

RESOLUTION NO. 2017-112

ZONING APPLICATION VPB-17-005

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; APPROVING ESTATE INVESTMENTS GROUP, LLC’S SITE PLAN REQUEST FOR THE PROPERTY LOCATED AT 18301 SOUTH DIXIE HIGHWAY BEARING FOLIO NUMBER 33-5032-007-1030; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Applicant, Estate Investments Group, LLC made an application for a site plan, which included design considerations, for the property located at 18301 South Dixie Highway bearing the folio number 33-5032-007-1030; and

WHEREAS, the Village Council of the Village of Palmetto Bay conducted a quasi-judicial hearing on the application at Village Hall, 9705 East Hibiscus Street on September 18, 2017; and

WHEREAS, the Mayor and Village Council finds, based on substantial competent evidence in the record, that the application for the site plan is consistent with the Village of Palmetto Bay Comprehensive Plan and the applicable Land Development Regulations; and

WHEREAS, based on the foregoing finding, the Mayor and Village Council determined to grant the application, as provided in this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:

Section 1. A public hearing on the present application was held on September 18, 2017, in accordance with the Village's “Quasi-judicial Hearing Procedures”. Pursuant to the testimony and evidence presented during the hearing, the Village Council makes the following findings of fact, conclusions of law and final order.

1 **Section 2. Findings of fact.**
2

3 1. The requested site plan is consistent with the Village's
4 Comprehensive Plan, as further specified in the Analysis Section of the
5 Village's Staff report.
6

7 2. The rules that govern the conditions upon which such uses are
8 permitted to be configured and operated are principally at Section 30-30.5
9 Site Plan Approval, Section 30-50.23, DUV Downtown Urban Village, and
10 Division 30-100, Environmental Regulations, of the Village's Land
11 Development Code. A review of the Code, as evidenced in the analysis of
12 staff, which is incorporated by reference into this resolution, and after
13 hearing the applicant and applicant's experts, the Village Council found the
14 site plan modification request consistent with those standards.
15

16 3. The Applicant's traffic study, indicates that the number of trips
17 generated by the proposed site plan does not cause the adjacent roadway
18 to exceed the maximum capacity thresholds established by Miami-Dade
19 County. The Village's traffic engineering consultant accepts this finding.
20

21 4. The Village Council accepted the findings of Village Staff as it
22 relates to compliance with the following provisions of the Village's Code:
23 Section 30-30.5, 30-50.23, and 30-100, and the accepted the findings of
24 the traffic study as confirmed by the Village's traffic engineering consultant.
25

26 5. The Village adopts and incorporates by reference the Planning
27 & Zoning Division staff report, which expert report is considered competent
28 substantial evidence.
29

30 6. The applicant has agreed to all proposed modifications and
31 conditions in the section entitled Order.
32

33 7. The Village Council had not substantive disclosures regarding
34 ex-parte communications and the applicant raised no objections as to the
35 form or content of any disclosures by the Council.
36

37 **Section 3. Conclusions of law.**
38

1 The site plan for the specific use was reviewed pursuant to Sections
2 30-30.5, Section 30-50.23, and Division 30-100, of Palmetto Bay's Code of
3 Ordinances, and was found to be conditionally consistent.

4
5 **Section 4. Order.**
6

7 The Village Council grants the site plan request as it would be in keeping
8 with the applicable Land Development Regulations with the Village's
9 Comprehensive Plan. The Village Council, pursuant to Section 30-
10 30.5(j)(1), 30-50.23, and 30-100, approves the plans entitled "Soleste Bay
11 Village" as prepared by Carmen Diaz Architects, consisting of 18 sheets,
12 dated stamped received June 8th, 2017, together with the traffic study
13 prepared by David Plumber & Associates, dated stamped received January
14 23, 2017, with the following conditions:
15

- 16 1) The project is allocated 120 residential reserve units, which allocation
17 shall expire within two years of the adoption of the site plan resolution
18 unless building permits are issued for their construction prior to said
19 expiration, and provided said building permits for the construction
20 thereto remain active and/or receive final certificate of occupancy.
21
- 22 2) Design consideration from Section 4.03.G.3 is granted, provided the
23 building is constructed consistent with the shift in the street.
24
- 25 3) Design consideration from Section 4.03.H.1(a) is granted, provided
26 the building is constructed in substantial compliance with the
27 approved plan.
28
- 29 4) Design consideration from Section 4.04.8.(b) is granted, provided the
30 buildings are constructed in substantial compliance with the approved
31 plan.
32
- 33 5) Design consideration from section 4.03.H.2(a) Parapet wall shall be a
34 maximum of 40 inches tall, measured from the top of the slab. Florida
35 building code requires 48 inches.
36
- 37 6) The project shall comply with all Village Public Works Department
38 comments.
39

- 1 7) The park shall be maintained up to the standards applied to Palmetto
- 2 Bay public parks and the building owners shall meet with Palmetto
- 3 Bay officials at least once every 12 months to ensure compliance.
- 4
- 5 8) Trash dumpster removal shall occur only between the hours of 7:00
- 6 a.m. and 11:00 p.m.
- 7
- 8 9) From the unassigned parking spaces, two spaces shall be designated
- 9 for use by American military veterans.

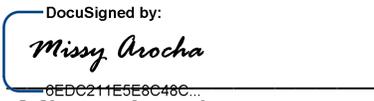
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11 **This is a final order.**

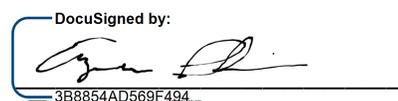
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13 **Section 5. Record.**

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15 The record shall consist of the notice of hearing, the applications,
16 documents submitted by the applicant and the applicants' representatives
17 to the Village of Palmetto Bay Division of Planning and Zoning in
18 connection with the applications, the testimony of sworn witnesses and
19 documents presented at the quasi-judicial hearing, and the tape and
20 minutes of the hearing. The record shall be maintained by the Village
21 Clerk.

22
23 **Section 6.** This resolution shall take effect immediately upon
24 approval.

25
26 PASSED and ADOPTED this 16th day of October, 2017.

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29
30 Attest: 
31 Missy Arocha
32 Village Clerk

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Eugene Flinn
Mayor

1 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
2 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

3
4

DocuSigned by:

Dexter W. Lehtinen

5
6

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7 Dexter W. Lehtinen
8 Village Attorney

9

10

11 FINAL VOTE AT ADOPTION:

12

13 Council Member Karyn Cunningham YES

14

15 Council Member David Singer YES

16

17 Council Member Larissa Siegel Lara YES

18

19 Vice-Mayor John DuBois YES

20

21 Mayor Eugene Flinn YES

ZONING HISTORY

ESTATE INVESTMENT GROUP LLC

VPB-17-005

RESOLUTION NO. CZAB13-7-98

WHEREAS, PERRINE- PETERS UNITED METHODIST CHURCH had applied for the following:

- (1) MODIFICATION of Condition #2 of Resolution 4-ZAB-191-82, passed and adopted by the Zoning Appeals Board on the 9th day of June, 1982, as further modified by Resolution 4-ZAB-123-88, passed and adopted by the Zoning Appeals Board on the 9th day of March, 1988, reading as follows:

FROM: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'Storage/Garage Details,' as prepared by William Hamilton Arthur, Architect, dated 11-10-87."

TO: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'New Fellowship Hall,' as prepared by Jose M. Lozano, and dated received 6-5-98."

The purpose of the request is to allow the applicant to submit plans showing the new fellowship hall for the existing religious facility.

- (2) NON-USE VARIANCE OF ZONING REGULATIONS to permit a proposed fellowship hall to setback 15' (25' required) from the official rights-of-way of S.W. 98th Court & S.W. 183rd Street.
- (3) NON-USE VARIANCE OF ZONING REGULATIONS prohibiting structures within the rights-of-way; to waive same to permit an existing chain link fence within the right-of-way of S.W. 183rd Street.

The aforementioned plan is on file and may be examined in the Zoning Department. Plans may be modified at public hearing.

SUBJECT PROPERTY: Part of Lot 1, Block 10, lying east of the east right-of-way line of State Road #5, Plat book 50, Page 89. AND: Lots 2 & 3 and the west 83.5' of Lot 4, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7. AND: The adjoining part of the road lying Northeast of Lots 2 & 3, closed and abandoned by Resolution No. 9519 and adopted on the 20th day of March, 1956, and more particularly described as follows: begin at the intersection of the SW/ly extension of the SE/ly line of Block 9 of said, MORNINGSIDE ACRES, with the NE/ly line of Lot 3, Block 10, of said MORNINGSIDE ACRES; thence run NW/ly, and N/ly and NW/ly along the N/ly line of said Block 10 as shown on said plat of, MORNINGSIDE ACRES, to the most N/ly corner of Lot 2 of said Block 10; thence run SE/ly along a line 185' NE/ly of, as measured at right angles, and parallel to the SW/ly line of said Block 10 for a distance of 85' to a Point of curvature of a circular curve to the right; thence run SE/ly along the arc of said circular curve to the right, having a radius of 65', through a central angle of 90° for a distance of 102.1' to the Point of tangency, said Point of tangency also being the Point of beginning of the tract of land herein described. AND: That part of the SE ¼ of Section 32, Township 55 South, Range 40 East, described as follows: begin at the Northeast corner of Lot 1, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7; thence run NE/ly 145'; thence run NW/ly 200';

thence run Southwest 145'; thence run SE/ly 200' to the Point of beginning, less that portion lying west of the east right-of-way line of State Road #5, Plat book 56, Page 89, AND: All of Lot 5, the east 16.5' of Lot 4, and the west 50.5' of Lot 6, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7.

LOCATION: 9860 S.W. 183 Street, Miami-Dade County, Florida

WHEREAS, a public hearing of the Miami-Dade County Community Zoning Appeals Board 13 was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard, and

WHEREAS, this Board has been advised that the subject application has been reviewed for compliance with concurrency requirements for levels of services and, at this stage of the request, the same was found to comply with the requirements, and

WHEREAS, upon due and proper consideration having been given to the matter it is the opinion of this Board that the requested modification (Item #1), and the non-use variances of zoning regulations (Items #2 and 3), would be compatible with the area and its development and would be in harmony with the general purpose and intent of the regulations and would conform with the requirements and intent of the Zoning Procedure Ordinance, and

WHEREAS, a motion to approve the application was offered by Tom David, seconded by John Pettit, and upon a poll of the members present, the vote was as follows:

Tom David	aye	Paula Palm	aye
Robert Harrison III	aye	John Pettit	aye
Susan M. Ludovici	aye	Linda Robinson	aye
		Marsha Silverman	aye

NOW THEREFORE BE IT RESOLVED by the Miami-Dade County Community Zoning Appeals Board 13, that the requested modification (Item #1), and the non-use variances of zoning regulations (Items #2 and 3), be and the same is hereby approved, subject to the following conditions:

1. That all conditions of Resolution 4-ZAB-191-82, as further modified by Resolution 4-ZAB-123-88, will remain in full force and effect, except as herein modified.
2. That the applicant submit to the Department for its review and approval a landscaping plan which indicates the type and size of plant material prior to the issuance of a building permit and to be installed prior to the issuance of a Certificate of Use and Occupancy, except as herein modified as follows: That additional trees be planted between the proposed fellowship hall and the official-rights-of way of SW 98 Court and SW 183 Street.
3. That the applicant comply with all conditions and requirements of the Public Works Department pursuant to their memorandum dated October 23, 1998.
4. That the applicant provide a covenant to the Public Works Department, to remove the fence within 90 days of notification.

BE IT FURTHER RESOLVED, notice is hereby given to the applicant that the request herein constitutes an initial development order and does not constitute a final development order and that one, or more, concurrency determinations will subsequently be required before development will be permitted.

The Director is hereby authorized to make the necessary notations upon the maps and records of the Miami-Dade County Department of Planning and Zoning and to issue all permits in accordance with the terms and conditions of this resolution.

PASSED AND ADOPTED this 17th day of November, 1998.

Hearing No. 98-11-CZ13-1
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THIS RESOLUTION WAS TRANSMITTED TO THE CLERK OF THE BOARD OF COUNTY COMMISSIONERS ON THE 23RD DAY OF NOVEMBER, 1998.

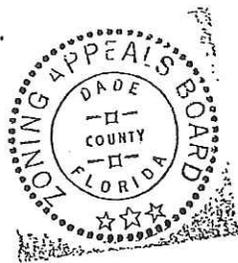
STATE OF FLORIDA

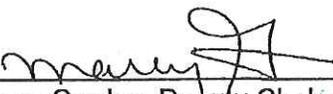
COUNTY OF MIAMI-DADE

I, Marcy Gordon, as Deputy Clerk and Legal Counsel for the Miami-Dade County Department of Planning and Zoning as designated by Guillermo E. Olmedillo, Director of the Miami-Dade County Department of Planning and Zoning and Ex-Officio Secretary of the Miami-Dade County Community Zoning Appeals Board 13, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. CZAB13-7-98 adopted by said Community Zoning Appeals Board at its meeting held on the 17th day of November, 1998.

IN WITNESS WHEREOF, I have hereunto set my hand on this 23rd day of November, 1998.

SEAL





Marcy Gordon, Deputy Clerk and Legal Counsel
Miami-Dade County Department of Planning and Zoning

RESOLUTION NO. 4-ZAB-123-88

The following resolution was offered by Mrs. Joyce Masso seconded by Mr.

Kenneth Welt and upon poll of members present, the vote was as follows:

Thomas A. Conger	aye	Gonzalo (Guy) Sanchez	aye
Levi A. Johnson	absent	Murray Sisselman	aye
Joyce Masso	aye	Kenneth Welt	aye
Mary Jean Risi	aye	R. Jollivette Frazier	absent
Georgia A. Wright	aye		

WHEREAS, PERRINE-PETERS UNITED METHODIST CHURCH, INC. has applied for the following:

(1) MODIFICATION of Condition #2 of Resolution 4-ZAB-191-82, passed and adopted by the Zoning Appeals Board on the 9th day of June, 1982, as follows:

FROM: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'A New Sanctuary and Addition to Perrine Peters Methodist Church', as prepared by DeKonschin/Nichoson & Associates, Inc., AIA, Architects & Planners, and dated 1-29-82, last revised dated 2-11-82."

TO: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'Storage/Garage Details', as prepared by William Hamilton Arthur, Arch., dated 11-10-87."

The purpose of the request is to permit the applicant to submit a revised plan which shows a 20' X 30' garage/storage building to be located toward the rear of the property.

(2) NON-USE VARIANCE OF ZONING REGULATIONS requiring parking spaces to be hard-surfaced; to waive same, to permit 41 parking spaces on natural terrain (30 previously approved).

The aforementioned plans are on file and may be examined in the Zoning Department. Plans may be modified at public hearing.

