	6.5	8.0	8.0	6.5	6.5	8.0	8.0				
Max Green Setting (Gmax), s	12.5	64.5	8.0	46.0	12.5	64.5	8.0	46.0				
Max Q Clear Time (g_c+I1), s	9.9	28.0	10.0	26.9	7.4	26.6	10.0	20.6				
Green Ext Time (p_c), s	0.0	12.7	0.0	2.2	0.0	11.4	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			37.1									
HCM 6th LOS			D									

Timings

101: NW 62 Ave & Johnson St/Johnson Street



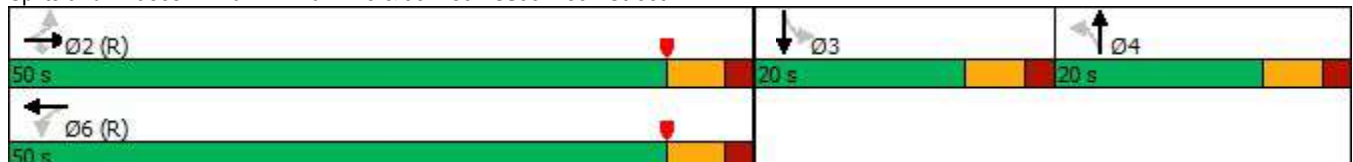
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↗		↕		↕
Traffic Volume (vph)	20	468	154	27	305	126	27	5	22
Future Volume (vph)	20	468	154	27	305	126	27	5	22
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		3
Permitted Phases	2		2	6		4		3	
Detector Phase	2	2	2	6	6	4	4	3	3
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	30.0	30.0	20.0	20.0	20.0	20.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	20.0	20.0	20.0	20.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	22.2%	22.2%	22.2%	22.2%
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)	2.0	2.0	2.0	2.0	2.0	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	47.7	47.7	47.7	47.7	47.7		19.4		7.4
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53		0.22		0.08
v/c Ratio	0.04	0.53	0.19	0.09	0.35		0.73		0.51
Control Delay	12.4	17.5	3.9	13.2	14.7		47.2		25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.4	17.5	3.9	13.2	14.7		47.2		25.0
LOS	B	B	A	B	B		D		C
Approach Delay		14.1			14.6		47.2		25.0
Approach LOS		B			B		D		C

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 52.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 101: NW 62 Ave & Johnson St/Johnson Street



Queues

101: NW 62 Ave & Johnson St/Johnson Street






















Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	22	520	171	30	345	218	98
v/c Ratio	0.04	0.53	0.19	0.09	0.35	0.73	0.51
Control Delay	12.4	17.5	3.9	13.2	14.7	47.2	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	17.5	3.9	13.2	14.7	47.2	25.0
Queue Length 50th (ft)	6	200	8	9	117	105	17
Queue Length 95th (ft)	19	299	40	25	181	#235	62
Internal Link Dist (ft)		507			550	421	357
Turn Bay Length (ft)	180		115	125			
Base Capacity (vph)	494	986	883	346	982	299	307
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.53	0.19	0.09	0.35	0.73	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: NW 62 Ave & Johnson St/Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	468	154	27	305	5	126	27	43	5	22	61
Future Volume (vph)	20	468	154	27	305	5	126	27	43	5	22	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00			0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1768	1863	1541	1766	1857			1746			1647	
Flt Permitted	0.50	1.00	1.00	0.35	1.00			0.75			0.97	
Satd. Flow (perm)	934	1863	1541	655	1857			1346			1604	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	520	171	30	339	6	140	30	48	6	24	68
RTOR Reduction (vph)	0	0	70	0	0	0	0	10	0	0	63	0
Lane Group Flow (vph)	22	520	101	30	345	0	0	208	0	0	35	0
Confl. Peds. (#/hr)	1		3	3		1	3					3
Confl. Bikes (#/hr)			1			1						1
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			3	
Permitted Phases	2		2	6			4			3		
Actuated Green, G (s)	46.4	46.4	46.4	46.4	46.4			19.4			6.2	
Effective Green, g (s)	46.4	46.4	46.4	46.4	46.4			19.4			6.2	
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.52			0.22			0.07	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			2.0			2.0	
Lane Grp Cap (vph)	481	960	794	337	957			290			110	
v/s Ratio Prot		c0.28			0.19							
v/s Ratio Perm	0.02		0.07	0.05				c0.15			c0.02	
v/c Ratio	0.05	0.54	0.13	0.09	0.36			0.72			0.32	
Uniform Delay, d1	10.8	14.7	11.3	11.1	13.0			32.7			39.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	2.2	0.3	0.5	1.1			6.9			0.6	
Delay (s)	11.0	16.8	11.6	11.6	14.0			39.6			40.5	
Level of Service	B	B	B	B	B			D			D	
Approach Delay (s)		15.4			13.8			39.6			40.5	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			20.5	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				18.0				
Intersection Capacity Utilization			52.3%	ICU Level of Service				A				
Analysis Period (min)			15									
c	Critical Lane Group											

HCM 6th Signalized Intersection Summary
101: NW 62 Ave & Johnson St/Johnson Street

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th TWSC
102: N 61 Avenue & Johnson Street

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	18	663	2	2	413	9	1	1	12	12	0	17
Future Vol, veh/h	18	663	2	2	413	9	1	1	12	12	0	17
Conflicting Peds, #/hr	3	0	0	0	0	3	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	713	2	2	444	10	1	1	13	13	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	457	0	0	715	0	0	1215	1213	715	1216	1209	453
Stage 1	-	-	-	-	-	-	752	752	-	456	456	-
Stage 2	-	-	-	-	-	-	463	461	-	760	753	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1104	-	-	885	-	-	353	354	652	353	355	818
Stage 1	-	-	-	-	-	-	568	568	-	766	766	-
Stage 2	-	-	-	-	-	-	760	762	-	564	568	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1101	-	-	885	-	-	340	346	651	339	347	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	340	346	-	339	347	-
Stage 1	-	-	-	-	-	-	558	558	-	751	762	-
Stage 2	-	-	-	-	-	-	741	758	-	542	558	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			11.4			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	1101	-	-	885	-	-	515
HCM Lane V/C Ratio	0.026	0.018	-	-	0.002	-	-	0.061
HCM Control Delay (s)	11.4	8.3	-	-	9.1	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Timings

103: SR 7 & Johnson Street

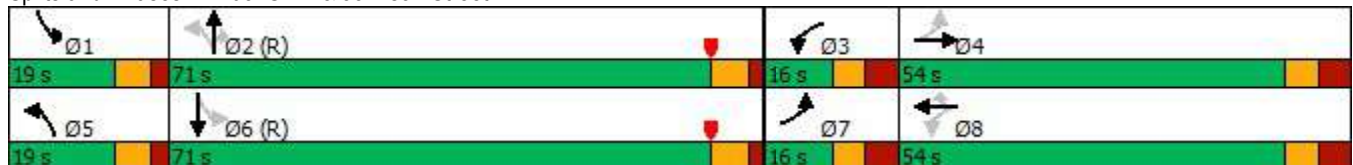
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	173	308	118	225	139	118	1199	122	173	1122
Future Volume (vph)	173	308	118	225	139	118	1199	122	173	1122
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	48.0	10.5	31.5	31.5	10.5	31.5
Total Split (s)	16.0	54.0	16.0	54.0	54.0	19.0	71.0	71.0	19.0	71.0
Total Split (%)	10.0%	33.8%	10.0%	33.8%	33.8%	11.9%	44.4%	44.4%	11.9%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	2.0	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	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	35.9	27.9	35.9	27.9	27.9	91.5	80.6	80.6	98.7	84.2
Actuated g/C Ratio	0.22	0.17	0.22	0.17	0.17	0.57	0.50	0.50	0.62	0.53
v/c Ratio	0.96	0.85	0.91	0.76	0.40	0.48	0.51	0.16	0.64	0.49
Control Delay	108.8	64.5	104.4	77.2	16.5	19.3	28.7	4.4	24.5	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.8	64.5	104.4	77.2	16.5	19.3	28.7	4.4	24.5	26.2
LOS	F	E	F	E	B	B	C	A	C	C
Approach Delay		75.6		66.3			25.9			25.9
Approach LOS		E		E			C			C

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 39.4
 Intersection Capacity Utilization 81.6%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 103: SR 7 & Johnson Street



Queues

103: SR 7 & Johnson Street


























Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	559	128	245	151	128	1303	133	188	1308
v/c Ratio	0.96	0.85	0.91	0.76	0.40	0.48	0.51	0.16	0.64	0.49
Control Delay	108.8	64.5	104.4	77.2	16.5	19.3	28.7	4.4	24.5	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.8	64.5	104.4	77.2	16.5	19.3	28.7	4.4	24.5	26.2
Queue Length 50th (ft)	161	252	106	248	25	50	326	0	76	308
Queue Length 95th (ft)	#274	305	#179	330	89	91	438	43	142	423
Internal Link Dist (ft)		280		2492			608			502
Turn Bay Length (ft)	220		115		100	530		140	340	
Base Capacity (vph)	195	1021	140	535	542	297	2562	851	307	2650
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.55	0.91	0.46	0.28	0.43	0.51	0.16	0.61	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

103: SR 7 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	308	206	118	225	139	118	1199	122	173	1122	81
Future Volume (veh/h)	173	308	206	118	225	139	118	1199	122	173	1122	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	335	224	128	245	151	128	1303	133	188	1220	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	416	272	171	381	321	279	2558	793	282	2515	181
Arrive On Green	0.05	0.20	0.20	0.05	0.20	0.20	0.05	0.50	0.50	0.06	0.52	0.52
Sat Flow, veh/h	1781	2042	1334	1781	1870	1576	1781	5106	1583	1781	4860	350
Grp Volume(v), veh/h	188	290	269	128	245	151	128	1303	133	188	854	454
Grp Sat Flow(s),veh/h/ln	1781	1777	1600	1781	1870	1576	1781	1702	1583	1781	1702	1806
Q Serve(g_s), s	8.0	24.9	25.7	8.0	19.2	13.5	5.6	27.4	7.3	8.2	25.9	25.9
Cycle Q Clear(g_c), s	8.0	24.9	25.7	8.0	19.2	13.5	5.6	27.4	7.3	8.2	25.9	25.9
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	217	362	326	171	381	321	279	2558	793	282	1762	935
V/C Ratio(X)	0.87	0.80	0.82	0.75	0.64	0.47	0.46	0.51	0.17	0.67	0.49	0.49
Avail Cap(c_a), veh/h	217	511	460	171	538	453	334	2558	793	307	1762	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	60.6	61.0	53.5	58.4	56.1	20.0	26.7	21.7	21.6	24.9	24.9
Incr Delay (d2), s/veh	28.1	4.0	5.7	15.1	0.7	0.4	0.4	0.7	0.5	3.6	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	11.7	11.0	2.0	9.2	5.5	2.4	11.4	2.9	3.7	10.8	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.8	64.6	66.6	68.6	59.1	56.5	20.4	27.5	22.2	25.2	25.8	26.7
LnGrp LOS	F	E	E	E	E	E	C	C	C	C	C	C
Approach Vol, veh/h		747			524			1564			1496	
Approach Delay, s/veh		71.2			60.7			26.5			26.0	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	86.7	16.0	40.6	14.1	89.3	16.0	40.6				
Change Period (Y+Rc), s	6.5	6.5	8.0	8.0	6.5	6.5	8.0	8.0				
Max Green Setting (Gmax), s	12.5	64.5	8.0	46.0	12.5	64.5	8.0	46.0				
Max Q Clear Time (g_c+I1), s	10.2	29.4	10.0	27.7	7.6	27.9	10.0	21.2				
Green Ext Time (p_c), s	0.0	13.1	0.0	2.2	0.0	11.8	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				38.2								
HCM 6th LOS				D								

Timings

101: NW 62 Ave & Johnson St/Johnson Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	20	472	154	27	308	126	27	5	22
Future Volume (vph)	20	472	154	27	308	126	27	5	22
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2			6		4		3
Permitted Phases	2		2	6		4		3	
Detector Phase	2	2	2	6	6	4	4	3	3
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	20.0	20.0	20.0	20.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	20.0	20.0	20.0	20.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	22.2%	22.2%	22.2%	22.2%
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)	2.0	2.0	2.0	2.0	2.0	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	47.7	47.7	47.7	47.7	47.7		19.4		7.4
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.53		0.22		0.08
v/c Ratio	0.04	0.53	0.19	0.09	0.35		0.73		0.51
Control Delay	12.4	17.6	3.9	13.3	14.7		47.2		25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	12.4	17.6	3.9	13.3	14.7		47.2		25.0
LOS	B	B	A	B	B		D		C
Approach Delay		14.2			14.6		47.2		25.0
Approach LOS		B			B		D		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 20.2

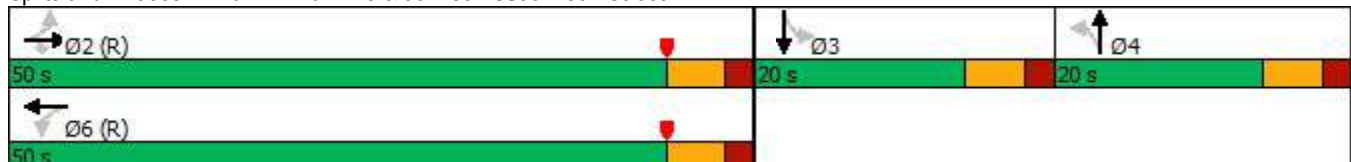
Intersection LOS: C

Intersection Capacity Utilization 52.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 101: NW 62 Ave & Johnson St/Johnson Street



Queues

101: NW 62 Ave & Johnson St/Johnson Street























Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	22	524	171	30	348	218	98
v/c Ratio	0.04	0.53	0.19	0.09	0.35	0.73	0.51
Control Delay	12.4	17.6	3.9	13.3	14.7	47.2	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	17.6	3.9	13.3	14.7	47.2	25.0
Queue Length 50th (ft)	6	202	8	9	118	105	17
Queue Length 95th (ft)	19	302	41	25	184	#235	62
Internal Link Dist (ft)		507			550	421	357
Turn Bay Length (ft)	180		115	125			
Base Capacity (vph)	491	986	882	343	982	299	307
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.53	0.19	0.09	0.35	0.73	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: NW 62 Ave & Johnson St/Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	472	154	27	308	5	126	27	43	5	22	61
Future Volume (vph)	20	472	154	27	308	5	126	27	43	5	22	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frbp, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00			0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1768	1863	1541	1766	1857			1746			1647	
Flt Permitted	0.50	1.00	1.00	0.35	1.00			0.75			0.97	
Satd. Flow (perm)	929	1863	1541	649	1857			1346			1604	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	524	171	30	342	6	140	30	48	6	24	68
RTOR Reduction (vph)	0	0	69	0	0	0	0	10	0	0	63	0
Lane Group Flow (vph)	22	524	102	30	348	0	0	208	0	0	35	0
Confl. Peds. (#/hr)	1		3	3		1	3					3
Confl. Bikes (#/hr)			1			1						1
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			3	
Permitted Phases	2		2	6			4			3		
Actuated Green, G (s)	46.4	46.4	46.4	46.4	46.4			19.4			6.2	
Effective Green, g (s)	46.4	46.4	46.4	46.4	46.4			19.4			6.2	
Actuated g/C Ratio	0.52	0.52	0.52	0.52	0.52			0.22			0.07	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			2.0			2.0	
Lane Grp Cap (vph)	478	960	794	334	957			290			110	
v/s Ratio Prot		c0.28			0.19							
v/s Ratio Perm	0.02		0.07	0.05				c0.15			c0.02	
v/c Ratio	0.05	0.55	0.13	0.09	0.36			0.72			0.32	
Uniform Delay, d1	10.8	14.7	11.3	11.1	13.0			32.7			39.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	2.2	0.3	0.5	1.1			6.9			0.6	
Delay (s)	11.0	16.9	11.6	11.6	14.1			39.6			40.5	
Level of Service	B	B	B	B	B			D			D	
Approach Delay (s)		15.5			13.9			39.6			40.5	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			20.5	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				18.0				
Intersection Capacity Utilization			52.5%	ICU Level of Service				A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary
101: NW 62 Ave & Johnson St/Johnson Street

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th TWSC
102: N 61 Avenue & Johnson Street

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	666	3	2	413	9	4	1	12	12	0	17
Future Vol, veh/h	18	666	3	2	413	9	4	1	12	12	0	17
Conflicting Peds, #/hr	3	0	0	0	0	3	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	716	3	2	444	10	4	1	13	13	0	18

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	457	0	0	719	0	0	1219	1217	719	1220	1213	453
Stage 1	-	-	-	-	-	-	756	756	-	456	456	-
Stage 2	-	-	-	-	-	-	463	461	-	764	757	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	1104	-	-	882	-	-	352	352	649	351	354	818
Stage 1	-	-	-	-	-	-	566	566	-	766	766	-
Stage 2	-	-	-	-	-	-	760	762	-	561	565	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1101	-	-	882	-	-	339	344	648	337	346	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	339	344	-	337	346	-
Stage 1	-	-	-	-	-	-	556	556	-	751	762	-
Stage 2	-	-	-	-	-	-	741	758	-	539	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.2	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	340	648	1101	-	-	882	-	-	514
HCM Lane V/C Ratio	0.016	0.02	0.018	-	-	0.002	-	-	0.061
HCM Control Delay (s)	15.8	10.7	8.3	-	-	9.1	-	-	12.5
HCM Lane LOS	C	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	0.1	-	-	0	-	-	0.2

Timings

103: SR 7 & Johnson Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	184	313	120	227	139	128	1199	122	173	1129
Future Volume (vph)	184	313	120	227	139	128	1199	122	173	1129
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	48.0	10.5	31.5	31.5	10.5	31.5
Total Split (s)	16.0	54.0	16.0	54.0	54.0	19.0	71.0	71.0	19.0	71.0
Total Split (%)	10.0%	33.8%	10.0%	33.8%	33.8%	11.9%	44.4%	44.4%	11.9%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	2.0	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	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	36.3	28.3	36.3	28.3	28.3	92.3	80.2	80.2	97.2	82.7
Actuated g/C Ratio	0.23	0.18	0.23	0.18	0.18	0.58	0.50	0.50	0.61	0.52
v/c Ratio	1.02	0.85	0.92	0.75	0.40	0.51	0.51	0.16	0.64	0.51
Control Delay	121.1	64.9	105.7	76.4	16.4	20.1	29.0	4.4	25.1	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.1	64.9	105.7	76.4	16.4	20.1	29.0	4.4	25.1	27.3
LOS	F	E	F	E	B	C	C	A	C	C
Approach Delay		79.6		66.4			26.1			27.0
Approach LOS		E		E			C			C

Intersection Summary

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 130 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 40.6

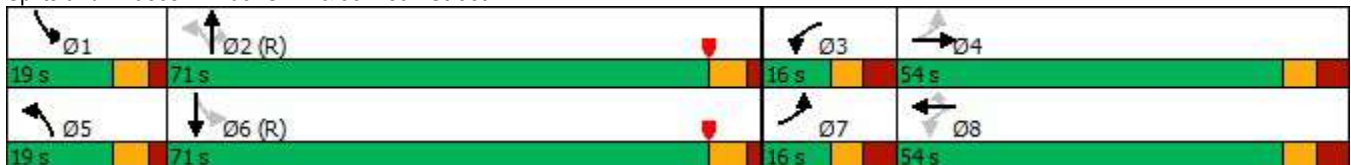
Intersection LOS: D

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 103: SR 7 & Johnson Street



Queues

103: SR 7 & Johnson Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	200	564	130	247	151	139	1303	133	188	1318
v/c Ratio	1.02	0.85	0.92	0.75	0.40	0.51	0.51	0.16	0.64	0.51
Control Delay	121.1	64.9	105.7	76.4	16.4	20.1	29.0	4.4	25.1	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.1	64.9	105.7	76.4	16.4	20.1	29.0	4.4	25.1	27.3
Queue Length 50th (ft)	~177	256	107	249	25	55	328	0	77	319
Queue Length 95th (ft)	#301	310	#184	333	88	99	440	43	144	435
Internal Link Dist (ft)		280		2492			608			502
Turn Bay Length (ft)	220		115		100	530		140	340	
Base Capacity (vph)	196	1019	141	535	542	295	2549	847	305	2602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.55	0.92	0.46	0.28	0.47	0.51	0.16	0.62	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
























Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

103: SR 7 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	313	206	120	227	139	128	1199	122	173	1129	84
Future Volume (veh/h)	184	313	206	120	227	139	128	1199	122	173	1129	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	340	224	130	247	151	139	1303	133	188	1227	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	421	271	170	383	323	280	2551	791	281	2488	185
Arrive On Green	0.05	0.20	0.20	0.05	0.20	0.20	0.05	0.50	0.50	0.06	0.51	0.51
Sat Flow, veh/h	1781	2055	1324	1781	1870	1576	1781	5106	1583	1781	4849	360
Grp Volume(v), veh/h	200	293	271	130	247	151	139	1303	133	188	861	457
Grp Sat Flow(s),veh/h/ln	1781	1777	1602	1781	1870	1576	1781	1702	1583	1781	1702	1805
Q Serve(g_s), s	8.0	25.1	25.9	8.0	19.4	13.5	6.1	27.4	7.3	8.2	26.4	26.4
Cycle Q Clear(g_c), s	8.0	25.1	25.9	8.0	19.4	13.5	6.1	27.4	7.3	8.2	26.4	26.4
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	217	364	328	170	383	323	280	2551	791	281	1747	926
V/C Ratio(X)	0.92	0.80	0.83	0.76	0.64	0.47	0.50	0.51	0.17	0.67	0.49	0.49
Avail Cap(c_a), veh/h	217	511	461	170	538	453	329	2551	791	306	1747	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	60.6	60.9	53.8	58.3	55.9	20.3	26.9	21.9	21.8	25.4	25.4
Incr Delay (d2), s/veh	39.9	4.2	5.9	16.6	0.7	0.4	0.5	0.7	0.5	3.6	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	11.8	11.1	2.2	9.3	5.5	2.6	11.5	2.9	3.7	11.0	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.7	64.8	66.7	70.4	59.0	56.3	20.8	27.6	22.3	25.4	26.4	27.3
LnGrp LOS	F	E	E	E	E	E	C	C	C	C	C	C
Approach Vol, veh/h		764			528			1575			1506	
Approach Delay, s/veh		74.9			61.0			26.6			26.5	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	86.4	16.0	40.8	14.6	88.6	16.0	40.8				
Change Period (Y+Rc), s	6.5	6.5	8.0	8.0	6.5	6.5	8.0	8.0				
Max Green Setting (Gmax), s	12.5	64.5	8.0	46.0	12.5	64.5	8.0	46.0				
Max Q Clear Time (g_c+I1), s	10.2	29.4	10.0	27.9	8.1	28.4	10.0	21.4				
Green Ext Time (p_c), s	0.0	13.1	0.0	2.2	0.0	11.9	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay				39.2								
HCM 6th LOS				D								

HCM 6th TWSC
201: Driveway & Johnson Street

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	687	3	8	423	0	16
Future Vol, veh/h	687	3	8	423	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	747	3	9	460	0	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	750	0	- 749
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	- 4.5
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	- 3
Pot Cap-1 Maneuver	-	-	859	-	0 633
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	859	-	- 633
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	633	-	-	859	-
HCM Lane V/C Ratio	0.027	-	-	0.01	-
HCM Control Delay (s)	10.8	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM Unsignalized Intersection Capacity Analysis

202: Lincoln Street/Driveway & N 61 Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	14	0	2	3	1	4
Future Volume (Veh/h)	14	0	2	3	1	4
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	0	2	3	1	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	8	4	6	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	8	4	6	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	100	100	100	100	
cM capacity (veh/h)	1006	891	889	1085	1623	
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	15	5	5			
Volume Left	15	0	1			
Volume Right	0	3	4			
cSH	1006	997	1623			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.6	8.6	1.4			
Lane LOS	A	A	A			
Approach Delay (s)	8.6	8.6	1.4			
Approach LOS	A	A				
Intersection Summary						
Average Delay			7.2			
Intersection Capacity Utilization			17.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM 6th TWSC
203: Driveway & SR 7

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	11	0	1449	1439	16
Future Vol, veh/h	0	11	0	1449	1439	16
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	-	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	1575	1564	17

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	782	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	289	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	289	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	289	-	-
HCM Lane V/C Ratio	-	0.041	-	-
HCM Control Delay (s)	-	18	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Timings

101: NW 62 Ave & Johnson St/Johnson Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	420	126	49	497	151	36	8	34
Future Volume (vph)	49	420	126	49	497	151	36	8	34
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6			2		4		3
Permitted Phases	6		6	2		4		3	
Detector Phase	6	6	6	2	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	27.0	30.0	30.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	20.0	20.0	20.0	20.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	22.2%	22.2%	22.2%	22.2%
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)	2.0	2.0	2.0	2.0	2.0	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	44.0	44.0	44.0	44.0	44.0		20.0		8.0
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49		0.22		0.09
v/c Ratio	0.18	0.49	0.16	0.14	0.59		0.81		0.56
Control Delay	14.9	17.7	3.0	14.0	19.8		55.3		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	14.9	17.7	3.0	14.0	19.8		55.3		27.1
LOS	B	B	A	B	B		E		C
Approach Delay		14.3			19.2		55.3		27.1
Approach LOS		B			B		E		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 23.5

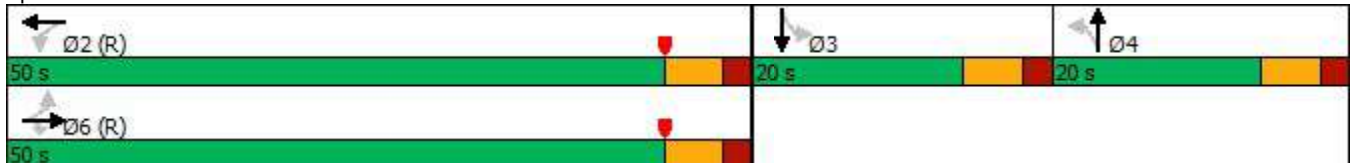
Intersection LOS: C

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: NW 62 Ave & Johnson St/Johnson Street



Queues

101: NW 62 Ave & Johnson St/Johnson Street






















Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	52	442	133	52	534	248	120
v/c Ratio	0.18	0.49	0.16	0.14	0.59	0.81	0.56
Control Delay	14.9	17.7	3.0	14.0	19.8	55.3	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	17.7	3.0	14.0	19.8	55.3	27.1
Queue Length 50th (ft)	16	161	0	16	208	126	24
Queue Length 95th (ft)	39	243	28	37	309	#293	74
Internal Link Dist (ft)		507			550	421	357
Turn Bay Length (ft)	180		115	125			
Base Capacity (vph)	294	910	821	366	908	305	316
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.49	0.16	0.14	0.59	0.81	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: NW 62 Ave & Johnson St/Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	420	126	49	497	10	151	36	48	8	34	72
Future Volume (vph)	49	420	126	49	497	10	151	36	48	8	34	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00			0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1766	1863	1542	1765	1856			1755			1672	
Flt Permitted	0.32	1.00	1.00	0.40	1.00			0.73			0.97	
Satd. Flow (perm)	601	1863	1542	749	1856			1331			1620	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	442	133	52	523	11	159	38	51	8	36	76
RTOR Reduction (vph)	0	0	67	0	1	0	0	9	0	0	69	0
Lane Group Flow (vph)	52	442	66	52	533	0	0	239	0	0	51	0
Confl. Peds. (#/hr)	3		3	3		3						
Confl. Bikes (#/hr)						2						1
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			3	
Permitted Phases	6		6	2			4			3		
Actuated Green, G (s)	44.0	44.0	44.0	44.0	44.0			20.0			8.0	
Effective Green, g (s)	44.0	44.0	44.0	44.0	44.0			20.0			8.0	
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49			0.22			0.09	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			2.0			2.0	
Lane Grp Cap (vph)	293	910	753	366	907			295			144	
v/s Ratio Prot		0.24			c0.29							
v/s Ratio Perm	0.09		0.04	0.07				c0.18			c0.03	
v/c Ratio	0.18	0.49	0.09	0.14	0.59			0.81			0.35	
Uniform Delay, d1	12.9	15.4	12.3	12.6	16.5			33.2			38.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.3	1.9	0.2	0.8	2.8			14.2			0.5	
Delay (s)	14.2	17.3	12.5	13.4	19.3			47.4			39.1	
Level of Service	B	B	B	B	B			D			D	
Approach Delay (s)		16.0			18.8			47.4			39.1	
Approach LOS		B			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			23.7	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				18.0				
Intersection Capacity Utilization			70.6%	ICU Level of Service				C				
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th Signalized Intersection Summary
101: NW 62 Ave & Johnson St/Johnson Street

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th TWSC
102: N 61 Avenue & Johnson Street

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	474	1	7	587	27	1	1	10	19	0	30
Future Vol, veh/h	28	474	1	7	587	27	1	1	10	19	0	30
Conflicting Peds, #/hr	3	0	4	4	0	3	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	510	1	8	631	29	1	1	11	20	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	663	0	0	515	0	0	1254	1254	516	1243	1240	650
Stage 1	-	-	-	-	-	-	575	575	-	665	665	-
Stage 2	-	-	-	-	-	-	679	679	-	578	575	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	926	-	-	1051	-	-	339	339	775	343	344	690
Stage 1	-	-	-	-	-	-	680	680	-	621	621	-
Stage 2	-	-	-	-	-	-	612	612	-	678	680	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	923	-	-	1047	-	-	312	323	771	326	328	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	323	-	326	328	-
Stage 1	-	-	-	-	-	-	656	655	-	599	614	-
Stage 2	-	-	-	-	-	-	578	605	-	645	655	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			10.9			13.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	623	923	-	-	1047	-	-	481
HCM Lane V/C Ratio	0.021	0.033	-	-	0.007	-	-	0.11
HCM Control Delay (s)	10.9	9	-	-	8.5	-	-	13.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Timings

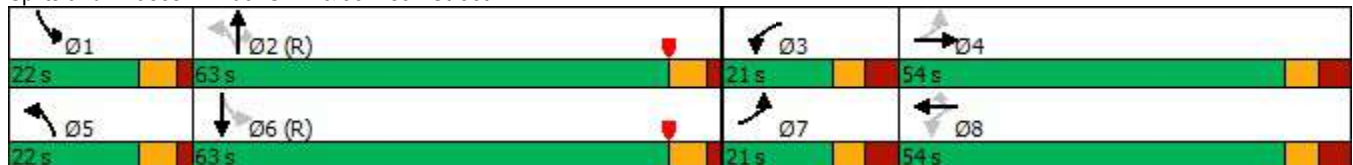
103: SR 7 & Johnson Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	121	244	152	360	164	147	1545	123	128	1504
Future Volume (vph)	121	244	152	360	164	147	1545	123	128	1504
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	48.0	10.5	31.5	31.5	10.5	31.5
Total Split (s)	21.0	54.0	21.0	54.0	54.0	22.0	63.0	63.0	22.0	63.0
Total Split (%)	13.1%	33.8%	13.1%	33.8%	33.8%	13.8%	39.4%	39.4%	13.8%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	2.0	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	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	47.2	35.6	48.5	36.3	36.3	83.6	71.9	71.9	82.6	71.4
Actuated g/C Ratio	0.30	0.22	0.30	0.23	0.23	0.52	0.45	0.45	0.52	0.45
v/c Ratio	0.59	0.49	0.51	0.87	0.37	0.82	0.69	0.16	0.70	0.73
Control Delay	46.9	45.4	42.0	79.8	16.5	68.0	39.1	4.8	47.5	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	45.4	42.0	79.8	16.5	68.0	39.1	4.8	47.5	40.5
LOS	D	D	D	E	B	E	D	A	D	D
Approach Delay		45.8		56.0			39.1			41.1
Approach LOS		D		E			D			D

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 42.9	Intersection LOS: D
Intersection Capacity Utilization 90.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: SR 7 & Johnson Street



Queues

103: SR 7 & Johnson Street


























Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	123	389	155	367	167	150	1577	126	131	1650
v/c Ratio	0.59	0.49	0.51	0.87	0.37	0.82	0.69	0.16	0.70	0.73
Control Delay	46.9	45.4	42.0	79.8	16.5	68.0	39.1	4.8	47.5	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	45.4	42.0	79.8	16.5	68.0	39.1	4.8	47.5	40.5
Queue Length 50th (ft)	89	154	114	374	37	98	486	0	65	524
Queue Length 95th (ft)	128	193	157	464	99	#201	632	42	151	674
Internal Link Dist (ft)		280		2492			608			502
Turn Bay Length (ft)	220		115		100	530		140	340	
Base Capacity (vph)	223	1006	311	535	535	224	2285	784	234	2247
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.39	0.50	0.69	0.31	0.67	0.69	0.16	0.56	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

103: SR 7 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	244	137	152	360	164	147	1545	123	128	1504	113
Future Volume (veh/h)	121	244	137	152	360	164	147	1545	123	128	1504	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	249	140	155	367	167	150	1577	126	131	1535	115
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	449	244	286	405	338	216	2480	770	208	2323	174
Arrive On Green	0.07	0.20	0.20	0.08	0.22	0.22	0.06	0.49	0.49	0.05	0.48	0.48
Sat Flow, veh/h	1781	2220	1206	1781	1870	1560	1781	5106	1584	1781	4837	362
Grp Volume(v), veh/h	123	198	191	155	367	167	150	1577	126	131	1080	570
Grp Sat Flow(s),veh/h/ln	1781	1777	1649	1781	1870	1560	1781	1702	1584	1781	1702	1795
Q Serve(g_s), s	8.7	16.0	16.8	10.9	30.6	15.0	6.8	36.8	7.1	6.0	38.6	38.7
Cycle Q Clear(g_c), s	8.7	16.0	16.8	10.9	30.6	15.0	6.8	36.8	7.1	6.0	38.6	38.7
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	185	359	333	286	405	338	216	2480	770	208	1635	862
V/C Ratio(X)	0.66	0.55	0.57	0.54	0.91	0.49	0.69	0.64	0.16	0.63	0.66	0.66
Avail Cap(c_a), veh/h	212	511	474	286	538	449	290	2480	770	291	1635	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	57.3	57.6	46.1	61.1	55.0	28.1	30.6	23.0	26.4	31.7	31.7
Incr Delay (d2), s/veh	4.3	0.5	0.6	1.2	13.6	0.4	2.1	1.3	0.5	1.2	2.1	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	7.3	7.1	5.0	16.1	6.0	3.0	15.5	2.8	2.6	16.5	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	57.8	58.2	47.2	74.7	55.4	30.2	31.9	23.4	27.6	33.8	35.6
LnGrp LOS	D	E	E	D	E	E	C	C	C	C	C	D
Approach Vol, veh/h		512			689			1853			1781	
Approach Delay, s/veh		56.8			63.9			31.2			33.9	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	84.2	20.9	40.4	15.4	83.3	18.7	42.6				
Change Period (Y+Rc), s	6.5	6.5	8.0	8.0	6.5	6.5	8.0	8.0				
Max Green Setting (Gmax), s	15.5	56.5	13.0	46.0	15.5	56.5	13.0	46.0				
Max Q Clear Time (g_c+I1), s	8.0	38.8	12.9	18.8	8.8	40.7	10.7	32.6				
Green Ext Time (p_c), s	0.1	11.3	0.0	1.6	0.1	10.2	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				39.5								
HCM 6th LOS				D								

Timings

101: NW 62 Ave & Johnson St/Johnson Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	433	130	50	512	156	37	8	35
Future Volume (vph)	50	433	130	50	512	156	37	8	35
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6			2		4		3
Permitted Phases	6		6	2		4		3	
Detector Phase	6	6	6	2	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	20.0	20.0	20.0	20.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	20.0	20.0	20.0	20.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	22.2%	22.2%	22.2%	22.2%
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)	2.0	2.0	2.0	2.0	2.0	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	44.0	44.0	44.0	44.0	44.0		20.0		8.0
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49		0.22		0.09
v/c Ratio	0.19	0.50	0.17	0.15	0.61		0.84		0.57
Control Delay	15.2	18.0	3.1	14.1	20.2		59.1		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	15.2	18.0	3.1	14.1	20.2		59.1		27.1
LOS	B	B	A	B	C		E		C
Approach Delay		14.6			19.7		59.1		27.1
Approach LOS		B			B		E		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 24.4

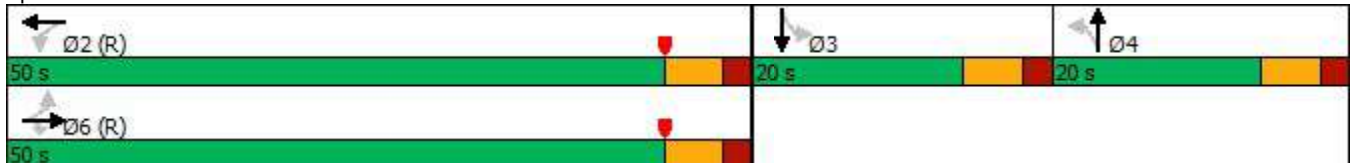
Intersection LOS: C

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: NW 62 Ave & Johnson St/Johnson Street



Queues

101: NW 62 Ave & Johnson St/Johnson Street























Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	53	456	137	53	551	255	124
v/c Ratio	0.19	0.50	0.17	0.15	0.61	0.84	0.57
Control Delay	15.2	18.0	3.1	14.1	20.2	59.1	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	18.0	3.1	14.1	20.2	59.1	27.1
Queue Length 50th (ft)	16	168	1	16	217	131	25
Queue Length 95th (ft)	40	252	30	38	323	#305	75
Internal Link Dist (ft)		507			550	421	357
Turn Bay Length (ft)	180		115	125			
Base Capacity (vph)	280	910	821	354	908	302	319
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.50	0.17	0.15	0.61	0.84	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: NW 62 Ave & Johnson St/Johnson Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	50	433	130	50	512	11	156	37	49	8	35	75	
Future Volume (vph)	50	433	130	50	512	11	156	37	49	8	35	75	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0			6.0				6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00				1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00				0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00				1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97				0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97				1.00	
Satd. Flow (prot)	1766	1863	1542	1765	1856			1755				1671	
Flt Permitted	0.31	1.00	1.00	0.39	1.00			0.73				0.97	
Satd. Flow (perm)	575	1863	1542	726	1856			1326				1621	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	53	456	137	53	539	12	164	39	52	8	37	79	
RTOR Reduction (vph)	0	0	67	0	1	0	0	9	0	0	72	0	
Lane Group Flow (vph)	53	456	70	53	550	0	0	246	0	0	52	0	
Confl. Peds. (#/hr)	3		3	3		3							
Confl. Bikes (#/hr)						2						1	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA		
Protected Phases		6			2			4				3	
Permitted Phases	6		6	2			4			3			
Actuated Green, G (s)	44.0	44.0	44.0	44.0	44.0			20.0				8.0	
Effective Green, g (s)	44.0	44.0	44.0	44.0	44.0			20.0				8.0	
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49			0.22				0.09	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0				6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			2.0				2.0	
Lane Grp Cap (vph)	281	910	753	354	907			294				144	
v/s Ratio Prot		0.24			c0.30								
v/s Ratio Perm	0.09		0.05	0.07				c0.19				c0.03	
v/c Ratio	0.19	0.50	0.09	0.15	0.61			0.84				0.36	
Uniform Delay, d1	12.9	15.6	12.3	12.7	16.7			33.4				38.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00				1.00	
Incremental Delay, d2	1.5	2.0	0.2	0.9	3.0			17.5				0.6	
Delay (s)	14.4	17.5	12.6	13.6	19.7			50.9				39.2	
Level of Service	B	B	B	B	B			D				D	
Approach Delay (s)		16.2			19.2			50.9				39.2	
Approach LOS		B			B			D				D	
Intersection Summary													
HCM 2000 Control Delay			24.5										HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.64										
Actuated Cycle Length (s)			90.0									18.0	Sum of lost time (s)
Intersection Capacity Utilization			71.8%										ICU Level of Service C
Analysis Period (min)			15										

c Critical Lane Group

HCM 6th Signalized Intersection Summary
101: NW 62 Ave & Johnson St/Johnson Street

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th TWSC
102: N 61 Avenue & Johnson Street

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	489	1	8	604	28	1	1	11	19	0	31
Future Vol, veh/h	29	489	1	8	604	28	1	1	11	19	0	31
Conflicting Peds, #/hr	3	0	4	4	0	3	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	526	1	9	649	30	1	1	12	20	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	682	0	0	531	0	0	1293	1293	532	1281	1278	668
Stage 1	-	-	-	-	-	-	593	593	-	685	685	-
Stage 2	-	-	-	-	-	-	700	700	-	596	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	911	-	-	1036	-	-	325	325	764	330	331	679
Stage 1	-	-	-	-	-	-	667	667	-	608	608	-
Stage 2	-	-	-	-	-	-	599	599	-	665	667	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	908	-	-	1032	-	-	297	309	760	312	315	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	309	-	312	315	-
Stage 1	-	-	-	-	-	-	642	642	-	586	601	-
Stage 2	-	-	-	-	-	-	564	592	-	631	642	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			11			13.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	617	908	-	-	1032	-	-	468
HCM Lane V/C Ratio	0.023	0.034	-	-	0.008	-	-	0.115
HCM Control Delay (s)	11	9.1	-	-	8.5	-	-	13.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Timings

103: SR 7 & Johnson Street

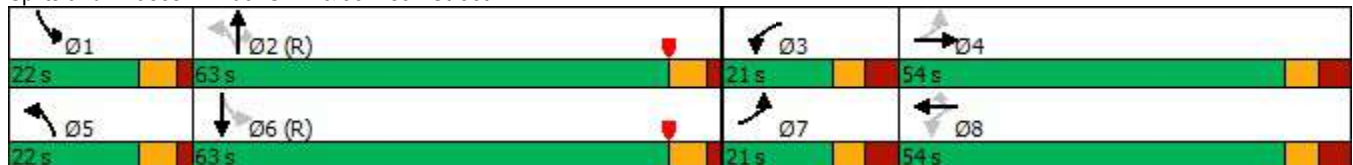
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	125	252	157	371	169	151	1592	127	131	1549
Future Volume (vph)	125	252	157	371	169	151	1592	127	131	1549
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	48.0	10.5	31.5	31.5	10.5	31.5
Total Split (s)	21.0	54.0	21.0	54.0	54.0	22.0	63.0	63.0	22.0	63.0
Total Split (%)	13.1%	33.8%	13.1%	33.8%	33.8%	13.8%	39.4%	39.4%	13.8%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	2.0	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	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	48.2	36.4	49.4	37.1	37.1	83.0	70.8	70.8	81.5	70.1
Actuated g/C Ratio	0.30	0.23	0.31	0.23	0.23	0.52	0.44	0.44	0.51	0.44
v/c Ratio	0.62	0.50	0.53	0.88	0.38	0.86	0.72	0.17	0.74	0.77
Control Delay	48.0	45.4	42.0	80.3	17.2	77.8	40.6	5.2	56.5	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	45.4	42.0	80.3	17.2	77.8	40.6	5.2	56.5	42.5
LOS	D	D	D	F	B	E	D	A	E	D
Approach Delay		46.0		56.4			41.2			43.5
Approach LOS		D		E			D			D

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 44.7
 Intersection Capacity Utilization 92.4%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 103: SR 7 & Johnson Street



Queues

103: SR 7 & Johnson Street


























Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	128	402	160	379	172	154	1624	130	134	1699
v/c Ratio	0.62	0.50	0.53	0.88	0.38	0.86	0.72	0.17	0.74	0.77
Control Delay	48.0	45.4	42.0	80.3	17.2	77.8	40.6	5.2	56.5	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	45.4	42.0	80.3	17.2	77.8	40.6	5.2	56.5	42.5
Queue Length 50th (ft)	92	160	117	386	41	111	515	0	79	558
Queue Length 95th (ft)	132	200	162	482	104	#224	658	45	164	#735
Internal Link Dist (ft)		280		2492			608			502
Turn Bay Length (ft)	220		115		100	530		140	340	
Base Capacity (vph)	220	1006	311	535	535	218	2250	775	225	2205
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.40	0.51	0.71	0.32	0.71	0.72	0.17	0.60	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

103: SR 7 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	252	142	157	371	169	151	1592	127	131	1549	116
Future Volume (veh/h)	125	252	142	157	371	169	151	1592	127	131	1549	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	257	145	160	379	172	154	1624	130	134	1581	118
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	464	253	289	416	347	209	2433	755	201	2277	170
Arrive On Green	0.07	0.21	0.21	0.08	0.22	0.22	0.06	0.48	0.48	0.05	0.47	0.47
Sat Flow, veh/h	1781	2216	1209	1781	1870	1560	1781	5106	1584	1781	4839	361
Grp Volume(v), veh/h	128	204	198	160	379	172	154	1624	130	134	1112	587
Grp Sat Flow(s),veh/h/ln	1781	1777	1649	1781	1870	1560	1781	1702	1584	1781	1702	1796
Q Serve(g_s), s	8.9	16.4	17.2	11.2	31.6	15.4	7.1	39.1	7.5	6.2	41.1	41.1
Cycle Q Clear(g_c), s	8.9	16.4	17.2	11.2	31.6	15.4	7.1	39.1	7.5	6.2	41.1	41.1
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	188	372	345	289	416	347	209	2433	755	201	1602	845
V/C Ratio(X)	0.68	0.55	0.57	0.55	0.91	0.50	0.74	0.67	0.17	0.67	0.69	0.69
Avail Cap(c_a), veh/h	211	511	474	289	538	449	279	2433	755	281	1602	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	56.5	56.8	45.3	60.7	54.4	30.4	32.1	23.9	28.6	33.3	33.3
Incr Delay (d2), s/veh	5.5	0.5	0.6	1.4	14.9	0.4	4.1	1.5	0.5	1.4	2.5	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	7.5	7.3	5.1	16.8	6.2	3.3	16.5	3.0	2.7	17.6	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	57.0	57.4	46.7	75.6	54.8	34.5	33.6	24.4	30.1	35.8	38.0
LnGrp LOS	D	E	E	D	E	D	C	C	C	C	D	D
Approach Vol, veh/h		530			711			1908			1833	
Approach Delay, s/veh		56.3			64.0			33.0			36.1	
Approach LOS		E			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.8	82.8	21.0	41.5	15.7	81.8	18.9	43.6				
Change Period (Y+Rc), s	6.5	6.5	8.0	8.0	6.5	6.5	8.0	8.0				
Max Green Setting (Gmax), s	15.5	56.5	13.0	46.0	15.5	56.5	13.0	46.0				
Max Q Clear Time (g_c+I1), s	8.2	41.1	13.2	19.2	9.1	43.1	10.9	33.6				
Green Ext Time (p_c), s	0.1	10.5	0.0	1.6	0.1	9.2	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									

Timings

101: NW 62 Ave & Johnson St/Johnson Street



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	445	130	50	518	156	37	8	35
Future Volume (vph)	50	445	130	50	518	156	37	8	35
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6			2		4		3
Permitted Phases	6		6	2		4		3	
Detector Phase	6	6	6	2	2	4	4	3	3
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	20.0	20.0	20.0	20.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	20.0	20.0	20.0	20.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	22.2%	22.2%	22.2%	22.2%
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)	2.0	2.0	2.0	2.0	2.0	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
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0		6.0
Lead/Lag						Lag	Lag	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes
Recall Mode	Max	Max	Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	44.0	44.0	44.0	44.0	44.0		20.0		8.0
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49		0.22		0.09
v/c Ratio	0.19	0.51	0.17	0.15	0.61		0.84		0.57
Control Delay	15.3	18.2	3.4	14.3	20.4		59.1		27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	15.3	18.2	3.4	14.3	20.4		59.1		27.1
LOS	B	B	A	B	C		E		C
Approach Delay		14.9			19.8		59.1		27.1
Approach LOS		B			B		E		C

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 24.5

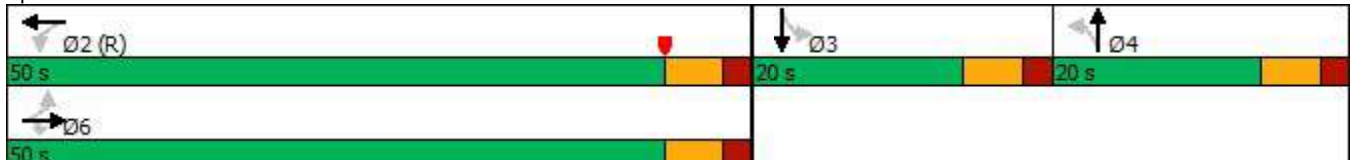
Intersection LOS: C

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 101: NW 62 Ave & Johnson St/Johnson Street



Queues

101: NW 62 Ave & Johnson St/Johnson Street























Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	53	468	137	53	557	255	124
v/c Ratio	0.19	0.51	0.17	0.15	0.61	0.84	0.57
Control Delay	15.3	18.2	3.4	14.3	20.4	59.1	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	18.2	3.4	14.3	20.4	59.1	27.1
Queue Length 50th (ft)	16	174	3	16	220	131	25
Queue Length 95th (ft)	41	261	31	39	328	#305	75
Internal Link Dist (ft)		507			550	421	357
Turn Bay Length (ft)	180		115	125			
Base Capacity (vph)	276	910	819	345	908	302	319
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.51	0.17	0.15	0.61	0.84	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

101: NW 62 Ave & Johnson St/Johnson Street

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	50	445	130	50	518	11	156	37	49	8	35	75	
Future Volume (vph)	50	445	130	50	518	11	156	37	49	8	35	75	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00			0.98		
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.91		
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97			1.00		
Satd. Flow (prot)	1766	1863	1542	1765	1856			1755			1671		
Flt Permitted	0.30	1.00	1.00	0.38	1.00			0.73			0.97		
Satd. Flow (perm)	566	1863	1542	707	1856			1326			1621		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	53	468	137	53	545	12	164	39	52	8	37	79	
RTOR Reduction (vph)	0	0	65	0	1	0	0	9	0	0	72	0	
Lane Group Flow (vph)	53	468	72	53	556	0	0	246	0	0	52	0	
Confl. Peds. (#/hr)	3		3	3		3							
Confl. Bikes (#/hr)						2						1	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA		
Protected Phases		6			2			4			3		
Permitted Phases	6		6	2			4			3			
Actuated Green, G (s)	44.0	44.0	44.0	44.0	44.0			20.0			8.0		
Effective Green, g (s)	44.0	44.0	44.0	44.0	44.0			20.0			8.0		
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49			0.22			0.09		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0			6.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			2.0			2.0		
Lane Grp Cap (vph)	276	910	753	345	907			294			144		
v/s Ratio Prot		0.25			c0.30								
v/s Ratio Perm	0.09		0.05	0.08				c0.19			c0.03		
v/c Ratio	0.19	0.51	0.10	0.15	0.61			0.84			0.36		
Uniform Delay, d1	13.0	15.7	12.3	12.7	16.8			33.4			38.6		
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00		
Incremental Delay, d2	1.5	2.1	0.3	0.9	3.1			17.5			0.6		
Delay (s)	14.5	17.8	12.6	13.7	19.9			50.9			39.2		
Level of Service	B	B	B	B	B			D			D		
Approach Delay (s)		16.4			19.3			50.9			39.2		
Approach LOS		B			B			D			D		
Intersection Summary													
HCM 2000 Control Delay			24.6	HCM 2000 Level of Service				C					
HCM 2000 Volume to Capacity ratio			0.65										
Actuated Cycle Length (s)			90.0	Sum of lost time (s)				18.0					
Intersection Capacity Utilization			71.8%	ICU Level of Service				C					
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th Signalized Intersection Summary
101: NW 62 Ave & Johnson St/Johnson Street

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th TWSC
102: N 61 Avenue & Johnson Street

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	497	5	8	604	28	7	1	11	19	0	31
Future Vol, veh/h	29	497	5	8	604	28	7	1	11	19	0	31
Conflicting Peds, #/hr	3	0	4	4	0	3	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	534	5	9	649	30	8	1	12	20	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	682	0	0	543	0	0	1303	1303	542	1291	1290	668
Stage 1	-	-	-	-	-	-	603	603	-	685	685	-
Stage 2	-	-	-	-	-	-	700	700	-	606	605	-
Critical Hdwy	4.12	-	-	4.12	-	-	5	5	4.5	5	5	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	5	5	-	5	5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5	5	-	5	5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3	3	3	3	3	3
Pot Cap-1 Maneuver	911	-	-	1026	-	-	322	322	757	326	326	679
Stage 1	-	-	-	-	-	-	661	661	-	608	608	-
Stage 2	-	-	-	-	-	-	599	599	-	659	659	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	908	-	-	1022	-	-	295	306	753	308	310	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	306	-	308	310	-
Stage 1	-	-	-	-	-	-	636	636	-	586	601	-
Stage 2	-	-	-	-	-	-	564	592	-	625	634	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.1			13.1			13.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	296	753	908	-	-	1022	-	-	465
HCM Lane V/C Ratio	0.029	0.016	0.034	-	-	0.008	-	-	0.116
HCM Control Delay (s)	17.5	9.9	9.1	-	-	8.6	-	-	13.8
HCM Lane LOS	C	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0.4

Timings

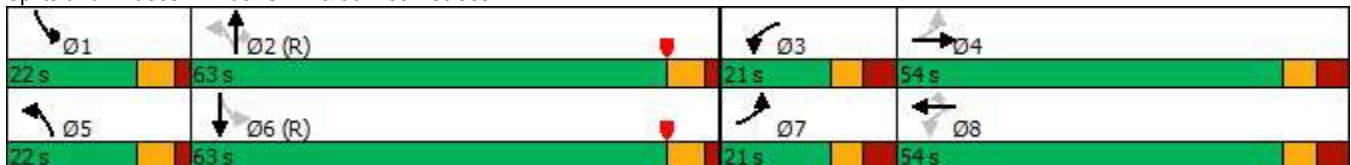
103: SR 7 & Johnson Street

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	145	260	164	375	169	177	1592	127	131	1565
Future Volume (vph)	145	260	164	375	169	177	1592	127	131	1565
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	7	4	3	8		5	2		1	6
Permitted Phases	4		8		8	2		2	6	
Detector Phase	7	4	3	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	4.0	6.0	4.0	6.0	6.0	4.0	12.0	12.0	4.0	12.0
Minimum Split (s)	12.0	54.0	12.0	48.0	48.0	10.5	31.5	31.5	10.5	31.5
Total Split (s)	21.0	54.0	21.0	54.0	54.0	22.0	63.0	63.0	22.0	63.0
Total Split (%)	13.1%	33.8%	13.1%	33.8%	33.8%	13.8%	39.4%	39.4%	13.8%	39.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	2.0	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	0.0
Total Lost Time (s)	8.0	8.0	8.0	8.0	8.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	49.3	37.1	49.8	37.3	37.3	84.5	70.0	70.0	78.4	67.0
Actuated g/C Ratio	0.31	0.23	0.31	0.23	0.23	0.53	0.44	0.44	0.49	0.42
v/c Ratio	0.70	0.50	0.55	0.88	0.38	0.88	0.73	0.17	0.75	0.82
Control Delay	53.0	45.8	42.4	80.5	17.1	79.3	41.3	5.2	58.3	46.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	45.8	42.4	80.5	17.1	79.3	41.3	5.2	58.3	46.1
LOS	D	D	D	F	B	E	D	A	E	D
Approach Delay		47.7		56.6			42.4			47.0
Approach LOS		D		E			D			D

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 137 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 46.7
 Intersection LOS: D
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 103: SR 7 & Johnson Street



Queues

103: SR 7 & Johnson Street


























Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	148	410	167	383	172	181	1624	130	134	1726
v/c Ratio	0.70	0.50	0.55	0.88	0.38	0.88	0.73	0.17	0.75	0.82
Control Delay	53.0	45.8	42.4	80.5	17.1	79.3	41.3	5.2	58.3	46.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	45.8	42.4	80.5	17.1	79.3	41.3	5.2	58.3	46.1
Queue Length 50th (ft)	107	166	122	390	41	137	517	0	82	597
Queue Length 95th (ft)	151	206	169	488	104	#290	658	45	163	#757
Internal Link Dist (ft)		280		2492			608			502
Turn Bay Length (ft)	220		115		100	530		140	340	
Base Capacity (vph)	219	1004	312	535	535	227	2226	767	224	2107
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.41	0.54	0.72	0.32	0.80	0.73	0.17	0.60	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

103: SR 7 & Johnson Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	260	142	164	375	169	177	1592	127	131	1565	126
Future Volume (veh/h)	145	260	142	164	375	169	177	1592	127	131	1565	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	265	145	167	383	172	181	1624	130	134	1597	129
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	491	261	298	419	350	215	2375	737	199	2167	175
Arrive On Green	0.08	0.22	0.22	0.08	0.22	0.22	0.07	0.47	0.47	0.05	0.45	0.45
Sat Flow, veh/h	1781	2241	1188	1781	1870	1560	1781	5106	1584	1781	4806	388
Grp Volume(v), veh/h	148	208	202	167	383	172	181	1624	130	134	1131	595
Grp Sat Flow(s),veh/h/ln	1781	1777	1653	1781	1870	1560	1781	1702	1584	1781	1702	1790
Q Serve(g_s), s	10.2	16.6	17.4	11.6	32.0	15.4	8.7	39.9	7.7	6.5	43.7	43.8
Cycle Q Clear(g_c), s	10.2	16.6	17.4	11.6	32.0	15.4	8.7	39.9	7.7	6.5	43.7	43.8
Prop In Lane	1.00		0.72	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	202	390	362	298	419	350	215	2375	737	199	1535	807
V/C Ratio(X)	0.73	0.53	0.56	0.56	0.91	0.49	0.84	0.68	0.18	0.67	0.74	0.74
Avail Cap(c_a), veh/h	211	511	475	298	538	449	267	2375	737	277	1535	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	55.2	55.5	44.3	60.5	54.1	33.0	33.6	24.9	29.9	36.1	36.1
Incr Delay (d2), s/veh	10.3	0.4	0.5	1.5	15.3	0.4	15.0	1.6	0.5	1.5	3.2	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.6	7.4	5.3	17.0	6.1	4.6	16.9	3.1	2.9	18.9	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	55.7	56.0	45.8	75.8	54.5	48.0	35.2	25.5	31.4	39.3	42.1
LnGrp LOS	E	E	E	D	E	D	D	D	C	C	D	D
Approach Vol, veh/h		558			722			1935			1860	
Approach Delay, s/veh		56.2			63.8			35.7			39.6	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	80.9	21.0	43.1	17.3	78.6	20.2	43.9				
Change Period (Y+Rc), s	6.5	6.5	8.0	8.0	6.5	6.5	8.0	8.0				
Max Green Setting (Gmax), s	15.5	56.5	13.0	46.0	15.5	56.5	13.0	46.0				
Max Q Clear Time (g_c+I1), s	8.5	41.9	13.6	19.4	10.7	45.8	12.2	34.0				
Green Ext Time (p_c), s	0.1	10.0	0.0	1.7	0.1	7.8	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			43.4									
HCM 6th LOS			D									

HCM 6th TWSC
201: Driveway & Johnson Street

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	519	8	24	640	0	28
Future Vol, veh/h	519	8	24	640	0	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	564	9	26	696	0	30

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	573	0	569
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	3
Pot Cap-1 Maneuver	-	-	1000	-	740
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1000	-	740
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	740	-	-	1000	-
HCM Lane V/C Ratio	0.041	-	-	0.026	-
HCM Control Delay (s)	10.1	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM Unsignalized Intersection Capacity Analysis

202: Lincoln Street/Driveway & N 61 Avenue



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	0	3	6	4	9
Future Volume (Veh/h)	13	0	3	6	4	9
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	0	3	7	4	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
None						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	22	13	18	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	22	13	18	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	99	100	100	99	100	
cM capacity (veh/h)	980	879	874	1085	1623	
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	14	10	14			
Volume Left	14	0	4			
Volume Right	0	7	10			
cSH	980	1012	1623			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	1	0			
Control Delay (s)	8.7	8.6	2.1			
Lane LOS	A	A	A			
Approach Delay (s)	8.7	8.6	2.1			
Approach LOS	A	A				
Intersection Summary						
Average Delay			6.2			
Intersection Capacity Utilization			17.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM 6th TWSC
203: Driveway & SR 7

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	↗
Traffic Vol, veh/h	0	20	0	1896	1832	39
Future Vol, veh/h	0	20	0	1896	1832	39
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	-	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	0	2061	1991	42

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	996	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	209	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	209	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	209	-	-
HCM Lane V/C Ratio	-	0.104	-	-
HCM Control Delay (s)	-	24.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Attachment F

ITE Trip Generation Formula

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

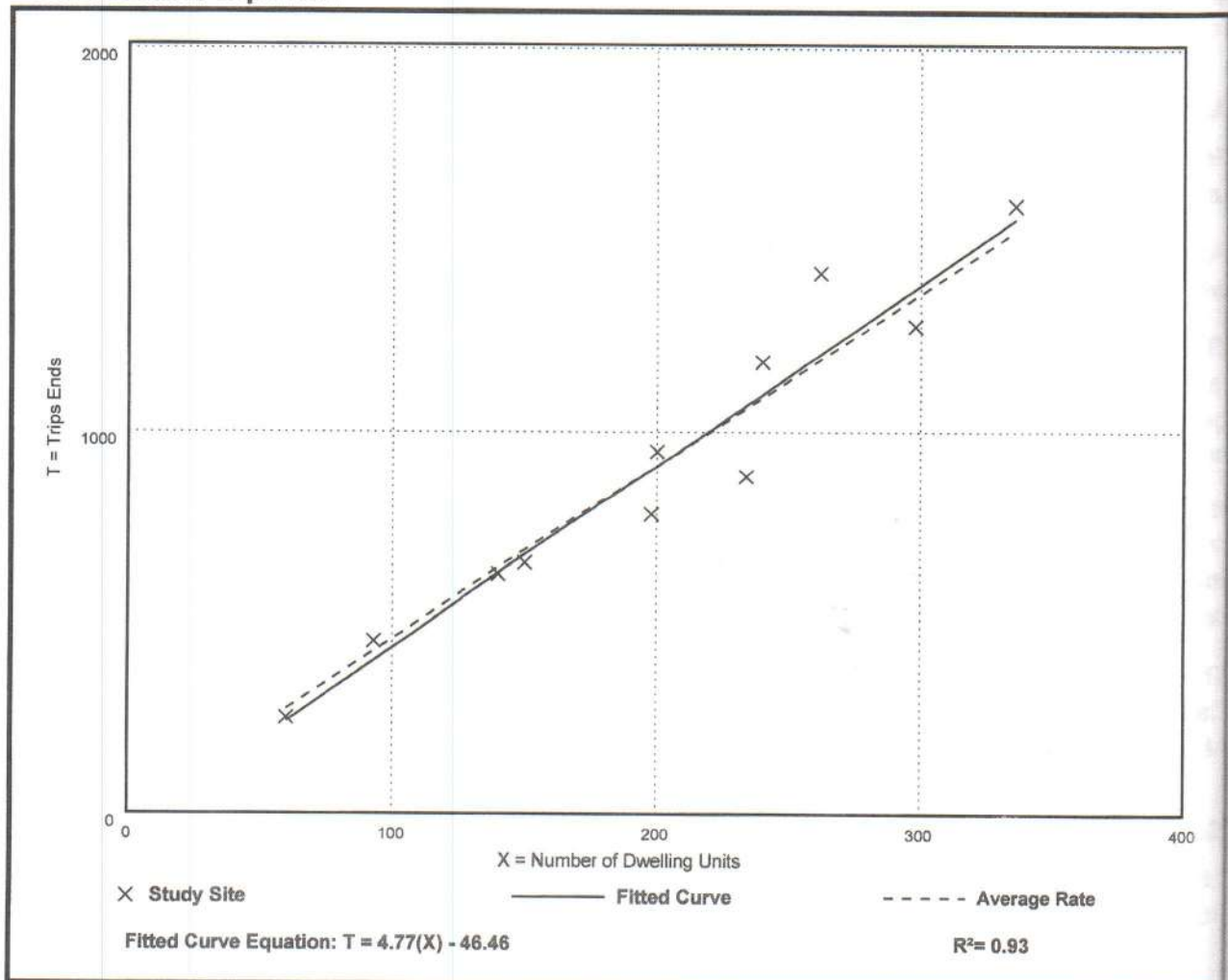
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

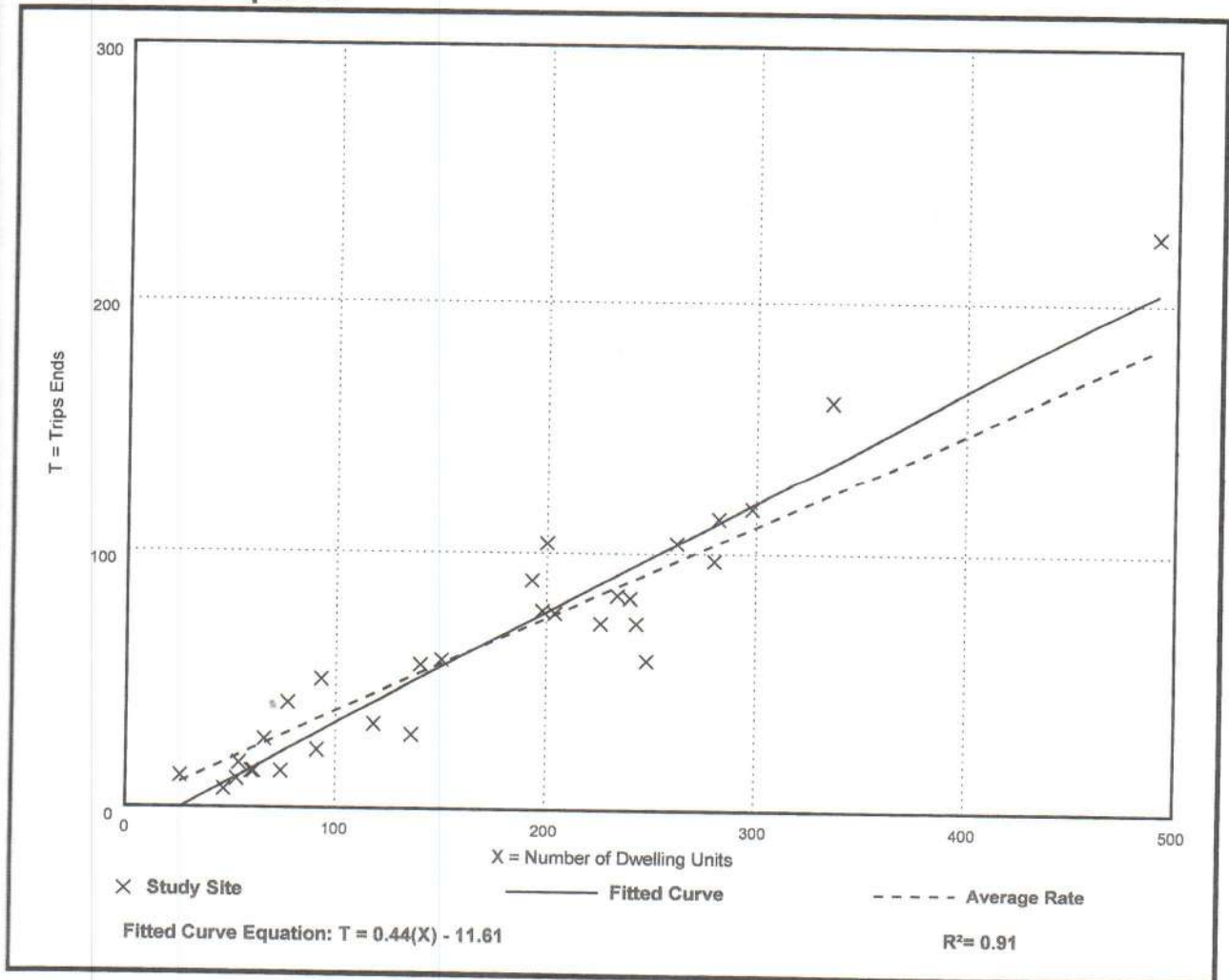
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

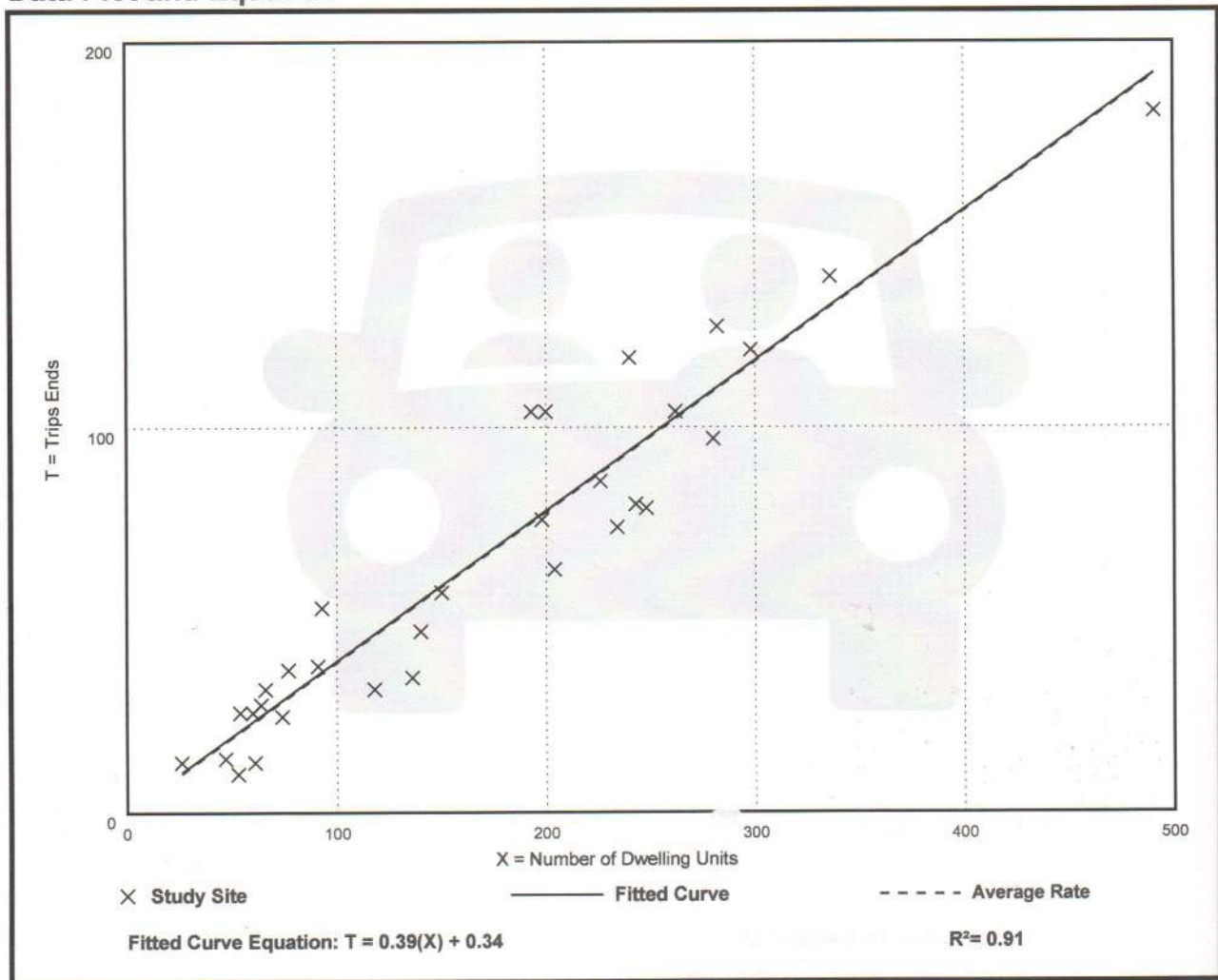
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Land Use: 712

Small Office Building

Description

A small office building is the same as a general office building (Land Use 710) but with less than or equal to 10,000 square feet of gross floor area. The building typically houses a single tenant. It is a location where affairs of a business, commercial or industrial organization, or professional person or firm are conducted. General office building (Land Use 710) is a related use.

Additional Data

Attorney office, mortgage company, financial advisor, insurance agency, home health care provider, and real estate company are examples of tenants included in the small office building database. The diversity of employer types results in a wide range in employee density in the database. Densities range from a high of 1,300 to a low of 240 square feet per employee with an overall average of nearly 600 square feet per employee (a value much larger than the average observed in a general office building study sites).

In addition to the significant difference in employee density, small office buildings tend to be dominated by a single tenant (or very few) that are more service-oriented than a typical general office building. The result is more frequent and regular visitors and higher trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s and the 2010s in Alberta (CAN), California, Texas, and Wisconsin.