SUBJECT PROPERTY: Part of Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7, and more particularly described as follows:

Part of Lot 1, Block 10, lying east of the east right-of-way line of State Road #5, Plat book 50, Page 89. AND: Lots 2 & 3 and the west 83.5' of Lot 4, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7. AND: The adjoining part of the road lying Northeast of Lots 2 & 3, closed and abandoned by Resolution No. 9519 and adopted on the 20th day of March, 1956, and more particularly described as follows: begin at the intersection of the SW/ly extension of the SE/ly line of Block 9 of said, MORNINGSIDE ACRES, with the NE/ly line of Lot 3, Block 10, of said MORNINGSIDE ACRES; thence run NW/ly, and N/ly and NW/ly along the N/ly line of said Block 10 as shown on said plat of, MORNINGSIDE ACRES, to the most N/ly corner of Lot 2 of said Block 10; thence run SE/ly along a line 185' NE/ly of, as measured at right angles, and parallel to the SW/ly line of said Block 10 for a distance of 85' to a Point of curvature of a circular curve to the right; thence run SE/ly along the arc of said circular curve to the right, having a radius of 65', through a central angle of 90° for a distance of 102.1' to the Point of tangency, said Point of tangency also being the Point of beginning of the tract of land herein described. AND: That part of the SE 1/4 of Section 32, Township 55 South, Range 40 East, described as follows: begin at the Northeast corner of Lot 1, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7; thence run NE/ly 145'; thence run NW/ly 200'; thence run Southwest 145'; thence run SE/ly 200' to the Point of beginning, less that portion lying west of the east right-of-way line of State Road #5, Plat book 56, Page 89. AND: All of Lot 5, the east 16.5' of Lot 4, and the west 50.5' of Lot 6, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7.

LOCATION: 9860 S.W. 183 Street, Dade County, Florida, and

WHEREAS, a public hearing of the Metropolitan Dade County Zoning Appeals Board was advertised and held, as required by law, and all interested parties concerned in the matter were heard, and

WHEREAS, upon due and proper consideration having been given to the matter it is the opinion of the Board that the requested Modification of Condition #2 of Resolution 4-ZAB-191-82 and non-use variance of zoning regulations would be in harmony with the general purpose and intent of the regulations, would be compatible with the area and its development and would conform with the requirements and intent of the Zoning Procedure Ordinance;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Appeals Board, that the requested modification and non-use variance of zoning regulations be and the same are hereby approved, subject to the following condition:

That a heavily landscaped buffer be installed on the easterly 15' of the property as previously required by Resolution 4-ZAB-191-82, to be installed within 90 days after the approval of this application and prior to final sign-off of the construction of the proposed addition.

The Zoning Director is hereby directed to make the necessary notations upon the maps and records of the Dade County Building and Zoning Department and to issue all permits in accordance with the terms and conditions of this resolution.

PASSED AND ADOPTED this 9th day of MARCH, 1988.

Hearing No. 88-3-19
Typed 3/15/88 cj

RESOLUTION NO. 4-ZAB-191-82

The following resolution was offered by Mr. Francis A. Anania seconded by Mr. Thomas A. Conger upon poll of members present, the vote was as follows:

Francis A. Anania	aye	Jose A. Losa	absent
Thomas A. Conger	aye	Margaret Nelson	aye
Lillian Dickmon	absent	Murray Sisselman	absent
Peter Goldring	absent	R. Jollivette Frazier	aye
Levi A. Johnson	aye		

WHEREAS, PERRINE PETERS UNITED METHODIST CHURCH, INC. has applied for the following:

- (1) SPECIAL EXCEPTION to expand a previously approved, non-conforming church.
- (2) UNUSUAL USE and NON-USE VARIANCE OF ZONING REGULATIONS to permit parking in a zone more restrictive (RU-1) than the use it serves is located (BU-1A) and to permit 30 parking spaces on natural terrain (paved, marked spaces required).
- (3) NON-USE VARIANCE OF ZONING REGULATIONS as applied to buildings of public assemblage to permit the maintenance and continued use of a fellowship/Sunday school building setback 8' (25' required) from the side street property line (the SW/ly corner of the intersection of S.W. 183 Street and S.W. 98 Court).
- (4) NON-USE VARIANCE OF THE ZONING REGULATIONS requiring a 5' masonry wall where a business lot abuts a residentially zoned property; to waive same.
- (5) NON-USE VARIANCE OF THE PRIVATE SCHOOL REGULATIONS as applied to required outdoor play area to permit 4,425 square feet of outdoor play area (13,200 square feet required for 78 children).
- (6) NON-USE VARIANCE OF ZONING REGULATIONS as applied to parking to permit parking within 25' of a right-of-way (S.W. 183 Street) (none permitted).

Plans for the proposed church expansion and day care are on file and may be examined in the Zoning Department entitled, "A New Sanctuary and Addition to Perrine Peters Methodist Church", as prepared by DeKonschin/Nicholson & Associates, Inc., AIA, Architects & Planners, and dated 1-29-82, last revised dated 2-11-82.

SUBJECT PROPERTY: Part of Block 10, MORNINGSIDE ACRES, Plat book 46, page 7, and more particularly described as follows:

Part of Lot 1, Block 10, lying east of the east right-of-way line of State Rd. #5, Plat book 50, Page 89. AND: Lots 2 & 3 and the west 83.5' of Lot 4, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7. AND: The adjoining part of the road lying northeast of Lots 2 & 3, closed and abandoned by Resolution No. 9519 and adopted on the 20th day of March, 1956, and more particularly described as follows: begin at the intersection of the SW/ly extension of the SE/ly line of Block 9 of said, MORNINGSIDE ACRES, with the NE/ly line of Lot 3, Block 10, of said MORNINGSIDE ACRES; thence run NW/ly, and N/ly and NW/ly along the N/ly line of said Block 10 as shown on said plat of, MORNINGSIDE ACRES, to the most N/ly corner of Lot 2 of said Block 10; thence run SE/ly along a line 185' NE/ly of, as measured at right angles, and parallel to the SW/ly line of said Block 10 for a distance of 85' to a Point of curvature of a circular curve to the right; thence run SE/ly along the arc of said circular curve to the right, having a radius of 65', through a central angle of 90° for a distance of 102.1' to the Point of tangency, said Point of tangency also being the Point of beginning of the tract of land herein described. AND: That part of the SE 1/4 of Section 32, Township 55 South, Range 40 East, described as follows: begin at the northeast corner of Lot 1, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7; thence run NE/ly 145', thence run NW/ly 200', thence run southwest 145', thence run SE/ly 200' to the Point of beginning, less that portion lying west of the east R/W line of State Road #5, Plat book 56, page 89. AND: All of Lot 5, the east 16.5' of Lot 4, and the west 50.5' of Lot 6, Block 10, MORNINGSIDE ACRES, Plat book 46, Page 7.

LOCATION: 9860 S.W. 183 Street, Dade County, Florida, and

4-Zab-191-82

WHEREAS, a public hearing of the Metropolitan Dade County Zoning Appeals Board was advertised and held, as required by law, and all interested parties concerned in the matter were heard, and

WHEREAS, upon due and proper consideration having been given to the matter, it is the opinion of this Board that the requested special exception, unusual use and non-use variances would be in harmony with the general purpose and intent of the regulations, would be compatible with the area and its development and would conform with the requirements and intent of the Zoning Procedure Ordinance.

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Appeals Board, that the requested Special Exception, Unusual Use, Non-Use Variances of Zoning Regulations and Private School Regulations be and the same are hereby approved subject to the following conditions:

1. That a plot use plan be submitted to and meet with the approval of the Zoning Director and Planning Director; said plan to include among other things, but not be limited thereto, location of building or buildings, type and location of signs, light standards, parking areas, exits and entrances, drainage, walls, fences, landscaping, etc.; and the Directors shall assess the plan's concept and its elements for logic, imagination, variety, compatibility and compliance with applicable regulations.
2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "A New Sanctuary and Addition to Perrine Peters Methodist Church", as prepared by DeKonschin/Nichoson & Associates, Inc., AIA, Architects & Planners, and dated 1-29-82, last revised dated 2-11-82.
3. That in the approval of the plan, the same be modified to provide a heavily landscaped buffer on the easterly 15' of the property.
4. That the applicant submit to the Planning Department for its review and approval a landscaping plan which indicates the type and size of plant material prior to the issuance of a building permit and to be installed prior to issuance of any certificate of occupancy.
5. That no occupancy or use of the new sanctuary be permitted until the required parking facilities have been improved and installed in accordance with the submitted plans.
6. That the non-use variance for parking on grass be granted on a temporary basis, and if because of constant usage the grass is destroyed or there is a dust problem to the surrounding neighborhood, the parking area shall then be paved; that an agreement suitable for recording and meeting with the approval of the Zoning Director be submitted embodying the aforementioned parking requirement.
7. That the use be restricted to 78 children.
8. That the use be established and maintained in accordance with the approved plan.

The Zoning Director is hereby directed to make the necessary notations upon the maps and records of the Dade County Building and Zoning Department and to issue all permits in accordance with the conditions of this resolution.

PASSED AND ADOPTED this 9th day of June, 1982.

Heard 6/9/82
Hearing No. 82-6-32
6/14/82 aa

STATE OF FLORIDA)
COUNTY OF DADE)

I, J. ED BELL, Director of the Metropolitan Dade County Building and Zoning Department, and Ex-Officio Secretary of the Metropolitan Dade County Zoning Appeals Board, DO HEREBY CERTIFY that the above and foregoing is true and correct copy of Resolution No. 4-ZAR-191-82 adopted by said Zoning Appeals Board at its meeting held on June 9 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on this 14th day of June, A.D. 19 82.

J. ED BELL, Ex-Officio Secretary
Metropolitan Dade County
Zoning Appeals Board

By: J. Ed Bell

SEAL

STATE OF FLORIDA)
COUNTY OF DADE)

I, J. ED BELL, Director of the Metropolitan Dade County Building and Zoning Department, and Ex-Officio Secretary of the Metropolitan Dade County Zoning Appeals Board, DO HEREBY CERTIFY that the above and foregoing is true and correct copy of Resolution No. 4-ZAR-191-82 adopted by said Zoning Appeals Board at its meeting held on June 9 1982.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on this 14th day of June, A.D. 1982.

J. ED BELL, Ex-Officio Secretary
Metropolitan Dade County
Zoning Appeals Board

By: J. E. Bell

SEAL

RESOLUTION NO. 3-ZAB-72-67

The following resolution was offered by Mr. Andrew Lee,
seconded by Mrs. Virginia Salley, and upon poll of members present,
the vote was as follows:

Neal Adams	aye	Virginia Salley	aye
Gene Flinn	absent	H. H. Wood	nay
John R. Harlow	aye	Andrew Lee	aye
Frank P. Reynolds	absent		

WHEREAS, Director, Dade County Building and Zoning Department, has applied for the following district boundary changes:

A district boundary change from RU-2 (Two-Family Residential) to BU-1A (Limited Business),

ON That part of Lot 6, Blk. 37, Town of Pexrine (PB B, Pge. 79) lying E/ly of State Rd. #5 N. bound. LOCATION: The E. side U.S. #1, between Hibiscus St. and Halcomb Ave., AND

A district boundary change from RU-1 (One-Family Residential) and BU-1A (Limited Business), to RU-5 (Semi-Professional Offices and Apartments),

ON Lots 1 thru' 7 incl., Blk. 2, all of Blk. 3, Lot 7, Blk. 8, all in Morningside Acres (PB 46, Pge. 7). LOCATION: From SW 97 Ave. (Franjo Rd.) to SW 98 Ave., between SW 181 Terr. and 140' N. of Wayne Ave., AND

A district boundary change from BU-1A (Limited Business) to RU-1 (8500 c.f.),

ON Lot 8, Blk. 8, Morningside Acres (PB 46, Pge. 7). LOCATION: The W. side SW 98 Ave., approx. 120' S. of Wayne Ave., AND

A district boundary change from RU-1 and RU-5, to RU-5A (Semi-Professional Offices),

ON Lots 1 thru' 6 incl., Blk. 6, Morningside Acres (PB 46, Pge. 7). LOCATION: The N. side SW 184 St. (Eureka Dr.), between SW 97 Ave. (Franjo Rd.) and SW 98 Ave. (Linda Ave.), AND

A district boundary change from GU (Interim) and RU-1, to BU-1A,

ON Lots 1 thru' 5 incl., Blk. 10, Morningside Acres (PB 46, Pge. 7) and that area of the $N\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 32, Township 55 South, Range 40 East which is N. of Lot 1, Blk. 10, W. of Lot 2, Blk. 10, and lying E/ly of the E. r/w of State Rd. #5. LOCATION: The S. side SW 183 St., extending E/ly from U.S. #1 approx. 500', AND

A district boundary change from BU-3 (Liberal Business) to BU-1A,

ON Lots 1 thru' 4 incl., Blk. 11, Morningside Acres (PB 46, Pge. 7). LOCATION: The NE corner of U.S. #1 and SW 184 St. (Eureka Dr.), AND

A district boundary change from RU-1 and RU-3 (Four Unit Apartments), to RU-4L (Limited Apartment Houses),

ON Lots 5 thru' 7 incl., Blk. 11, Morningside Acres (PB 46, Pge. 7) and that part of the S $\frac{1}{2}$ SE $\frac{1}{4}$ in Section 32-55-40, lying between Blks. 10 and 11 of Morningside Acres, E. of State Rd. #5 and N. of SW 184 St. LOCATION: The N. side SW 184 St. (Eureka Dr.), between SW 98 Ave. and U.S. #1, all in Dade County, Florida, and

WHEREAS, a public hearing of the Metropolitan Dade County Zoning Appeals Board was advertised and held, as required by law, and all interested parties concerned in the matter were heard, and at which time the application was modified, and

WHEREAS, upon due and proper consideration having been given to the matter, it is the opinion of this Board that the requested changes of zone, with certain modifications, would be compatible with the neighborhood and area concerned and would not be in conflict with the principles and intent of the plan for the development of Dade County, Florida;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Appeals Board that the requested district boundary changes be and the same are hereby recommended for approval by the Board of County Commissioners of Dade County, Florida, and such properties are zoned accordingly, with the following exceptions:

1. That Lot 1, Block 2, Lots 1 and 6, Block 3, Lot 7, Block 8, Morningside Acres (FB 46, Pge. 7), remain in its present classification of BU-1A.
2. That Lots 1 thru' 4 incl., in Block 11, Morningside Acres (FB 46, Pge. 7), remain in its present classification of BU-3.

The Zoning Director is hereby directed to make the necessary notations upon the records of the Dade County Building and Zoning Department.

PASSED AND ADOPTED this 15th day of February, 1967.

Heard 9/13/66
No. 66-9-38 (Rehrg.)
2/21/67
hf

STATE OF FLORIDA)
) SS
COUNTY OF DADE)

I, R. F. COOK, Director of the Metropolitan Dade County Building and Zoning Department, and Ex-Officio Secretary of the Metropolitan Dade County Zoning Appeals Board, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. 3-2AB-72-67, adopted by said Zoning Appeals Board at its meeting held on February 15, 19 67.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on this 21st day of February, A.D., 19 67.

R. F. COOK, Ex-Officio Secretary
Metropolitan Dade County Zoning Appeals Board
Dade County, Florida

By R F Cook L.S.

SEAL

RESOLUTION NO. 2125

The following resolution was offered by Commissioner
Faris N. Cowart, seconded by Commissioner
John B. McLeod, and upon poll of members
 present, the vote was as follows:

Faris N. Cowart	aye	John B. McLeod	aye
Charles F. Hall	aye	Ralph A. Fossey	absent
Edwin L. Mason	aye		

WHEREAS, Perrine Peters Methodist Church has applied for a special permit for offstreet parking for church on the West 83.5' of Lot 4, Block 10, Morningside Acres Subdivision (PB 46, Page 7); South side of SW 183 Street at 98 Court, Dade County, Florida, and

WHEREAS, a public hearing of the Dade County Zoning Commission was advertised and held as required by law, and after hearing all interested parties and considering the adjacent areas, the Zoning Commission recommended that the application be approved subject to the following conditions:

1. That a detailed plot use plan be submitted to and meet with the approval of the Zoning Director; said plan to include among other things but be not limited to, type and location of bulletin board or signs, location of structure or structures, offstreet parking areas and driveways, walls and hedges, landscaping, drainage, etc.
2. That the use be established and maintained in accordance with the approved plan.
3. That in order to alleviate the congestion and traffic to be generated by the church use, such rights-of-way as may be deemed lacking, desirable and necessary, in the opinion of the County Engineer and Zoning Director, be dedicated, and

WHEREAS, it appears to this Board that the special permit, as recommended by the Zoning Commission, would be in accord with the overall comprehensive zoning plan for Dade County, Florida;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the special permit, as recommended by the Zoning Commission, be and the same is hereby approved.

The Zoning Director is hereby directed to make the necessary notations upon the maps and records of the Dade County Zoning and Building Department and to issue all permits in accordance with the terms and conditions of this resolution.

PASSED AND ADOPTED this 18th day of September, 1958.

HEARD 8-22-58
No. 56
vd

BOARD OF COUNTY COMMISSIONERS
DADE COUNTY, FLORIDA

BY RALPH A. FOSSEY
Chairman/Vice Chairman

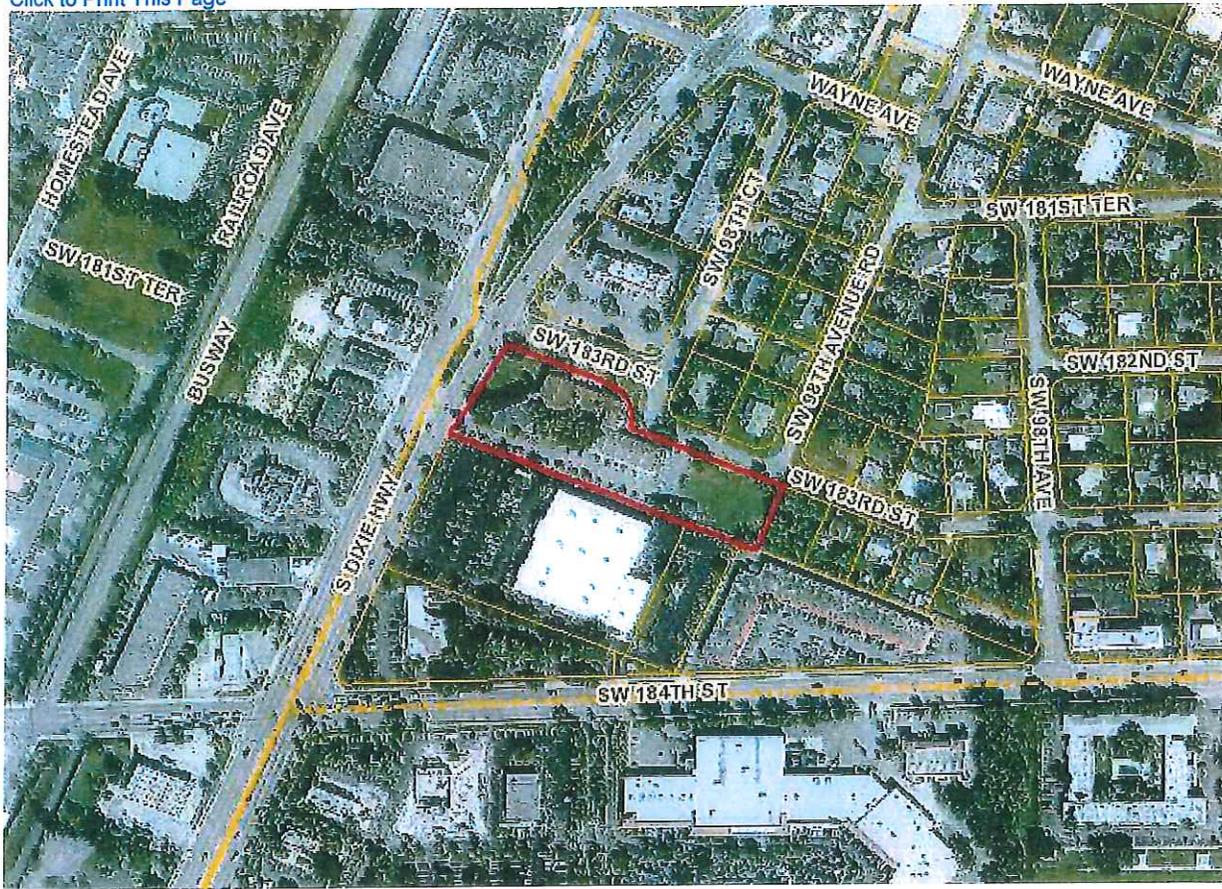
E. B. LEATHERMAN, CLERK
By EDWARD D. PHELAN
Deputy Clerk

ZONING & LAND USE MAPS

ESTATE INVESTMENT GROUP LLC

VPB-17-005

[Click to Print This Page](#)



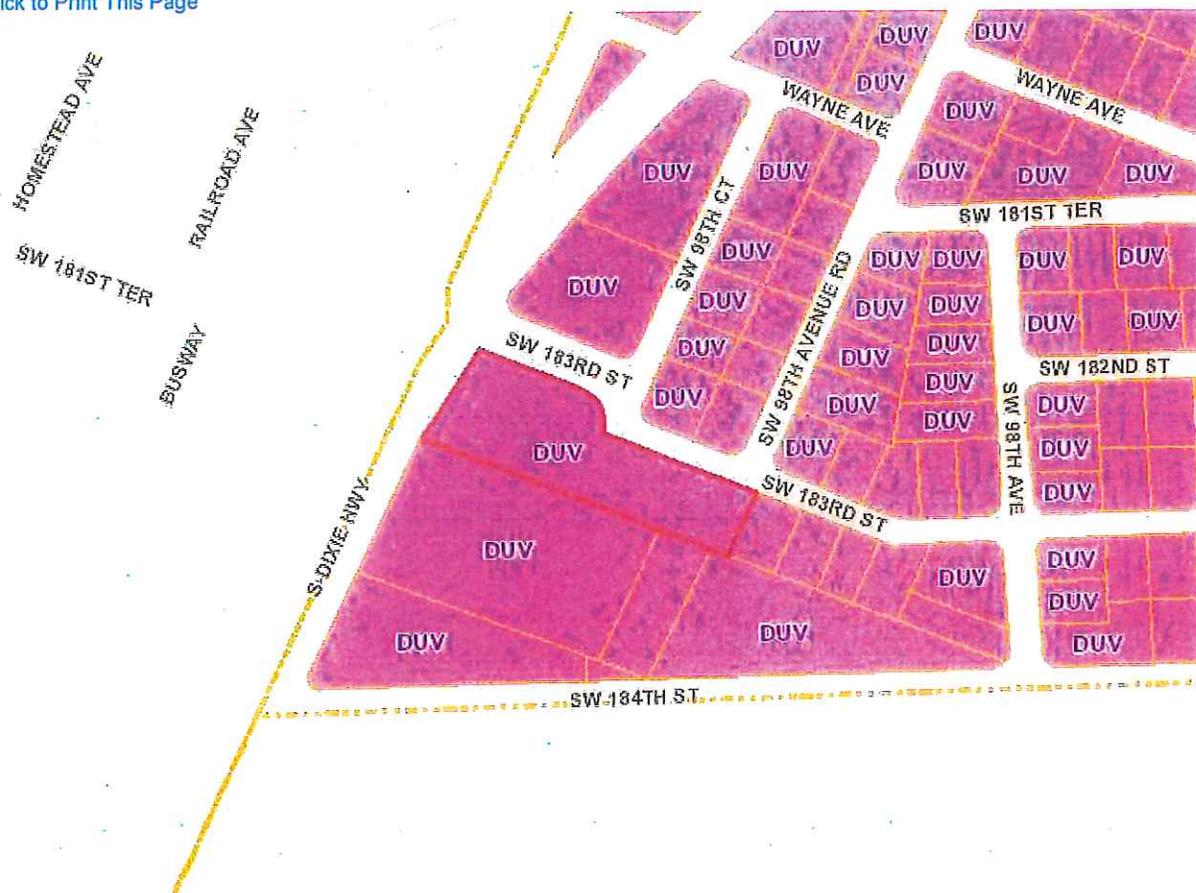
Summary Details:	
Folio:	3350320071030
Site Address:	18301 S DIXIE HWY
Mailing Address:	PERRINE-PETERS METHODIST CH INC 18301 S DIXIE HWY MIAMI, FL 331575526

Property Information:	
Beds/Baths:	0/0
Floors:	1
Living Units:	0
Adj Sq Footage:	11123
Lot Size:	86875 SQ FT
Year Built:	1959
Legal Description:	32 55 40MORNINGSIDE ACRES PB 46-7LOT 1 LESS R/W & LOTS 2 & 3 &PORT OF RD LYG NE & ADJ CLOSEDBY RES 9519 & ALL OF LOTS 4 & 5& NWLY 50.5FT OF LOT 6 BLK 10 & VIEW PLAT 46-7 Deed: NINGS-7

Sale Information:			
Sale Date:	0/0	0/0	0/0
Sale Amount:	0	0	0
Sale O/R:			

Assessment Information:		
Year:	2017	2016
Land Value:	0	1911250
Building Value:	0	1305210
Market Value:	0	3216460
Assessed Value:	0	3216460
Homestead Exemption:	0	0
Senior Exemption:	0	0
Agricultural Exemption:	0	0
Widow Exemption:	0	0
Disabled Exemption:	0	0
Veteran Exemption:	0	0

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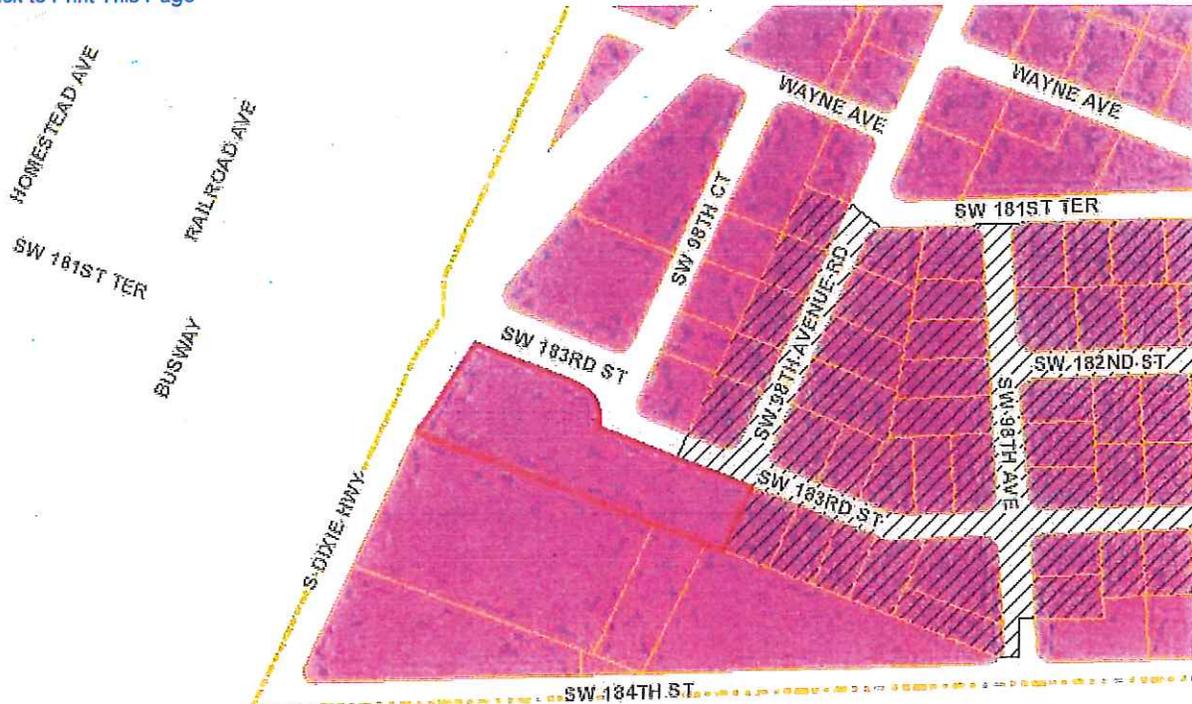
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[Click to Print This Page](#)



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Disabled Exemption:	0	0
Veteran Exemption:	0	0

POSTING & MAILING

ESTATE INVESTMENT GROUP LLC
VPB-17-005



VILLAGE OF PALMETTO BAY NOTICE OF ZONING PUBLIC HEARING

The Village of Palmetto Bay shall conduct a zoning public hearing on Monday, September 18, 2017, at 7:00 p.m. Discussion and public input will be welcomed concerning the following hearing item which may be of interest to your immediate neighborhood.

The following item is being considered pursuant to Division 30-30.5 of the Village's Land Development Code:

Item #1 Applicant: Estate Investment Group, LLC.
Folio: 33-5032-007-1030
File #: VPB-17-005
Location: 18301 South Dixie Highway
Zoned: Downtown Urban Village (DUV)
Request: Site plan and design considerations for a mixed-use project.

The following item is being considered pursuant to Chapter 336 Section 10 of the Florida Statute:

Item #2 Applicant: Perrine-Peters Methodist Church
File #: VPB-17-010
Location: SW 183rd Street between South Dixie Highway and SW 98th Court
Zoned: Downtown Urban Village (DUV)
Request: Reduce the width of the right of way on the South side only along 183rd street from 37.5 feet to 30 feet to match the DUV code.