Source Numbers

418, 890, 891, 959, 976

Small Office Building (712)

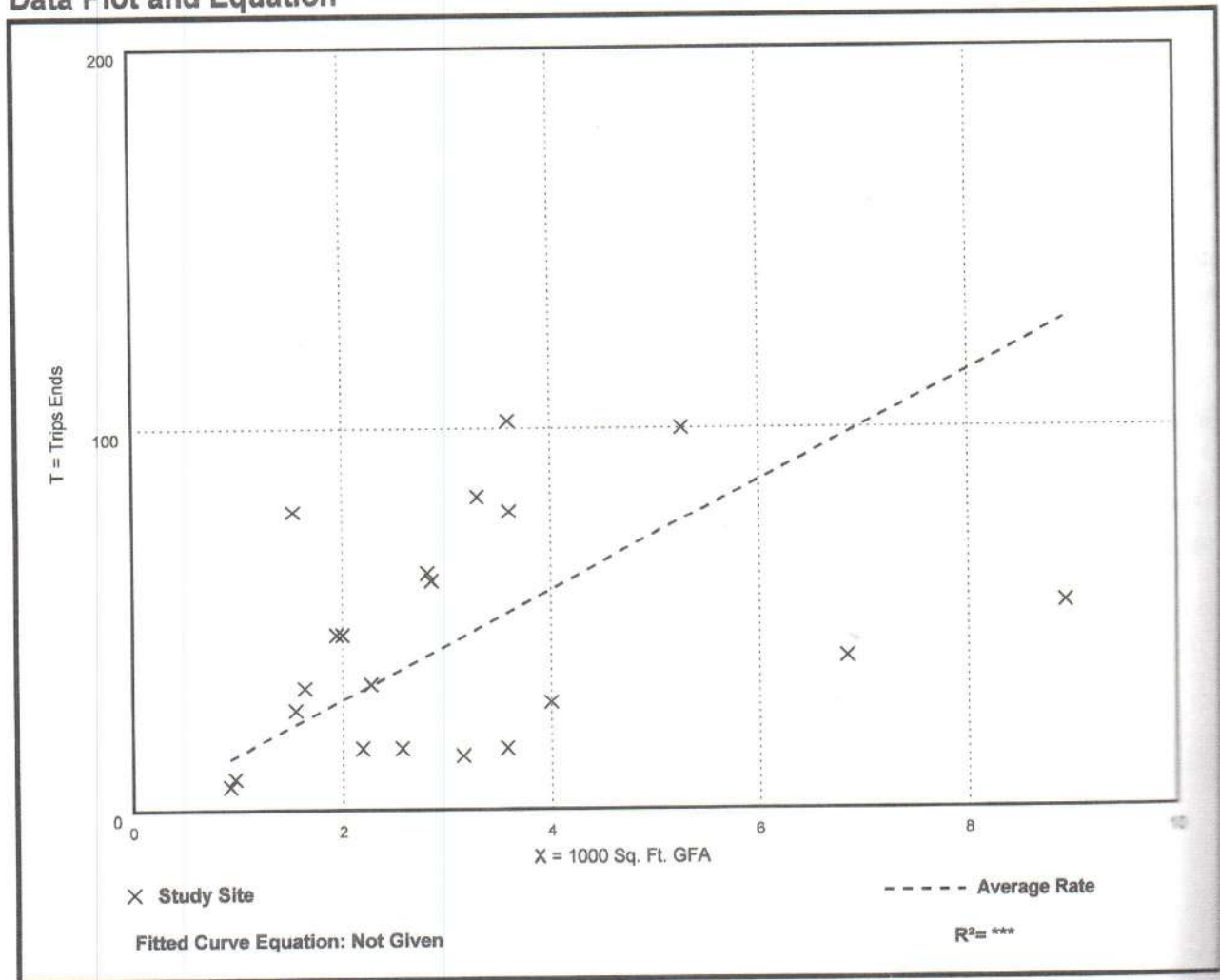
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

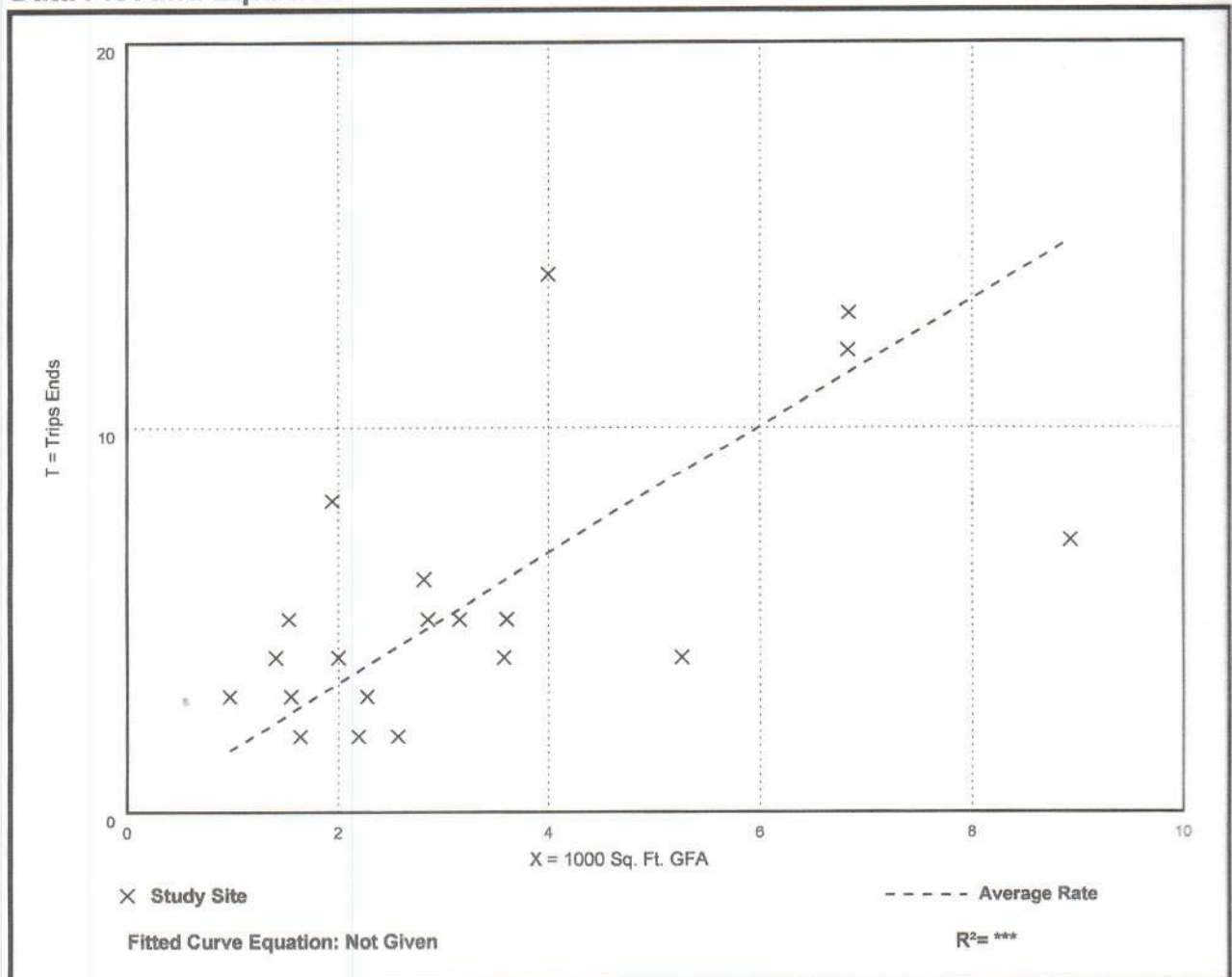
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



Small Office Building (712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 21

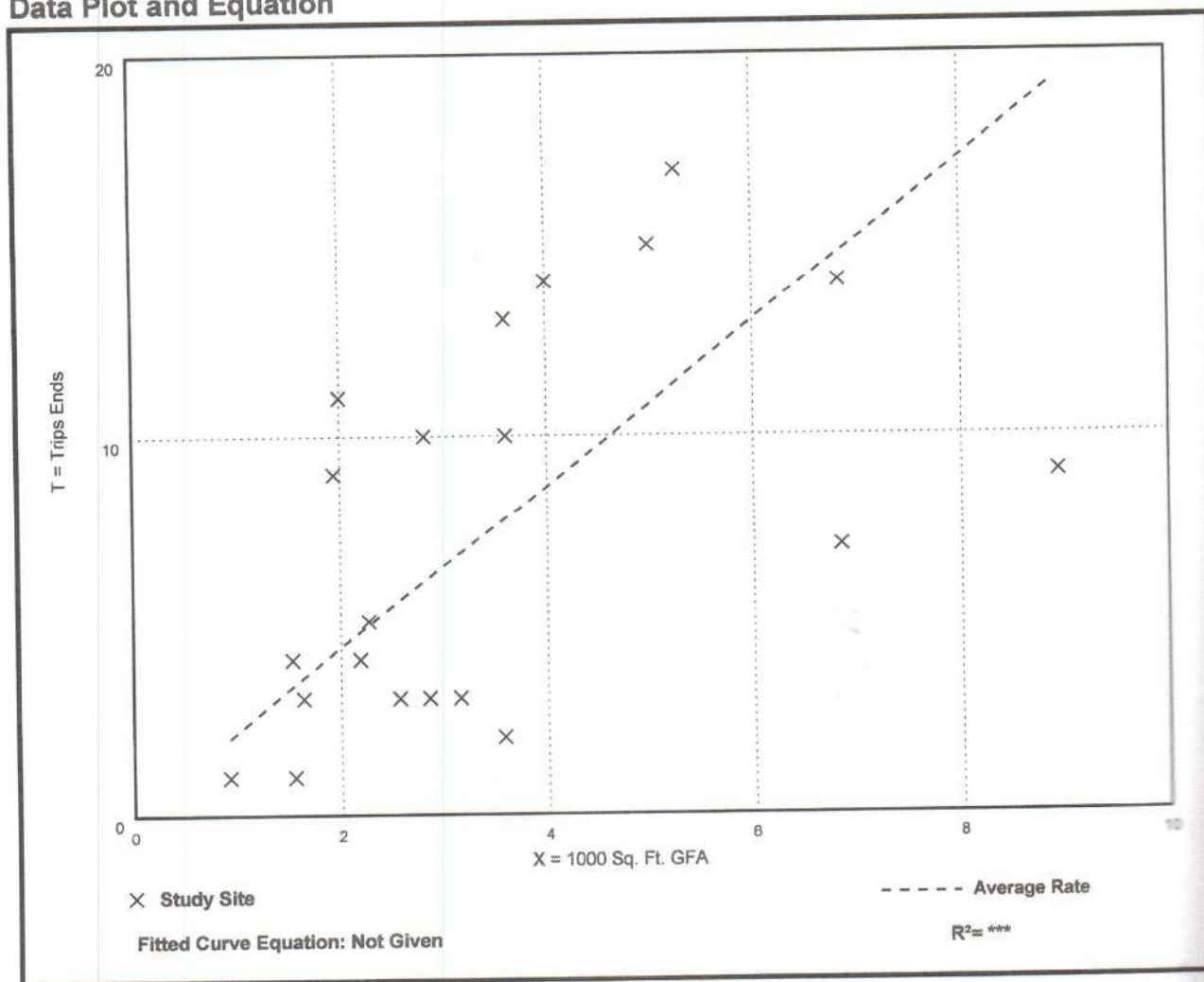
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



Land Use: 822 Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k) (822)

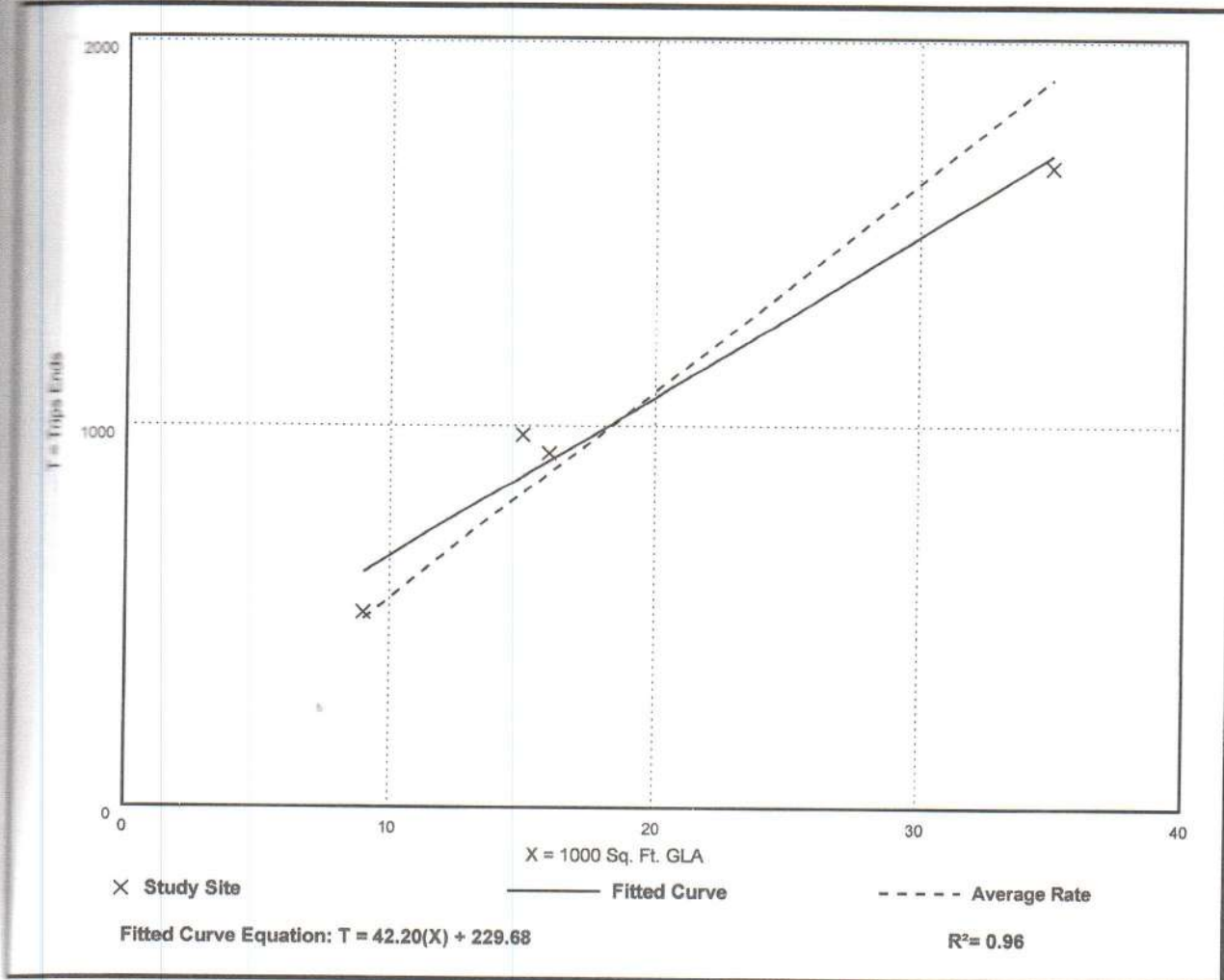
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

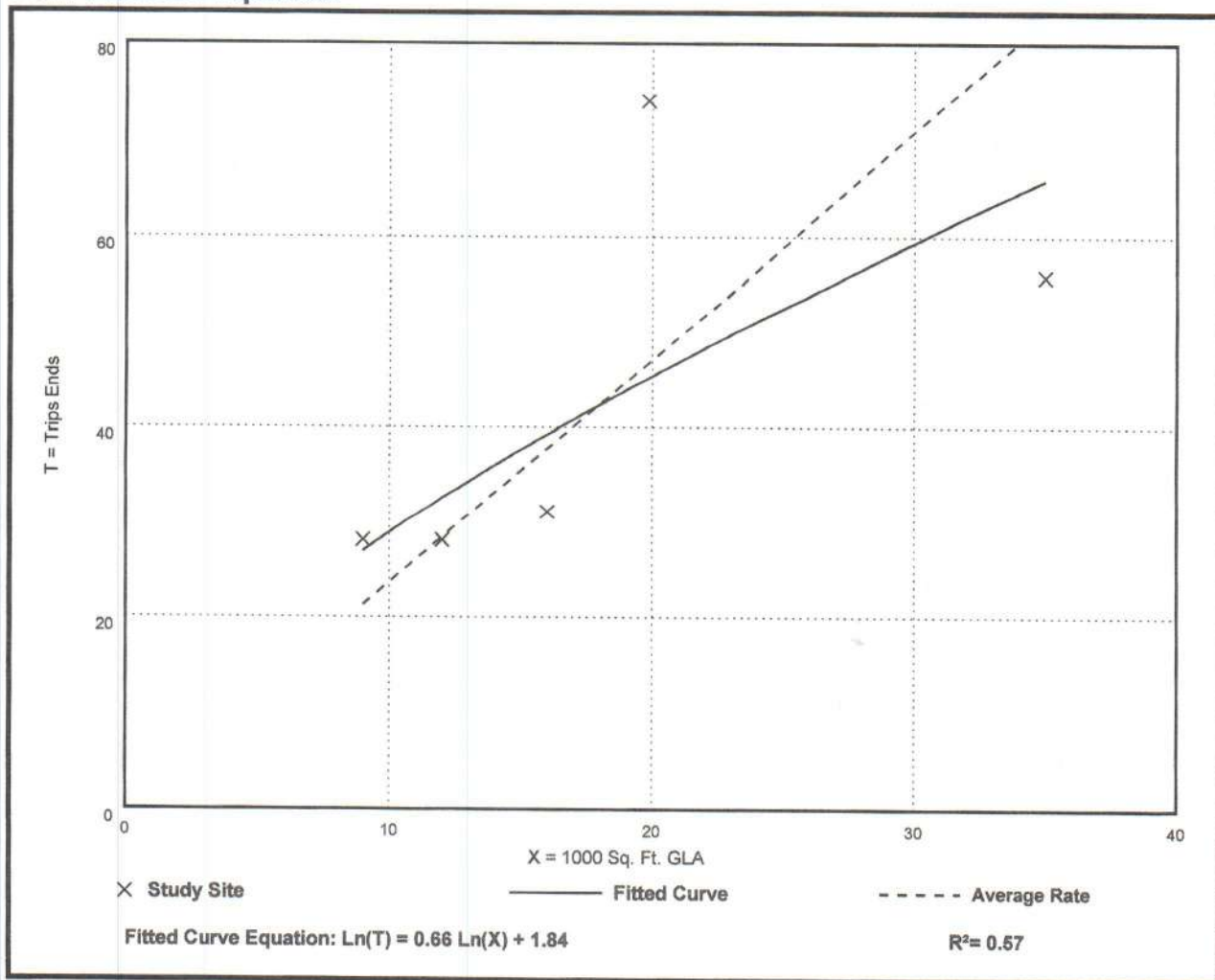
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

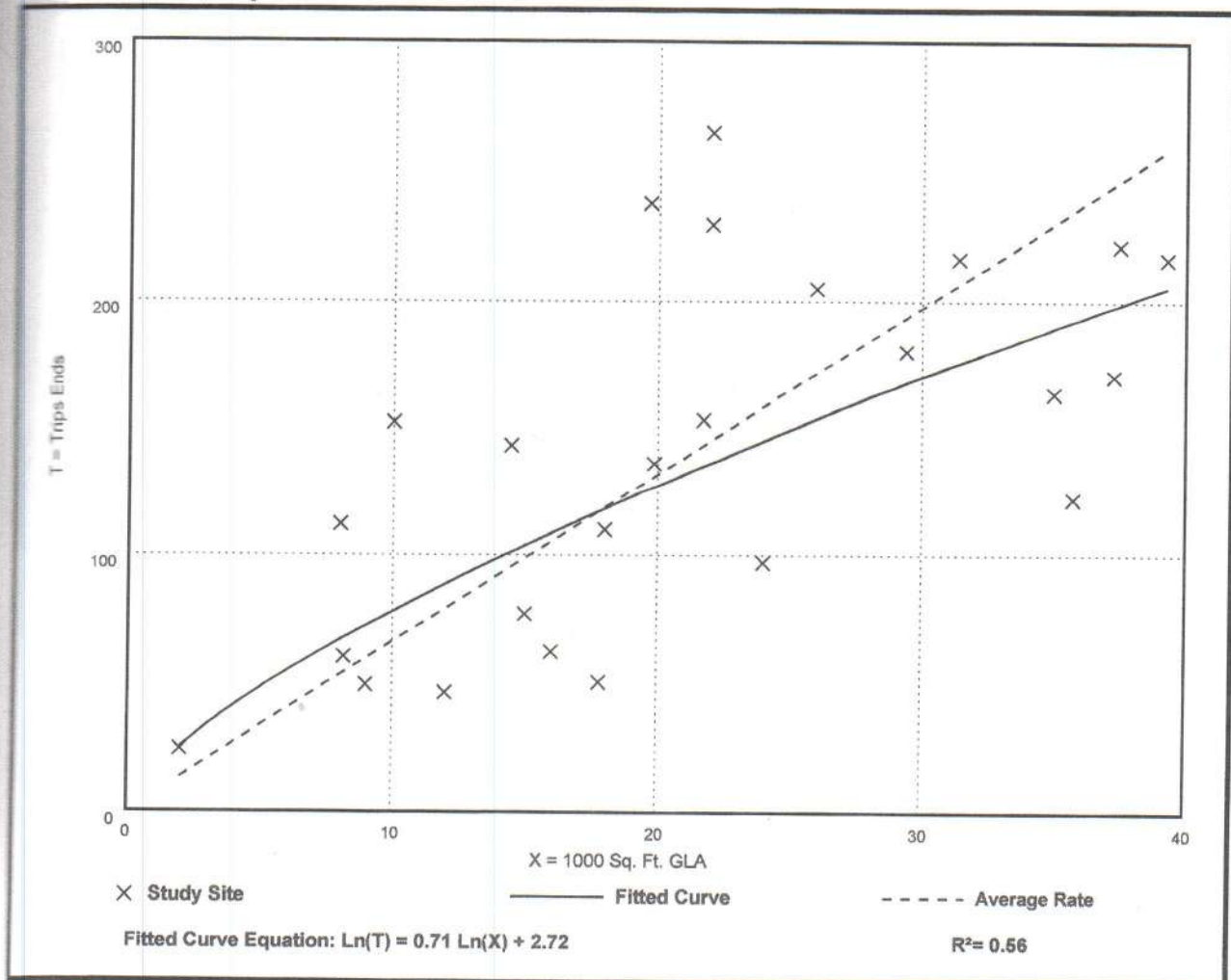
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

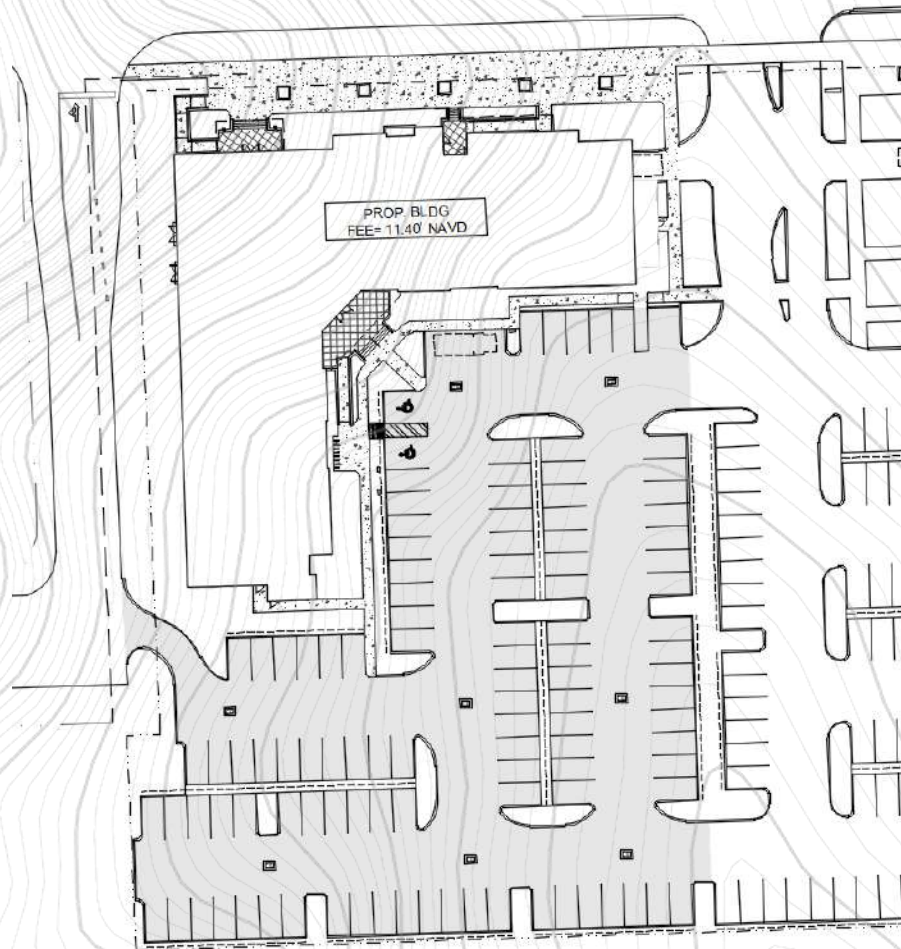
Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



FIRE FLOW TEST CALCULATIONS

PROJECT NO. 11074.03
DATE: NOVEMBER 2022
REVISED DATE: DECEMBER 2022



PINNACLE 441 PHASE II

Hollywood, FL 33025



Thomas F. Donahue, P.E.
Florida Reg No. 60529
(For the Firm)

Florida Engineering Business License: CA7928
Florida Surveyor and Mapper Business License: LB6860
Florida Landscape Architecture Business License: LC26000457
301 E. Atlantic Boulevard, Pompano Beach, FL 33060
954-788-3400

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December 9th, 2022

Fire Flow Test Calculations

Project: 11074.03 Pinnacle Phase II

Location: City of Hollywood

NFPA 1, 18.4.5.3 FLORIDA FIRE PREVENTION CODE (2021 Edition)

Occupancy Classification X Residential Commercial (Mixed use facility)

Construction Type (NFPA 220): **II (222) (Fire Resistive, Non-combustible), automatic sprinkler system.**

Project Site

Fire Flow Area: **107,161 S.F** (Three largest successive floors – **NFPA 1:18.4.4.2**)

The fire flow in GPM from NFPA 1 Table 18.4.5.2.1 is **3,500 GPM** for **3** hours flow duration.

Fire Flow Reductions (NFPA 1:18.4.5.3.3): Required fire flow shall be reduced by 75% when the building is protected throughout by an approved automatic sprinkler system, which utilizes quick response sprinklers throughout. The resulting fire flow shall not be less than 600 GPM (2270L/min).

Required fire flow minus 75% Reduction = **875 GPM** > 600 GPM. Therefore, the minimum fire flow shall not be greater than 600 GPM.

Available flow at F-2 Hydrant (FH000787) at residual pressure of 20 P.S.I = 4,258 GPM

Project: Pinnacle 441 Phase II

Date:

Project Number: 11074.03

11/4/2022
Rev: 12/9/2022

Computed by: CL

Page:

Checked by: MC

1

COMPUTING WORKSHEET

Summary of required Fire Flow

1. Site Data

Structure	Area (SF)	Fire Area (SF) (Max. with 1 hr fire wall separation)
Phase I Building	157,586	59628
Phase II Building	123,593	47533

Note:

Type of Construction - Type I-B

2. Determine Required Fire Flow per Florida Fire Prevention Code (NFPA 1 as amended) (Unsprinkled Building)

Required Fire Flow (RFF) = 3,500 gpm @ 20 PSI per NFPA 1 Ch 18 table 18.4.5.1.2

Duration = 3 Hours

3. Determine Required Fire Flow per Florida Fire Prevention Code (NFPA 1 as amended) (For NFPA compliant Automatic Sprinkled Building)

Sprinkled Bldg Required Fire Flow reduce RFF by 75% = 875 gpm @ 20 PSI

Minimum Required Flow for Sprinkled Bldg = 1000 gpm @ 20 PSI USE 1000 gpm

Minimum Required Flow for Quick Response Heads = 600 gpm @ 20 PSI USE 875 gpm

Total Required Fire Flow for Protection Type 875 gpm

4. Determine Available Flow from Flow Test

Total Flow at 20 psi using test data Residual Pressure

FH #1 4,258 gpm

Total Available Flow @ Test Static (55 psi) 4,258 gpm Exceeds Required Fire Flow (RFF)

Available flow exceeds Required Fire Flow unsprinkled building

Available Hydrant Flow EXCEEDS Required Fire Flow

Fire Hydrant Field Flow Test Results - Available Fire Flow Calculations

Project Name: Pinnacle 441 Phase II
 Project No.: 11074.03
 Calculated By: CL Checked By: MC
 Date: 12/9/2022

Fire Hydrant No. 1 Determine Flow at 20 psi from Test Data

Hydrant Location: SR7
 Fire Hydrant No.: FH000787

Flowing Hydrant @ Test Static Condition - Point 1 Test Static Condition

Q1 = 1160 gpm
 H1 = 55 psi = 127 ft of head

Flowing Hydrant @ Calc'd Residual Condition - Point 2 Calc'd Fire Flow Condition

H2 = 20 psi = 46 ft of head
 Q2 = Qr = $Q_f \times (H_r/H_f)^{0.54} = 4258 \text{ gpm}$
 Qf = Q test residual = 1130 gpm
 Hr = H1 - H2 = 35 psi
 Hf = H1 - H3 = 3 psi

Flowing Hydrant @ Test Residual Condition - Point 3 Test Residual Condition

Q3 = 1130 gpm
 H3 = 52 psi = 120 ft of head

System Curve Data Point Summary

	Q (gpm)	HEAD (psi)	ft of head
Test Static Condition	1130	55	127
Test Residual Condition	1130	52	120
Calc'd Fire Flow Condition	4258	20	46

0

EXHIBITS

Hydrant Flow Test Procedure

Procedure For One & Two Flow Hydrant Test:

- Establish hydrants closest to location and associated water main(s).
- Static/Residual hydrant (**P**) should be located close to location (preferably off same main as to provide future water source).
- Flow hydrant(s) (**F**) should be located off same main up and down stream from mid-point test (static/residual) hydrant.
- Note static system pressure off **P** hydrant before opening any other (note any unusual or remarkable anomalies such as high demand sources, construction, etc.)
- Flow **F1** hydrant and record GPM and residual off **P** hydrant.
- Flow **F2** hydrant and record GPM and residual off **P** hydrant.
- Flow **F1 & F2** simultaneously and record GPM separately from **F1** and **F2** and record **P** hydrant residual.

Legend:

F1 & F2 Designation shall represent first and second flowed hydrants respectively
P Designation shall represent test hydrant for static and residual distribution system pressures.

Keith

Date: 4/28/22	Time: 8:26am	Static Pressure -	55psi
Residual/Static Hydrant	Address/Location	Residual Pressures	
P - Hydrant FH004293	820 N State Rd 7	F-1 Only	F-2 Only
		52psi	52psi
		F-1& F-2 52psi	
Flow Hydrants	Address/Location	Flow Rate	
F-1 Hydrant (Individual) FH004294	900 N State Rd 7	GPM	
		1160	
F-2 Hydrant (Individual) FH000787	614 N State Rd 7	GPM	
		1130	
F-1 Hydrant (Both Flowing)		GPM	
		1160	
F-2 Hydrant (Both Flowing)		GPM	
		1130	

TYPES OF CONSTRUCTION

Comparisons of Various Classification Sources

IBC/IFC:	UBC/UFC:	NFPA:	NFIRS:	BOCA:	SBC:	COMMON TERMINOLOGY:
----	----	I (443)	1	1-A	I	Fire Resistive, Non-combustible
Type I-A	Type I-FR	I (332)	1	1-B	II	Fire Resistive, Non-combustible
Type I-B	Type II-FR	II (222)	1	2-A	----	Fire Resistive, Non-combustible
Type II-A	Type II-1 Hr.	II (111)	3	2-B	IV-1 Hr.	Protected Non-combustible
Type II-B	Type II-N	II (000)	4	2-C	IV-unp.	Unprotected Non-combustible
Type III-A	Type III-1 Hr	III (211)	5	3-A	V-1 Hr.	Protected Ordinary
Type III-B	Type III-N	III (200)	6	3-B	V-unp.	Unprotected Ordinary
Type IV	Type IV (H.T.)	IV (2HH)	2	4	III	Heavy Timber
Type V-A	Type V-1 Hr	V (111)	7	5-A	VI-1 Hr.	Protected Combustible
Type V-B	Type V-N	V (000)	8	5-B	VI-unp.	Unprotected Combustible

IBC/IFC – International Building Code / International Fire Code

UBC/UFC – Uniform Building Code / Uniform Fire Code

NFPA – National Fire Protection Association

NFIRS – National Fire Incident Reporting System

BOCA – BOCA / National Building Code

SBC – Standard / Southern Building Code

PRELIMINARY STORMWATER MANAGEMENT CALCULATIONS

PROJECT NO. 11074.03
ISSUED: NOVEMBER 2023



PINNACLE 441 PHASE 2 HOLLYWOOD, FL 33024



Thomas F. Donahue, P.E.
Florida Reg No. 60529
(For the Firm)

Florida Engineering Business License: CA7928
Florida Surveyor and Mapper Business License: LB6860
Florida Landscape Architecture Business License: LC26000457
301 E. Atlantic Boulevard, Pompano Beach, FL 33060
954-788-3400

www.KEITHteam.com

Pompano Beach (HQ) • Fort Lauderdale • Miami • West Palm Beach • Orlando • Tallahassee

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I. INTRODUCTION

1 Project Location.

The project is located on 6028 Johnson St, Hollywood, Broward County, Florida (Section 13, Township 51 South, and Range 41 East). In review of the Broward County - Surface Water Management Licensing Section - Drainage District Boundary Map, the site is located within the jurisdiction of South Florida Water Management District (SFWMD).

2 Project Description

The purpose of this report is to provide an analysis of the stormwater management system for the proposed development of a 1.67-acre site. The proposed site will be developed as a residential multi-story building.

According to the Broward County Surface Water Management Licensed Projects interactive map, the existing site is located within Flatwoods soils of the Hallandale-Margate Association.

To achieve the required water quality and provide adequate flood protection, the proposed stormwater management system will consist of a series of drainage inlets that convey runoff through an exfiltration trench system and underground storage.

KEITH performed a pre-development versus post-development analysis. The pre-development analysis was based on the information provided on the Boundary and Topographic Survey. The existing site conditions included concrete pads, landscape areas, and driveway/parking areas; which were considered to determine the current site stage/storage curve number.

The post-development analysis was performed by incorporating the proposed improvements which includes a series of drainage inlets and 140 linear feet of new exfiltration trench that will collect and convey runoff through properly sized pipes to underground storage. To achieve the required water quality and provide adequate flood protection, the runoff will be held in the exfiltration trench system and controlled by an inverted baffle set at an elevation of 5.00' NAVD.

It should be noted that these calculations include the on and off site improvements. However, in the future this will be separated and additional exfiltration trench may be required on 61st to provide quality and quantity. We are anticipating on meeting with BCRED for a pre-application meeting to discuss methodology.

II. STORMWATER MANAGEMENT CRITERIA

1 Basis of Design

The project's stormwater management (SWM) system design is based on the South Florida Water Management District (SFWMD) and the Broward County Resilient Environment Department (BCRED) criteria.

2 SFWMD / BCRED Requirements

- **Flood Protection:** The lowest floor elevation shall be set at or above the elevation required in the Florida Building Code (FBC) or at least 18 inches (residential buildings) or 6 inches (non-residential buildings) above the highest point of the crown of all streets adjacent to the site per section 154.50(C).1.a and 154.50(C).1.b of the City of Hollywood Code of Ordinances. The minimum finished floor elevation based on FBC criteria requires the elevation of the lowest floor to be 1.00' above the FEMA Base Flood Elevation (BFE) or at the Design Flood Elevation (DFE), whichever is higher.

Per the FEMA Flood maps the site is located within Flood Zone AH (10' NAVD) and Flood Zone X (0.2% Annual Chance Flood Hazard). The building resides within the flood hazard area (Zone AH), so the BFE for the site was established as 10.00' NAVD. The DFE as established by the Broward County 100-Year Flood Map 2060 is approximately 10.50' NAVD, and the highest point of the crown of the street adjacent to the site is 9.81' NAVD.

Per the criteria described above the minimum finished floor elevation (FFE) for the building area is 11.31' NAVD, however, we are proposing a finished floor elevation of **11.40'** NAVD to allow for a 0.09 ft construction tolerance.

- **Driveway and Parking Lot:** Per SFWMD ERP Handbook Volume II Section 3.5. In cases where the local government does not specify criteria with jurisdiction, the following design criteria for drainage and flood protection shall be used: frequency – 5 years, duration 1 day (road centerlines) or 1 hour (parking lots served by exfiltration trench systems). We are meeting the 5-year 1 hour for the parking lot served by exfiltration trench.
- **Water Quality:** The water quality treatment to be provided should be equal to the greater of 1-inch over the site or 2.5-inch times the percentage of impervious area. The required volume will be treated within the proposed exfiltration trench.

II.3 SUMMARY OF STORM STAGES

SUMMARY OF STORM STAGES

Pinnacle 441- Phase II Stormwater Management Calculations Summary

Storm Event	Pre-Development Stage (ft NAVD)	Post-Development Stage (ft NAVD)
25-year 3-day	10.20	10.11
100-year 3-day	10.44	10.44

11.40 ' NAVD Min. Finished Floor Elevation

II.4 STORMWATER MANAGEMENT PRE-DEVELOPMENT CALCULATIONS

STORMWATER MANAGEMENT CALCULATIONS
for
Pinnacle 441 Phase 2
Pre-Development Conditions

KEITH & ASSOCIATES, INC.
DATE PREPARED: 9/7/2022
DATE REVISED: 11/6/2022
PROJECT: 11074.03
PREPARED BY: DK, MC
CHECKED BY: MC, TD

I. Given/Design Criteria

A. Site Coverage:

PROJECT DESCRIPTION	AREA (ac)	AREA (%)
Concrete Area Low	0.04	2.40
Concrete Area High	0.10	5.99
Pavement Area Low	0.03	1.80
Pavement Area High	0.34	20.36
Pervious	1.16	69.46
Total Water Management System	1.67	100.00
	1.67	

Impervious surfaces: 0.51 ac = 31%
Pervious surfaces: 1.16 ac = 69%

B. Water Level Elevation

2.00 ft., NAVD

Per Broward County Future Conditional Groundwater Elevations Map

C. Design Storm Rainfall Amounts

5 year, 1 hour storm..... **7.20** inches
25 year, 3 day storm..... **14.00** inches
100 year, 3 day storm..... **17.00** inches

Used to Establish:
Minimum volume retainage by exfiltration trench...
Minimum perimeter elevation...
Minimum finish floor elevation...

II. Computations

A. Compute Soil Storage and SCS Curve Number

Surface Use	Area (Acres)	Begin Elev. (NAVD)	End Elev. (NAVD)	Avg Elev. (NAVD)	Storage Type (L, V)
Concrete Area Low	0.04	9.35	9.50	9.43	-
Concrete Area High	0.10	9.50	10.00	9.75	
Pavement Area Low	0.03	8.50	9.00	8.75	-
Pavement Area High	0.34	9.00	9.76	9.38	
Pervious	1.16	9.10	9.70	9.40	L
Weighted Avg Site Elevation				9.41	

1. Wet season water elev..... **2.00** NAVD
 Avg. site elevation..... **9.41** NAVD
 Avg. pervious area elevation..... **9.40** NAVD
 Depth to water table..... **7.40** FT

2. Assuming 25% void space reduction, available ground storage is..... **6.75** in
Per SCS Broward County Soils Atlas soils are Flatwoods Soils Type.
 Compute Available Soil Storage
 = Storage available x pervious area
 = 6.75 in x 1.16 ac / 12 in/ft
 = **0.65** ac-ft

3. Convert to site-wide moisture storage, S
 S = Available soil storage/site area
 = 0.65 ac-ft / 1.67 ac * 12 in/ft
 S = **4.69** in

4. SCS Curve Number, CN
 CN = 1000/(S+10)
 CN = **68**

Project Name: Pinnacle 441 Ph2 - 25yr 3d - PRE

Reviewer: MC

Project Number: 11074.03

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

Time Step: 0.016 hr, Iterations: 10

Basin 1: On-site

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 25 year

3 Day Rainfall: 14 inches

Area: 1.67 acres

Ground Storage: 4.69 inches

Time of Concentration: 0.17 hours

Initial Stage: 2 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
2.00	0.00
2.50	0.00
3.00	0.00
3.50	0.00
4.00	0.00
4.50	0.00
5.00	0.00
5.50	0.00
6.00	0.00
6.50	0.00
7.00	0.00
7.50	0.00
8.00	0.00
8.50	0.00
9.00	0.01
9.50	0.24
10.00	0.99
10.50	1.83
11.00	2.66
11.50	3.50
12.00	4.33

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
On-site	10.20	72.00	2.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
On-site	1.33	0.00	0.00	0.00	1.33	0.00

Project Name: Pinnacle 441 Ph2 - 100yr 3d - PRE

Reviewer: MC

Project Number: 11074.03

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

Time Step: 0.016 hr, Iterations: 10

Basin 1: On-site

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 100 year

3 Day Rainfall: 17 inches

Area: 1.67 acres

Ground Storage: 4.69 inches

Time of Concentration: 0.17 hours

Initial Stage: 2 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
2.00	0.00
2.50	0.00
3.00	0.00
3.50	0.00
4.00	0.00
4.50	0.00
5.00	0.00
5.50	0.00
6.00	0.00
6.50	0.00
7.00	0.00
7.50	0.00
8.00	0.00
8.50	0.00
9.00	0.01
9.50	0.24
10.00	0.99
10.50	1.83
11.00	2.66
11.50	3.50
12.00	4.33

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
On-site	10.44	72.00	2.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
On-site	1.73	0.00	0.00	0.00	1.73	0.00

II.5 STORMWATER MANAGEMENT POST-DEVELOPMENT CALCULATIONS

STORMWATER MANAGEMENT CALCULATIONS
for
Pinnacle 441 PH2
Post-Development Conditions

KEITH & ASSOCIATES, INC.
DATE PREPARED: 9/7/2022
DATE REVISED: 11/6/2022
PROJECT: 11074.03
PREPARED BY: DK, MC
CHECKED BY: MC/TD

I. Given/Design Criteria

A. Site Coverage:

PROJECT DESCRIPTION	AREA (ac)	AREA (%)
Building (FFE =11.40')	0.35	20.96
Pervious	0.32	19.16
Sidewalk	0.13	7.78
Pavement	0.83	49.70
Plaza Area	0.04	2.40
Total Water Management System	1.67	100.00
	1.67	

Impervious surfaces: 1.35 ac = 81%
Pervious surfaces: 0.32 ac = 19%

B. Minimum Elevations

1. Finished Floors **11.40** ft., NAVD Per City of Miramar Code of Ordinances

C. Water Level Elevation **2.00** ft., NAVD Per Broward County Future Conditional Groundwater Elevations Map

D. Design Storm Rainfall Amounts

5 year, 1 hour storm.....	7.20 inches	Used to Establish: Minimum volume retainage by exfiltration trench...
25 year, 3 day storm.....	14.00 inches	Minimum perimeter elevation...
100 year, 3 day storm.....	17.00 inches	Minimum finish floor elevation...

II. Computations

A. Water Quality requirements:

1. Compute the first inch of runoff from the developed project area:

$$= 1 \text{ inch} \times 1.67 \text{ acres} \times (1\text{ft}/12\text{in.})$$

$$= \mathbf{0.14} \text{ ac-ft for the first inch of runoff}$$

2 Compute 2.5 inches times the percentage of impervious area:

a. Site area for water quality pervious/impervious calculations only:

$$= \text{Total area less (water surface + roof)}$$

$$= 1.67 \text{ ac} - (0.35 \text{ ac})$$

$$= \mathbf{1.32} \text{ ac of site area for water quality}$$

b. Impervious area for water quality calculations only:

$$= 1.32 \text{ ac} - 0.32 \text{ ac}$$

$$= \mathbf{1.00} \text{ ac of impervious area}$$

c. Percentage of impervious area for water quality:

$$= 1.00 \text{ ac} / 1.32 \text{ ac} \times 100\%$$

$$= \mathbf{75.8\%} \text{ impervious}$$

- d. For 2.5 inches times the percentage of impervious:
 = 2.5 in x 75.8%
 = **1.89** inches to be treated
- e. Compute volume required for quality detention:
 = 1.89 in x 1.67 ac x 1ft/12
 = **0.26** ac-ft required detention storage
3. Since **0.26** ac-ft is more than the **0.14** ac-ft computed for the first inch of runoff, the volume of **0.26** ac-ft. controls.

All water quality will be provided within the proposed exfiltration trench.

B. Compute Soil Storage and SCS Curve Number

Surface Use	Area (Acres)	Begin Elev. (NAVD)	End Elev. (NAVD)	Avg Elev. (NAVD)	Storage Type (L, V)
Building (FFE =11.40')	0.35	11.40	11.40	11.40	-
Pervious	0.32	8.30	10.30	9.30	L
Sidewalk	0.13	9.60	10.30	9.95	L
Pavement	0.83	8.55	9.60	9.08	L
Plaza Area	0.04	10.30	11.40	10.85	L
Weighted Avg Site Elevation				9.72	

1. Wet season water elev..... **2.00** NAVD
 Avg. site elevation..... **9.72** NAVD
 Avg. pervious area elevation..... **9.30** NAVD
 Depth to water table..... **7.30** FT

2. Assuming 25% void space reduction, available ground storage is..... **6.75** in
Per SCS Broward County Soils Atlas soils are Flatwoods Soils Type.
 Compute Available Soil Storage
 = Storage available x pervious area
 = **6.75** in x 0.32 ac / 12 in/ft
 = **0.18** ac-ft

3. Convert to site-wide moisture storage, S
 S = Available soil storage/site area
 = **0.18** ac-ft / 1.67 ac * 12 in/ft
 S = **1.29** in

4. SCS Curve Number, CN
 CN = 1000/(S+10)
 CN = **88**

EXFILTRATION TRENCH CALCULATIONS

PROJECT TITLE	PROJECT NO.	DATE
Pinnacle 441 Phase II	11074.03	9/8/2022
LOCATION	LATEST REVISION	
City of Hollywood	11/6/2022	
Trench Design Formula:		
$V = L * [K * (H_2 * W + 2 * H_2 * D_u - D_u^2 + 2 * H_2 * D_s) + (1.39 \times 10^{-4}) * W * D_u]$		
<p> L= Length of Trench Required (feet) V= Volume Treated (acre-inch) W= Trench Width (feet) K= Hydraulic Conductivity (CFS/Ft² -FT Head) H₂= Depth to Water Table (feet) D_u = Non saturated Trench (feet) D_s= Saturated Trench Depth (feet) d= diameter (inch) F.G.= finish grade </p>		
<p> d= 18 L = 140 W = 5.00 K = 1.76E-03 H₂ = 3.00 D_u = 3.00 D_s = 1.00 Trench Height= 4.00 </p>		
<p> V (Treated) = 7.68 ac-in. V (Treated WQ) = 0.64 ac-ft. V (Required WQ) = 0.26 ac-ft. 0.5 V (ADD) = 0.19 ac-ft. V (TOTAL) = 0.26 + 0.19 = 0.45 ac-ft. </p>		
<p> Maximum exfiltration trench volume storage allowed for stage/storage calculations = 0.267 ac-ft/ac * Site Acreage = 0.267 ac-ft/ac * 1.67 = 0.45 ac-ft </p>		
<p>The total volume in the exfiltration trench is 0.45 Ac-ft, which will be added to the stage/storage calculations.</p>		

PRELIMINARY 11/22



Project: Pinnacle 441 Phase 2	Date:
Project No.: 11074.03	11/6/2022
Computed by: MC	Page:
Checked by: TD	1

COMPUTING WORKSHEET

Underground Storage Volume Calculations

Additional Water Quantity Volume Required to be Stored:

$$0.15 \text{ ac-ft} \times 43,560 \text{ ft}^2 / 1 \text{ ac} = 6,534.00 \text{ ft}^3$$

Water Quantity Volume Provided via Underground Storage:

Location 1

Volume of Pipe:

$$r = 0.75 \text{ ft}$$

$$h = 897 \text{ ft}$$

$$V_P = \pi r^2 h = \pi \times 0.75^2 \times 897 = 1584.33 \text{ ft}^3$$

Volume of Rock (Assuming 40% Stone Porosity):

$$\text{Area (A)} = 2,955.00 \text{ ft}^2$$

$$\text{Depth (D)} = 3.00 \text{ ft}$$

$$V_R = (AD - V_P)(40\%) = (2,955.00 \times 3.00 - 1584.33) \times (0.40) = 2,912.27 \text{ ft}^3$$

Total Volume for Location 1:

$$V_1 = V_P + V_R = 1584.33 + 2,912.27 = 4,496.60 \text{ ft}^3$$

Location 2

Volume of Pipe:

$$r = 0.75 \text{ ft}$$

$$h = 866 \text{ ft}$$

$$V_P = \pi r^2 h = \pi \times 0.75^2 \times 866 = 1529.57 \text{ ft}^3$$

Volume of Rock (Assuming 40% Stone Porosity):

$$\text{Area (A)} = 2,738.00 \text{ ft}^2$$

$$\text{Depth (D)} = 3.00 \text{ ft}$$

$$V_R = (AD - V_P)(40\%) = (2,738.00 \times 3.00 - 1529.57) \times (0.40) = 2,673.77 \text{ ft}^3$$

Total Volume for Location 2:

$$V_2 = V_P + V_R = 1529.57 + 2,673.77 = 4,203.34 \text{ ft}^3$$

Total Water Quantity Volume Provided via Underground Storage:

$$V_T = V_1 + V_2 = 8,699.94 \text{ ft}^3$$

$$8,699.94 \text{ ft}^3 > 6,534.00 \text{ ft}^3 \quad \text{OKAY}$$

$$8,699.94 \text{ ft}^3 \times 1 \text{ ac} / 43,560 \text{ ft}^2 = 0.20 \text{ ac-ft}$$

STAGE - STORAGE TABLE

Post-Development Conditions

Stage (ft)	Site Storage (Ac-ft)	Exfiltration Trench Storage (ac-ft)	Underground Storage (ac-ft)	Total Storage (ac-ft)
2.00	0.00	0.00	0.00	0.00
2.50	0.00	0.00	0.00	0.00
3.00	0.00	0.00	0.00	0.00
3.50	0.00	0.00	0.00	0.00
4.00	0.00	0.00	0.00	0.00
4.50	0.00	0.00	0.00	0.00
5.00	0.00	0.45	0.15	0.60
5.50	0.00	0.45	0.15	0.60
6.00	0.00	0.45	0.15	0.60
6.50	0.00	0.45	0.15	0.60
7.00	0.00	0.45	0.15	0.60
7.50	0.00	0.45	0.15	0.60
8.00	0.00	0.45	0.15	0.60
8.20	0.00	0.45	0.15	0.60
8.50	0.00	0.45	0.15	0.60
9.00	0.12	0.45	0.15	0.72
9.50	0.47	0.45	0.15	1.07
10.00	1.01	0.45	0.15	1.61
10.50	1.64	0.45	0.15	2.24
11.00	2.29	0.45	0.15	2.89
11.50	2.94	0.45	0.15	3.54

PRELIMINARY 11/22

5 YEAR - 1 HOUR CALCULATION

PROJECT TITLE	PROJECT NO.	DATE
Pinnacle 441 Phase II	11074.03	11/6/2022
LOCATION		
City of Hollywood		
Design Formula:		
$Q_R = (P - 0.2 * S^2) / (P + 0.8 * S)$ $V = Q_R * A_T$ $L = V / [K * (H2 * W + 2 * H2 * Du - Du^2 + 2 * H2 * Ds) + (1.39 * 10^{-4}) * W * Du]$		
<p> Q_R = Accumulated runoff (in) P = Accumulated rainfall (in) (3.2 in for 5 year-1 hour per SFWMD) S = Effective soil storage (in) V = Runoff Volume (acre-inch) A_T = Total Drainage Area (acres) L = Length of Trench (feet) W = Trench Width (feet) K = Hydraulic Conductivity (CFS/Ft² -FT Head) $H2$ = Depth to Water Table (feet) Du = Non saturated Trench (feet) Ds = Saturated Trench Depth (feet) </p> <p> $P = 3.2$ $S = 1.29$ $A_T = 1.67$ $K = 1.76E-03$ $W = 5.00$ $H2 = 3.00$ $Du = 3.00$ $Ds = 1.00$ </p> <p> $Q_R = 2.04$ in $V = 3.41$ (acre-inch) $L = 62.16$ feet </p> <p> L (Required) = 62.16 feet L (Provided) = 140 feet </p>		

Project Name: Pinnacle 441 Ph 2 - 25 yr 3 d w/ ET & US

Reviewer: MC

Project Number: 11074.03

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

Time Step: 0.016 hr, Iterations: 10

Basin 1: On-site

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 25 year

3 Day Rainfall: 14 inches

Area: 1.67 acres

Ground Storage: 1.29 inches

Time of Concentration: 0.17 hours

Initial Stage: 2 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
2.00	0.00
2.50	0.00
3.00	0.00
3.50	0.00
4.00	0.00
4.50	0.00
5.00	0.60
5.50	0.60
6.00	0.60
6.50	0.60
7.00	0.60
7.50	0.60
8.00	0.60
8.20	0.60
8.50	0.60
9.00	0.72
9.50	1.07
10.00	1.61
10.50	2.24
11.00	2.89

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
On-site	10.11	72.00	2.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
On-site	1.74	0.00	0.00	0.00	1.74	0.00

Project Name: Pinnacle 441 Ph 2 - 100 yr 3 d w/ ET & US

Reviewer: MC

Project Number: 11074.03

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

Time Step: 0.016 hr, Iterations: 10

Basin 1: On-site

Method: Santa Barbara Unit Hydrograph

Rainfall Distribution: SFWMD - 3day

Design Frequency: 100 year

3 Day Rainfall: 17 inches

Area: 1.67 acres

Ground Storage: 1.29 inches

Time of Concentration: 0.17 hours

Initial Stage: 2 ft NGVD

Stage (ft NGVD)	Storage (acre-ft)
2.00	0.00
2.50	0.00
3.00	0.00
3.50	0.00
4.00	0.00
4.50	0.00
5.00	0.60
5.50	0.60
6.00	0.60
6.50	0.60
7.00	0.60
7.50	0.60
8.00	0.60
8.20	0.60
8.50	0.60
9.00	0.72
9.50	1.07
10.00	1.61
10.50	2.24
11.00	2.89

STRUCTURE MAXIMUM AND MINIMUM DISCHARGES

Struc	Max (cfs)	Time (hr)	Min (cfs)	Time (hr)

BASIN MAXIMUM AND MINIMUM STAGES

Basin	Max (ft)	Time (hr)	Min (ft)	Time (hr)
On-site	10.44	72.00	2.00	0.00

BASIN WATER BUDGETS (all units in acre-ft)

Basin	Total Runoff	Structure Inflow	Structure Outflow	Initial Storage	Final Storage	Residual
On-site	2.16	0.00	0.00	0.00	2.16	0.00

III. APPENDIX

APPENDIX A

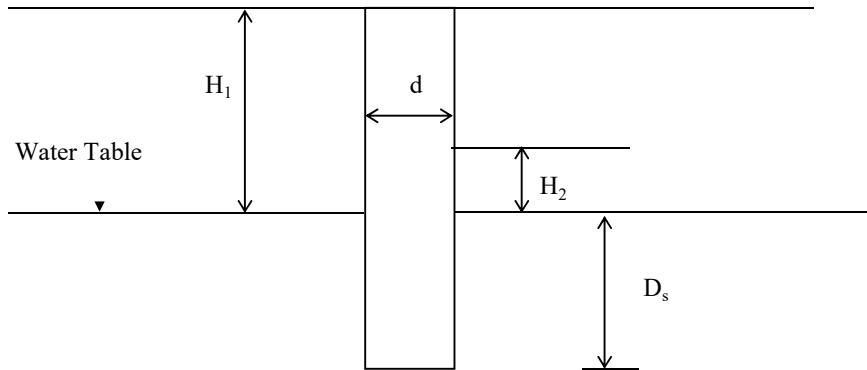
FUTURE CONDITIONS GROUNDWATER ELEVATION MAP



PRELIMINARY 11/22

APPENDIX B
HYDRAULIC CONDUCTIVITY TEST

**SOUTH FLORIDA WATER MANAGEMENT DISTRICT
" USUAL OPEN - HOLE TEST "**



HYDRAULIC CONDUCTIVITY

$K = \text{Hydraulic Conductivity} = 4Q / [\pi d (2H_2^2 + 4H_2 D_s + H_2 d)]$

1.73E-03 CFS/FT²-FT HEAD

Time (Min.)	Flow (GPM)		
1	30.00	Q = Average Flow Rate =	0.066840 CFS
2	30.00		
3	30.00	d = Diameter of Test Hole =	3.0 inches
4	30.00		
5	30.00	H ₂ = Head on Water Table =	8.3 feet
6	30.00		
7	30.00	D _s = Depth below Ground Water Table =	1.7 feet
8	30.00		
9	30.00		
10	30.00		

TEST LOCATION :		See Drawing No. 1
TEST ELEVATION :	+9.0'	NAVD (estimated)
DEPTH TO WATER TABLE H ₁ :	8.3'	Below Existing Grade
DEPTH OF TEST HOLE :	10.0'	Below Existing Grade
AVERAGE FLOW RATE:	30.00	GPM

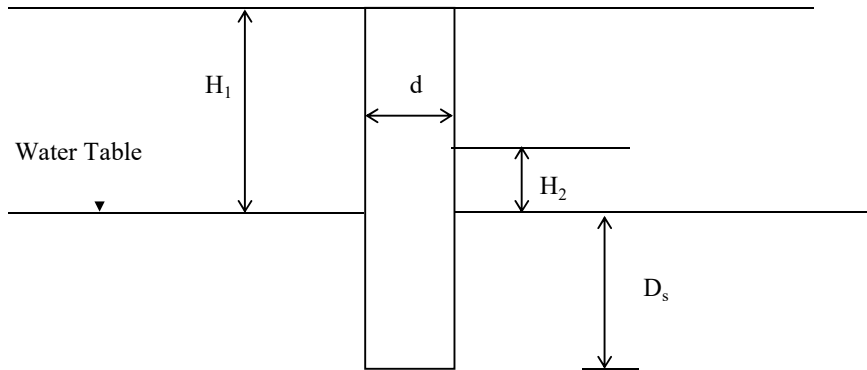
SOIL PROFILE :
 0.0' - 3.0' 1" of Asphalt over brown Sand
 3.0' - 10.0' Light brown Limestone

NOTES: 1) The subsurface profile is determined by cuttings & should not be relied upon as an accurate record of material type or for transition zones.
 2) K value calculated using PVC diameter of 3 inches

PERCOLATION TEST

N V 5	PROJECT NAME: Pinnacle 441		
	PROJECT LOCATION: 890 North State Rd 7 (US 441) & 6024 Johnson St, Hollywood, Florida		
	PROJECT NO: 17170	TEST DATE: 02/24/2021	TEST NO: P-1
	TESTED BY: T. Carson / R. Jimenez		CHECKED BY: AB

**SOUTH FLORIDA WATER MANAGEMENT DISTRICT
" USUAL OPEN - HOLE TEST "**



HYDRAULIC CONDUCTIVITY

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

1.76E-03 CFS/FT²-FT HEAD

Time (Min.)	Flow (GPM)		
1	30.00	Q = Average Flow Rate =	0.067954 CFS
2	30.00		
3	31.00	d = Diameter of Test Hole =	3.0 inches
4	31.00		
5	30.00	H ₂ = Head on Water Table =	8.3 feet
6	30.00		
7	30.00	D _s = Depth below Ground Water Table =	1.7 feet
8	31.00		
9	31.00		
10	31.00		

TEST LOCATION :		See Drawing No. 1
TEST ELEVATION :	+9.0'	NAVD (estimated)
DEPTH TO WATER TABLE H ₁ :	8.3'	Below Existing Grade
DEPTH OF TEST HOLE :	10.0'	Below Existing Grade
AVERAGE FLOW RATE:	30.50	GPM

SOIL PROFILE :

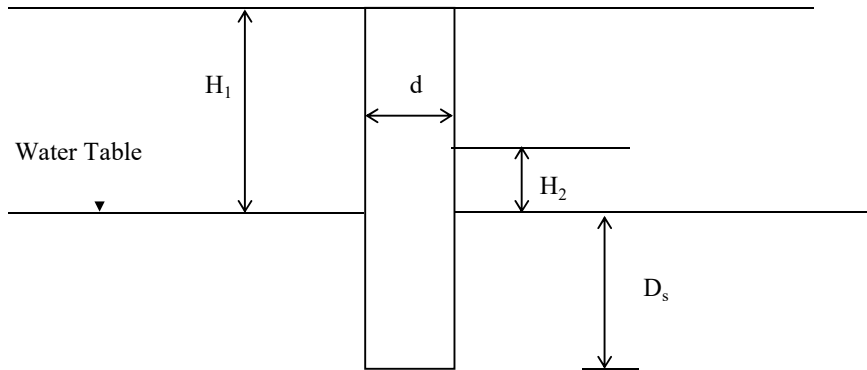
0.0' - 2.0'	1" of Asphalt over brown Sand
2.0' - 10.0'	Light brown Limestone

NOTES: 1) The subsurface profile is determined by cuttings & should not be relied upon as an accurate record of material type or for transition zones.
2) K value calculated using PVC diameter of 3 inches

PERCOLATION TEST

N V 5	PROJECT NAME: Pinnacle 441		
	PROJECT LOCATION: 890 North State Rd 7 (US 441) & 6024 Johnson St, Hollywood, Florida		
	PROJECT NO: 17170	TEST DATE: 02/24/2021	TEST NO: P-2
	TESTED BY: T. Carson / R. Jimenez		CHECKED BY: AB

**SOUTH FLORIDA WATER MANAGEMENT DISTRICT
" USUAL OPEN - HOLE TEST "**



HYDRAULIC CONDUCTIVITY

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

1.79E-03 CFS/FT²-FT HEAD

Time (Min.)	Flow (GPM)		
1	31.00	Q = Average Flow Rate =	0.068845 CFS
2	31.00		
3	31.00	d = Diameter of Test Hole =	3.0 inches
4	30.00		
5	31.00	H ₂ = Head on Water Table =	8.2 feet
6	31.00		
7	31.00	D _s = Depth below Ground Water Table =	1.8 feet
8	31.00		
9	31.00		
10	31.00		

TEST LOCATION :		See Drawing No. 1
TEST ELEVATION :	+9.0'	NAVD (estimated)
DEPTH TO WATER TABLE H ₁ :	8.2'	Below Existing Grade
DEPTH OF TEST HOLE :	10.0'	Below Existing Grade
AVERAGE FLOW RATE:	30.90	GPM

SOIL PROFILE :
 0.0' - 2.0' 1" of Asphalt over brown Sand
 2.0' - 10.0' Light brown Limestone

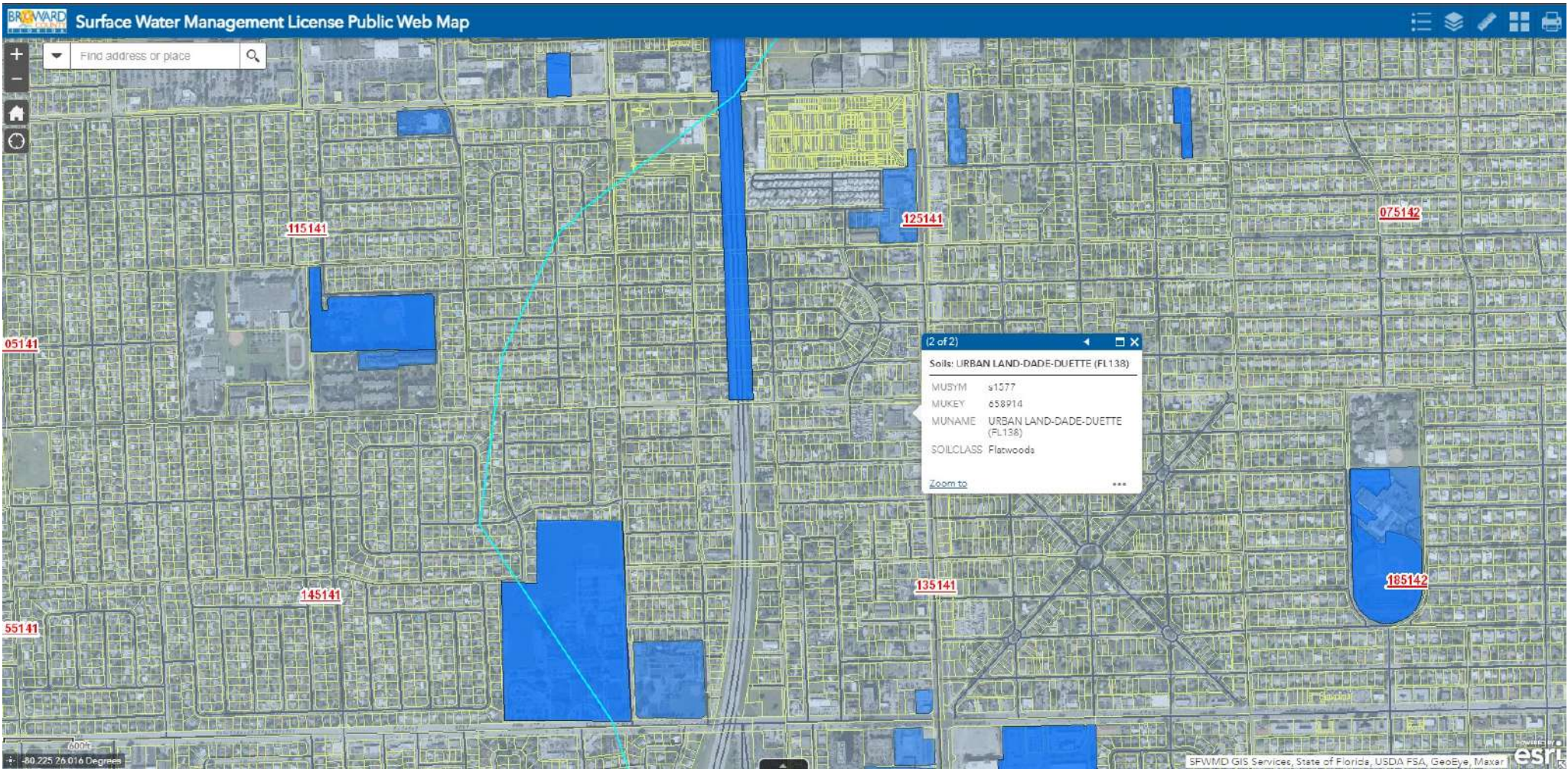
NOTES: 1) The subsurface profile is determined by cuttings & should not be relied upon as an accurate record of material type or for transition zones.
 2) K value calculated using PVC diameter of 3 inches

PERCOLATION TEST

N V 5	PROJECT NAME: Pinnacle 441		
	PROJECT LOCATION: 890 North State Rd 7 (US 441) & 6024 Johnson St, Hollywood, Florida		
	PROJECT NO: 17170	TEST DATE: 02/24/2021	TEST NO: P-3
	TESTED BY: T. Carson / R. Jimenez		CHECKED BY: AB

APPENDIX C

BROWARD COUNTY GENERAL SOIL MAP



PRELIMINARY 11/22

APPENDIX D

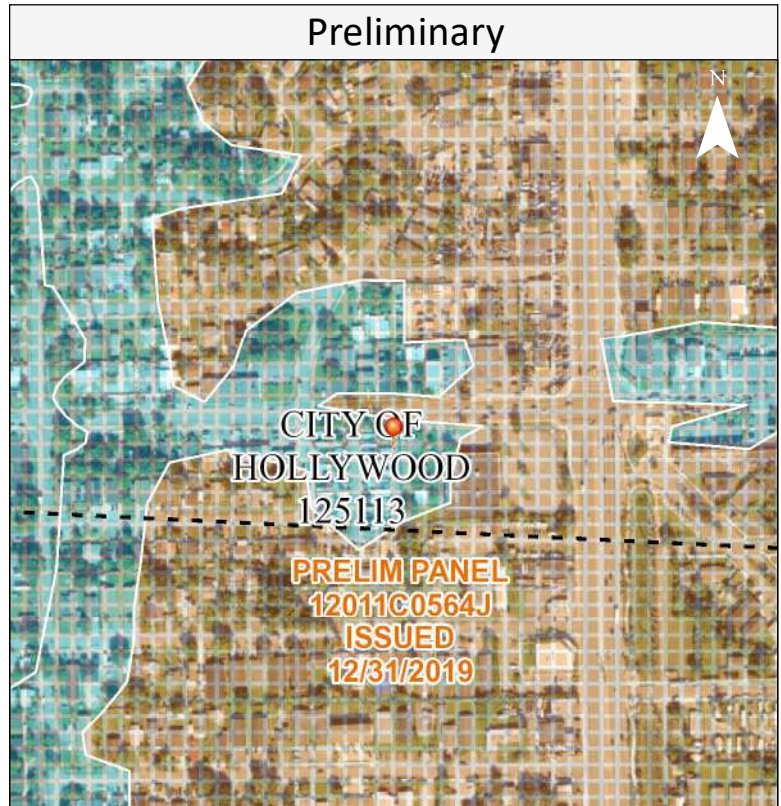
FEMA FLOOD INSURANCE RATE MAP

Comparison of Flood Hazard

Effective & Preliminary Flood Hazards



FEMA



Effective	
POI Longitude/Latitude	-80.2094, 26.0175
Effective FIRM Panel	12011C0564H
Effective Date	8/18/2014
Flood Zone	AH
Static BFE*	10.0 Feet
Flood Depth	Not Available
Vertical Datum	NAVD88

Preliminary	
POI Longitude/Latitude	-80.2094, 26.0175
Preliminary FIRM Panel	12011C0564J
Preliminary Issue Date	12/31/2019
Flood Zone	AH
Estimated Static BFE*	10.0 Feet
Estimated Flood Depth	Not Available
Vertical Datum	NAVD88

* A **Base Flood Elevation** is the expected elevation of flood water during the 1% annual chance storm event. Structures below the estimated water surface elevation may experience flooding during a base flood event.

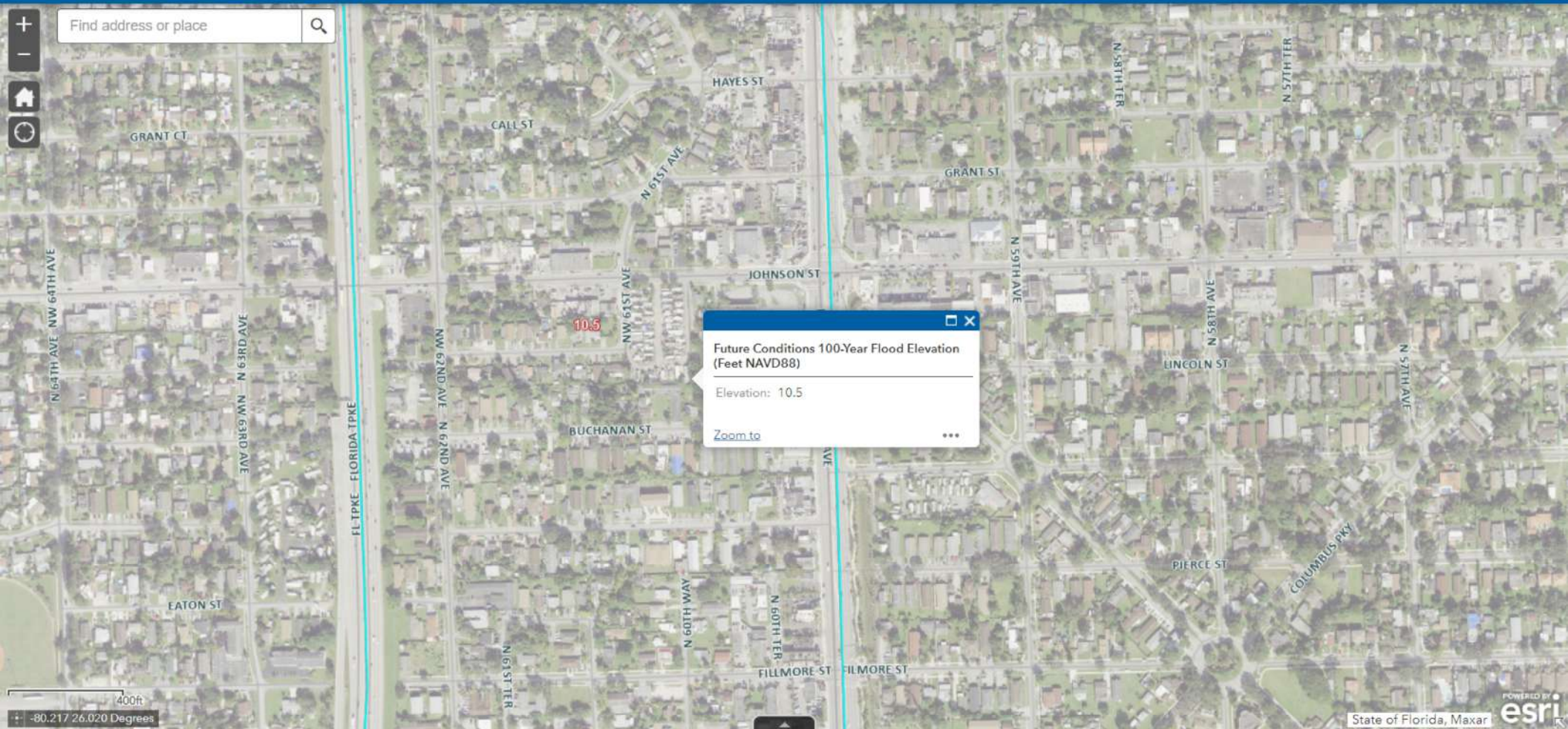
Hazard Level	Flood Hazard Zone
High Flood Hazard	AE, A, AH, AO, VE and V Zones. Properties in these flood zones have a 1% chance of flooding each year. This represents a 26% chance of flooding over the life of a 30-year mortgage.
Moderate Flood Hazard	Shaded Zone X. Properties in the moderate flood risk areas also have a chance of flooding from storm events that have a less than 1% chance of occurring each year. Moderate flood risk indicates an area that may be provided flood risk reduction due to a flood control system or an area that is prone to flooding during a 0.2% annual chance storm event. These areas may have been indicated as areas of shallow flooding by your community. Unshaded Zone X. Properties on higher ground and away from local flooding sources have a reduced flood risk when compared to the Moderate and High Flood Risk categories. Structures in these areas may be affected by larger storm events, in excess of the 0.2% annual chance storm event.
Low Flood Hazard	Insurance Note: High Risk Areas are called 'Special Flood Hazard Areas' and flood insurance is mandatory for federally backed mortgage holders. Properties in Moderate and Low Flood Risk areas may purchase flood insurance at a lower-cost rate, known as Preferred Risk Policies. See your local insurance agent or visit https://www.fema.gov/national-flood-insurance-program for more information.

Disclaimer: This report is for informational purposes only and is not authorized for official use. The positional accuracy may be compromised in some areas. Please contact your local floodplain administrator for more information or go to www.fema.gov to view an official copy of the Flood Insurance Rate Maps.

APPENDIX E

BROWARD COUNTY 100 YEAR FLOOD MAP 2060

Future Conditions 100-Year Flood Map 2060

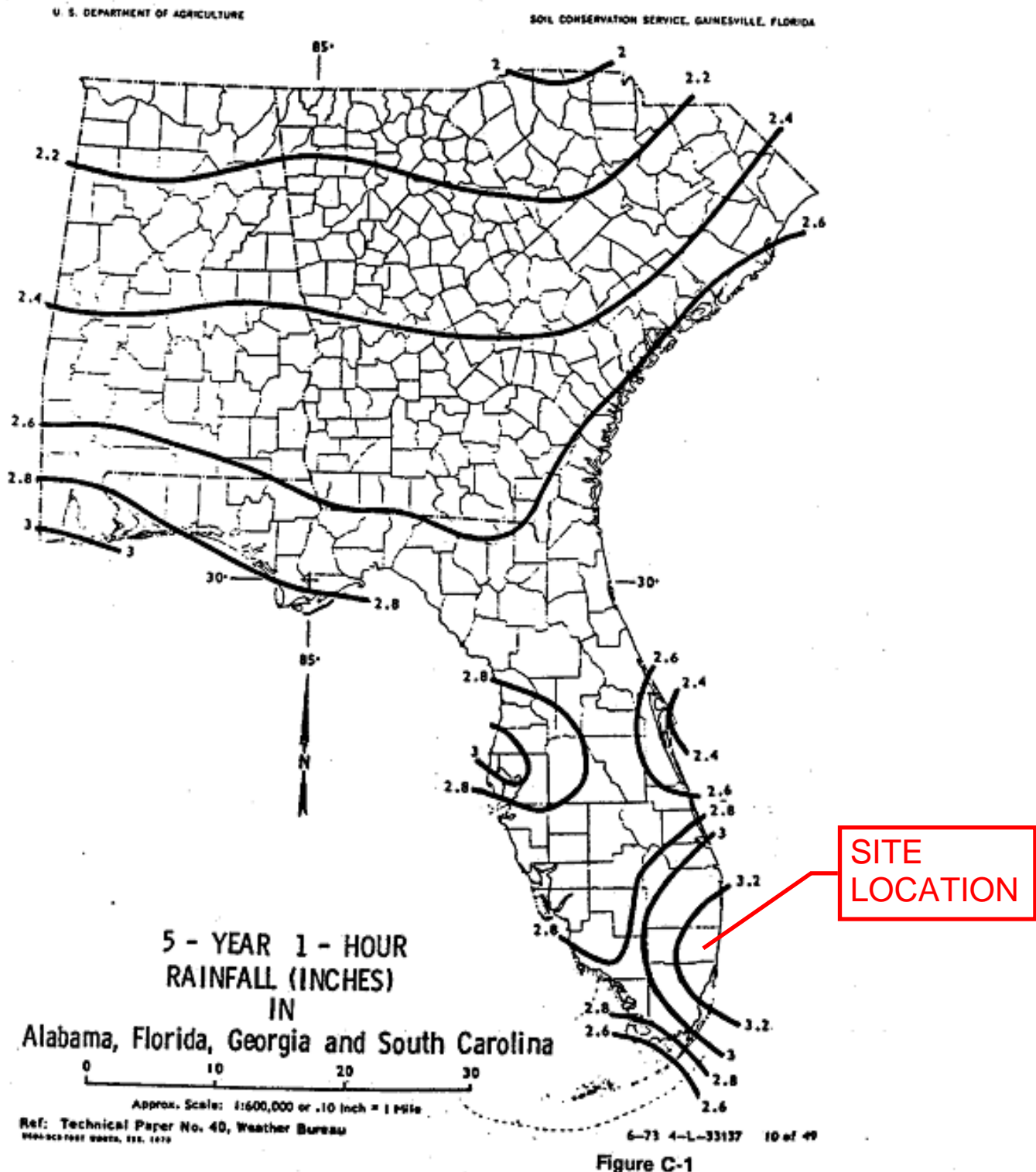


PRELIMINARY 11/22

APPENDIX F

**SOUTH FLORIDA WATER MANAGEMENT DISTRICT RAINFALL
MAPS**

Appendix C: Isohyetal Maps
from SFWMD Technical Memorandum, *Frequency Analysis of One and Three Day
Rainfall Maxima for central and southern Florida, Paul Trimble, October 1990.*



A-11

PRELIMINARY 11/22

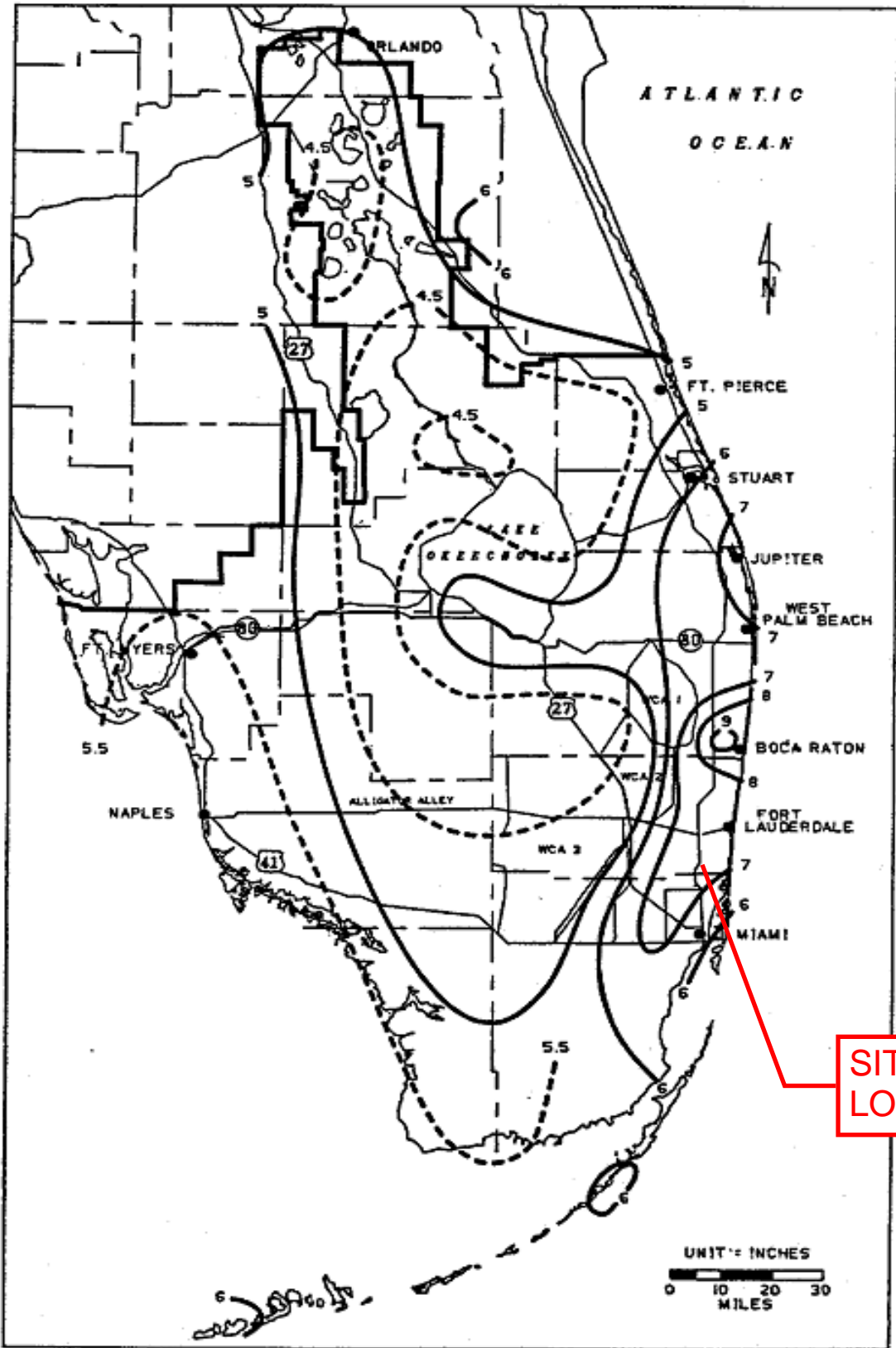


FIGURE C-3. 1-DAY RAINFALL: 5-YEAR RETURN PERIOD

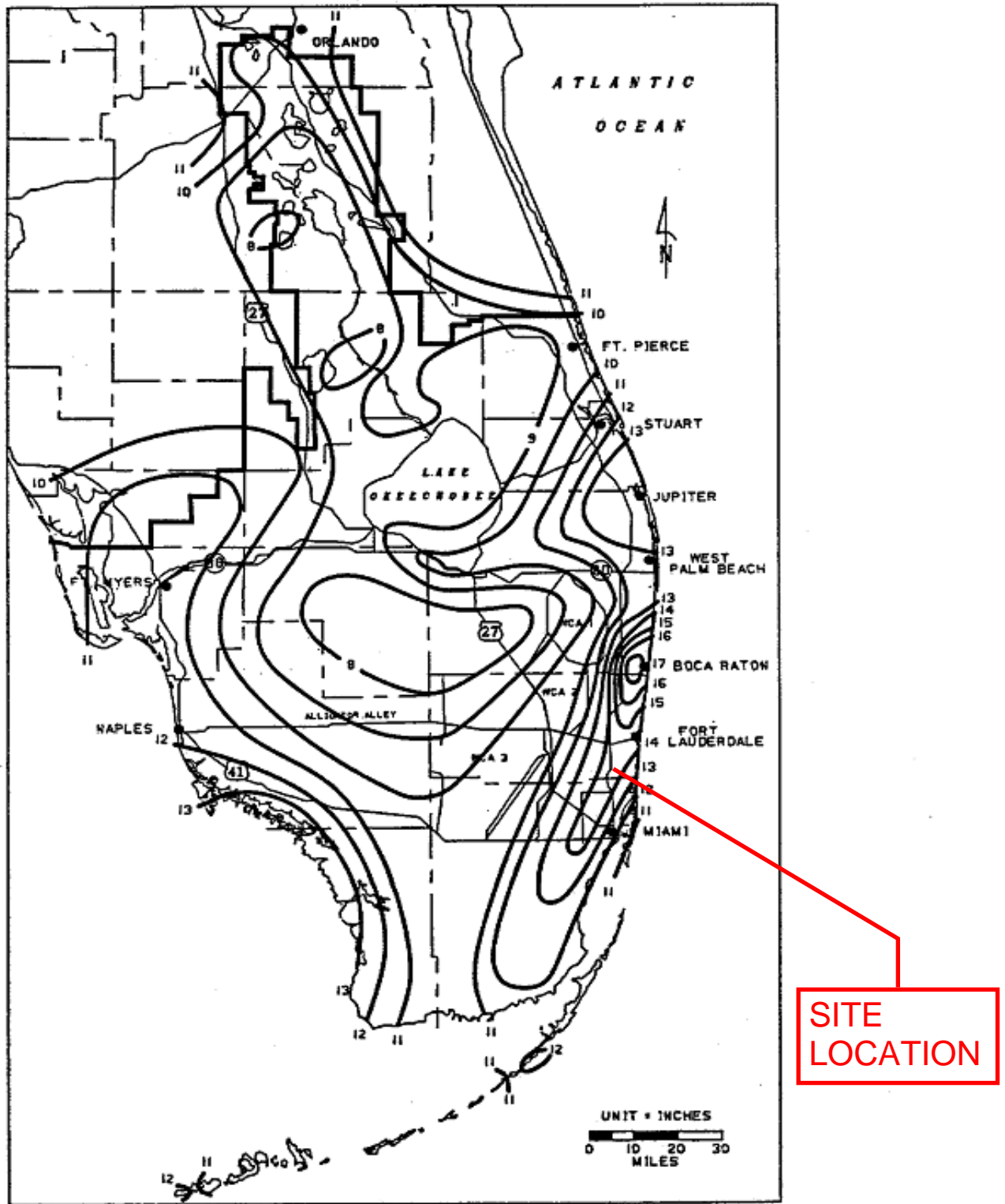


FIGURE C-8. 3-DAY RAINFALL: 25-YEAR RETURN PERIOD

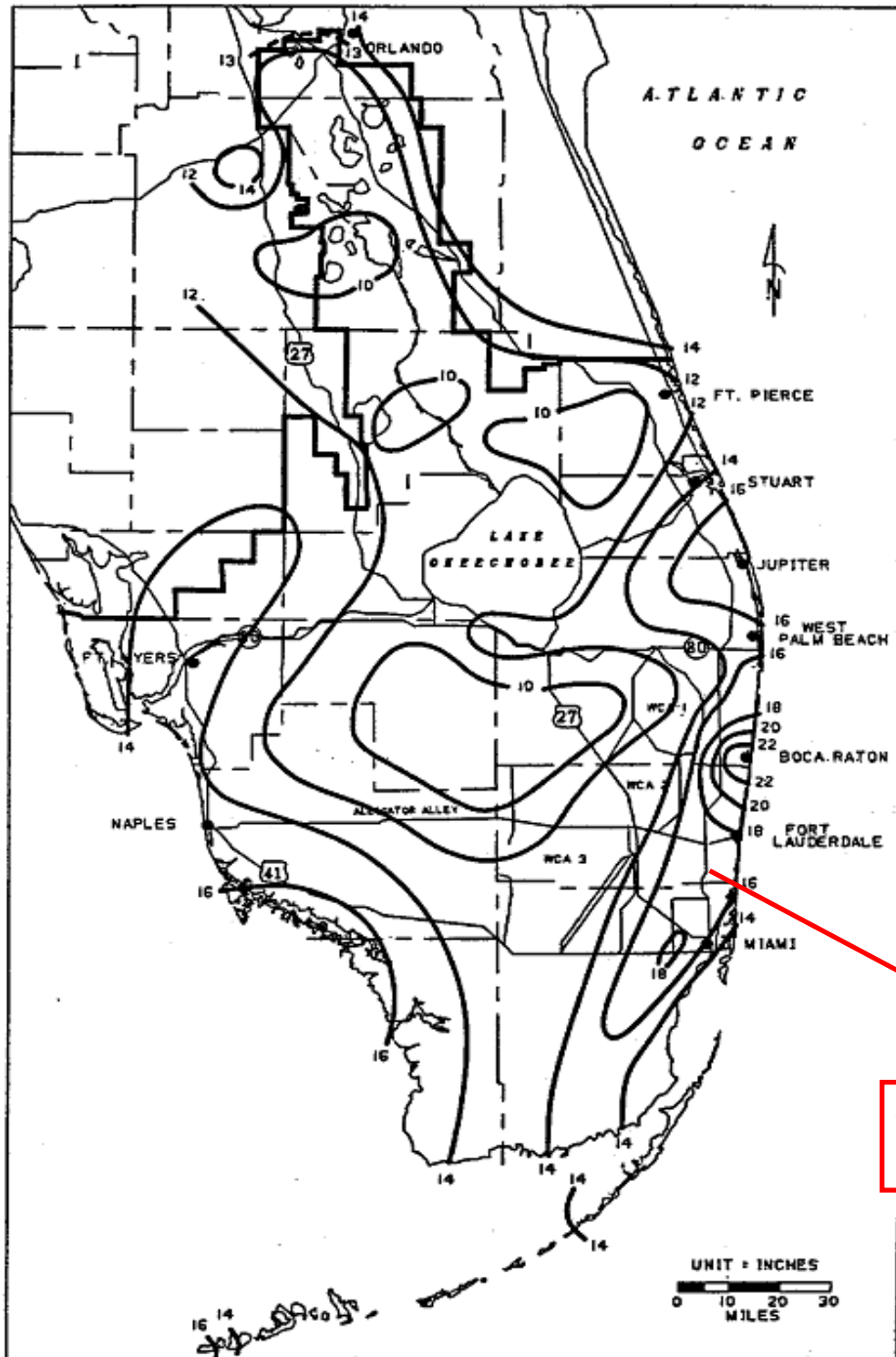


FIGURE C-9. 3-DAY RAINFALL: 100-YEAR RETURN PERIOD

ATTACHMENT A
Application Package
Part II

ZONING : (PROVIDED BY KEITH PLANNING DEPARTMENT)

ZONING DISTRICT: C-JS-SR7-CENTRAL-JOHNSON STREET MIXED USE DISTRICT
 MAXIMUM BUILDING HEIGHT: 175 FEET PER CODE.
 PARKING REQUIREMENTS 166 SPACES MINIMUM (WITH REDUCTION PER CODE CRITERIA).