PLANS ARE ON FILE FOR THE ABOVE APPLICATION AND MAY BE EXAMINED, BY APPOINTMENT, IN THE DEPARTMENT OF PLANNING AND ZONING AT VILLAGE HALL. PLANS MAY BE MODIFIED AT THE PUBLIC HEARING.

The hearing shall be held at the Council Chambers located within Village Hall, 9705 East Hibiscus Street, Palmetto Bay, FL 33157. Any meeting may be opened and/ or continued, under such circumstances, additional legal notice would not be provided. Any person may contact Village Hall at (305) 259-1234 for additional information.

In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation (or hearing impaired) to participate in this proceeding or to review any documents relative thereto should contact the Village for assistance at (305) 259-1234 no later than four (4) days prior to the proceedings.

**VILLAGE OF PALMETTO BAY
NOTICE OF PUBLIC HEARING**

A PUBLIC HEARING WILL BE HELD MONDAY, September 18th, 2017, AT 7:00 PM AT THE COUNCIL CHAMBERS LOCATED WITHIN VILLAGE HALL, 9705 EAST HIBISCUS STREET, PALMETTO BAY, FL 33157.

HEARING NUMBER 1: VPB-17-010 APPLICANT NAME: Perrine-Peters Methodist Church
ZONED: DUV PROJECT LOCATION: SW 183rd Street between South Dixie Highway and SW 98th Court, PALMETTO BAY, FL 33157
REQUEST: The Village of Palmetto Bay, pursuant to Sections 336.09 – 336.12 of the Florida Statutes seeks to reduce the right of way (by Vacation) from 37.5' to 30'.

HEARING NUMBER 2: VPB-17-005 APPLICANT NAME: ESTATE INVESTMENT GROUP,
LLC.FOLIO: 33-5032-007-1030 ZONED: DUV
PROJECT LOCATION: 18301 SOUTH DIXIE HIGHWAY, PALMETTO BAY, FL 33157
REQUEST: Site plan and design for a mixed-use project

PLANS ARE ON FILE AND MAY BE EXAMINED IN THE DEPARTMENT OF PLANNING AND ZONING AT VILLAGE HALL. PLANS MAY BE MODIFIED BEFORE AND DURING THE PUBLIC HEARING.

YOU ARE NOT REQUIRED TO RESPOND TO THIS NOTICE: However, objections or waivers of objection may be made in person at the hearing or filed in writing prior to the hearing date with the Department of Planning and Zoning. Any meeting may be opened and continued, and under such circumstances, additional legal notice would be provided. Any person may contact Village Hall at (305) 259-1234 for additional information. Please call the Village Clerk for ADA needs (or hearing impaired) no later than four (4) days prior to the proceedings.

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APPLICATION

ESTATE INVESTMENT GROUP LLC

VPB-17-005

Holland & Knight

701 Brickell Avenue, Suite 3300 | Miami, FL 33131 | T 305.374.8500 | F 305.789.7799
Holland & Knight LLP | www.hklaw.com

Gloria M. Velazquez
305.789.7407
gloria.velazquez@hklaw.com

August 2, 2017

Mr. Edward Silva, Village Manager
Mr. Travis Kendall, Interim Planning Director
Village of Palmetto Bay Municipal Center
9705 East Hibiscus Street
Palmetto Bay, Florida 33157

Re: Property located at 18301 S. Dixie Highway, Palmetto Bay, Florida / Folio No. 33-5032-007-1030 / Amended and Restated Letter of Intent in Connection with April 3, 2017 Submittal

Dear Messrs. Silva and Kendall:

This law firm represents Estate Investments Group, LLC, the contract purchaser (the “Applicant”) of that certain property located at the southeast corner of South Dixie Highway and SW 183rd Street, in the Village of Palmetto Bay (the “Village”), further identified by Miami-Dade County Folio No. 33-5032-007-1030 (the “Property”) and owned by Perrine-Peters United Methodist Church, Inc., a Florida Corporation (the “Owner”). This letter shall serve as the Applicant’s letter of intent in support of: (1) a site plan approval with reserve units application, pursuant to Section 30-30.5 and 30-50.23.1 of the Village Code of Ordinances (“Village Code” or “Code”) which will approve the site plan (the “Site Plan”); and any additional requests as noted during the review, (the requests collectively referred to as the “Application”).

Property. The Property is approximately 1.95 (3.32 gross acres) acres of land. The Property is designated as “Franjo Activity Center” according to the Village’s adopted Comprehensive Plan and Future Land Use Plan Map, and is zoned Downtown Urban Village (“DUV”) by the Village’s Land Development Regulations. The Property is currently improved, as a church building and enjoys a privileged location that is ideally suited for a residential development proposed by the Applicant. The development will provide a transitional buffer between the US-1 corridor and the Downtown Village area. This Property is uniquely situated because it runs long east and west, deep into the Downtown Village area, instead of running long north and south. The Property is long and narrow so the window on US-1 is very limited making a residential development perfectly suited for this location. The new DUV regulation provides for a flexible code to ensure that developers invest in the Village, but contains safeguards against overdevelopment. Echoed by the Village in its adoption of the DUV regulation, the purpose of the DUV was to encourage investment in the Village’s distressed commercial corridor along US 1. At the Downtown Village’s most southern tip, the investment in residential units at this location will continue to encourage investment in the commercial corridor. As the residential flourishes, commercial will also flourish and attract the types of commercial development that the Village

Mr. Edward Silva
Mr. Travis Kendall
August 2, 2017
Page 2

envisions for the Village's downtown. This development will be another building block which transforms the urban realm into a cohesive, mixed-use downtown area.

Further, to reiterate the Village's message for the DUV vision of this area.

"The forward-thinking plan provides for open urban spaces and parks within the fabric of a mixed-use development pattern that combines work, play, and living spaces within the urban core. The DUV employs design standards that capitalize on transit opportunities to reduce car dependency and that encourages sustainable development. The overall design is bicycle/pedestrian friendly and will offer the residents of Palmetto Bay a venue to work, live, shop, dine, and enjoy a night out in their own community. Over time, the downtown area will be the heart of our community, cementing our village as the gateway to South Dade and the premier place to be in Miami-Dade County."

The Property is within the Downtown General ("DG") sector of the Sector Plan designated in the DUV regulations and is to be developed according to the parameters set forth in the code. According to Section 2.02 of the DUV Sector Plan:

The Sector Plan divides the areas within the DUV into sectors that progress from urban, more intense type of development to lesser urban areas, all of which provide for a mixture of uses. Each of the sectors directly reinforce the Village of Palmetto Bay's vision for the Downtown Urban Village and provide an opportunity for property owners to develop in a manner that supports these urban design objectives and transforms the urban realm into a cohesive, mixed-use downtown area. The sectors within the Downtown Urban Village allocate land uses, building type, and frontage type within a planned area, in addition to detailed parameters for building placement, form and height.

The DG sector applies to the area of the Downtown Urban Village immediately surrounding the Downtown Village. The Downtown General serves as a transition from the large properties abutting US-1 into the area intended to become the main, pedestrian/bike-friendly, transit-connected Downtown Urban Village.

This sector provides for flexible building types in the general form of flexible blocks and flex buildings, both of which may accommodate higher intensity commercial/retail at the ground level and offices or multi-unit residential on the floors above. Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands. Parking is permitted both on-site and off-site within the DG Sector.

Project. (Five (5) Story / 60 Units/Gross Acre) Estate Investments Group, LLC is proposing the redevelopment of the Property into an unrivaled five story residential development consisting of 200 units of which includes Reserve Units (120 units), ranging from (1) bedroom to three (3) bedroom units, and studio units at a density of 60 units/gross acre (the "Project"). The commercial component encompasses 15,636 square feet of retail, office and work/live units. The Project will incorporate

Mr. Edward Silva
Mr. Travis Kendall
August 2, 2017
Page 3

beautiful design elements, high-end materials and finishes that will enhance the charm and visual appeal of the surrounding neighborhood. The Project will provide all required parking to accommodate the Project's potential operational demand, well in excess of the Village's requirements. The Project will also feature a meticulously landscaped perimeter, an interior decorative fountain, a public park and open space with sitting and recreation area which will be donated to the Village. Amenities for the residents will also be included within the building interior and exterior, such as the pool area. This development will also encourage walkability throughout the Downtown Urban Village for a more pedestrian/bicycle friendly neighborhood.

Park Improvement and Land Dedication.

The Applicant will also donate approximately 6000 square feet of land to the Village of Palmetto Bay to be identified as public green/open space. The park will be developed by the developer, as a "Doggie Park" with lush landscaping, decorative fountain, trellis, benches and playground for the community to enjoy.

Roadway Improvements.

In addition, the Applicant will refinish 183rd Street between the McDonald's property to the North and the Property accompanied by the build out of approximately 12 parallel parking spaces along the Property. The landscaping of the swale areas will likewise be donated by the Applicant.

Site Plan Approval.

The DUV provides an opportunity for property owners to develop their properties in a manner that supports urban design objectives that promote a more cohesive downtown area. The intent of the Code is to encourage each project to bring forward unique plans which may require "Design Considerations", thus leading to a better designed project.

Design Considerations.

The specific design consideration requests are as follows:

Section 4.03.G.3. For buildings on sites with greater than 300 feet of frontage along a street, a pedestrian only paseo, a minimum 15 feet in width, and is no more than 200 feet from a street or other pedestrian paseo shall be provided.

Design consideration to waive the paseo, since the paseo would dead end to a fence backing onto a commercial parking lot. The ideal situation would be for the paseo to continue through to the other block on NW 184th Street which would provide for pedestrian connectivity. In this case, the purpose of requiring the paseo would be frustrated by it dead ending and having no purpose. The design attempts to achieve the same effect by varying the façade and incorporating the shift of the street to visually break the building at its midpoint. The architect also incorporates design elements that breaks the monolithic appearance of the building as further discussed below.

Section 4.03.H.1(a). No building shall occupy more than 250 feet of continuous frontage, along any street within the DUV.

Mr. Edward Silva
Mr. Travis Kendall
August 2, 2017
Page 4

Design consideration to allow a building with more than 250 feet of continuous frontage. While the code limits the length of the building to prevent a megalithic wall that discourages the movement of pedestrians in a friendly manner, in this case, the visual effect of the east half of the building receding back paints the picture of two smaller, offset buildings. The proposed design attempts to achieve the same effect. The building design undulates giving the appearance of breaks which provides for a greater visual interest to the pedestrian. Here the design consideration is taken into account as the intent is fulfilled by design creativity.

Section 4.04.8(b). Buildings shall be composed of a base element with secondary tower element of reduced footprint about the base.

Design consideration to waive the reduced footprint requirement above the base. The design of the building has multiple façade changes which provides movement at the outer shell of the building. The design includes this element from top to bottom created the desired effect without the need to include a step back.

Section 4.03.H.2(a). Parapet wall shall be a maximum of 40 inches tall, measured from the top of the slab.

Design consideration to allow a parapet height of 48 inches. Another element of the Project consists of the addition of numerous decorative structures incorporated into the parapet design to eliminate the flat roof line. While the parapet is limited to 40" above the roof deck, incorporating these designs which exceed the limitation, provides for added movement to the building facade making the design more illustrious and architecturally pleasing.

The donation and buildout of the public dog park and the refinishing of the parallel parking provided by the project, along with the landscaping of the public swale area should be taken into account when considering the approval of the project, as well as, the positioning of the building towards US-1 to allow for the deeding of the dog park. The Applicant was careful in their siting of the dog park. The fact the park location is away from the busy US-1 corridor providing for a safe environment for the residents to enjoy a public open green space is a plus to an already well designed building.

While taking the totality of the design of the Project, the location of the Property and other unique characteristics to the Property, the approval of the proposed site plan approval would be consistent with the character of the vision of the community, the DUV regulations and DG Sector Plan.

Zoning Requests. In order to develop the Project, the Applicant respectfully requests approval of the following requests:

- (1) Application for site plan approval pursuant to Section of the Village Code, for the plans, entitled "Soleste – Bay Village" as prepared by Caymares Martin (the "Plan").

Site Plan Approval. The Applicant requests approval of the Site Plan with Reserve Units and Design Considerations.

Pursuant to Section 30-30.5 of the Village Code, entitled "Site Plan Review", a development order for site plan approval shall set forth with particularity in what respects the plan would or would not be in the public interest including, but not limited to the following:

- a. In what respects the plan is or is not consistent with the comprehensive plan and the purpose and intent of the zoning district in which it is located.
- b. In what respects the plan is or is not in conformance with all applicable regulations of the zoning district in which it is located.
- c. In what respects the plan is or is not in conformance with the village subdivision regulations and all other applicable village requirements including the design and construction of streets, utility facilities and other essential services.
- d. In what respects the plan is or is not consistent with good design standards in respect to all external relationships including but not limited to:
 - i. Relationship to adjoining properties.
 - ii. Internal circulation, both vehicular and pedestrian.
 - iii. Disposition of open space, use of screening, buffering and/or preservation of existing natural features, including trees.
 - iv. Building arrangements between buildings in the proposed development and those adjoining the site.
- e. In what respects the plan is or is not in conformance with the village policy in respect to sufficiency of ownership, guarantee for completion of all required improvements and the guarantee for continued maintenance.

Pursuant to Section 1.05 C. of Section 30-50.23.1, as it relates to Reserve Units, the Village Council must determine that the following criteria have been met or not applicable:

- (1) All property owners subject to the application shall be applicants to the request.
- (2) All properties subject to the application must be within the DUV zoning district.
- (3) For TDR's, the amount of residential units on the sender site cannot be reduced below 40% of the maximum base density permitted on the sender site property.
- (4) An application shall not be approved if the sender site has any active code violations.
- (5) The receiver site shall be evaluated for its viability as an area of increased development and shall be reviewed pursuant to Section 30-30.5, as reflective of the intended development.

Mr. Edward Silva
Mr. Travis Kendall
August 2, 2017
Page 6

- (6) All bonds, assessments, back City taxes, fees and liens (other than mortgages) affecting the all properties subject to the application shall be paid in full prior to recordation of the warranty deed for the transfer of the development rights.
- (7) For TDR's, the validity of the sending site's residential development right(s) has been verified as available by the Director.

The intent of this section is to provide incentives that encourage the development of the Downtown Urban Village (DUV). The goal is to incentivize development in a manner that is sustainable to achieve the stated Goal, Objective or Policies of the Village Comprehensive Plan, to facilitate appropriate redevelopment and revitalization, and to facilitate economic development. This section provides procedures to allocate reserve units, as authorized and provided by the Comprehensive Plan, and the transfer of residential development rights (TDRs) between properties within the DUV.

In addressing both sets of criteria, the Plan represents a proposal that is consistent with the Village's Comprehensive Plan, conforms to the zoning regulations for the Property and represents a compatible residential development designed to meet the DUV zoning district and DG sector's guidelines.