SETBACK REQUIREMENTS: (PROVIDED BY KEITH PLANNING DEPARTMENT)

FRONT (STATE ROAD 7 AND JOHNSON STREET) – 10’ MINIMUM (NON-RESIDENTIAL) AND 15’ MINIMUM (RESIDENTIAL)
 SIDE INTERIOR (WEST) – 0’ MINIMUM (NON-RESIDENTIAL) AND 5’ MINIMUM (RESIDENTIAL)
 SIDE INTERIOR (SOUTH) – 0’ MINIMUM (NON-RESIDENTIAL) AND 5’ MINIMUM (RESIDENTIAL)
 REAR – 10’ MINIMUM

ALTA NOTES:

THE UNDERSIGNED, TIMOTHY H. GRAY, PROFESSIONAL LAND SURVEYOR NO. 6604 DOES HEREBY CERTIFY TO THE AFORESAID PARTIES, AS OF THE DATE SET FORTH BELOW THAT I HAVE MADE A CAREFUL SURVEY OF THE TRACTS OF LANDS DESCRIBED AS FOLLOWS:

(LAND DESCRIPTION)
 (PARCEL 1)

LOT 12, LESS THE SOUTH 100 FEET, IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; AND ALSO THE EAST 30 FEET OF LOT 11, LESS THE SOUTH 100 FEET IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; LESS THAT PORTION OF LOT 12 CONVEYED TO STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION BY DEEDS RECORDED IN INSTRUMENT NUMBERS 112853176 AND 112853177 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH:

(PARCEL 2)

THE SOUTH 100 FEET OF LOT 12, BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, ON PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

ALSO TOGETHER WITH:

(PARCEL 3)

LOT 11, LESS THE WEST 220 FEET AND LESS THE NORTH 230 FEET OF THE EAST 30 FEET IN BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

1. THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION IF ANY, OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE SUBJECT PROPERTY. EXCEPT AS NOTED THERE ARE NO PARTY WALLS.
2. THE SUBJECT PROPERTY IS THE SAME AS THE PROPERTY DESCRIBED IN THAT CERTAIN TITLE COMMITMENT, ORDER NUMBER: 10179692, REVISION NUMBER: G, ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JUNE 16, 2022 @ 11:00 P.M. AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SUBJECT PROPERTY OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.
3. THE SUBJECT PROPERTY DOES LIE WITHIN SPECIAL FLOOD HAZARD AREAS AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE SPECIAL FLOOD HAZARD AREA IS CLEARLY MARKED TO SHOW THE AREAS HAVING A ZONE DESIGNATION OF X 0.2% ANNUAL CHANCE FLOOD HAZARD, BASE FLOOD ELEVATION (NONE) AND ZONE AH, BASE FLOOD ELEVATION (10) BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 12011C0564H WITH A DATE OF IDENTIFICATION OF AUGUST 18TH, 2014, FOR COMMUNITY NO. 125113, IN BROWARD COUNTY, STATE OF FLORIDA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH THE SUBJECT PROPERTY IS SITUATED. THE ADDRESSES OF THE SUBJECT PROPERTY ARE 820 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024, 890 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024 AND 6024 JOHNSON STREET, HOLLYWOOD, FL 33024.
4. THE SUBJECT PROPERTY HAS DIRECT ACCESS TO STATE ROAD 7 (U.S. 441) AND JOHNSON STREET DEDICATED PUBLIC STREETS. THE WIDTH OF THE ADJACENT RIGHT-OF-WAYS ARE INDICATED BY PERPENDICULAR ARROWS ON THE SURVEY DRAWING TO CONFIRM THAT THE SUBJECT PROPERTY IS TIED TO SAME.
5. THE TOTAL NUMBER OF STRIPED PARKING SPACES ARE (80) REGULAR AND (4) ADA SPACES.
6. THERE WAS NO OBSERVABLE EVIDENCE OF A CEMETERY ON OR WITHIN 100-FEET OF THE SUBJECT PROPERTY.
7. THERE WAS NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK AND BUILDING CONSTRUCTION.
8. THERE WAS NO OBSERVABLE EVIDENCE OF SUBJECT PROPERTY USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
9. PROPERTY ADDRESS: 890 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024 – (PARCEL 1)
 820 NORTH STATE ROAD 7, HOLLYWOOD, FL 33024 – (PARCEL 2)
 6024 JOHNSON STREET, HOLLYWOOD, FL 33024 – (PARCEL 3)
10. THERE WAS NO OBSERVABLE EVIDENCE OF A LAKE LOCATED ON THE SUBJECT PROPERTY.
11. THERE WAS NO OBSERVABLE EVIDENCE OF WETLANDS LOCATED ON THE SUBJECT PROPERTY.
12. THERE ARE NO PROPOSED CHANGES IN THE STREET RIGHT-OF-WAY LINES AND NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
13. THE LAND SHOWN HEREON IS WHOLLY CONTAINED WITHIN FOLIO NUMBERS 514113-04-0110, 514113-04-0100 AND 514113-04-0090. SAID LANDS LYING IN THE CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA AND CONTAINING 132,642 SQUARE FEET OR 3.045 ACRES MORE OR LESS.

CERTIFICATION:

THE UNDERSIGNED, BEING A REGISTERED LAND SURVEYOR OF THE STATE OF FLORIDA, CERTIFIES TO:
 PINNACLE 441, LLC, A FLORIDA LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS;
 BANK OF AMERICA CDC SPECIAL HOLDING COMPANY, INC., A NORTH CAROLINA CORPORATION, ITS SUCCESSORS AND ASSIGNS, IN ITS CAPACITY AS SPECIAL MEMBER OF THE COMPANY
 BANK OF AMERICA, N.A., ITS SUCCESSORS AND ASSIGNS, IN ITS CAPACITY AS LENDER AND INVESTOR MEMBER OF THE COMPANY
 FIDELITY NATIONAL TITLE INSURANCE COMPANY;
 SHUTTS & BOWEN, LLP;
 BROWARD COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA, ITS SUCCESSORS AND ASSIGNS AS THEIR INTEREST MAY APPEAR;
 NEIGHBORHOOD LENDING PARTNERS OF FLORIDA, INC., ITS SUCCESSORS AND/OR ASSIGNS AS THEIR INTEREST MAY APPEAR

AS FOLLOWS

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b), 8, 9, 11(a), 11(b), 13, 14, 15, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 14, 2022.

DATE OF PLAT OR MAP: JUNE 21, 2022

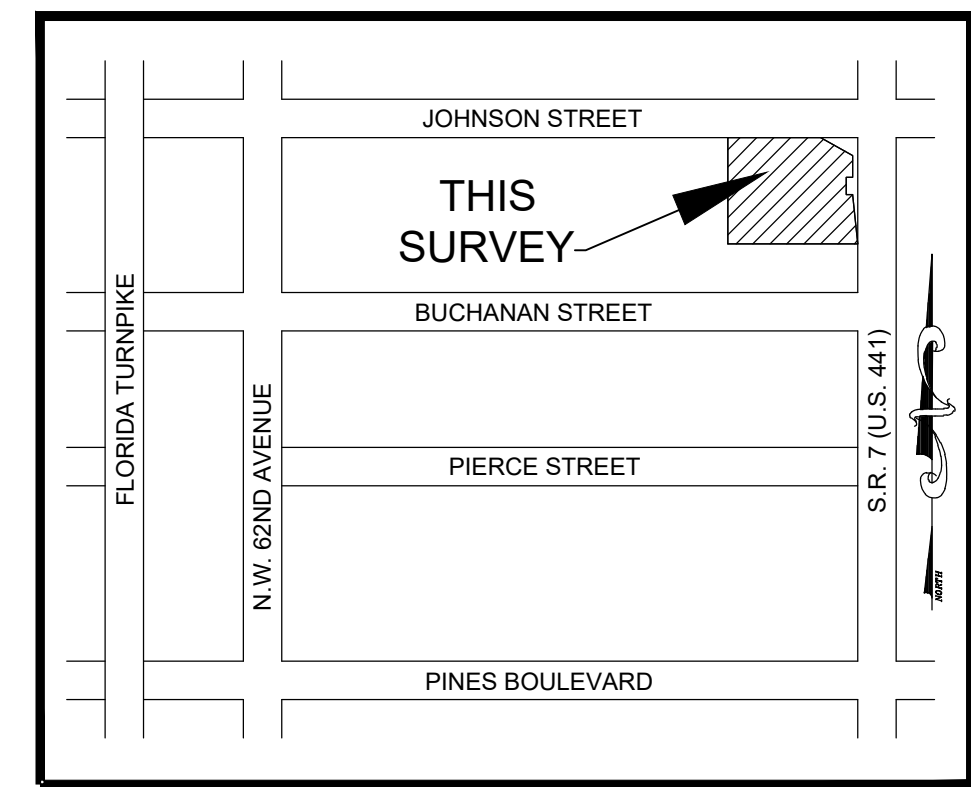
TIMOTHY H. GRAY
 PROFESSIONAL SURVEYOR AND MAPPER
 STATE OF FLORIDA REGISTRATION NO. 6604

AREA :

GROSS AREA: 171,540 SQUARE FEET OR 3.938 ACRES
 NET AREA: 132,642 SQUARE FEET OR 3.045 ACRES

LAND USE: (PROVIDED BY KEITH PLANNING DEPARTMENT)

TRANSIT ORIENTED CORRIDOR (TOC)



LOCATION SKETCH
 NOT TO SCALE

TITLE COMMITMENT EXCEPTIONS FIDELITY NATIONAL TITLE INSURANCE ORDER NUMBER: 10179692, REVISION NUMBER: G
 EFFECTIVE DATE JUNE 16, 2022 @ 11:00 P.M. SCHEDULE B-II

ENCUMBRANCE NUMBER	DESCRIPTION	AFFECTS		PLOTTED ON SURVEY		COMMENT
		YES	NO	YES	NO	
1	DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY...					NOT A SURVEY MATTER
2	TAXES AND ASSESSMENTS FOR THE YEAR 2022 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE.					NOT A SURVEY MATTER
3(b)	RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.					NOT A SURVEY MATTER
3(c)	ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETO FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.					NOT A SURVEY MATTER
3(d)	TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN BY THE PUBLIC RECORDS.					NOT A SURVEY MATTER
4	ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, F.S., IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY, FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND.					NOT A SURVEY MATTER
5	RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF PINE RIDGE ESTATES, RECORDED IN PLAT BOOK 24, PAGE 10, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.	X		X		NON PLOTTABLE MATTER
6	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED FEBRUARY 13, 1958 RECORDED IN OFFICIAL RECORDS, BOOK 1147, PAGE 22; SUBORDINATED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 49950, PAGE 1739 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO PARCEL 1)	X		X		FLORIDA POWER AND LIGHT COMPANY EASEMENT LINE FOR AERIAL GUYING.
7	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED APRIL 18, 1962 RECORDED IN OFFICIAL RECORDS, BOOK 2379, PAGE 491; SUBORDINATED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 49950, PAGE 1739 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO PARCEL 1)	X		X		FLORIDA POWER AND LIGHT COMPANY 12' SUBSURFACE EASEMENT.
8	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED APRIL 18, 1962 RECORDED IN OFFICIAL RECORDS, BOOK 2379, PAGE 497; SUBORDINATED BY SUBORDINATION OF UTILITY INTERESTS RECORDED IN OFFICIAL RECORDS BOOK 49950, PAGE 1739 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO PARCEL 1)	X		X		FLORIDA POWER AND LIGHT COMPANY EASEMENT LINE FOR AERIAL GUYING.
9	EASEMENT IN FAVOR OF FLORIDA POWER AND LIGHT COMPANY FILED NOVEMBER 13, 1970 RECORDED IN OFFICIAL RECORDS, BOOK 4349, PAGE 812 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO PARCEL 2)	X		X		FLORIDA POWER AND LIGHT COMPANY 5' SUBSURFACE EASEMENT.
10	INTENTIONALLY DELETED					
11	INTENTIONALLY DELETED					
12	CITY OF HOLLYWOOD PLANNING AND DEVELOPMENT BOARD RESOLUTION NO. 21-DP-15 RECORDED DECEMBER 6, 2021 UNDER INSTRUMENT NUMBER 117782912 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO ALL PARCELS)	X		X		NON PLOTTABLE MATTER
13	PENDING DISBURSEMENT OF THE FULL PROCEEDS OF THE LOAN SECURED BY THE MORTGAGE INSURED, THIS POLICY ONLY INSURES THE AMOUNT ACTUALLY DISBURSED, AND THE AMOUNT OF INSURANCE UNDER THIS POLICY SHALL INCREASE TO THE EXTENT OF SUCH DISBURSEMENT UP TO THE AMOUNT OF INSURANCE STATED IN SCHEDULE A, BUT NEITHER THE DATE OF POLICY NOR ANY PART OF THE POLICY SHALL BE DEEMED CHANGED BY VIRTUE OF SUCH DISBURSEMENT. (AS TO THE LOAN POLICY)					NOT A SURVEY MATTER
14	THE FOLLOWING MATTERS DISCLOSED BY SURVEY PREPARED BY KEITH, DATED MARCH 14, 2022, UNDER PROJECT NO. 11074.01: a) OVERHEAD UTILITY LINE ENCLOSED OVER THE SOUTH BOUNDARY LINE. b) CATCH BASINS, GREASE MANHOLE, IRRIGATION PUMP PAD AND STORM DRAIN MANHOLES LOCATED OUTSIDE EASEMENT AREAS THROUGHOUT THE PROPERTY.	X		X		AS SHOWN ON SURVEY
15	LIABILITY UNDER THIS POLICY IS PRESENTLY LIMITED TO THE PURCHASE PRICE OF THE LAND, BUT WILL INCREASE IN DIRECT PROPORTION TO THE ACTUAL COST OF IMPROVEMENTS ERRECTED THEREON AND FULLY PAID FOR. LIABILITY UNDER THIS POLICY SHALL NEVER EXCEED THE FACE AMOUNT OF THIS POLICY. THE EFFECTIVE DATE OF THIS POLICY WILL NOT CHANGE AND WILL BE AS STATED IN SCHEDULE A AS ARE ALL OTHER MATTERS.					NOT A SURVEY MATTER
16	DECLARATION IN LIEU OF UNITY OF TITLE RECORDED FEBRUARY 25, 2022 UNDER INSTRUMENT NUMBER 117966116 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO ALL PARCELS)	X		X		NON PLOTTABLE MATTER
17	DECLARATION OF RESTRICTIVE COVENANTS (AFFORDABLE HOUSING) RECORDED FEBRUARY 25, 2022 UNDER INSTRUMENT NUMBER 117966760 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (AS TO ALL PARCELS)	X		X		NON PLOTTABLE MATTER

SURVEY NOTES:

1. THE LAND DESCRIPTION SHOWN HEREON WAS PROVIDED BY THE CLIENT.
2. NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ENCRYPTED DIGITAL SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. LANDS SHOWN HEREON WERE ABSTRACTED FOR RIGHTS OF WAY, EASEMENTS, OWNERSHIPS OR OTHER INSTRUMENT OF RECORDS PER FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NUMBER 10179692, REVISION NUMBER G, WITH AN EFFECTIVE DATE OF JUNE 16, 2022 @ 11:00 P.M.
4. OTHER THAN AS SHOWN, THERE IS NO EVIDENCE THAT UNDERGROUND ENCROACHMENTS EXIST. HOWEVER A SUBSURFACE INVESTIGATION WAS NOT PERFORMED TO DETERMINE IF UNDERGROUND ENCROACHMENTS EXIST.
5. THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENTS OF POTENTIAL JURISDICTIONAL BOUNDARIES.
6. BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED BEARING OF NORTH 88°10'35" WEST ALONG THE SOUTH LINE OF LOT 12, BLOCK 2, PINE RIDGE ESTATES, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 24, ON PAGE 10 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.
7. IT IS A VIOLATION OF THE STANDARDS OF PRACTICE RULE 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
8. THIS SURVEY IS CLASSIFIED AS COMMERCIAL/HIGH RISK AND EXCEEDS THE MINIMUM RELATIVE DISTANCE ACCURACY OF 1 FOOT IN 10,000 FEET AS REQUIRED BY THE STANDARDS OF PRACTICE (5J-17, F.A.C.). THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF A CLOSED GEOMETRIC FIGURE WAS FOUND TO EXCEED THIS REQUIREMENT.
9. THE INTENDED DISPLAY SCALE OF THIS SURVEY IS 1" = 30' OR SMALLER.
10. THE EXPECTED VERTICAL ACCURACY OF THE INFORMATION SHOWN HEREON IS ±0.02' FOR HARD SURFACE ELEVATIONS AND 0.1' FOR SOFT SURFACE ELEVATIONS. THE EXPECTED HORIZONTAL LOCATION ACCURACY IS +/- 0.1'.
11. HORIZONTAL FEATURE LOCATION IS TO THE CENTER OF THE SYMBOL WHICH MAY HAVE BEEN ALTERED FOR CLARITY, ALL MAPPED FEATURES SHOWN HEREON WERE OBTAINED BY KEITH & ASSOCIATES, INC. FOR THE PURPOSE OF THIS SURVEY. DISTANCES SHOWN HEREON ARE IN U.S. FEET.
12. THE HORIZONTAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983 WITH THE NATIONAL SPATIAL REFERENCE SYSTEM 2011 ADJUSTMENT APPLIED (83/NSRS2011), TRANSVERSE MERCATOR, FLORIDA EAST ZONE.
13. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 1988). SAID ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY (NGS) BENCHMARKS. ORIGIN BENCHMARK BC 22 IS A BROWARD COUNTY BRASS DISC IN THE TOP OF A CONCRETE SIDEWALK 205 FEET +/- WEST OF THE CENTERLINE OF STATE ROAD 7 (U.S. 441) AND 108 FEET +/- SOUTH OF THE CENTERLINE OF JOHNSON STREET; ELEVATION = 10.19' AND BENCHMARK BC 21 IS A BROWARD COUNTY BRASS DISC IN THE TOP OF CONCRETE CURB, 85 FEET +/- WEST OF THE CENTERLINE OF STATE ROAD 7 (U.S. 441) AND 175 FEET +/- NORTH OF THE CENTERLINE OF TAFT STREET; ELEVATION = 13.77'.
14. THE OWNERSHIP OF FENCES AND PERIMETER WALLS SHOWN HEREON ARE NOT KNOWN AND THIS ARE NOT LISTED AS ENCROACHMENTS.
15. ACCORDING TO THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) MAP NO. 12011C0564H, EFFECTIVE DATE 8-18-2014, THIS PROPERTY LIES IN ZONE X 0.2% ANNUAL CHANCE FLOOD HAZARD, BASE FLOOD ELEVATION (NONE) AND ZONE AH, BASE FLOOD ELEVATION (10).
16. UNLESS OTHERWISE NOTED THE UTILITY LINES SHOWN HEREON REPRESENT A LOCATED SURFACE DESIGNATION (PAINT MARK OR FLAG) AS MARKED BY KEITH & ASSOCIATES' SUBSURFACE UTILITY ENGINEERING DIVISION. THE HORIZONTAL ACCURACY STATEMENT SHOWN IN NOTE 10 PERTAINS ONLY TO THE LOCATION OF THE PAINT MARK OR FLAG AND NOT THE ACTUAL UTILITY LOCATION.
17. PER CITY OF HOLLYWOOD REQUIREMENTS, THE GROSS AREA SHOWN HEREON CONSISTS OF THE LAND DESCRIPTION AREA TOGETHER WITH THE ADJACENT ROADWAYS RIGHT-OF-WAY AREA LIMITED TO THE CENTERLINES.

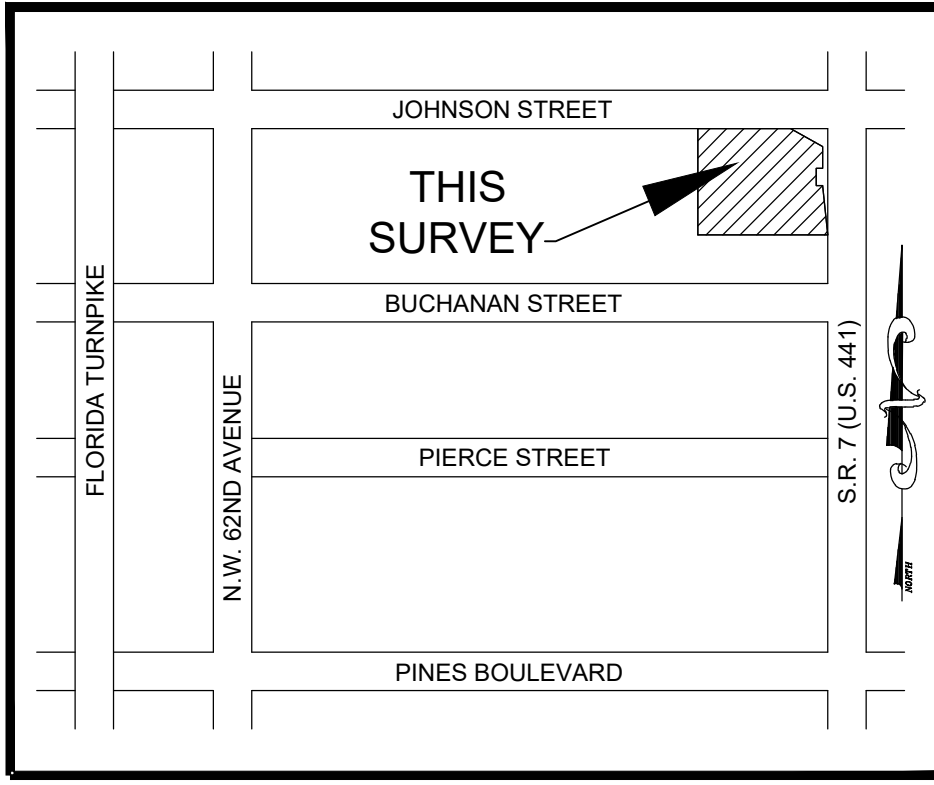
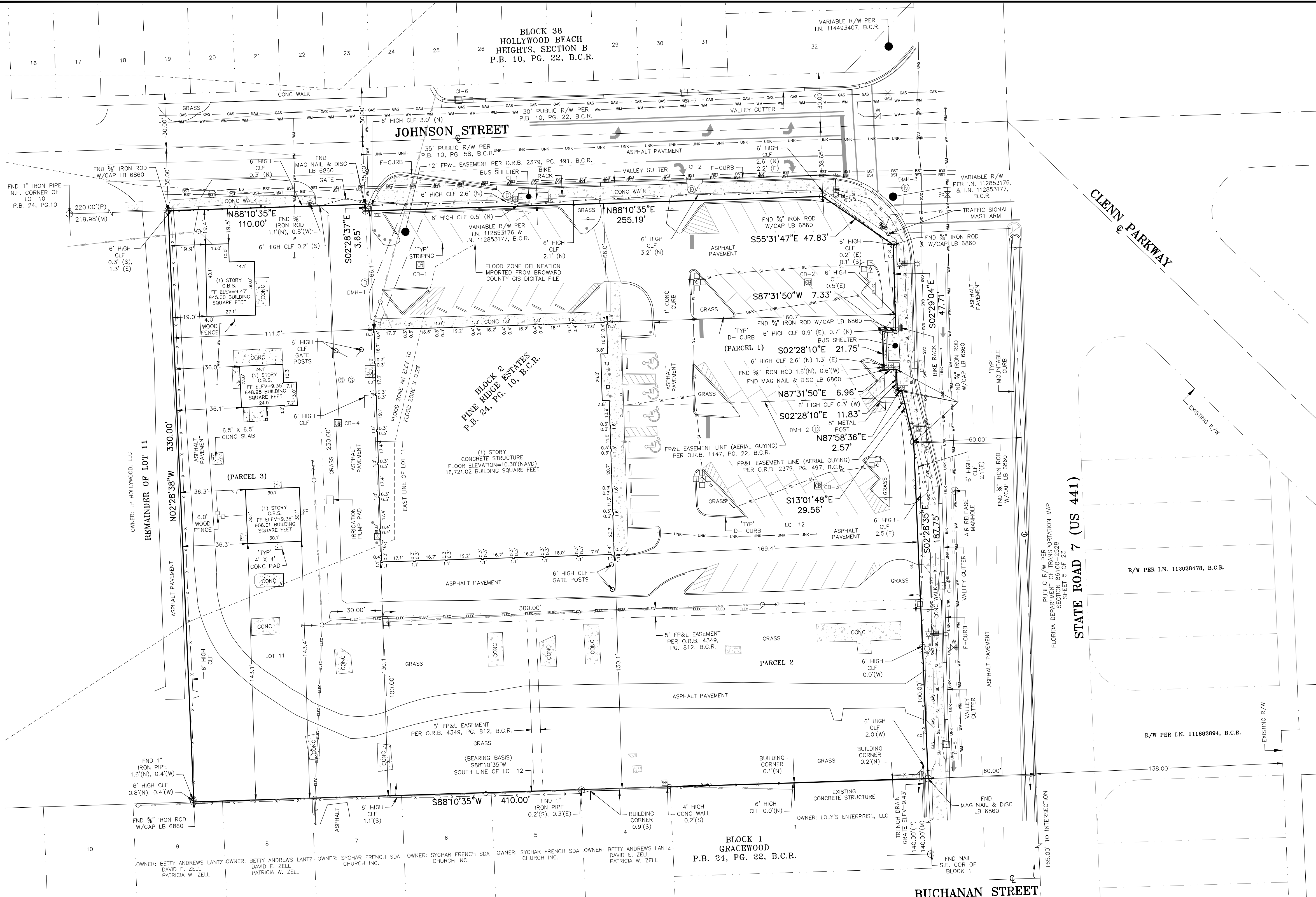
DATE	REVISION	BY
5/1/21	UPDATED PER CITY COMMENTS	S.M.
10/29/21	UPDATED TITLE COMMITMENT	S.M.
3/14/22	UPDATED TITLE COMMITMENT	S.M.
5/31/22	UPDATED TITLE COMMITMENT	S.M.
6/7/22	UPDATED TITLE COMMITMENT	S.M.

DATE: 1/22/2021
 SCALE: 1" = 30'
 FIELD BOOK: 587
 DRAWN BY: S.M.
 CHECKED BY: T.G.

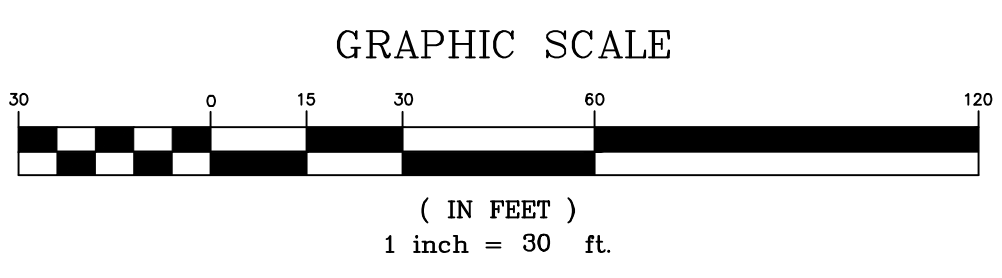
KEITH
 301 EAST ATLANTIC BOULEVARD
 POMPANO BEACH, FLORIDA 33060-6643
 (954) 788-3400 FAX (954) 788-3500
 EMAIL: mail@KEITHteam.com LB NO. 6860

ALTA/NSPS LAND TITLE SURVEY
 PINNACLE 441
 A PORTION OF LOTS 11 AND 12, PINE RIDGE ESTATES
 PLAT BOOK 24, PAGE 10, B.C.R.
 CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA

SHEET 1 OF 2
 PROJECT NUMBER
 11074.01



LOCATION SKETCH
NOT TO SCALE



UTILITY TABLE:

STRUCTURE	RIM ELEV	PIPE SIZE & TYPE	INVERT ELEV	BOTTOM OF BOX	COMMENT
DRAINAGE MANHOLE-1	9.37'	8" RCP	N/A (NE)		BOTTOMLESS STRUCTURE
DRAINAGE MANHOLE-2	9.25'	12" RCP	6.43 (S)		BOTTOMLESS STRUCTURE
DRAINAGE MANHOLE-3	10.34'	18" RCP	2.22 (S)	1.92'	
CATCH BASIN-1	8.99'	8" RCP	7.05 (SW)	5.49'	
CATCH BASIN-2	8.90'	12" RCP	6.87 (S)	3.04'	
CATCH BASIN-3	8.95'	12" RCP	7.01 (W)	5.90'	
CATCH MANHOLE-4	8.66'	12" RCP	6.84 (N)	6.74'	
CURB INLET-1	9.78'	18" RCP	2.90 (N)		RM ELEVATION IS THE RM OF THE MANHOLE
CURB INLET-2	10.06'	18" RCP	2.71 (E)	2.19'	RM ELEVATION IS THE RM OF THE MANHOLE
CURB INLET-3	9.58'	18" RCP	2.08 (N)	1.68'	
CURB INLET-4	8.93'	18" RCP	4.69 (S)	0.84'	
CURB INLET-5	9.19'	18" RCP	4.89 (N)		
CURB INLET-6	9.81'	18" RCP	3.22 (S)	2.55'	
CURB INLET-7	10.06'	18" RCP	2.93 (S)	2.56'	

LEGEND:

- | | | | |
|--------|---------------------------------------|--------------------------|------------------|
| B.C.R. | BROWARD COUNTY RECORDS | BELL SOUTH MANHOLE | WATER METER |
| BM | BENCHMARK | BENCHMARK | WATER VALVE |
| CB | CATCH BASIN | BOLLARD | CONCRETE |
| CI | CURB INLET | CATCH BASIN | WOOD |
| CLF | CHAIN LINK FENCE | CLEANOUT | CHAIN LINK FENCE |
| CONC | CONCRETE | DOUBLE POST SIGN | WOOD FENCE |
| DMH | DRAINAGE MANHOLE | ELECTRIC HAND HOLE | BST |
| ELEV | ELEVATION | FIRE HYDRANT | ELEC |
| FND | FOUND | GREASE MANHOLE | GAS |
| FP&L | FLORIDA POWER AND LIGHT COMPANY | GUY WIRE ANCHOR | SL |
| GIS | GEOGRAPHIC INFORMATION SYSTEM | IRRIGATION CONTROL VALVE | TS |
| ICV | IRRIGATION CONTROL VALVE | IRON PIPE | UNK |
| I.N. | INSTRUMENT NUMBER | IRON ROD | WM |
| INV. | INVERT | MAIL BOX | |
| IRC | IRON ROD WITH CAP | METAL LIGHT POLE | |
| LB | FLORIDA LICENSED BUSINESS NUMBER | METAL LIGHT POLE | |
| (M) | MEASURED | METAL LIGHT POLE | |
| NAVD | NORTH AMERICAN VERTICAL DATUM OF 1988 | SINGLE POST SIGN | |
| O.R.B. | OFFICIAL RECORDS BOOK | STORM DRAIN MANHOLE | |
| (P) | PLAT | TRAFFIC SIGNAL BOX | |
| P.B. | PLAT BOOK | | |
| PG. | PAGE | | |
| PVC | POLYVINYL CHLORIDE PIPE | | |
| RCP | REINFORCED CONCRETE PIPE | | |
| R/W | RIGHT-OF-WAY | | |
| 'TYP' | TYPICAL | | |

KEITH
 301 EAST ATLANTIC BOULEVARD
 POMPANO BEACH, FLORIDA 33060-6643
 (954) 788-3400 FAX (954) 788-3500
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 PLAT BOOK 24, PAGE 10, B.C.R.
 CITY OF HOLLYWOOD, BROWARD COUNTY, FLORIDA

DATE	REVISION	BY
5/4/21	UPDATED PER CITY COMMENTS	S.M.
10/29/21	UPDATED TITLE COMMITMENT	S.M.
3/14/22	UPDATED TITLE COMMITMENT	S.M.
5/31/22	UPDATED TITLE COMMITMENT	S.M.
6/7/22	UPDATED TITLE COMMITMENT	S.M.

DATE	1/22/2021
SCALE	1" = 30'
FIELD BOOK	587
DRAWN BY	S.M.
CHECKED BY	T.G.

CONSTRUCTION SPECIFICATIONS

Section 20 - General Specifications Paving Grading Drainage and Earthwork

20.General

20.1. It is the intent of these specifications to describe the minimum acceptable technical requirements for the materials and workmanship for construction of site improvements for this project. Such improvements may generally include, but not to be limited to, clearing, grading, paving, removal of existing pavement storm drainage, water lines and sanitary sewers.

20.2. It is the intent that the Florida Department of Transportation (FDOT) "Standard Specifications for Road and Bridge Construction: (current edition) together with "Supplemental Specifications to the Standard Specifications for Road and Bridge Construction" (current edition), and the FDOT Roadway and Traffic Design Standards (current edition) be used where applicable for the various work, and that where such wording therein refers to the State of Florida and its Department of Transportation and personnel, such wording is intended to be replaced with the wording which would provide proper terminology; thereby making such "Standard Specifications for Road and Bridge Construction" together with the "FDOT Roadway and Traffic Design Standards" as the "Standard Specifications" for this project. If within a particular section, another section, article or paragraph is referred to, it shall be part of the Standard Specifications also. The Contractor shall abide by all local and State laws, regulations and building codes which have jurisdiction in the area.

20.3. The Contractor shall furnish all labor, materials and equipment and perform all operations required to complete the construction of a paving and drainage system as shown on the plans, specified herein, or both. It is the intent to provide a complete and operating facility in accordance with these specifications and the construction drawings. The material and equipment shown or specified shall not be taken to exclude any other incidentals necessary to complete the work.

20.4. All labor, materials, and methods of construction shall be in strict accordance with the plans and construction specifications and the minimum engineering and construction standards adopted by the unit of government which has jurisdiction and responsibility for the construction. Where conflicts or omissions exist, the jurisdictional government Engineering Department's standards shall govern. Substitutions and deviations from plans and specifications shall be permitted only when written approval has been issued by the Engineer.

20.5. Guarantee - all materials and equipment to be furnished and/or installed by the Contractor under this contract, shall be guaranteed for a period of (1) one year from the date of final acceptance thereof, against defective materials, design and workmanship. Upon receipt of notice from the owner of failure of any part of the guaranteed equipment or materials, during the guarantee period, the affected part or materials shall be replaced promptly with new parts or materials by the contractor, at no expense to the owner. In the event the Contractor fails to make necessary replacement or repairs within (7) seven days after notification by the owner, the owner may accomplish the work at the expense of the contractor.

21.Earthwork

21.1. All areas within the project limits shall be cleared and grubbed prior to construction. This shall consist of the complete removal and disposal of all trees, brush, stumps, roots, grass, weeds, rubbish and all other obstructions resting on or protruding through the surface of the existing ground to a depth of 1'. All work shall be in accordance with section 110 of the Standard Specifications.

21.2. None of the existing limerock material from demolished pavement is to be incorporated in the new limerock base, unless noted in plans. The existing limerock material from demolished pavement may be incorporated into the stabilized subgrade / subbase, or stabilized shoulder.

21.3. Fill material shall be classified as A-1, A-3, or A-2-4 in accordance with AASHTO N-145 and shall be free from vegetation and organic material. Not more than 12% by weight of fill material shall pass the no. 200 sieve.

21.4. All fill material in areas not to be paved shall be compacted to 95% of the maximum density as determined by AASHTO T-99.

21.5. All material of construction shall be subject to inspection and testing to establish conformance with the specifications and suitably for the uses intended. The Contractor shall notify the Engineer at least 24 hours prior to the time he will be ready for an inspection or test. The Contractor shall follow City and County inspection procedures. The Contractor shall not proceed with any phase of work dependent on an inspection or test of an earlier phase of work, prior to that test or inspection passing. The Contractor shall be responsible for providing certified material test results to the Engineer of record prior to the release of final certification by the Engineer. Test results must include, but may not be limited to, densities for subgrade and limerock, utilities, excavation, asphalt gradation reports, concrete cylinders, etc.

21.6. When encountered, muck shall be completely removed from the center line (10) ten feet beyond the edge of pavement each side. All such material shall be replaced by approved granular fill.

21.7. When encountered within drainage swales, hardpan shall be removed to full depth for a width of (5) five feet at the invert and replaced with granular materials.

21.8. All underground utilities and drainage installations shall be in place prior to subgrade compaction and pavement construction.

21.9. Ground adjacent to roadway/pavement having runoff shall be graded (2) two inches lower than the edge of pavement to allow for the placement of sod.

21.10.Site grading elevations shall be within 0.1' of the required elevation for non paved areas and all areas shall be graded to drain without ponding.

21.11.The Contractor shall perform all excavation, fill, embankment and grading to achieve the proposed plan grades including typical road sections, side slopes and canal sections. All work shall be in accordance with section 120 of the Standard Specifications. If fill material is required in excess of that generated by the excavation, the Contractor shall supply this material as required from off-site.

21.12.A 2" blanket of top soil shall be placed over all areas to be sodded or seeded and mulched within the project limits unless otherwise indicated on the plans.

21.13.Sod shall be St. Augustine unless otherwise indicated on the plans, and shall be placed on the graded top soil and watered to insure satisfactory condition upon final acceptance of the project.

22.Drainage

22.1. Inlets - all inlets shall be the type designated on the plans, and shall be constructed in accordance with section 425 of the Standard Specifications. All inlets and pipe shall be protected during construction to prevent siltation in the drainage systems by way of temporary plugs and plywood or plastic covers over the inlets. The entire drainage system shall be cleaned of all debris prior to final acceptance.

22.2. Pipe specifications: the material type is shown on the drawings by one of the following designations:

- RCP = reinforced concrete pipe, ASTM designation C-76, section 941 of the Standard Specifications.
• CMP = corrugated metal (aluminum) pipe, ASTM designation M-196.
• CMP (smooth lined) = corrugated metal aluminum pipe, (smooth lined) ASTM

designation M-196.

- SCP = slotted concrete pipe, sections 941 and 942, of the Standard Specifications.
• PVC = polyvinyl chloride pipe.
• PCMP = perforated cmp, section 945, of the Standard Specifications
• Corrugated High Density Polyethylene Pipe (HDPE) (12 Inches to 60 Inches), shall meet the requirements of FDOT Specification section 948-2.3.

22.3. Pipe backfill - requirements for pipe backfill crossing roads or parking areas shall be as defined in the section 125-8, of the Standard Specifications. Pipeline backfill shall be placed in 6 inch lifts and compacted to 100% of the standard proctor (AASHTO T-99 specifications)

22.4. Location of drainage structures shall govern, and pipe length may have to be adjusted to accomplish construction as shown on these plans.

22.5. Distance and lengths shown on plans and profile drawings are referenced to the inner walls of structures.

22.6. Filter fabric shall be Mirafi, Typar or equal conforming to section 985 of the Standard Specifications.

23.Asphalt Paving

23.1. Where new asphalt meets existing asphalt, the existing asphalt shall be saw cut to provide a straight even line. Prior to removing curb or gutter, the adjacent asphalt shall be saw cut to provide a straight even line.

23.2. Internal asphalt paving constructed on existing sandy soils shall be constructed with a 12" subgrade, compacted to a minimum density of 100% maximum density as determined by AASHTO T-99. The compacted subgrade shall be constructed in the limits shown on the plans. All subgrade shall have an LBR of 40 unless otherwise noted.

23.3. Asphaltic concrete surface course shall be constructed to the limits shown on the plans. The surface course shall consist of the thickness and type asphaltic concrete as specified in the plans. All asphaltic concrete shall be in accordance with sections 320, 327, 330, 334, 336, 337, 337, 338, 339 and 341 of the Standard Specifications.

23.4. Limerock base shall be prepared, compacted and graded and shall be in accordance with section 200 of the Standard Specifications. All limerock shall be compacted to 98% per AASHTO T-180 and have not less than 70% of carbonates of calcium and magnesium unless otherwise designated. The Engineer shall inspect the completed base course and the Contractor shall correct any deficiencies and clean the base course prior to the placement of the prime coat. A tack coat will also be required if the Engineer finds that the primed base has become excessively dirty or the prime coat has cured to the extent of losing bonding effect prior to placement of the asphaltic concrete surface course. The prime and tack coats shall be in accordance with section 300 of the Standard Specifications.

23.5. Limerock base material shall be placed in maximum 6" lifts. Bases greater than 6" shall be placed in two equal lifts. If, through field tests, the Contractor can demonstrate that the compaction equipment can achieve density for the full depth of a thicker lift, and if approved by the engineer, the base may be constructed in successive courses of not more than 8 inches (200 mm) compacted thickness.

23.6. Asphalt edges that are not curbed shall be saw cut to provide a straight even line to the dimensions shown on plans.

24.Concrete Construction

24.1. Concrete sidewalk shall be in accordance with section 522 of the Standard Specifications and in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 310. Concrete sidewalk shall be 4" thick, unless otherwise noted and constructed on compacted subgrade, with 1/2" expansion joints placed at a maximum of 75', unless otherwise noted on plans. Crack control joints shall be 5' on center. All concrete sidewalks that cross driveways shall be 6" thick, unless otherwise noted on plans.

24.2. Sidewalk Curb ramps hall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 304.

24.3. Concrete curb shall be constructed to the limits shown on the plans. The concrete shall have a minimum compressive strength of 2500 PSI at 28 days and shall be in accordance with section 520 of the Standard Specifications. Concrete curbing shall be in accordance with F.D.O.T. Roadway and Traffic Design Standards, index no. 300.

Section 30 - Water distribution and sanitary sewer force mains.

30. Materials:

Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.

30.1. All water main pipe, including fittings, shall be color coded or marked using blue as a predominant color to differentiate drinking water from reclaimed or other water. Underground plastic pipe shall be solid-wall blue pipe, shall have a co-extruded blue external skin, or shall be white or black pipe with blue stripes incorporated into, or applied to, the pipe wall; and underground metal or concrete pipe shall have blue stripes applied to the pipe wall. Pipe striped during manufacturing of the pipe shall have continuous stripes that run parallel to the axis of the pipe, that are located at no greater than 90-degree intervals around the pipe, and that will remain intact during and after installation of the pipe. If tape or paint is used to stripe pipe during installation of the pipe, the tape or paint shall be applied in a continuous line that runs parallel to the axis of the pipe and that is located along the top of the pipe; for pipes with an internal diameter of 24 inches or greater, tape or paint shall be applied in continuous lines along each side of the pipe as well as along the top of the pipe.

30.2. Ductile iron pipe for water distribution mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 52 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. The pipe shall be adapted for use with class 250 fittings for all sizes. Water main shall be colored blue in accordance with Florida State Statutes.

30.3. Ductile iron pipe for sewage force mains shall conform to ANSI/AWWA standard C151/A21.51 latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with a minimum wall thickness of class 52 (pressure class 350) unless otherwise noted in the plans. Ductile iron pipe shall be interior ceramic epoxy lined and exterior coated with the manufacturer's coating system (Protecto 401 ceramic epoxy with a minimum dry film thickness of 40 mils and an outside coating of either coal tar epoxy or asphalt). Cement mortared linings are not appropriate for this application.

30.4. All pipe & fittings on the lift station sites shall be ductile iron conforming to the same specifications as above for sewage force mains except that flanged ductile iron pipe & fittings shall be used inside valve pits and wet wells. Flanged pipe and fittings shall conform to ANSI/AWWA C115/a21.15 latest revision and ANSI/AWWA C110/A21.10 latest revision. The following thickness classes shall be adhered to: all sizes class 52.

30.5. PVC pressure pipe for sizes 4" through 12" and shall conform to ANSI/AWWA standard C900 latest revision. PVC pressure pipe shall be made from class 12454-a or class 12454-b virgin material and conform with the outside diameter of cast iron pipe with a minimum wall thickness of dr series 18. Ultra violet degradation or sun bleached pipe will be cause for rejection. Water main shall be colored blue in accordance with Florida State Statutes. Force main shall be impregnated with green pigment. Reuse main shall be impregnated with purple pigment.

30.6. Ductile iron fittings for water distribution mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be cement lined and seal coated in accordance with ANSI/AWWA standard C104/A21.4 latest revision. Water Main fitting shall be colored blue in accordance with Florida state statutes.

30.7. Cast iron and ductile iron fittings for sewage force mains shall conform to ANSI/AWWA standard C110/A21.10 latest revision. Fittings 4" and larger shall be coated in accordance with the requirements of ductile iron pipe for sewage force mains.

30.8. Joints for bell and spigot ductile iron pipe and fittings shall conform to ANSI/AWWA standard C111/A21.11 latest revision. Mechanical joint or push-on joint to be rubber gasket compression-type. Special fittings and joints shall be considered for specific installation subject to the approval of the engineer.

30.9. Joints for PVC pressure pipe shall be bell and spigot push-on rubber gasket type only. No solvent weld or threaded joints will be permitted.

30.10. Water distribution system restraint: all fittings and specific pipe joints shall be restrained as outlined below:

- Joint restraint
• Push-on P.V.C. EBAA iron series 1600
• Push-on DIP EBAA iron series 1700
• tr-flex by U.S. Pipe or
• flex ring by American
• Fittings w/ DIP EBAA iron series 1100 megalug
• Fittings w/ P.V.C. EBAA iron series 2000 megalug
• Length of restrained pipe shall be as indicated on restrained joint pipe detail. (see water & sewer detail sheet)

30.11. Sewage force main system restraint: all fittings and specific pipe joints shall be restrained as outlined below

- Joint restraint
• Push-on P.V.C. EBAA iron series 1600
• Push-on DIP EBAA iron series 1700
• tr-flex by U.S. Pipe or
• flex ring by American
• Fittings w/ DIP EBAA iron series 1100 megalug
• Fittings w/ P.V.C. EBAA iron series 2000 megalug
• Length of restrained pipe shall be as indicated on restrained joint pipe detail. (see water & sewer detail sheet)

30.12. Water distribution valves shall be gate valves, iron body, fully resilient seat bronzed mounted non-rising stem, rated at 200 PSI and conforming to ANSI/AWWA C509 latest revision, and shall have mechanical joints.

30.12.1. Gate valves 4" and larger shall be Mueller A-2360, American 250 line or Clow F-6100, conforming to ANSI/AWWA C500 latest revision or approved equal.

30.12.2. Tapping valves shall be Mueller T-2360 or approved equal.

30.12.3. Gate valves 3" or less shall be Nibco T-133 or T-136 with malleable hand wheels or approved equal.

30.13. Tapping sleeves shall be Mueller H615, Clow F- 2505 or approved equal.

30.14. Valve boxes shall be U.S. foundry 7500 or approved equal painted blue with the designation "water".

30.15. Retainer glands for DIP shall conform to ANSI/AWWA C111/A21.11 latest revision. All glands shall be manufactured from ductile iron as listed by underwriters laboratories for 250 psi minimum water pressure rating. Clow corporation model f-1058, standard fire protection equipment company or approved equal.

30.16. Dresser couplings shall be regular black couplings with plain gaskets for galvanized steel pipe. They shall be dresser style 90. No substitutions allowed.

30.17. Fire hydrants shall be Mueller centurion traffic type A-423 with 5 1/4" internal valve opening or approved equal. Pumper nozzle to be 18" from finished grade. All hydrants to be installed with control valve. Retainer glands are preferred for restraining. Fire hydrant shall comply with ANSI/AWWA C502 latest revision. Fire hydrants shall be painted in accordance with NFPA #291 or per agency standards having jurisdiction. Blue raised reflective pavement marker (rpm) shall be used to identify fire hydrant location. The placement of the rpm to be at the centerline of the outside roadway lane.

30.18. Sewage force main valves shall be plug valves which shall be of the non-lubricated, eccentric type with resilient faced plugs, port areas for valves 20 inches and smaller shall be at least 80% of full pipe area. Port area of valves 24 inches and larger shall be at least 70% of full pipe area. The body shall be of semi-steel (ASTM A-126 C1.b) and shall have bolted bonnet which gives access to the internals of the valve. Seats shall be welded overlay of high nickel content or a stainless steel plate locked in the body cavity. If a plate is used, it shall be replaceable through the bonnet access. Bearings shall be permanently lubricated of stainless steel, bronze or Teflon lined, fiber glass backed Duralon. Bearing areas shall be isolated from the flow with grit seals. Valves shall have packing bonnets where the shaft protrudes from the valve and the packing shall be self-adjusting chevron type which can be replaced without removing the bonnet. All nuts, bolts, springs and washers shall be stainless steel.

30.19. Plug valves shall be designed for a working pressure of 150 PSI the valve and actuator shall be capable of satisfactory operation in either direction of flow against pressure drops up to and including 100 PSI (for plug valves over 12" in diameter). Valves shall be bubble tight in both directions at 100 psi differential. Plug valves over 12" in diameter shall have worm gear operators. The operating mechanism shall be for buried service with a 2 inch square operating nut.

30.20. Plug valves are to be installed with the seat pointed towards the upstream flow, when specified.

30.21. Swing check valves for water, sewage, sludge, and general service shall be of the outside lever and spring or weight type, in accordance with ANSI/AWWA C 508 latest revision swing-check valves for waterworks service, 2" through 24" NPS, unless otherwise indicated, with full-opening passages, designed for a water-working pressure of 150 PSI they shall have a flanged cover piece to provide access to the disc.

30.22. High density polyethylene pipe (HDPE) for water distribution mains shall conform to AWWA C906 standard, latest revision. Pipes shall be color-coded blue, minimum 40 feet standard lengths.

31. Service connection:

31.1. Service saddles shall be fusion bonded plastic coated ductile iron (ASTM A536) with stainless steel straps, saddles shall be double strap type.

31.2. Service lines shall be polyethylene (PE 3408), 200 p.s.i rated. DR9. Pipe joints shall be of the compression type totally confined grip seal and coupling nut.

31.3. Corporation stops shall be manufactured of brass alloy in accordance with ASTM B-62 with threaded ends, as manufactured by Ford ballcorp, catalog # 1100 or approved equal.

31.4. Curb stops shall be Ford v63-44w-x" latest revision or approved equal.

31.5. Meter stops shall be 90 degree locking type and shall be of bronze construction in accordance FV63-777W" latest revision with ASTM B-62. Meter stops shall be closed bottom design and resilient "O" ring sealed against external leakage at the top. Stops shall be equipped with a meter coupling nut on the outlet sides, as manufactured by Ford or approved equal.

32. Installation:

32.1. Where restrained pipe joints are required due to fittings, appurtenances, etc., pipe material shall be DIP

32.2. All PVC pipe shall be installed in accordance with the uni-bell plastic pipe association "guide for installation of PVC pressure pipe for municipal water distribution system," and ANSI/AWWA C605-xx latest revision standard.

32.3. All DIP shall be installed in accordance with ANSI/ C600-xx latest revision.

32.4. All water mains shall typically be laid with a minimum 36" cover for PVC and 30" cover for DIP.

32.5. Detector tape shall be laid 18 inches above all water and sewer lines. A 14 gauge multi-strand wire shall be attached to all nonconductive water mains to facilitate location. An extra 4 feet of wire shall be provided at all valves, blow-offs, hydrants, etc. The wire shall be tested for continuity at the pressure test.

32.6. Pipe deflection shall not exceed 50% of the maximum deflection recommended by the manufacturer.

32.7. A continuous and uniform bedding shall be provided. Backfill material shall be placed in accordance with the plans and specifications.

32.8. All valves shall be installed with adjustable cast iron valve boxes with the word "water" or "sewer", as applicable, cast in the cover. U.S. foundry or approved equal.

33. Testing:

33.1. Before any physical connections and acceptance for operation to the existing water mains are made, the complete water system shall be flushed, pressure tested and disinfected. Copies of passing bacteriological results and pressure test results must be submitted to, and approved by, the engineer, utility owner, and health department. Hydrostatic testing of new mains shall be performed at a minimum starting pressure of 150 PSI for two hours in accordance with ANSI/AWWA C600-05 (hydrostatic test). The pressure test shall not vary more than 5 PSI during the test. The allowable leakage during the pressure test shall be less than the number of gallons per hour as determined by the formula: L = (sd(p)1/2)/148,000.

In which L equals the allowable leakage in gallons per hour. S equals length of pipe (linear feet), d equals nominal diameter of pipe (inches) and p equals the average test pressure (pounds per square inch gauge). Maximum length of test pipe section should be 2000 feet. The water system shall be disinfected in accordance with the ANSI/AWWA C651-05 (water main bacteriological tests).

33.2. The pressure test shall be witnessed by a representative of the utility owner and the engineer of record.

33.3. For water distribution pipes, sampling points shall be provided by the contractor at the locations shown on the plans.

33.4. For water distribution pipes, disinfection and bacteriological testing shall be in accordance with ANSI/AWWA C651-14 (water main bacteriological tests). Maximum distance between sampling points shall be as follows:

- Transmission mains: every 1200 feet
• Branch mains: every 1000 feet
• Isolated mains < 1000 feet: 2 sample points
• Isolated mains > 1000 feet: 3 sample points

Section 40 - Gravity Sanitary Sewer Collection System

40.General:

40.1. Manhole, valve box, meter box and other structure rim elevations within the limits of construction are to be adjusted to conform to plan grades proposed in these plans. If no other individual cost item is included in the contract schedule for a particular structure adjustment.

40.2. Distance and lengths shown on plans and profile drawings are referenced to the center of structures.

41. Materials:

Note: If materials list here on are in conflict with utility owner, material owner requirements shall govern.

41.1. All PVC sewer pipe and fittings shall be non-pressure polyvinyl chloride (PVC) pipe conforming to ASTM D 3034, SDR 26, with push-on rubber gasket joints.

41.2. Ductile iron pipe shall conform to ANSI/AWWA C151/A21.51-xx latest revision, "ductile iron pipe centrifugally cast in metal molds or sand-lined molds" with wall thickness class 51 for 8" and above, class 52 for 4" and 6", unless otherwise directed by the engineer. Ductile iron pipe shall be epoxy lined or coated with the manufacturer's coating system as approved by the engineer of record and the local municipality or utility owner. In either case, the engineer's review and approval is required for either alternative prior to construction. Cement mortared linings are not appropriate for this application.

41.3. All ductile iron fittings shall conform to ANSI/AWWA standard C110/A21.10-xx latest revision. All fittings and accessories shall be epoxy lined and as manufactured or supplied by the pipe manufacturer or approved equal.

41.4. Manholes shall be precast per ASTM C 478 and in accordance with the plans and specifications.

41.5. Manholes are to be sealed with type II sulphate resistant cement or approved equal - no molding plaster.

41.6. Joints for bell and spigot ductile iron pipe and fittings shall conform to ANSI/AWWA standard C111/A21.11-xx latest revision. Mechanical joint or push-on joint to be rubber gasket compression-type.

41.7. PVC clean-outs to have screw type access plug. Long radius wye connections and fittings shall be used in order to access clean-out operations.

41.8. Cleanouts shall be installed at all sewer services exceeding 75' in length (every 75') with a clean out at the property line, easement line, or 5' from a building. The contractor shall coordinate the location of the building cleanout (5' from the building) and elevation of the end of the sewer service with the building plumbing contractor. Cleanouts shall be the same size as the service lateral in which they are installed.

42. Installation:

42.1. PVC sewer pipe shall be laid in accordance with ASTM D 2321 and the Uni-Bell plastic pipe association's "recommended practice for the installation of PVC sewer pipe."

42.2. DIP shall be installed in accordance with ANSI/AWWA C-600-xx latest revision.

42.3. Pipe to manhole connection to be Fernco neoprene boot couplings with stainless steel accessories or approved equal.

42.4. Manholes shall be set plumb to line and grade on firm subgrade providing uniform bearing under the base.

42.5. All openings and joints shall be sealed watertight.

42.6. Two coats of Koppers 300-m, first red, second one black, shall be applied to the inside of all manholes and shall be applied in accordance with the manufacturer's specifications (16 mils per coat). Coating as required by utility owner or engineer shall be applied to the outside of the manhole. The interior coats shall be applied after sewer lamping of lines. After the application of each coat, the utility owner and engineer shall inspect the manholes. The inspection shall be scheduled a minimum of 48 hours prior to

inspection.

43. Testing: Testing of gravity sewer mains and laterals shall be in accordance with the utility owner's minimum design and construction standards latest revision.

43.1. After construction of the sewer system, the engineer may require a visual infiltration and/or exfiltration test to be performed on the entire system or any part thereof.

43.2. An air test may be substituted for the water exfiltration test, upon approval of the engineer.

43.3. The allowable limits of sewer pipe leakage for gravity sewer mains shall not exceed 100 gallons per inch of inside pipe diameter per mile per day for any section tested. No visible leakage shall be allowed.

43.4. The installed sewers may require video inspections.



301 East Atlantic Blvd. Pompano Beach, FL 33060 PH: (954) 788-3400

Florida Certificate of Authorization: 7928 Licensed Business Number: 6860

Table with 3 columns: NO., DESCRIPTION, DATE. Contains multiple empty rows for revisions.

PRELIMINARY PLAN NOT FOR CONSTRUCTION THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS. RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

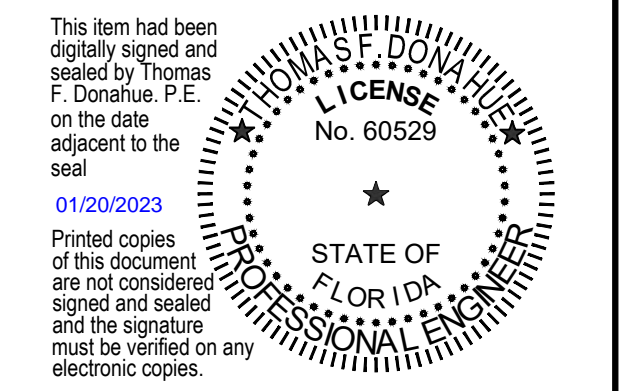
ISSUE DATE: AUGUST 2022

DESIGNED BY: MC/BI/CL

DRAWN BY: BI/CL

CHECKED BY: TD/MC

BID-CONTRACT:



THOMAS F. DONAHUE, P.E. FLORIDA REG. NO. 60529 (FOR THE FIRM)

CLIENT



PROJECT

PINNACLE 441 PHASE 2

SHEET TITLE

CONSTRUCTION SPECIFICATIONS

SHEET NUMBER GI-002

PROJECT NUMBER 11074.03

Plotted By: clobuis on Monday, December 19, 2023 6:15:36 PM

Drawing name: S:\11074.03 - Pinnacle 441 - Phase 2, Hollywood - Pinnacle 441 Phase 2 LLC\Engineering\Cadd\11074.03-GI-002-XXX.dwg

STATUS: PRELIMINARY TAC



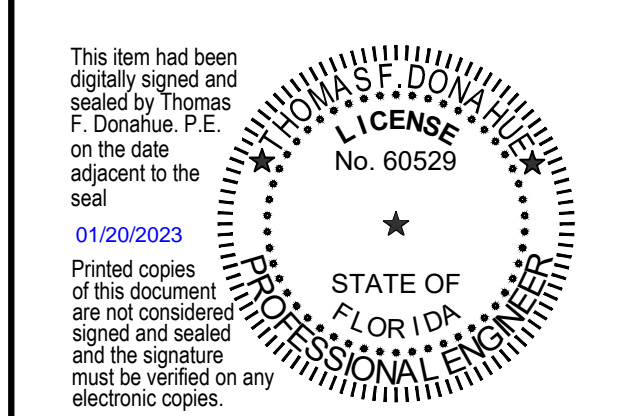
301 East Atlantic Blvd. Pompano Beach, FL 33060
PH: (954) 788-3400

Florida Certificate of Authorization: 7928
Licensed Business Number: 6860

REVISIONS		
NO.	DESCRIPTION	DATE
3	PER VALUE ENGINEERING	03/17/2022
7	PER FDOT COMMENTS	04/21/2022

**PRELIMINARY PLAN
NOT FOR CONSTRUCTION**
THESE PLANS ARE NOT FULLY PERMITTED AND ARE SUBJECT TO REVISIONS MADE DURING THE PERMITTING PROCESS.
RESPONSIBILITY FOR THE USE OF THESE PLANS PRIOR TO OBTAINING PERMITS FROM ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT WILL FALL SOLELY UPON THE USER.

ISSUE DATE: AUGUST 2022
DESIGNED BY: MC/BI/CL
DRAWN BY: BI/CL
CHECKED BY: TD/MC
BID-CONTRACT:



THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)



PROJECT
**PINNACLE 441
PHASE 2**

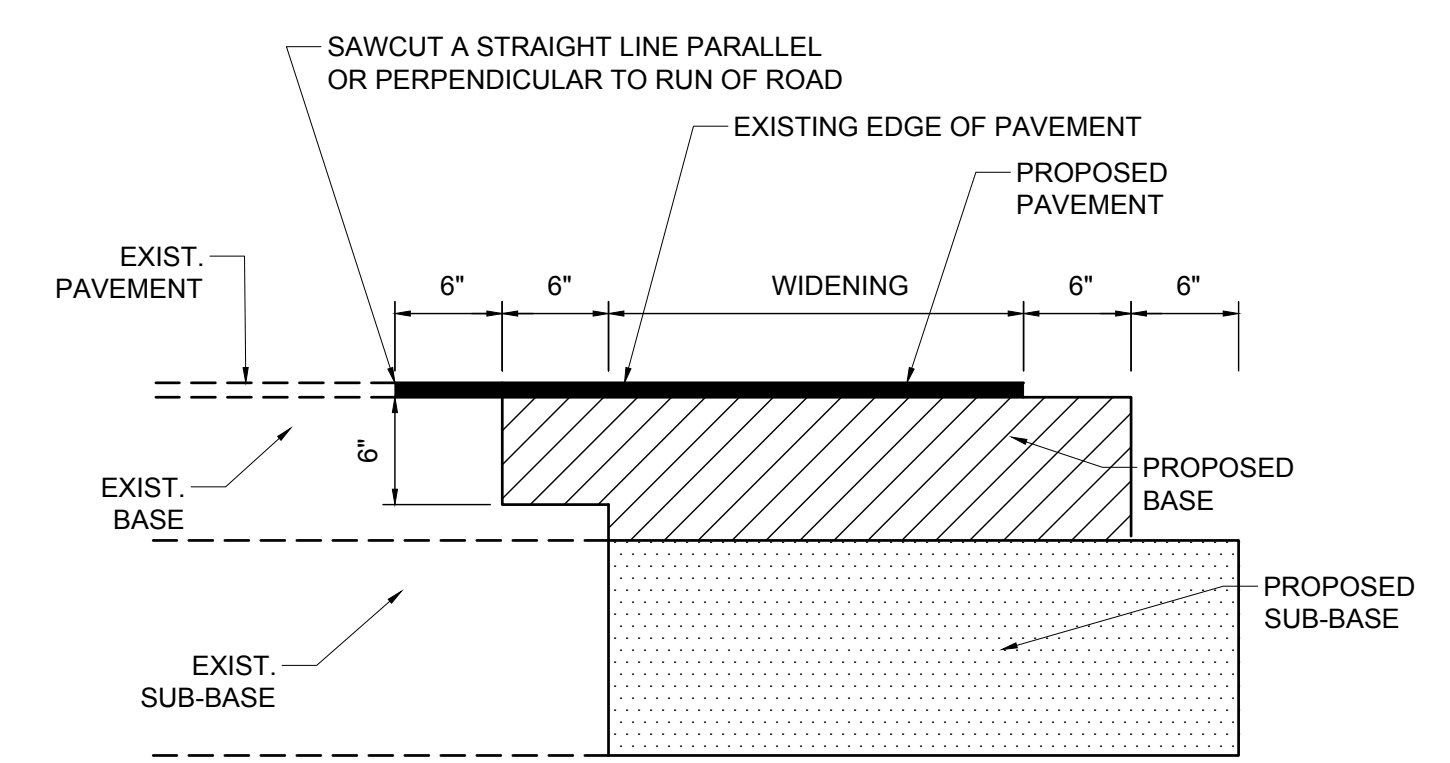
SHEET TITLE
PAVING, GRADING, AND DRAINAGE DETAILS

SHEET NUMBER **CP-503**
PROJECT NUMBER **11074.03**

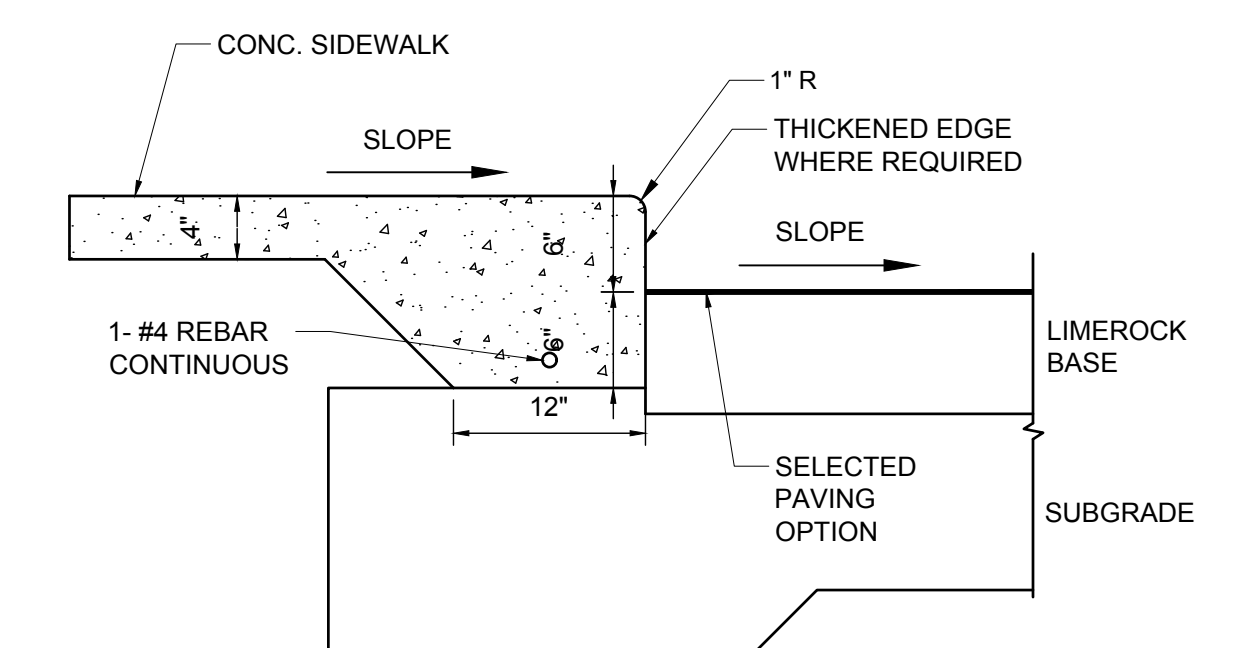
Plotted by: cclouds On Monday, December 19, 2022 6:17:31 PM

Drawing name: S:\11074.03 - Pinnacle 441 - Phase 2 - L.L.C\Engineering\Cadd\11074.03_CP-503.dwg

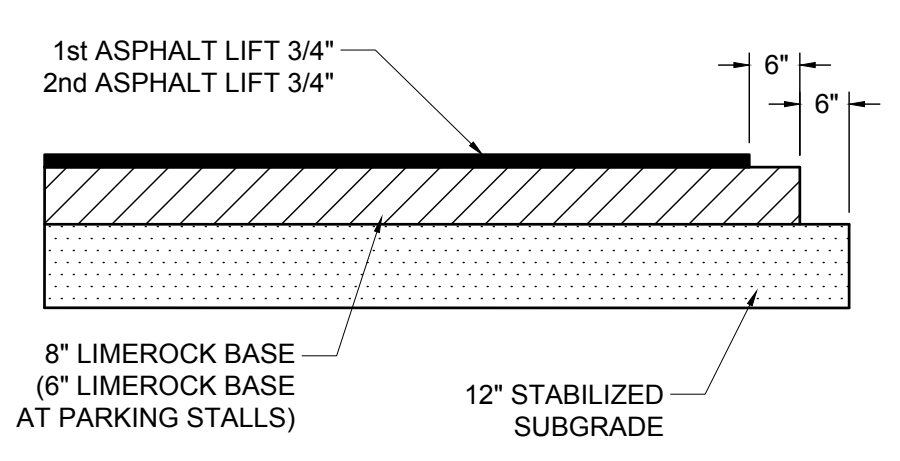
STATUS: PRELIMINARY TAC



SAWCUT WIDENING DETAIL
NOT TO SCALE



THICKENED EDGE SIDEWALK DETAIL
NOT TO SCALE



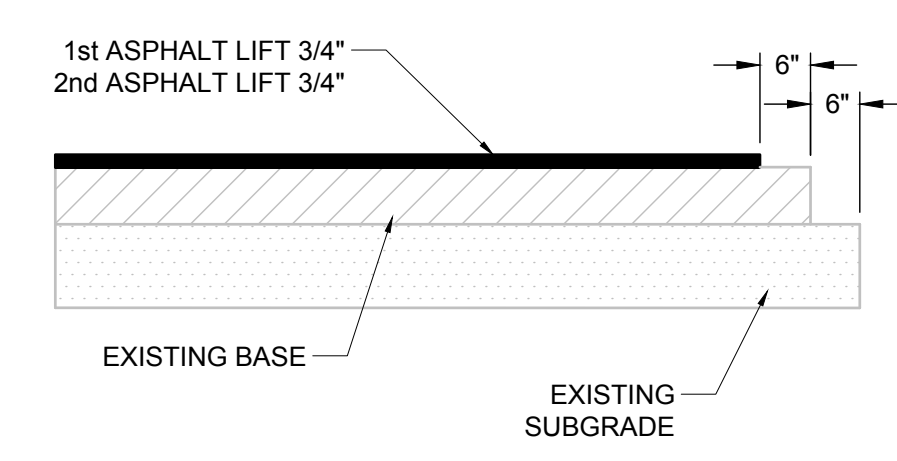
ASPHALTIC CONCRETE VEHICULAR:
FIRST LIFT - 3/4" FDOT - SP 9.5 (FINE MIX). SECOND (FINAL) LIFT - 3/4" FDOT - SP 9.5 (FINE MIX). ASPHALT SURFACE COURSE SHALL CONFORM TO THE REQUIREMENTS OF FDOT STANDARDS SPECIFICATIONS SECTIONS 330 AND 334. SECOND LIFT OF ASPHALT SHALL NOT BE PLACED UNTIL FINAL LANDSCAPE/HARDSCAPE HAS BEEN INSTALLED.

PRIME AND TACK COAT:
LIMEROCK BASE COURSE SHALL CONFORM TO THE REQUIREMENTS OF FDOT STANDARDS SPECIFICATIONS SECTION 300.
APPLICATION RATES:
PRIME COAT - 0.10 GALLONS PER SQ. YD.
TACK COAT - 0.08 GALLONS PER SQ. YD.

BASE:
8" LIMEROCK BASE COMPACTED TO 98% OF MAXIMUM DENSITY (AASHTO T-180). LIMEROCK BASE TO CONFORM WITH THE REQUIREMENTS OF FDOT SPECIFICATIONS SECTIONS 200 AND 911.

SUBGRADE:
12" STABILIZED SUBGRADE COMPACTED TO 98% OF MAXIMUM DENSITY (AASHTO T-180); MINIMUM LBR = 40.

ASPHALT PAVEMENT DETAIL
NOT TO SCALE

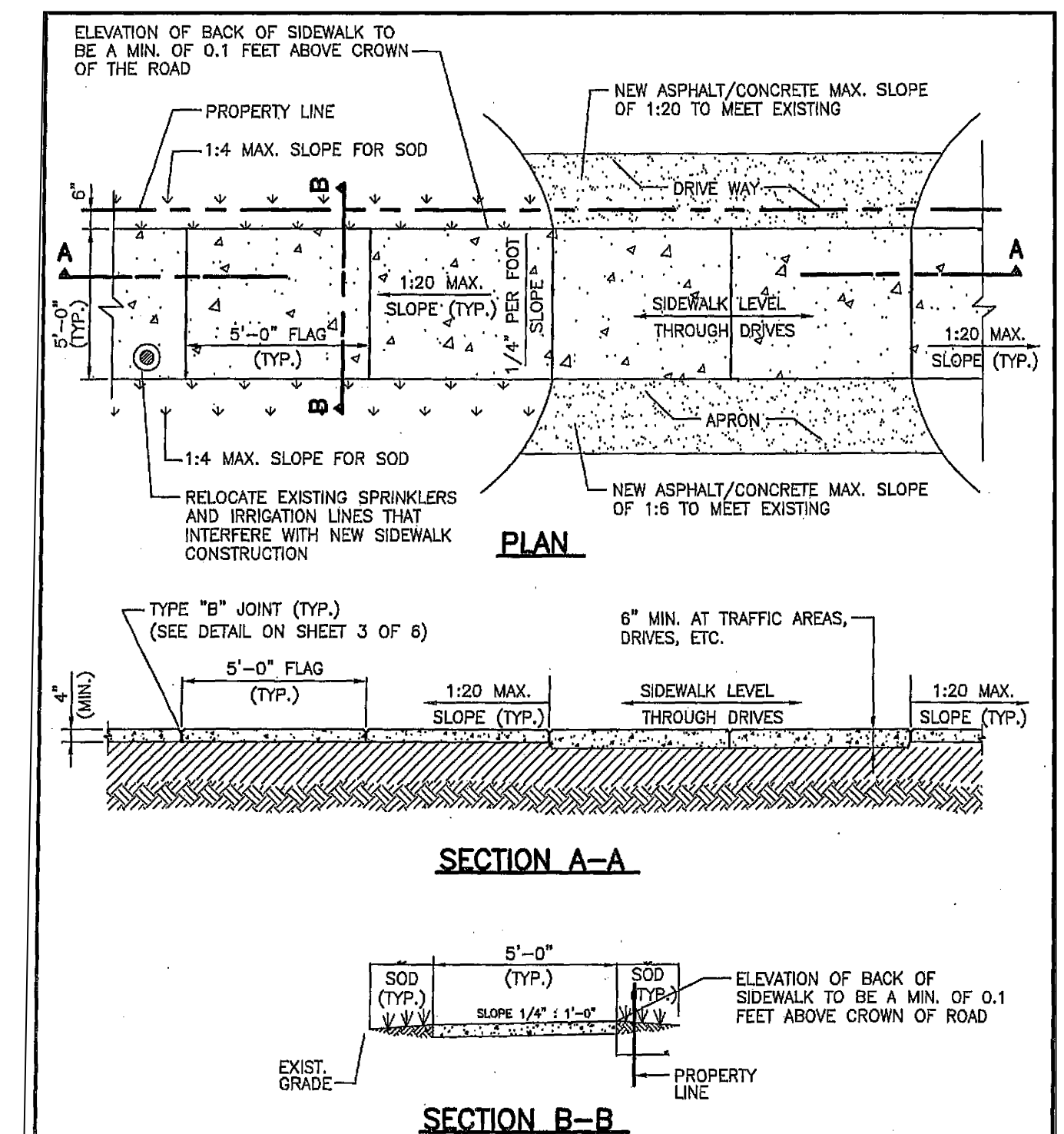


ASPHALTIC CONCRETE VEHICULAR:
FIRST LIFT - 3/4" FDOT - SP 9.5 (FINE MIX). SECOND (FINAL) LIFT - 3/4" FDOT - SP 9.5 (FINE MIX). ASPHALT SURFACE COURSE SHALL CONFORM TO THE REQUIREMENTS OF FDOT STANDARDS SPECIFICATIONS SECTIONS 330 AND 334. SECOND LIFT OF ASPHALT SHALL NOT BE PLACED UNTIL FINAL LANDSCAPE/HARDSCAPE HAS BEEN INSTALLED.

PRIME AND TACK COAT:
LIMEROCK BASE COURSE SHALL CONFORM TO THE REQUIREMENTS OF FDOT STANDARDS SPECIFICATIONS SECTION 300.
APPLICATION RATES:
PRIME COAT - 0.10 GALLONS PER SQ. YD.
TACK COAT - 0.08 GALLONS PER SQ. YD.

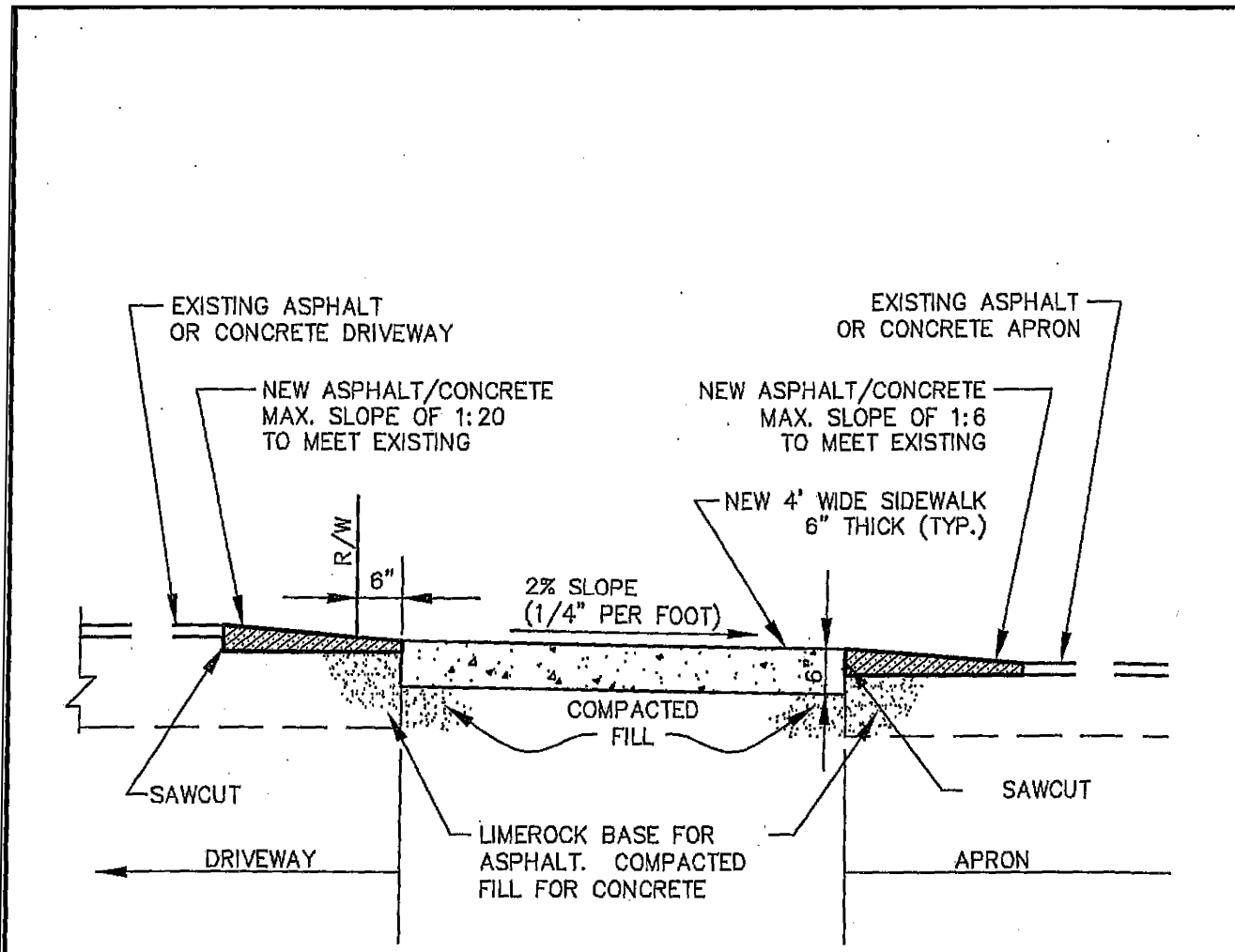
BASE:
8" LIMEROCK BASE COMPACTED TO 98% OF MAXIMUM DENSITY (AASHTO T-180). LIMEROCK BASE TO CONFORM WITH THE REQUIREMENTS OF FDOT SPECIFICATIONS SECTIONS 200 AND 911.

MILLING AND RESURFACING DETAIL
NOT TO SCALE



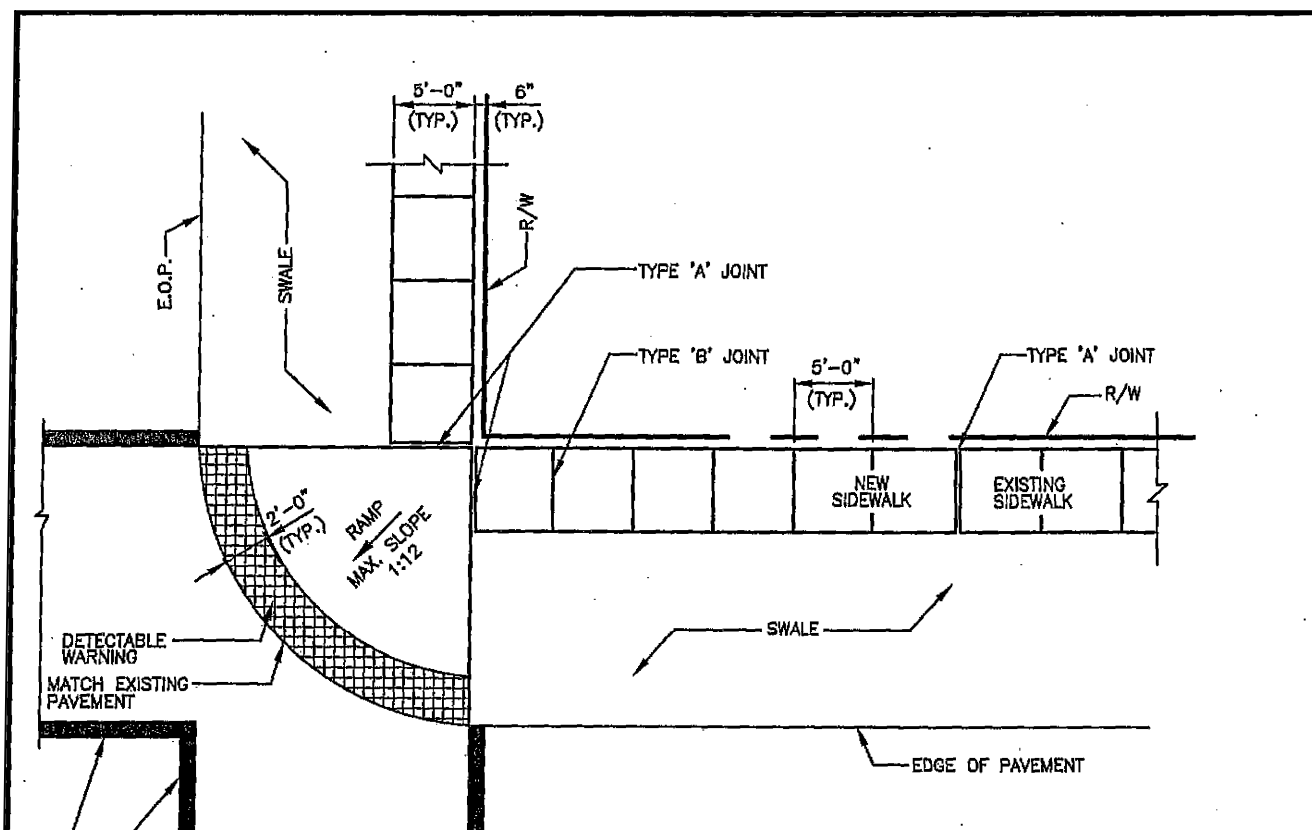
NOTE:
ALL SIDEWALK CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CONTRACT SPECIFICATIONS.
LIGHT BROOM FINISH PERPENDICULAR TO THE DIRECTION OF THE SIDEWALK.

DESIGNED BY: J.V.	SCALE: N.T.S.	APPROVED BY:
DRAWN BY: R.A.Q.	PROJECT No.:	CITY ENGINEER:
CHECKED BY:	ACCT. No.:	SHEET No. 1
DATE: 05/20/2010	QUO.DWG No.:	OF 4 SHEETS



SECTIONAL VIEW AT DRIVES

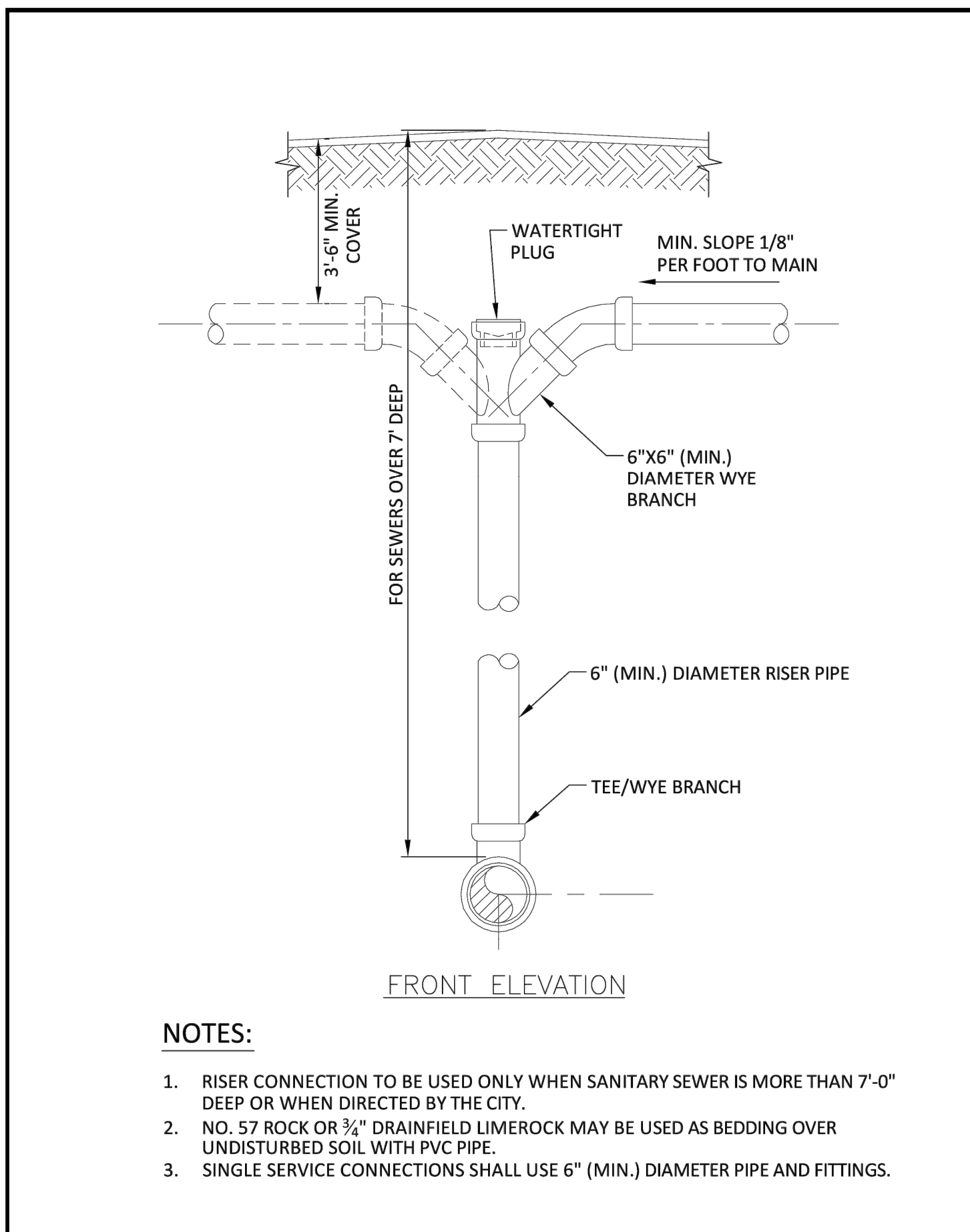
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DRAWN BY: R.A.Q.	PROJECT No.:	CITY ENGINEER:
CHECKED BY:	ACCT. No.:	SHEET No. 2
DATE: 05/20/2010	QUO.DWG No.:	OF 4 SHEETS



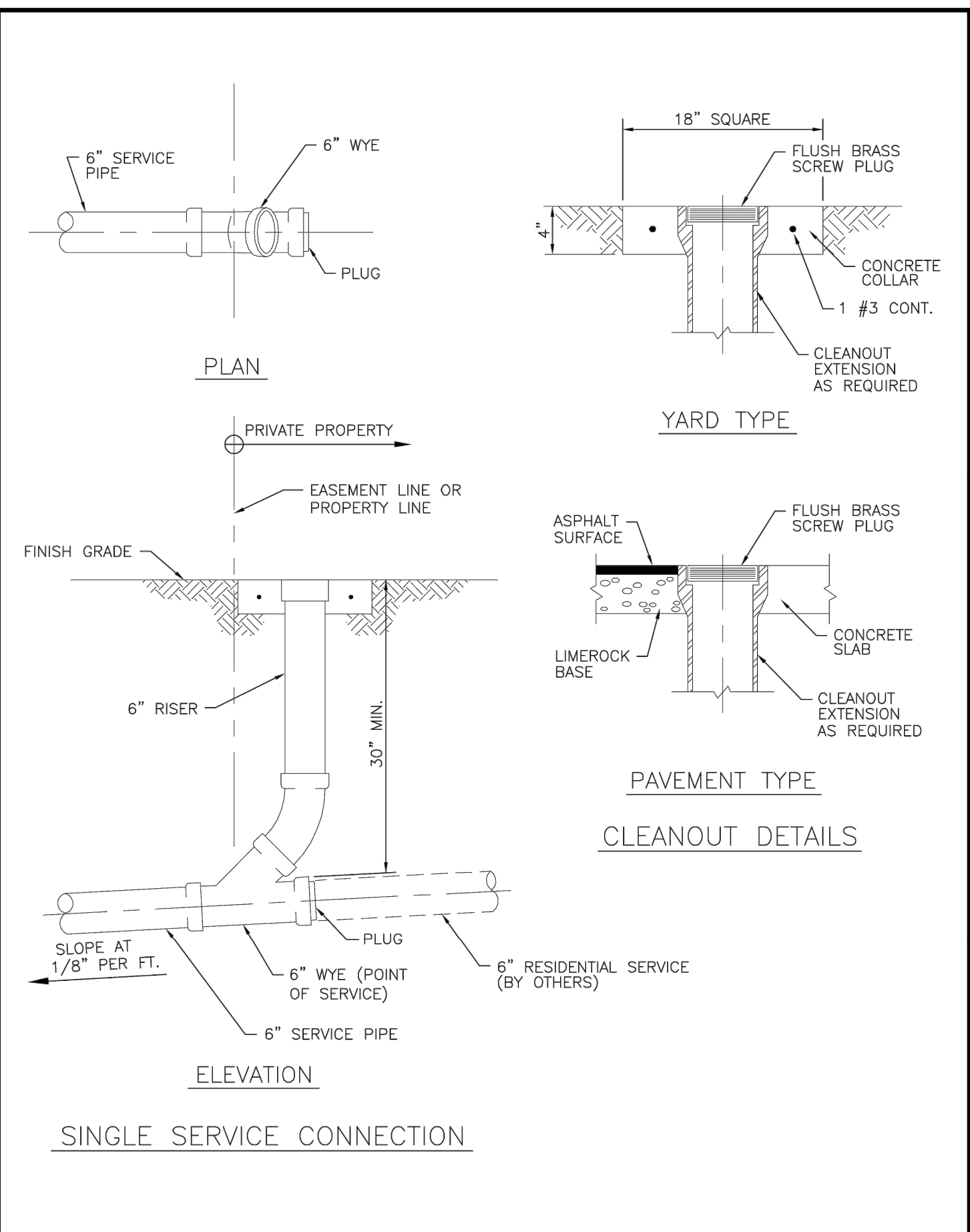
NOTE 1:
IF THERE IS AN EXISTING CROSSWALK AT THE INTERSECTION, THE ADA RAMP MUST BE LOCATED WITHIN THE CROSSWALK.

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

DESIGNED BY: J.V.	SCALE: N.T.S.	APPROVED BY:
DRAWN BY: R.A.Q.	PROJECT No.:	CITY ENGINEER:
CHECKED BY:	ACCT. No.:	SHEET No. 3
DATE: 05/20/2010	QUO.DWG No.:	OF 4 SHEETS



ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	SANITARY SEWER LATERAL VERTICAL RISER	DRAWING NO. S-11
APPROVED: XXX		



ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	SEWER SERVICE CONNECTION AND CLEANOUT AT PROPERTY LINE	DRAWING NO. S-12
APPROVED: XXX		

WATER SYSTEM NOTES:

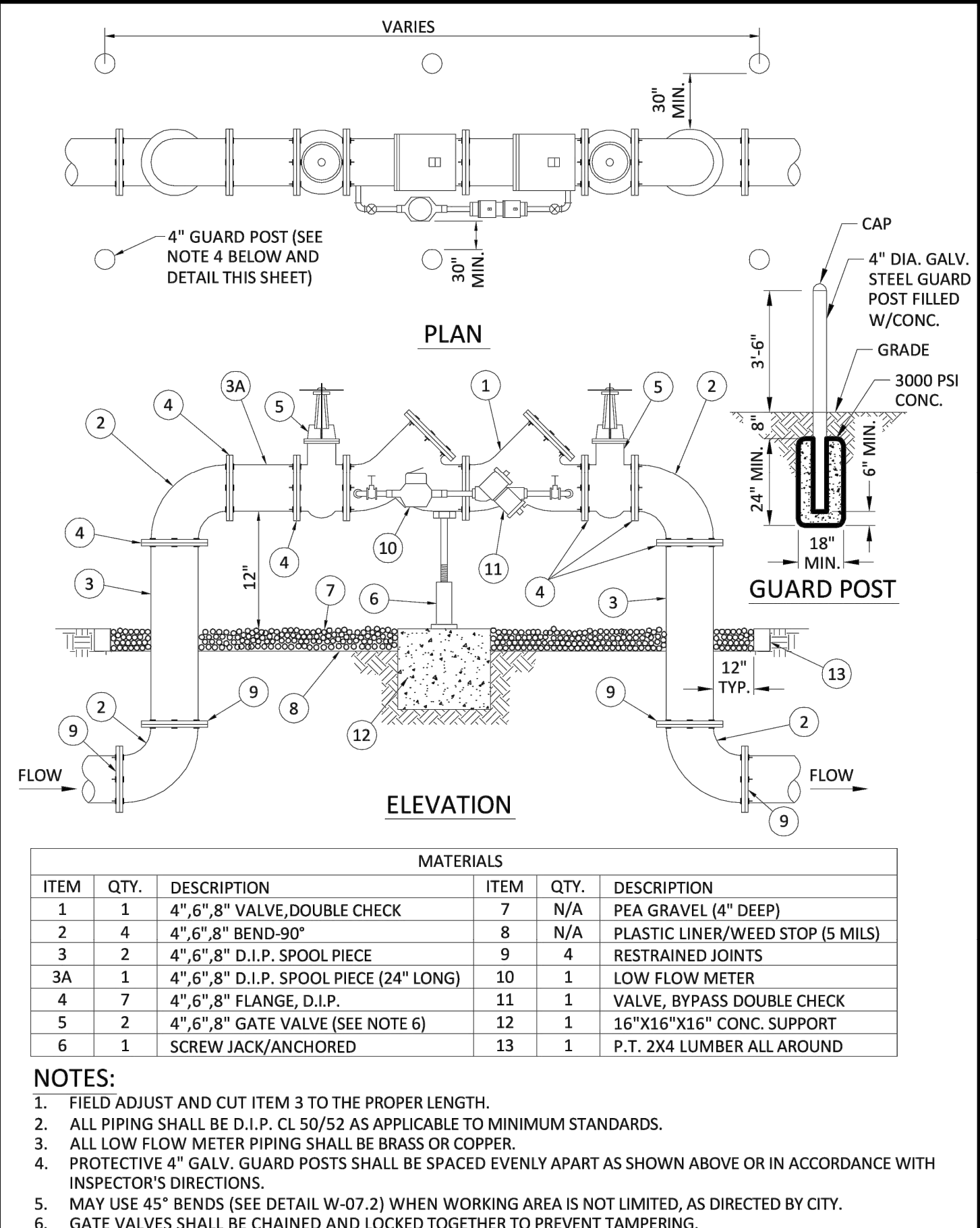
- NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED GRAVITY OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES ABOVE THE OTHER PIPELINE OR AT LEAST 12 INCHES BELOW THE OTHER PIPELINE.
- NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OTHER PIPELINE. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
- AT ALL UTILITY CROSSINGS DESCRIBED ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE WILL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE, OR THE PIPES WILL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORM WATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
- NEW UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT TO BE DUCTILE IRON PIPE (D.I.P.) WHEN CROSSING BELOW SANITARY SEWER MAINS.
- POLYETHYLENE ENCASUREMENT MATERIAL SHALL BE USED TO ENCASE ALL BURIED DUCTILE IRON PIPE, FITTINGS, VALVES, RODS, AND APPURTENANCES IN ACCORDANCE WITH AWWA C105, METHOD A. THE POLYETHYLENE TUBING SHALL BE CUT TWO FEET LONGER THAN THE PIPE SECTION AND SHALL OVERLAP THE ENDS OF THE PIPE BY ONE FOOT. THE POLYETHYLENE TUBING SHALL BE GATHERED AND LAPPED TO PROVIDE A SNUG FIT AND SHALL BE SECURED AT QUARTER POINTS WITH POLYETHYLENE TAPE. EACH END OF THE POLYETHYLENE TUBING SHALL BE SECURED WITH A WRAP OF POLYETHYLENE TAPE.
- THE POLYETHYLENE TUBING SHALL PREVENT CONTACT BETWEEN THE PIPE AND BEDDING MATERIAL, BUT IS NOT INTENDED TO BE A COMPLETELY AIRTIGHT AND WATERTIGHT ENCLOSURE. DAMAGED POLYETHYLENE TUBING SHALL BE REPAIRED IN A WORKMANLIKE MANNER USING POLYETHYLENE TAPE, OR THE DAMAGED SECTION SHALL BE REPLACED. POLY WRAP WILL NOT BE PAID FOR AS A SEPARATE BID ITEM. IT SHALL BE CONSIDERED TO BE A PART OF THE PRICE BID FOR WATER MAINS.
- FIRE HYDRANT BARRELS SHALL BE ENCASED IN POLY WRAP UP TO THE GROUND SURFACE AND THE WEEP HOLES SHALL NOT BE COVERED BY THE POLY WRAP.
- GATE VALVES FOR USE WITH PIPE LESS THAN THREE INCHES (3") IN DIAMETER SHALL BE RATED FOR TWO HUNDRED (200) PSI WORKING PRESSURE, NON-SHOCK, BLOCK PATTERN, SCREWED BONNET, NON-RISING STEM, BRASS BODY, AND SOULD WEDGE. THEY SHALL BE STANDARD THREADED FOR PVC PIPE AND HAVE A MALLEABLE IRON HANDWHEEL. GATE VALVES 3" THROUGH 16" IN DIAMETER SHALL BE RESILIENT SEAT AND BIDIRECTIONAL FLOW ONLY. VALVES FOR SPECIAL APPLICATIONS WILL REQUIRE CITY UTILITY APPROVAL.
- VALVE BOXES AND COVERS FOR ALL SIZE VALVES SHALL BE OF CAST IRON CONSTRUCTION AND ADJUSTABLE SCREW-ON TYPE. THE LID SHALL HAVE CAST IN THE METAL THE WORD "WATER" FOR THE WATER LINES. ALL VALVE BOXES SHALL BE SIX INCH (6") NOMINAL DIAMETER AND SHALL BE SUITABLE FOR DEPTHS OF THE PARTICULAR VALVE. THE STEM OF THE BURIED VALVE SHALL BE WITHIN TWENTY-FOUR INCHES (24") OF THE FINISHED GRADE UNLESS OTHERWISE APPROVED BY THE CITY.
- ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	WATER SYSTEM NOTES	DRAWING NO. W-01
APPROVED: XXX		

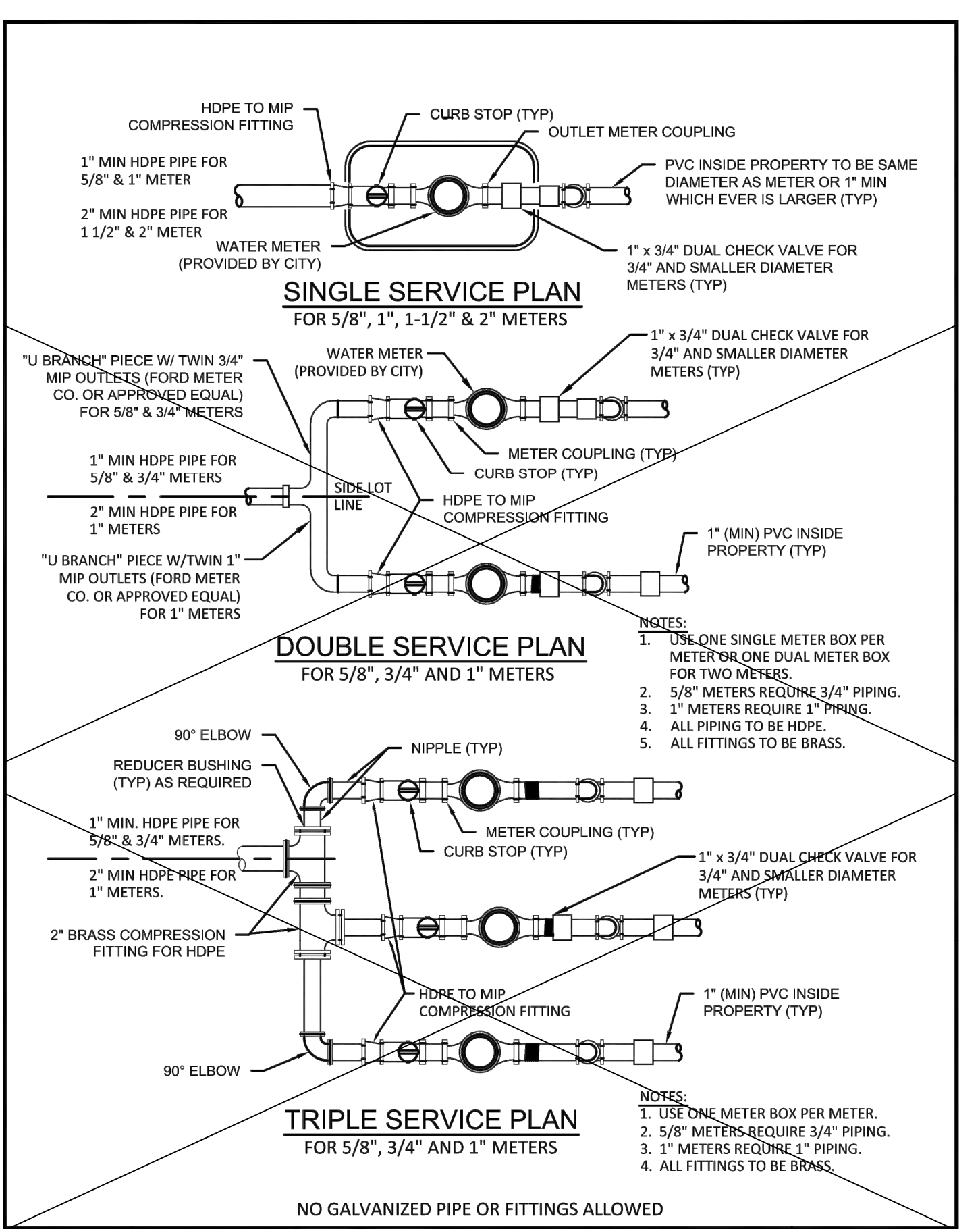
WATER SYSTEM NOTES (CONTINUED):

- ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.
- ALL PVC PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C900 LATEST REVISION AND CLASS DR 18. ALL DIP WATER MAINS SHALL BE DUCTILE IRON PRESSURE CLASS 350, WITH WALL THICKNESS COMPLYING WITH CLASS 52. ALL DUCTILE IRON PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C151/A21.51-02 AND BE CEMENT LINED AND SEAL COATED PER ANSI/AWWA C104/A21.4-03.
- FITTINGS SHALL BE DUCTILE IRON, MEETING ANSI/AWWA C153/A21.53-00 SPECIFICATIONS, WITH 350 PSI MINIMUM WORKING PRESSURE. FITTINGS MUST BE CEMENT LINED AND SEAL COATED PER ANSI/AWWA C104/A21.4-03. ALL DUCTILE IRON PIPE AND FITTINGS MUST BE MANUFACTURED IN THE UNITED STATES OF AMERICA.
- ALL DUCTILE IRON PIPE TO BE MECHANICAL JOINTS, WRAPPED IN POLY. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY DESIGN.
- PAVEMENT RESTORATION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
- ALL TRENCHING, PIPE LAYING, BACKFILL, PRESSURE TESTING, AND DISINFECTING MUST COMPLY WITH THE CITY OF HOLLYWOOD SPECIFICATIONS.
- THE MINIMUM DEPTH OF COVER OVER WATER MAINS IS 30" (DIP) OR 36" (PVC).
- MINIMUM HORIZONTAL SEPARATION BETWEEN STORM STRUCTURES AND WATER MAINS SHALL BE 3'.
- MAXIMUM DEFLECTION PER EACH JOINT SHALL BE 50% OF MANUFACTURES RECOMMENDATION (MAXIMUM) WHERE DEFLECTION IS REQUIRED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH WATER MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, WATER MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 18" MINIMUM VERTICAL SEPARATION. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
- PIPE JOINT RESTRAINT SHALL BE PROVIDED BY THE USE OF DUCTILE IRON FOLLOWER GLANDS MANUFACTURED TO ASTM A 536-80. TWIST-OFF NUTS SHALL BE USED TO ENSURE PROPER ACTUATING OF THE RESTRAINING DEVICES. THE MECHANICAL JOINT RESTRAINING DEVICES SHALL HAVE A WORKING PRESSURE OF 250 PSI MINIMUM, WITH A MINIMUM SAFETY FACTOR OF 2:1, AND SHALL BE EBAA IRON INC., MEGALUG OR APPROVED EQUAL. JOINT RESTRAINTS SHALL BE PROVIDED AT A MINIMUM OF THREE JOINTS (60 FEET) FROM ANY FITTING.
- WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	WATER SYSTEM NOTES	DRAWING NO. W-02
APPROVED: XXX		



ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	TYPICAL 4", 6" AND 8" DOUBLE CHECK DETECTOR ASSEMBLY FOR FIRE SPRINKLER SERVICE (90° BENDS)	DRAWING NO. W-03
APPROVED: XXX		



ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
DRAWN: EAM	TYPICAL 5/8", 1", 1-1/2" AND 2" METER INSTALLATION	DRAWING NO. W-06
APPROVED: XXX		



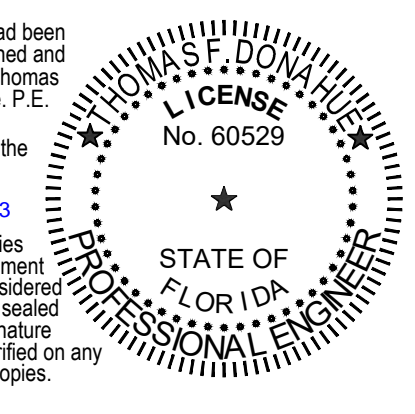
301 East Atlantic Blvd. Pompano Beach, FL 33060
PH: (954) 788-3400
Florida Certificate of Authorization: 7928
Licensed Business Number: 6860

REVISIONS		
NO.	DESCRIPTION	DATE

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ISSUE DATE:	AUGUST 2022
DESIGNED BY:	MC/BI/CL
DRAWN BY:	BI/CL
CHECKED BY:	TD/MC
BID-CONTRACT:	

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date adjacent to the seal.
01/20/2023
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)



PROJECT
PINNACLE 441 PHASE 2

SHEET TITLE	WATER AND SEWER DETAILS
SHEET NUMBER	CU-505
PROJECT NUMBER	11074.03

NO.	DESCRIPTION	DATE
8	PER BCTD COMMENTS	05/18/2022

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NOT FOR CONSTRUCTION**
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ISSUE DATE: **AUGUST 2022**

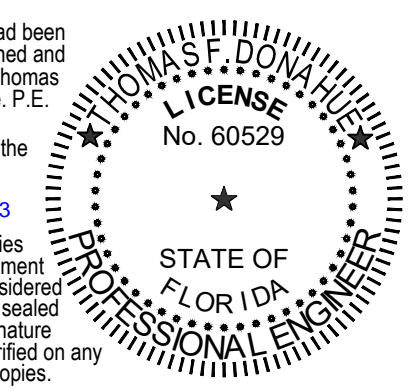
DESIGNED BY: **MC/BI/CL**

DRAWN BY: **BI/CL**

CHECKED BY: **TD/MC**

BID-CONTRACT:

This item has been digitally signed and sealed by Thomas F. Donahue, P.E. on the date adjacent to the seal.
01/20/2023
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THOMAS F. DONAHUE, P.E.
FLORIDA REG. NO. 60529
(FOR THE FIRM)

CLIENT



PROJECT

**PINNACLE 441
PHASE 2**

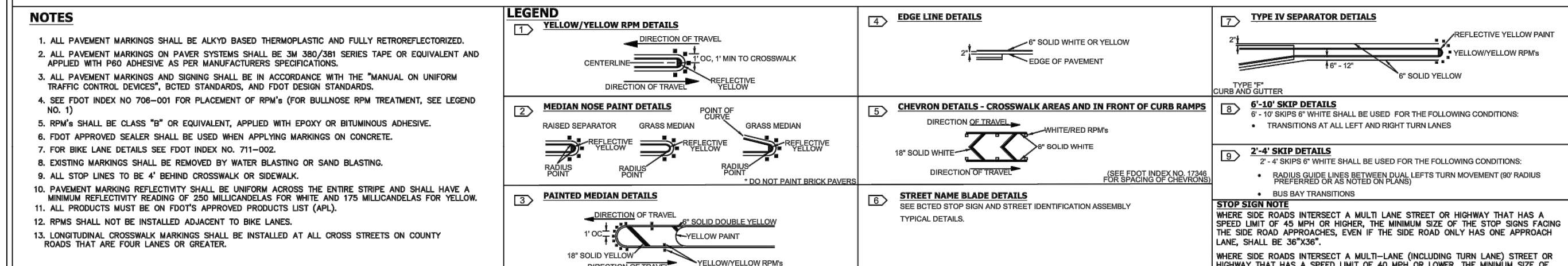
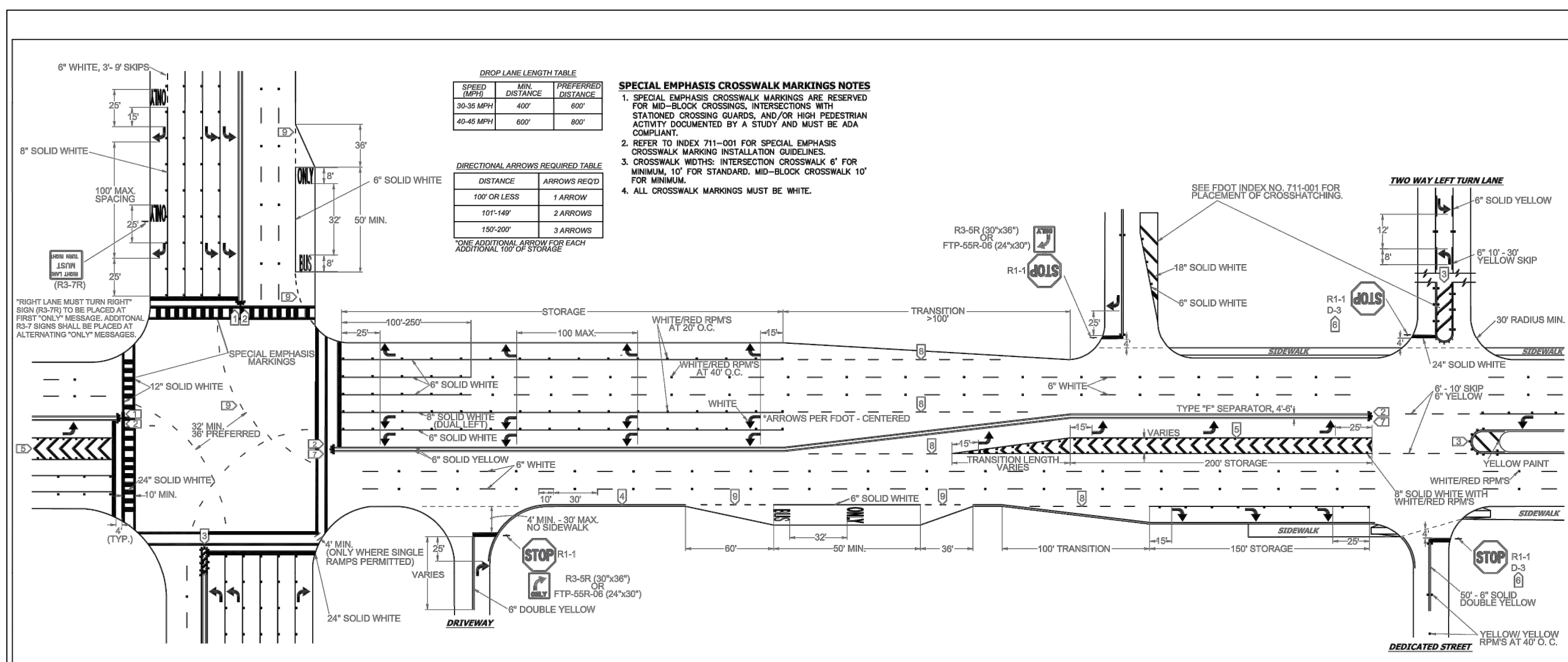
SHEET TITLE

**PAVEMENT MARKING &
SIGNAGE DETAILS**

SHEET NUMBER **CM-501**

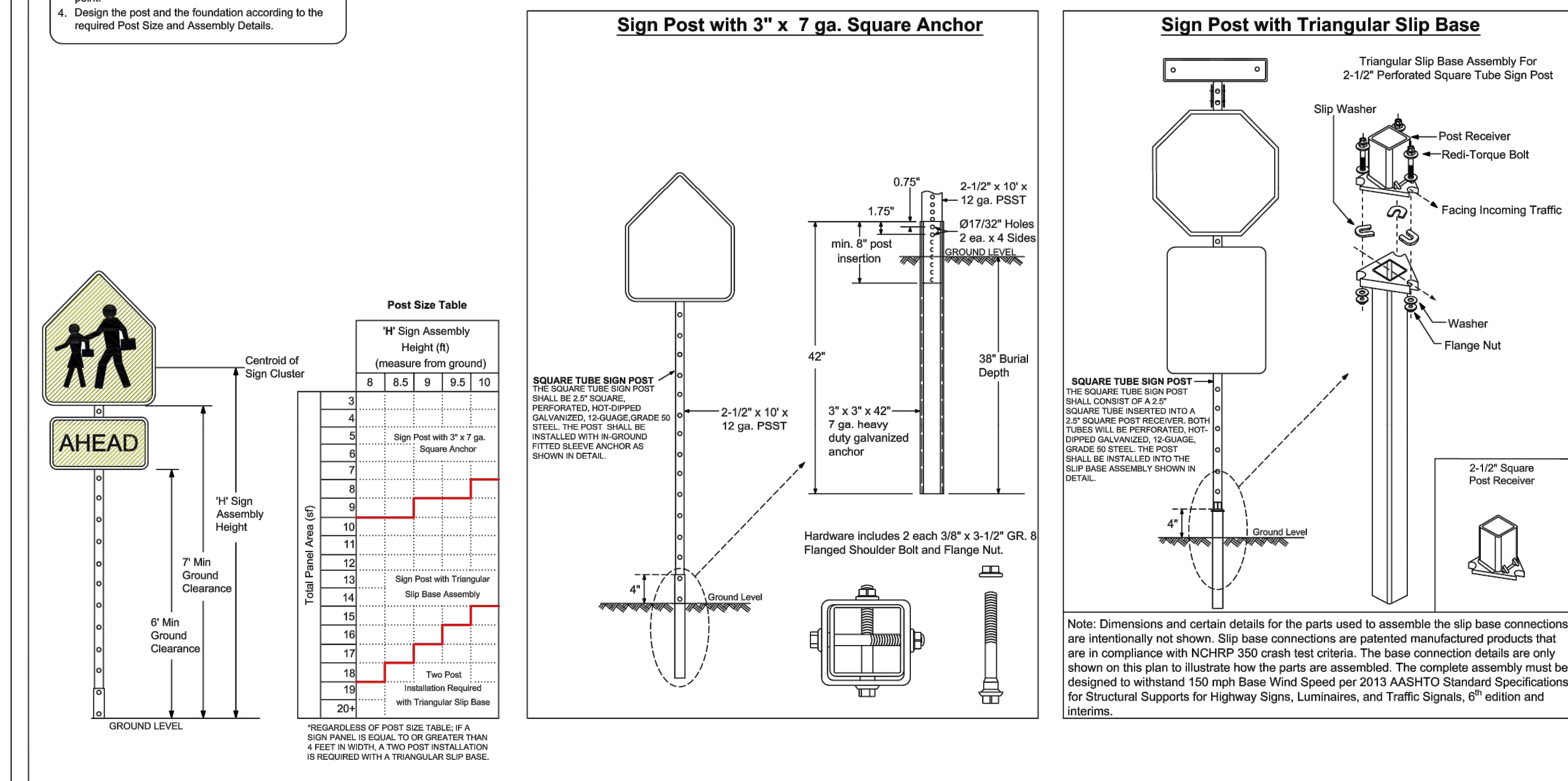
PROJECT NUMBER **11074.03**

STATUS: PRELIMINARY TAC

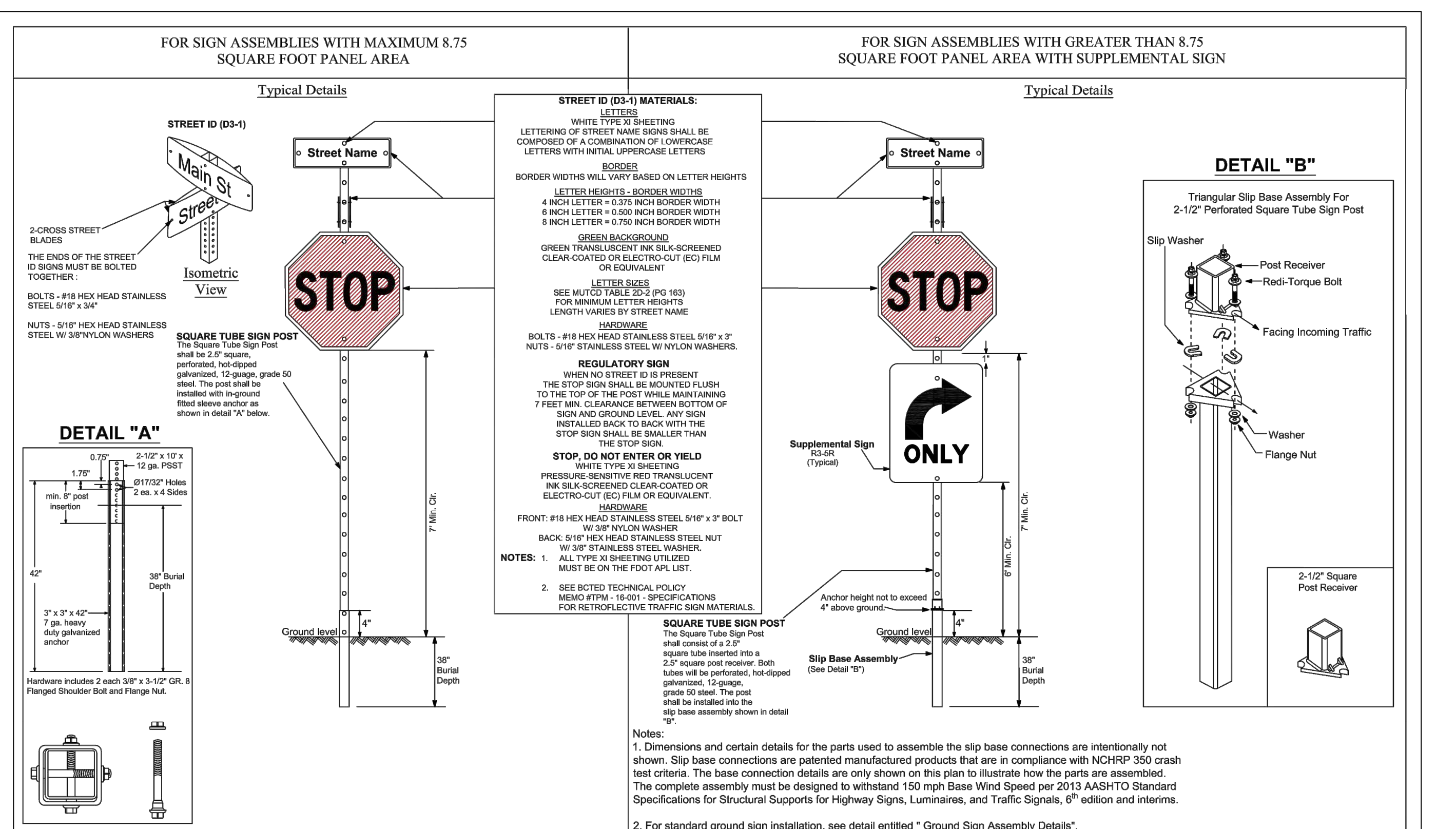


DATE	DESCRIPTION	SCALE: NTS	SHEET NO.
11-24-2020	UPDATED NOTES		1 OF 1
04-14-2021	UPDATED NOTES		
05-06-2022	UPDATED NOTES		

DATE	DESCRIPTION	SCALE: NTS	SHEET NO.
04-09-2019	UPDATED MATERIAL NOTES		1 OF 1
02-28-2020	ADDED ISOMETRIC VIEW		
02-05-2021	UPDATED POST BASE HEIGHT		



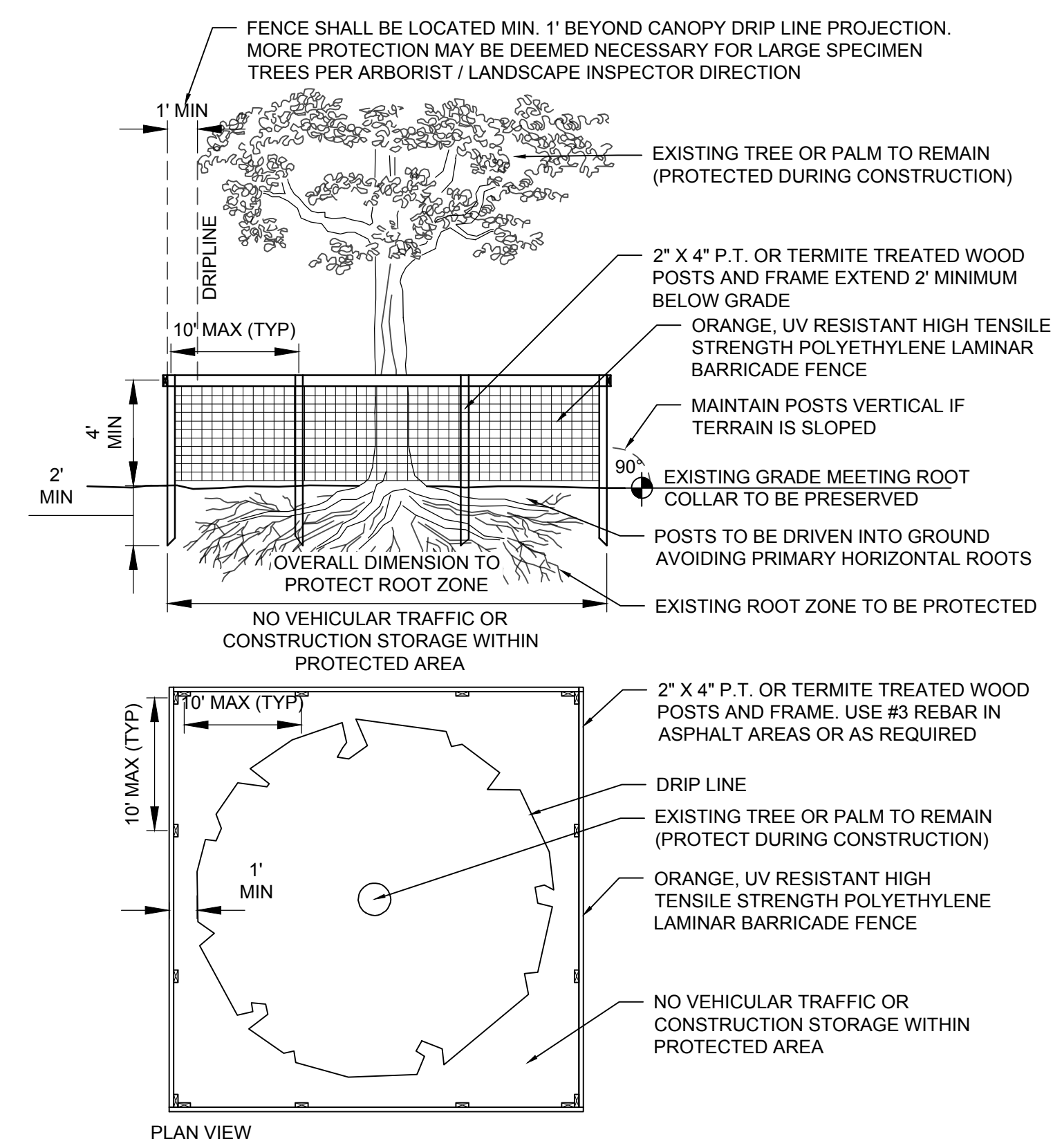
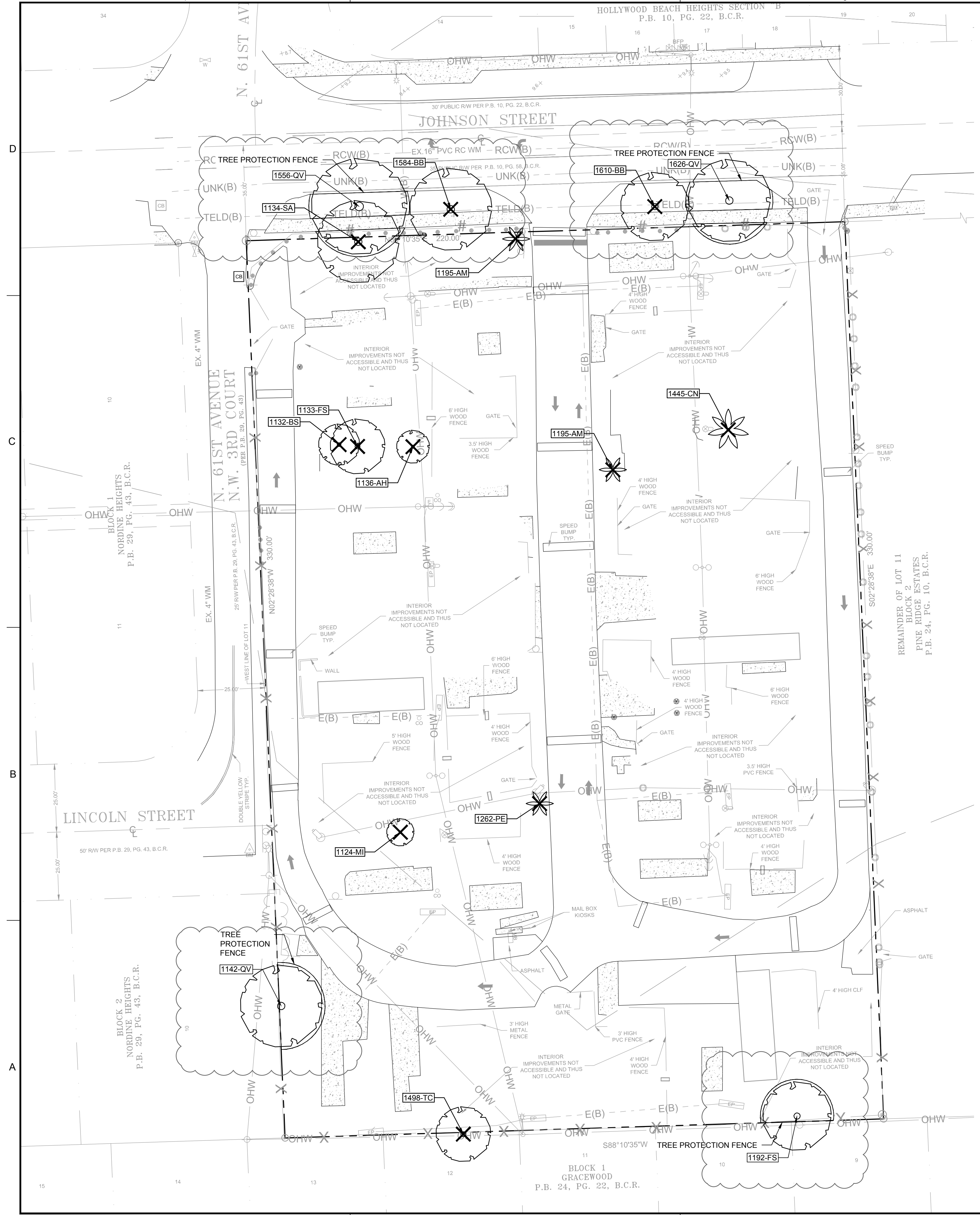
DATE	DESCRIPTION	SCALE: NTS	SHEET NO.
03-21-2017	UPDATED POST SIZE		1 OF 1
11-24-2020	ADDED POST SIZE NOTE		
02-05-2021	UPDATED POST BASE HEIGHT		



DATE	DESCRIPTION	SCALE: NTS	SHEET NO.
04-09-2019	UPDATED MATERIAL NOTES		1 OF 1
02-28-2020	ADDED ISOMETRIC VIEW		
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DATE	DESCRIPTION	SCALE: NTS	SHEET NO.
03-21-2017	UPDATED POST SIZE		1 OF 1
11-24-2020	ADDED POST SIZE NOTE		
02-05-2021	UPDATED POST BASE HEIGHT		



1 TEMPORARY TREE PROTECTION

PLAN / SECTION NOT TO SCALE

NOTES:

- SOD TO BE ST. AUGUSTINE 'FLORATAM', EXCEPT IN RETENTION AREAS. CONTRACTOR TO DETERMINE QUANTITY.
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- BUBBLERS TO BE PROVIDED FOR NEW AND RELOCATED TREES AND PALMS.
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- ALL CATEGORY 1 INVASIVE/EXOTIC TREES TO BE REMOVED PER LOCAL ORDINANCE.

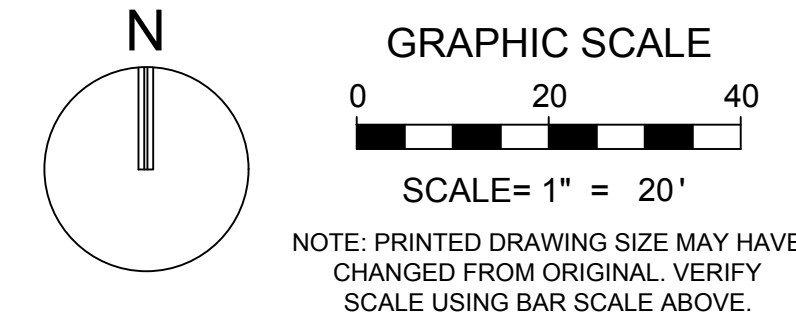
TREE DISPOSITION TABLE

PROJECT #:		PROJECT NAME:											
11074.03		PINNACLE 441											
TREE #	COMMON NAME	SCIENTIFIC NAME	DBH IN.	HT. FT.	COPY.	TREE %	TREE CONDITION	DISPOSITION	COMMENTS	TREE MITIGATION			
1124	MANGO	"Mangifera indica"	8	16	10	40	REMOVE		conflicts w/ trailer, DB, poor canopy	8			
1132	AKEE	"Blighia sapida"	7	25	15	60	REMOVE		shared, poor rooting, trailer conflict	N/A			
1133	LONG LEAF FIG	"Ficus maclelandii"	6,7	25	20	60	REMOVE		double, shared, poor rooting, trailer conflict	N/A			
1134	UMBRELLA TREE	"Scheffera actinophylla"	12	25	30	N/A	REMOVE		invasive	N/A			
1136	NORFOLK ISLAND PINE	"Araucaria heterophylla"	10	40	12	60	REMOVE		trailer conflict	N/A			
1142	LIVE OAK	"Quercus virginiana"	19	30	30	70	REMAIN		close to house, next to sewer, UP	N/A			
1192	FICUS	"Ficus spp."	10	20	25	65	REMAIN		UP, growing out of fence	N/A			
1195	CHRISTMAS PALM	"Adonidia merrillii"	4	6	10	50	REMOVE		double, taper	PALM			
1224	CHRISTMAS PALM	"Adonidia merrillii"	4	9	10	65	REMOVE			PALM			
1262	ALEXANDER PALM	"Ptychosperma elegans"	4	12	10	70	REMOVE			PALM			
1445	COCONUT PALM	"Cocos nucifera"	10	8	15	70	REMOVE			PALM			
1498	TROPICAL ALMOND	"Terminalia catappa"	7,8	15	20	50	REMOVE		UP, invasive	N/A			
1556	LIVE OAK	"Quercus virginiana"	13	25	35	65	REMAIN		L, C.O.D. shaded, half canopy, limited root sp	N/A			
1584	BLACK OLIVE	"Bucida buceras"	13	25	30	55	REMOVE		TDMG, suckers, poor branching, limited root	13			
1810	BLACK OLIVE	"Bucida buceras"	10	25	25	65	REMOVE		TDMG, BDMG, suckers	10			
1626	LIVE OAK	"Quercus virginiana"	14	25	30	70	REMAIN		suckers, utility conflict	N/A			

TREE MITIGATION TABLE	
4	Total Palms to be removed
31	Total DBH to be removed

TREE REPLACEMENT TABLE	
Total inches required	Total inches provided
+ 31" (required for mitigation)	+ 49" (provided for mitigation)

*SEE SHEET LP-101 FOR BREAKDOWN OF PROPOSED MITIGATION INCHES FOR TREES & PALMS



KEITH
 301 East Atlantic Blvd. Pompano Beach, FL 33060
 PH: (954) 788-3400
 Florida Certificate of Authorization: 7928
 Licensed Business Number: 6860

REVISIONS		
NO.	DESCRIPTION	DATE
1	TAC RESUBMITTAL	01/11/23

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ISSUE DATE:	08/25/21
DESIGNED BY:	JR, MP
DRAWN BY:	JR, MP, KS
CHECKED BY:	MP, KS
BID-CONTRACT:	

MICHAEL J. PHILLIPS, P.L.A.
 FLORIDA REG. NO. LA0001540
 (FOR THE FIRM)



PROJECT
PINNACLE 441 PHASE 2

SHEET TITLE
TREE SURVEY-DISPOSITION PLAN

SHEET NUMBER **LD-101**
 PROJECT NUMBER **11074.03**

STATUS: PRELIMINARY TAC

REVISIONS

NO.	DESCRIPTION	DATE
1	TAC RESUBMITTAL	01/11/23

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

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DESIGNED BY: JR, MP

DRAWN BY: JR, MP, KS

CHECKED BY: MP, KS

BID-CONTRACT:

MICHAEL J. PHILLIPS, P.L.A.
FLORIDA REG. NO. LA0001540
(FOR THE FIRM)

CLIENT



PROJECT

PINNACLE 441
PHASE 2

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER LP-101

PROJECT NUMBER 11074.03

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE	ADD'L DBH MITIGATION					
					+1"	+2"	+3"	+4"	+5"	TOTAL
BA	4	BULNESIA ARBOREA VERAWOOD	12" HT X 6" SPRD, 2" DBH, FULL CANOPY							
CG	12	CAESALPINIA GRANADILLO BRIDAL VEIL TREE	12" HT X 6" SPRD, 2" DBH, FULL CANOPY	N*						
CE	7	CONOCARPUS ERECTUS GREEN BUTTWOOD	12" HT X 6" SPRD, 2" DBH, FULL CANOPY	N**						
ED	6	ELEOCHARPUS DECIPIENS TM JAPANESE BLUEBERRY TREE	12" HT. X 5" SPRD., 2" CAL.							
LI	10	LAGERSTROEMIA INDICA 'RASPBERRY' RASPBERRY CRAPE MYRTLE	12" HT, 6" SPR, 2" DBH	**		6				12
LM	6	LAGERSTROEMIA X 'NATCHEZ' WHITE CRAPE MYRTLE	15" HT X 6" SPR, 3" DBH, FULL CANOPY	**			6			18
MF	8	MYRCIANTHES FRAGRANS SIMPSON'S STOPPER	12" HT X 6" SPRD, 2" DBH, FULL CANOPY	N**						
QV2	8	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	12" HT X 6" SPRD, 2" DBH, FULL CANOPY	N**						
QV	9	QUERCUS VIRGINIANA SOUTHERN LIVE OAK	15" HT X 7" SPR, 3" DBH, N**, FULL CANOPY	N**	4		5			19
TH	5	TABEBUIA HETEROPHYLLA PINK TABEBUIA	12" HT. X 6" SPRD., 2" CAL	**						
TOTAL INCHES										49

PALMS	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE
PE3	3	PTYCHOSPERMA ELEGANS SOLITARE PALM	10' CT, TRIPLE	**
PE	3	PTYCHOSPERMA ELEGANS SOLITARE PALM	10' CT	**
SP	24	SABAL PALMETTO CABBAGE PALMETTO	14', 20', 26' CT STAGGERED	N**
VM	7	VEITCHIA MONTGOMERYANA MONTGOMERY PALM	14' CT., 22' OA.	**

SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE
AM2	1	ADONIDIA MERRILLII MANILA PALM	6' HT. X 3" SPRD., FULL CANOPY, STANDARD	**
TR	2	THRINAX RADIATA FLORIDA THATCH PALM	8' OA	N**

SHRUB AREAS	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE	SPACING
ALN	104	ALLAMANDA SHOTTII BUSH ALLAMANDA	24" HT X 24" SPRD, 24" OC		24" o.c.
CLG	126	CLUSIA GUTTIFERA SMALL LEAF CLUSIA	36" HT. X 30" SPRD.		30" o.c.
FIM	765	FICUS MICROCARPA 'GREEN ISLAND' GREEN ISLAND FICUS	12" HT. X 12" SPRD.	**	16" o.c.
JAV	431	JASMINUM VOLUBILE WAX JASMINE	10" HT. X 16" SPRD.		24" o.c.
NEP	168	NEPHROLEPIS EXALTATA BOSTON FERN	12" HT X 14" SPRD., CERTIFIED NATIVE ONLY	N**	24" o.c.
PBM	57	PHILODENDRON X 'BURLE MARX' BURLE MARX PHILODENDRON	18" HT. X 18" SPRD.		24" o.c.
PHR	57	PHILODENDRON X 'ROJO CONGO' ROJO CONGO PHILODENDRON	24" HT. X 24" SPRD.		30" o.c.
PSN	60	PSYCHOTRIA NERVOSA WILD COFFEE	24" HT. X 24" SPRD.	N**	24" o.c.
RON	124	RONDELETIA LEUCOPHYLLA PANAMA ROSE	24" HT X 24" SPRD, 24" OC		24" o.c.
TRD	145	TRIPSACUM FLORIDANUM FAKAHATCHEE GRASS	24" HT. X 24" SPRD.	N**	30" o.c.
ZAM	50	ZAMIA PUMILA COONTIE	12" HT. X 16" SPRD.	**	24" o.c.

N DENOTES NATIVE SPECIES
* DENOTES HIGH DROUGHT TOLERANT SPECIES
** DENOTES MODERATE DROUGHT TOLERANT SPECIES

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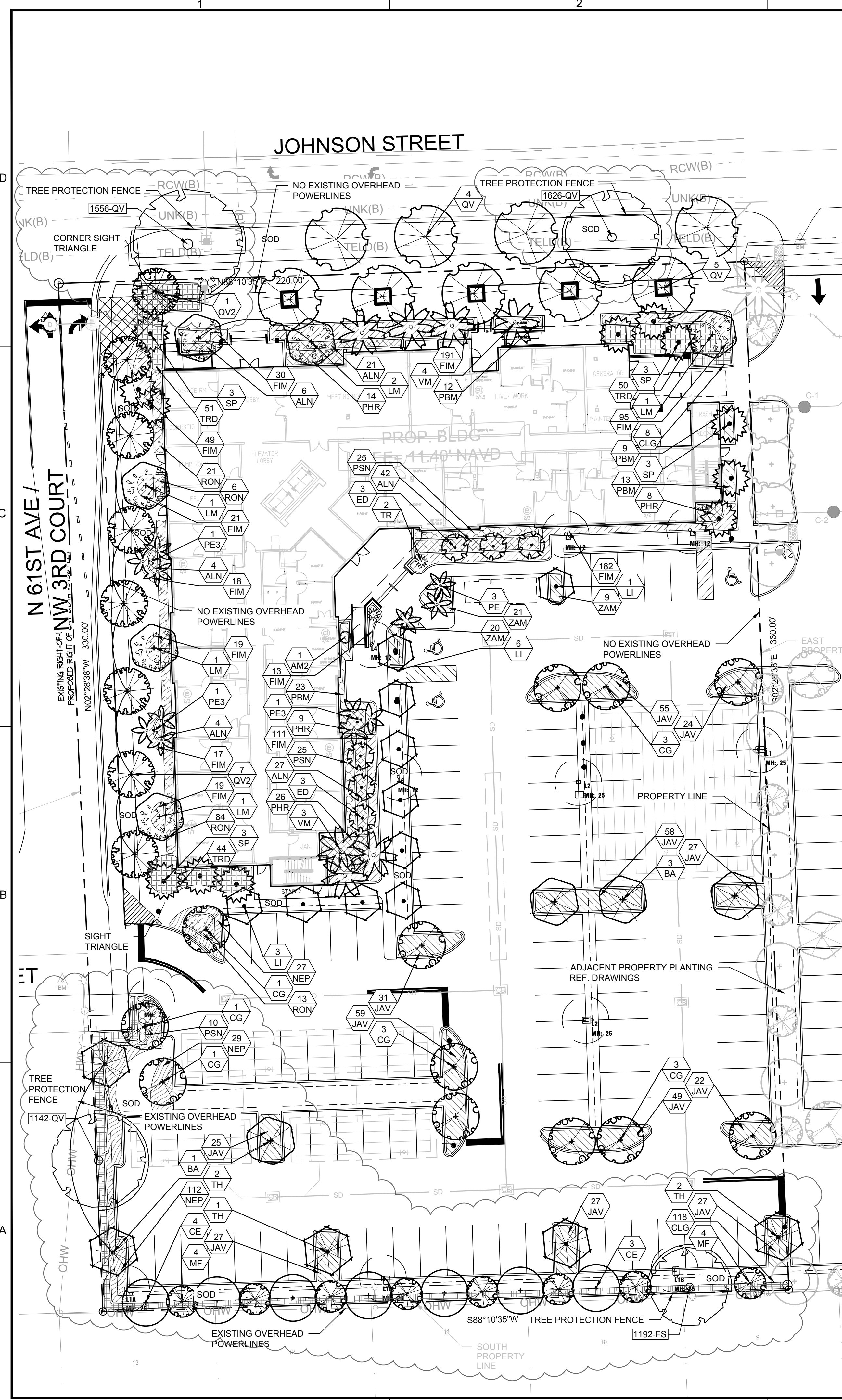
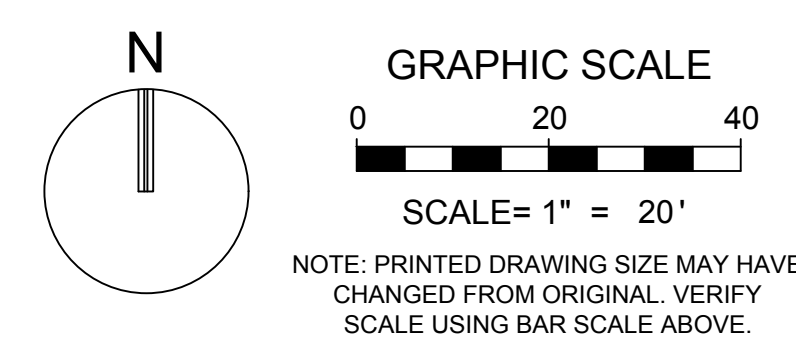
PINNACLE 441 PHASE 2 LANDSCAPE REQUIREMENTS

PROJECT INFORMATION:		ZONING DESIGNATION	C-JS-SR7
		SITE AREA	69,459 SF 1.59 AC
LANDSCAPE OPEN SPACE:		REQUIRED	PROVIDED
15% of site area is required to be open space		10,419 SF	14,401 SF
69,459 SF x 15% =			
PARKING LOT LANDSCAPE AREA:		REQUIRED	PROVIDED
190SF of landscape area per landscape island		1,900 SF	2,966 SF
10 landscape island x 190 sf =			
TOTAL LANDSCAPE OPEN SPACE REQUIRED		REQUIRED	PROVIDED
Required Landscape Open Space + Required Parking Lot Landscape		12,319 SF	17,367 SF
MINIMUM LOT TREE REQUIREMENT		REQUIRED	PROVIDED
22 Trees per acre of net lot area		36 TREES	36 TREES*
1.59 AC x 22 Trees =			
NATIVE TREE REQUIREMENT		REQUIRED	PROVIDED
60% of required trees to be native		22 TREES	44 TREES
50% to be low maintenance & drought tolerant		18 TREES	78 TREES
SHRUB REQUIREMENT		REQUIRED	PROVIDED
10 Shrubs required per required tree		360 SHRUBS	2,107 SHRUBS
50% of required shrubs to be native		180 SHRUBS	367 SHRUBS
50% to be low maintenance & drought tolerant		180 SHRUBS	1,208 SHRUBS
BUFFER TREES (between dissimilar uses)		REQUIRED	PROVIDED
East Boundary - N/A			
South Boundary - 1 tree per 30'		8 TREES	8 TREES
220 LF / 30 trees =			
STREET TREES		REQUIRED	PROVIDED
1 tree required per 30 LF		7 TREES	7 TREES
208 LF SR 7 (441)			
330 LF N 61st Ave		11 TREES	11 TREES
* Due to the existing building and utility infrastructure (including existing light poles); Trees have been proposed to the greatest extent that space allows given these limitations.			
**includes palms at 3:1			

TREE MITIGATION TABLE	
4	Total Palms to be removed
31	Total DBH to be removed

TREE REPLACEMENT TABLE	
4	Total inches required
31	Total inches provided
+ 31" (required for mitigation)	+ 49" (provided for mitigation)*

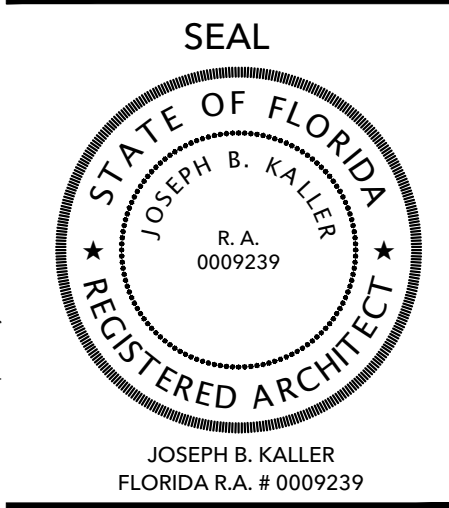
*SEE SHEET LP-101 FOR BREAKDOWN OF PROPOSED MITIGATION INCHES FOR TREES & PALMS



STATUS: PRELIMINARY TAC



KallerArchitecture
 AA# 26001212
 2417 Hollywood Blvd.
 Hollywood Florida 33020
 954.920.5746
 joseph@kallerarchitects.com
 www.kallerarchitects.com



PROJECT TITLE
PINNACLE 441
 PHASE II
 6028 JOHNSON ST
 HOLLYWOOD FLORIDA 33024

SHEET TITLE
OVERALL SITE PLAN

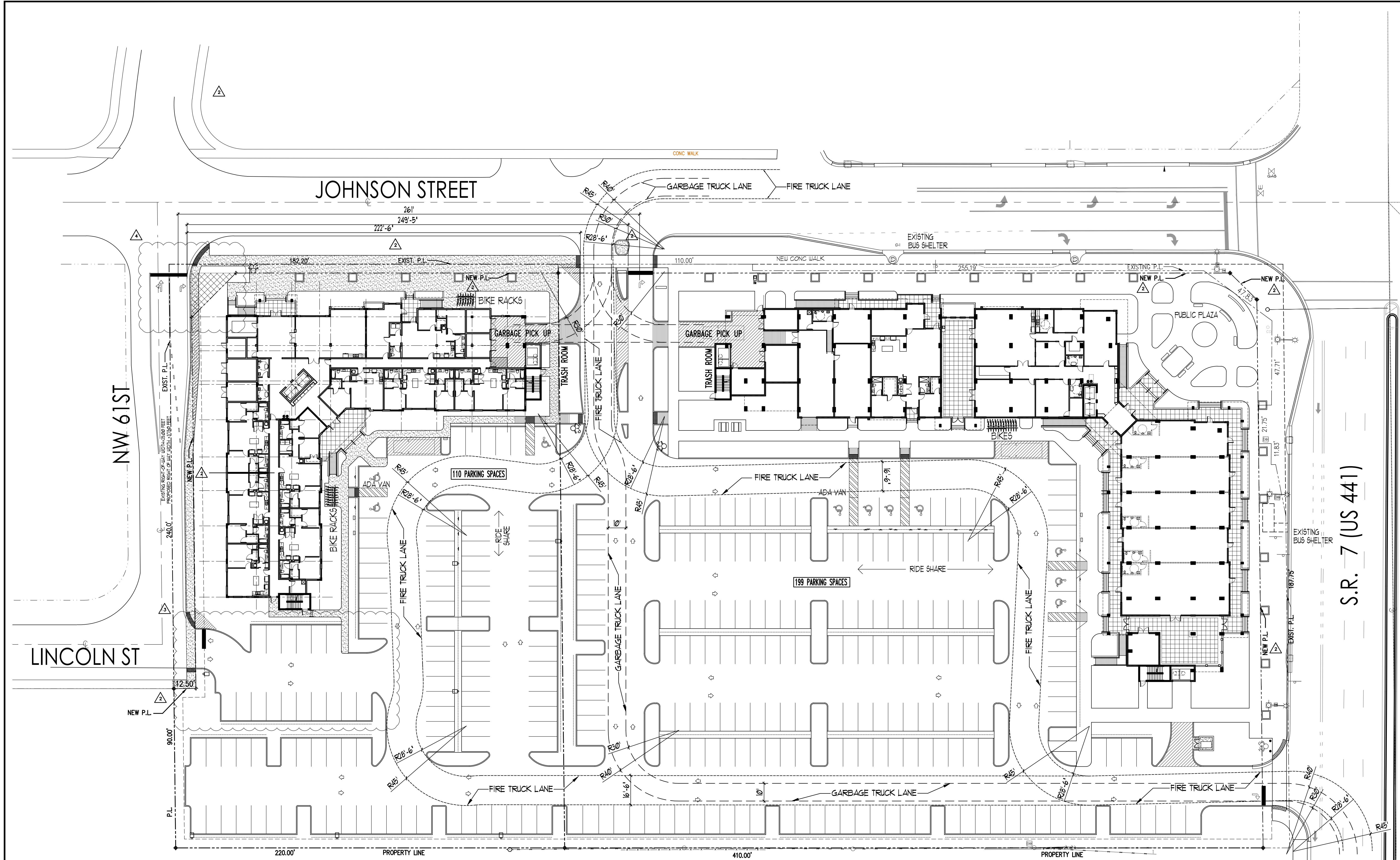
REVISIONS

No.	DATE	DESCRIPTION
1	9-6-22	PRELIM. TAC
2	11-21-22	FINAL TAC
3	12-27-22	ENGINEERING
4	1-20-23	ENGINEERING

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PROJECT No.: 21184
 DATE: 7-6-22
 DRAWN BY: TMS
 CHECKED BY: JBK

SHEET
SP-1
 SHEET 2 OF 6



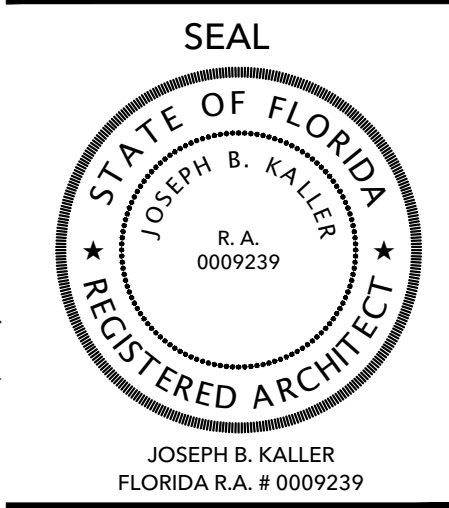
NOTE: SEE SHEET SP-1.2 FOR PHASE II SITE PLAN

1 OVERALL SITE PLAN
 PHASE 1 AND 2





KallerArchitecture
 AA# 26001212
 2417 Hollywood Blvd.
 Hollywood Florida 33020
 954.920.5746
 joseph@kallerarchitects.com
 www.kallerarchitects.com



PROJECT TITLE
PINNACLE 441
 PHASE II
 6028 JOHNSON ST
 HOLLYWOOD FLORIDA 33024

SHEET TITLE
AERIAL OVERLAY

REVISIONS

No.	DATE	DESCRIPTION
1	9-6-22	PRELIM. TAC
2	11-21-22	FINAL TAC
3	12-27-22	ENGINEERING
4	1-20-23	ENGINEERING

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PROJECT No.: 21184
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SHEET
SP-1.1
 SHEET 3 OF 6

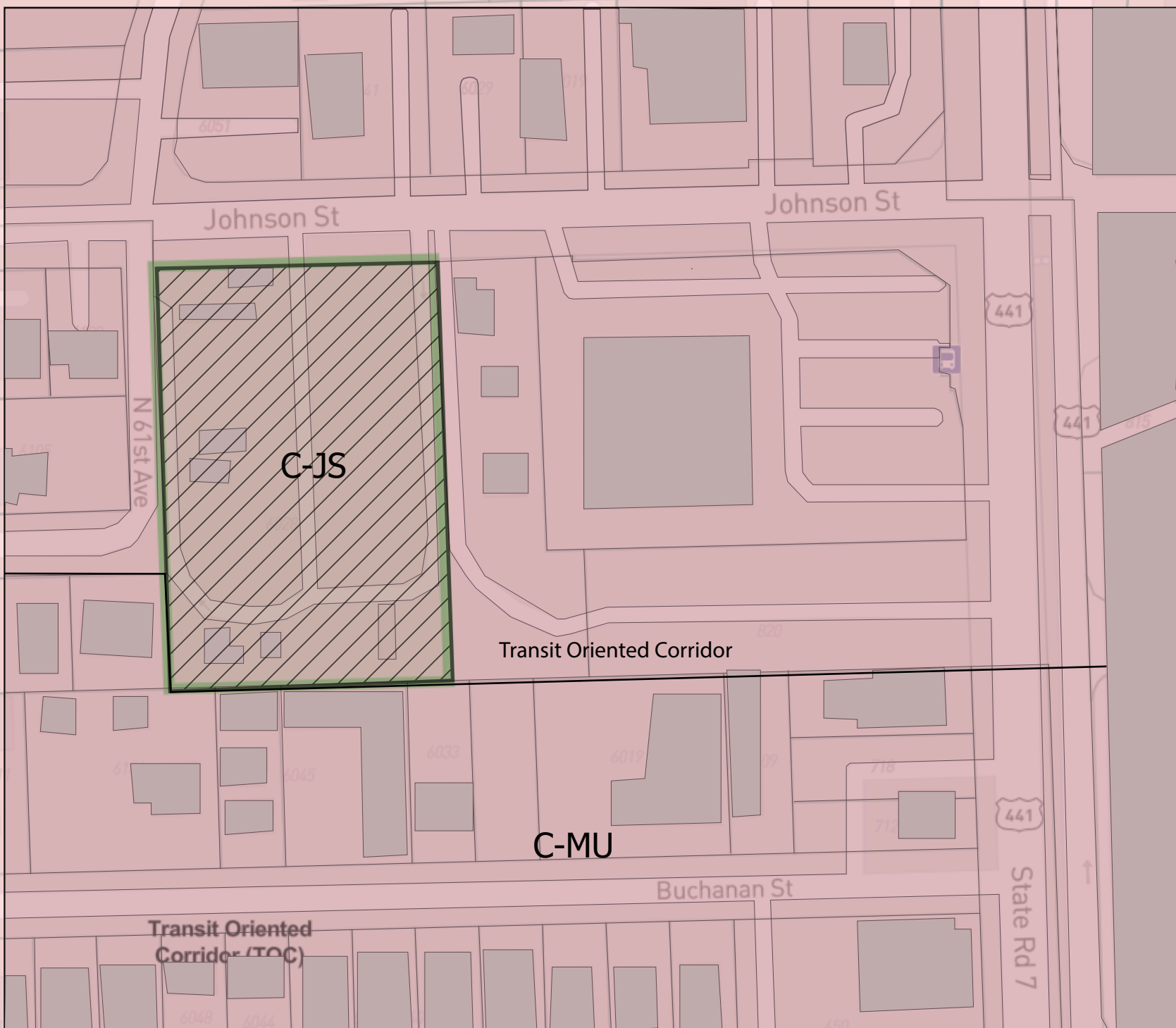


1 AERIAL OVERLAY
 PHASE 1 AND 2
 SCALE: 1"=30'-0"



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ATTACHMENT B
Land Use and Zoning Map



Legend

- Streets
-  Subject Property
-  Land Use - TOC
-  Zoning - C-JS



City of Hollywood

Staff Summary

Hollywood City Hall
2600 Hollywood Blvd
Hollywood, FL 33020
<http://www.hollywoodfl.org>

File Number: 2. 2023_0207

Agenda Date: 2/7/2023 **Agenda Number:**

To: Planning and Development Board

Title: FILE NO.: 22-DPS-34
APPLICANT: UTXII Miami Hollywood, LLC.
LOCATION: 500 S State Rd 7
REQUEST: Design, Site Plan and Special Exception to allow expansion of a nonconforming use (UTEX Storage)

**CITY OF HOLLYWOOD, FLORIDA
DEPARTMENT OF DEVELOPMENT SERVICES
PLANNING AND URBAN DESIGN DIVISION**

DATE: February 7, 2023 **FILE:** 22-DPS-34

TO: Planning and Development Board

VIA: Andria Wingett, Assistant Director

FROM: Carmen Diaz, Planning Administrator

SUBJECT: UTXIII Miami Hollywood LLC / UTEX Storage Partners requests Special Exception, Design and Site Plan for an expansion of a non-conforming use and addition of approximately 64,600 square feet of self-storage building and Recreational Vehicle (RV) parking at 500 S. State Road 7 (UTEX Storage).

REQUEST

Special Exception, Design, and Site Plan for an expansion of a non-conforming use and addition of approximately 64,600 square feet of self-storage building and Recreational Vehicle (RV) parking.

RECOMMENDATION

Special Exception: Approval with the condition that:
The RV parking storage will be an accessory use of the main permitted use.

Design: Approval, if Special Exception is granted.

Site Plan: Approval, if Special Exception and Design are granted.

REQUEST

The Applicant is requesting Special Exception, Design and Site Plan for the addition of approximately 64,600 square feet (sq. ft.) of self-storage and establishment of Recreational Vehicle (RV) parking at an existing self-storage facility located at 500 S. State Road 7. The subject site is located on the west side of State Road 7, north of Washington Street and south of Hollywood Boulevard.

An existing self-storage facility, approximately 52,216 sq. ft. in floor area, is located at the rear of the subject property, with parking and access fronting S. State Road 7. The Applicant proposes to construct an additional self-storage building at the front of the property, consisting of a 2-story structure fronting the street and flanked by two single story structures on the north and south side of the property, extending to the west. Behind the proposed addition, and screened from the street, will be vehicular areas for parking and RV storage as an accessory use of the self-storage facility.

The subject property is located north of Washington Street in the State Road 7 South -Mixed Use (S-MU) zoning district. Self storage facilities north of Washington Street are not listed as a permitted use in the Zoning and Land Development Regulations (ZLDRs). Accordingly, the Applicant is requesting a Special Exception to expand the existing non-conforming self-storage use and the RV parking on the subject property.

Applicant: UTXIII Miami Hollywood LLC / UTEX Storage Partners
Address/Location: 500 S. State Road 7
Gross Area of Property: 199,009.48 sq. ft. (4.57 acres)
Land Use: Transit Oriented Corridor (TOC)
Zoning: South Mixed-Use District (S-MU)
Existing Use of Land: Commercial – Self-Storage

ADJACENT LAND USE

North: Transit Oriented Corridor (TOC)
South: Transit Oriented Corridor (TOC)
East: Transit Oriented Corridor (TOC)
West: Low Residential (LRES)

ADJACENT ZONING

North: South Mixed-Use District (S-MU)
South: South Mixed-Use District (S-MU)
East: South Mixed-Use District (S-MU)
West: South Mixed-Use District (S-MU)

CONSISTENCY WITH THE COMPREHENSIVE PLAN

Located within the Transit Oriented Corridor, the project site is surrounded by a mix of commercial uses to the north, east and south, with residential uses to the west. The goal of the Land Use Element is to *promote a distribution of land uses that will enhance and improve the residential, business, resort, and natural communities while allowing landowners to maximize the use of their property.* The proposed development is consistent with Comprehensive Plan based upon the following:

Objective 4: *Promote improved architectural and streetscape design standards, code enforcement, economic development, neighborhood planning, and public information dissemination to maintain and enhance neighborhoods, businesses, and tourist areas.*

Objective 5: *Encourage appropriate infill, redevelopment in blighted areas throughout the City and economic development in blighted business and tourist areas.*

Redevelopment of this site will expand an existing established self-storage use on the property, allowing the landowner to maximize the use of their property and provide additional services to patrons.

CONSISTENCY WITH THE CITY-WIDE MASTER PLAN

The subject property is located within Sub-Area 1 “US 441 / SR7 Corridor” of the City-Wide Master Plan. The proposal facilitates redevelopment of a property that is already utilized for self-storage purposes, a use that is established within the community and will allow the operator to expand its operations on the site. The proposed development is consistent with the following principles and policies:

Guiding Principle: *Promote the highest and best use of land in each sector of the City without compromising the goals of the surrounding community.*

Guiding Principle: *Attract and retain businesses that will increase economic opportunities for the City while enhancing the quality of life for residents.*

Policy 1.1: *Place a priority on the US 441/SR 7 Corridor for redevelopment opportunities, influence FDOT on design of the highway, and create innovative zoning to implement future plans.*

APPLICABLE CRITERIA

Analysis of Criteria and Findings for a Special Exception as stated in the City of Hollywood Zoning and Land Development Regulations, Article 3.

CRITERIA 1: The approval of the application is necessary for the preservation and enjoyment of substantial property rights of the applicant.

ANALYSIS: The site already has an existing self-storage facility, and the Applicant is expanding the business to the front, south and north side of the site.

FINDING: Consistent.

CRITERIA 2: The approval will not, under any circumstances of the particular case, be detrimental to the health, safety and general welfare of persons working or residing within the vicinity.

ANALYSIS: The request is not detrimental to the health, safety, and general welfare of persons working or residing within the vicinity. In fact, the request will enhance the operations by providing more space and in order to operate in a safe manner and meet state laws.

FINDING: Consistent.

CRITERIA 3: The approval will not be detrimental or injurious to property and improvements in the vicinity or to the general welfare of the city.

ANALYSIS: The request is for a horizontal expansion of a non-conforming building to allow the continuance of a non-conforming use. The approval will accommodate more space offering more storage area to the community in a safer environment; it will not be detrimental or injurious to the property.

FINDING: Consistent.

CRITERIA 4: The approval will, to the maximum extent possible, bring the use or building and the site upon which it is located into compliance with city regulations.

ANALYSIS: Currently the use is legal non-conforming. The existing building is located in the rear of the lot with parking on the front facing State Road 7. The new buildings will be located in the front and parking will be behind the new buildings. The new project is meeting all current City regulations. There are no violations on this site that would trigger noncompliance with City regulations.

FINDING: Consistent.

Analysis of Criteria and Findings for Design as stated in the City of Hollywood Zoning and Land Development Regulations, Article 5.

CRITERIA 1: *Architectural and Design components.* Architecture refers to the architectural elements of exterior building surfaces. Architectural details should be commensurate with the building mass. Design of the building(s) shall consider aesthetics and functionality, including the relationship of the pedestrian with the built environment. The design should consider architectural elements that are characteristic of the surrounding neighborhood.

ANALYSIS: The proposed development offers a design that is contextual to the character of the area. The proposed building utilizes various finishes and treatments, particularly on the façade facing the street. The building is pulled forward towards State Road 7 so as to present the built form to the street and consists of a part one-story / part two-story structure with architectural features that are commensurate with the scale and intent for future built form in this zoning district.

FINDING: Consistent.

CRITERIA 2: *Compatibility.* The harmonious relationship between existing architectural language and composition and proposed construction, including how each building along the street relates to the whole and the pattern created with adjacent structures, and the surrounding neighborhood; and with the established and adopted vision for the area.

ANALYSIS: With varying architectural styles and finish materials found throughout the surrounding community, the proposed development exhibits proportionate architectural features and styles that are sensitive and compatible to the surrounding area. Additionally, vehicular use areas are screened such that they do not face directly to the street.

FINDING: Consistent.

CRITERIA 3: *Scale/Massing.* Buildings shall be proportionate in scale, with a height which is consistent with the surrounding structures; and with the established and adopted vision for the area. Building geometries shall reflect a simple composition of basic architectural details in relation to its length, width, height lot coverage, and setting of the structure in context with adjacent buildings.

ANALYSIS: The project is compliant with zoning regulations as it pertains to FAR, height, setbacks, and landscape requirements. The proposed scale and height are consistent with the surrounding area and zoning district.

FINDING: Consistent.

CRITERIA 4: *Landscaping.* Landscaped areas should contain a variety of native and other compatible plant types and forms and be carefully integrated with existing buildings and paved areas. Existing mature trees and other significant plants on the site should be preserved.

ANALYSIS: The Applicant has worked with the City Landscape Reviewer to incorporate a variety of compatible plant types and forms into the design. The proposed landscape helps articulate the property and enhance the design of the proposed building.