Conclusion. Based on the forgoing, we look forward to your favorable recommendation. Should you have any questions or concerns regarding this Application, please do not hesitate to phone my direct line at (305) 789-7407.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Gloria M. Velazquez, Esq.

Enclosures

#53173325_v1

RECEIVED
Zoning Department

Form ZH-0107-01

4/3/17 10:45 AM

SEC: TWP: R3E:

Village of Palmetto Bay
Building & Zoning Department

By: *TW*



ZONING HEARING (ZH) APPLICATION

Village of Palmetto Bay, Department of Planning and Zoning

LIST ALL FOLIO #S: 33-5032-007-1030 Date Received

1. NAME OF APPLICANT (Owner(s) of record of the property or lessee. If applicant is a lessee, an executed 'Owner's Sworn-to-Consent' and copy of a valid lease for 1 year or more is required. If the applicant is a corporation, trust, partnership, or like entity, a "Disclosure of Interest" is required).

Estate Investments Group, LLC as contract purchaser

2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:

Mailing Address: 4949 SW 75th Avenue City: Miami State: FL Zip: 33155 Phone#:

3. OWNER'S NAME, MAILING ADDRESS, TELEPHONE NUMBER:

Owner's Name (Provide name of ALL owners): See attached Owner's consent. City: State: Zip: Phone#:

4. CONTACT PERSON'S INFORMATION:

Name: Gloria M. Velazquez Company: Holland and Knight City: Miami State: FL Zip: 33131 Cell Phone#: Phone#: 305-789-7407 Fax #: Email: gloria.velazquez@hklaw.com

5. LEGAL DESCRIPTION OF ALL PROPERTY COVERED BY THE APPLICATION

(Provide complete legal description, i.e., lot, block, subdivision name, plat book & page number, or metes and bounds. Include section, township, range. If the application contains multiple rezoning requests, a legal description for each requested zone must be provided. Attach separate sheets as needed and clearly label (identify) each legal description attached. In addition to paper version it is requested that lengthy metes and bounds descriptions be provided on diskette or compact disc in Microsoft Word or compatible software.)

See Attached Exhibit "A".

6. ADDRESS OR LOCATION OF PROPERTY (For location, use description such as NE corner of, etc.)

18301 South Dixie Highway, Palmetto Bay, FL SE Corner of South Dixie Highway and SW 183rd Street Folio #: 33-5032-007-1030

re 4/3/17

7. SIZE OF PROPERTY (in acres): 1.95 (divide total sq. ft. by 43,560 to obtain acreage)

8. DATE property under contract leased: _____ 9. Lease term: _____ years
(month & year)

10. IS CONTIGUOUS PROPERTY OWNED BY THE SUBJECT PROPERTY OWNER(S)? NO YES
If yes, provide complete legal description of said contiguous property.

11. Is there an option to purchase or lease the subject property or property contiguous thereto?
 NO YES (If yes, identify potential purchaser or lessee and complete 'Disclosure of Interest' form)

12. PRESENT ZONING CLASSIFICATION: _____ DUV - Downtown Urban District _____

13. APPLICATION REQUESTS (Check all that apply and describe nature of the request in space provided) Request for Site Plan Approval.

District Boundary (zone) Changes [Zone(s) requested]: _____
(Provide a separate legal description for each zone requested)

Unusual Use: _____

Use Variance: _____

Non-Use Variance: _____

Alternative Development: Option: _____

Special Exception: _____

Modification of previous resolution/plan: _____

Modification of Declaration of Covenant: _____

14. Has a public hearing been held on this property within the eighteen (18) months? NO YES
If yes, provide applicant's name, date, purpose and result of hearing, and resolution number: Estate Investments Group, LLC / February 20, 2017 / Site Plan approval for 8 story Bldg on same site / Resolution was denied.

15. Is this application a result of a violation notice? NO YES (If yes, give name to whom the violation notice was served: and describe the violation: _____)

16. Describe structures on the property: Church building

17. Is there any existing use on the property? NO YES (If yes, what use and when established?)

Use: Religious Institution _____ Year: unknown _____ *Planning*

Staff Use Only

Base Fee	Reviewed and Accepted By	Date
Receipt No.	Deemed Complete By	Date

4/3/17

APPLICANT'S AFFIDAVIT

The Undersigned, first being duly sworn depose that all answers to the questions in this application, and all supplementary documents made a part of the application are honest and true to the best of (my)(our) knowledge and belief. (I)(We) understand this application must be complete and accurate before the application can be submitted and the hearing advertised.

OWNER OR TENANT AFFIDAVIT

(I)(WE), _____, being first duly sworn, depose and say that (I am) (we are) owner tenant of the property described and which is the subject matter of the proposed hearing.

Signature _____

Signature _____

Sworn to and subscribed to before me this ___ day of _____, 20__.

Notary Public: _____ Commission Expires: _____

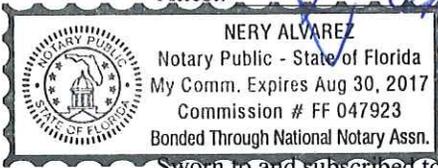
CORPORATION AFFIDAVIT

(I)(WE), ROBERT SURIS, being first duly sworn, depose and say that (I am) (we are) the President Vice-President Secretary Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing, and that said corporation is the owner tenant of the property described herein and which is the subject matter of the proposed hearing.

Attest: _____

Authorized Signature _____

Sign Here



(Corporate Seal)

Office Held _____

Sworn to and subscribed to before me this 31 day of March, 2017.

Notary Public: _____ Commission Expires: _____

PARTNERSHIP AFFIDAVIT

(I)(WE), _____, being first duly sworn, depose and say that (I am) (we are) partners of the hereinafter named partnership, and as such, have been authorized to file this application for a public hearing; and that said partnership is the owner tenant of the property described herein which is the subject matter of the proposed hearing.

By _____ %

By _____ %

By _____ %

By _____ %

Sworn to and subscribed to before me this ___ day of _____, 20__.

Notary Public: _____ Commission Expires: _____

ATTORNEY AFFIDAVIT

I, _____, being first duly sworn, depose and say that I am a State of Florida Attorney at Law, and I am Attorney for the Owner of the property described and which is the subject matter of the proposed hearing.

Signature _____

Sworn to and subscribed to before me this ___ day of _____, 20__.

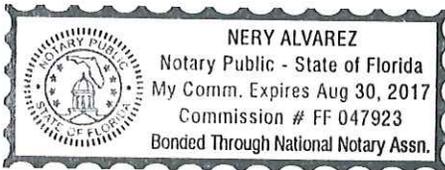
Notary Public: _____ Commission Expires: _____

Handwritten signature and date: 4/3/17

RESPONSIBILITIES OF THE APPLICANT AFFIDAVIT

I AM AWARE THAT:

1. The Public Works Department, the Department of Environmental Resources Management (DERM), and other County agencies review and critique zoning hearing applications which may affect the scheduling and outcome of my hearing. These reviews may require additional hearings before DERM's Environmental Quality Control Board (EQCB), or other County boards, and/or the proffering of agreements to be recorded. I am also aware that I must comply promptly with any DERM or Public Works conditions and advise this office in writing if my application will be withdrawn.
2. Filing fees may not be the total cost of a hearing. Some requests require notices to be mailed to property owners up to a mile from the subject property and I am responsible for paying the additional radius mailing costs. In addition to mailing costs, I am responsible for additional fees related to application changes, plan revisions, deferrals, re-advertising, etc., that may be incurred. I understand that fees must be paid promptly. Applicants withdrawn within 60 days of the filing are eligible for a refund of 50% of the hearing fee but after that time hearings withdrawn or returned will be ineligible for a refund. Refunds must be requested in writing.
3. The Florida Building code requirements may affect my ability to obtain a building permit even if my zoning application is approved; and a building permit will probably be required. I am responsible for obtaining any required permits and inspections for all structures and additions proposed, or built without permits. And that a Certificate of Use (C.U.) must be obtained for the use of the property after it has been approved at Zoning Hearing. Failure to obtain the required permits and/or C.U., Certificates of Completion (C.C.) or Certificate of Occupancy (C.O.) will result in enforcement action against any occupant and owner. Submittal of the Zoning Hearing application may not forestall enforcement action against the property.
4. The 3rd District Court of Appeal has ruled that zoning application inconsistent with the Comprehensive Plan (CP) cannot be approved by a zoning board based upon considerations of fundamental fairness. Therefore, I acknowledge that if the hearing request is inconsistent with the CP and I decide to go forward then my hearing request can only be denied or deferred, but not approved.
5. Any covenant to be proffered must be submitted to the Village Attorney, on County form, at least 1 month prior to the hearing date. The covenant will be reviewed and the applicant will be notified if changes or corrections are necessary. Once the covenant is acceptable, the applicant is responsible to submit the executed covenant with a current 'Opinion of Title' within 1 week of the hearing. Village Attorney can advise as to the additional requirements applicable to foreign corporations. Documents submitted to the Village Attorney must carry a cover letter indicating subject matter, application number and hearing date. Village Attorney may be reached at (305) 760-8543.



[Handwritten Signature]

Sign Here

(Applicant's Signature)

ROBERT SURIS

(Print Name)

Sworn to and subscribed to before me this 31 day of March, 2017. Affiant is personally known to me or has produced _____ as identification.

(Notary Public)

My commission expires: _____

[Handwritten initials]
4/3/17

OWNERSHIP AFFIDAVIT
FOR
CORPORATION

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

Public Hearing No. _____

Before me, the undersigned authority, personally appeared ROBERT SURLS
hereinafter the Affiant(s), who being first duly sworn by me, an oath,
deposes and says:

- Affiant is the president, vice-president or CEO of the Corporation, with the following address: 4949 SW 75 AVE, MIAMI, FL 33155
- The Corporation owns the property which is the subject of the proposed hearing.
- The subject property is legally described as:
SEE EXHIBIT "A"
- Affiant is legally authorized to file this application for public hearing.
- Affiant understands this affidavit is subject to the penalties of law for perjury and the possibility of voiding of any zoning granted at public hearing.

Witnesses:

[Signature]
Signature

ANTONIO J CASPERO
Print Name

[Signature]
Signature

Janet Bravo
Print Name

[Signature]
Affiant's Signature

Sign Here

ROBERT SURLS
Print Name

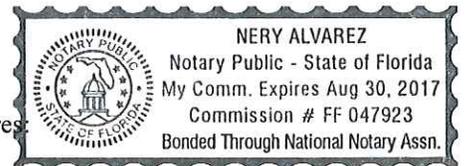
Sworn to and subscribed before me on the 31 day of March, 2017.

Affiant is personally known to me or has produced _____ as identification.

[Signature]

Notary

(Stamp/Seal)
Commission Expires



re
4/3/17

DISCLOSURE OF INTEREST

Contract Purchaser

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: ESTATE INVESTMENTS GROUP, LLC

NAME AND ADDRESS

Percentage of Stock

ROBERT SURIS
Estate Investments Group, LLC
4949 SW 75 Avenue
Miami, Florida 33155

100%

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME: _____

NAME AND ADDRESS

Percentage of Stock

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

NAME AND ADDRESS

Percentage of Stock

If there is a CONTRACT FOR PURCHASE, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

Handwritten signature and date: 2/3/17

**Owner's Sworn-to-Consent Permitting
Contract Purchaser to File for a
Hearing (Corporation)**

OWNER

On behalf of Perrine-Peters United Methodist Church, Inc., a Florida
(state) corporation, Bruce Ford being first duly sworn, deposes
and says that as the President/Vice-President, or CEO (circle one) of the aforesaid Corporation,
which is the Owner of the property legally described below and which is the subject property of the
proposed hearing, does hereby grant consent to Estate Investments Group, LLC,
as Contract Purchaser to file this application for a public hearing.

Legal Description:

See attached Exhibit "A".

Witnesses:

Holly Damann
Signature
Holly Dammann
Print Name
Melissa Pischner
Signature
Melissa Pischner
Print Name

Perrine-Peters
Name of Corporation
Address:
PERRINE-PETERS UNITED METHODIST CHURCH
18301 S. DIXIE HWY
DUNEDIN, FL 33517
By
President, Vice-President or CEO* (circle one)

**[*Note: All others require attachment of
original corporate resolution of
authorization]**

STATE OF Florida
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me by
Bruce Ford, of Perrine-Peters United Methodist Church
behalf of the corporation. (He/She is personally known to me or has produced
_____, as identification.

Witness my signature and official seal this 23 day of
November, 2016, in the County and State aforesaid.

Jacqueline Dammann
Notary Public-State
Florida
Jacqueline Dammann
Print Name

My Commission Expires: 5/11/17



re
4/3/17

EXHIBIT A

LEGAL DESCRIPTION:

Part of Block 10, MORNINGSIDE ACRES, Plat Book 46, Page 7, Public Records of Miami-Dade County, Florida, and more particularly described as follows:

Part of Lot 1, Block 10, lying East of the East right-of-way line of State Road # 5, Plat Book 50, Page 89. AND: Lots 2 and 3 and the West 83.5 feet of Lot 4, Block 10, of MORNINGSIDE ACRES, Plat Book 46, Page 7.

AND:

The adjoining part of the road lying Northeast of Lots 2 and 3, closed and abandoned by Resolution No. 9519 and adopted on the 20th day of March, 1956, and more particularly described as follows:

Begin at the intersection of the Southwesterly extension of the Southeasterly line of Block 9 of said MORNINGSIDE ACRES, with the Northeasterly line of Lot 3, Block 10, of said MORNINGSIDE ACRES; thence run Northwesterly, and North and Northwesterly along the North line of said Block 10 as shown on said Plat of MORNINGSIDE ACRES, to the most North corner of Lot 2, of said Block 10; thence run Southeasterly along a line 185 feet Northeasterly of, as measured at right angles, and parallel to the Southwesterly line of said Block 10 for a distance of 85 feet to a Point of curvature of a circular curve to the right; thence run Southeasterly along the arc of said circular curve to the right, having a radius of 65 feet, through a central angle of 90 degrees for a distance of 102.1 feet to the point of tangency, said point of tangency also being the point of beginning of the tract of land herein described.

AND:

That part of the Southeast 1/4 of Section 32, Township 55 South, Range 40 East, described as follows:

Begin at the northeast corner of Lot 1, Block 10, of MORNINGSIDE ACRES, Plat Book 46, Page 7; thence run Northeasterly 145 feet, thence run Northwesterly 200 feet, thence run Southwesterly 145 feet, thence run Southeasterly 200 feet to the point of beginning, less that portion lying West of the East right-of-way line of State Road #5, Plat Book 56, Page 89.

AND:

All of Lot 5, the East 16.5 feet of Lot 4, and the West 50.5 feet of Lot 6, Block 10, of MORNINGSIDE ACRES, Plat Book 46, Page 7, lying and being in Miami-Dade County, Florida.