FINDING: Consistent.

SITE PLAN

The Technical Advisory Committee (TAC) found the proposed Site Plan compliant with all regulations as set forth in Article 6 of the Hollywood Zoning and Land Development Regulations on December 8, 2022. Therefore, Staff recommends approval if Design and Special Exception are granted.

The following standards shall be utilized by the Technical Advisory Committee and the Planning and Development Board in the review, evaluation, and approval of all required plans and exhibits:

- A. *Natural Environment.* All proposed development shall be designed in such a manner as to preserve, perpetuate, and improve the existing natural character of the site. Existing trees and other landscape features shall, to the maximum extent possible, be preserved in their natural state; and additional landscape features shall be provided to enhance architectural features, to relate structural design to the site, and to conceal unattractive uses. In all instances the city's tree protection, landscaping and all other applicable regulations shall be fully complied with as minimum standards.
- B. *Open space.* Adequate landscaped open space shall be provided which meets the particular needs and demands of the proposed development and all specific zoning district requirements. Legal methods assuring the continued preservation and maintenance of required open space shall be submitted to and approved by the City Attorney. The type and distribution of all open space shall be determined by the character, intensity and anticipated residential or user composition of the proposed development.

1. Passive open spaces (those areas not planned for intensive activity) shall be arranged as to enhance internal spatial relationships between proposed structures, to provide buffers between the project and adjacent less intensive uses, to facilitate pedestrian movements within the development, and to improve the overall visual quality of the site.
 2. Active open spaces (those areas containing activities such as playgrounds, tennis courts, swimming pools and other active recreational facilities) shall be located so as to permit easy access to all residents or users within a development. Private recreational facilities and activities within specific projects shall, wherever possible, complement, rather than duplicate, nearby public recreational activities.
- C. *Circulation and parking.* All circulation systems and parking facilities within a proposed development shall be designed and located in such a manner as to comply with the following:
1. A clearly defined vehicular circulation system shall be provided which allows free movement within the proposed development while discouraging excessive speeds. Said systems shall be separated insofar as practicable from pedestrian circulation systems. Pavement widths and access points to peripheral streets shall be provided which adequately serve the proposed development and which are compatible and functional with circulation systems outside the development.
 2. Whenever possible in proposed residential developments, living units should be located on residential streets or courts which are designed to discourage nonlocal through traffic.
 3. Off-street parking areas shall be provided which adequately accommodate maximum vehicle storage demands for the proposed project and are located and designed in such a manner so as to conveniently serve the uses to which they are accessory and not create incompatible visual relationships.
 4. Safe and efficient access to all areas of the proposed development shall be provided for emergency and service vehicles, as required by the Florida Building Code in effect in Broward County, Florida, as revised from time to time.
 5. Sidewalks shall be provided as required by the city regulations.
 6. Handicapped Accessibility shall be provided as required by all applicable regulations.
- D. *Community services and utilities.* All proposed developments shall be designed and located in such a manner as to ensure the adequate provision, use and compatibility of necessary community services and utilities.
1. An adequate sanitary sewer collection system including all necessary extensions and connections, shall be provided in accordance with city standards for location and design. Where necessitated by the size of the development and/or by the unavailability of city treatment facilities, sanitary sewage treatment and disposal systems must be provided in accordance with city and state standards and regulations.

2. An efficient solid waste collection system, including the provisions of an adequate number of properly screened local receptacles in locations which afford maximum use and collection convenience, shall be provided in accordance with all applicable city standards.

3. A well designed internal system for fire protection, including the provisions of an adequate number of properly located fire hydrants and an efficient access arrangement for emergency fire vehicles, shall be provided to ensure the safety of all persons within the project.

E. *Building and other structures.* All buildings and structures proposed to be located within a development shall be oriented and designed in such a manner as to enhance, rather than detract from, the overall quality of the site and its immediate environment. The following guidelines shall be followed in the review and evaluation of all buildings and structures:

1. Proposed buildings and structures shall be related harmoniously to the terrain, other buildings, and the surrounding neighborhood, and shall not create through their location, style, color or texture incompatible physical or visual relationships.

2. All buildings and structures shall be designed and oriented in a manner ensuring maximum privacy of residential uses and related activities both on the site being developed and property adjacent thereto.

3. All permanent outdoor identification features which are intended to call attention to proposed projects and/or structures shall be designed and located in such a manner as to be an integral part of the total project and/or structural design and shall not exceed a size and scale necessary for the recognition from vehicles moving along adjacent streets at prescribed legal speeds.

F. *Level of service standards.* For the purpose of the issuance of development orders and permits, the city has adopted level of service standards for public facilities and services which include roads, sanitary sewer, solid waste, drainage, potable water, and parks and recreation. All applicants are required to prove concurrency pursuant to the City's Comprehensive Plan and F.S. Chapter 163, as amended from time to time.

G. *Other requirements.* Requirements and recommendations as provided in the city tree and landscape regulations shall be observed as will the requirements of all applicable standards and regulations.

ATTACHMENTS

ATTACHMENT A: Application Package
ATTACHMENT B: Land Use and Zoning Map

ATTACHMENT A
Application Package

PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION



Tel: (954) 921-3471
Fax: (954) 921-3347

This application must be completed in full and submitted with all documents to be placed on a Board or Committee's agenda.

The applicant is responsible for obtaining the appropriate checklist for each type of application.

Applicant(s) or their authorized legal agent must be present at all Board or Committee meetings.

At least one set of the submitted plans for each application must be signed and sealed (i.e. Architect or Engineer).

Documents and forms can be accessed on the City's website at

<http://www.hollywoodfl.org/DocumentCenter/Home/View/21>



APPLICATION TYPE (CHECK ONE):

- Technical Advisory Committee
- City Commission
- Historic Preservation Board
- Planning and Development Board

Date of Application: 11/7/22

Location Address: 500 S State Road 7
 Lot(s): 5 Block(s): NA Subdivision: SW 1/4 of Section 13
 Folio Number(s): Tract A, Grants Farm, PB 112, PG 31, Public Records of Broward County
 Zoning Classification: S-MU Land Use Classification: Transit Oriented Corridor
 Existing Property Use: Self-storage Sq Ft/Number of Units: 53,451

Is the request the result of a violation notice? () Yes (X) No If yes, attach a copy of violation.
 Has this property been presented to the City before? If yes, check all that apply and provide File Number(s) and Resolution(s): 22-DPS-34

- Economic Roundtable
- City Commission
- Technical Advisory Committee
- Planning and Development
- Historic Preservation Board

Explanation of Request: Request for site plan approval for the expansion of approx. 64,600 SF of additional self-storage and RV/vehicle parking

Number of units/rooms: Approx 201 Sq Ft: 64,600
 Value of Improvement: TBD Estimated Date of Completion: 12/23
 Will Project be Phased? () Yes (X) No If Phased, Estimated Completion of Each Phase _____

Name of Current Property Owner: UTXIII Miami Hollywood LLC (owner), UTEX Storage Partners (applicant)
 Address of Property Owner: 65 East Wadsworth Park Dr, Suite 220, Draper, UT 84020
 Telephone: 801-694-1474 Fax: N/A Email Address: jbarnes@utexstorage.com
 Name of Consultant/Representative/Tenant (circle one): Stantec Consulting Services Inc.
 Address: 800 Fairway Dr, Ste 195, Deerfield Beach, FL 33441 Telephone: 954-481-2812
 Fax: N/A Email Address: shehab.bata@stantec.com

Date of Purchase: 6/8/22 Is there an option to purchase the Property? Yes () No (X)
 If Yes, Attach Copy of the Contract.

List Anyone Else Who Should Receive Notice of the Hearing: _____
 _____ Address: _____
 _____ Email Address: _____

Hollywood Self-Storage Community Outreach Meeting

July 27, 2022

Meeting Start Time: 6 p.m.

Meeting Duration: 30 Minutes

500 S State Rd 7, Hollywood, FL

Attendance/Sign-in Sheet:

- Jodie Perez
- David Jake Jacobsen
- Jake Wyckoff
- Scott Wyckoff
- Magaly Vieczcas
- Justin Barnes

Summary of Meeting:

- Who we are:
 - We went through our facilities and our UTEX development team
- Current condition:
 - We analyzed the condition of the property
 - Looked through pictures of existing property
- Our Goals:
 - Talked about what we want to accomplish with this facility
 - Enhance appearance, security, customer experience, and bring value to the community
- Proposed Expansion:
 - Layout
 - Elevations
 - Entrance
- How this Benefits the Community:
 - Improved physical appearance
 - Improved security
 - Raises property standards
- Timeline:
 - Delivering summer 2023
- Questions:
 - Is delivery too optimistic?
 - We have contractors lined up and believe timeline is attainable

- Comments
 - Jodie – super excited about this property because of great potential
- Other topics discussed
 - Placement of signage on expansion
 - Suggestions for moving existing monument sign to north street corner.
Also talked about putting signage on the building instead.



Valued Neighbor,

On behalf of UTEX Storage Partners I would like to introduce our company to the neighborhood. We have recently purchased the self-storage facility at 500 S State Rd 7, Hollywood, FL.

As part of the purchase, we plan to update the current facility as well as expand and enhance its street presence, making the site cleaner, better looking and safer. UTEX Storage Partners is committed to becoming a valued part of this great community. With that end in mind, I am reaching out to formally invite you to our public participation meeting.

The meeting is scheduled to take place on Wednesday the 27th of July 2022 at 6 p.m. at 500 S State Rd 7, Hollywood, FL. A virtual link is provided if you cannot attend in person. We are excited to hear your feedback and show you how we plan to enhance this site to your community standards.

We look forward to working with you and becoming a part of the community.

Sincerely,

Justin Barnes – Executive Vice President of Development- UTEX Storage Partners

801-597-9312

jbarnes@utexstorage.com

Jake Wyckoff – Development Manager – UTEX Storage Partners

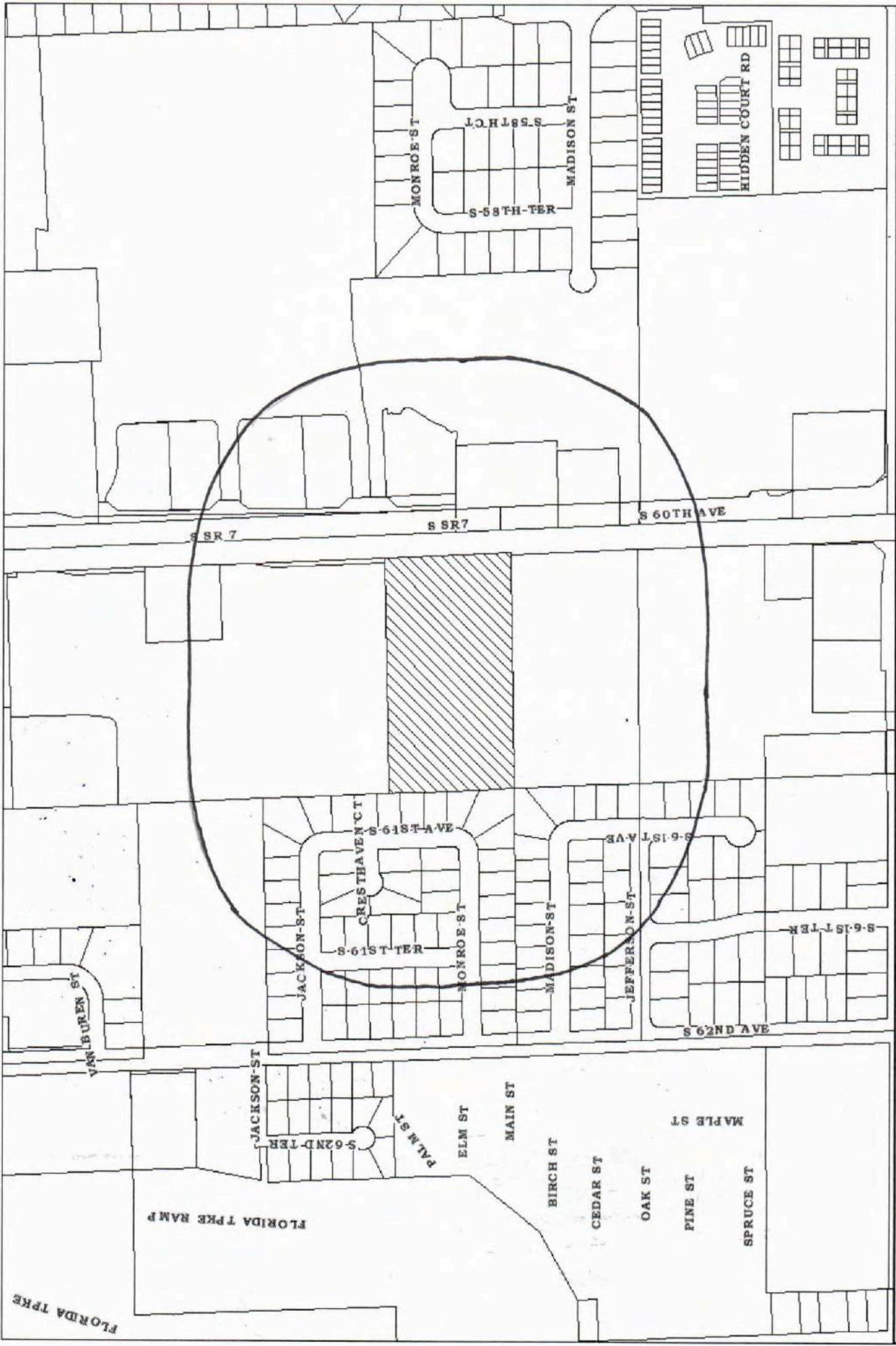
801-403-0226

jwyckoff@utexstorage.com

Meeting Place: 500 S State Rd 7

Meeting Time: 6 P.M.

Virtual Link: Microsoft Teams. **Meeting ID:** 263 421 860 730 **Passcode:** SoDbjn



MARTY KIAR
BROWARD COUNTY

MARTY KIAR
BROWARD COUNTY PROPERTY APPRAISER



500 S ST RD 7
DATE OF PRINT: 06/30/2022



CERTIFICATION LETTER

City of Hollywood

Date: July 8, 2022

Applicant: UTEX Storage Partners

Legal Description: Tract A of Grant's Farm Plat of as recorded in Plat Book 112 Page 31 of het Public Records of Broward County Florida.

Address or General Location: 500 S. State Road 7

This letter certifies that the attached list of property owners was prepared using the latest tax folio rolls supplied by the Broward County Property Appraisers Office as of June 30, 2022. This list includes all properties and Civic Associations within 500 feet from each property line of the subject site and the Planning Department and City Commission in regulations.

This letter also certifies that the attached notification was sent to the persons on the list of property owners. The notice was mailed July 8, 2022.

Finally, this letter certifies that the site was posted with 1 notice sign that meets the City of Hollywood notification regulations. The sign was posted July 8, 2022.

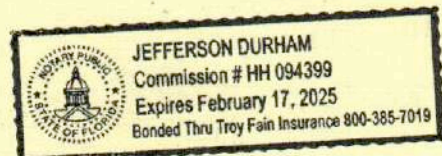
Thank You,

A handwritten signature in blue ink, appearing to read "Christina Mathews", is written over a horizontal line.

Christina Mathews

Sworn and subscribed before me this 8th day of July, 2022. She is personally known to me.

Signature of Notary



1025 Yale Drive
Hollywood, Florida 33021
954-920-2205
Email: cutroplanning@yahoo.com



Public Participation Outreach Meeting

July 27th, 2022

AGENDA

- Introduction
- Who we are
- Property overview
- Primary goals with Property
- Renderings
- Timeline
- Summary
- Open Discussion/Q&A



INTRODUCTION

- Meeting is to discuss the redevelopment of the Life Storage (former USA Storage) located at 500 S State Rd 7

WHO WE ARE

- UTEX Storage Partners is a real estate development and acquisition company with offices in Salt Lake City and Dallas.
- We use our expertise to develop and acquire self-storage facilities nationwide.
- Our goal is to partner with communities to create clean, safe, and high-quality facilities.



MEET OUR TEAM



Scott Wyckoff

Managing Principle



Justin Barnes

EVP of Development



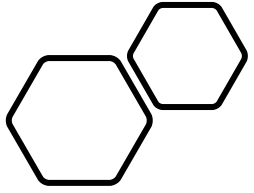
Jake Wyckoff

Development Manager



Property Overview

500 S State Rd 7, Hollywood, FL

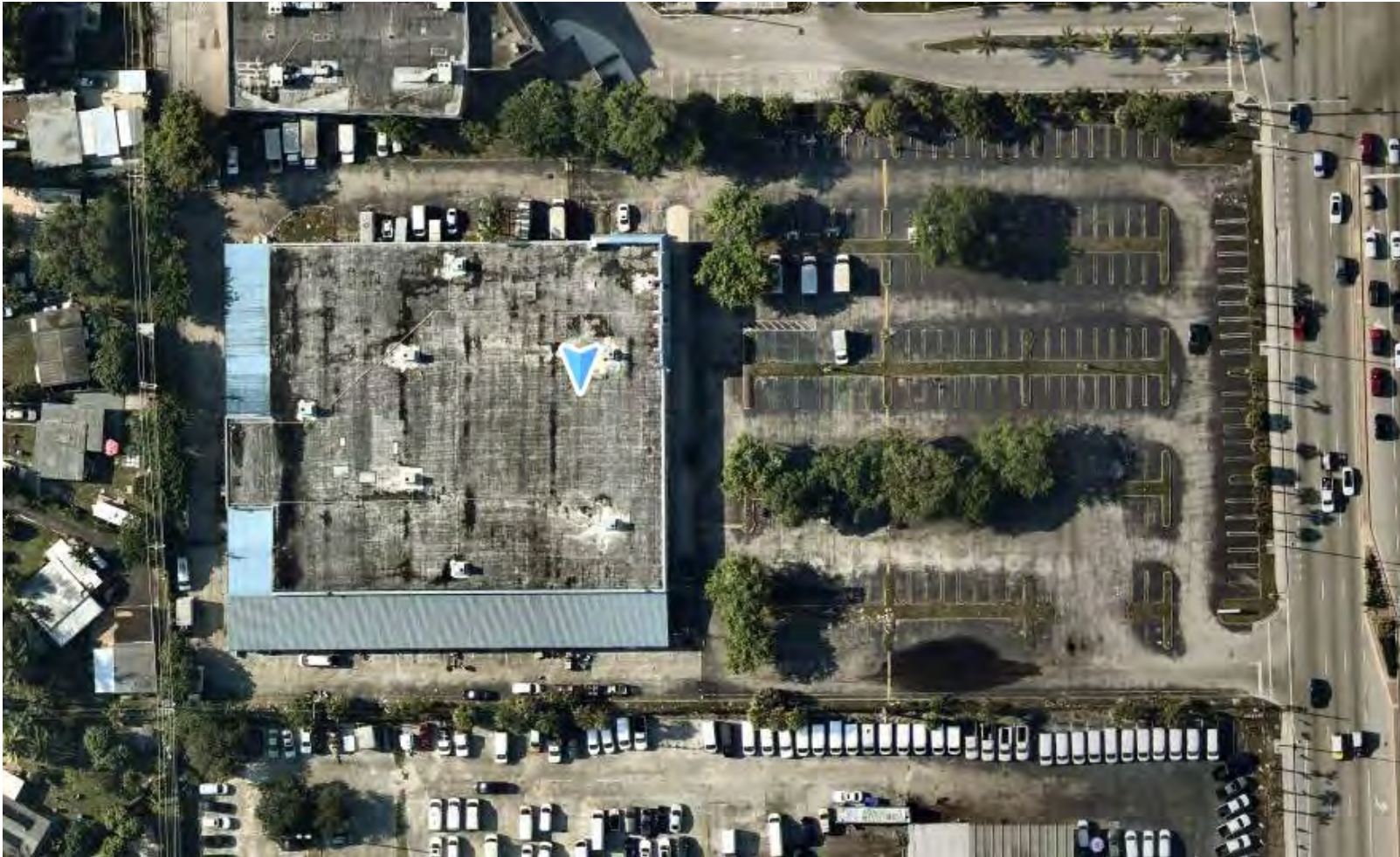


Current Condition



Presentation title





Current Condition (cont.)

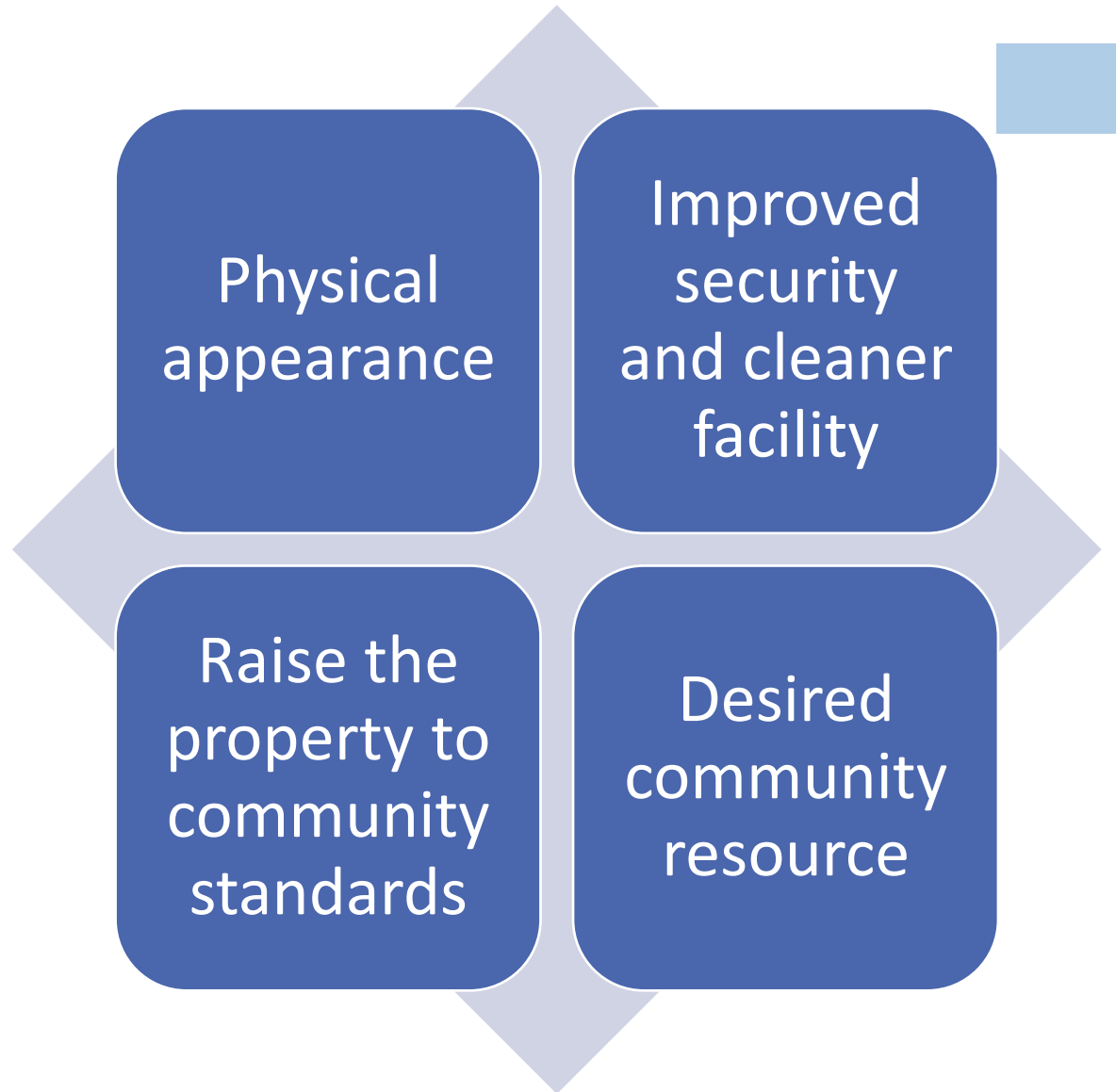
Our Goal for the Site

- Enhance and Improve the overall appearance
- Improve security and management
- Improve customer experience and efficiency
- Coordinate with neighborhood to ensure that the property will add value to the community

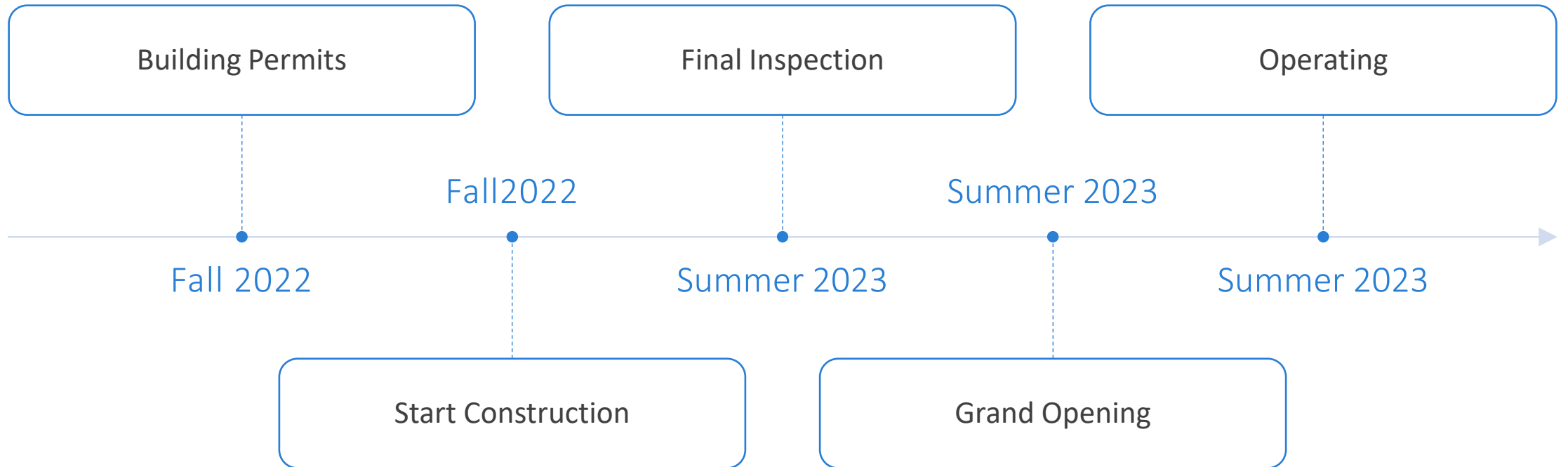


Proposed Street View

How this
will benefit
your
community



TIMELINE





THANK YOU

Justin Barnes

jbarnes@utexstorage.com

utexstorage.com

Any Questions?



Contact Information

Justin Barnes

EVP

jbarnes@utexstorage.com

Jake Wyckoff

Development Manager

jwyckoff@utexstorage.com

NOTICE OF PUBLIC OUTREACH MEETING

Sponsored by: UTEX Storage Partners

Project Name: 500 S. State Road 7

MEETING DATE & TIME: 7/27/2022 @ 6:00 PM

MEETING LOCATION: 500 S. State Road 7

Virtual link: Microsoft Teams

Meeting ID: 263 421 860 730

Passcode: SoDbjn

FOR ADDITIONAL INFORMATION: jbarnes@utexstorage.com

Posted: 5/27/2022 By: Cutro



January 13, 2023

Carmen Diaz
Planning Administrator
City of Hollywood
2600 Hollywood Blvd, Room 315
Hollywood, FL 33021

RE: Criteria Statement for 22-DP-34 500 S. State Road 7 Self-Storage Special Exception Application

Dear Carmen Diaz:

Please allow this letter to serve as the Criteria Statement for the Special Exception Application for project 22-DP-34. Our application includes one special exception request:

- Expansion of of a Legal Nonconforming Use pursuant to Section 3.12.G of the Development Zoning and Land Development Regulations: The property is currently operating as a self-storage facility with RV and vehicle parking which was a permitted use at the time the facility began operating.

The property is located within the S-MU zone which allows self-storage as a Main Permitted Use with the exception of being located north of Washington Street. The property also allows Outdoor Storage as and Accessory Use with the exception of locations located north of Washington Street. The property does not fall within the boundaries of any historic district or Community Redevelopment Agency jurisdiction.

The property currently contains a one-story building approximately 53,450 SF of interior and drive-up storage that is located towards the rear of the property. The front of the property is a large parking lot that contains approximately 259 parking spaces. The property was originally built in 1983 and operated as a Toys R Us retail store. The property was converted to a self-storage facility circa 2002. The property currently operates as a legal nonconforming use due to the exception added to the code in recent years that prohibits self-storage and outdoor storage north of Washington Street.

The subject property has a Future Land Use designation of Transit Oriented Corridor, and is zoned South Mixed-Use District. The South Districts are intended to encourage and orient the higher intensity and ground floor commercial uses towards State Road 7 to enhance the corridor, creating a more urban environment with buildings on the street edge, continuous sidewalks, and active uses which promote pedestrian activity.

Section 5.3G of the Hollywood Zoning and Land Development Regulations includes the standards for the granting of special exceptions. The applicant has been working diligently with Hollywood city staff to achieve to the greatest extent possible, compliance with City Regulations in section 5.3:

1. The proposed use must be consistent with the principles of the City's Comprehensive Plan:
 - a. **As noted above, one of the key elements of the applicant's proposal is to create a safer, cleaner and more manageable site. The application is consistent with the desires and intent of the City's Comprehensive Plan by "promoting the public health, safety, order, convenience, comfort and general welfare" to the community through economic development.**
2. The proposed use must be compatible with the existing land use pattern and designated future uses and with the existing natural environment and other real properties within the vicinity.
 - a. **The intent of the S-MU zone within the TOD overlay is to "orient higher intensity and ground floor commercial uses towards State Road 7...create a more urban environment with buildings on the street edge, continuous sidewalks, and active uses which promote pedestrian activity". The application has achieved this to the greatest extent possible by locating the new building along State Road 7. The application has also demonstrated the desire to adhere to the City Regulations by designing the building to include ground floor "active uses" consistent with the development code. The retail activities are currently located towards the rear of the property, the proposal relocates such activities to the front of the property near the entrance, greatly enhancing the active uses of the property along State Road 7.**
3. That there will be provisions for safe traffic movement, both vehicular and pedestrian, both internal to the use and in the area which will serve the use.
 - a. **The application improves the existing traffic condition substantially. The internal traffic flow of the facility is awkward and cumbersome to the daily operations. The applicant has worked with city staff to ensure that the vehicle and pedestrian traffic to the property and within the property function properly.**
4. That there are setbacks, buffering, and general amenities in order to control any adverse effects of noise, light, dust and other potential nuisances.
 - a. **The application adheres to the setback and buffering requirements of the code. As noted earlier, the property currently operates RV and vehicle parking rentals, which are not currently buffered. The application provides a buffer building to this activity which completely buffers the activity from view of State Road 7, which exceeds the code requirements. The building setbacks and height requirements are also compliant, which the existing use does not achieve.**
5. The proposed use, singularly or in combination with other Special Exceptions, must not be detrimental to the health, safety, or appearance of the neighborhood or other adjacent uses by reason of any one or more of the following: the number, area, location, height, orientation, intensity or relation to the neighborhood or other adjacent uses.
 - a. **The proposal is not detrimental to the adjacent uses. The applicant has worked with various city staff to ensure compliance with current codes and regulations as well as the overall enhancement of the aesthetics of the property.**
6. The subject parcel must be adequate in shape and size to accommodate the proposed use.
 - a. **The subject parcel is adequate in shape and size for the proposed expansion. As noted above, the applicant has worked with staff and consultants to ensure compliance to current setbacks, buffers, height restrictions, etc.**
7. The proposed use will be consistent with the definition of a Special Exception and will meet the standards and criteria of the zoning classification in which such use is proposed to be located, and all other requirements for such particular use set forth elsewhere in the zoning code, or otherwise adopted by the City Commission.
 - a. **The proposed use is consistent with the Special Exception Criteria as shown above in response to section 3.12.G.**



In addition to the standards noted above, Section 3.12.G of the Hollywood Development Zoning and Land Development Regulations includes the standards for granting special exceptions for the expansion of a lawful non-conforming use:

1. The approval of the application is necessary for the preservation and enjoyment of substantial property rights of the applicant.
 - a. **The applicant has worked closely with various city staff in order to adhere to the intent of the Comprehensive Plan. The proposed project will promote active uses along State Road 7, improve site security and functionality, promote economic development, and contribute to the surrounding vicinity by enhancing the aesthetics of the current facility.**
2. The approval will not, under any circumstances of the particular case, be detrimental to the health and safety and general welfare of persons working or residing within the vicinity.
 - a. **The current expansion proposal will not adversely affect the health, safety and general welfare of persons within the vicinity. The proposal includes the following enhancements that will improve the health, safety and general welfare of persons within the vicinity: Site security enhancements, site lighting improvements, active uses to be located along State Road 7, and restricted and monitored access to the facility.**
3. The approval will not be detrimental or injurious to property and improvements in the vicinity or to the general welfare of the City.
 - a. **The current proposal will have a positive impact in the vicinity and to the general welfare of the City. The proposed expansion will allow the property to enhance the esthetics, improve security and contribute to the vision of the General Comprehensive Plan of the City of Hollywood through the significant economic investment into the community.**
4. The approval will, to the maximum extent possible, bring the use or building and the site upon which it is located into compliance with City Regulations.
 - a. **The applicant has been working with Hollywood city staff for the past several months to achieve to the greatest extent possible, compliance with City Regulations in section 5.3, including achieving compliant building setbacks, building heights, architectural compliance, active use adherence, and many other applicable standards.**

We are pleased to present this application as we consider our efforts to adhere to the General Comprehensive Plan and the Zoning and Land Development Regulations. We have worked closely with the Hollywood staff to ensure that the proposal will enhance not only the property, but also the surrounding community. We look forward to adding to the community and continuing our partnership with the City of Hollywood.

Sincerely,

Justin Barnes

A handwritten signature in black ink, appearing to read "Justin Barnes", written over a light blue horizontal line.

UTEX Storage Partners



Adjacent property to the North:



Adjacent property to the South:



Adjacent property to the East on the other side of State Rd 7:



Adjacent residential neighborhood West of subject property:



Subject Property: 500 S State Rd 7

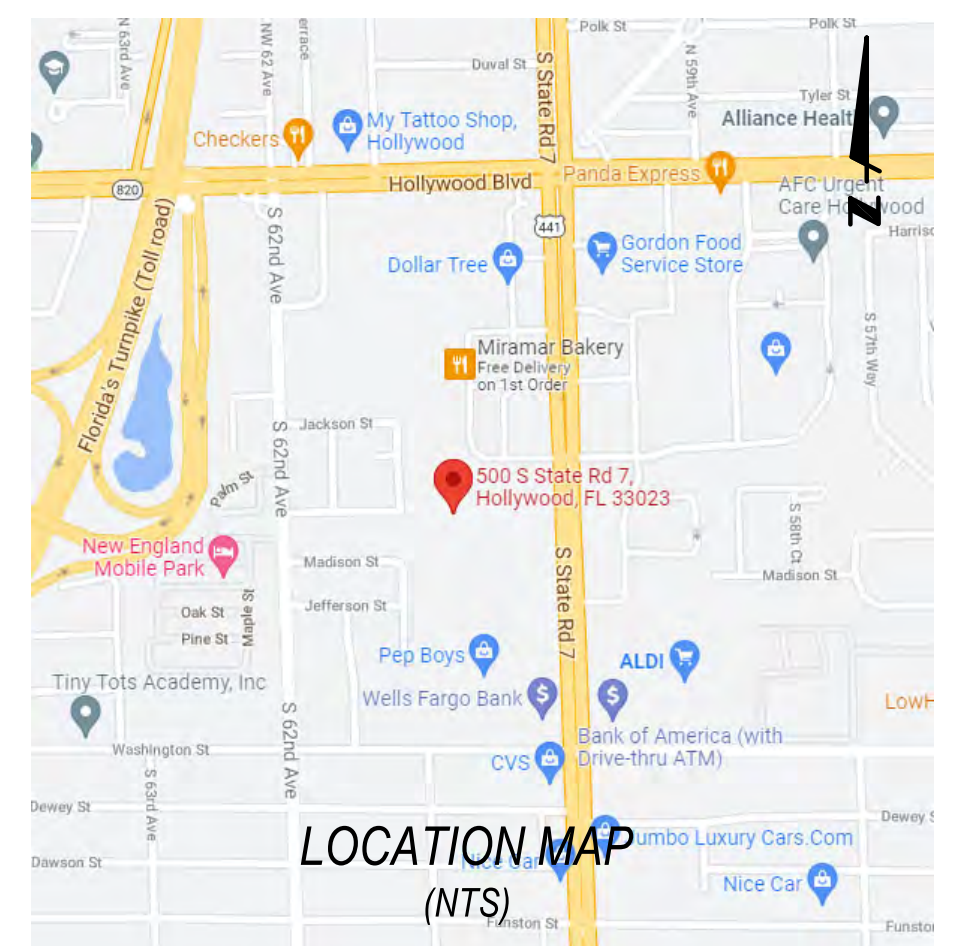
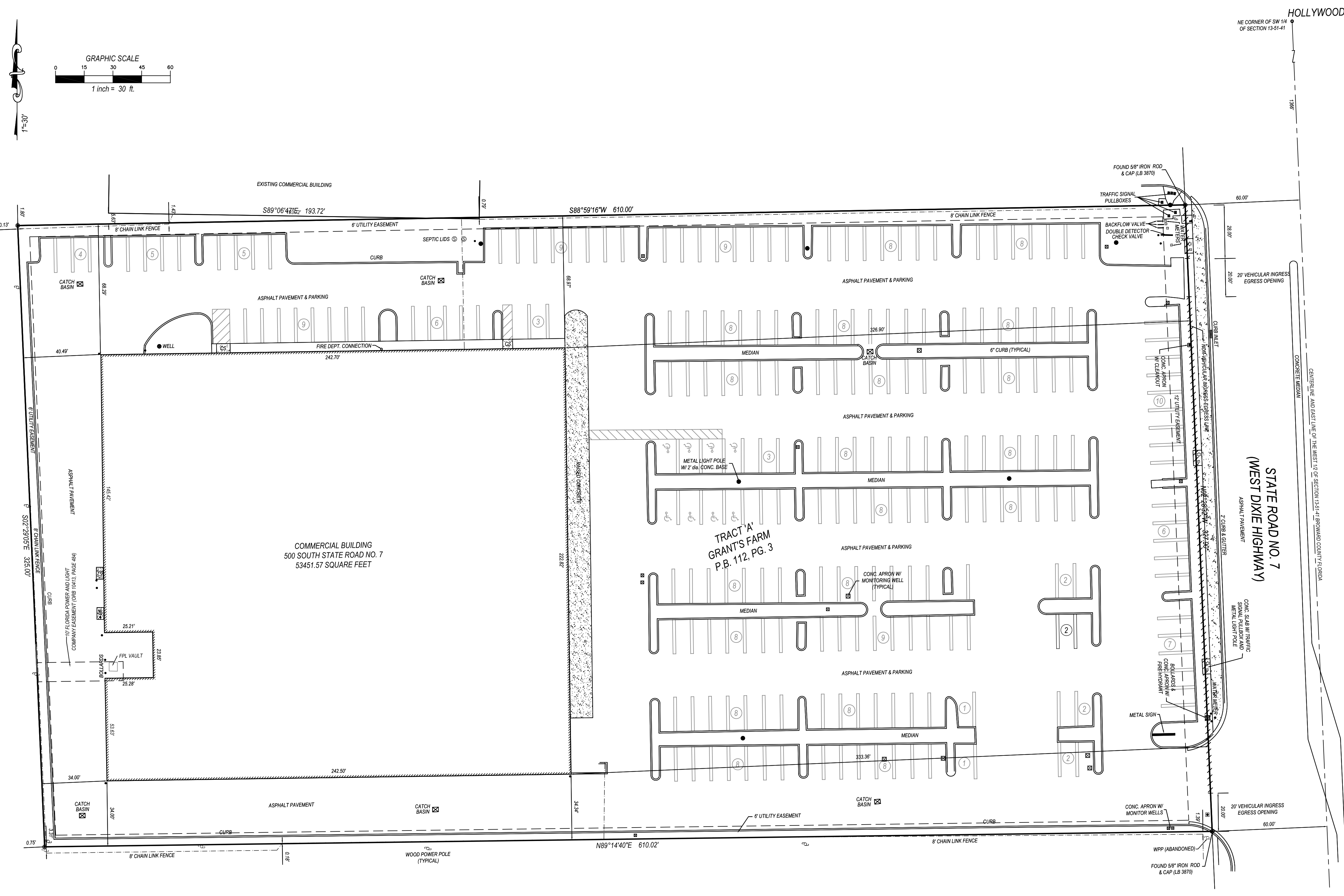
Old existing building pre-renovation:





Existing building post-renovation:





PROPERTY ADDRESS:
500 S STATE ROAD 7
HOLLYWOOD, FL 33023

FLOOD ZONE: X AND AH 9"
Panel No.: 12011C 0564H
Date: AUGUST 18, 2014

CERTIFIED TO:
1. WASATCH STORAGE PARTNERS II, LLC
2. FIRST AMERICAN TITLE INSURANCE COMPANY

LEGAL DESCRIPTION:
TRACT A, GRANT'S FARM, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 112, PAGE 31, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA CONTAINING 199,108 SQUARE FEET OR 4.57 ACRES±.

SURVEYORS' NOTES:
1. I HEREBY CERTIFY THIS SURVEY MEETS STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17.050-.052, OF THE FLORIDA ADMINISTRATIVE CODE, ADOPTED BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS, PURSUANT TO CHAPTER 472.027 OF THE FLORIDA STATUTES.
2. THE SURVEY MAP AND REPORT AND THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OR VERIFIED ELECTRONIC SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. UNDERGROUND OR OBSCURED IMPROVEMENTS WERE NOT LOCATED.
4. DIMENSIONS ARE RECORD AND FIELD UNLESS OTHERWISE NOTED.
5. STATED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS.
6. THIS FIRM'S CERTIFICATE OF AUTHORIZATION NUMBER IS LB 8261.
7. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
8. SURVEY SUBJECT TO RESERVATIONS, RESTRICTIONS, EASEMENTS AND RIGHTS-OF-WAY OF RECORD. (SEE TITLE REVIEW).
9. LOCATION MAP IS GLEANED FROM ONLINE MAPPING SITES AND AND IS ONLY APPROXIMATE.
10. ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD'88)

TITLE REVIEW:
A REVIEW OF THE OWNERSHIP AND ENCUMBRANCE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS-1105669A-HOU1, DATED SEPTEMBER 20, 2022, IN SUPPORT OF THE SCHEDULE B-II REFERENCED BELOW, UPDATED AND REVISED 05/19/2022, DATED MAY 13, 2022 @ 7:30 AM, WAS REVIEWED BY THIS OFFICE.
SCHEDULE B EXCEPTIONS ARE AS FOLLOWS:
EXCEPTIONS 1-9 ARE GENERAL EXCEPTIONS AND ARE NOT DEPICTED
EXCEPTION 10, PLAT BOOK 112, PAGE 31, DEPICTED
EXCEPTION 11, ORB 10279, PAGE 371, ORB 10704, PAGE 413, AFFECTS UNPLOTTABLE
EXCEPTION 12, ORB 10413, PAGE 484, ORB 46523, PAGE 1369, ORB 47031, PAGE 1981, PLOTTED
EXCEPTION 13, ORB 10704, PAGE 417, AFFECTS UNPLOTTABLE (BLANKET)
EXCEPTIONS 14-17, AFFECTS UNPLOTTABLE, RESOLUTIONS

DATE	BY	REVISION
11-02-22	DW	UPDATE O & E REPORT
08-10-22	JH	UPDATE O & E REPORT
05-20-22	JH	REVISED TITLE
05-20-22	JH	UPDATE
05-06-22	JH	ZONING REPORT/ALTA
03-28-22	JH	BOUNDARY SURVEY
01-17-22	DPK	FIELD DRAFT

JOB# 521-1274

ALTA / NSPS LAND TITLE SURVEY

PRINCIPAL MERIDIAN SURVEYING, Inc.
LICENSED BUSINESS NO. 8261
4546 CAMBRIDGE STREET
WEST PALM BEACH, FL 33415
OFFICE 561-478-7764

THE PLANNING & ZONING RESOURCE COMPANY
1300 South Meridian Avenue, Suite 400 • Oklahoma City, Oklahoma 73109
Telephone (405) 840-4344 • Fax (405) 840-2608

ZONING AND SITE REQUIREMENTS SUMMARY

I. Property Location and Size

1. Jurisdiction:	City of Hollywood, Florida
2. Name:	500 South State Road 7
3. Address:	500 South State Road 7
4. Size:	Per Survey, 4.57 Acres or 199,108 Square Feet ±

II. Existing Land Use and Zoning

1. Date of Existing Ordinance:	Passed January 15, 2020
2. Existing Zoning Designation:	"S-MU" South Mixed-Use a State Road 7 Transit Oriented Corridor District
3. Adjacent Zoning Designation and or Use if Applicable:	North, South and East: S-MU West: RS-8 Single Family
4. Existing Land Use:	Self-Storage Facility with parking spaces to store vehicles (NS)

III. Zoning Regulations

1. Are copies of zoning regulations available for this site?	Yes, Attached
2. If any aspect of the property is not in conformance with current zoning, does the municipality provide ordinances dealing with non-conforming use?	Yes, Attached

IV. Property Specification

1. Building Set-Back Lines Required	Existing
a. State Road 7:	Minimum 10 Feet Maximum 30 Feet
b. Side abutting Nonresidential:	None Required Not Applicable as none is required
c. Rear abutting Residential:	Minimum 20 Feet 34 Feet (Per Survey)
d. Separation between Self-Storage from another Self-Storage Facility:	0.25 Mile Per Aerial Imagery, exceeds 0.25 from another self-storage facility
Parking Setbacks	
a. Front:	Minimum 10 Feet Minimum 5 Feet (Per Scale of Survey)
b. Side, Rear, Alley:	Minimum 5 Feet Minimum 4 Feet (Per Scale of Survey)

Is The Existing Building in Conformance? No. See Section "VI" (See Section 4.6.D, 3.23.H for Code reference)

2. Building Size

a. Maximum Building Height or Stories:	45 Feet when within 100 Feet of a Residential District. (Rear property line abuts RS-8 District. Per Survey, Building is 24 Feet from the property line). For portions of the building which exceed 100 Feet from the Residential District, 65 Feet Permitted.
b. Existing Building Height or Stories:	1 Story (Per Aerial Imagery) 12 Feet (Estimated at 12 Feet per Story)
c. Building Site Area Requirements:	Minimum Open Space: 5% Existing: 5% (Per Scale of Survey and Aerial Imagery) Minimum Active Uses on the Ground Floor on State Road 7: 60% Existing: None (Per Aerial Imagery) Minimum Lot Area for Self-Storage Facilities: 1 Acre Existing: 4.57 Acres (Per Survey)

Is The Existing Building in Conformance? No. See Section "VI" (See Section 4.6.D, 4.22.U for Code reference)

3. Density

a. Building Density Formula:	None Specified
b. Approximate Building Footprint:	53,451.57 Square Feet (Per Survey)
c. Approximate Gross Floor Area:	54,380 Square Feet (Per Assessor's Record)

Is The Building Coverage in Conformance? Yes (See Section 4.6.D for Code reference)


4. Parking

a. Parking Space Formula:	Minimum - Self-Storage Facility: 1 Space per 10,000 Square Feet (64,360 / 10,000 = 6.4) Maximum in the S-MU District - 20% the required minimum (5.4 x 0.20 = 1.08)
b. Parking Spaces Required:	Minimum 5 Total Parking Spaces Maximum 7 Total Parking Spaces
c. Existing Parking Spaces:	258 Total Parking Spaces including 8 Handicap Parking Spaces (Per Count of Survey)

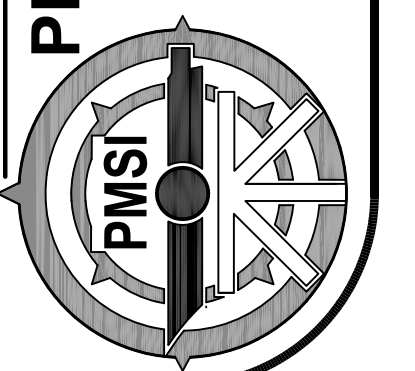
Is The Existing Parking in Conformance? No. See Section "VI" (See Section 4.6.D, 7.2 for Code reference)

I hereby certify to Texas Capital Bank, its successors and/or assigns, UTXIII Miami Hollywood, LLC, a Delaware limited liability company, and First American Title Company that this map or plat 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 and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 14, 16, 17, 18, 19, 20 and 21 of Table A thereof.

The field work was completed on 01-07-22

SIGNED: 
DOUG WALKER
PROFESSIONAL LAND SURVEYOR AND MAPPER
FLORIDA CERTIFICATE No. 7211

DATE: 11-02-22



SELF - STORAGE 500 S. STATE ROAD 7 HOLLYWOOD, FLORIDA

CITY OF HOLLYWOOD MEETING DATES:
PRELIMINARY TAC MEETING: JUNE 20, 2022
FINAL TAC MEETING: SEPTEMBER 6, 2022

DEVELOPED FOR:
UTEX STORAGE PARTNERS



OWNER / DEVELOPER
UTEX STORAGE PARTNERS
65 E WADSWORTH PARK DRIVE
DRAPER, UTAH 84020
(801) 692-1474

ENGINEER
STANTEC CONSULTING SERVICES
800 FAIRWAY DRIVE, SUITE 195
DEERFIELD BEACH, FL 33441
(954) 481-2812

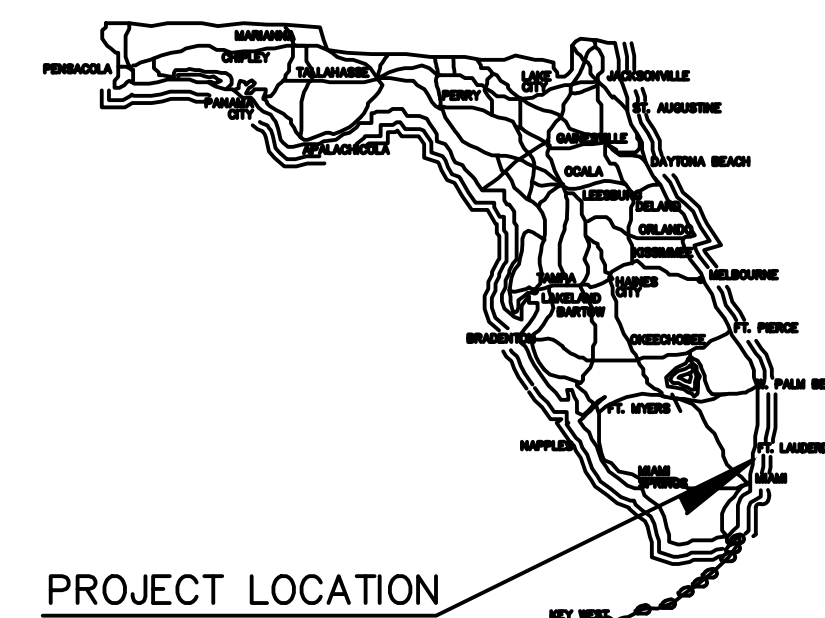
ARCHITECT
HEAL ARCHITECTS
2350 N 930 E
PROVO, UT 84640
(469) 920+0123

SURVEYOR
CRAIG A. SMITH & ASSOCIATES
21045 COMMERCIAL TRAIL
BOCA RATON, FL 33486
(561) 314-4445

LANDSCAPE ARCHITECT
LANDSCAPE ARCHITECTURAL SERVICES
1708 SE JOY HAVEN STREET
PORT ST. LUCIE FL 34983
(772) 6314-8400



LOCATION SKETCH
SECTION: 13 TWN: 51 RANGE: 41E
Scale: 1" = 600'



Sheet List Table	
Sheet Number	Sheet Title
C-00	Cover Sheet
C-01	General Notes
C-02	General Notes
C-03	Existing Conditions
C-04	Demolition Plan
C-05	Site Plan
C-06	Grading and Drainage
C-07	Utility Plan
C-08	Cross Sections
C-09	Pavement Marking and Signage
C-10	General Details I
C-11	General Details II
C-12	General Details III
C-13	Drainage Details I
C-14	Drainage Details II
C-15	Water Details
C-16	Sanitary Sewer Details
C-17	Erosion Control Plan
A-201	EXTERIOR ELEVATIONS
A-202	EXISTING BUILDING ELEVATIONS
A-203	EXTERIOR COLOR BOARD
L-01	OVERALL LANDSCAPE PLAN
L-02	DETAIL LANDSCAPE PLAN
L-03	TREE DISPOSITION PLAN
L-04	DETAILS & SPECIFICATIONS

JANUARY, 2023

*****APPROVALS*****			
AGENCY	SUBMITTAL DATE	APPROVAL DATE	PERMIT NUMBER



**PERMIT SET
NOT FOR CONSTRUCTION**

SHEHAB BATA, P.E.
REGISTERED ENGINEER NO. 85007
STATE OF FLORIDA

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SHEHAB BATA ON THE DATE ADJACENT TO THE SEAL.
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.



The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay. The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

GENERAL NOTES

- 1. ALL WORK SHALL BE ACCOMPLISHED ACCORDING TO APPLICABLE STATE, COUNTY, MUNICIPAL, AND LOCAL CODES.
2. WORK IN CONNECTION WITH UTILITY OWNED BY BROWARD (COUNTY) SHALL BE IN CONFORMANCE WITH THE COUNTY'S LATEST TECHNICAL SPECIFICATIONS, STANDARD CONSTRUCTION DETAILS, AND APPROVED MATERIALS LIST(AML).
3. CONTRACTOR WILL BE RESPONSIBLE TO CONTACT ALL UTILITY COMPANIES FOR LOCATION OF THEIR EXISTING FACILITIES. IT WILL THEN BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE THESE FACILITIES FOR THE EXACT LOCATIONS. CONTACT SUNSHINE "811" NOT LESS THAN 2 FULL BUSINESS DAYS AND NO MORE THAN 5 BUSINESS DAYS PRIOR TO DIGGING. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT/ LOCATE OTHER UTILITIES NOT SUBSCRIBING TO "SUNSHINE" ONE CALL "811."

- OR FDOT NO. 57 COARSE AGGREGATE.
22. REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60. WELDED WIRE MESH SHALL CONFORM TO ASTM A185. BENDS AND PLACEMENT SHALL CONFORM TO PERTINENT STANDARDS OF ACI AND ASTM.
23. ALL EXPOSED EDGES OF CONCRETE SHALL HAVE A MINIMUM 3/4" CHAMFER.
24. ALL STORM, SANITARY, WATER OR FORCE MAIN PIPE SHALL BE LAID IN A CLEAN, DRY TRENCH. DEWATERING AS REQUIRED SHALL BE AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL MAKE ALL INSTALLATION PURSUANT TO THE FLORIDA TRENCH ACT. DISCHARGE WATER SHALL NOT BE DIRECTED THROUGH THE PIPE BEING LAID.

DISPOSITION OF EXCAVATED MATERIALS

- 1. BROKEN PAVEMENT AND OTHER DEBRIS SHALL BE REMOVED FROM THE SITE AS SOON AS PRACTICAL, UNLESS OTHERWISE DIRECTED BY THE ENGINEERING SERVICES DEPARTMENT. EXCAVATED MATERIALS SHALL NOT BE STOCKPILED IN THE RIGHT-OF-WAY DURING CONSTRUCTION WITHOUT SPECIFIC APPROVAL OF THE ENGINEERING SERVICES DEPARTMENT. ALL EXCESS MATERIALS SHALL BE REMOVED FROM THE WORK SITE AND DISPOSED OF LEGALLY BY THE PERMITEE AT THEIR OWN EXPENSE.

IDENTIFICATION AND COLOR OF PIPE & FITTINGS

A. POTABLE WATER MAINS

- 1. ALL WATER MAIN PIPE AND FITTINGS SHALL BE COLOR CODED OR MARKED USING BLUE AS A PREDOMINANT COLOR TO DIFFERENTIATE DRINKING WATER FROM RECLAIMED OR OTHER WATER. UNDERGROUND PLASTIC PIPE SHALL BE SOLID-WALL BLUE PIPE. SHALL HAVE A CO-EXTRUDED BLUE EXTERNAL SKIN, OR SHALL BE WHITE OR BLACK PIPE WITH BLUE STRIPES INCORPORATED INTO OR APPLIED TO, THE EXTERNAL PIPE WALL.
2. UNDERGROUND METAL OR CONCRETE PIPE SHALL HAVE BLUE STRIPES APPLIED TO THE PIPE WALL. PIPE STRIPED DURING MANUFACTURING OF THE PIPE SHALL HAVE CONTINUOUS STRIPES THAT RUN PARALLEL TO THE AXIS OF THE PIPE, THAT ARE LOCATED AT NO GREATER THAN 180-DEGREE INTERVALS AROUND THE PIPE, AND THAT WILL REMAIN INTACT DURING AND AFTER INSTALLATION OF THE PIPE IF TAPE OR PAINT IS USED TO STRIPE PIPE DURING INSTALLATION OF THE PIPE. THE TAPE OR PAINT SHALL BE APPLIED IN A CONTINUOUS LINT THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND THAT IS LOCATED ALONG BOTH SIDES. FOR PIPES WITH AN INTERNAL DIAMETER OF 24 INCHES OR GREATER, TAPE OR PAINT SHALL BE APPLIED IN CONTINUOUS LINES ALONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE.
3. BLUE WARNING TAPE WITH "WATER" PRINTED ON THE TAPE SHALL BE PLACED IN THE TRENCH DURING BACKFILL OF THE WATER PIPE, A VERTICAL DISTANCE OF 18" ABOVE THE CROWN OF THE PIPE.
4. ABOVE GROUND PIPE AT DRINKING WATER TREATMENT PLANTS AND PUMP STATIONS SHALL BE COLOR CODED AND LABELED IN ACCORDANCE WITH SUBSECTION 62-555 320(10), F.A.C.
5. INSTALL METALLIC TRACING WIRE OR LOCATING TAPE ON THE TOP OF ALL PVC OR ANY OTHER NON-METAL PIPE FOR FUTURE LOCATING PURPOSES.

INSPECTIONS

- 1. ALL AS BUILT MEASUREMENTS & ELEVATIONS TO BE MADE BY A FLORIDA REGISTERED AND LICENSED LAND SURVEYOR.
2. CONTRACTOR SHALL PROVIDE ALL AS-BUILTS WITH FP&L POWER SUPPLY SHOWN, FROM SOURCE TO METER.
4. WARRANTY - ALL MATERIALS & EQUIPMENT TO BE FURNISHED AND/OR INSTALLED BY THE CONTRACTOR SHALL BE WARRANTED FOR A MINIMUM PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE THEREOF AGAINST DEFECTIVE MATERIALS, DESIGN AND WORKMANSHIP. UPON RECEIPT OF NOTICE FROM THE COUNTY OF FAILURE OF ANY PART OF THE WARRANTED EQUIPMENT OR MATERIALS DURING WARRANTY PERIOD, THE AFFECTED PART, PARTS OR MATERIALS SHALL BE PROMPTLY REPLACED BY THE CONTRACTOR WITH NEW PARTS OR MATERIALS AT NO EXPENSE TO THE COUNTY. IN THE EVENT THE CONTRACTOR FAILS TO MAKE THE NECESSARY REPLACEMENT OR REPAIRS IMMEDIATELY AFTER NOTIFICATION, THE COUNTY MAY ACCOMPLISH THE WORK AT THE EXPENSE OF THE CONTRACTOR.
5. CONTRACTOR SHALL PREPARE AND PROVIDE ALL AS-BUILT RECORD DRAWINGS (PARTIAL & FINAL) AS REQUIRED FOR RELEASE AND ACCEPTANCE OF NEW SYSTEM BY THE PBC HEALTH DEPARTMENT AND AS SPECIFIED PER CONTRACT DOCUMENTS. AS-BUILT DRAWINGS, SIGNED AND SEALED BY EITHER A CERTIFIED REGISTERED LAND SURVEYOR OR LICENSED PROFESSIONAL ENGINEER.
6. FINAL ACCEPTANCE OF COUNTY WATER AND SEWER INSTALLATION SHALL BE PREDICATED UPON RECEIPT OF AS-BUILT DRAWINGS, SIGNED AND SEALED BY EITHER A FLORIDA CERTIFIED REGISTERED LAND SURVEYOR OR FLORIDA LICENSED PROFESSIONAL ENGINEER. RECORD DRAWING REQUIREMENTS ARE SPECIFIED IN THE CONTRACT DOCUMENTS.
7. PRESSURE AND LEAKAGE TESTS SHALL BE CONDUCTED IN THE PRESENCE OF THE OR AN APPOINTED REPRESENTATIVE. CONTRACTOR WILL PROVIDE ALL NECESSARY APPARATUS INCLUDING PUMP, MEASURING DEVICE, PIPING CONNECTIONS, FITTINGS AND THE NECESSARY LABOR TO CONDUCT THE TEST. THE TEST SHALL BE A MINIMUM 2 HOUR DURATION. DURING THE TEST, THE PIPE BEING TESTED SHALL BE MAINTAINED AT A PRESSURE OF NOT LESS THAN 150 PSI FOR WATER MAINS AND 100 PSI FOR FORCE MAINS. THERE SHALL NOT BE A LOSS OR GAIN OF MORE THAN 5 PSI DURING THE TEST. FOR WATER MAIN, LEAKAGE IS DEFINED AS THE QUANTITY OF WATER ADDED TO THE PIPE AFTER THE TESTING PERIOD. NO PIPE INSTALLATION WILL BE ACCEPTED IF THE LEAKAGE EXCEEDS THE QUANTITIES SPECIFIED IN AWWA C-600 SECTION 5.2.
8. CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE PROPOSED TESTING PATTERN TO FOLLOW. THIS SHALL BE SUBMITTED FOR APPROVAL BY THE ENGINEER TO THE COUNTY PRIOR TO TESTING. UNLESS APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL NOT TEST MORE THAN 1,500' OF PIPE IN A SINGLE TEST, AND ALL SERVICES MUST BE INSTALLED.
9. BROWARD COUNTY SHALL BE GIVEN A MINIMUM OF 48 HOURS NOTICE TO ENABLE THE UTILITY DEPARTMENT'S REPRESENTATIVE TO BE PRESENT FOR OBSERVATIONS.

PIPE HANDLING AND STORAGE

- 1. HANDLING: PIPE, FITTINGS AND ACCESSORIES SHALL BE CAREFULLY INSPECTED BEFORE AND AFTER INSTALLATION. PIPE AND FITTINGS SHALL BE FREE FROM FINNS AND BURRS. ITEMS FOUND TO BE DEFECTIVE SHALL BE REJECTED. PIPE SEGMENTS SHALL BE CAREFULLY LOWERED INTO TRENCHES WITH THE PROPER EQUIPMENT. PIPE, FITTINGS AND ACCESSORIES SHALL NOT BE DROPPED OR DUMPED INTO TRENCHES UNDER ANY CIRCUMSTANCES.
2. STORAGE: PIPE SHOULD BE STORED AT THE JOB SITE IN UNIT PACKAGES PROVIDED BY THE MANUFACTURER. CAUTION SHOULD BE EXERCISED TO AVOID COMPRESSION DAMAGE OR DEFORMATION TO BELL ENDS OF THE PIPE. PIPE SHOULD BE STORED IN SUCH A WAY AS TO PREVENT SAGGING OR BENDING AND PROTECTED FROM EXPOSURE TO DIRECT SUNLIGHT BY COVERING WITH AN OPAQUE MATERIAL THAT PERMITS ADEQUATE AIR CIRCULATION ABOVE AND AROUND THE PIPE. GASKETS SHOULD BE STORED IN A COOL, DARK PLACE OUT OF THE DIRECT RAYS OF THE SUN, IN THE ORIGINAL PACKAGING.

SURVEY INFORMATION

- 1. TOPOGRAPHIC SURVEY INFORMATION WAS OBTAINED FROM PLANS TITLED "MAP OF BOUNDARY AND TOPOGRAPHIC SURVEY, 500 SOUTH STATE ROAD 7, HOLLYWOOD, FLORIDA", DONE BY CRAIG A. SMITH & ASSOCIATES DATED MARCH 24th, 2022.
2. HORIZONTAL INFORMATION SHOWN IS RELATIVE TO THE STATE PLANE COORDINATE SYSTEM, FLORIDA EAST ZONE, NORTH AMERICAN DATUM OF 1983(NAD 83) -2011 ADJUSTMENT.
3. ALL ELEVATIONS HERON ARE RELATIVE TO NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88)
4. VERTICAL DATUM CONVERSION FACTOR FOR THE PROJECT LOCATION IS NGVD29 = NAVD88 + 1.52'

SUBMITTALS:

- 1. CONTRACTOR SHALL SUBMIT FLUSHING, PIGGING AND SAMPLING PLAN TO THE COUNTY FOR APPROVAL.
2. CONTRACTOR SHALL COMPLY WITH ALL SUBMITTAL REQUIREMENTS AS DEFINED IN THE CONSTRUCTION SPECIFICATIONS.

CONSTRUCTION HOURS

- 1. THE DAYS AND HOURS OF CONSTRUCTION ARE AS FOLLOWS:
NORMAL CONSTRUCTION HOURS SHALL BE 7:00 AM TO 7:00 PM ON MONDAY THROUGH FRIDAY AND SHALL BE LIMITED TO 8:00 AM TO 8:00 PM ON SATURDAY AND SUNDAY. CONSTRUCTION WORK OR OTHER WORK RESULTING IN NOISE, VIBRATIONS OR DUST TENDING TO DISTURB THE PEOPLE OR THE PROPERTY WITHIN THE VICINITY THEREOF SHALL NOT BEGIN UNTIL THE HOUR OF 9:00 A.M. AND SHALL BE COORDINATED WITH THE COUNTY 48 HOURS IN ADVANCE. ANY WORK PERFORMED ON HOLIDAYS MUST BE APPROVED BY THE COUNTY 48 HOURS IN ADVANCE.

REMOVAL OF PAVEMENT, DRIVES, SIDEWALKS, CURBS AND GUTTERS

- 1. EDGES OF PERMANENT TYPE PAVEMENT SHALL BE PRE-CUT STRAIGHT, CLEAN AND SQUARE BEYOND ANY DAMAGED BASE AREA. WHEN THE REMOVAL OF SIDEWALKS, CURBS OR GUTTERS IS NECESSARY FOR CONSTRUCTION, THEY SHALL BE REMOVED IN FULL SECTIONS OR A MINIMUM OF FIVE FEET IN LENGTH, AND ALL BROKEN EDGES CUT SMOOTH BY USE OF A SUITABLE POWER SAW OR OTHER APPROPRIATE MEANS.
2. SAWCUT THE EXISTING PAVEMENT TO ENCOMPASS THE ENTIRE EXCAVATION IN ONE UNIFORM RECTANGLE WITH 1 FOOT MINIMUM OFFSET FROM THE OUTERMOST POINT OF THE EXCAVATION EDGE. THE SAWCUT RECTANGLE SHALL BE PARALLEL TO THE CURB.
3. THE JOINTS FORMED BY THE REPAIR AT THE SAWCUT LINES SHALL BE SEALED WITH A BITUMINOUS SEALANT AFTER PAVEMENT INSTALLATION. BITUMINOUS SEALANT AND TACK COAT SHALL BE IN ACCORDANCE WITH THE PALM BEACH COUNTY SPECIFICATIONS.
4. EXISTING PAVEMENT MARKINGS SHALL BE REPLACED IN-KIND AFTER REPAIR IS COMPLETE.

JOB-SITE SAFETY

- 1. ALL PERMITTED WORK IN RIGHTS-OF-WAY MUST BE DONE IN STRICT ACCORDANCE WITH THE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS, AND ALL OTHER APPLICABLE CODES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB-SITE SAFETY.

MAINTENANCE OF TRAFFIC:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER MAINTENANCE AND SAFE CONTROL OF VEHICULAR AND PEDESTRIAN TRAFFIC AT ALL TIMES FOR THE DURATION OF CONSTRUCTION ACTIVITIES. DETAILED MAINTENANCE OF TRAFFIC PLANS FOR ALL PHASES OF THE WORK SHALL BE SUBMITTED TO THE OWNER/ENGINEER PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES.

LEGEND table with columns for symbol, description, and icon. Includes items like SET IR/C 'BROWN & PHILLIPS', FOUND C.M., BENCHMARK, BACKFLOW PREVENTER, CATCH BASIN, CONCRETE LIGHT POLE, FIRE HYDRANT, MAILBOX, SIGN, WATER VALVE, WOOD POWER POLE, PALM TREE, PINE TREE, UNKNOWN TREE, VALLEY GUTTER, U/G LOCATES-BLUE PAINT, U/G LOCATES-GREEN PAINT, U/G LOCATES-ORANGE PAINT, ASPHALT, CONCRETE.

ABBREVIATIONS:
P.B. - PLAT BOOK
ORB - OFFICIAL RECORD BOOK
D.B. - DEED BOOK
P.C. - PAGE
R/W - RIGHT-OF-WAY
U.E. - UTILITY EASEMENT
D.E. - DRAINAGE EASEMENT
(P) - PLAT DIMENSION
(M) - MEASURED DIMENSION
WM - WATER MAIN
TOW - TOP OF WALL
INV - INVERT
C - CENTERLINE
IR - IRON ROD
IR/C - IRON ROD WITH CAP AS NOTED C.M. - 4"x4" CONCRETE MONUMENT
MN/D - MAG NAIL & DISK
PK/D - PARKER KALON NAIL & DISK
N/D - NAIL & DISK
NAD - NORTH AMERICAN DATUM
LB - LICENSED BUSINESS
DIP - DUCTILE IRON PIPE
PVC - POLYVINYL CHLORIDE PIPE
CMP - CORRUGATED METAL PIPE
RCP - REINFORCED CONCRETE PIPE
HDPE - HIGH DENSITY POLYETHYLENE PIPE
EL - ELEVATION
INV - INVERT
BTM - BOTTOM

PBC AMENDMENTS:

PBC ZONING STAMP

V:\2155\ACTIVE\215617459\DRAWINGS\GENERAL NOTES.DWG 1/3/2022 2:53 PM

Revision table with columns for Revision, By, Appd., and YYMMDD.

Permit-Seal for SHEHAB BATA, P.E., REGISTERED ENGINEER NO. 85007, STATE OF FLORIDA.

Stantec logo and contact information: 800 Fairway Drive, Suite 195, Deerfield Beach, FL 33441, www.stantec.com, (954) 481-2912.

Client/Project: SELF-STORAGE, 500 S. STATE ROAD 7, HOLLYWOOD, FLORIDA. File Name: GeneralNotes.dwg. EVM, SHB, SMB, 22/08/10, Dwn, Chkd, Dgn, YYMMDD.

Title: GENERAL NOTES. Project No. 215617459. Scale: AS SHOWN. Drawing No. C-01. Sheet and Revision fields.

GENERAL NOTES:

- THE INFORMATION PROVIDED IN THESE DRAWINGS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF CONDITIONS WHICH WILL BE ENCOUNTERED DURING THE COURSE OF THE WORK. THE CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSION REGARDING THE ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED, AND UPON WHICH BIDS WILL BE BASED.
- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OF HOLLYWOOD DEPARTMENT OF PUBLIC UTILITIES, ENGINEERING AND CONSTRUCTION SERVICES DIVISION (ECS), AND ALL OTHER LOCAL, STATE AND NATIONAL CODES, WHERE APPLICABLE.
- LOCATIONS, ELEVATIONS, SIZES, MATERIALS, ALIGNMENTS, AND DIMENSIONS OF EXISTING FACILITIES, UTILITIES AND OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE PLANS, AND DO NOT PURPORT TO BE ABSOLUTELY CORRECT. ALSO, THERE MAY HAVE BEEN OTHER IMPROVEMENTS, UTILITIES, ETC., WITHIN THE PROJECT AREA WHICH WERE CONSTRUCTED AFTER THE PREPARATION OF THESE PLANS AND/OR THE ORIGINAL SITE SURVEY. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, ELEVATIONS, AND OTHER FEATURES AFFECTING HIS/HER WORK PRIOR TO CONSTRUCTION, AND NOTIFY THE ENGINEER IMMEDIATELY WHEN CONFLICT BETWEEN DRAWINGS AND ACTUAL CONDITIONS ARE DISCOVERED. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ANY FACILITIES SHOWN OR NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL WORK AS NEEDED TO AVOID CONFLICT WITH EXISTING UTILITIES (NO ADDITIONAL COST SHALL BE PAID FOR THIS WORK). EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE RESPECTIVE UTILITY OWNER.
- THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITIES TO ARRANGE FOR THE RELOCATION AND TEMPORARY SUPPORT OF UTILITY FEATURES, ETC. AS NECESSARY TO COMPLETE THE WORK.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ANY AND ALL EXISTING UTILITIES ON THIS PROJECT, AND TO ENSURE THAT EXISTING UTILITIES ARE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS OTHERWISE APPROVED OTHERWISE BY THE UTILITY OWNER.
- CONTRACTOR SHALL ADJUST ALL EXISTING UTILITY CASTINGS INCLUDING VALVE BOXES, MANHOLES, HAND-HOLES, PULL-BOXES, STORMWATER INLETS, AND SIMILAR STRUCTURES IN CONSTRUCTION AREA TO BE OVERLAID WITH ASPHALT PAVEMENT.
- THE CONTRACTOR IS REQUIRED TO OBTAIN ALL APPLICABLE CONSTRUCTION AND ENVIRONMENTAL PERMITS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL NOTIFY ECS AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.
- PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND INSTALLATION OF THE PROPOSED IMPROVEMENTS, SHOP DRAWINGS SHALL BE SUBMITTED TO ECS IN ACCORDANCE WITH THE CONTRACT DOCUMENT'S REQUIREMENTS, FOR APPROVAL. IN ADDITION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY OTHER AGENCY SHOP DRAWING APPROVAL, IF REQUIRED.
- THE CONTRACTOR SHALL NOTIFY ECS IMMEDIATELY FOR ANY CONFLICT ARISING DURING CONSTRUCTION OF ANY IMPROVEMENTS SHOWN ON THESE DRAWINGS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- ELEVATIONS SHOWN ARE IN FEET AND ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
	DRAWN: EAM	GENERAL NOTES	DRAWING NO. G-00
	APPROVED: XXX		

GENERAL NOTES (CONTINUED):

- CITY OF HOLLYWOOD SHALL NOT PROVIDE STAGING / STORAGE AREA. CONTRACTOR SHALL SECURE STAGING / STORAGE AREA AS NECESSARY FOR CONSTRUCTION WORK.
- CONTRACTOR SHALL HAUL AWAY EXCESSIVE STOCKPILE OF SOIL FOR DISPOSAL EVERY DAY. NO STOCKPILE SOIL IS ALLOWED TO BE LEFT ON THE CONSTRUCTION SITE OVER NIGHT.
- CONTRACTOR SHALL CLEAN / SWEEP THE ROAD AT LEAST ONCE DAY OR AS REQUIRED BY THE ENGINEER.
- CONTRACTOR SHALL PROTECT CATCH BASINS WITHIN / ADJACENT TO THE CONSTRUCTION SITE AS REQUIRED BY NPDES REGULATIONS.
- THE CITY OF HOLLYWOOD HAS A NOISE ORDINANCE (CHAPTER 100) WHICH PROHIBITS EXCAVATION AND CONSTRUCTION BEFORE 8:00 A.M. AND AFTER 6:00 P.M., MONDAY THROUGH SATURDAY AND ALL DAY SUNDAY.
- SUITABLE EXCAVATED MATERIAL SHALL BE USED IN FILL AREAS. NO SEPARATE PAY ITEM FOR THIS WORK, INCLUDE COST IN OTHER ITEMS.
- ALL ROAD CROSSINGS ARE OPEN CUT AS PER THE REQUIREMENTS OF THE ECS UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- THE CONTRACTOR SHALL REPLACE ALL PAVING, STABILIZING EARTH, DRIVEWAYS, PARKING LOTS, SIDEWALKS, ETC. TO SATISFY THE INSTALLATION OF THE PROPOSED IMPROVEMENTS WITH THE SAME TYPE OF MATERIAL THAT WAS REMOVED DURING CONSTRUCTION OR AS DIRECTED BY ECS FIELD ENGINEER.
- THE CONTRACTOR SHALL NOT ENCRoACH INTO PRIVATE PROPERTY WITH PERSONNEL, MATERIAL OR EQUIPMENT. IN CASE WORK ON PRIVATE PROPERTY IS NEEDED, A CITY OF HOLLYWOOD "RIGHT OF ENTRY" FORM MUST BE SIGNED BY PROPERTY OWNER AND THE DIRECTOR OF PUBLIC UTILITIES. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ACCESS AT ALL TIMES TO PRIVATE HOMES/BUSINESSES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE, REMOVAL OR MODIFICATION, CAUSED TO ANY IRRIGATION SYSTEM (PRIVATE OR PUBLIC) ACCIDENTALLY OR PURPOSELY. THE CONTRACTOR SHALL REPLACE ANY DAMAGED, REMOVED OR MODIFIED IRRIGATION PIPES, SPRINKLER HEADS OR OTHER PERTINENT APPURTENANCES TO MATCH OR EXCEED EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE CITY.
- MAIL BOXES, FENCES OR OTHER PRIVATE PROPERTY DAMAGED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE REPLACED TO MATCH OR EXCEED EXISTING CONDITION.
- CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH FDOT STANDARDS AND CITY OF HOLLYWOOD DEPARTMENT OF PUBLIC UTILITIES STANDARDS.
- NO TREES ARE TO BE REMOVED OR RELOCATED WITHOUT PRIOR APPROVAL FROM THE ECS FIELD ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE NECESSARY TREE REMOVAL OR RELOCATION PERMITS FROM THE CITY OF HOLLYWOOD BUILDING DEPARTMENT FOR TREES LOCATED IN THE PUBLIC RIGHT OF WAY.
- IT IS THE INTENT OF THESE PLANS TO BE IN ACCORDANCE WITH APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION. ANY DISCREPANCIES BETWEEN THESE PLANS AND APPLICABLE REGULATORY STANDARDS / REQUIREMENTS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF ECS.

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	DRAWN: EAM	GENERAL NOTES (CONTINUED)	DRAWING NO. G-00.1
	APPROVED: XXX		

GENERAL NOTES (CONTINUED):

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF AND MAKING THE REPAIRS TO EXISTING PAVEMENT, SIDEWALKS, PIPES, CONDUITS, CURBS, CABLES, ETC., WHETHER OR NOT SHOWN ON THE PLANS DAMAGED AS A RESULT OF THE CONTRACTORS OPERATIONS AND/OR THOSE OF HIS SUBCONTRACTORS, AND SHALL RESTORE THEM PROMPTLY AT NO ADDITIONAL EXPENSE TO THE OWNER. CONTRACTOR SHALL REPORT ANY DAMAGE TO SIDEWALK, DRIVEWAY, ETC., PRIOR TO BEGINNING WORK IN ANY AREA.
- WHERE NEW PAVEMENT MEETS EXISTING, CONNECTION SHALL BE MADE IN A NEAT STRAIGHT LINE AND FLUSH WITH EXISTING PAVEMENT TO MATCH EXISTING CONDITIONS.
- UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR LEAVE EXCAVATED TRENCHES, OR PARTS OF, EXPOSED OR OPENED AT THE END OF THE WORKING DAY, WEEKENDS, HOLIDAYS OR OTHER TIMES, WHEN THE CONTRACTOR IS NOT WORKING, UNLESS OTHERWISE DIRECTED. ALL TRENCHES SHALL BE COVERED, FIRMLY SECURED AND MARKED ACCORDINGLY FOR PEDESTRIAN / VEHICULAR TRAFFIC.
- ALL EXCAVATED MATERIAL REMOVED FROM THIS PROJECT SHALL BE DISPOSED OFF THE PROPERTY BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- ALL DUCTILE IRON PRODUCTS SHALL BE DOMESTIC MADE HEAVY DUTY CLASSIFICATION SUITABLE FOR HIGHWAY TRAFFIC LOADS, OR 20,000 LB.
- ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RE-SODDED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION, INSTALLATION AND MAINTENANCE OF ALL TRAFFIC CONTROL AND SAFETY DEVICES, IN ACCORDANCE WITH SPECIFICATIONS OF THE LATEST REVISION OF FDOT DESIGN STANDARDS. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR THE RESETTING OF ALL TRAFFIC CONTROL AND INFORMATION SIGNAGE REMOVED DURING THE CONSTRUCTION PERIOD.
- EXCAVATED OR OTHER MATERIAL STORED ADJACENT TO OR PARTIALLY UPON A ROADWAY PAVEMENT SHALL BE ADEQUATELY MARKED FOR TRAFFIC SAFETY AT ALL TIMES.
- TEMPORARY PATCH MATERIAL MUST BE ON THE JOB SITE WHENEVER PAVEMENT IS CUT, OR THE CITY'S INSPECTOR WILL SHUT THE JOB DOWN.
- CONTRACTOR MUST PROVIDE FLASHER ARROW SIGNAL FOR ANY LANE THAT IS CLOSED OR DIVERTED.
- CONTRACTOR SHALL NOTIFY LAW ENFORCEMENT AND FIRE PROTECTION SERVICES TWENTY-FOUR (24) HOURS IN ADVANCE OF TRAFFIC DETOUR IN ACCORDANCE WITH SECTION 336.07 OF FLORIDA STATUTES.
- CONTRACTOR TO RESTORE PAVEMENT TO ORIGINAL CONDITION AS REQUIRED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING DEWATERING PER SPECIFICATION SECTION 02340 DEWATERING.

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	DRAWN: EAM	GENERAL NOTES (CONTINUED)	DRAWING NO. G-00.2
	APPROVED: XXX		

GENERAL NOTES (CONTINUED):

- THE CONTRACTOR SHALL GIVE AT LEAST 48 HOURS NOTICE TO UTILITY COMPANIES TO PROVIDE FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION. CONTACT UTILITIES NOTIFICATION CENTER AT 811 OR 1-800-432-4770 (SUNSHINE ONE-CALL OF FLORIDA).