Containing 85,210 Square Feet or 1.96 Acres, more or less, by calculations.

Handwritten:
4/3/17

PLANS

ESTATE INVESTMENT GROUP LLC

VPB-17-005

SOLESTE BAY VILLAGE

AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157
 ZONING SUBMITTAL DATE
 APRIL 3, 2017

RECEIVED
Zoning Department
 6/8/17
Village of Palmetto Bay
Building & Zoning Department

By: 



INDEX - LIST OF DRAWINGS

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A-1	PERMITS
A-2	RENDER
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A-4	FOUNDATION PLAN
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A-6	SECOND FLOOR PLAN
A-7	LOWER ROOF PLAN
A-8	UPPER ROOF PLAN
A-9	ENLARGED FLOOR PLAN
A-10	ENLARGED FLOOR PLAN
A-11	BUILDING ELEVATION
A-12	BUILDING ELEVATION
A-13	BUILDING ELEVATION
A-14	BUILDING ELEVATION
A-15	UNIT TYPE

ARCHITECT:
 WYNNE & WYNNE ARCHITECTS, LLC
 2000 DOWNTOWN COURT, SUITE 100
 MIAMI, FLORIDA 33136
 TEL: 305.576.2416
 CARMEN T. DAZ, AIA, FICP
 www.wynneandwynne.com

CIVIL ENG:
 HERRINGTON & ASSOCIATES, INC.
 8800 WINTERBURN DRIVE
 MIAMI, FLORIDA 33157
 TEL: 305.576.2416
 MARIANNE G. HERRINGTON, P.E.
 mherrington@harrington.com

LANDSCAPE ARCHITECT:
 HERRINGTON & ASSOCIATES, INC.
 8800 WINTERBURN DRIVE
 MIAMI, FLORIDA 33157
 TEL: 305.576.2416
 KIMMY G. HERRINGTON, AIA
 kherrington@harrington.com

SURVEYORS:
 LONGMANS & ASSOCIATES, LLC
 JOHN DEWAS, PLS
 7719 NW 41TH STREET, SUITE 130
 MIAMI, FLORIDA 33157
 TEL: 305.463.2017
 jhdewas@longmans.com

TRAFFIC ENG:
 RICHARD DARGA
 11000 SW 15TH AVE, SUITE 100
 MIAMI, FLORIDA 33187
 TEL: 305.463.2017
 rdarga@richarddarga.com



OWNER:
The Estate Companies
 18000 Pine Lakes Dr., Suite 100
 Palmetto Bay, FL 33157

SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

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CHIMES WATIN
ARCHITECTS & INTERIORS, INC.
 1801 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157
 TEL: 305.881.1111
 WWW.CHIMESWATIN.COM

DISCLAIMER
The Estate Companies
 1801 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

2024 PRELIMINARY PLAN DATE:		APRIL 15, 2024
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APPROVED BY THE BOARD OF DIRECTORS
 DATE: APRIL 15, 2024



A-1



PEDESTRIAN VIEW S. DIXIE HWY / US-1 ("A" STREET) & SW 183 STREET (PRIORITY "B" STREET)



PEDESTRIAN VIEW SW 183 STREET (PRIORITY "B" STREET) & SW 98 COURT

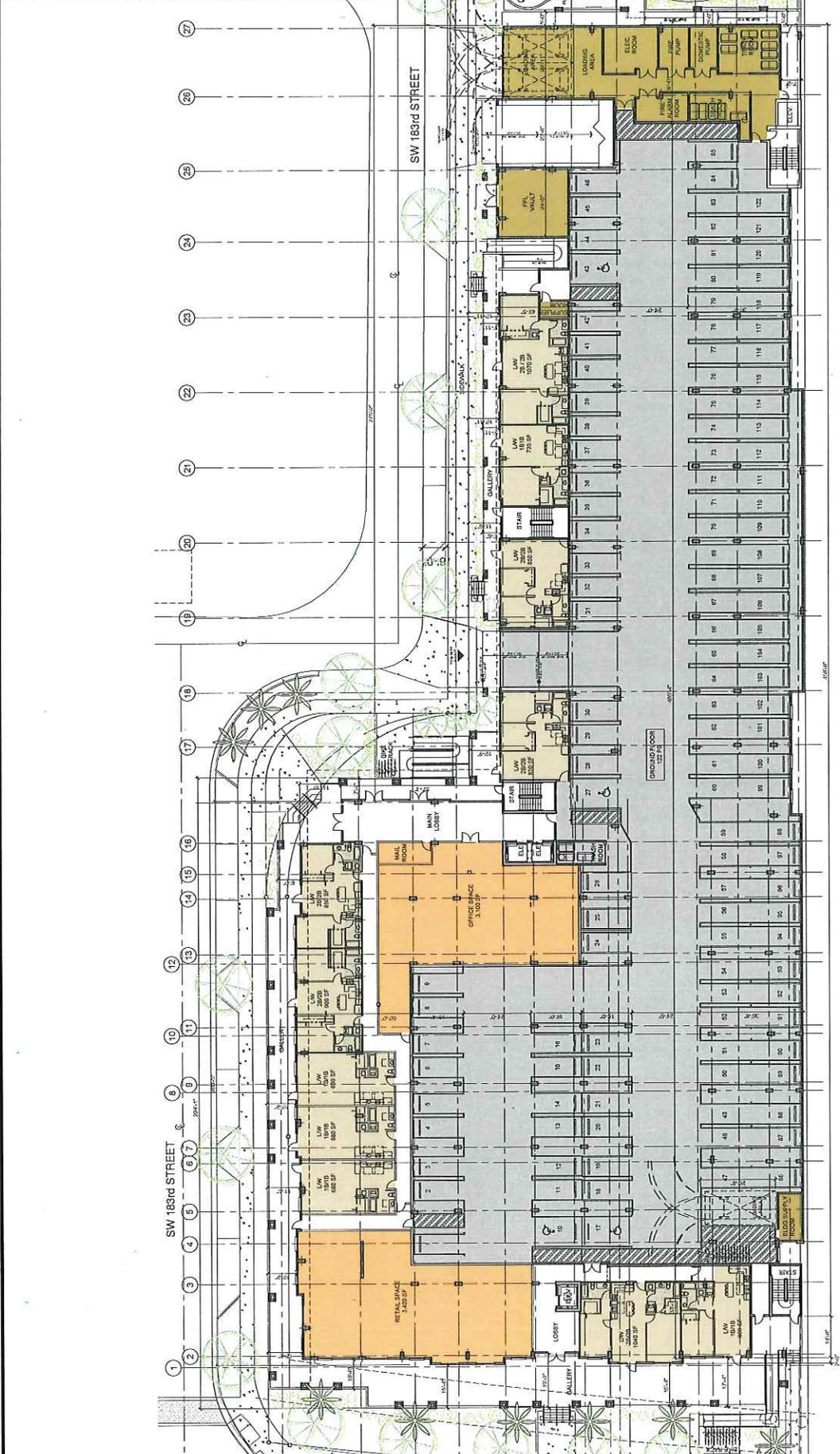
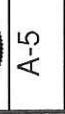


The Estate Companies
 DEVELOPER
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

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PROJECT NO. 07-000000
 SHEET NO. A-5
 DATE: APRIL 2, 2007
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: SOLESTE BAY VILLAGE
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157



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

- UNIT
- PARKING
- SUPPORT ROOM
- COMMERCIAL



The Estate Companies
 REAL ESTATE

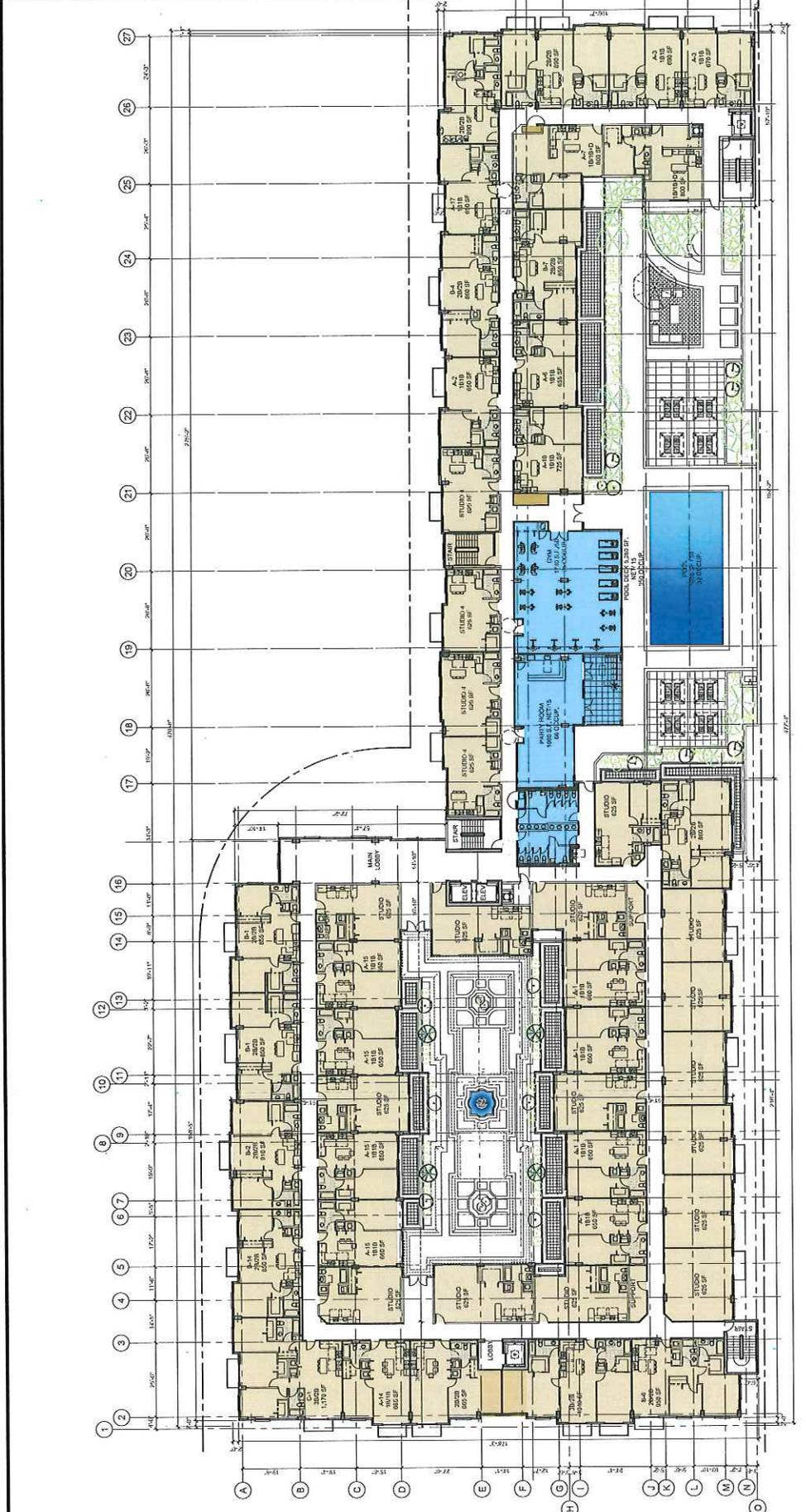
SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

NO. OF SHEETS	10
SHEET NO.	10
DATE	
BY	
CHECKED BY	
DESIGNED BY	
DATE	

PROJECT NO.	
OWNER	
DATE	
BY	
CHECKED BY	
DESIGNED BY	
DATE	



A-6



2ND FLOOR PLAN
 SCALE: 1/8" = 1'-0"

- UNITS
- AMENITIES
- SUPPORT ROOM



The Estate Companies
 REAL ESTATE
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

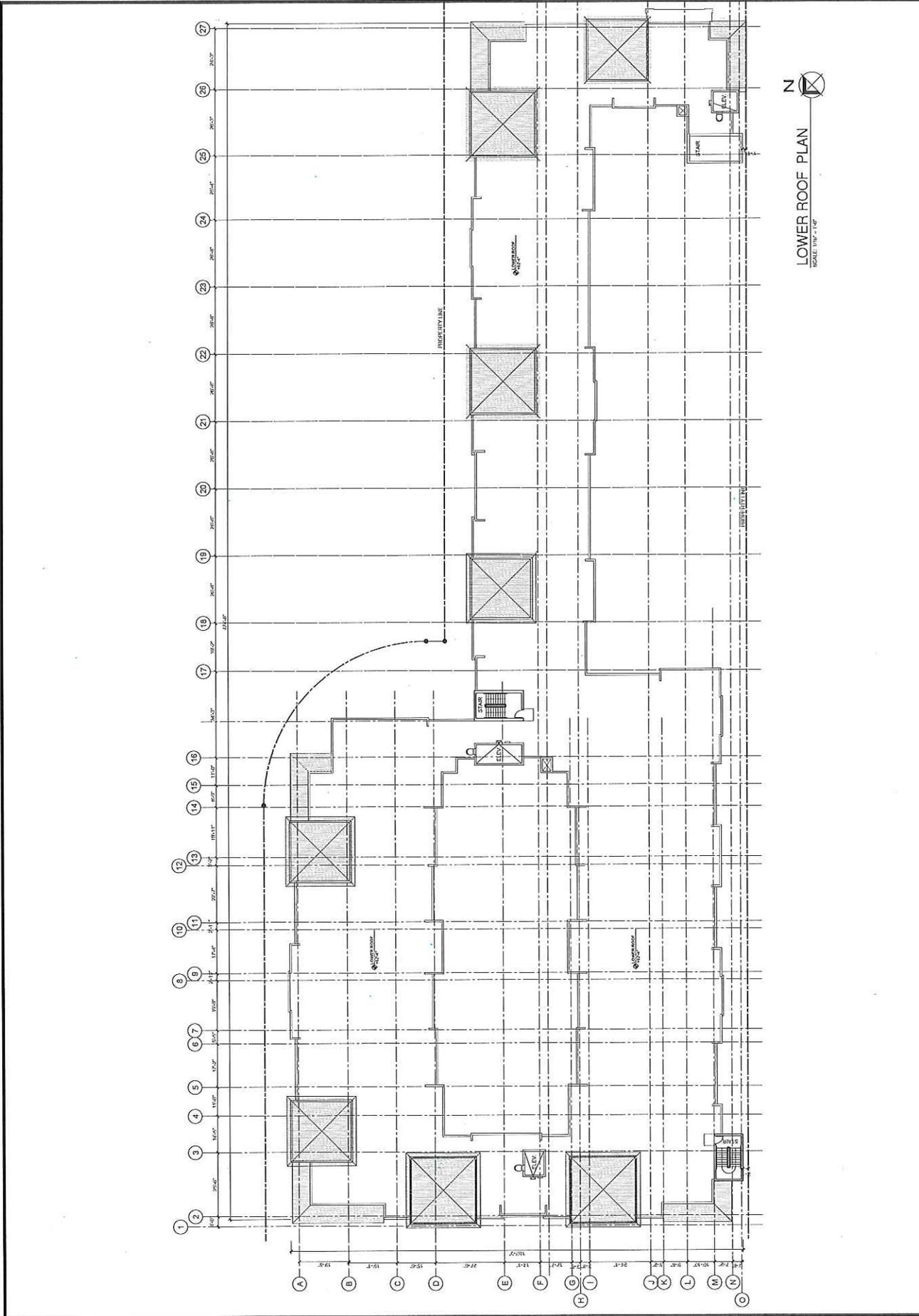
SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