- WHEN PVC PIPE IS USED, A METALLIZED MARKER TAPE SHALL BE INSTALLED CONTINUOUSLY 18" ABOVE THE PIPE. THE MARKER TAPE SHOULD BE IMPRINTED WITH A WARNING THAT THERE IS BURIED PIPE BELOW. THE TAPE SHALL BE MAGNA TEC, AS MANUFACTURED BY THOR ENTERPRISES INC. OR APPROVED EQUAL.
- ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. WATER CONNECTIONS SHALL BE METERED, AND THE COST OF WATER AND TEMPORARY METER SHALL BE BORNE BY THE CONTRACTOR.
- A COMPLETE AS-BUILT SURVEY SHALL BE ACCURATELY RECORDED OF THE UTILITY SYSTEM DURING CONSTRUCTION. AS-BUILT SURVEY SHALL BE SUBMITTED TO ECS SIGNED AND SEALED BY A FLORIDA REGISTERED SURVEYOR PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF PROJECT. THE COST OF SIGNED AND SEALED AS-BUILTS SHALL BE COVERED IN OVERALL BID. THE AS-BUILT SURVEY SHALL INCLUDE:
 - PLAN VIEW SHOWING THE HORIZONTAL LOCATIONS OF EACH MANHOLE, INLET, VALVE, FITTING, BEND AND HORIZONTAL PIPE DEFLECTIONS WITH COORDINATES AND IN REFERENCE TO A SURVEY BASELINE OR RIGHT-OF-WAY CENTERLINE.
 - THE PLAN VIEW SHALL ALSO SHOW SPOT ELEVATIONS OF THE TOP OF THE MAIN (WATER MAIN AND FORCE MAIN) OR PIPE INVERTS (GRAVITY MAINS) AT INTERVALS NOT TO EXCEED 100 FEET AS MEASURED ALONG MAIN. THE PLAN VIEW SHALL ALSO INCLUDE SPOT ELEVATIONS AT EACH MANHOLE, INLET, VALVE, FITTING, BEND AND VERTICAL PIPE DEFLECTION.
 - THE PLAN VIEW SHALL ALSO SHOW THE HORIZONTAL SEPARATION FROM UNDERGROUND UTILITIES IMMEDIATELY ADJACENT OR PARALLEL TO THE NEW MAIN.
 - PROFILE VIEW WITH SPOT ELEVATIONS OF THE TOP OF THE MAIN (WATER MAIN AND FORCE MAIN) OR PIPE INVERT (GRAVITY MAIN) AND OF THE FINISHED GRADE OR MANHOLE RIM DIRECTLY ABOVE THE MAIN AT INTERVALS NOT TO EXCEED 100 FEET AS MEASURED ALONG THE MAIN. THE PROFILE VIEW SHALL ALSO INCLUDE SPOT ELEVATIONS AT EACH MANHOLE, INLET, VALVE, FITTING, BEND AND VERTICAL PIPE DEFLECTION.
 - THE PROFILE VIEW SHALL SHOW ALL UNDERGROUND UTILITIES CROSSING THE NEW MAIN AND THE VERTICAL SEPARATION PROVIDED BETWEEN THAT UNDERGROUND UTILITY AND THE NEW MAIN.
 - ALL CADD FILES MUST BE CREATED FOLLOWING THE CITY OF HOLLYWOOD "SURVEY / AS-BUILT CAD DRAWING STANDARDS"

	ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	DRAWN: EAM	GENERAL NOTES (CONTINUED)	DRAWING NO. G-00.3
	APPROVED: XXX		

PBC AMENDMENTS: PBC ZONING STAMP

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Revision	By	Appd.	YY.MM.DD

Permit-Seal

SHEHAB BATA, P.E.
REGISTERED ENGINEER NO. 85007
STATE OF FLORIDA

800 Fairway Drive, Suite 195
Deerfield Beach, FL 33441
www.stantec.com
(561) 481-2812

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Client/Project

SELF-STORAGE
500 S. STATE ROAD 7
HOLLYWOOD, FLORIDA

File Name: GeneralNotes.dwg

KVM	SHB	SMB	22/08/10
Dwn.	Chkd.	Dgn.	YY.MM.DD

Title

GENERAL NOTES

Project No. 215617459

Scale AS SHOWN

Drawing No. C-02

Sheet

Revision



Scale 1"=40' (Half Size)

STATE ROAD 7

NOTES:
 1. EXISTING SITE FEATURES AND BOUNDARY INFORMATION WAS OBTAINED FROM A SURVEY PREPARED BY CRAIG A. SMITH & ASSOCIATES DATED 04/21.

PBC AMENDMENTS:

PBC ZONING STAMP

V:\1256\ACTIVE\215617459\DRAWINGS\EXISTING CONDITIONS.DWG 7/3/2022 2:24 PM

Revision	By	Appd.	YY.MM.DD

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 REGISTERED ENGINEER, NO. 85007
 STATE OF FLORIDA

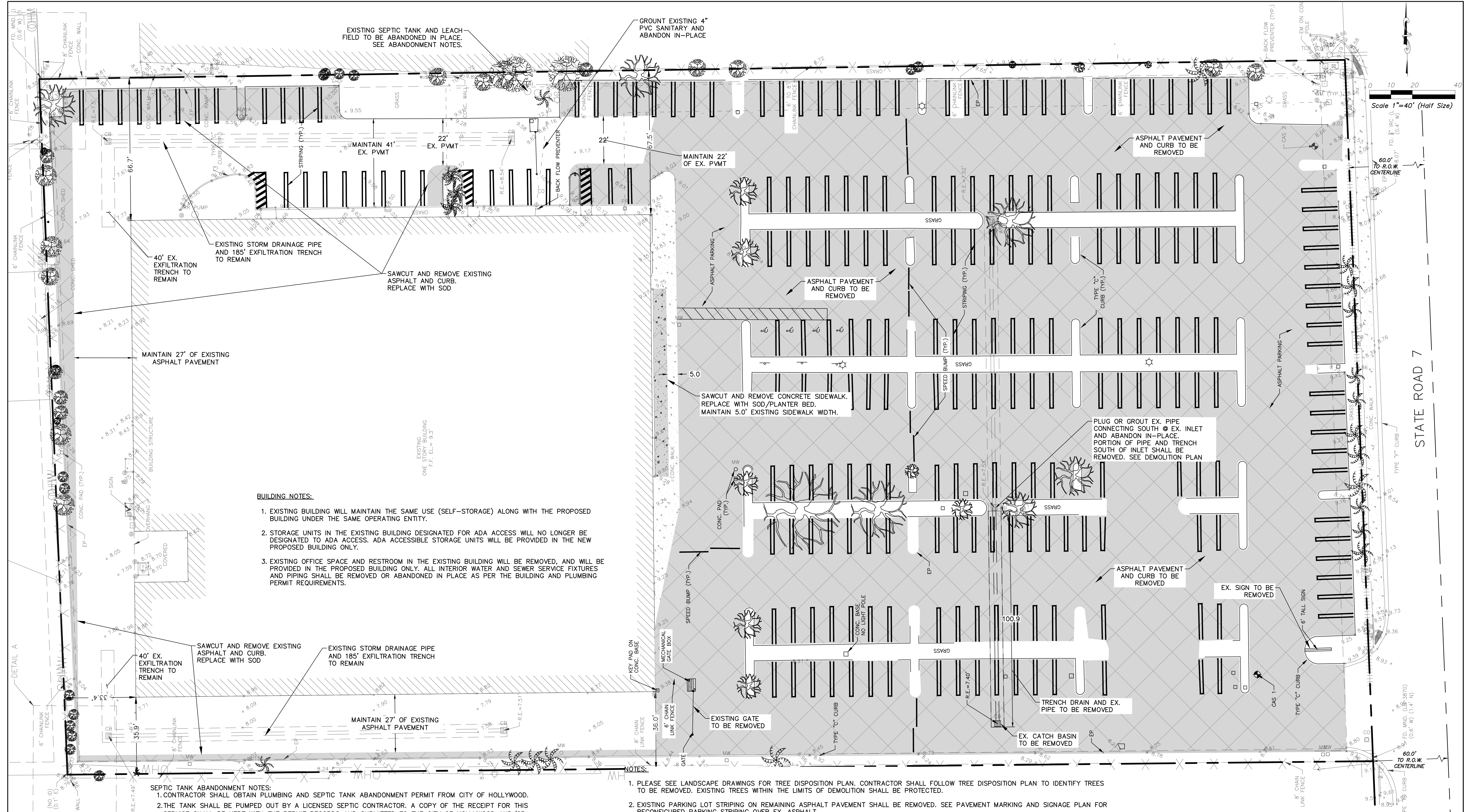
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Client/Project				
SELF-STORAGE 500 S. STATE ROAD 7 HOLLYWOOD, FLORIDA				
File Name: Existing Conditions.dwg				
KVM Dwn.	SHB Chk.	SMB Dgn.	22/08/10 YY.MM.DD	

Title		
EXISTING CONDITIONS		
Project No.	Scale	
215617459	AS SHOWN	
Drawing No.	Sheet	Revision
C-03		



BUILDING NOTES:

- EXISTING BUILDING WILL MAINTAIN THE SAME USE (SELF-STORAGE) ALONG WITH THE PROPOSED BUILDING UNDER THE SAME OPERATING ENTITY.
- STORAGE UNITS IN THE EXISTING BUILDING DESIGNATED FOR ADA ACCESS WILL NO LONGER BE DESIGNATED TO ADA ACCESS. ADA ACCESSIBLE STORAGE UNITS WILL BE PROVIDED IN THE NEW PROPOSED BUILDING ONLY.
- EXISTING OFFICE SPACE AND RESTROOM IN THE EXISTING BUILDING WILL BE REMOVED, AND WILL BE PROVIDED IN THE PROPOSED BUILDING ONLY. ALL INTERIOR WATER AND SEWER SERVICE FIXTURES AND PIPING SHALL BE REMOVED OR ABANDONED IN PLACE AS PER THE BUILDING AND PLUMBING PERMIT REQUIREMENTS.

SEPTIC TANK ABANDONMENT NOTES:

- CONTRACTOR SHALL OBTAIN PLUMBING AND SEPTIC TANK ABANDONMENT PERMIT FROM CITY OF HOLLYWOOD.
- THE TANK SHALL BE PUMPED OUT BY A LICENSED SEPTIC CONTRACTOR. A COPY OF THE RECEIPT FOR THIS SERVICE SHALL BE KEPT WITH THE PERMIT RECORDS AND SUBMITTED TO THE CITY OF HOLLYWOOD AND/OR FLOOD INSPECTOR.
- CRUSH OR COLLAPSE THE TANK IN A MANNER THAT WILL PREVENT THE VESSEL FROM HOLDING WATER, EITHER BY PUNCHING A HOLE IN THE BOTTOM OF THE TANK OR COLLAPSING ITS SIDE WALLS.
- FILL THE REMAINING HOLE WITH CLEAN SAND OR OTHER SUITABLE MATERIAL TO PREVENT A SAFETY HAZARD, THEN GRADE AND STAKE THE TANK SITE.

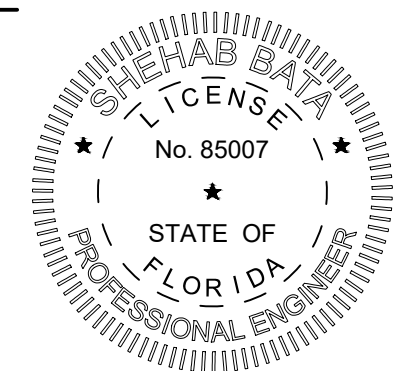
NOTES:

- PLEASE SEE LANDSCAPE DRAWINGS FOR TREE DISPOSITION PLAN. CONTRACTOR SHALL FOLLOW TREE DISPOSITION PLAN TO IDENTIFY TREES TO BE REMOVED. EXISTING TREES WITHIN THE LIMITS OF DEMOLITION SHALL BE PROTECTED.
- EXISTING PARKING LOT STRIPING ON REMAINING ASPHALT PAVEMENT SHALL BE REMOVED. SEE PAVEMENT MARKING AND SIGNAGE PLAN FOR RECONFIGURED PARKING STRIPING OVER EX. ASPHALT.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT EXISTING FEATURES ON SITE TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES AND FEATURES ON-SITE BEYOND NATURAL CAUSES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.
- REMOVE EX. MONITORING WELLS IN ACCORDANCE WITH THE REQUIREMENTS OF BROWARD COUNTY ENVIRONMENTAL PERMITTING DIVISION.

PBC AMENDMENTS:

PBC ZONING STAMP

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SHEHAB BATA, P.E.
REGISTERED ENGINEER, NO. 85007
STATE OF FLORIDA



800 Fairway Drive, Suite 195
Deerfield Beach, FL 33441
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(754) 491-2912

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SELF-STORAGE
500 S. STATE ROAD 7
HOLLYWOOD, FLORIDA

File Name: Demolition Plan.dwg

KVM	SHB	SMB	22/08/10
Dwn.	Chkd.	Dsgn.	YY.MM.DD

Title

DEMOLITION PLAN

Project No.

215617459

Scale

AS SHOWN

Drawing No.

C-04

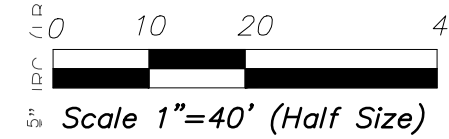
Sheet

Revision

FLORIDA GREEN BUILDING COALITION (FGBC) REGISTRATION:
THE PROJECT HAS BEEN REGISTERED AS A FGBC GREEN COMMERCIAL BUILDING
(DATED 9/21/2022)

NOTE: ENCLOSURE HEIGHT SHALL BE 12 INCHES GREATER THAN THE HIGHEST PART OF ANY DUMPSTER OR CONTAINER
15' X 10' WOODEN DUMPSTER ENCLOSURE CITY OF HOLLYWOOD (TYPE C) SEE DETAIL SHEET
10' SWING GATE

(BEARING BASE)
588.57, 27.27 W



SITE DATA TABLE			
PROPERTY ADDRESS	OWNER	CLIENT	
500 S STATE RD 7 HOLLYWOOD, FL 33023	UTX II MIAMI HOLLYWOOD LLC	UTEX STORAGE PARTNERS	
PARCEL ID	65 E WADSWORTH PARK DR STE 220 DRAPEL, LIT 84020	514113300010	
ZONING	S-MU	TOTAL FRONTAGE: 239.5'	
CURRENT BUILDING USE	SELF STORAGE FACILITY	TOTAL ACTIVE USE: 1,563.5' (65%)	
FUTURE BUILDING USE	SELF STORAGE FACILITY	SEE ARCHITECTURAL DRAWING A201	
SITE AREA	4.57AC (199,108 SQ.FT.)	BUILDING AREA TABULATION	
EXISTING BLDG. AREA	FOOTPRINT: 53,451.57 SQ.FT (1.23)	OFFICE: 1,235 SQ.FT	
PROPOSED BLDG. AREA	FOOTPRINT: 36,700 SQ.FT (0.84)	SELF STORAGE: 52,216.57 SQ.FT	
TOTAL SITE BLDG. AREA	FOOTPRINT: 89,926.57 SQ.FT (2.06)	GROSS AREA: 64,600 SQ.FT	
	OFFICE: 2,343 SQ.FT	OFFICE: 1,108 SQ.FT	
	SELF STORAGE: 115,708.57 SQ.FT	RV/OVERSIZE PARKING AREA = 10,640 SF (16.5% OF MAIN PERMITTED USE)	
AREA CALCULATIONS			
IMPERVIOUS AREA	EXISTING	PROPOSED	
BUILDING	53,452.00	89,927 (45.2%)	
PAVEMENT	121,064	79,972 (40.2%)	
SIDEWALK	2,640	2136 (1.1%)	
TOTAL	177,156	172,035 (86.4%)	
PERVIOUS AREA	EXISTING	PROPOSED	
LANDSCAPE BUFFER/OPEN AREA	21,853	27,065	
TOTAL	21,853 (11.0%)	27,065 (13.6%)	
PARKING REQUIREMENTS: CALCULATIONS PER CITY OF HOLLYWOOD ZONING AND LAND DEVELOPMENT REGULATIONS, ARTICLE 17, SECTION 2			
PARKING CALCULATIONS:			
	RATIO	AREA	REQUIRED
SELF STORAGE	1/10000 S.F.	115,708.57 SQ.FT	12
OFFICE	1/250 S.F.	2,343 SQ.FT	9
TOTAL REQUIRED			21
PARKING TYPE PROVIDED SPACES			
STANDARD PARKING	25 (23 STANDARD + 2 ADA VAN ACCESSIBLE)		
OVERSIZED PARKING	25		
TOTAL PROVIDED	51		
PROPERTY DEVELOPMENT REGULATION			
SETBACK	REQUIRED	PROVIDED	
PRIMARY FRONTAGE	10'	15'	
SECONDARY FRONTAGE	10'	15'	
SIDE	0'	6'	
REAR	20'	34'	
BUILDING REGULATIONS			
BUILDING HEIGHT	ALLOWABLE	PROVIDED	
	45'	EXISTING BUILDING: 12' / PROPOSED BUILDING: 25'	
BUILDING STORIES	4	EXISTING BUILDING: 1 / PROPOSED BUILDING: 2	

EXISTING ONE STORY BLDG.
53,451.57 SQUARE FEET
F.F. ELEV. 9.3'

SAWCUT EX. CONC. AND MAINTAIN 5' IN SIDEWALK WIDTH

FLUSH TRANSITION (TYP.)

SAWCUT AND CONNECT FLUSH W/ EX. P'VMT

LANDSCAPE AREA REQUIREMENT:
LOTS WITH A WIDTH OF MORE THAN 50 FEET: 25 PERCENT OF THE TOTAL SQUARE FOOTAGE OF THE PAVED VEHICULAR USE AREA SHALL BE LANDSCAPED. LANDSCAPE BUFFERS SHALL NOT BE INCLUDED ON THE CALCULATIONS.

PAVED VEHICULAR USE AREA USED IN THIS CALCULATION IS BASED ON THE NEW/RESURFACED PAVEMENT ONLY. ADDITIONAL LANDSCAPE AREAS HAVE BEEN PROVIDED BY REMOVING EXISTING IMPERVIOUS SURFACE AROUND THE BUILDING PERIMETER:

NEW ASPHALT DRIVE AISLE	40,409 SQ.FT.	0.93 Ac. (56.5%)
PROPOSED PARKING AREAS	13,266 SQ.FT.	0.30 Ac. (18.5%)
PARKING LANDSCAPE	17,801 SQ.FT.	0.41 Ac. (25.0%)

- NOTES:
- THIS PROJECT DOES NOT PROPOSE WORK WITHIN THE ROW.
 - ALL CHANGES TO THE DESIGN WILL REQUIRE PLANNING REVIEW AND MAY BE SUBJECT TO BOARD APPROVAL.
 - ALL UNDERGROUND FIRE MAIN WORK MUST BE COMPLETED BY FIRE PROTECTION CONTRACTOR HOLDING A CLASS I, II OR V LICENSE PER FS 633.102
 - ALL SIGNAGE SHALL BE IN COMPLIANCE WITH THE ZONING AND LAND DEVELOPMENT REGULATIONS.
 - MAXIMUM FOOT-CANDLE LEVEL AT ALL PROPERTY LINES SHALL BE 0.5
 - THIS PROJECT SHALL OBTAIN FLORIDA GREEN BUILDING COALITION CERTIFICATION AS PER THE CITY OF HOLLYWOOD GREEN BUILDING ORDINANCE.
 - ANY LIP FROM 1/2" BUT NOT GREATER THAN 1/2" SHALL BE BEVELED TO MEET ADA REQUIREMENTS.

LEGAL DESCRIPTION:
TRACT "A", "GRANT'S FARM", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 112, PAGE 31, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA

ALTA SURVEY:
THIS PLAN REFERENCES AN ALTA/NSPS LAND TITLE SURVEY, PREPARED BY PRINCIPAL MERIDIAN SURVEYING, INC.

PBC AMENDMENTS:

PBC ZONING STAMP

Revision	By	Appd.	YYMMDD

Permit-Seal

SHEHAB BATA, P.E.
REGISTERED ENGINEER NO. 85007
STATE OF FLORIDA

800 Fairway Drive, Suite 195
Deerfield Beach, FL 33441
www.stantec.com
(561) 491-2912

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Client/Project

SELF-STORAGE
500 S. STATE ROAD 7
HOLLYWOOD, FLORIDA

File Name: Site Plan.dwg

EVM	SKB	SMB	22/08/10
Dwn.	Chk.	Dgn.	YYMMDD

Title

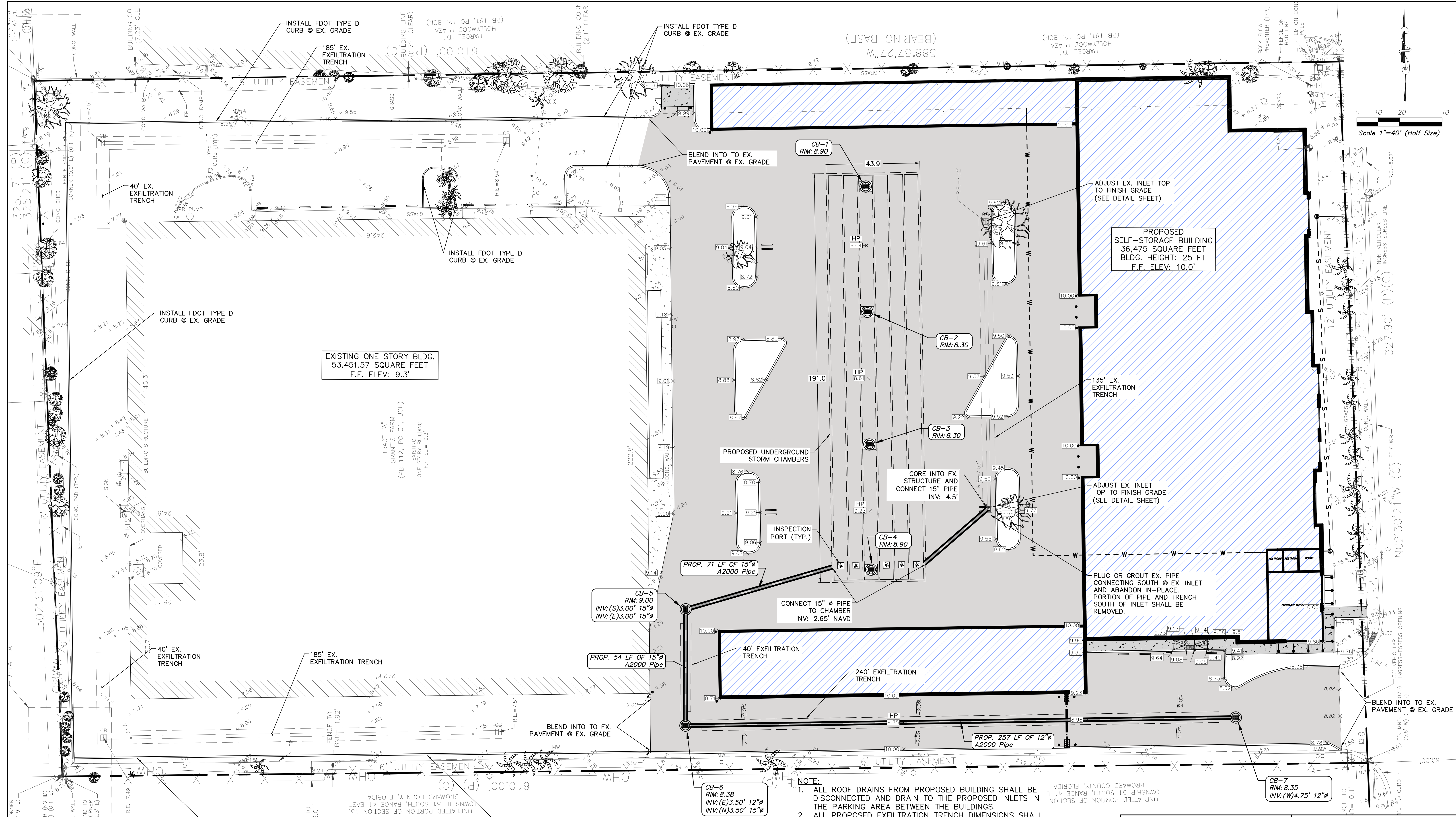
SITE PLAN

Project No. 215617459

Drawing No. C-05

Scale AS SHOWN

Sheet Revision



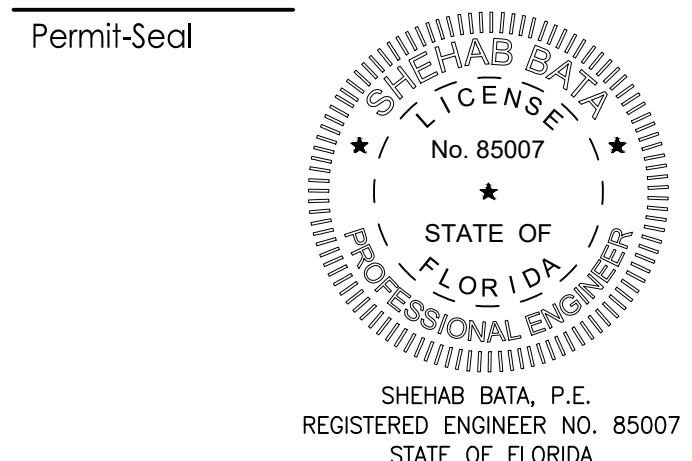
Scale 1"=40' (Half Size)

NOTE:
 1. ALL ROOF DRAINS FROM PROPOSED BUILDING SHALL BE DISCONNECTED AND DRAIN TO THE PROPOSED INLETS IN THE PARKING AREA BETWEEN THE BUILDINGS.
 2. ALL PROPOSED EXFILTRATION TRENCH DIMENSIONS SHALL BE:
 5' WIDTH
 TOP OF TRENCH ELEVATION = 6' NAVD
 BOTTOM OF TRENCH ELEVATION = 1' NAVD

PBC AMENDMENTS:

PBC ZONING STAMP

Revision	By	Appd.	YY.MM.DD



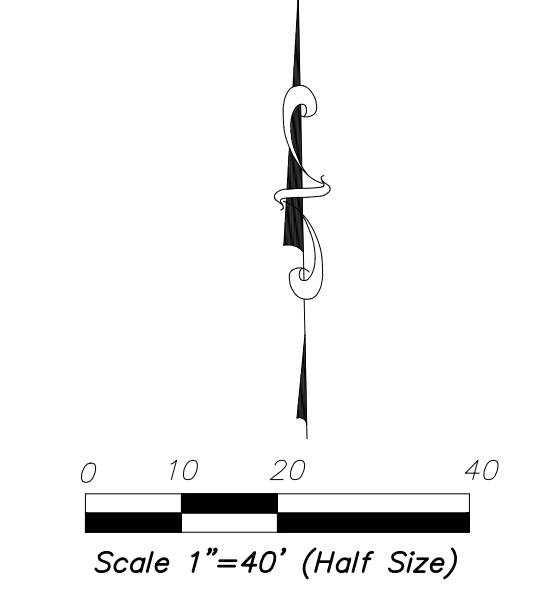
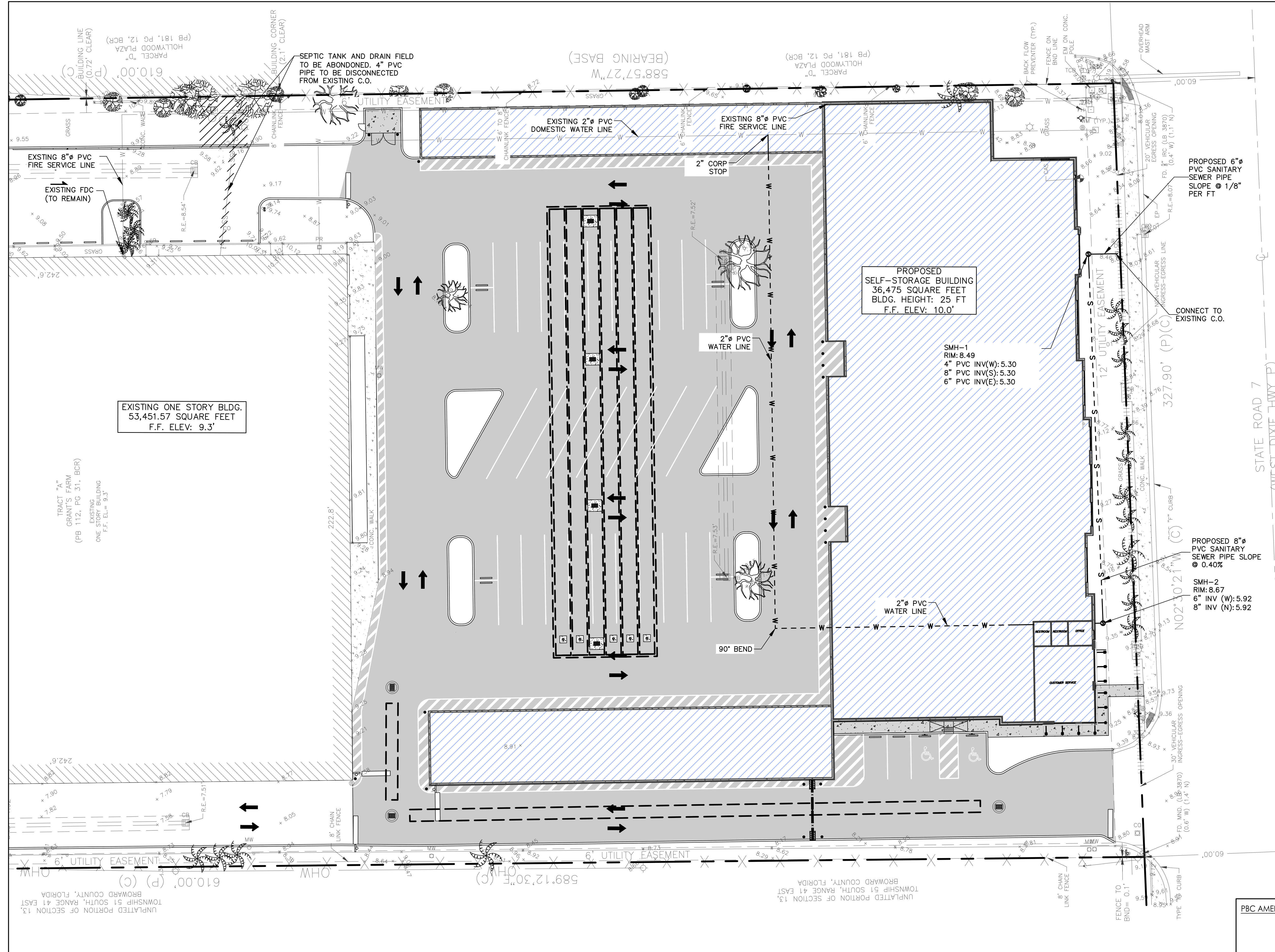
Client/Project
 SELF-STORAGE
 500 S. STATE ROAD 7
 HOLLYWOOD, FLORIDA

Title
 GRADING AND DRAINAGE

Project No. 215617459
 Scale AS SHOWN

Drawing No. C-06
 Sheet Revision

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WATER/SEWER DEMAND CALCULATIONS

WATER
 SELF SERVICE STORAGE
 95,892 SF X 9 GPD/1000 SF = 863 GPD
 OFFICE
 2,343 SF X 42 GPD/1000 SF = 99 GPD
 TOTAL = 862 GPD

WASTEWATER
 SELF SERVICE STORAGE
 95,892 SF X 7 GPD/1000 SF = 671 GPD
 OFFICE
 2,343 SF X 34 GPD/1000 SF = 80 GPD
 TOTAL = 751 GPD

*CALCULATIONS ARE BASED ON BROWARD COUNTY GUIDELINES FOR DETERMINING ABILITY TO PROVIDE POTABLE WATER AND WASTEWATER SERVICE, 4, 2012

FIRE FLOW

MINIMUM FIRE FLOW REQUIRED PER NFPA 1, CHAPTER 18, TABLE 18.4.5.2.1 FOR A TYPE II BUILDING DESIGNATION IS: 3,500 GPM (3-HR FLOW DURATION)

- NOTES:**
- EXISTING SITE FEATURES AND BOUNDARY INFORMATION WAS OBTAINED FROM A SURVEY PREPARED BY CRAIG A. SMITH & ASSOCIATES DATED 04/21.
 - ALL CHANGES TO THE DESIGN WILL REQUIRE PLANNING REVIEW AND MAY BE SUBJECT TO BOARD APPROVAL.
 - ALL UNDERGROUND FIRE MAIN WORK MUST BE COMPLETED BY FIRE PROTECTION CONTRACTOR HOLDING A CLASS I, II OR V LICENSE PER FS 633.102

PBC AMENDMENTS: _____ PBC ZONING STAMP _____

Revision	By	Appd.	YY.MM.DD

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SHEHAB BATA, P.E.
 REGISTERED ENGINEER NO. 85007
 STATE OF FLORIDA

Stantec
 800 Fairway Drive, Suite 195
 Deerfield Beach, FL 33441
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 (754) 481-2812

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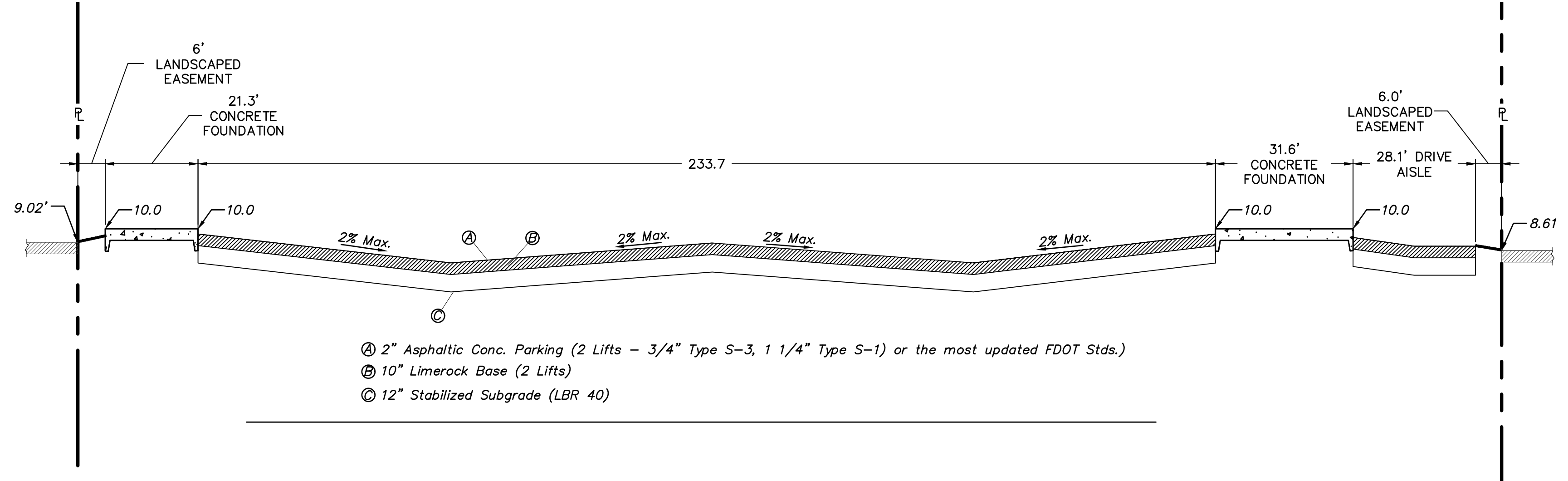
Client/Project
 SELF-STORAGE
 500 S. STATE ROAD 7
 HOLLYWOOD, FLORIDA

File Name: Utility Plan.dwg
 KVM Dwn. ESM Chk. SMB Dgn. YYY.MMM.DD 22/08/10

Title
 UTILITY PLAN

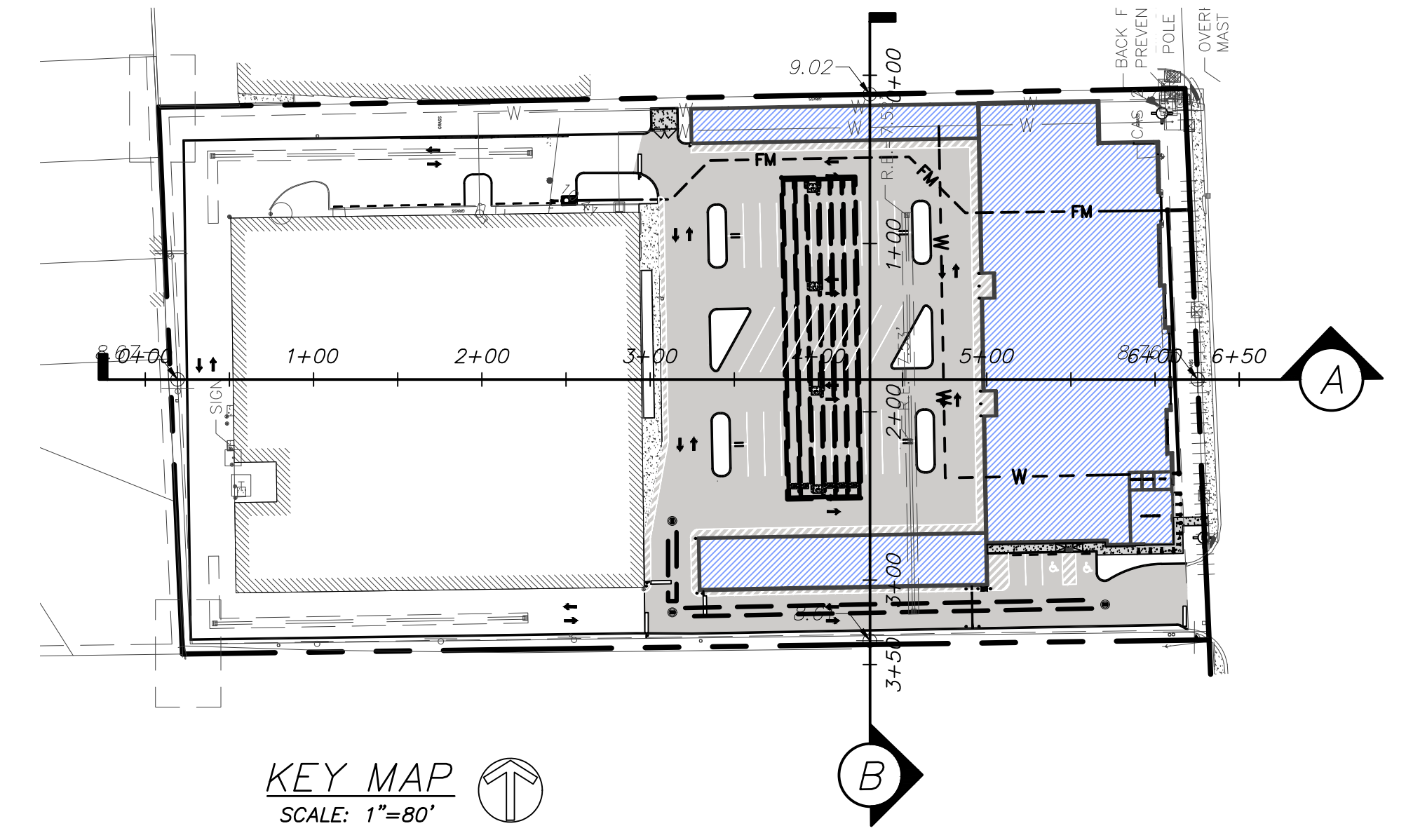
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 Drawing No. C-07

Scale AS SHOWN
 Sheet _____
 Revision _____

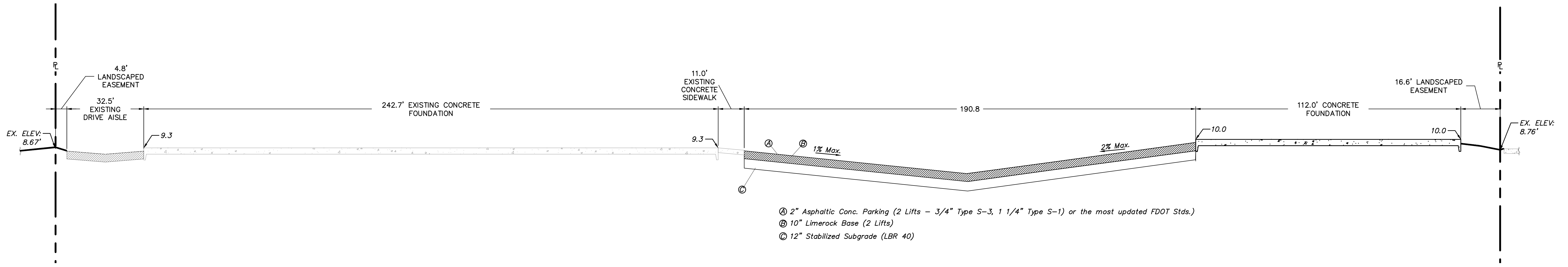


- Ⓐ 2" Asphaltic Conc. Parking (2 Lifts - 3/4" Type S-3, 1 1/4" Type S-1) or the most updated FDOT Stds.)
- Ⓑ 10" Limerock Base (2 Lifts)
- Ⓒ 12" Stabilized Subgrade (LBR 40)

B PROPOSED SECTION
SCALE: HORIZ 1"=20', VERT 1"=4'



KEY MAP
SCALE: 1"=80'



- Ⓐ 2" Asphaltic Conc. Parking (2 Lifts - 3/4" Type S-3, 1 1/4" Type S-1) or the most updated FDOT Stds.)
- Ⓑ 10" Limerock Base (2 Lifts)
- Ⓒ 12" Stabilized Subgrade (LBR 40)

A PROPOSED SECTION
SCALE: HORIZ 1"=20', VERT 1"=4'

PBC AMENDMENTS:	PBC ZONING STAMP

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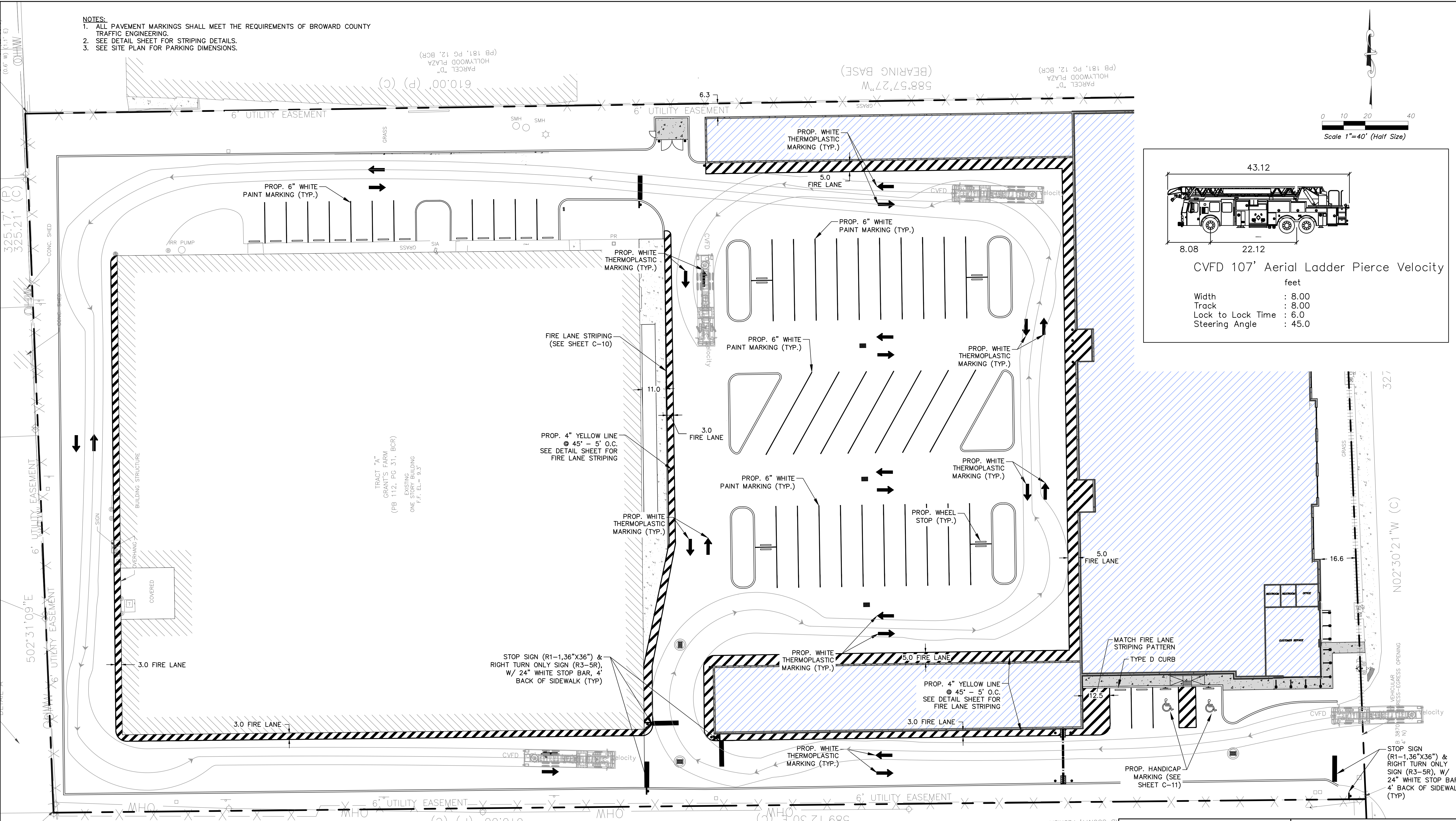
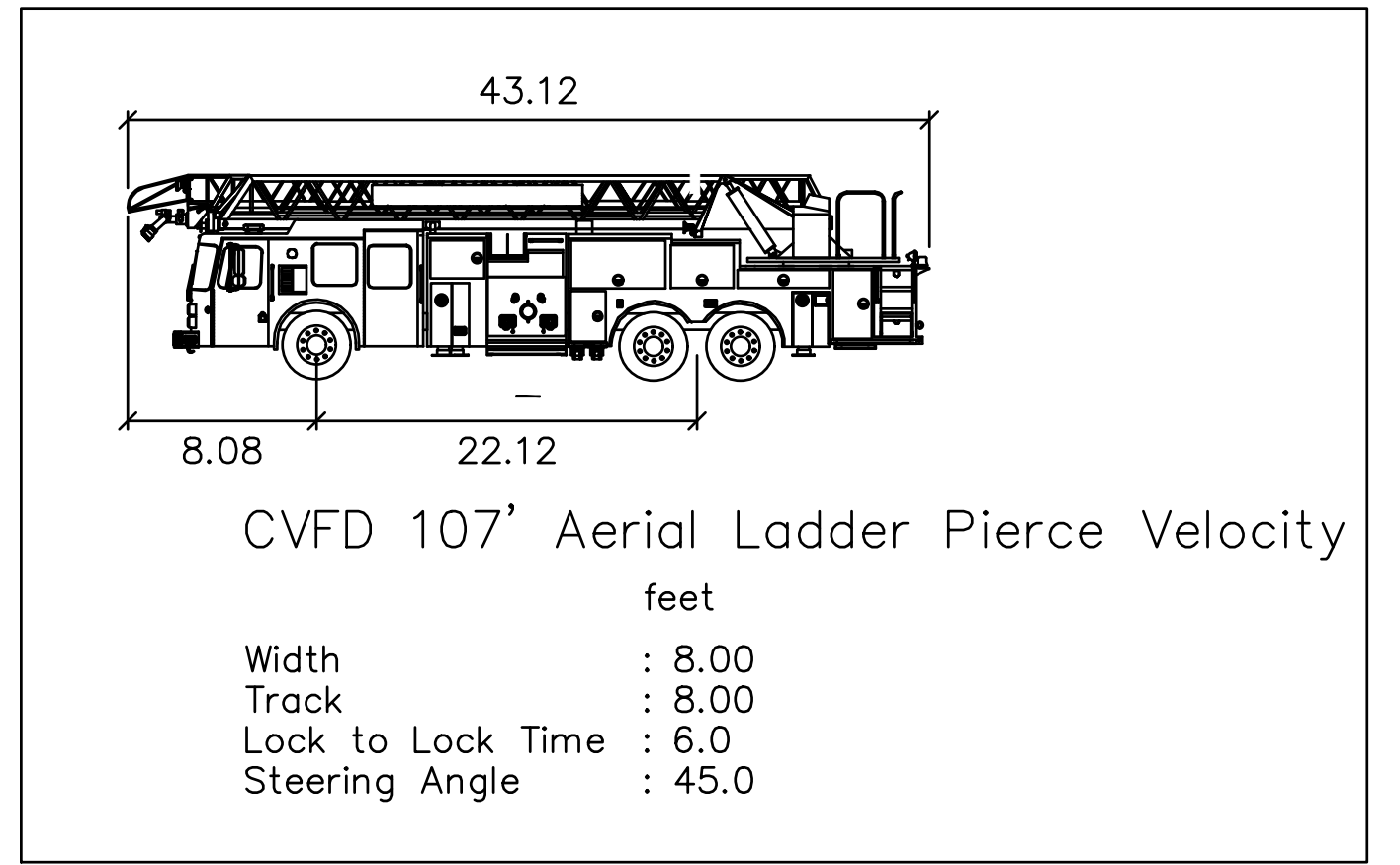
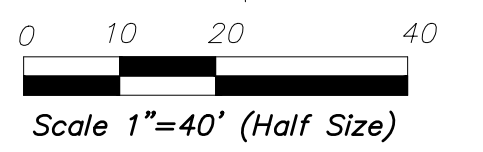
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Client/Project				
SELF-STORAGE 500 S. STATE ROAD 7 HOLLYWOOD, FLORIDA				
File Name:	Profile.dwg	KYM	SKB	SMB
		Dwn.	Chkd.	Dsgn.
				22/08/10
				YY.MM.DD

Title		
CROSS SECTIONS		
Project No.	Scale	
215617459	AS SHOWN	
Drawing No.	Sheet	Revision
C-100		

- NOTES:
1. ALL PAVEMENT MARKINGS SHALL MEET THE REQUIREMENTS OF BROWARD COUNTY TRAFFIC ENGINEERING.
 2. SEE DETAIL SHEET FOR STRIPING DETAILS.
 3. SEE SITE PLAN FOR PARKING DIMENSIONS.



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Revision	By	Appd.	YY.MM.DD

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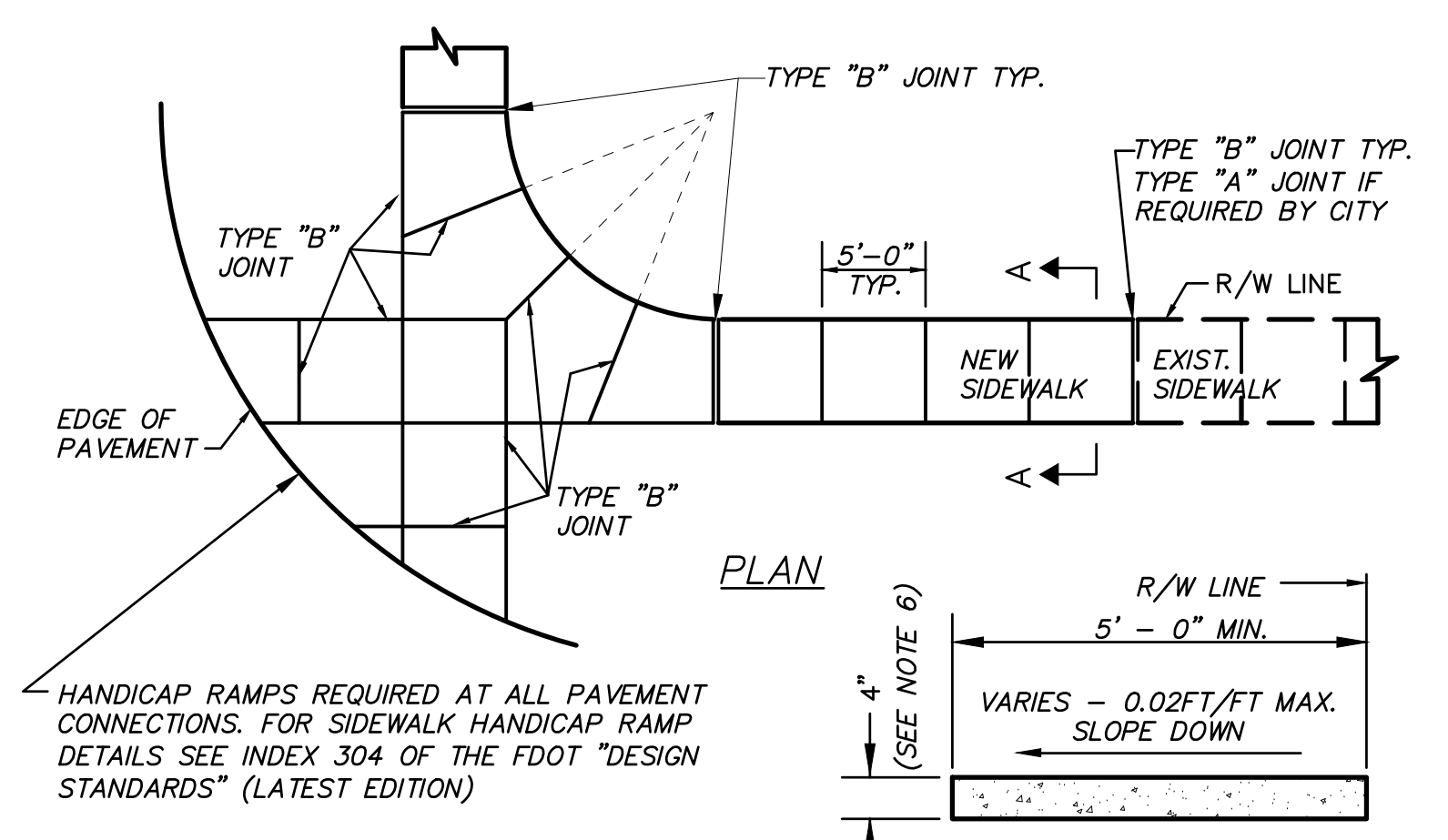
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Client/Project	
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Dwn.	Chkd.
SM8	SM8
22/08/10	YY.MM.DD

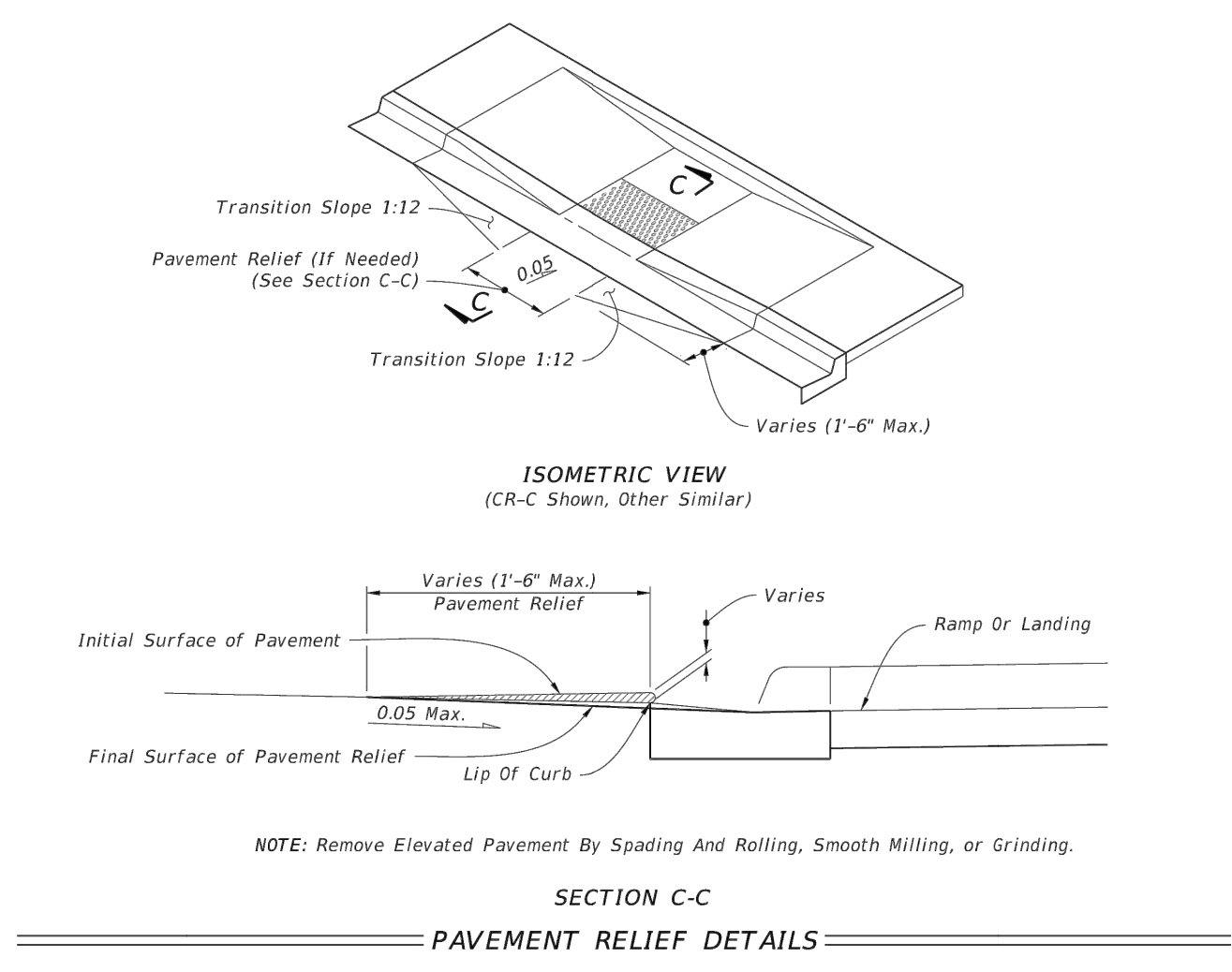
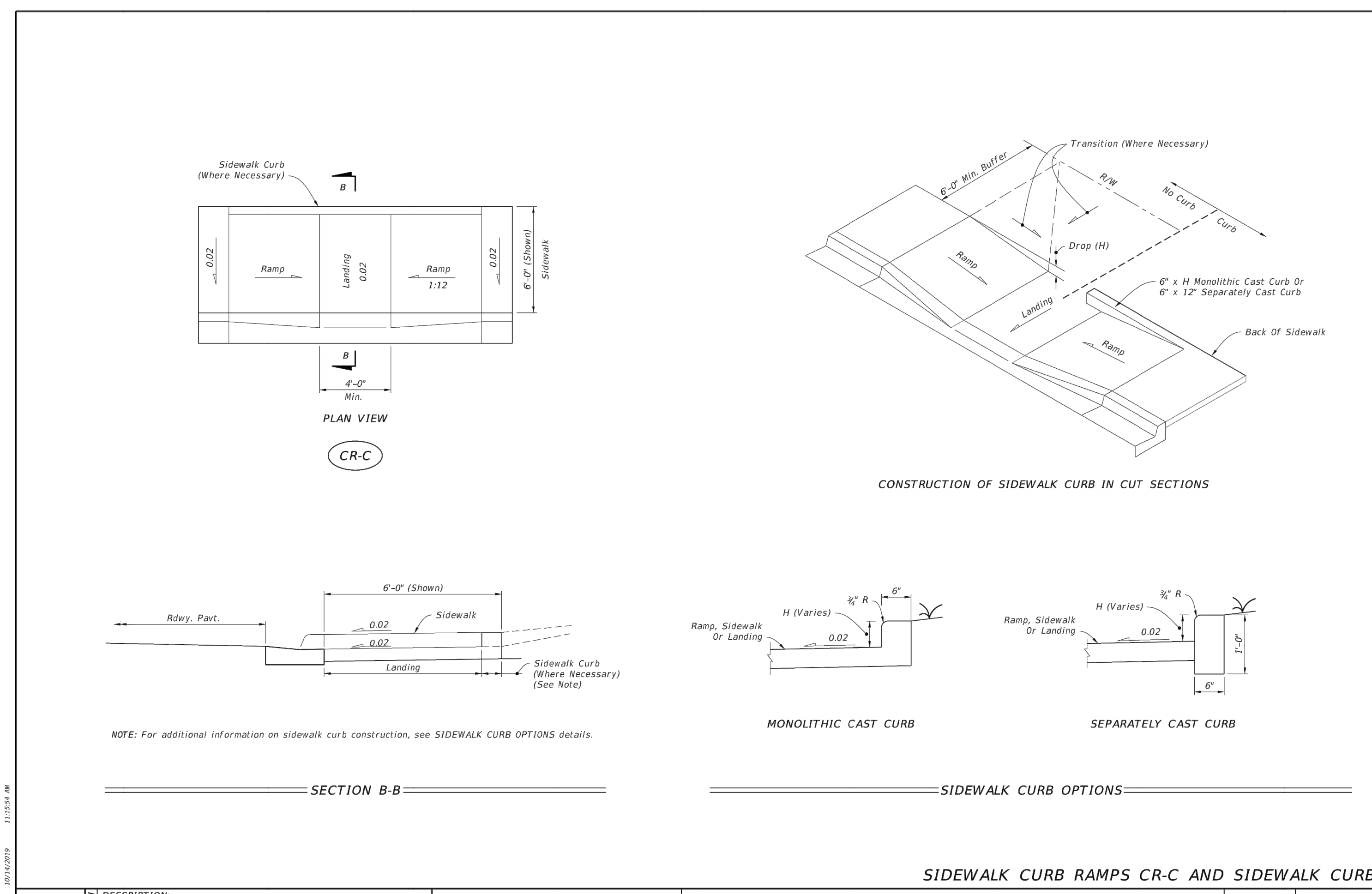
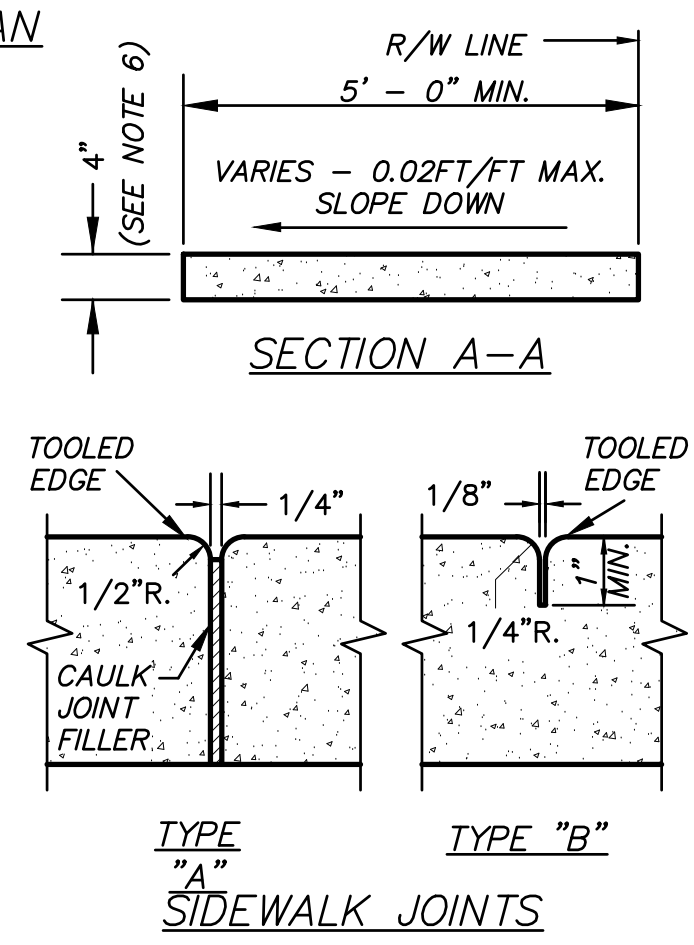
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PAVEMENT MARKING AND SIGNAGE		
Project No.	Scale	
215617459	AS SHOWN	
Drawing No.	Sheet	Revision
C-09		

PBC AMENDMENTS:

PBC ZONING STAMP



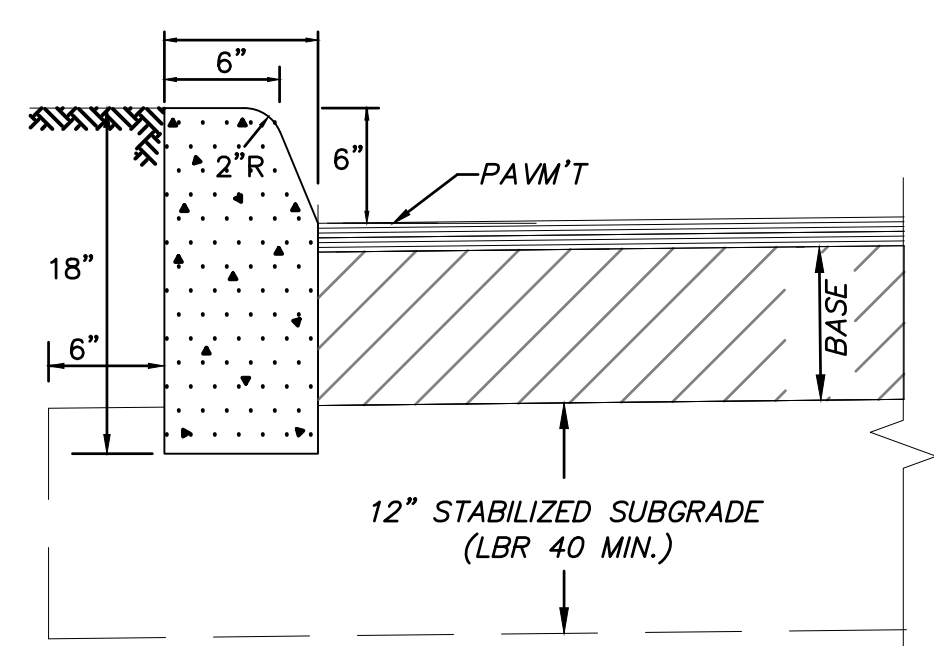
- NOTES:**
- FOR NEW SIDEWALK LOCATIONS SUBGRADE BELOW SIDEWALK SHALL BE A MIN. L.B.R. -40 COMPACTED TO 98% OF MAX. DENSITY PER A.A.S.H.T.O. T-180.
 - CONCRETE TO BE 3,000 P.S.I. @ 28 DAYS
 - ALL JOINTS AND EDGES OF NEW SIDEWALK SHALL BE TOOLED. NO SAWCUT JOINTS ARE PERMITTED IN NEW SIDEWALK.
 - THE USE OF WIRE MESH REINFORCEMENT IN SIDEWALK WILL NOT BE PERMITTED
 - SIDEWALK SLOPES SHALL MEET THE REQUIREMENTS OF THE "AMERICANS WITH DISABILITIES ACT". CROSS SLOPES SHALL NOT EXCEED 0.02'/FT (2.0%).
 - ALL SIDEWALKS SHALL BE 4" THICK EXCEPT AT DRIVEWAY CROSSINGS AND OTHER VEHICULAR CROSSING AREAS WHERE THE SIDEWALK SHALL BE A MINIMUM OF 6" THICK.
 - FOR TYPE "A" EXPANSION JOINTS PRE-MOULDED EXPANSION MATERIAL IS NOT PERMITTED. EXPANSION JOINTS TO BE USED ONLY IF APPROVED BY THE ENGINEER AND SHALL BE SEALED WITH APPROVED FLEXIBLE RUBBERIZED CAULK.
 - SIDEWALKS SHALL HAVE A LIGHT BROOM FINISH.



- CROSS SLOPES AND GRADES:**
- SIDEWALK, RAMP, AND LANDING SLOPES (I.E. 0.02, 0.05, AND 1:12) SHOWN IN THIS INDEX ARE MAXIMUMS. WITH APPROVAL OF THE ENGINEER, PROVIDE THE MINIMUM FEASIBLE SLOPE WHERE THE REQUIREMENTS CANNOT BE MET.
 - LANDINGS MUST HAVE CROSS-SLOPES LESS THAN OR EQUAL TO 0.02 IN ANY DIRECTION.
 - MAINTAIN A SINGLE LONGITUDINAL SLOPE ALONG EACH SIDE OF THE CURB RAMP. RAMP SLOPES ARE NOT REQUIRED TO EXCEED 15 FEET IN LENGTH.
 - JOINTS PERMITTED AT THE LOCATION OF SLOPE BREAKS. OTHERWISE LOCATE JOINTS IN ACCORDANCE WITH FDOT INDEX 522-001. NO JOINTS ARE PERMITTED WITHIN THE RAMP PORTION OF THE CURB RAMP.
- DETECTABLE WARNINGS:**
- INSTALL DETECTABLE WARNINGS IN ACCORDANCE WITH FDOT SPECIFICATION 527.
 - PLACE DETECTABLE WARNINGS ACROSS THE FULL WIDTH OF THE RAMP OR LANDING, TO A MINIMUM DEPTH OF 2 FEET MEASURED PERPENDICULAR TO THE CURB LINE AND NO GREATER THAN 5 FEET FROM THE BACK OF THE CURB OR EDGE OF PAVEMENT.
 - TRUNCATED DOMES SHALL BE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT STANDARDS FOR TRANSPORTATION FACILITIES, SECTION 705.

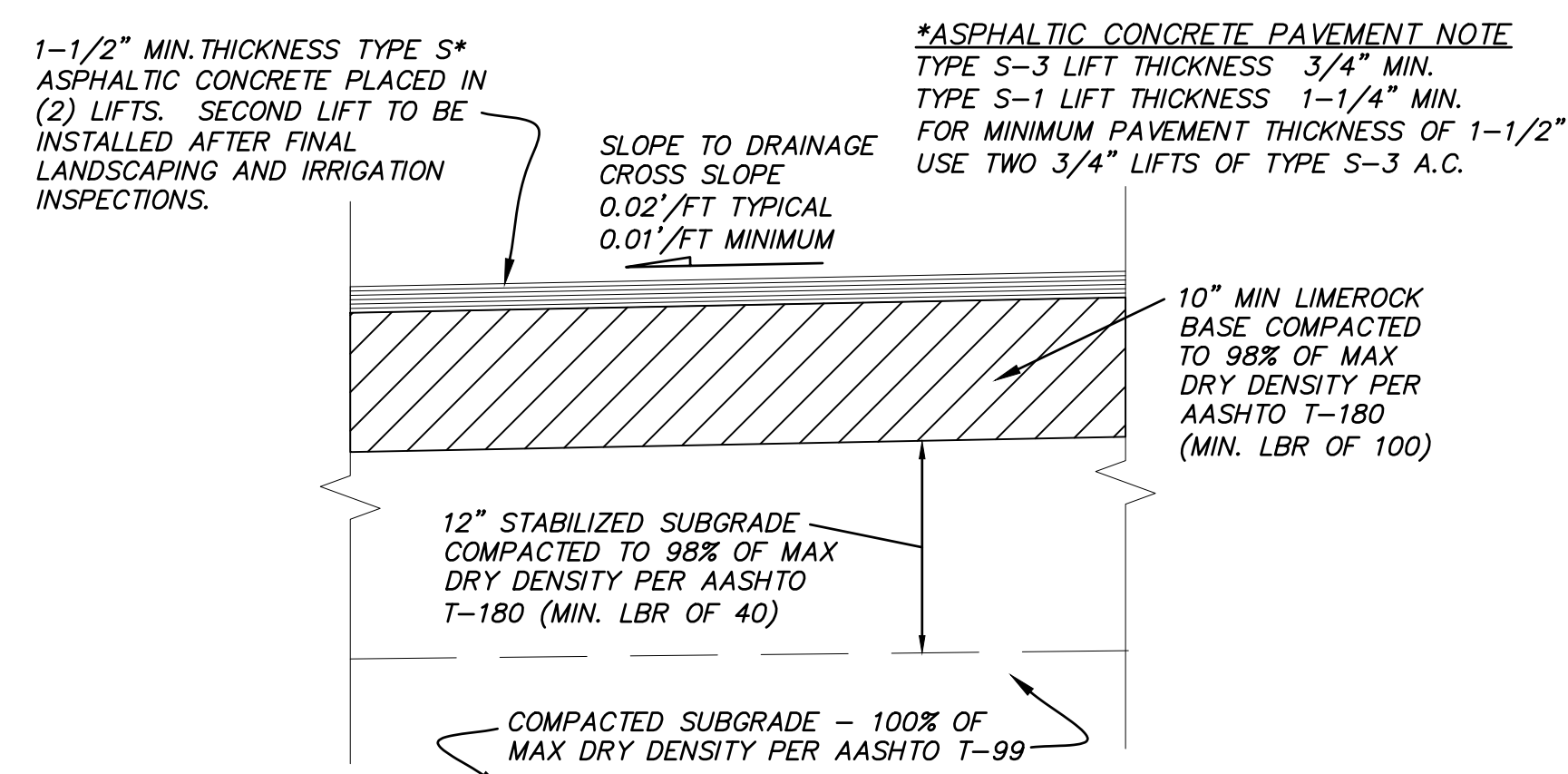
SIDEWALK CONSTRUCTION DETAILS N.T.S.

LAST REVISION 11/01/18	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMP	INDEX 522-002	SHEET 3 of 8
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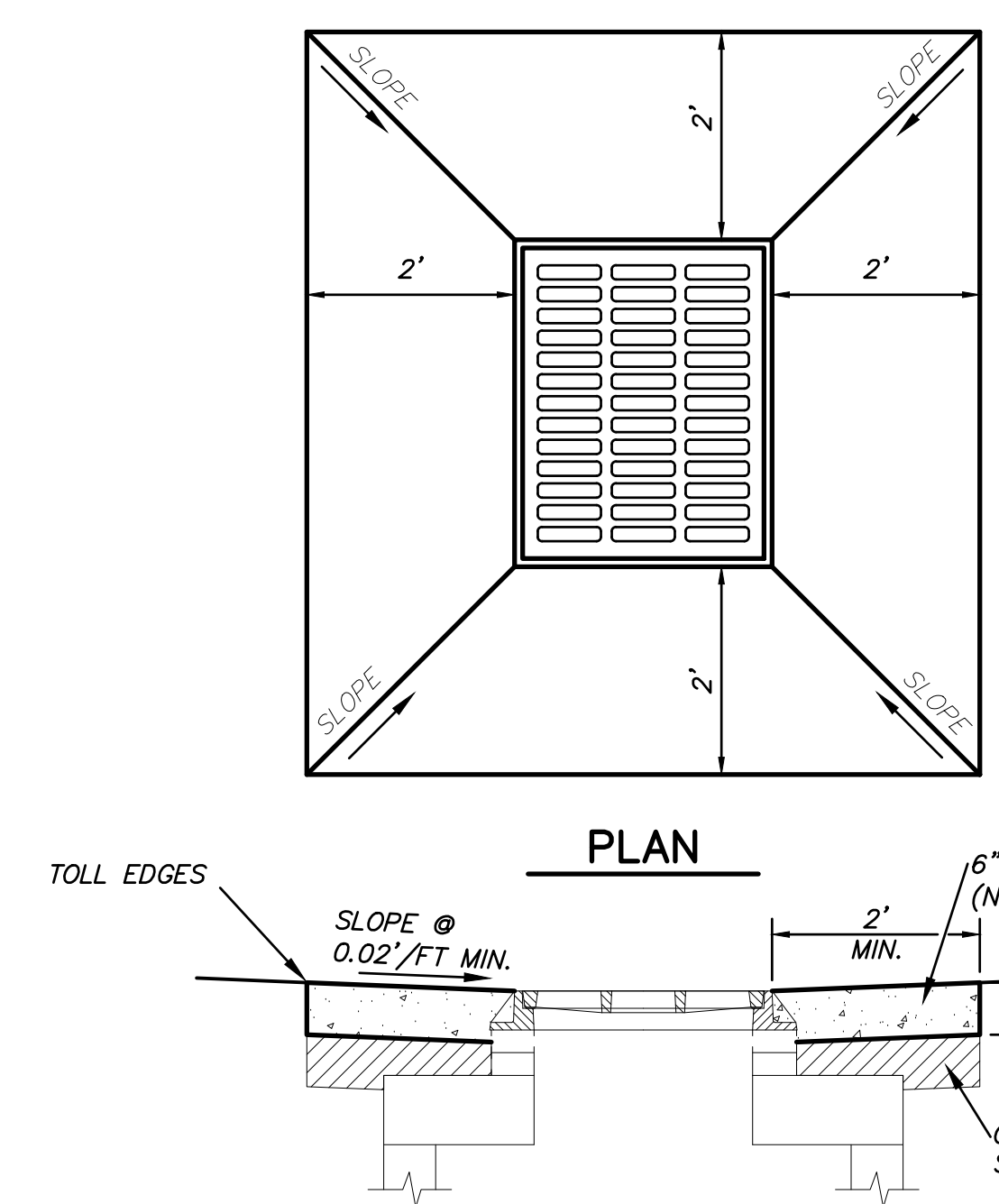
- CURB NOTES:**
- PROVIDE 1/4" WIDE CONTRACTION JOINT A MINIMUM OF 1-1/2" DEEP AND AT 10' SPACING MAXIMUM FOR ALL CURBS.
 - CONCRETE SHALL BE 3000 P.S.I. MIN. @ 28 DAYS.
 - TYPE "D" CURB FOR PARKING LOTS MAY BE INSTALLED AS "TRENCHED" D CURB WITH EXTRUDED TOP AT THE CONTRACTOR'S OPTION.
 - AN EXPANSION JOINT WILL BE PLACED AT THE END OF ALL RETURNS AT INTERVALS NOT TO EXCEED 50' WITH THE CONTRACTION JOINTS AT 10' INTERVALS BETWEEN.
 - EXPANSION JOINTS SHALL BE CONSTRUCTED WITH 1/2" BITUMINOUS IMPREGNATED EXPANSION JOINT MATERIAL.

TYPE "D" CURB
N.T.S.



- NOTES:**
- STABILIZED SUBGRADE SHALL HAVE A MINIMUM LIMEROCK BEARING RATIO (LBR) OF 40 AND IS REQUIRED FOR ALL NEW PAVEMENT CONSTRUCTION. ALL STABILIZED SUBGRADE SHALL BE STRING LINED FOR GRADE AND PASS ALL REQUIRED DENSITY TESTING PRIOR TO PLACEMENT OF LIMEROCK BASE. AREAS BELOW DESIGN GRADE MAY BE CORRECTED BY PLACEMENT OF ADDITIONAL LIMEROCK MATERIAL. AREAS ABOVE DESIGN GRADE MUST BE CORRECTED AND REINSPECTED PRIOR TO LIMEROCK PLACEMENT.
 - LIMEROCK BASE FOR ROADWAYS AND PARKING LOTS SHALL BE A MINIMUM OF 70% CARBONATES OF CALCIUM AND MAGNESIUM. BASE THICKNESS GREATER THAN 8" SHALL BE PLACED IN EQUAL LIFTS NOT EXCEEDING 6".
 - PRIME COAT SHALL BE APPLIED TO ALL FINISHED LIMEROCK BASE SURFACES AFTER BOARDING AND DENSITY INSPECTIONS. APPLICATION RATES AND MATERIALS SHALL BE IN ACCORDANCE WITH FDOT SPECIFICATIONS.
 - TACK COAT SHALL BE PLACED AS REQUIRED ON EXISTING ASPHALT SURFACES BEFORE APPLICATION OF AN OVERBUILD LAYER AND TO NEW SURFACES BETWEEN LIFTS. APPLICATION RATES AND MATERIALS SHALL BE IN ACCORDANCE WITH FDOT SPECIFICATIONS.
 - FINAL PAVEMENT LIFT CANNOT BE PLACED UNTIL ALL PROJECT LANDSCAPING IS IN PLACE AND THE IRRIGATION SYSTEM IS INSTALLED AND APPROVED.

ASPHALTIC CONCRETE PAVEMENT DETAIL MINOR ROADWAYS AND PARKING LOTS N.T.S.



- NOTES:**
- CONSTRUCT 2' WIDE (MIN.) APRON AROUND INLET (4 SIDES).
 - APRON AROUND CATCH BASIN SHALL BE 6" THICK CONCRETE ON COMPACTED SUBGRADE.
 - CONCRETE SHALL BE 3000 P.S.I. MIN. @ 28 DAYS.
 - SLOPE OF APRON SHALL MATCH EXISTING GROUND SLOPE OR 2% MINIMUM.
 - PROVIDE LIGHT BROOM FINISH ON CONCRETE SURFACE AND TOOL ALL EXPOSED EDGES.

CATCH BASIN APRON DETAIL
N.T.S.

PBC AMENDMENTS: _____
PBC ZONING STAMP _____

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REGISTERED ENGINEER NO. 85007
STATE OF FLORIDA

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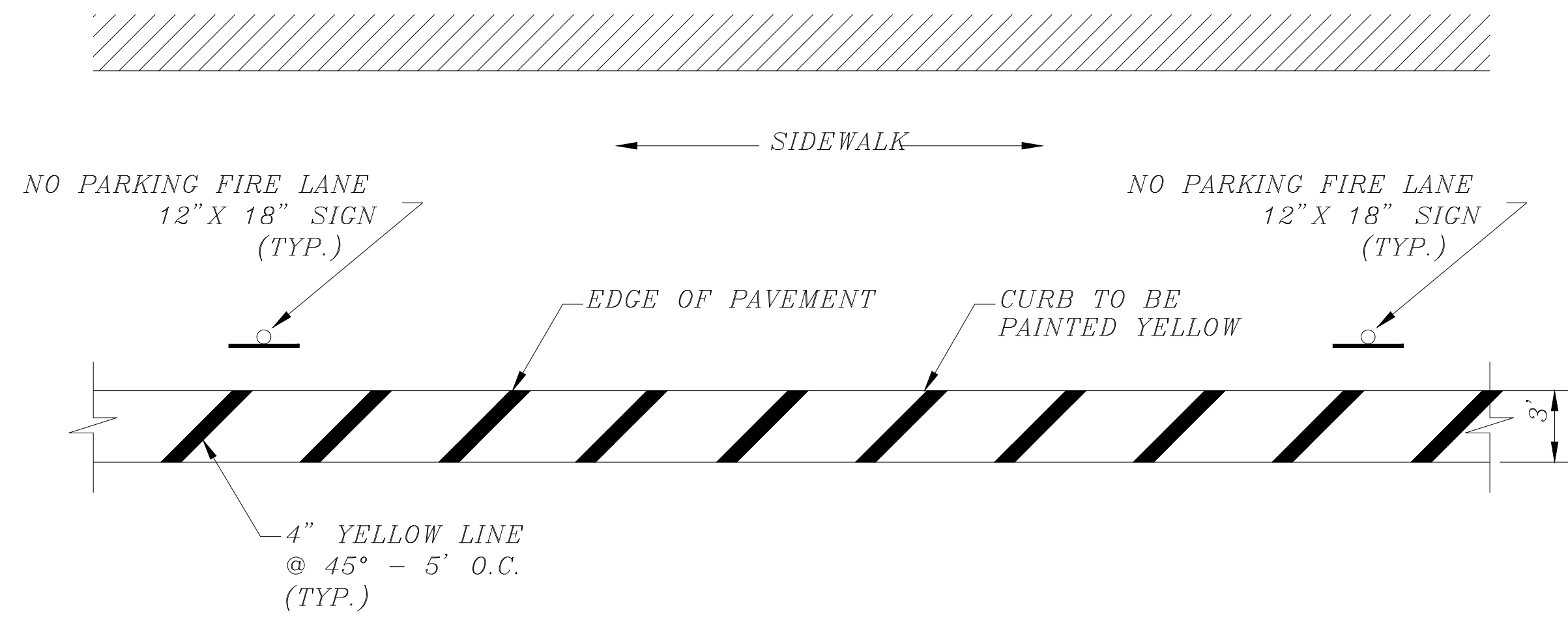
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Client/Project	SELF-STORAGE 500 S. STATE ROAD 7 HOLLYWOOD, FLORIDA
File Name:	General Details.dwg
KVM	22/08/10
Dwn.	YY.MM.DD
SHB	
SMB	
Chk.	
Dgn.	