PROJECT No.	2010010001
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 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DESIGNED BY: [Name]



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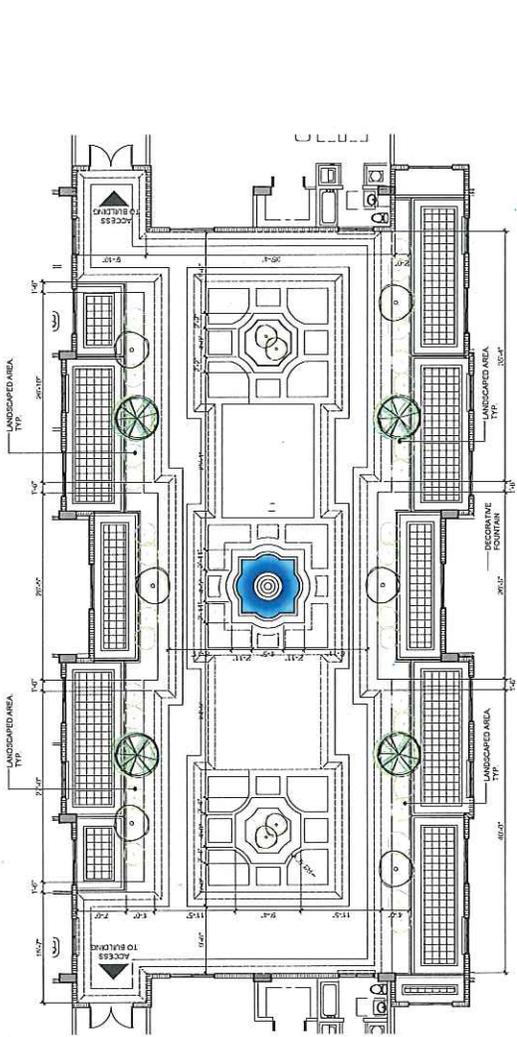
The Estate Companies
 REAL ESTATE

SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18901 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

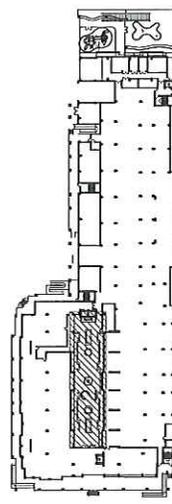
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BY	AW
FOR	THE ESTATE COMPANIES
PROJECT	SOLESTE BAY VILLAGE
DESCRIPTION	LANDSCAPE ARCHITECTURE
SCALE	AS SHOWN
PROJECT NO.	17-001
CLIENT	THE ESTATE COMPANIES
DESIGNER	CHARLES WATSON ARCHITECTS, P.A.
REGISTERED ARCHITECT	NO. 12456
REGISTERED LANDSCAPE ARCHITECT	NO. 12456



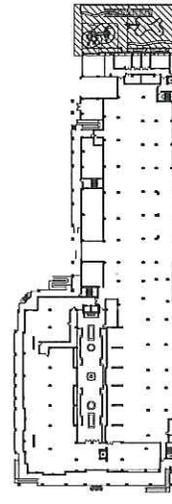
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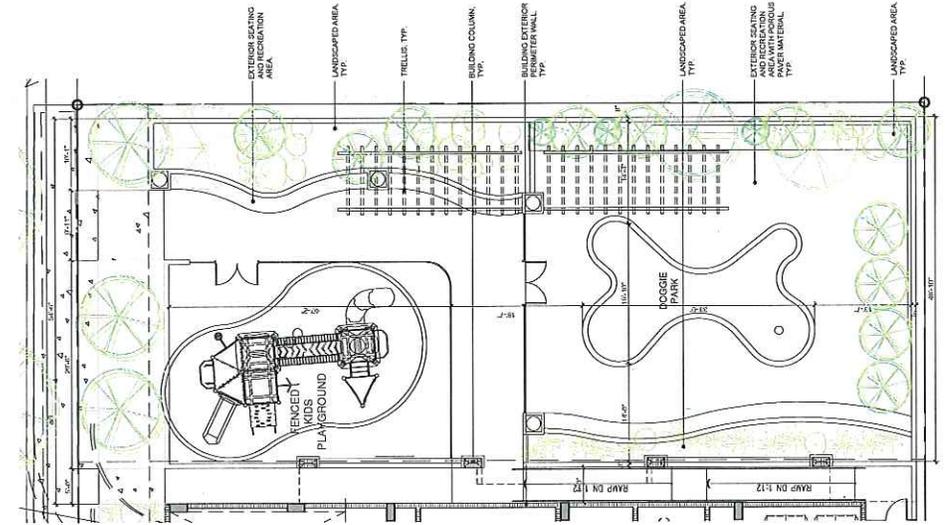
SECOND FLOOR GREEN AND RECREATION AREAS
 SCALE: 1/8" = 1'-0"



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



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



GROUND FLOOR GREEN AND RECREATION AREAS
 SCALE: 1/8" = 1'-0"



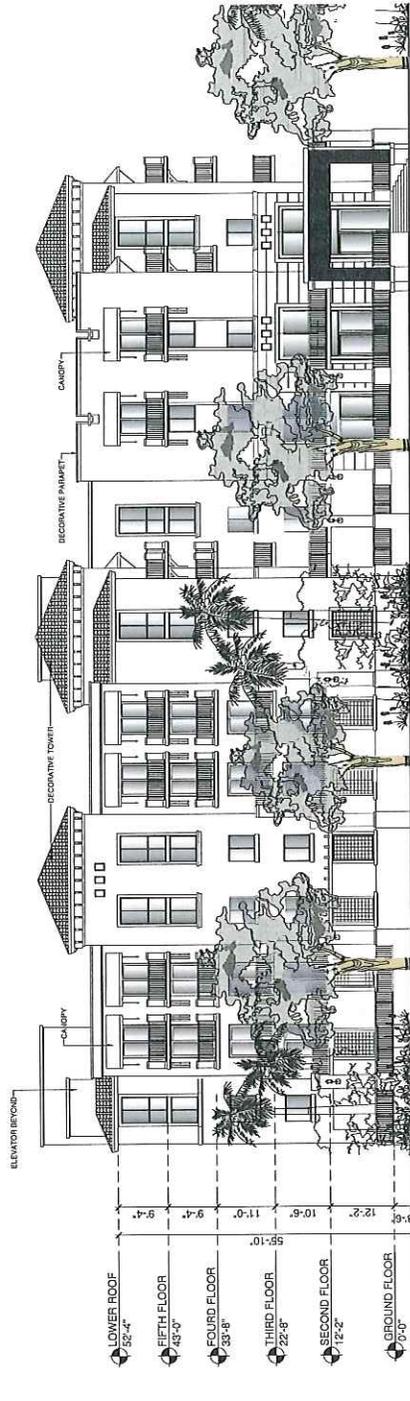
COLLETTI
The Estate Companies
 10000 Bay Forest Drive, Suite 1100
 Jacksonville, FL 32256
 Tel: 904.251.1100
 www.theestatecompanies.com

SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

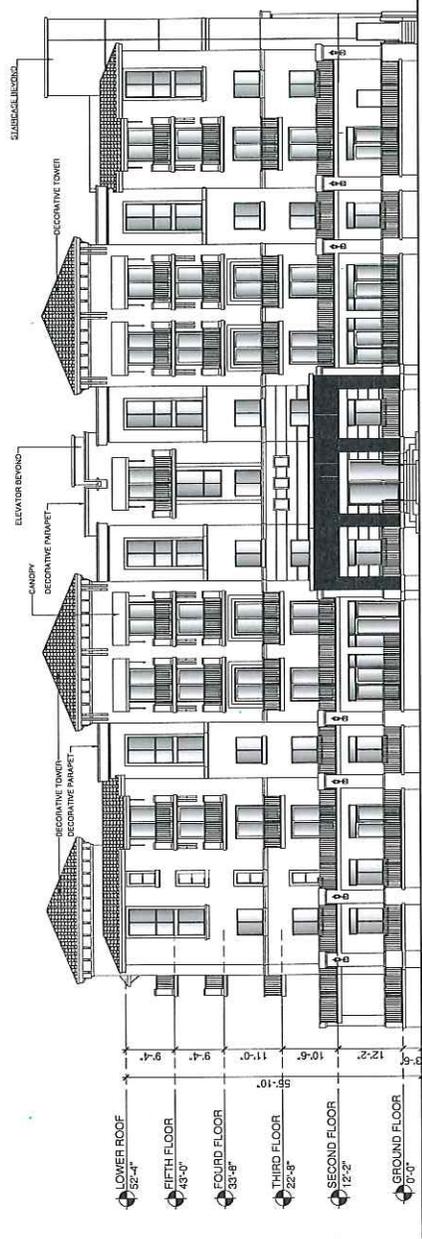
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PROJECT NO. 18-0001
 SHEET NO. A-11
 DATE: 08/14/18
 DRAWN BY: JMW
 CHECKED BY: JMW
 APPROVED BY: JMW
 SCALE: AS SHOWN
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157
 SOLESTE BAY VILLAGE

A-11



EAST ELEVATION
SCALE: 3/32" = 1'-0"



WEST ELEVATION (SOUTH DIXIE HIGHWAY)
SCALE: 3/32" = 1'-0"

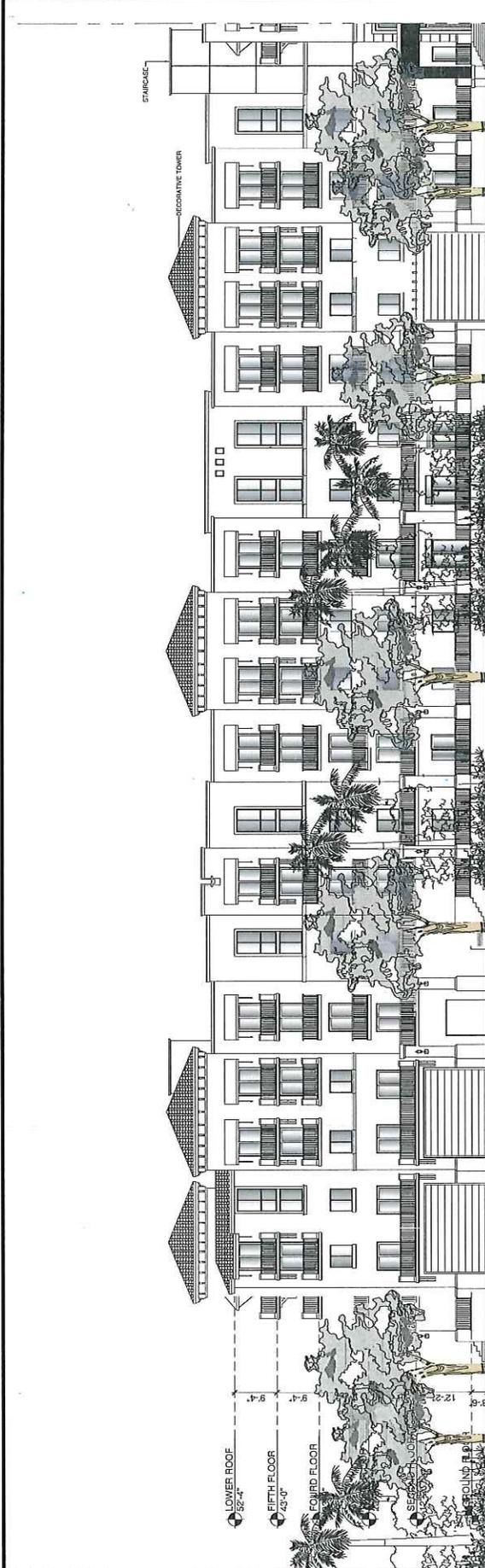


The Estate Companies
 18301 SOUTH DIKE HIGHWAY
 AT PALMETTO BAY
 PALMETTO BAY, FLORIDA 33157

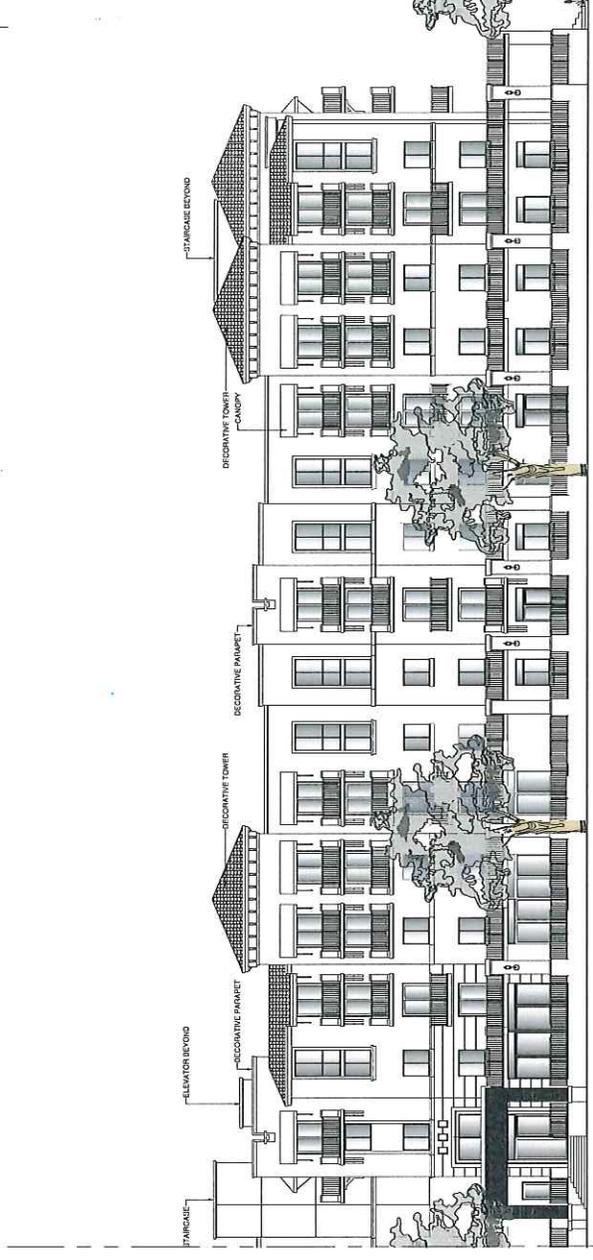
SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIKE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