Title	GENERAL DETAILS I
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Scale	AS SHOWN
Drawing No.	C-10
Sheet	
Revision	

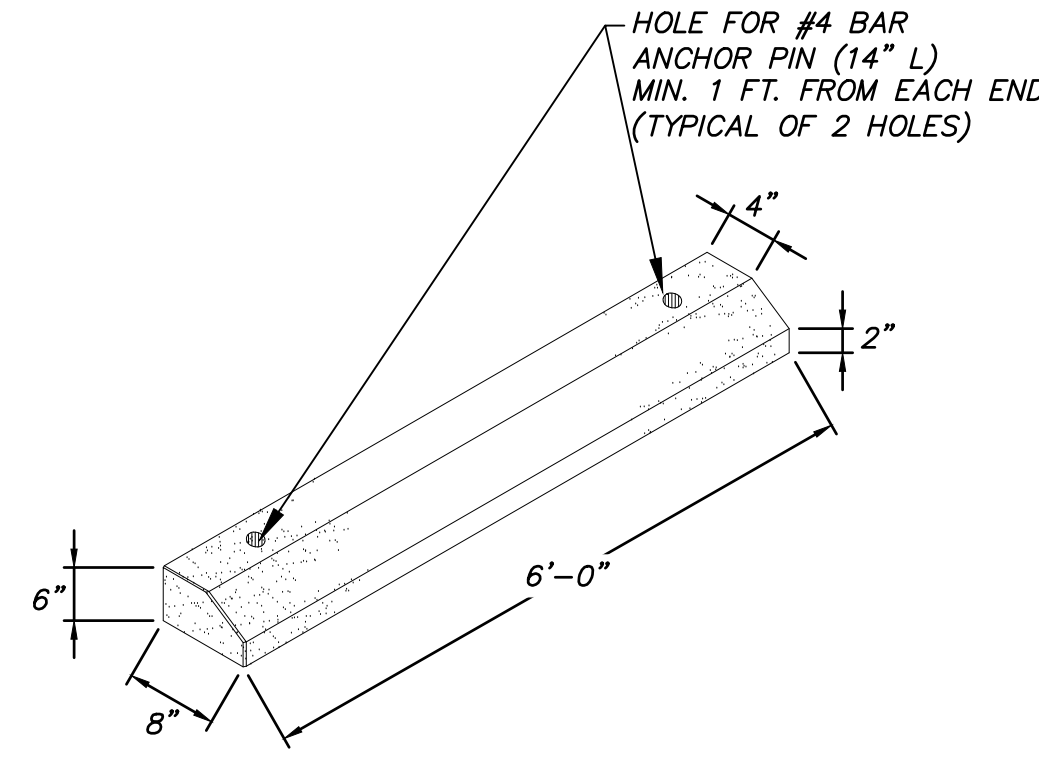
BUILDING



NOTES:

- The pavement shall be painted with parallel four-inch-wide yellow strip lines every 5' on center extending at least 3' from edge of the pavement.

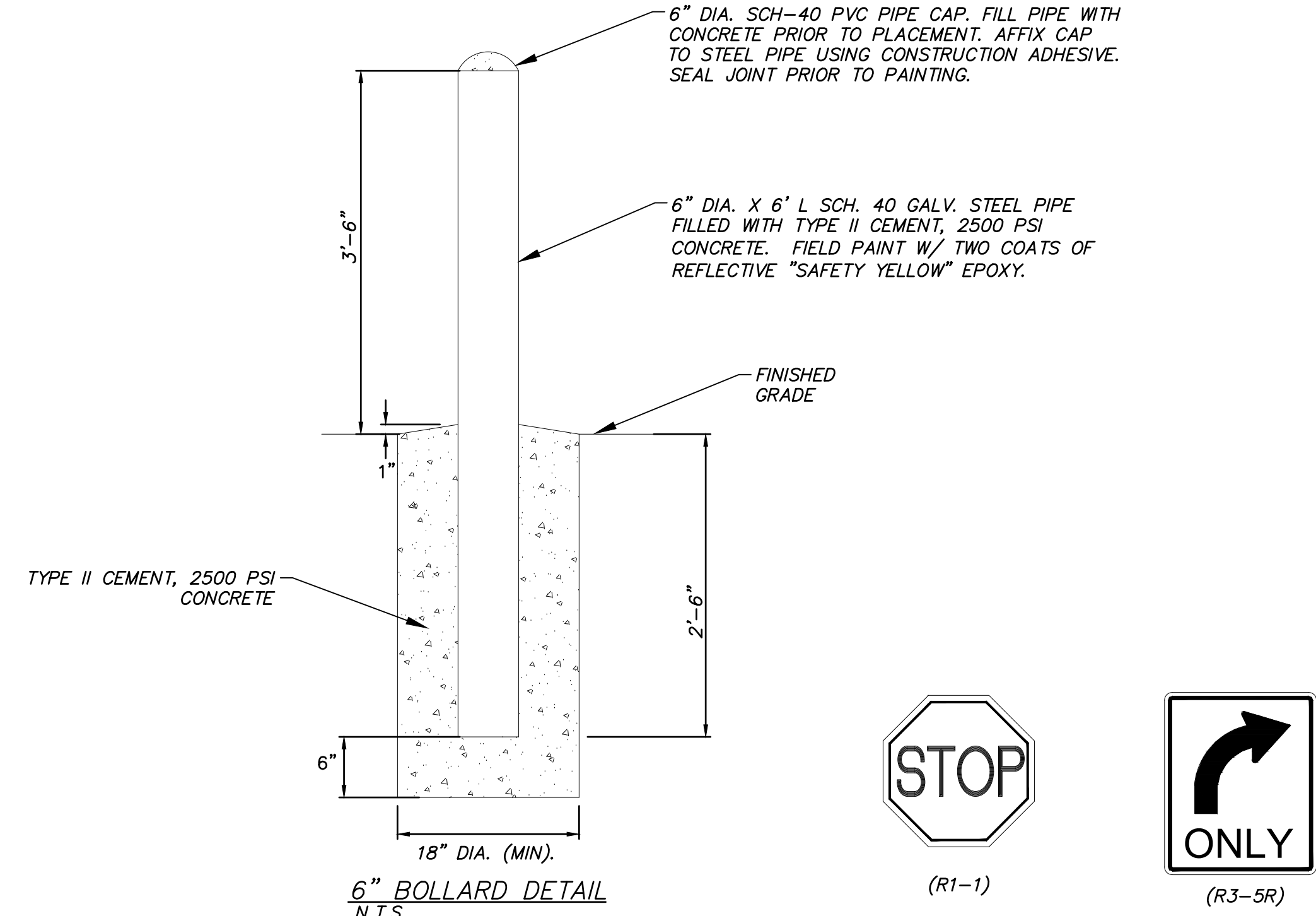
FIRE LANE DETAIL
N.T.S.



6' PRECAST WHEEL STOP DETAIL
N.T.S.

NOTES:

- CONTRACTOR TO PROVIDE 6' PRECAST CONCRETE WHEEL STOP/PARKING CURB TO EOR FOR REVIEW AND APPROVAL.



6\"/> N.T.S.



PROJECT SIGNAGE
N.T.S.

NOTES:

- ALL R1-1, R1-2 AND R5-1 SIGNING SHALL BE FABRICATED USING DIAMOND GRADE SHEETING AS PER BROWARD COUNTY TRAFFIC ENGINEERING STANDARD, (CURRENT EDITION)
- ALL TRAFFIC CONTROL DEVICES MAINTAINED BY BROWARD COUNTY THAT ARE REMOVED OR DAMAGED BY CONSTRUCTION SHALL BE REPLACED USING CURRENT BROWARD COUNTY TRAFFIC ENGINEERING DIVISION STANDARDS.
- ALL MARKING PAINT TO BE REFLECTIVE.
- ALL PAVEMENT MARKING AT PROPERTY LINE SHALL BE THERMOPLASTIC APPLIED ACCORDING TO BROWARD COUNTY TRAFFIC ENGINEERING STANDARDS WITH 100% REFLECTIVE COVERAGE.

FOR SIGN ASSEMBLIES WITH MAXIMUM 8.75 SQUARE FOOT PANEL AREA

FOR SIGN ASSEMBLIES WITH GREATER THAN 8.75 SQUARE FOOT PANEL AREA WITH SUPPLEMENTAL SIGN

Typical Details

STREET ID (D3-1) MATERIALS:

LETTERS
WHITE TYPE XI SHEETING
LETTERING OF STREET NAME SIGNS SHALL BE COMPOSED OF A COMBINATION OF LOWERCASE LETTERS WITH INITIAL UPPERCASE LETTERS

BORDER
BORDER WIDTHS WILL VARY BASED ON LETTER HEIGHTS

LETTER HEIGHTS - BORDER WIDTHS
4 INCH LETTER = 0.375 INCH BORDER WIDTH
6 INCH LETTER = 0.500 INCH BORDER WIDTH
8 INCH LETTER = 0.750 INCH BORDER WIDTH

GREEN BACKGROUND
GREEN TRANSLUCENT INK SILK-SCREENED CLEAR-COATED OR ELECTRO-OUT (EC) FILM OR EQUIVALENT

LETTER SIZES
SEE MUTCD TABLE 2D-2 (PG 163) FOR MINIMUM LETTER HEIGHTS
LENGTH VARIES BY STREET NAME

HARDWARE
BOLTS - #18 HEX HEAD STAINLESS STEEL 5/16\"/> NUTS - 5/16\"/> STAINLESS STEEL W/ NYLON WASHERS.

REGULATORY SIGN
WHEN NO STREET ID IS PRESENT THE STOP SIGN SHALL BE MOUNTED FLUSH TO THE TOP OF THE POST WHILE MAINTAINING 7 FEET MIN. CLEARANCE BETWEEN BOTTOM OF SIGN AND GROUND LEVEL. ANY SIGN INSTALLED BACK TO BACK WITH THE STOP SIGN SHALL BE SMALLER THAN THE STOP SIGN

STOP, DO NOT ENTER OR YIELD
WHITE TYPE XI SHEETING
PRESSURE-SENSITIVE RED TRANSLUCENT INK SILK-SCREENED CLEAR-COATED OR ELECTRO-OUT (EC) FILM OR EQUIVALENT.

HARDWARE
FRONT: #18 HEX HEAD STAINLESS STEEL 5/16\"/> x 3\"/> BOLT W/ NYLON WASHER
BACK: 5/16\"/> HEX HEAD STAINLESS STEEL NUT W/ 3\"/> STAINLESS STEEL WASHER.

NOTES:
1. ALL TYPE XI SHEETING UTILIZED MUST BE ON THE FOOT PLIST.
2. SEE BCTD TECHNICAL POLICY MEMO #TRM-16-001 - SPECIFICATIONS FOR RETROREFLECTIVE TRAFFIC SIGN MATERIALS.

SQUARE TUBE SIGN POST
The Square Tube Sign Post shall consist of a 2.5\"/> square tube inserted into a 2.5\"/> square post receiver. Both tubes will be perforated, hot-dipped galvanized, 12-gauge, grade 50 steel. The post shall be installed into the slip base assembly shown in detail "A".

Notes:
1. Dimensions and certain details for the parts used to assemble the slip base connections are intentionally not shown. Slip base connections are patented manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are only shown on this plan to illustrate how the parts are assembled. The complete assembly must be designed to withstand 150 mph Base Wind Speed per 2013 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 6th edition and interims.
2. For standard ground sign installation, see detail entitled "Ground Sign Assembly Details".

REVISIONS

DATE	DESCRIPTION
04-09-2019	UPDATED MATERIAL NOTES
02-28-2020	ADDED ISOMETRIC VIEW
02-05-2021	UPDATED POST BASE HEIGHT

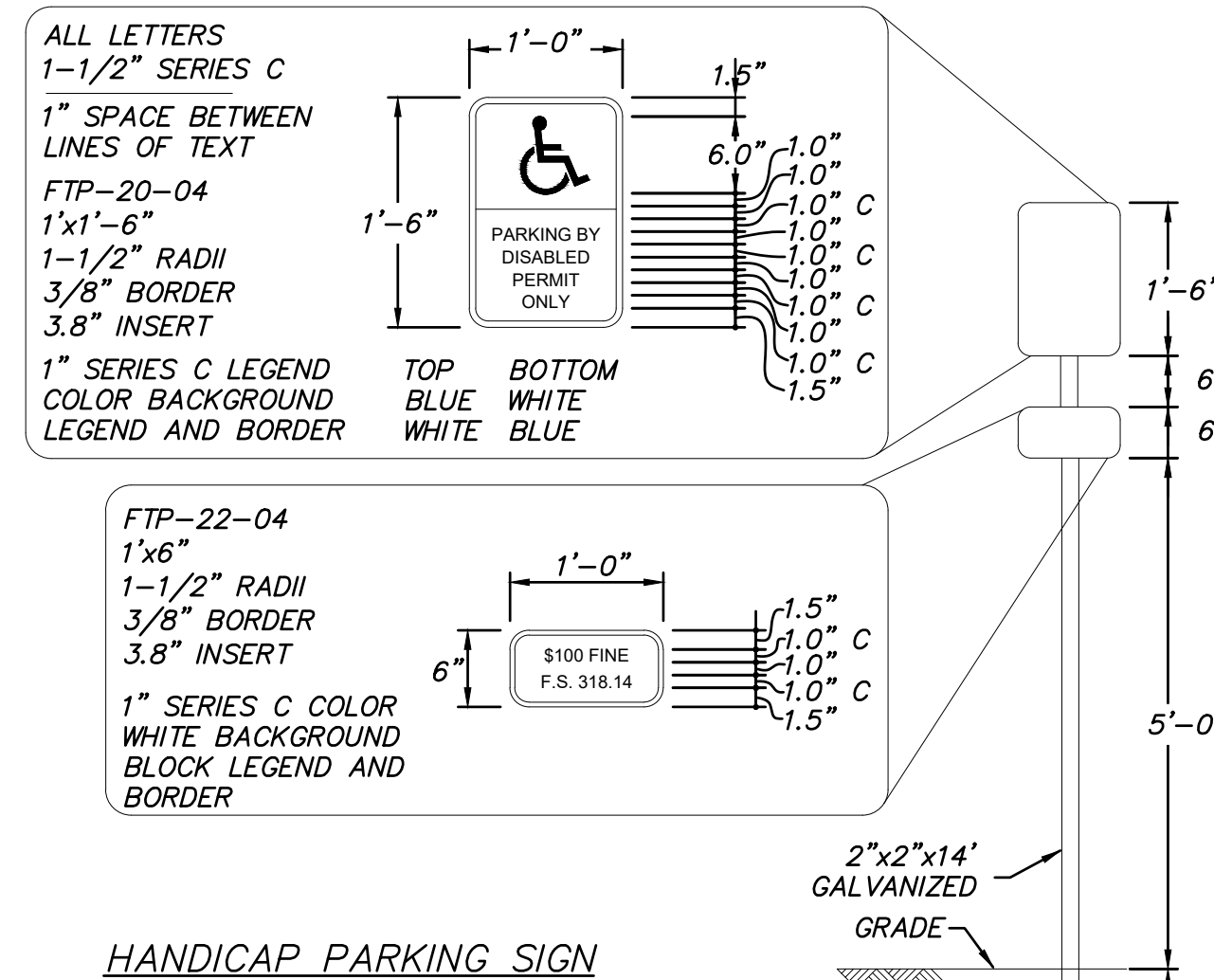
BROWARD COUNTY FLORIDA

PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

DESIGN BY: CARMELO CARATTOZZOLO, P.E. SCALE: NTS
DRAWN BY: STEPHON RAMCOUTAR
CHECKED BY: ANDREW SEBO, P.E., PTOE

STOP SIGN AND STREET IDENTIFICATION ASSEMBLY
TYPICAL DETAILS

SHEET NO. 1 OF 1



HANDICAP PARKING SIGN
N.T.S.

ALL LETTERS

1-1/2" SERIES C

1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT

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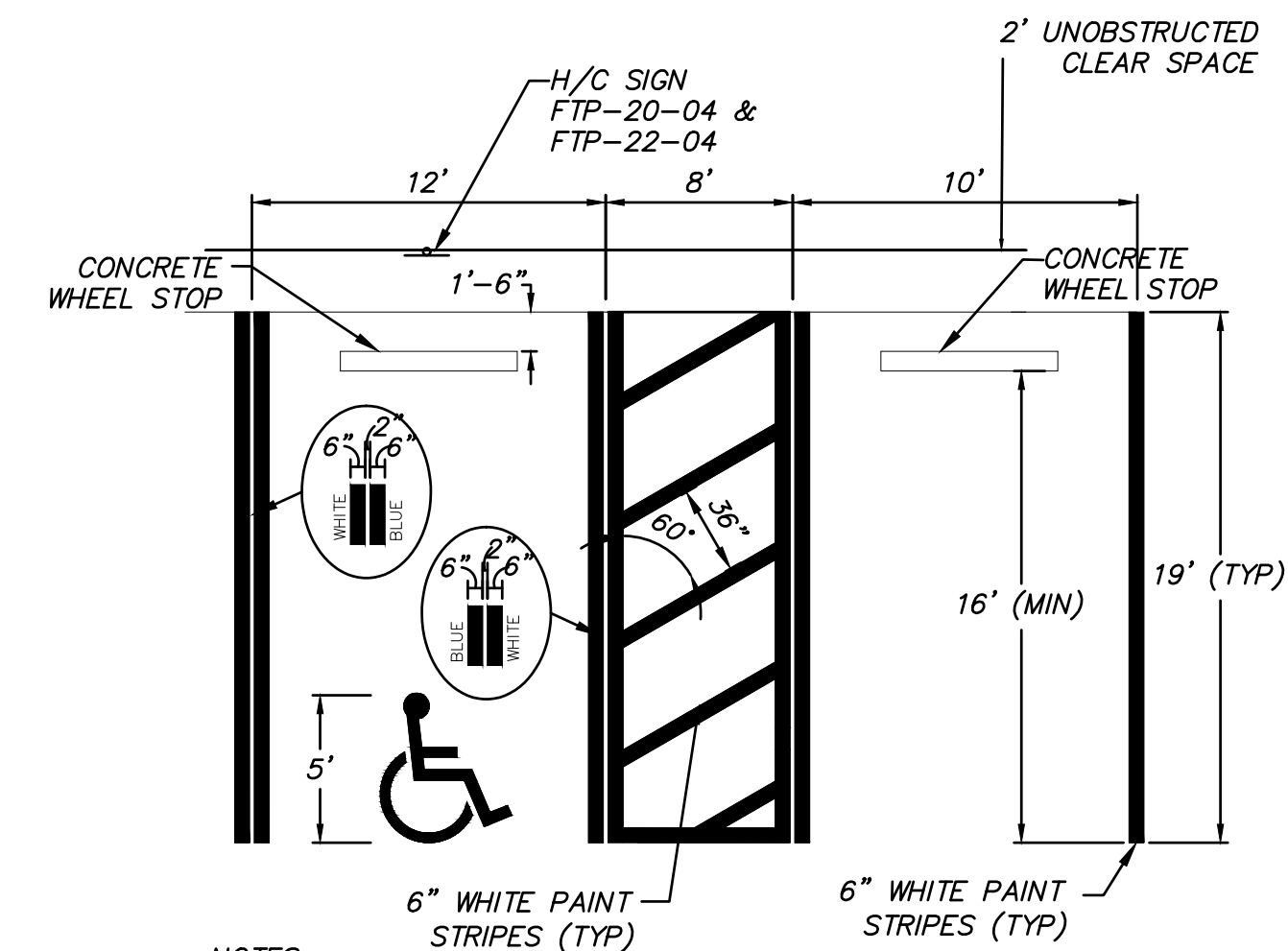
1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT

1" SPACE BETWEEN LINES OF TEXT



NOTES:

- DIMENSIONS ARE TO CENTERLINE OF MARKINGS.
- BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH 15180 OF FEDERAL STANDARDS 595a.
- THE FTP-22-04 PANEL SHALL BE MOUNTED BELOW THE FTP-20-04 SIGN.
- PAINT AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH FDOT INDEX 17346.

TYPICAL PARKING SPACE
N.T.S. (REGULAR & HANDICAP)

PBC AMENDMENTS:	PBC ZONING STAMP
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HOLLYWOOD, FLORIDA

File Name: General Details.dwg

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Dwn.	Chk'd.	Dsgn.	YY.MM.DD

Title

GENERAL DETAILS II

Project No. 215617459

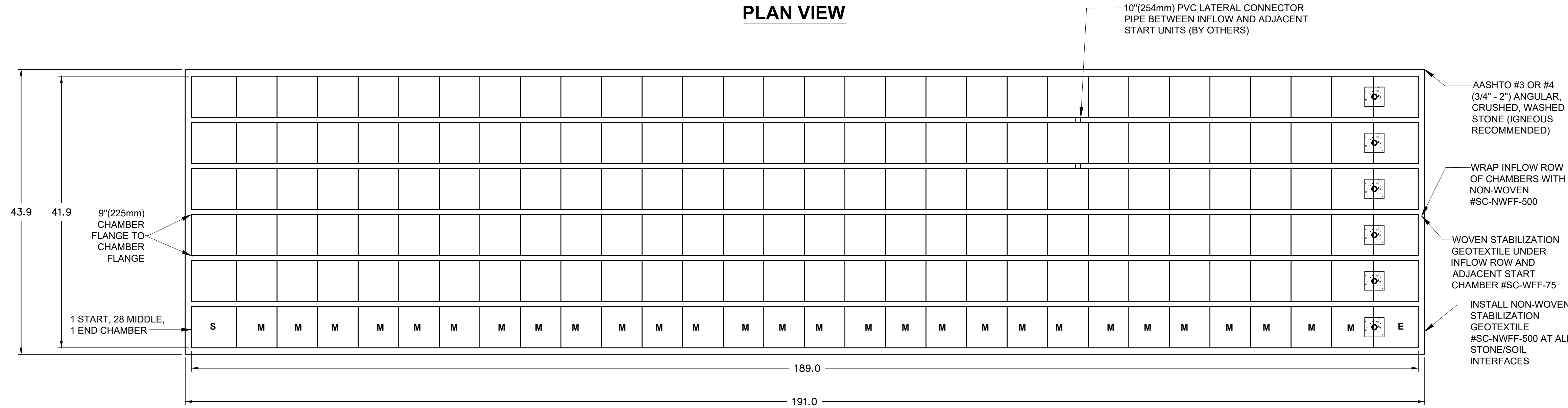
Drawing No. C-11

Scale AS SHOWN

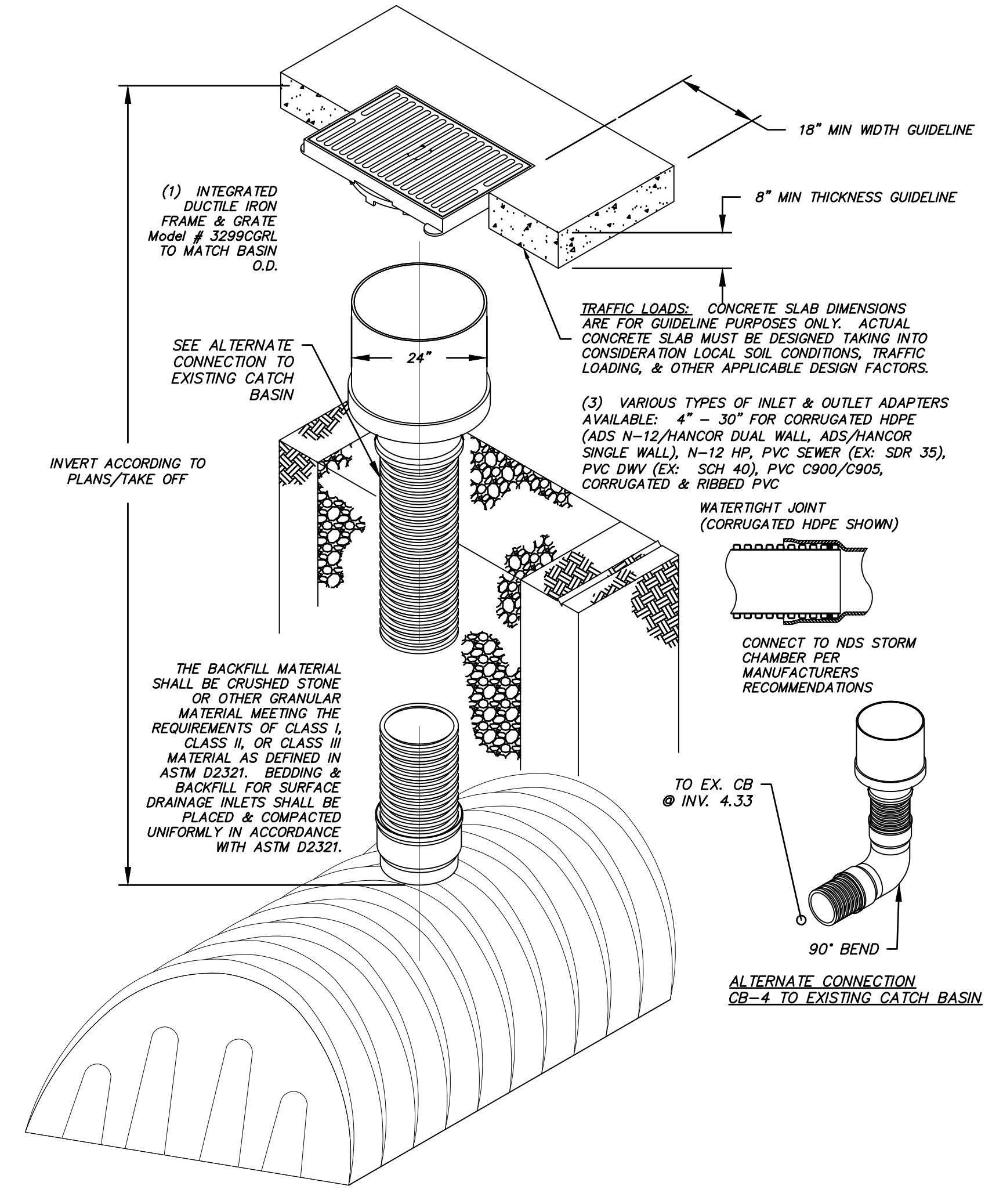
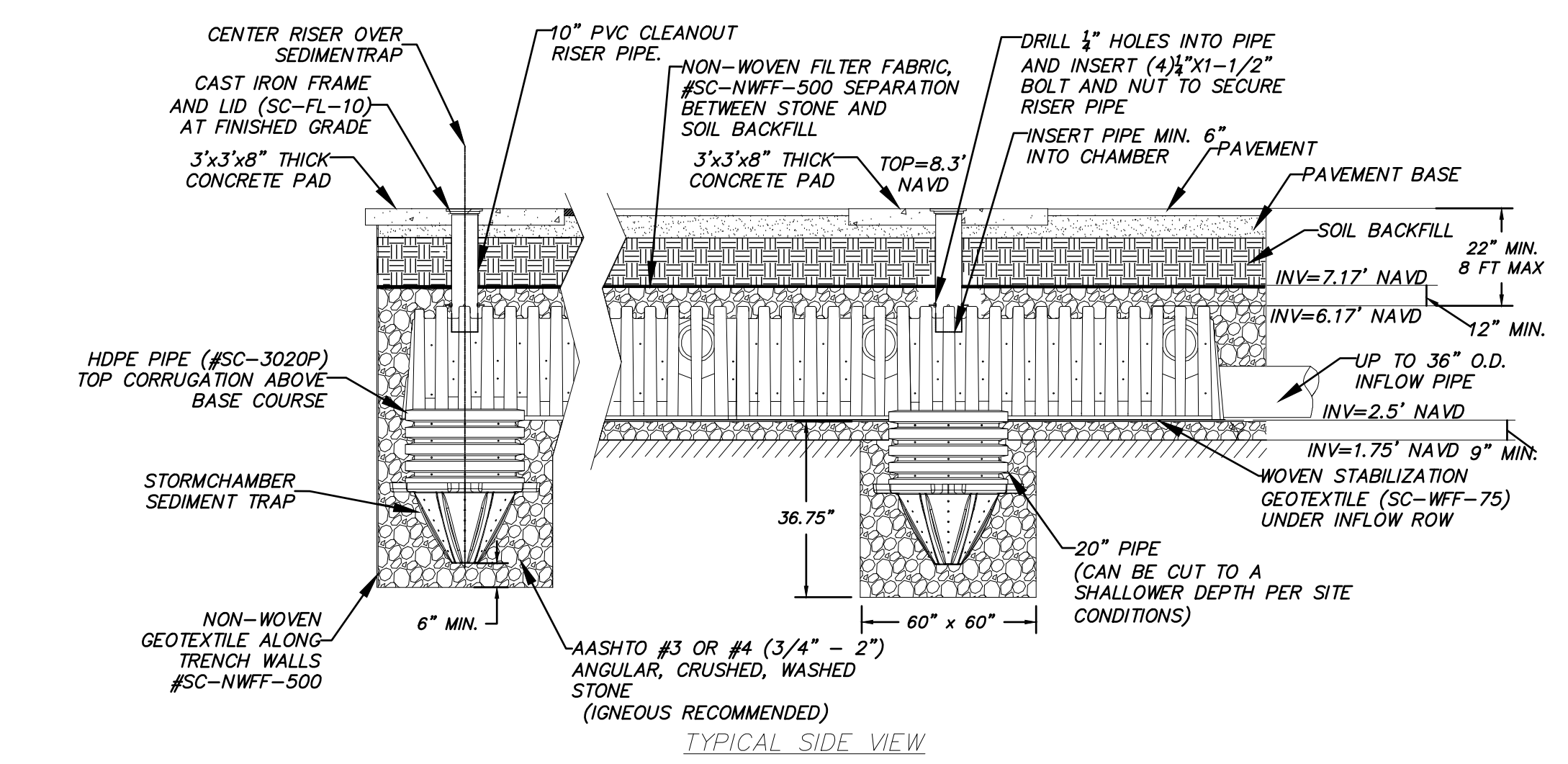
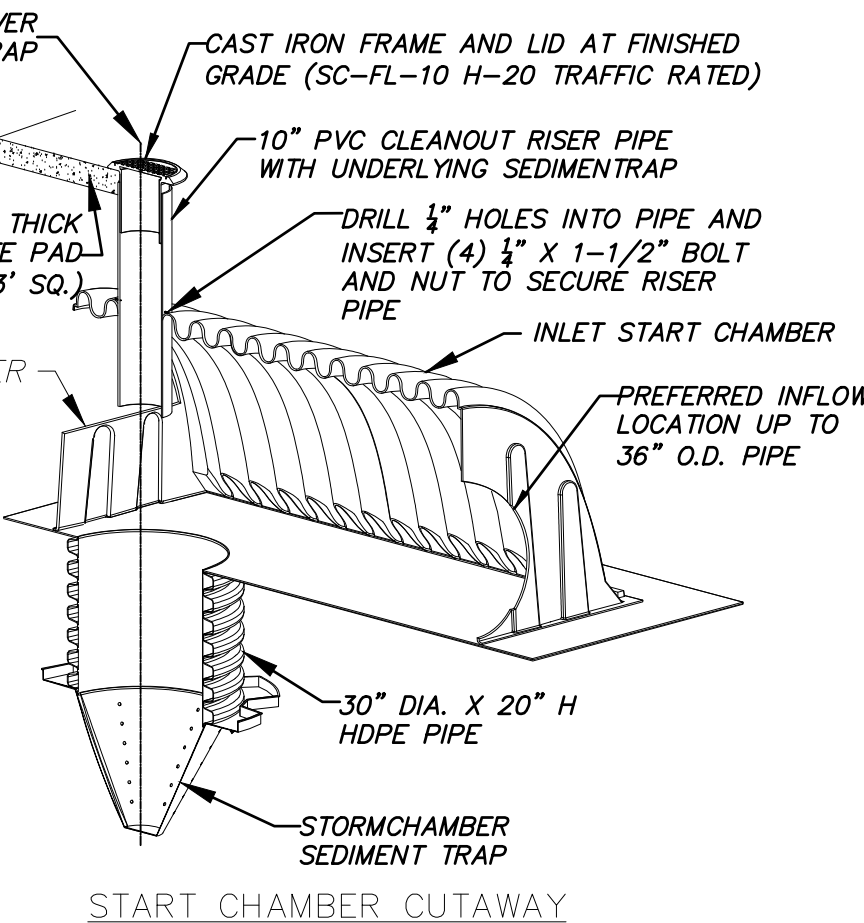
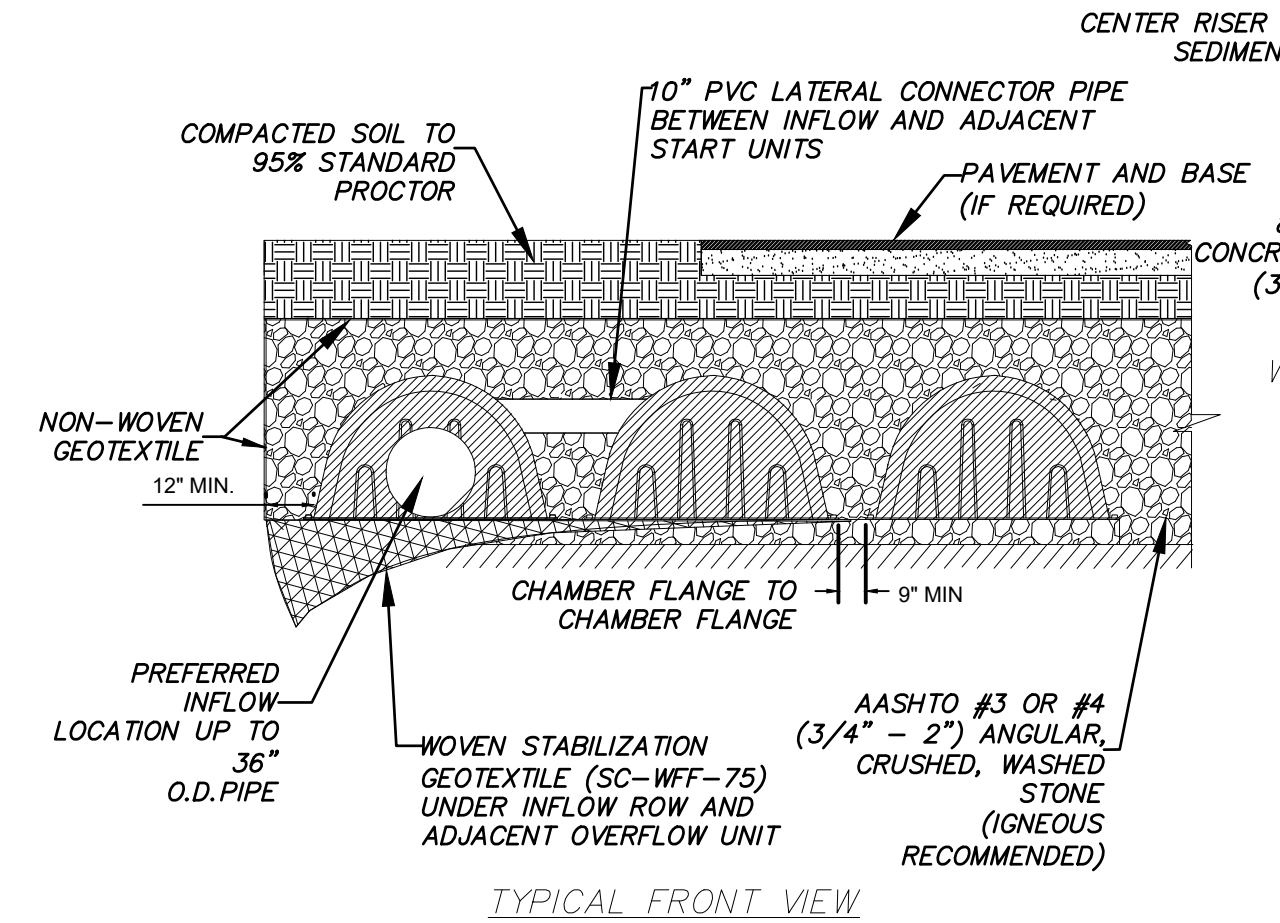
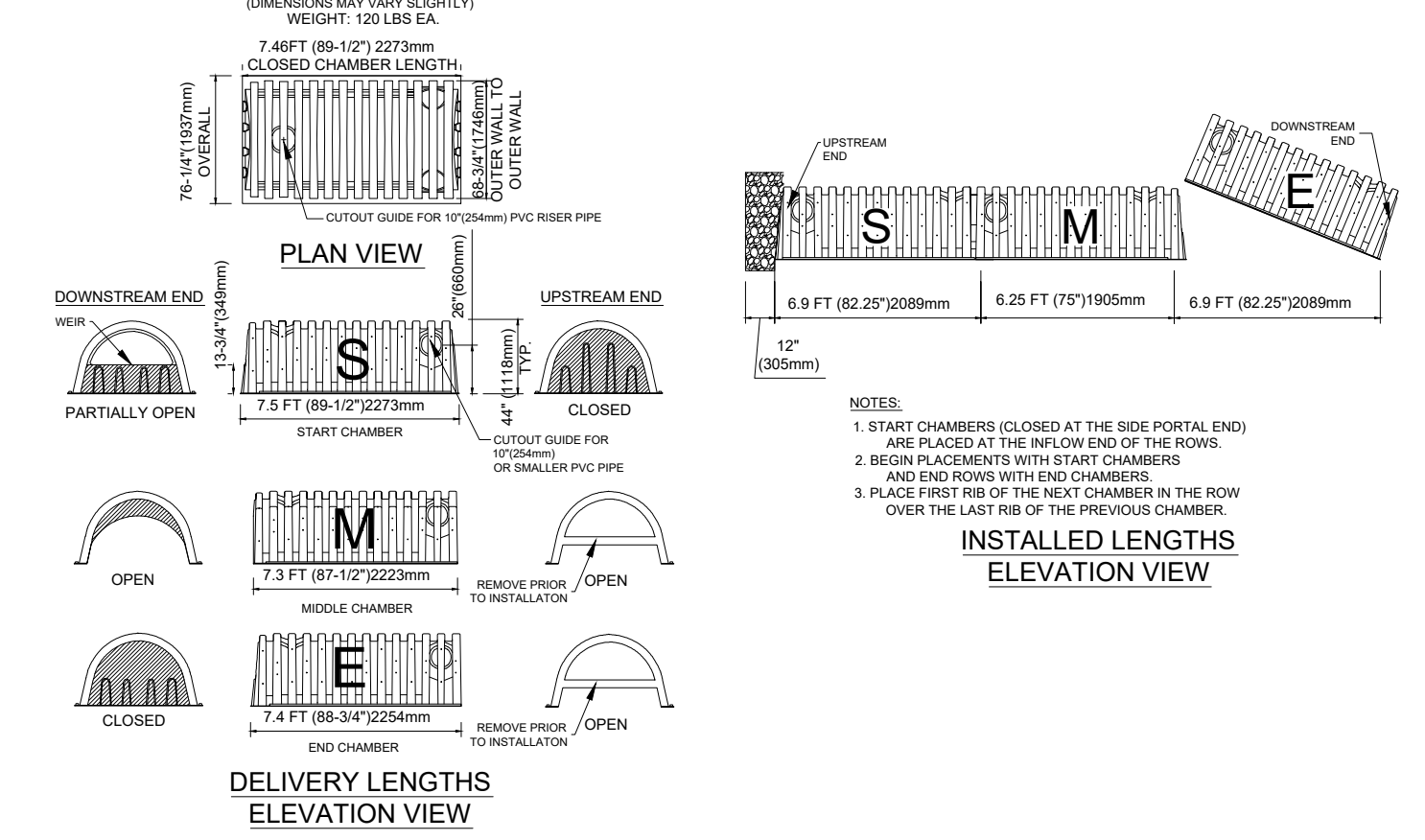
Sheet

Revision

PLAN VIEW



SC-44105 DIMENSIONS



NDS STORMCHAMBER DETAILS (S-44105)
NOT TO SCALE

PIPE CONNECTION INSTRUCTIONS:

- (PER THE NDS STORMCHAMBER INSTALLATION MANUAL)
- CUT OUT THE INFLOW PORTAL HOLE(S)
CUT A HOLE IN THE INFLOW CHAMBER ACCORDING TO THE LOCATION SPECIFIED IN THE CONSTRUCTION DRAWINGS. THE HOLE SHOULD BE SIZED TO MATCH THE INFLOW PIPE BEING USED.
 - INSERT INFLOW PIPES*
INSTALL THE INFLOW PIPE INTO THE INFLOW HOLE.
 - CUT OUT THE SIDE PORTAL HOLES
AFTER PLACING THE START CHAMBERS, CUT OPEN THE SIDE PORTALS ALONG THE INDENTION GUIDES FOR THE LATERAL CONNECTING PIPES, AS SPECIFIED IN THE CONSTRUCTION DRAWINGS.
 - INSERT ROW CONNECTING PIPES*
MARK THE PIPE 6" FROM EACH END. SLIDE THE PIPE INTO EACH CHAMBER SO THAT THE MARKS ARE NO LONGER VISIBLE. THE CONNECTING PIPES MUST BE INSERTED ABOUT 6" INTO EACH CHAMBER. THE CONNECTOR PIPE SHOULD BE 3FT FOR THE SC-18 CHAMBER, 4FT FOR THE SC-34 CHAMBER AND 5FT FOR THE SC-44 CHAMBER.
 - CUT HOLE FOR RISER PIPES*
CUT OUT THE TOP PORTALS ALONG THE INDENTION GUIDES AS SPECIFIED IN THE CONSTRUCTION DRAWINGS. **
 - INSTALL CLEANOUT RISERS*
WHEN INSTALLING THE 10" PVC CLEANOUT RISER PIPES, MARK THE PIPE TO ALLOW FOR 6 INCHES OF PIPE TO ENTER THE CHAMBER FROM THE VALLEY OF THE CHAMBER RIB. DRILL HOLES AND INSTALL AT LEAST 4 BOLTS ALONG THE MARKINGS. (2 BOLTS AT RIB PEAK AND 2 IN THE VALLEY, ONE BOLT ON EACH SIDE OF THE PIPE.) WHEN INSTALLING THE PIPE, THE BOLTS SHOULD REST ON TOP OF THE CHAMBER TO HOLD THE PIPE IN PLACE. THE FRAMES AND LIDS MAY BE INSTALLED AT THE SAME TIME AS THE RISER PIPE OR AS PART OF THE BACKFILLING PROCESS.
 - CUT THE OUTFLOW PORTAL HOLE(S)
CUT A HOLE IN THE OUTFLOW CHAMBER ACCORDING TO THE LOCATION SPECIFIED IN THE CONSTRUCTION DRAWINGS. THE HOLE SHOULD BE SIZED TO MATCH THE OUTFLOW PIPE BEING USED.
 - INSERT OUTFLOW PIPES*
INSTALL THE OUTFLOW PIPE INTO THE OUTFLOW HOLE.
- *IF THERE'S MORE THAN 1/8 INCH GAP BETWEEN THE PIPE-HOLE AND THE PIPE, CUT A "X" SHAPED HOLE, SIZED JUST SHORT OF THE HOLE DIAMETER IN ONE OR MORE PIECES OF FILTER FABRIC AND PLACE IT OVER THE PIPE HOLE BEFORE INSERTING THE PIPE. KEEP REPEATING THIS PROCESS UNTIL THE GAP IS FILLED AND A TIGHT SEAL IS ACHIEVED.
- **SC-44 AND THE SC-18 LACK A DEFINED TOP PORTAL. THE HOLE SHOULD BE CENTERED OVER THE SEDIMENTTRAP™ AND SIZED FOR THE RISER PIPE.
- ***A PIPE PENETRATION BOOT OR NON-SHRINK GROUT COULD BE USED TO PROVIDE A TIGHT SEAL BETWEEN THE PIPES AND THE STORM CHAMBER. CONTRACTOR SHALL OBTAIN APPROVAL FROM THE ENGINEER AND CITY PRIOR TO USE OF ANY PRODUCTS NOT LISTED IN THE MANUFACTURER'S SPECIFICATIONS.

MAINTENANCE OF STORMCHAMBER SYSTEMS

- PRE-TREATMENT DEVICES.
UNDER NORMAL CIRCUMSTANCES, A PRE-TREATMENT DEVICE IS NOT NECESSARY. HOWEVER, UNDER CERTAIN CONDITIONS, OR LOCAL REQUIREMENTS, PRE-TREATMENT DEVICES CAN BE USEFUL. FILTERING, SWIRL CONCENTRATORS, OR OTHER TYPES OF PRE-TREATMENT DEVICES CAN BE INSTALLED UP-STREAM OF THE STORMCHAMBER SYSTEM FOR REMOVAL OF SEDIMENT, FLOATABLES, OIL AND GREASE, ETC. THEIR USE IS PARTICULARLY HELPFUL FOR STORMWATER "HOT SPOT" AREAS, SUCH AS AUTOMOBILE REPAIR SHOPS, WHERE ABNORMALLY HIGH CONCENTRATIONS OF POLLUTANTS SUCH AS OIL AND GREASE CAN BE EXPECTED.
- VACUUM TRUCK TUBE THROUGH 10 INCH CLEAN-OUT RISER.
THE STORMCHAMBERS ARE DESIGNED WITH A DEFINED TOP PORTAL AREA AT THE "DOWN-FLOW" END OF THE CHAMBER THAT CAN BE CUT OUT TO ACCEPT UP TO A 10 INCH DIAMETER RISER PIPE (SEE DRAWINGS IN THIS SECTION). THE 10 INCH RISER CAN BE USED AS AN OBSERVATION WELL AND FOR ACCESS OF A VACUUM TRUCK TUBE THAT CAN BE USED TO REMOVE SEDIMENT. THE "DOWN-FLOW" ENDS OF THE STORMCHAMBERS HAVE END WALLS THAT ARE CLOSED ON THE BOTTOM (SEE ENCLOSED DRAWINGS). THE CLOSED BOTTOM FUNCTIONS SIMILAR TO A COFFER DAM, WITH MOST OF THE SEDIMENT DEPOSITING PRIOR TO FLOWING INTO THE NEXT CHAMBER, FACILITATING ITS REMOVAL THROUGH THE RISER PIPE, WHICH IS POSITIONED DIRECTLY ABOVE THIS AREA. IT IS RECOMMENDED, AT A MINIMUM, THAT CLEAN-OUT RISERS BE PLACED AT THE LAST CHAMBER OF EACH ROW OF STORMCHAMBERS WHICH RECEIVE THE FLOW FROM THE STORMWATER INLET(S).
- SACRIFICIAL STORMCHAMBER ROW (IN ACCOMMODATION OF THE COMMONLY UTILIZED MANAGEMENT PRACTICE OF BENIGN NEGLECT).
AN ADDITIONAL ROW OF STORMCHAMBER CAN BE ADDED FOR ACCUMULATION OF SEDIMENT WITH MINIMAL EFFECT ON THE STORMWATER STORAGE REQUIREMENTS OF THE SYSTEM. THIS WOULD BE UTILIZED AS THE "FIRST ROW" OF CHAMBERS - THE ROW THAT ACCEPTS THE STORMWATER FLOW FROM THE INLET STRUCTURES. BECAUSE THE FLOW FROM THE FIRST ROW OF CHAMBERS WILL HAVE TO MAKE 90 DEGREE TURNS THROUGH CONNECTING PIPES INTO THE ADJACENT ROW, VELOCITY OF FLOW WILL DECREASE AND MOST OF THE TRANSPORTED SEDIMENT LOAD DEPOSITS WITHIN THE FIRST ROW OF STORMCHAMBERS.
- GRADED INLET STRUCTURES.
THE USE OF FULLY GRADED INLET STRUCTURES WILL KEEP THE VAST MAJORITY OF DEBRIS OUT OF THE STORMCHAMBER SYSTEM. (IT IS SUGGESTED THAT THESE BE PLACED NEAR THE ENTRANCE TO THE ESTABLISHMENT BEING CONSTRUCTED AS AN INCENTIVE FOR OWNER MAINTENANCE).
- INLET STRUCTURES WITH SUMPS.
THE USE OF FULLY GRADED INLET STRUCTURES WITH A 2-4 FOOT SUMP IS RECOMMENDED. THIS WILL ALLOW FOR ADDITIONAL CAPTURE OF SEDIMENT THAT CAN EASILY BE REMOVED WITH A VACUUM TRUCK OR OTHER DEVICE BEFORE IT GETS INTO THE STORMCHAMBER SYSTEM. A SUMPED INLET STRUCTURE PLACED AT BOTH ENDS OF THE FIRST ROW OF STORMCHAMBERS CAN ALSO BE USED TO FACILITATE SEDIMENT REMOVAL WITHIN THE STORMCHAMBER SYSTEM. UNDER THIS ALTERNATIVE, ONE OR MORE ADDITIONAL CHAMBER(S) IS ADDED TO THE BEGINNING AND END OF THE FIRST ROW, THE END OF EACH BEING INSERTED DIRECTLY INTO THE SUMPED INLET STRUCTURES. THIS PROVIDES FOR PHYSICAL ACCESS INTO THE FIRST ROW FOR MAINTENANCE (SEE "EXAMPLE CONFIGURATIONS" SECTION).
- PROTECTED STORMWATER INLETS DURING CONSTRUCTION.
IT IS HIGHLY RECOMMENDED THAT, UNDER ANY OF THE ABOVE ALTERNATIVES, THE STORMCHAMBER SYSTEM NOT BE OPENED TO RECEIVE STORMWATER FLOWS UNTIL CONSTRUCTION OF THE SITE HAS BEEN COMPLETED. EVEN THEN, ALL STORMWATER INLETS MUST BE PROTECTED FROM SEDIMENT LOADING UNTIL THE SITE IS COMPLETELY STABILIZED. COMPLETE STABILIZATION IMPLIES THAT THE CONSTRUCTION SITE HAS BEEN CLEARED OF CONSTRUCTION-RELATED DEBRIS AND HAS INCURRED AT LEAST TWO STORM EVENTS SUFFICIENT TO WASH MOST SOIL AND OTHER PARTICULATE MATTER OFF IMPERVIOUS SURFACES.

INSPECTION AND MAINTENANCE SCHEDULE

- INSPECT THROUGH THE RISERS QUARTERLY AND AFTER EACH LARGE STORM EVENT.
- IT IS RECOMMENDED THAT A LOGBOOK BE MAINTAINED SHOWING THE DEPTH OF WATER IN THE STORMCHAMBER AT EACH OBSERVATION IN ORDER TO DETERMINE THE RATE AT WHICH THE STORMCHAMBER SYSTEM DEWATERS AFTER RUNOFF PRODUCING STORM EVENTS.
- ONCE THE PERFORMANCE CHARACTERISTICS OF THE STORMCHAMBER HAVE BEEN VERIFIED, THE MONITORING SCHEDULE CAN BE REDUCED TO AN ANNUAL BASIS, UNLESS THE PERFORMANCE DATA SUGGESTS THAT A MORE FREQUENT SCHEDULE IS REQUIRED.
- SEDIMENT SHOULD BE REMOVED WHEN DEPOSITS APPROACH WITHIN SIX INCHES OF THE INVERT HEIGHTS OF CONNECTING PIPES BETWEEN STORMCHAMBER ROWS, OR IN SUMPED INLET STRUCTURES.

Revision	By	Appd.	YYMMDD

Permit-Seal

SHEHAB BATA, P.E.
REGISTERED ENGINEER NO. 85007
STATE OF FLORIDA

800 Fairway Drive, Suite 195
Deerfield Beach, FL 33441
www.stantec.com
P541 491-2912

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Client/Project

SELF-STORAGE
500 S. STATE ROAD 7
HOLLYWOOD, FLORIDA

File Name: General Details.dwg

KVM	SKB	SMB	22/08/10
Dwn.	Chk'd.	Dsgn.	YYMMDD

Title

DRAINAGE DETAILS II

Project No. 215617459

Scale AS SHOWN

Drawing No. C-14

Sheet

Revision

PBC AMENDMENTS:

PBC ZONING STAMP

WATER SYSTEM NOTES:

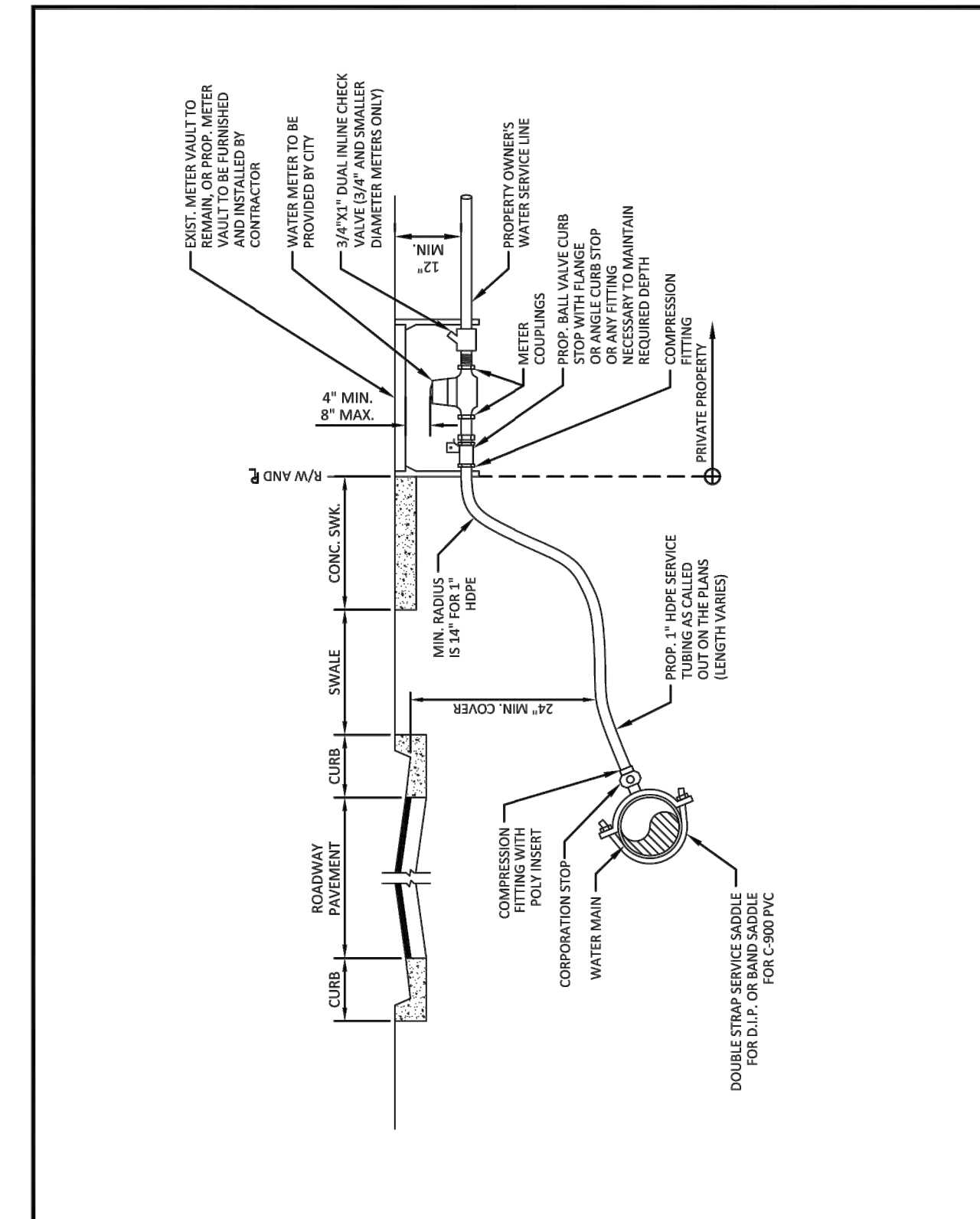
- NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED GRAVITY OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES ABOVE THE OTHER PIPELINE OR AT LEAST 12 INCHES BELOW THE OTHER PIPELINE.
- NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OTHER PIPELINE. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
- AT ALL UTILITY CROSSINGS DESCRIBED ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE WILL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. OR THE PIPES WILL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORM WATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
- NEW UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT TO BE DUCTILE IRON PIPE (D.I.P.) WHEN CROSSING BELOW SANITARY SEWER MAINS.
- POLYETHYLENE ENCASUREMENT MATERIAL SHALL BE USED TO ENCASE ALL BURIED DUCTILE IRON PIPE, FITTINGS, VALVES, RODS, AND APPURTENANCES IN ACCORDANCE WITH AWWA C105, METHOD A. THE POLYETHYLENE TUBING SHALL BE CUT TWO FEET LONGER THAN THE PIPE SECTION AND SHALL OVERLAP THE ENDS OF THE PIPE BY ONE FOOT. THE POLYETHYLENE TUBING SHALL BE GATHERED AND LAPPED TO PROVIDE A SLAG FIT AND SHALL BE SECURED AT QUARTER POINTS WITH POLYETHYLENE TAPE. EACH END OF THE POLYETHYLENE TUBING SHALL BE SECURED WITH A WRAP OF POLYETHYLENE TAPE.
- THE POLYETHYLENE TUBING SHALL PREVENT CONTACT BETWEEN THE PIPE AND DAMAGING MATERIAL, BUT IS NOT INTENDED TO BE A COMPLETELY AIRTIGHT AND WATERPROOF ENCLOSURE. DAMAGED POLYETHYLENE TUBING SHALL BE REPAIRED IN A WORKMANLIKE MANNER USING POLYETHYLENE TAPE, OR THE DAMAGED SECTION SHALL BE REPLACED. POLY WRAP WILL NOT BE PAID FOR AS A SEPARATE BID ITEM. IT SHALL BE CONSIDERED TO BE A PART OF THE PRICE BID FOR WATER MAINS.
- FIRE HYDRANT BARRELS SHALL BE ENCASED IN POLY WRAP UP TO THE GROUND SURFACE AND THE WEEP HOLES SHALL NOT BE COVERED BY THE POLY WRAP.
- GATE VALVES FOR USE WITH PIPE LESS THAN THREE INCHES (3") IN DIAMETER SHALL BE RATED FOR TWO HUNDRED (200) PSI WORKING PRESSURE, NON-SHOCK, BLOCK PATTERN, SCREWED BONNET, NON-RISING STEM, BRASS BODY, AND SOLID WEDGE. THEY SHALL BE STANDARD THREADED FOR PVC PIPE AND HAVE A MALLEABLE IRON HANDWHEEL. GATE VALVES 3" THROUGH 16" IN DIAMETER SHALL BE RESILIENT SEAT AND BIDIRECTIONAL FLOW ONLY. VALVES FOR SPECIAL APPLICATIONS WILL REQUIRE CITY UTILITY APPROVAL.
- VALVE BOXES AND COVERS FOR ALL SIZE VALVES SHALL BE OF CAST IRON CONSTRUCTION AND ADJUSTABLE SCREW-ON TYPE. THE LID SHALL HAVE CAST IN THE METAL THE WORD "WATER" FOR THE WATER LINES. ALL VALVE BOXES SHALL BE SIX INCH (6") NOMINAL DIAMETER AND SHALL BE SUITABLE FOR DEPTHS OF THE PARTICULAR VALVE. THE STEM OF THE BURIED VALVE SHALL BE WITHIN TWENTY-FOUR INCHES (24") OF THE FINISHED GRADE UNLESS OTHERWISE APPROVED BY THE CITY.
- ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2014
 DRAWN: EAM WATER SYSTEM NOTES DRAWING NO. W-01
 APPROVED: XXX

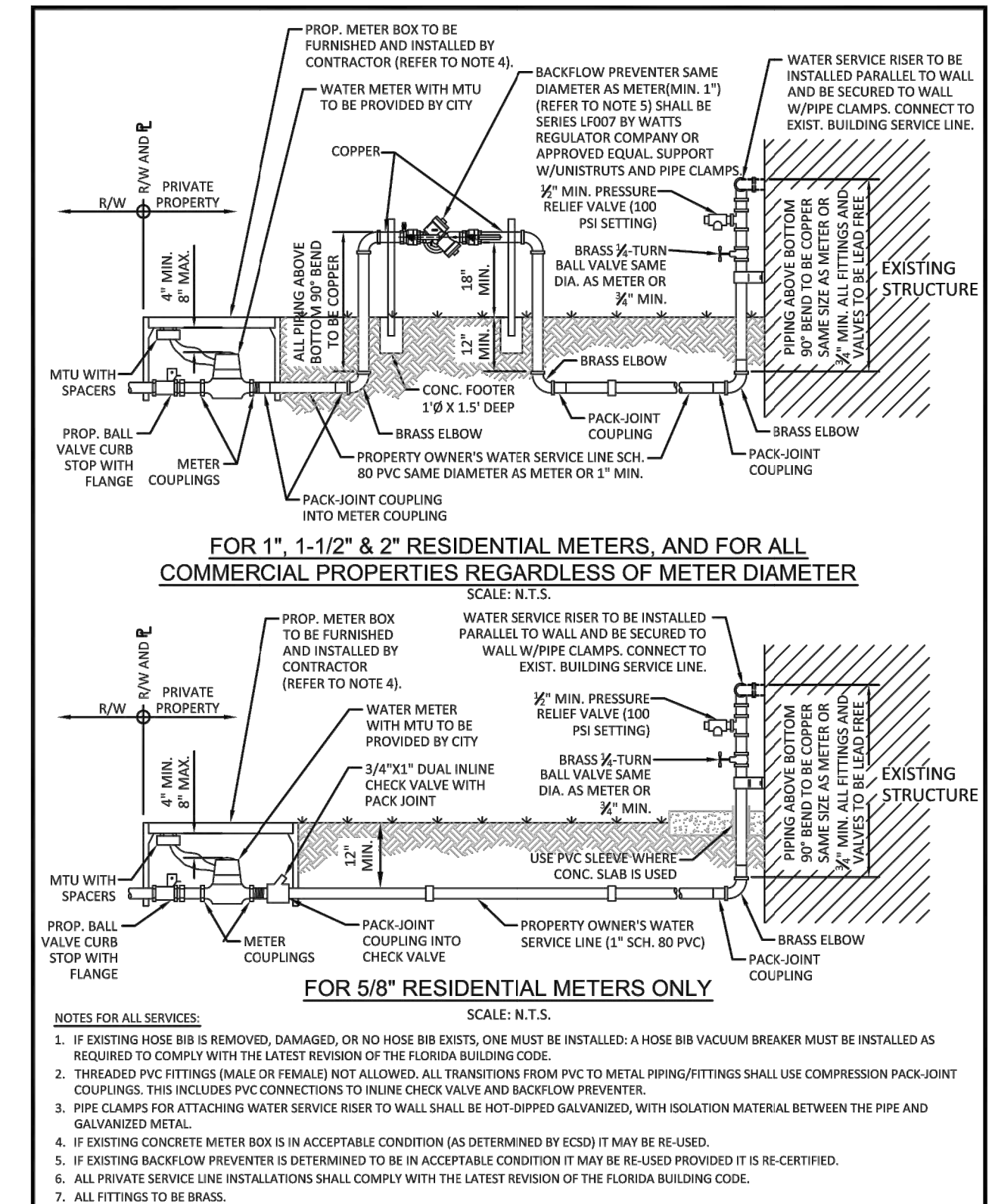
WATER SYSTEM NOTES (CONTINUED):

- ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.
- ALL PVC PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANS/AWWA C900 LATEST REVISION AND CLASS DR 18. ALL DIP WATER MAINS SHALL BE DUCTILE IRON PRESSURE CLASS 350, WITH WALL THICKNESS COMPLYING WITH CLASS 52. ALL DUCTILE IRON PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANS/AWWA C151/A21.51-02 AND BE CEMENT LINED AND SEAL COATED PER ANS/AWWA C104/A21.4-03.
- FITTINGS SHALL BE DUCTILE IRON, MEETING ANS/AWWA C153/A21.53-00 SPECIFICATIONS, WITH 350 PSI MINIMUM WORKING PRESSURE. FITTINGS MUST BE CEMENT LINED AND SEAL COATED PER ANS/AWWA C104/A21.4-03. ALL DUCTILE IRON PIPE AND FITTINGS MUST BE MANUFACTURED IN THE UNITED STATES OF AMERICA.
- ALL DUCTILE IRON PIPE TO BE MECHANICAL JOINTS, WRAPPED IN POLY. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY DESIGN.
- PAVEMENT RESTORATION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
- ALL TRENCHING, PIPE LAYING, BACKFILL, PRESSURE TESTING, AND DISINFECTING MUST COMPLY WITH THE CITY OF HOLLYWOOD SPECIFICATIONS.
- THE MINIMUM DEPTH OF COVER OVER WATER MAINS IS 30" (DIP) OR 36" (PVC).
- MINIMUM HORIZONTAL SEPARATION BETWEEN STORM STRUCTURES AND WATER MAINS SHALL BE 3'.
- MAXIMUM DEFLECTION PER EACH JOINT SHALL BE 50% OF MANUFACTURER'S RECOMMENDATION (MAXIMUM) WHERE DEFLECTION IS REQUIRED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH WATER MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, WATER MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 18" MINIMUM VERTICAL SEPARATION. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
- PIPE JOINT RESTRAINT SHALL BE PROVIDED BY THE USE OF DUCTILE IRON FOLLOWER GLANDS MANUFACTURED TO ASTM A536-80. TWIST-OFF NUTS SHALL BE USED TO ENSURE PROPER ACTUATING OF THE RESTRAINING DEVICES. THE MECHANICAL JOINT RESTRAINING DEVICES SHALL HAVE A WORKING PRESSURE OF 250 PSI MINIMUM, WITH A MINIMUM SAFETY FACTOR OF 2:1, AND SHALL BE EBAA IRON INC., MEGALUG OR APPROVED EQUAL. JOINT RESTRAINTS SHALL BE PROVIDED AT A MINIMUM OF THREE JOINTS (60 FEET) FROM ANY FITTING.
- WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2014
 DRAWN: EAM WATER SYSTEM NOTES DRAWING NO. W-02
 APPROVED: XXX



ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 11/06/2017
 DRAWN: EAM TYPICAL 1" HDPE WATER SERVICE FOR SINGLE/DUAL 5/8" TO 1" METERS DRAWING NO. W-08
 APPROVED: XXX



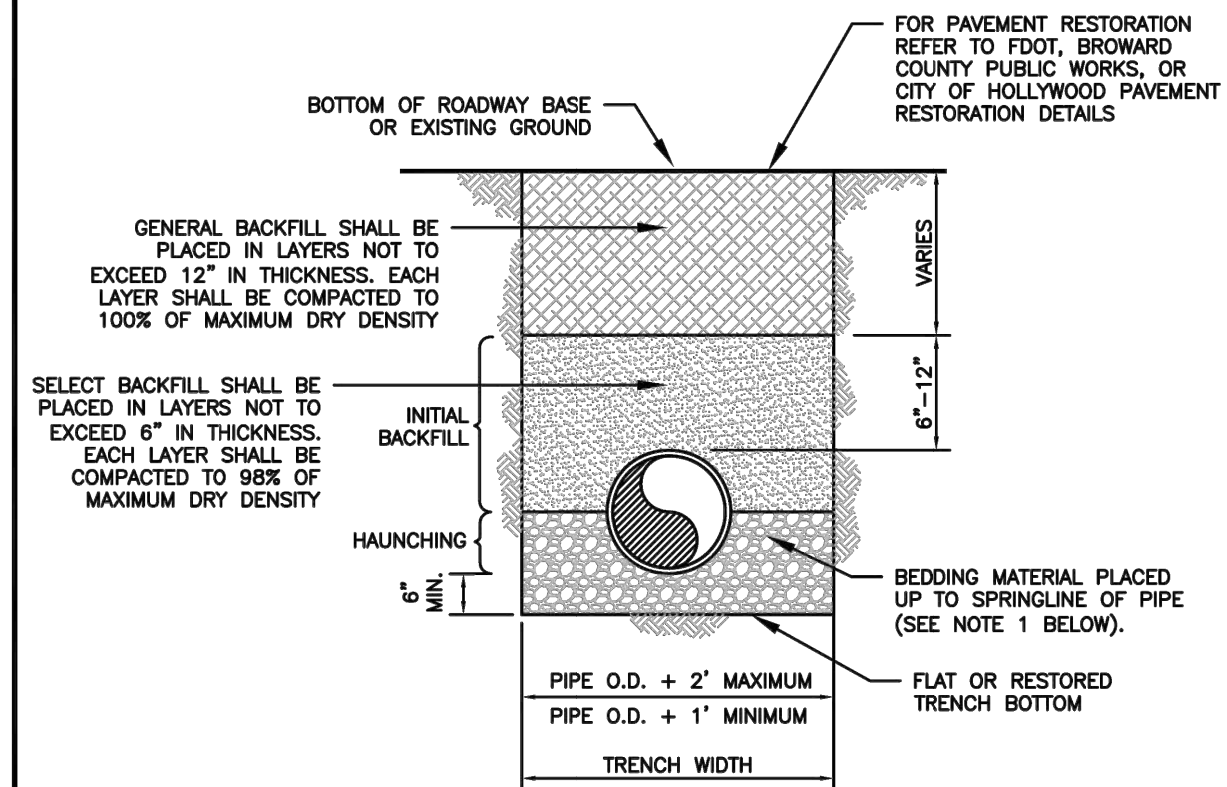
ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 02/14/2018
 DRAWN: EAM TYPICAL WATER SERVICE FROM METER TO STRUCTURE FOR 5/8" THROUGH 2" METERS DRAWING NO. W-10
 APPROVED: XXX

WATER MAIN SEPARATION IN ACCORDANCE WITH F.A.C. RULE 62-555.314

OTHER PIPE	HORIZONTAL SEPARATION	CROSSING (1), (4)	JOINT SPACING @ CROSSING (FULL JOINT CENTERED) (8)
STORM SEWER, STORM WATER FORCE MAIN, RECLAIMED WATER (2)	3 ft minimum	12 inches is the minimum spacing for storm sewers, then 6 inches is the minimum and 12 inches is preferred	Alternate 3 ft minimum
GRAVITY SANITARY SEWER, (3) SANITARY SEWER FORCE MAIN, RECLAIMED WATER	10 ft preferred 6 ft minimum	12 inches is the minimum spacing for gravity sewers, then 6 inches is the minimum and 12 inches is preferred	Alternate 6 ft minimum
ON-SITE SEWAGE TREATMENT & DISPOSAL SYSTEM	10 ft minimum		

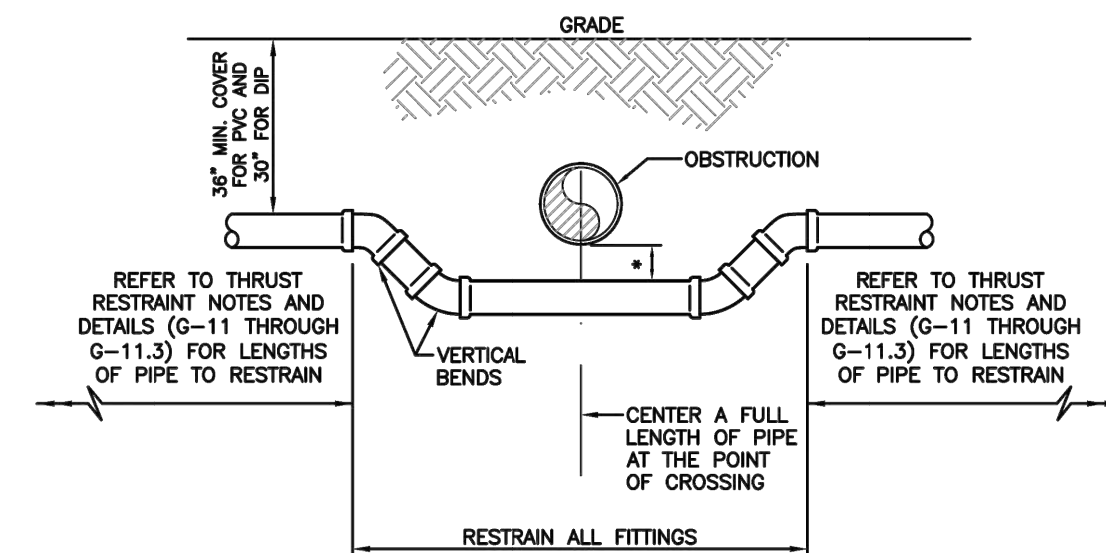
- WATER MAIN SHOULD CROSS ABOVE OTHER PIPE, WHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 12 INCHES.
- RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
- 3 FT. FOR GRAVITY SANITARY SEWER WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST 6 INCHES ABOVE THE TOP OF THE GRAVITY SANITARY SEWER.
- 18" VERTICAL MINIMUM SEPARATION REQUIRED BY CITY OF HOLLYWOOD, UNLESS OTHERWISE APPROVED.
- A MINIMUM 6 FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.
- IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10 FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELVE LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER.
- WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 18 INCHES IN A PARALLEL INSTALLATION, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE SANITARY SEWER OR FORCE MAIN SHALL BE CONSTRUCTED OF DIP WITH A MINIMUM VERTICAL DISTANCE OF 6 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).
- ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED.

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 11/06/2017
 DRAWN: EAM SEPARATION REQUIREMENTS OF F.D.E.P. DRAWING NO. G-01.1
 APPROVED: XXX

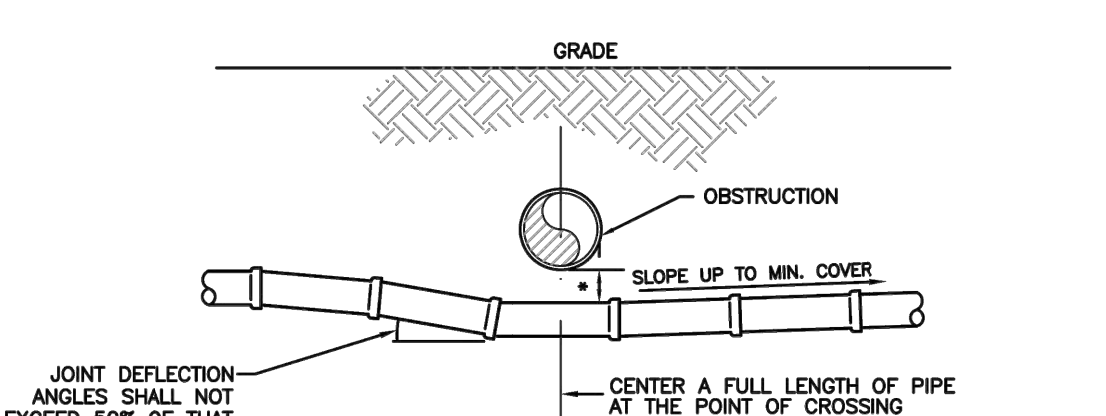


- NOTES:
- WHEN PIPE INSTALLATION IS ABOVE THE GROUND WATER TABLE ELEVATION, OR WHENEVER BEDDING COPPER PIPE UNDER ANY CONDITION, BEDDING MATERIAL SHALL BE CLEAN SANDY SOIL IF AVAILABLE WITHIN THE LIMITS OF CONSTRUCTION. IMPORTED BEDDING SHALL BE WELL GRADED, WASHED CRUSHED STONE (OR DRAINFIELD LIMEROCK), CRUSHED STONE SHALL CONSIST OF HARD, DURABLE, SUB-ANGULAR PARTICLES OF PROPER SIZE AND GRADATION, AND SHALL BE FREE FROM ORGANIC MATERIAL, WOOD, TRASH, SAND, LOAM, CLAY, EXCESS FINES, AND OTHER DELETERIOUS MATERIALS.
 - ALL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY BEFORE ANY PIPE IS LAID. FOR ADDITIONAL MATERIAL SPECIFICATIONS REFER TO SPECIFICATION SECTION 02222, "EXCAVATION AND BACKFILL FOR UTILITIES".
 - DENSITY TESTING SHALL BE IN ACCORDANCE WITH ASTM T-180 AND ASTM D-5017.
 - BACKFILL TO COMPLY WITH FDOT DESIGN STANDARD 125-8.

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2014
 DRAWN: EAM PIPE LAYING CONDITION TYPICAL SECTION (P.V.C.) DRAWING NO. G-03
 APPROVED: XXX

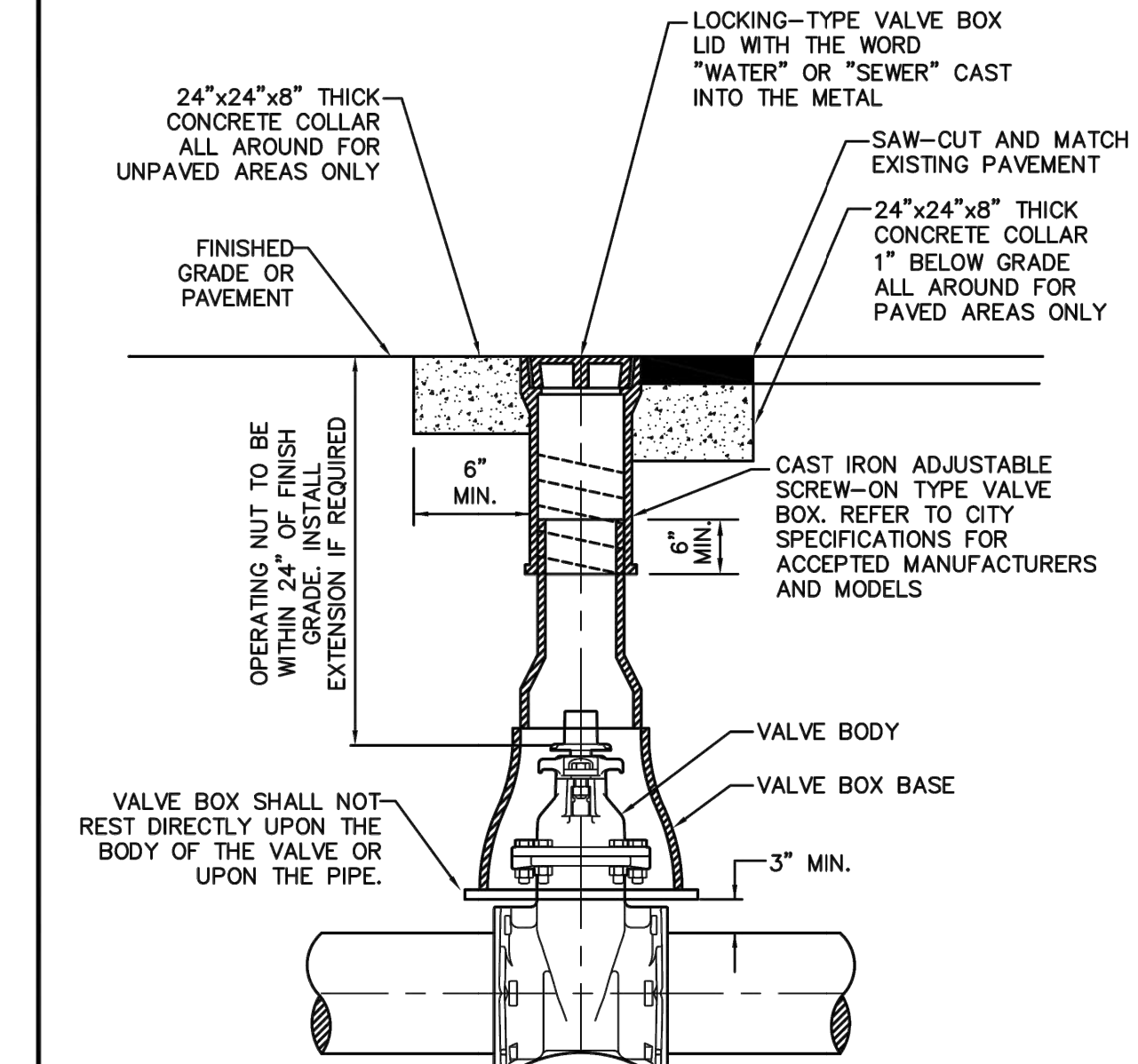


UTILITY CROSSING USING FITTINGS
 * REFER TO STANDARD DETAIL G-01.1, "SEPARATION REQUIREMENTS", FOR FDEP AND HEALTH DEPARTMENT SEPARATION REQUIREMENTS.



UTILITY CROSSING USING JOINT DEFLECTIONS
 * REFER TO STANDARD DETAIL G-01.1, "SEPARATION REQUIREMENTS", FOR FDEP AND HEALTH DEPARTMENT SEPARATION REQUIREMENTS.

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2014
 DRAWN: EAM UTILITY CROSSING DETAIL DRAWING NO. G-04
 APPROVED: XXX



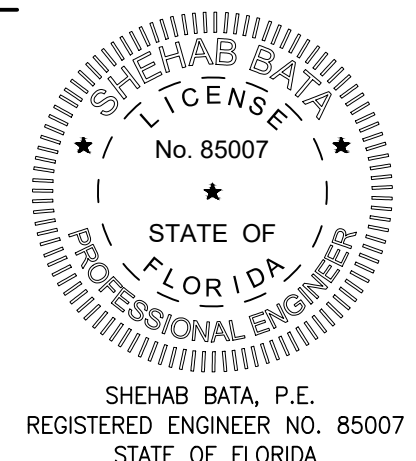
TYPICAL VALVE BOX SETTING

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2014
 DRAWN: EAM TYPICAL VALVE BOX SETTING DRAWING NO. G-05
 APPROVED: XXX

PBC AMENDMENTS:

PBC ZONING STAMP

Permit-Seal



Client/Project
 SELF-STORAGE
 500 S. STATE ROAD 7
 HOLLYWOOD, FLORIDA

Title
 WATER DETAILS

Project No. 215617459 Scale AS SHOWN

Drawing No. C-15 Sheet Revision

File Name: General Details.dwg
 EVM Dwn. SHB Chkd. SMB Dgn. 22/08/10
 YY.MM.DD

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Revision By Appd. YY.MM.DD
 SHEHAB BATA, P.E.
 REGISTERED ENGINEER NO. 85007
 STATE OF FLORIDA

SEWER NOTES:

- THE MINIMUM DEPTH OF COVER OVER D.I.P. SANITARY SEWER OR FORCE MAINS IS 30". THE MINIMUM DEPTH OF COVER OVER PVC SANITARY SEWER OR FORCE MAINS IS 36".
- ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- LEAKAGE TESTS AND ALIGNMENT (LAMPING) TESTS SHALL BE PERFORMED ON ALL NEW SEWER LINES UP TO THE CONNECTION POINT WITH THE EXISTING SEWER SYSTEM. THESE TESTS SHALL BE REQUESTED AND PAID FOR BY THE CONTRACTOR.
- LAMPING TESTS SHALL BE PERFORMED ON GRAVITY SEWERS FROM MANHOLE TO MANHOLE UP TO AND INCLUDING THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM.
- LEAKAGE TESTS SHALL BE PERFORMED ON ALL SEGMENTS OF A GRAVITY SEWER SYSTEM, INCLUDING SERVICE LATERALS AND MANHOLES, FOR A CONTINUOUS PERIOD OF NO LESS THAN 2 HOURS. AT THE END OF THE TEST, THE TOTAL MEASURED LEAKAGE SHALL NOT EXCEED 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM, WITH ZERO ALLOWABLE LEAKAGE FOR LATERALS AND MANHOLES. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET ON THE SECTION BEING TESTED.
- FORCE MAINS SHALL BE PRESSURE-TESTED IN ACCORDANCE WITH RULE 62-555.330 (FAC). THE PRESSURE TEST SHALL CONSIST OF HOLDING A TEST PRESSURE OF 150 PSI ON THE PIPELINE FOR A CONTINUOUS PERIOD OF 2 HOURS THE MAXIMUM ALLOWABLE LEAKAGE SHALL BE DETERMINED BY THE FOLLOWING FORMULA:

$$L = \frac{5 \times D \times \sqrt{P}}{148,000}$$
 WHERE:
 L = ALLOWABLE LEAKAGE FOR SYSTEM IN GALLONS PER HOUR
 D = PIPE DIAMETER IN INCHES
 S = LENGTH OF LINES IN LINEAL FEET
 P = AVERAGE TEST PRESSURE IN PSI
- CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH FORCE MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, FORCE MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 12" MINIMUM SEPARATION FROM WATER MAINS AND 6" MINIMUM SEPARATION FROM OTHER UTILITIES. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
- WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	SANITARY SEWER MAIN CONSTRUCTION NOTES	DRAWING NO. S-01
APPROVED: XXX		

PLAN OF BOTTOM AND FLOW CURVES

TYPICAL SECTION

NOTES:

- INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO OBSTRUCTIONS.
- SPILLWAYS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT ELEVATIONS PROVIDING SMOOTH FLOWS.
- CHANNELS FOR FUTURE CONNECTIONS (STUBS) SHALL BE CONSTRUCTED FILLED WITH SAND & COVERED WITH 1" OF MORTAR.
- WHEN FLOW LINE DEFLECTS MORE THAN 45°, A DROP OF 0.10' IS REQUIRED.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	MANHOLE FLOW PATTERNS	DRAWING NO. S-02
APPROVED: XXX		

PLAN

SECTION

NOTES:

- SHOP DRAWINGS SHOWING ALL DIMENSIONS, INCLUDING CONCRETE REINFORCEMENT AND BUOYANCY, SHALL BE SUBMITTED TO THE CITY PRIOR TO INSTALLATION.
- THE BOTTOM SLAB SHALL BE CAST MONOLITHICALLY WITH THE LOWER WALL SECTION TO A MINIMUM OF 3" ABOVE SLAB BASE.
- NO CONSTRUCTION JOINTS ARE ALLOWED BELOW ELEVATION +2.00 NAVD. ABOVE ELEVATION +2.00 NAVD CONSTRUCTION JOINTS ARE ALLOWED, IF ADEQUATE JOINTS WITH KEY-WAYS AND WATER STOPS ARE PROVIDED. SUBMIT SHOP DRAWINGS OF JOINT DETAILS TO THE ENGINEER FOR APPROVAL.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 07/18/2018
DRAWN: EAM	STANDARD PRECAST MANHOLE	DRAWING NO. S-03
APPROVED: XXX		

SECTION

NOTES:

- SHOP DRAWINGS SHOWING ALL DIMENSIONS, INCLUDING CONCRETE REINFORCEMENT AND BUOYANCY, SHALL BE SUBMITTED TO THE CITY PRIOR TO INSTALLATION.
- THE BOTTOM SLAB SHALL BE CAST MONOLITHICALLY WITH THE LOWER WALL SECTION TO A MINIMUM OF 3" ABOVE SLAB BASE.
- NO CONSTRUCTION JOINTS ARE ALLOWED BELOW ELEVATION +2.00 NAVD. ABOVE ELEVATION +2.00 NAVD CONSTRUCTION JOINTS ARE ALLOWED, IF ADEQUATE JOINTS WITH KEY-WAYS AND WATER STOPS ARE PROVIDED. SUBMIT SHOP DRAWINGS OF JOINT DETAILS TO THE ENGINEER FOR APPROVAL.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 07/18/2018
DRAWN: EAM	SHALLOW MANHOLE	DRAWING NO. S-05
APPROVED: XXX		

PLAN

COVER SECTION "A-A"

FRAME SECTION "A-A"

NOTES:

- LETTERS ON COVER TO BE 3/8" HIGH, 1/4" TO 5/16" THICK AND FLUSH WITH TOP OF COVER.
- ALL BEARING SURFACES TO BE MACHINED.
- MINIMUM WEIGHTS: COVER - 160 LBS., TOTAL - 400 LBS.
- MANHOLE FRAME AND COVER SHALL BE U.S. FOUNDRY 485-C-ORS WITH THE WORDS "SANITARY SEWER" CAST INTO THE COVER.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	MANHOLE FRAME AND COVER	DRAWING NO. S-06
APPROVED: XXX		

PLAN

ELEVATION

NOTES:

- SINGLE SERVICE CONNECTIONS SHALL USE 6" PIPE AND FITTINGS.
- USE RISER CONNECTIONS WHERE INVERT OF SEWER IS GREATER THAN 7'-0" DEEP.
- WHERE BELL OF WYE AND SPIGOT OF EXISTING MAIN ARE NOT COMPATIBLE, USE A SECOND FLEXIBLE COUPLING.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	WYE BRANCH CONNECTION	DRAWING NO. S-09
APPROVED: XXX		

PLAN

YARD TYPE

PAVEMENT TYPE

CLEANOUT DETAILS

SINGLE SERVICE CONNECTION

ELEVATION

NOTES:

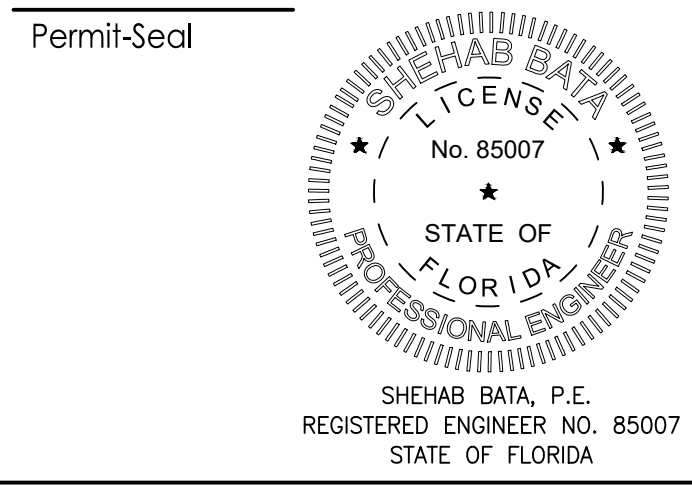
- LETTERS ON COVER TO BE 3/8" HIGH, 1/4" TO 5/16" THICK AND FLUSH WITH TOP OF COVER.
- ALL BEARING SURFACES TO BE MACHINED.
- MINIMUM WEIGHTS: COVER - 160 LBS., TOTAL - 400 LBS.
- MANHOLE FRAME AND COVER SHALL BE U.S. FOUNDRY 485-C-ORS WITH THE WORDS "SANITARY SEWER" CAST INTO THE COVER.

ISSUED: 03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014
DRAWN: EAM	SEWER SERVICE CONNECTION AND CLEANOUT AT PROPERTY LINE	DRAWING NO. S-12
APPROVED: XXX		

PBC AMENDMENTS: _____

PBC ZONING STAMP _____

Revision	By	Appd.	YY.MM.DD



Client/Project
 SELF-STORAGE
 500 S. STATE ROAD 7
 HOLLYWOOD, FLORIDA

File Name: General Details.dwg
 KVM Dwn
 SHB Chkd
 SMB Dsgn
 22/08/10
 YY.MM.DD

Title
SANITARY SEWER DETAILS

Project No. 215617459
 Scale AS SHOWN

Drawing No. C-16
 Sheet _____
 Revision _____

Landscape Data:

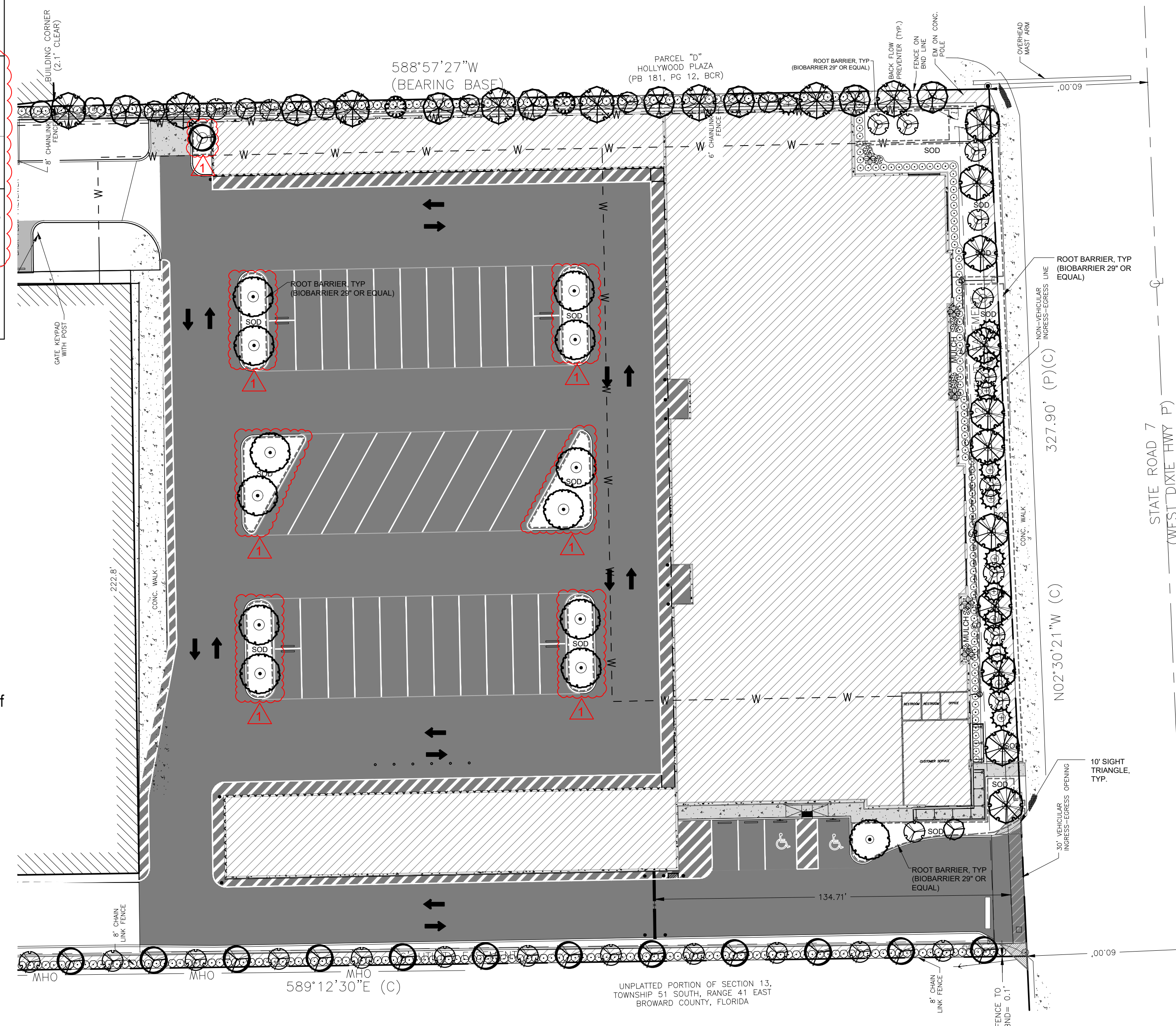
Zoning - South Mixed-Use District (S-MU)	Required	Provided
Perimeter Landscape One (1) street tree per 30 linear feet or portion thereof, of street frontage of property wherein said improvements are proposed.	11 Trees (328'/30')	11 Trees
A five (5) foot landscape buffer including a landscape element of at least 42 inches in height shall be provided along the perimeter. The landscape buffer may be included within required setback areas.	1,080'	1,080' 330 Shrubs
Open Space All pervious areas must be landscaped with grass, ground cover, and/or shrubbery. Minimum of one tree per 1,000 sq. ft. of pervious area. Add'l to Parking Tree Requirements.	12 Trees (Minimum) (12,200/1000)	5 Existing Trees + 7 Proposed
A minimum of 5 percent of the total site area shall be landscaped open space including landscaped open space located at-grade or at higher elevations such as on pool decks, parking decks, roof decks, etc.	6,146 sf (122,930 X 5%)	12,200 sf
Vehicular Use Area One 12' Tree Required per Terminal Island.	14 Trees	14 Trees
Lots with a width of more than 50', 25% of the total square footage of the paved Vehicular Use Area shall be landscaped.	13,671 sf (54,685 X 25%)	12,200 sf
Native Requirements A minimum of 60% of required trees and 50% of required shrubs must be native species.	22 Native Trees (36 X 60%) 165 Native Shrubs (330 X 50%)	81 Native Trees (100%) 330 Native Shrubs (100%)

Landscape Notes:

- Alternative plant species for required landscape may be permitted subject to review and approval by the City of Hollywood Planning Department prior to installation.
- All prohibited exotic or invasive species shall be removed from the entire site prior to the issuance of a Certificate of Occupancy.
- All required landscaping shall be installed prior to the issuance of a Certificate of Occupancy.
- No Cypress Mulch is to be used on site. Eucalyptus or Melaleuca Mulch is to be used in a 3" consistent layer in all planting beds.
- Enhanced landscaping beyond minimum requirements will conform to all applicable sections of the City of Hollywood Landscape Manual.
- This plan has been designed to meet the tree planting requirements contained within the FPL document entitled 'Plant the Right Tree in the Right Place' and City of Hollywood Landscape Manual.
- For existing or proposed utilities, no tree shall be planted where it could, at mature height conflict with overhead power lines.
- Tree species shall be selected as to minimize conflicts with existing or proposed utilities.
- See engineer's plans for all underground & overhead utilities and field locate all prior to installation; contact Landscape Designer/Owner regarding any conflicts.
- All site drainage by others.
- City assumes liability and maintenance of trees placed outside of property line.
- Landscape adjacent to vehicular traffic to be maintained to preserve sight line visibility.
- Tree Relocation Note: Do not relocate without obtaining permit from the City of Hollywood. Existing tree(s) to be relocated require root pruning by a qualified professional prior to relocation. If the tree(s) does not survive after relocation and is dead or in poor health at time of final inspection, mitigation will be required through payment into the tree preservation fund, equal to \$350 per every 2" tree mitigation owed.
- Irrigation Note: Per Article 9: 9.4(4): Irrigation. All landscaped areas shall receive 100% coverage by means of an automatic sprinkler system designed and constructed in accordance with the City of Hollywood Code of Ordinances, the Florida Building Code, State Law, and the regulations of the South Florida Water Management District. Failure to maintain or disconnection of the irrigation system shall be a violation of these regulations.

Plant Schedule:

EXISTING TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	FLORIDA FRIENDLY	DROUGHT TOLERANCE	QTY
	BB-E	Bucida buceras	Existing Black Olive Tree	Existing to Remain	No	Yes	High	1
	FB-E	Ficus benjamina	Existing Ficus Tree	Existing to Remain	No	Yes	High	1
	SA-E	Sabal palmetto	Existing Sabal Palm	Existing to Remain	Yes	Yes	High	12
INTERIOR VUA TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	FLORIDA FRIENDLY	DROUGHT TOLERANCE	QTY
	CD-V	Coccoloba diversifolia	Pigeon Plum	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	1
	QV-V	Quercus virginiana	Southern Live Oak	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	13
CODE TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	FLORIDA FRIENDLY	DROUGHT TOLERANCE	QTY
	CE-C	Conocarpus erectus 'Sericeus'	Silver Buttonwood	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	7
MITIGATION TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	FLORIDA FRIENDLY	DROUGHT TOLERANCE	QTY
	CD-M	Coccoloba diversifolia	Pigeon Plum	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	12
	CE-M	Conocarpus erectus	Green Buttonwood	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	8
	CS-M	Conocarpus erectus 'Sericeus'	Silver Buttonwood	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	25
	SP-M	Sabal palmetto	Sabal Palm	FG, 8'-12'-CT, HVY C, SP	Yes	Yes	High	2
	TC-M	Tabebuia caraiba	Silver Trumpet	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	8
STREET TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	FLORIDA FRIENDLY	DROUGHT TOLERANCE	QTY
	CE-S	Conocarpus erectus	Green Buttonwood	FG, 12' HT, 2" DBH MIN, STD, SP	Yes	Yes	High	11
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	NATIVE	FLORIDA FRIENDLY	DROUGHT TOLERANCE	QTY
	CHR	Chrysobalanus icaco 'Redtip'	Red Tip Cocoplum	7G, 42" HT, FTB, SP	Yes	Yes	High	98
	COE	Conocarpus erectus	Green Buttonwood	7G, 42" HT, FTB, SP	Yes	Yes	High	232
	CAL	Cordyline fruticosa 'Auntie Lou'	TI Plant	7G, 4' HT x 3' SPR, 3PP, SP, AS	No	Yes	High	8
	STN	Strelitzia nicolai	White Bird of Paradise	15G, 5'-6' HT, 5PP, F, SP	No	Yes	High	5



Sheet Index:

- Overall Landscape Plan.....L-01
- Plant Schedule.....L-01
- Detail Landscape Plan.....L-02
- Tree Disposition Plan.....L-03
- Landscape Details & Specifications.....L-04



Project Team
 Landscape Architect:
LAS LANDSCAPE ARCHITECTURAL SERVICES, LLC
 Brandon White | Owner
 772-834-1357 | brandon@las-fl.com
 Paul Goulas | Owner
 772-631-8400 | paul@las-fl.com
 1708 SE Jay Haven Street
 Fort St. Lucie, FL 34983
 Owner / Applicant:
UTEX STORAGE PARTNERS
 65 East Wadsworth Park Dr.,
 Suite 220
 Draper, UT 84020
 Attn: Justin Barnes
 EVP of Development
 jbarnes@utextstorage.com

Proposed Storage
 500 South State Road 7, Hollywood, FL 33023
Overall Landscape Plan

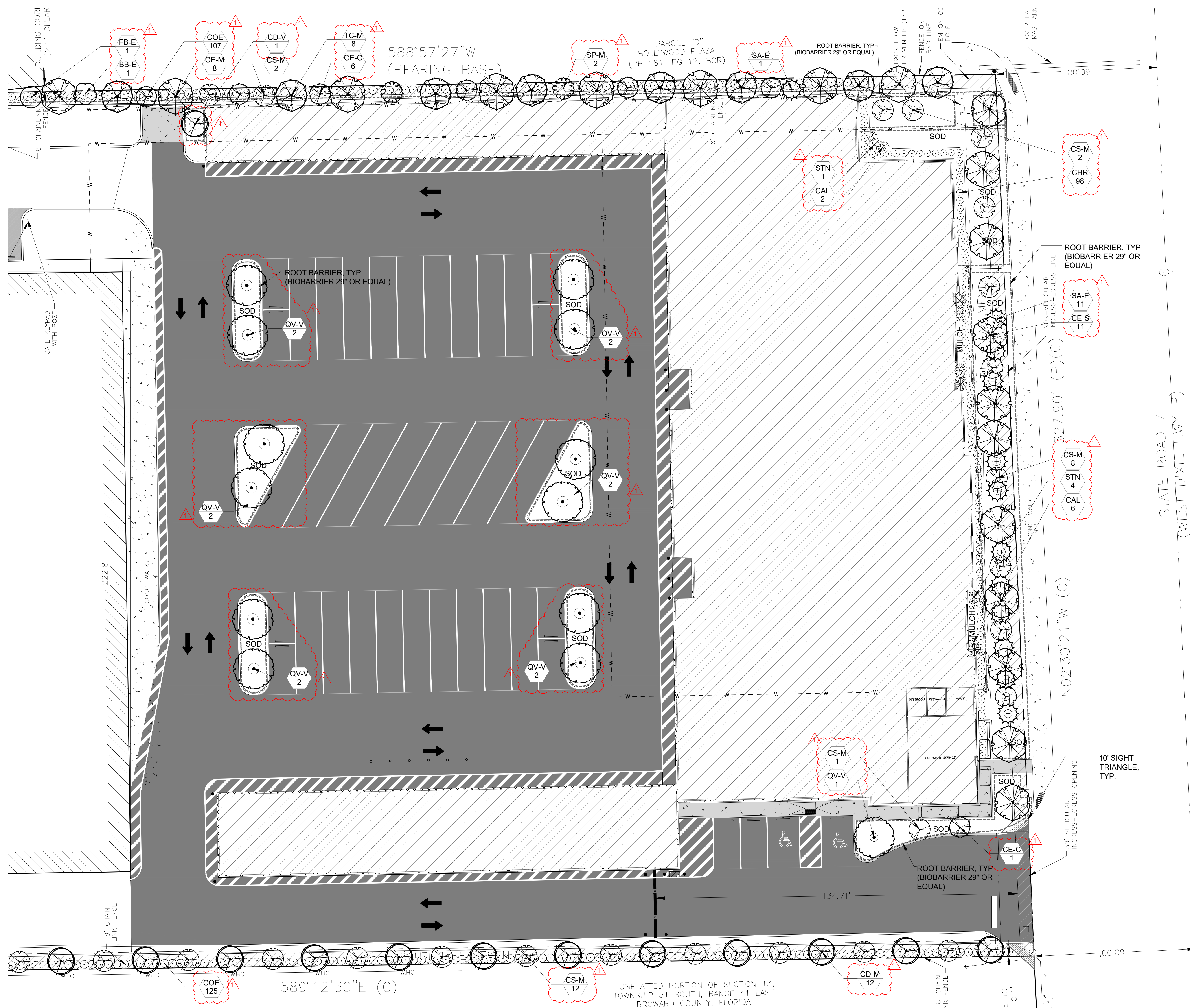
Revisions

Date	Init.	Description
08.17.22	DC	Initial Submittal
11.21.22	BW	Revised per Comments

REGISTERED LANDSCAPE ARCHITECT
 PAUL A. GOULAS
 LA 6666807
 STATE OF FLORIDA
 PAUL GOULAS, RLA
 FLORIDA REG. # LA6666807

Drawn By: DC
 Checked By: PG
 Municipal Project:
 Scale:

 SCALE: 1" = 30'
 0 15' 30' 60'
L-01



Project Team

Landscape Architect:

LAS LANDSCAPE ARCHITECTURAL SERVICES, LLC

Brandon White | Owner
772-834-1357 | brandon@las-fl.com

Paul Goulas | Owner
772-631-8400 | paul@las-fl.com
1708 SE Jay Haven Street
Port St. Lucie, FL 34983

Owner / Applicant:

UTEX STORAGE PARTNERS
65 East Wadsworth Park Dr.,
Suite 220
Draper, UT 84020
Attn: Justin Barnes
EVP of Development
jbarnes@utexstorage.com

Proposed Storage

500 South State Road 7, Hollywood, FL 33023

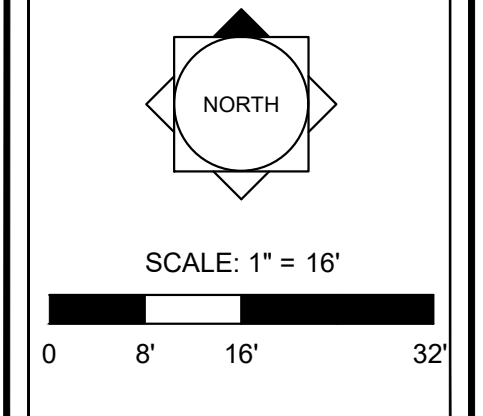
Detail Landscape Plan

Revisions

Date	Init.	Description
08.17.22	DC	Initial Submittal
11.21.22	BW	Revised per Comments



Drawn By: DC
Checked By: PG
Municipal Project:
Scale:



L-02



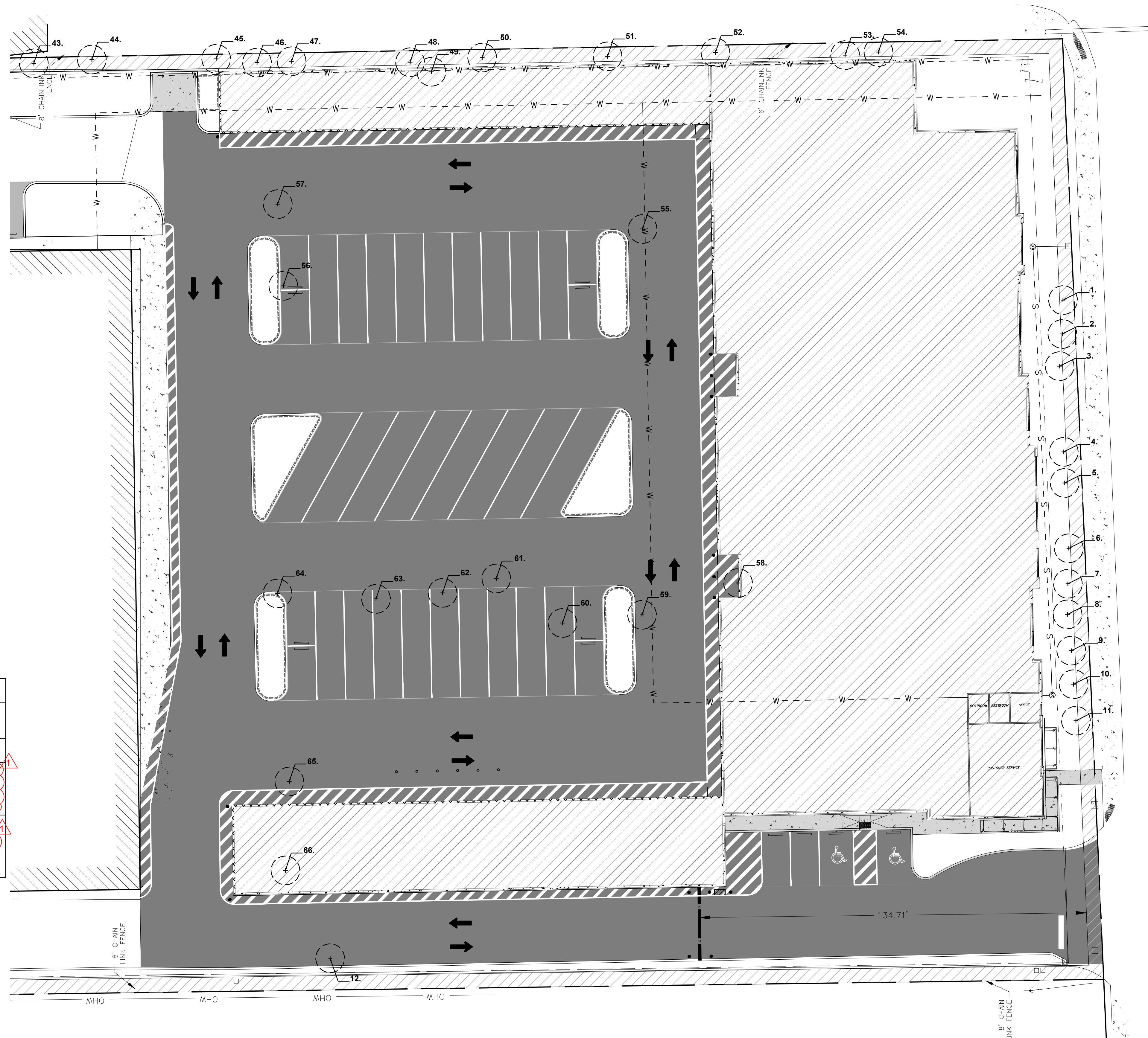
Existing Tree Data:

TREE ID#	BOTANICAL NAME	COMMON NAME	DBH/in.	HEIGHT/ft.	SPREAD/FT.	CONDITION	DISPOSITION
1	Sabal palmetto	Sabal Palm	13	10 CT	8	80%	Remain
2	Sabal palmetto	Sabal Palm	14	12 CT	8	80%	Remain
3	Sabal palmetto	Sabal Palm	12	11 CT	4	40%	Remain
4	Sabal palmetto	Sabal Palm	13	10 CT	8	80%	Remain
5	Sabal palmetto	Sabal Palm	13	15 CT	6	50%	Remain
6	Sabal palmetto	Sabal Palm	14	6 CT	8	50%	Remain
7	Sabal palmetto	Sabal Palm	13	10 CT	6	60%	Remain
8	Sabal palmetto	Sabal Palm	14	6 CT	8	40%	Remain
9	Sabal palmetto	Sabal Palm	12	10 CT	8	75%	Remain
10	Sabal palmetto	Sabal Palm	12	12 CT	8	75%	Remain
11	Sabal palmetto	Sabal Palm	13	10 CT	8	75%	Remain
12	Sabal palmetto	Sabal Palm	15	6 CT	10	80%	Remove
43	Ficus benjamina	Weeping Fig	18	35	30	70%	Remain
44	Olea europaea	Black Olive	26	45	30	75%	Remain
45	Ficus benjamina	Weeping Fig	6	15	10	70%	Remove
46	Ficus benjamina	Weeping Fig	2	15	15	70%	Remove
47	Ficus benjamina	Weeping Fig	2	10	10	60%	Remove
48	Ficus benjamina	Weeping Fig	2	10	8	60%	Remove
49	Sabal palmetto	Sabal Palm	12	8	6	60%	Remove
50	Ficus benjamina	Weeping Fig	2	14	10	60%	Remove
51	Olea europaea	Black Olive	8	15	20	80%	Remove
52	Ficus benjamina	Weeping Fig	3	12	8	60%	Remove
53	Sabal palmetto	Sabal Palm	15	12	8	85%	Remain
54	Bursera simaruba	Gumbo Limbo	8	15	20	80%	Remove
55	Swientenia mahagoni	Mahogany	29	25	30	50%	Remove
56	Olea europaea	Black Olive	15	25	25	75%	Remove
57	Olea europaea	Black Olive	12	25	20	75%	Remove
58	Olea europaea	Black Olive	15	20	30	70%	Remove
59	Swientenia mahagoni	Mahogany	20	25	25	75%	Remove
60	Olea europaea	Black Olive	19	30	40	75%	Remove
61	Swientenia mahagoni	Mahogany	8	15	10	60%	Remove
62	Swientenia mahagoni	Mahogany	20	30	30	75%	Remove
63	Swientenia mahagoni	Mahogany	18	25	25	75%	Remove
64	Olea europaea	Black Olive	14	25	20	75%	Remove
65	Olea europaea	Black Olive	12	25	25	60%	Remove
66	Olea europaea	Black Olive	12	20	20	70%	Remove

Landscape Tree Mitigation Data:

Palms Removed	Replacement Required	Replacement Provided
Two (2) Total Palms Removed	Two (2) Palms or \$700 Payment	(2) 8' CT Palm Trees Planted Onsite (See Mitigation Trees, Sheet L-01)
Trees Removed	Replacement Required	Replacement Provided
Twenty (20) Trees, (227") DBH Total Removed	(114) 2" DBH Trees or \$39,900 Payment	(53) 2" DBH Tree Planted Onsite + \$21,350 Payment Contribution to City Tree Fund (See Mitigation Trees, Sheet L-01)
A total of (53) 2" Hardwood Trees and (2) Palm Trees Planted on site to satisfy required tree mitigation. Remaining mitigation (121" DBH) to be satisfied via Tree Trust Fund Contribution. 121" remaining owed equivalent to \$21,350 Total Tree Fund Contribution (\$350 per 2" DBH owed). See Mitigation Trees listed in Plant Schedule, Sheet 1.		

*Note: All replacement trees minimum of twelve (12) feet in height when planted on private property and twelve (12) feet when planted on swales and commercial properties. Palms minimum 8' clear trunk.



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 Landscape Architect:
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 500 South State Road 7, Hollywood, FL 33023
Tree Disposition Plan

Revisions

Date	Init.	Description
08.17.22	DC	Initial Submittal
11.21.22	BW	Revised per Comments

REGISTERED LANDSCAPE ARCHITECT
 PAUL A. GOULAS
 LA 666807
 STATE OF FLORIDA
 PAUL GOULAS, RLA
 FLORIDA REG. # LA666807

Drawn By: DC
 Checked By: PG
 Municipal Project:
 Scale:

 SCALE: 1" = 20'

L-03

LANDSCAPE SPECIFICATIONS

PART 1: GENERAL CONDITIONS

- 1.01 SCOPE:
 - A. The landscape contract includes the supplying and planting of all trees, shrubs, vines, and ground cover together with all necessary labor, equipment, tools and materials needed for the successful completion, execution and maintenance of the landscape plans.
- 1.02 AGENCY STANDARDS:
 - A. Grades and standards of plant materials to be used shall be true to name, size, condition and graded Florida #1 or better as stated in: Grades and Standards of Florida Plant Materials published by the State of Florida Department of Agriculture, Tallahassee, Florida.
- 1.03 SITE EXAMINATION:
 - A. The Landscape Contractor shall personally examine the site and fully acquaint himself with all of the existing conditions in order that no mis-understanding may afterwards arise as to the character or extent of the work to be performed, and additionally, in order to acquaint himself with all precautions to be taken in order to avoid injury to property or persons. No additional compensation will be granted because of any unusual difficulties which may be encountered in the execution or maintenance of any portion of the work.
- 1.04 ERRORS AND OMISSIONS:
 - A. The plant list is a part of the drawings and is furnished as a convenience. The plant list indicates the name, size and quantities of specific plant materials as called for and is located on the drawings. The Landscape Contractor is responsible for his/her own quantity count, and any discrepancy between drawings and plant list shall be considered as correct on the drawings.
 - B. The Landscape Contractor shall not take advantage of errors or omissions in the specifications or contract drawings. Full instruction will be given if such errors are discovered. Upon the discovery of any discrepancies in, or omissions from the drawings or documents, or should the Landscape Contractor be in doubt as to their meaning, the Landscape Architect shall be notified and will determine the actions necessary to each query.
 - C. If plans and specifications are found to disagree after the contract is awarded, the Landscape Architect shall be the judge as to which was intended.
- 1.05 EXECUTION OF THE WORK:
 - A. The Landscape Contractor shall have his labor crews controlled and directed by a Foreman well versed in plant materials, planting methods, reading blueprints, and coordination between job and nursery in order to execute installation correctly and in a timely manner.
 - B. The Landscape Contractor shall provide a competent English-speaking Foreman on the project at all times, who shall be fully authorized as the Contractor's agent on the work. The Superintendent shall be capable of reading and thoroughly understanding the Plans, Specifications and other Contract Documents. If the Superintendent is deemed incompetent by the Landscape Architect, he (the superintendent) shall be immediately replaced.
 - C. The Landscape Contractor shall be available for all meetings with the Owner and/or Landscape Architect during implementation of the job. Any additional work or changes required as a result of failure to communicate with the Owner or Landscape Architect during implementation will be the responsibility of the Landscape Contractor.
- 1.06 PROTECTION OF PUBLIC AND PROPERTY:
 - A. The Landscape Contractor shall protect all materials and work against injury from any cause and shall provide and maintain all necessary safeguards for the protection of the public. He shall be held responsible for any damage or injury to persons or property which may occur as a result of his fault or negligence in the execution of the work, i.e. damage to underground pipes or cables.
- 1.07 CHANGES AND EXTRAS:
 - A. The Contractor shall not start work on any changes or "extras" in the project until a written agreement setting forth the adjusted price has been executed by the Owner and the Contractor. Any work performed on changes or "extras" prior to execution of a written agreement may or may not be compensated for by the Owner at his discretion.
- 1.08 GUARANTEE:
 - A. The Landscape Contractor shall furnish a written guarantee warranting all materials, workmanship and plant materials, except sod, for a period of ONE (1) YEAR from the time of completion and acceptance by the Landscape Architect and Owner. Sod shall be guaranteed to 90 calendar days after acceptance by the Landscape Architect and Owner. All plant material shall be alive and in satisfactory condition and growth for each specific kind of plant at the end of the guarantee period. The guaranteeing of plant material shall be construed to mean complete and immediate replacement with plant material of the same variety, type, size, quality and grade as that of the originally specified material. During the guarantee period it shall be the Landscape Contractor's responsibility to immediately replace any dead or unhealthy material as determined by the Landscape Architect. The guarantee will be null and void if plant material is damaged by lightning, hurricane force winds, or any other acts of God, as well as vandalism or lack of proper maintenance.
 - B. At the end of the specified guarantee period, any plant required under this contract that is dead or not in satisfactory condition, as determined by the Landscape Architect, shall be replaced. The Landscape Contractor shall be responsible for the full replacement cost of plant materials for the first replacement and share subsequent replacement (s) costs equally with the Owner, should the replacement plant fail to survive.
- 1.09 CARE AND MAINTENANCE:
 - A. The Landscape Contractor shall be responsible for the care and maintenance of all plant materials and irrigation when applicable until final acceptance by the Owner or Landscape Architect.
 - B. The Owner agrees to execute the instructions for such care and maintenance.
- 1.10 SAFETY:
 - A. It shall be the responsibility of the Landscape Contractor to protect all persons from injury and to avoid property damage. Adequate warning devices shall be placed and maintained during the progress of the work.
 - B. It shall be the contractor's responsibility to conform to all local, state, and federal safety laws and codes including the Federal Occupational Safety And Health Act (O.S.H.A.).
- 1.11 CONTRACTOR QUALIFICATION:
 - A. The Owner may require the apparent contractor (s) to qualify himself/herself to be a responsible entity by furnishing any or all of the following documentary data:
 1. A financial statement showing assets and liabilities of the company current to date.
 2. A listing of not less than (3) completed projects of similar scope and nature.
 3. Permanent name and address of place of business.
 4. The number of regular employees of the organization and length of time the organization has been in business under the present name.
- 1.12 INSURANCE AND BONDING:
 - A. The contractor (s) shall submit proof of insurance for this job for the time period that the work is done. The minimum amount of insurance shall be \$300,000.00 per person and \$300,000.00 per aggregate or as required by owner and agreed to in the contract. The successful bidder shall be required to have this coverage in effect before beginning work on the site.
 - B. The Owner shall have the right to require the Contractor to furnish bonds covering faithful performance of the Contract and payment obligations arising thereunder as stipulated in bidding requirements or specifically required in the Contract Documents on the date of execution of the Contract.
- 1.13 PERMITS AND CERTIFICATES:
 - A. All contractors shall secure and pay for all permits and certificates required for his/her class of work.

PART 2: MATERIALS

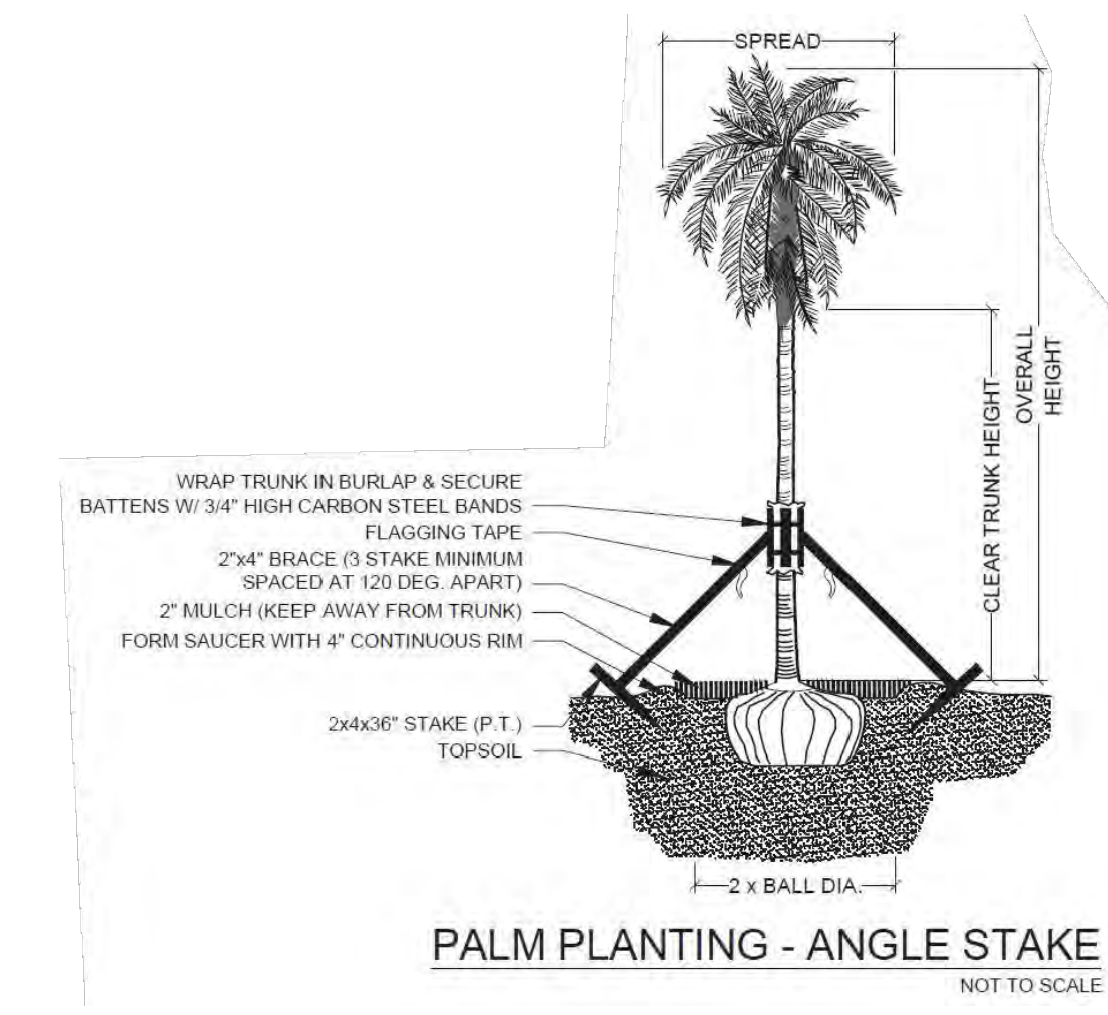
- 2.01 PLANT MATERIALS:
 - A. A complete list of plants is shown on the drawings, including a schedule of quantities, sizes, and such other requirements deemed necessary. In the event discrepancies occur, the specifications on the drawings shall govern.
 - B. Substitutions: Substitutions of plant materials or changes in size or spacing of materials will be permitted ONLY upon written authorization by the Owner or the Landscape Architect. If plant material is not of sufficient size to meet applicable codes, a letter of variance from the appropriate agency must be obtained by the Contractor prior to issuance of any change order. If material of smaller size is to be accepted, the quantity of material shall be increased, at no additional cost to the Owner, to meet the intent of the drawings.
 - C. All plant materials shall have a habit of growth that is normal for the species and shall be healthy, vigorous and equal to or exceed the measurements specified in the plant list, which are the minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.
 - D. All plant materials shall be nursery grown, unless otherwise noted, Florida #1 or better and shall comply with all required inspections, grading standards and plant regulations as set forth by the Florida Department of Agriculture's Grades and Standards for Nursery Plants, most current addition and Grades and Standards for Nursery Plants, most current addition.
 - E. Plants that do not have the normal balance of height and spread typical for the respective plant shall not be acceptable.
 - F. The Landscape Contractor shall install each plant to display its best side. Adjustments may be required if plants are not installed properly and/or approved by the Landscape Architect at no additional cost to owner.

- 2.02 INSPECTION:
 - A. The Landscape Architect and Owner may inspect trees and shrubs at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size and quality. The Landscape Architect and Owner retain the right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Rejected plant materials shall be immediately removed from project site.
- 2.03 PROTECTION OF PLANT MATERIALS:
 - A. Balled and burlapped plants (B & B) shall be dug with firm natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Balls shall be firmly wrapped with burlap similar materials and bound with cord, rope, or wire mesh. All collected plants shall be balled and burlapped.
 - B. Plants with broken, damaged or insufficient rootballs will be rejected.
 - C. All plant material shall be protected from possible bark injury or breakage of branches. All plants transported by open trucks shall be adequately covered to prevent windburn, drying or damage to plants.
 - D. Plants which cannot be planted immediately on delivery to the site shall be covered with moist soil, mulch or other protection from the drying of wind and sun. All plants shall be watered as necessary by the Landscape Contractor until planted.
- 2.04 STORAGE:
 - A. All plant materials shall be stored on the site in designated areas, specified by the Landscape Architect or Owner's agent.
 - B. No plant material shall be stored longer than seventy-two (72) hours unless approved by Landscape Architect and/or owner.
 - C. The Landscape Architect reserves the right to reject any plant materials not in conformance with these specifications.
 - D. All rejected material shall be immediately removed from the site and replaced with acceptable material at no cost to the Owner.
- 2.05 PROTECTION DURING PLANTING:
 - A. Trees moved by winch or crane shall be thoroughly protected from chain marks, girdling or bark slippage by means of burlap, wood battens or other approved methods. Battens shall NOT be attached to the tree with nails.
- 2.06 PLANTING SOIL:
 - A. Planting soil for all plantings shall consist of existing native soil and shall be free of debris, roots, clay, stones, plants or other foreign materials which might be a hindrance to planting operations or be detrimental to good growth.
- 2.07 FERTILIZER:
 - A. Commercial fertilizer shall comply with the state fertilizer laws. Nitrogen shall not be less than 40% from organic source. Inorganic chemical nitrogen shall not be derived from the sodium form of nitrate. Fertilizers shall be delivered to the site in unopened original containers, each bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or otherwise damaged shall be rejected.
 - B. Thoroughly mixed 3 lbs. of commercial fertilizer to each cubic yard of planting soil.
 - C. Tabletized fertilizer shall be Agriform planting tablets 20-10-5 formula, 21 gram or equal. All trees and shrubs shall be fertilized with tabletized fertilizer as follows. While backfilling plant holes, fertilizer tablets shall be equally spaced and placed adjacent to the ball mid-way in depth in accordance with the following rates:

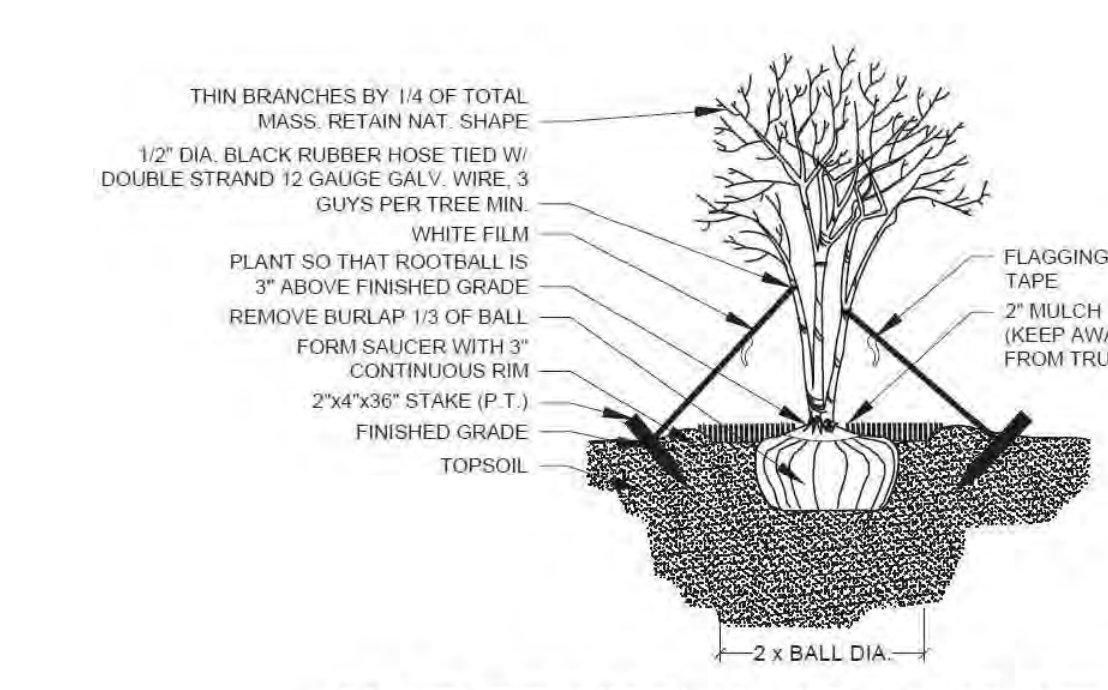
1 gallon container	1 tablet
3 gallon container	2 tablets
5 gallon container	3 tablets
7 gallon	5 tablets

 Large tubs, wire baskets, grow bags, and balled and burlapped material shall have 1 tablet for each 1/2 inch of trunk diameter (measured 3 feet from ground) or for each foot of height or spread of larger shrub material. The Landscape Architect reserves the right to inspect and review the application of fertilizer.
- 2.08 MULCH:
 - A. Mulch material shall be clean, dry, free of weeds, seeds and pests, moistened at the time of application to prevent wind displacement. Cypress &/or Red mulch is prohibited.
 - B. All trees and shrub stems shall receive 3" mulch immediately after planting and thoroughly watered. Apply 2" max on tree & palm rootballs, keep away from tree & palm trunks or as required by local jurisdiction.
- PART 3: EXECUTION
- 3.01 DIGGING:
 - A. The Landscape Contractor shall exercise care in digging and other work so as not to damage existing work, including overhead wires, underground pipes and cables and the pipes and hydrants of watering systems. Should such overhead or underground obstructions be encountered which interfere with planting, the Owner shall be consulted and contractor will adjust the location of plants to clear such obstruction. The Contractor shall be responsible for the immediate repair of any damage caused by his work.
- 3.02 GRADING:
 - A. Grading for drainage, swales, etc. to within 4 inches of the finished grade to be provided by others.
 - B. It shall be the responsibility of the Landscape Contractor to provide the final grading during the course of landscape installation so as to bring sod and planting areas to their proper elevations in relation to walks, paving, drain structures, and other site conditions. The site grading plan must be checked prior to installation of sod to insure that drainage and other conditions will NOT be modified.
- 3.03 PLANTING:
 - A. Planting shall take place during favorable weather conditions.
 - B. The Contractor shall call for utility locates and ascertain the location of all utilities and easements so proper precautions can be taken not to damage or encroach on them.
 - C. Tree Planting shall be located where it is shown on the plan. No planting holes shall be dug until the proposed locations have been staked on the ground by the Contractor.
 - D. Excavation of holes shall extend to the required subgrades as specified on the planting diagrams located in the planting plans. Plant pits shall be circular in outline and shall have a profile which conforms to the aforementioned "Tree and Shrub Planting Diagrams".
 - E. A representative number of planting pits (a minimum of one in every 25 feet throughout the entire site) shall be tested for proper drainage. See Landscape Plan for complete testing methods and requirements.
 - F. Planting pits shall be excavated to the following dimensions and refilled with a mixture of (1/2) planting soil (1/2) existing native soil:
 - 1 Gallon material (1 gal.): 12" x 12" x 12" min.
 - 3 Gallon material (3 gal.): 20" x 20" x 18" min.
 - Leirio material (7 gal.): 30" x 30" x 24" min.
 Field ground material and trees: 1-1/2 times width of ball and depth of ball plus 12" min.
 - G. No planting or laying of sod shall be initiated until the area has been cleaned of existing sod or other plant materials, rough grass, weeds, debris, stones etc. and the ground has been brought to an even grade, with positive drainage away from buildings and towards drain inlets and swales and approved by Landscape Architect or owner's rep.
 - H. Each plant shall be planted in an individual hole as specified for trees, shrubs, and vines.
 - I. All plants shall be set to ultimate finished grade. No filling will be permitted around trunks or stems. All ropes, wire, stakes, etc., shall be removed from sides and top of the ball and removed from hole before filling in.
 - J. All flagging ribbon shall be removed from trees and shrubs before planting.
 - K. Excess excavation (fill) from all holes shall be removed from the site, at no additional expense to Owner.
 - L. All palms shall be backfilled with sand, thoroughly washed in during planting operations and with a shallow saucer depression left at the soil line for future waterings. Saucer areas shall be top-dressed two (2) inches deep with topsoil raked and left in a neat, clean manner.
- 3.04 PRUNING:
 - A. Remove dead and broken branches from all plant material. Prune to retain typical growth habit of individual plants with as much height and spread as possible in a manner which will preserve the plant's natural character.
 - B. Make all cuts with sharp instruments flush with trunk or adjacent branch, in such a manner as to insure elimination of stubs. Cuts made at right angles to line of growth will not be permitted.
 - C. Trees shall not be poled or topped.
 - D. Remove all trimmings from site.

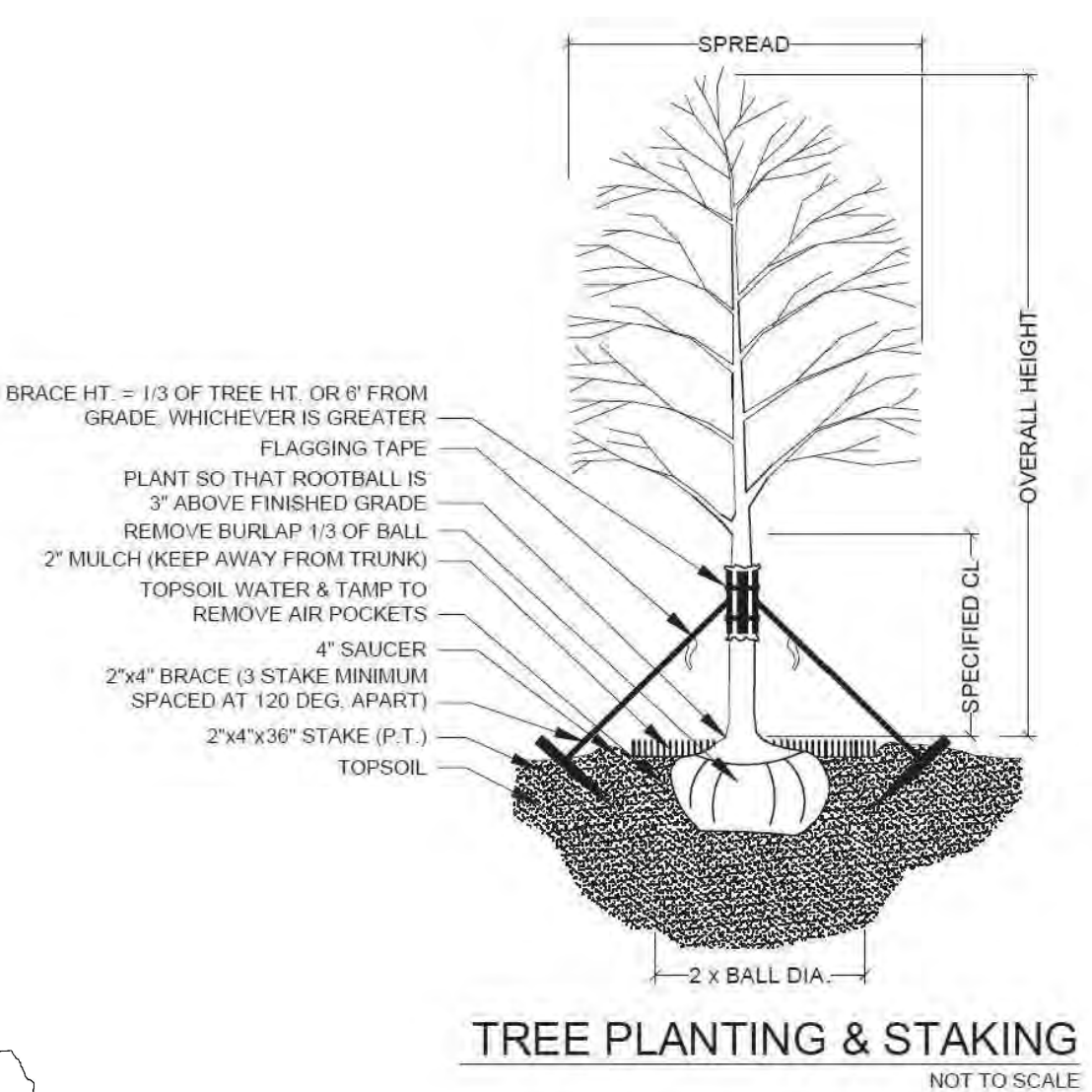
- 3.05 GUYING:
 - A. All trees over six (6) feet in height shall, immediately after setting to proper grade, be guyed with three sets of two strands, No. 12 gauge malleable galvanized iron, in tripod fashion. See Detail.
 - B. Wires shall not come in direct contact with the tree but shall be covered with an approved protection device at all contact points. Wires shall be fastened in such a manner as to avoid pulling crotches apart.
 - D. Stake & Brace all trees larger than 12" oa. See detail. Stakes shall be 2" x 2" lumber of sufficient length to satisfactorily support each tree.
 - E. Turnbuckles for guying trees shall be galvanized or cadmium plated and shall be of adequate size and strength to properly maintain tight guy wires.
- 3.06 WATER:
 - A. Each plant or tree shall be thoroughly watered in after planting. Watering of all newly installed plant materials shall be the responsibility of the Landscape Contractor until final acceptance by the Landscape Architect.
 - B. See General Notes of Landscape Plan for water source.
- 3.07 SOD:
 - A. The Landscape Contractor shall sod all areas indicated on the drawings.
 - B. It shall be the responsibility of the Landscape Contractor to fine grade all landscape areas, eliminating all bumps, depressions, sticks, stones, and other debris.
 - C. The sod shall be firm, tough texture, having a compacted growth of grass with good root development. It shall contain no noxious weeds, or any other objectionable vegetation, fungus, insects, or disease. The soil embedded in the sod shall be good clean earth, free from stones and debris.
 - D. Before being cut and lifted, the sod shall have been mowed at least three times with a lawn mower, with the final mowing not more than seven days before the sod is cut. The sod shall be carefully cut into uniform dimensions.
 - E. 6-6-6 fertilizer with all trace elements is to be applied at the rate of 40 lbs. per 1,000 sq. ft. prior to laying sod.
 - F. Solid sod shall be laid with closely abutting, staggered joints with a tamped or rolled, even surface.
 - G. The finished level of all sod areas after settlement shall be one (1") inch below the top of abutting curbs, paving and wood borders to allow for building turf.
 - H. If in the opinion of the Landscape Architect, top dressing is necessary after rolling, clean yellow sand will be evenly applied over the entire surface and thoroughly washed in.
- 3.08 SEEDING:
 - A. The Landscape Contractor shall remove all vegetation and rocks larger than (1") in diameter from areas to be seeded, scarify the area, then apply fertilizer at a rate of 500 lbs. per acre.
 - B. Application: Argentine Bahia Grass seed - 200 Pounds per acre mixed with common hulled Bermuda seed - 30 lbs. per acre. All other seed mixtures shall be applied per the manufacturer's instructions.
 - C. Roll immediately after seeding with a minimum 500 pound roller, then apply straw mulch at the rate of 2,500 pounds per acre.
 - D. Apply fertilizer at the rate of 150 lbs. per acre 45-60 days after seeding.
- 3.09 CLEANING UP:
 - A. The contractor shall at all times keep the premises free from accumulations of waste materials or rubbish caused by his employees or work. He shall leave all paved areas "room clean" when completed with his work.
- 3.10 MAINTENANCE:
 - A. Maintenance shall begin immediately after each plant is installed and shall continue until all planting has been accepted by the Owner or Landscape Architect. Maintenance shall include watering, weeding, removal of dead materials, resetting plants to proper grades or upright positions, spraying, restoration of planting saucer and/or any other necessary operations.
 - B. Proper protection to lawn areas shall be provided and any damage resulting from planting operations shall be repaired promptly.
 - C. Replacement of plants during the maintenance period shall be the responsibility of the Contractor, excluding vandalism or damage on the part of others, lightning, or hurricane force winds, until final acceptance.
 - D. In the event that weeds or other undesirable vegetation become prevalent, it shall be the Contractor's responsibility to remove them.
 - E. Trees or other plant material which fall or are blown over during the maintenance period will be reset by the Contractor at no additional expense to the Owner, the only exception being hurricane force winds.
- 3.11 COMPLETION, INSPECTION AND ACCEPTANCE:
 - A. Completion of the work shall mean the full and exact compliance and conformity with the provisions expressed or implied in the Drawings and in the Specifications, including the complete removal of all trash, debris, soil or other waste created by the Landscape Contractor.
 - B. Inspection of work to determine completion of contract, exclusive of the possible replacement of plants, will be made by the Owner and/or Landscape Architect at the conclusion of all planting and at the request of the Landscape Contractor.
 - C. All plant material shall be alive and in good growing condition for each specified kind of plant at the time of acceptance. The rating of each plant according to Florida Grades and Standards shall be equal to or better than that called for on the plans and in these Specifications at the time of final inspection and acceptance.
 - D. After inspection, the Landscape Contractor will be notified by the Owner of the acceptance of all plant material and workmanship, exclusive of the possible replacement of plants subject to guarantee.



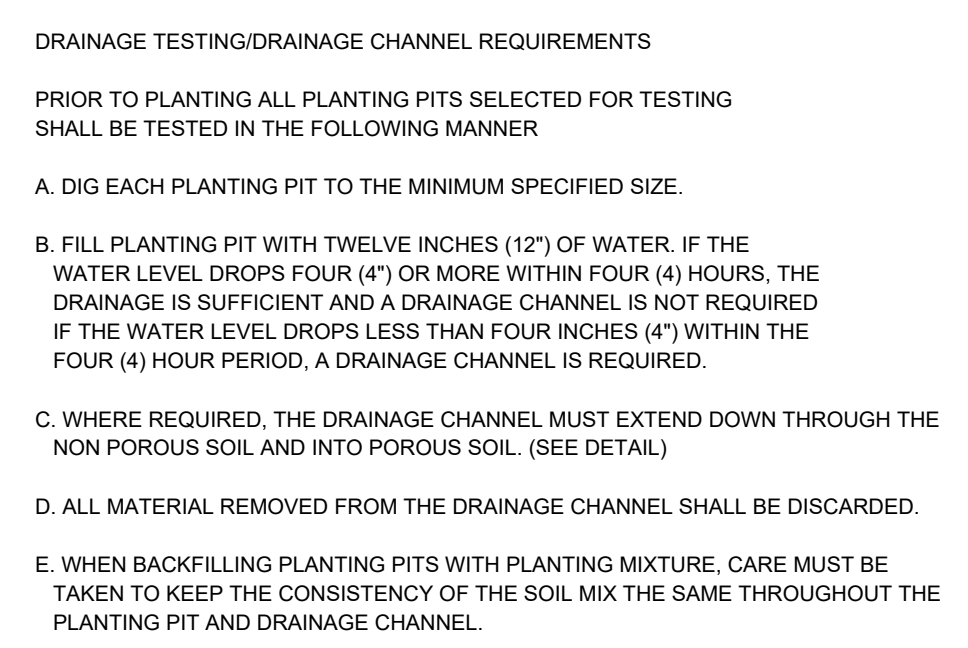
PALM PLANTING - ANGLE STAKE NOT TO SCALE



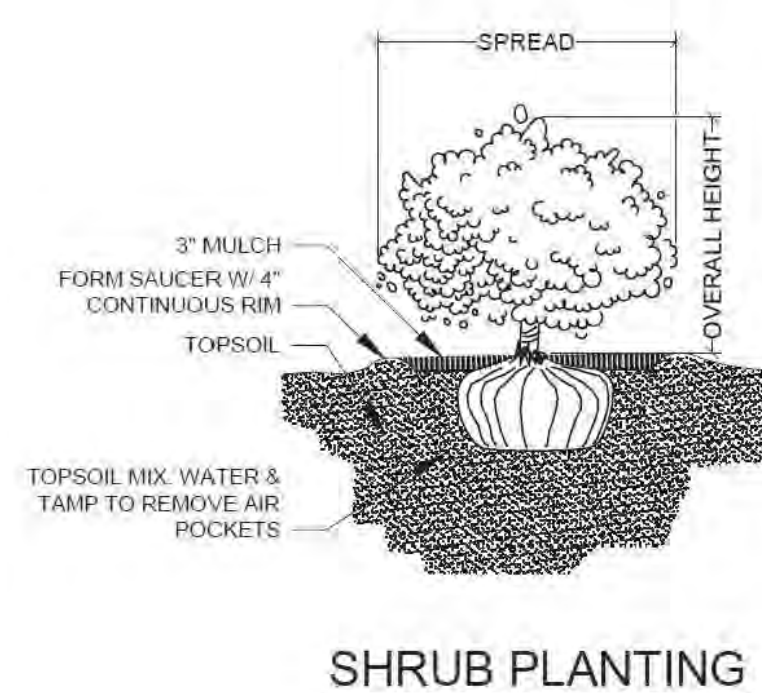
MULTI-TRUNK PLANTING & GUYING NOT TO SCALE



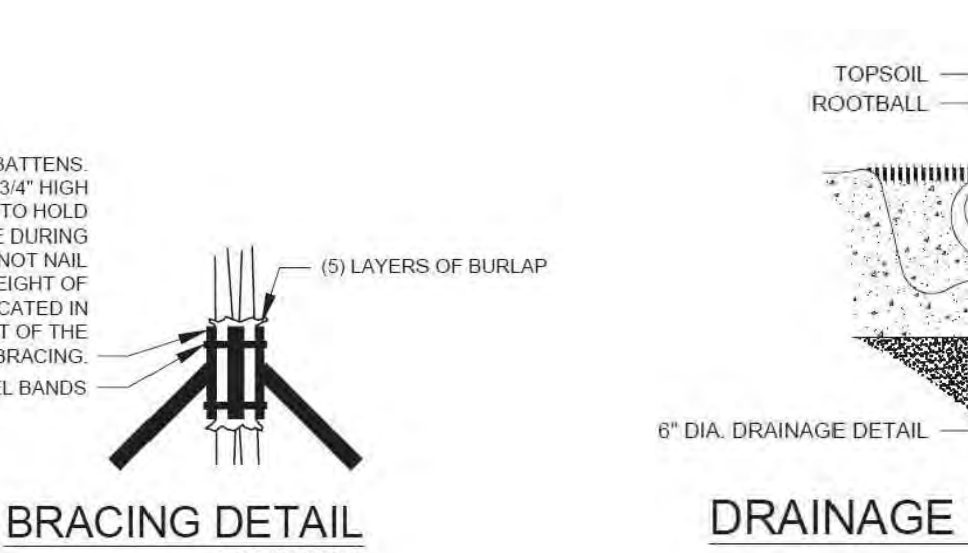
TREE PLANTING & STAKING NOT TO SCALE



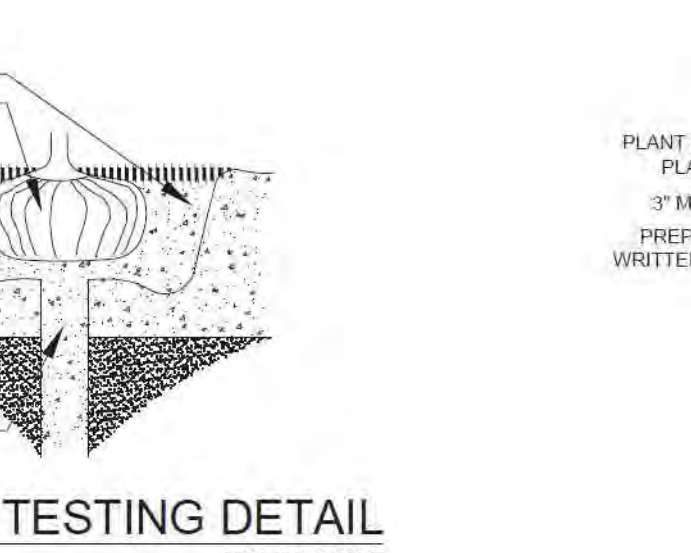
TREE PROTECTION DETAIL NOT TO SCALE



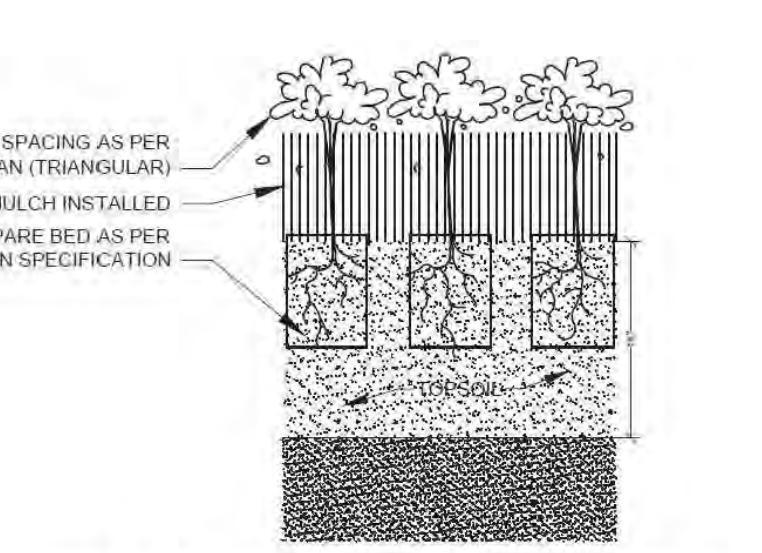
SHRUB PLANTING NOT TO SCALE



BRACING DETAIL NOT TO SCALE



DRAINAGE TESTING DETAIL NOT TO SCALE



GROUNDCOVER PLANTING DETAIL NOT TO SCALE

Project Team

Landscape Architect:

LAS LANDSCAPE ARCHITECTURAL SERVICES, LLC

Brandon White | Owner
772-834-1357 | brandon@las-fl.com
Paul Goulas | Owner
772-631-8400 | paul@las-fl.com
1708 SE Joy Haven Street
Fort St. Lucie, FL 34983

Owner / Applicant:

UTEX STORAGE PARTNERS
65 East Wadsworth Park Dr., Suite 220
Draper, UT 84020
Attn: Justin Barnes
EVP of Development
jbarnes@utexstorage.com

Proposed Storage

500 South State Road 7, Hollywood, FL 33023

Details & Specifications

Revisions		
Date	Init.	Description
08.17.22	DC	Initial Submittal
11.21.22	BW	Revised per Comments

REGISTERED LANDSCAPE ARCHITECT
PAUL A. GOULAS
LA 666807
STATE OF FLORIDA
PAUL GOULAS, RLA
FLORIDA REG. # LA666807

Drawn By: DC

Checked By: PG

Municipal Project:

Scale:

SCALE: 1" = NTS

L-04

ATTACHMENT B
Land Use and Zoning Map

S 61st Ave

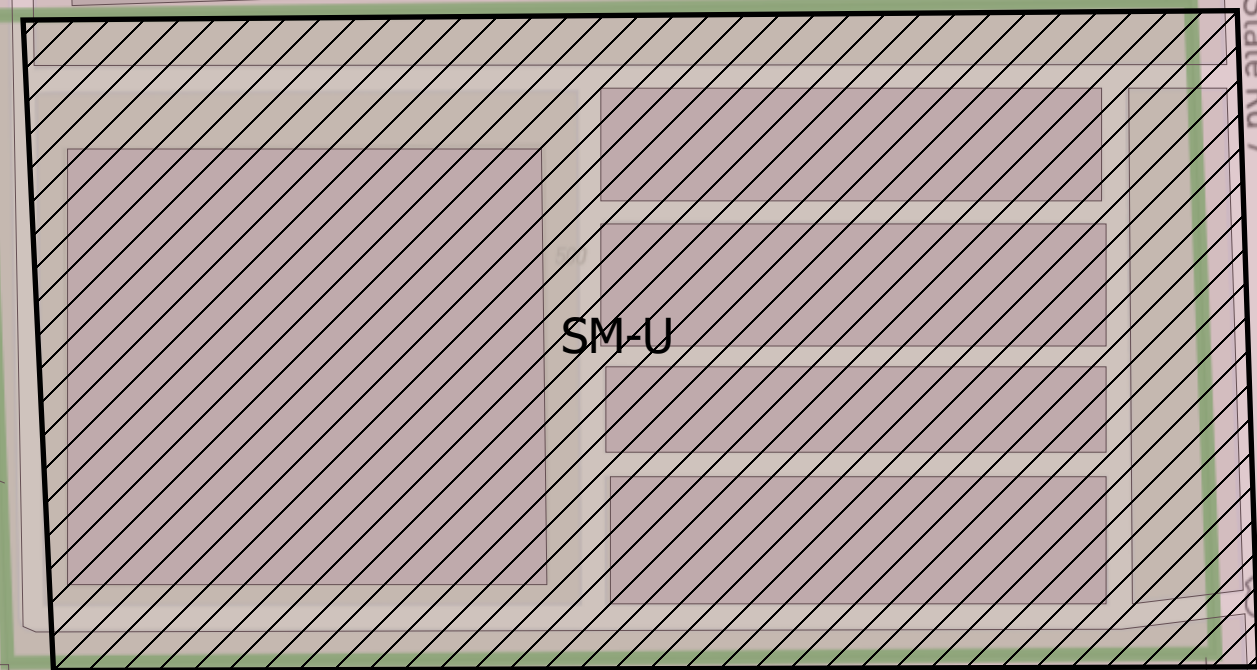
Transit Oriented Corridor

441

State Rd 7

441

State Rd 7



Legend

Streets

Subject Property

Land Use - TOC

Zoning - SM-U

700 700

480 Feet





City of Hollywood

Staff Summary

Hollywood City Hall
2600 Hollywood Blvd
Hollywood, FL 33020
<http://www.hollywoodfl.org>

Agenda Date: 2/7/2023

Agenda Number:

To: Planning and Development Board

Title:

HOLLYWOOD

RULES OF PROCEDURE

PLANNING AND DEVELOPMENT BOARD



2011

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SECTION 1: AUTHORITY - DUTIES AND POWERS

Pursuant to Section 5.3 C. of the Zoning and Land Development Regulations, these Rules of Procedure are hereby adopted by the Hollywood Planning and Development Board. These Rules, as may be amended from time to time, shall govern the conduct of its business and the holding of public hearings.

SECTION 2: REFERENCE DOCUMENTS

The following documents form, but not exclusively, an integral part of these Rules of Procedure as they refer to matters of the Planning and Development Board, its business and public hearings:

1. Robert's Rules of Order
2. Citizens Boards and Committee Handbook
3. Board Members Manual
4. Chapter 163, Florida Statutes
5. Broward County Land Use Element
6. City of Hollywood's Comprehensive Plan
7. City of Hollywood's Code of Ordinances
8. City of Hollywood's Zoning and Land Development Regulations
9. City of Hollywood's City-Wide Master Plan
10. City of Hollywood's Design Guidelines
11. Land Use and Zoning Map
12. City of Hollywood's Quasi-Judicial Procedures.

SECTION 3: CHAIR: POWERS AND DUTIES

In addition to the duties set forth in Section 5.3 of the Zoning and Land Development Regulations, the Chair shall preside over all meetings of the Board and shall decide all points of order unless overruled by a majority of the Board in session at the time. The Chair is also responsible for the reporting of absenteeism of the Board's members in accordance with Chapter 37 of the Code of Ordinances.

SECTION 4: VICE-CHAIR DUTIES

The Vice-Chair shall act as Chair in the event that the Chair is absent, disabled, or otherwise unable to perform the Chair's duties.

SECTION 5: SECRETARY'S DUTIES

The Secretary shall be responsible for reading each agenda item into the record. The Secretary shall also attest to the Chair or Vice-Chair's signature, as applicable, for each resolution passed by the Board on the items heard at the scheduled meetings. In the event that the Chair and Vice-Chair are absent, disabled or unable to perform their duties, then the Secretary shall act as the Chair.

SECTION 6: BOARD MEMBER'S DUTIES AND RESPONSIBILITIES

It shall be the duty and responsibility of all Board members to be thoroughly familiar with all reference documents stated in Section 2 above as well as all agenda items for each meeting.

SECTION 7: ABSENTEEISM AND VACANCIES

All Board members must be familiar with the Uniform Regulations Relating to City Boards as set forth in Section 37.25 and 37.255 of the City's Code of Ordinances, as amended from time to time. Pursuant to Section 37.25(D), "a member of a city Board who has three consecutive absences from meetings, or misses more than one third of the regularly scheduled meetings during any six month period, shall be automatically removed as a member of the Board, and the Commission shall appoint a person to fill such vacancy upon certification from and signed by the Secretary or Chairperson of the respective Board. However, the automatic removal of a member shall not be deemed effective until the city confirms that the member has received written notice from the City Manager or his/her designee of the reason for the action being taken to the City Manager."

As to absences, the following shall consist of a complete catalogue of permitted excused absences and such excused absences shall not count toward the removal of the member:

- a) personal illness,
- b) family illness,
- c) death in the family; and
- d) absences caused by being out of town during a scheduled Board meeting. For purposes of this Section and as applicable only to the Planning and Development members, out of town shall mean "out of the tri-county area."

All requests for an excused absence shall be submitted in writing on the day of that meeting but no later than the following meeting.

Any vacancies on the Board shall be filled pursuant to Section 37.255 of the Code of Ordinances, as amended from time to time.

SECTION 8: MEETINGS

8.01 Regular Meetings. Regular meetings of the Planning and Development Board are scheduled to be held on the 2nd Thursday of each month at 6:00PM unless otherwise designated. Any regular meeting may be postponed or cancelled by a motion adopted by a majority vote of those members present or the Director of Planning and Development Services determines that a meeting is not necessary for a certain month whereby the Director or his/her designee shall notify all Board members of such cancellation.

8.02 Special Meetings/Workshops. Special Meetings may be called by the Chairperson or if the Chairperson is unavailable, the Vice-Chairperson of the Board, provided that 48 hours written notice is given to all members of the Board.

8.03 Public Comment Before the Planning and Development Board. Meetings of the Board are open to the public. They are not, however, public forums. Before the Board has discussed an item on the agenda, the Chairperson may inquire as to whether there are any speaker cards from citizens who wish to speak on the matter. Citizens will be limited to speak only on items specified on that day's Board agenda and shall be limited to a 3 minute time period. With the consensus of the Board, the time period may be reduced if more than 10 citizens wish to speak on an item. Once the public comment period on the issue is closed and the Board begins its discussion, no further public comment shall be heard.

Persons who wish to speak before the Board on any item which calls for public comment shall, on the day of the Board meeting, complete a speaker's card with his/her name, address, a description of the item he/she wishes to speak on and whether he/she speaks for or against the issue. Comment cards must be received by the Clerk of the Board prior to the close of public comment for each item. Any person turning in a card after that time will not be permitted to speak on that item. When called by the Chairperson to address the Board, the speaker shall step up to the speaker's podium and shall give the following information in an audible tone of voice:

- a) Name;
- b) Address;
- c) Whether speaking for or against the issue; and if requested by any Board member, may be required to state:
 - i) whether he/she speaks for himself/herself, a group of persons, or a third party; if the person says that he/she represents an organization, whether the view expressed by the speaker represents and established policy of the organization approved by the Board or governing council;
 - ii) whether he/she is being compensated by the person or persons from whom he/she speaks; and
 - iii) whether he/she or any member of his/her immediate family has a personal financial interest in the pending matter.
- d) Notices shall be prominently posted in the City Clerk's office, clearly defining the procedures to be followed by citizens who wish to speak on regular agenda items before the Board;
- e) Citizen input at all public meetings shall deal with the agenda issues and harassing, obscene, untruthful, or slanderous comments regarding personnel, elected officials or Board members shall not be tolerated. Speakers shall refrain from soliciting for politically funded events or campaign related issues at all public meetings before the Board.

8.04 Decorum. In the case of any disturbance, disorderly conduct or failure to comply with the rules of the Board, the Chairperson shall have the power to require the room to be cleared or to order from the room any member of the audience. In addition, any Board member may request the Chairperson to enforce these rules of procedure.

The Police Chief or his designee in attendance at the meeting shall carry out the order of the Chairperson in this regard.

8.05 Procedures for Board Discussion of Agenda Items.

- 1) Obtaining the floor. Upon an agenda item being presented by staff and the applicant, every Board member desiring to ask questions of either the staff or applicant or his/her representative, shall address the presiding officer and upon recognition, shall confine comments or questions to the issue and/or matter before the Board.
- 2) Once the public comment portion has been closed, the Chairperson shall open the floor for discussion by the Board members. Every Board member desiring to speak on the agenda item shall address the presiding officer and upon recognition, shall confine comments to the question or matter under discussion.
- 3) Interruption. A Board member, once recognized, shall not be interrupted when speaking unless it is to be called to order or as herein otherwise provided. If a Board member while speaking is called to order, the Board member shall cease speaking until the question of order is determined by the presiding officer, and, if in order, the Board member shall be permitted to proceed. Any Board member may appeal to the Board from the decision of the Chairperson upon a question of order, whereupon without debate the Chairperson shall submit to the Board the question, "Shall the decision of the chair be sustained?" and the Board shall decide by a majority vote.
- 4) Time Limits on Discussion. Upon the close of the Public Comment Period, the Board discussion on agenda items shall be limited to thirty (30) minutes. The discussion period may be extended by consensus.
- 5) The rules of parliamentary procedure contained in the latest edition of Robert's Rules of Order shall govern the Board, provided they are not inconsistent with these Rules, the Charter, State law or the ordinances of the City of Hollywood.

8.06 Failure to Comply with Board Rules. No action of the Board shall be deemed invalid because of a failure to comply with any of the rules contained herein.

SECTION 9: CONTINUANCES

Two (2) continuances of an application, not to exceed a total of sixty (60) days, may be granted by the Board upon request of the Director of Planning and Development Services, by request of the applicant and the applicant attends the scheduled meeting for which his/her item was to be considered unless the applicant is unable to attend due to an Emergency, or if the Board determines that there is a need for further study or information.

SECTION 10: ADOPTION, ALTERATION OR SUSPENSION OF RULES

Rules may be adopted, altered, waived or rescinded by a majority vote of the members of the Board. Any of the rules adopted, altered or amended may be suspended by a majority vote of the members of the Board.

These Rules of Procedure are hereby adopted this 8th day of September, 2011.