DATE	APRIL 2, 2017
PROJECT	SOLESTE BAY VILLAGE
OWNER	THE ESTATE COMPANIES
DESIGNER	THE ESTATE COMPANIES
SCALE	AS SHOWN

A-12



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



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



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

STREET	AREA OF WALL	PROVIDED
PRINCIPAL FRONTAGE	15,800 SF	4,685 SF
S. DIKE HWY/US-1	42,831 SF	13,100 SF
SW 183 ST.	9,355 SF	2,516 SF
EAST ELEVATION		
		31.51 %
		30.51 %
		26.65 %

PERCENTAGE OF GLAZING

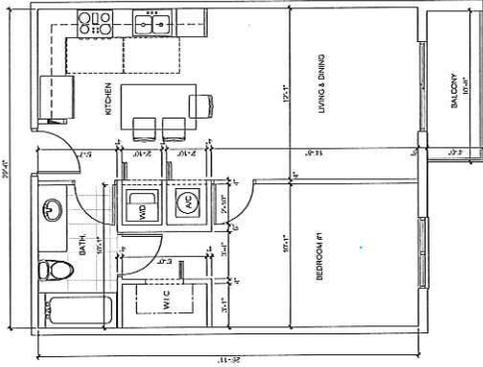


The Estate Companies
 REAL ESTATE SERVICES
 10000 UNIVERSITY BLVD. SUITE 100
 ALBUQUERQUE, NM 87124
 (505) 263-1100
 www.estatecompanies.com

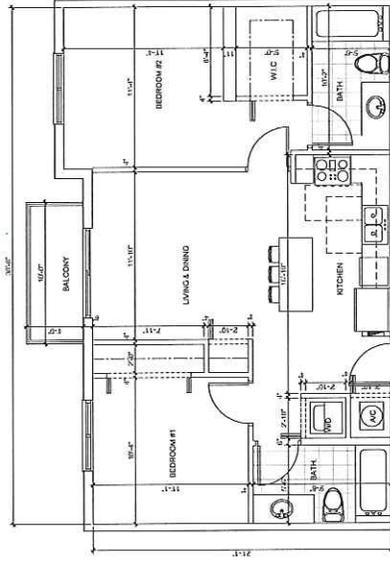
SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 1801 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

DATE	11/11/11
BY	JM
NO. OF SHEETS	14
TOTAL SHEETS	14
PROJECT NO.	111111
OWNER	SOLESTE BAY VILLAGE
DESIGNER	CHARLES MARTIN ARCHITECTS, INC.
SCALE	AS SHOWN

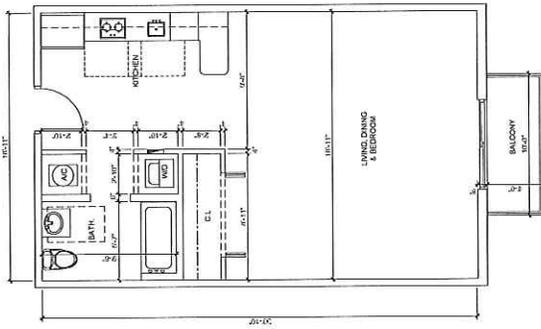
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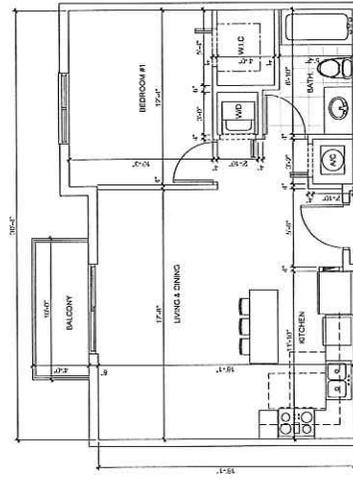
1 BEDROOM / 1 BATHROOM
650 SF (TYP.)
 SCALE: 1/4" = 1'-0"



2 BEDROOM / 2 BATHROOM
850 SF (TYP.)
 SCALE: 1/4" = 1'-0"



STUDIO 625 SF (TYP.)
 SCALE: 1/4" = 1'-0"



1 BEDROOM / 1 BATHROOM
650 SF (TYP.)
 SCALE: 1/4" = 1'-0"



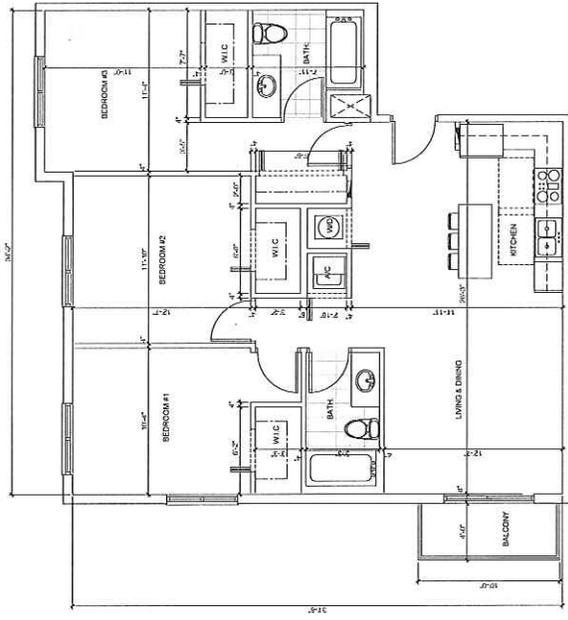
The Estate Companies
 REALTOR
 10000 W. BOULEVARD, SUITE 100
 PALMETTO, FLORIDA 33157

SOLESTE BAY VILLAGE
 AT PALMETTO BAY
 18301 SOUTH DIXIE HIGHWAY
 PALMETTO BAY, FLORIDA 33157

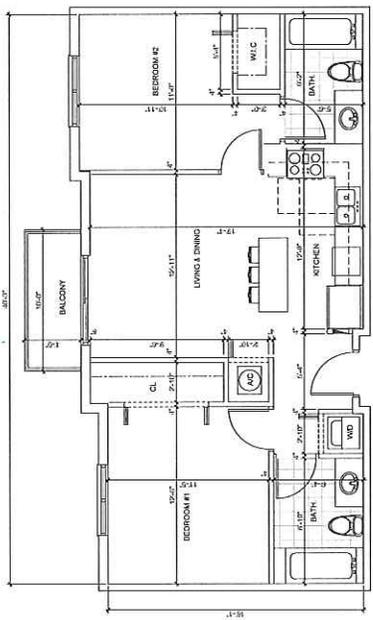
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A-15



3 BEDROOM/2 BATHROOM
1,140 SF (TYP.)
 SCALE: 1/4" = 1'-0"



2 BEDROOM/2 BATHROOM
850 SF (TYP.)
 SCALE: 1/4" = 1'-0"

TRAFFIC STUDY

ESTATE INVESTMENT GROUP LLC

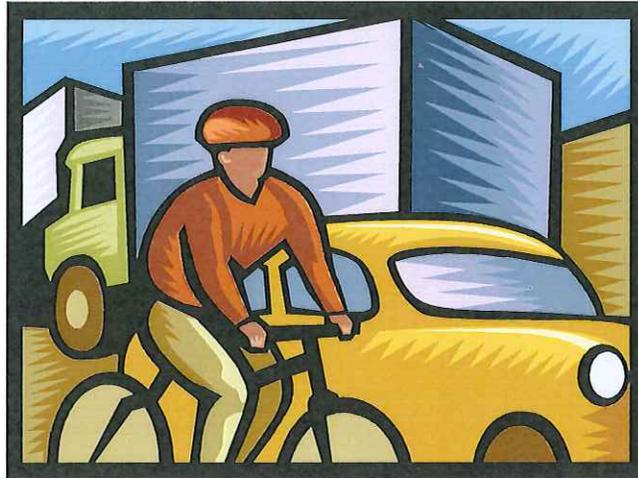
VPB-17-005



Richard Garcia & Associates, Inc.

Traffic Impact Study

Soleste Bay Village



18301 South Dixie Highway
Palmetto Bay, Florida

Original: November 30th, 2016
Update: January 23rd, 2017

May 12th, 2017

Engineer's Certification

I, Carlos X. Valentin, P.E. # 78422, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Soleste Bay Village - Traffic Impact Study

PROJECT LOCATION: 18301 South Dixie Highway
Palmetto Bay, Florida



Carlos X. Valentin

Florida Registration No. 78422

Date



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Appendices

- Appendix A: Trip Generation
- Appendix B: Trip Distribution / Assignment
- Appendix C: Growth Rate & Adjustment Factors
- Appendix D: Traffic Counts (TMC's)
- Appendix E: Level of Service (LOS) - Intersections & Project's Driveways

Executive Summary

This study was prepared to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts within the study area.

The subject site is located on the southeast corner of South Dixie Highway (SR 5) and SW 183rd Street in the Village of Palmetto Bay, Florida. This site has a church and the proposed redevelopment consists of 218 rental apartment units and 3,400 square feet of retail. Of the 218 apartment units, 11 units are considered "Live/Work units" and may be used as commercial space. As such, the total square footage (9,135 SF) for the 11 "Live/Work" units was analyzed as retail and as apartments (i.e. both land uses) in the trip generation analysis as a conservative approach since this project will not have detached retail. Similarly, the proposed 3,100 square feet of leasing office was also analyzed as a separate land use although this office space is an ancillary use to the apartments and retail. The project build-out is slated for 2019.

The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for a typical weekday's AM and PM peak hour. This analysis includes internal capture rates (i.e. project internalization trips for the AM and PM peak hour). The internal capture rates were estimated following the methodology of Multi-Use Development Trip Generation and Internal Capture from the **ITE Trip Generation Handbook, 3rd Edition**. This methodology estimate an internal capture rate between each pair of land uses within a multi-use development. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Existing

- LU 560: Church with 11,123 Square Feet

Proposed

- LU 220: Apartment with 218 Dwelling Units (11 Live/Work Units)
- LU 710: General Office with 3,100 Square Feet
- LU 826: Specialty Retail (Live/Work Units) with 9,135 Square Feet
- LU 826: Specialty Retail with 3,400 Square Feet

Based on the trip generation analysis, the subject project will generate **118 net external trips** (29 trips-in & 89 trips-out) during the AM peak hour and **151 net external trips** (91 trips-in & 60 trips-out) in the PM peak hour. The peak hour trips were distributed to the studied intersections and were assigned to the project's driveways consistent with the trip distribution percentages of the project's Traffic Analysis Zone 1144.

Manual Turning Movement Counts (TMC's) and traffic operational characteristics were gathered at the intersections of *South Dixie Highway (SR 5)/SW 183rd Street, SW 98th Court/SW 183rd Street and SW 98th Avenue Road/SW 183rd Street*. These turning movement counts were performed on Thursday, November 10th, 2016 during the typical weekday's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour traffic volumes were determined, adjusted for seasonal variations by using the Florida Department of Transportation (FDOT) Seasonal Factor and utilized in the operational analysis for the existing condition. The operational analysis revealed that all the intersections are currently operating at LOS A during the AM and PM peak hour.

Based on historical trends regression analysis, a background growth rate of 1.71 percent was utilized to estimate the background traffic within the project's vicinity. As such, the existing seasonally adjusted turning movement counts were augmented with the background traffic and the project net trips. The resulting traffic volumes represent the future condition with project in 2019 and were utilized to evaluate the future traffic operations at each intersection within the study area. As a result, the operational analysis revealed that all the intersections within the study area will maintain the existing LOS A for the AM and PM peak hour. Lastly, the proposed driveways were also evaluated and yielded LOS A. Table 1 summarizes the LOS and delay per approach for the each intersection and project's driveways.

In conclusion, the most impacted intersections are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time.

Table 1: Intersection Level of Service Summary

Location	Intersection Control	Approach	Existing Condition (2016)				Future Condition with Project (2019)				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	
Intersections	S Dixie Highway (SR 5) & SW 183 Street	Two-Way Stop	EB	B	10.5	B	13.9	B	10.7	C	15.0
			WB	C	18.7 *	C	18.2 *	D	25.0 *	C	24.3 *
			NB	A	0.1	A	1.3	A	0.1	A	1.5
			SB	A	0.5	A	0.4	A	0.9	A	0.8
			Overall	A	0.6	A	1.1	A	1.2	A	1.7
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.0 *	A	9.0 *	A	9.4 *	A	9.5 *
			WB	-	-	-	-	-	-	-	-
			NB	A	4.4	A	5.2	A	5.9	A	6.3
			SB	A	0.0	A	0.0	A	0.0	A	0.0
			Overall	A	5.8	A	7.1	A	6.8	A	7.9
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2	A	0.1	A	0.2
			WB	A	0.0	A	0.0	A	0.0	A	0.0
NB			-	-	-	-	-	-	-	-	
SB			A	9.2 *	A	9.4 *	A	9.5 *	A	9.6 *	
Overall			A	1.2	A	1.9	A	1.0	A	1.6	
Driveways	SW 183 Street & Driveway 1 (DW1) **	All-Way Stop	EB	-	-	-	-	-	-	-	
			WB	-	-	-	-	A	7.1	A	7.4
			NB	-	-	-	-	A	7.3	A	7.3
			SB	-	-	-	-	A	7.9	A	8.6
			Overall	-	-	-	-	A	7.4	A	8.2
	SW 183 Street & Driveway 2 (DW2)	Two-Way Stop	EB	-	-	-	-	A	0.0	A	0.0
			WB	-	-	-	-	A	0.5	A	1.2
			NB	-	-	-	-	A	9.4 *	A	9.8 *
			SB	-	-	-	-	-	-	-	-
Overall			-	-	-	-	A	2.3	A	1.5	

* TWSC Critical Approach

** Intersection was analyzed as All-Way Stop since HCM analysis does not support intersection sign configuration.

Introduction

The main objective of this report is to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts within the study area. As such, an operational analysis was performed to determine the capacity and Level of Service at the studied intersections during the typical weekday's AM and PM peak hour.

Project Description / Location

The subject site is located on the southeast corner of South Dixie Highway (SR 5) and SW 183rd Street in the Village of Palmetto Bay, Florida. This site has a church and the proposed redevelopment consists of 218 rental apartment units and 3,400 square feet of retail. Of the 218 apartment units, 11 units are considered "Live/Work units" and may be used as commercial space. As such, the total square footage (9,135 SF) for the 11 "Live/Work" units was analyzed as retail and as apartments (i.e. both land uses) in the trip generation analysis as a conservative approach since this project will not have detached retail. Similarly, the proposed 3,100 square feet of leasing office was also analyzed as a separate land use although this office space is an ancillary use to the apartments and retail. The project build-out is slated for 2019.

Lastly, the subject project will have one service driveway and two (2) other driveways to provide access to the parking area. Figure 1 depicts the site's location map while Figure 2 is the site plan included for illustrative purpose only.

Figure 1: Location Map

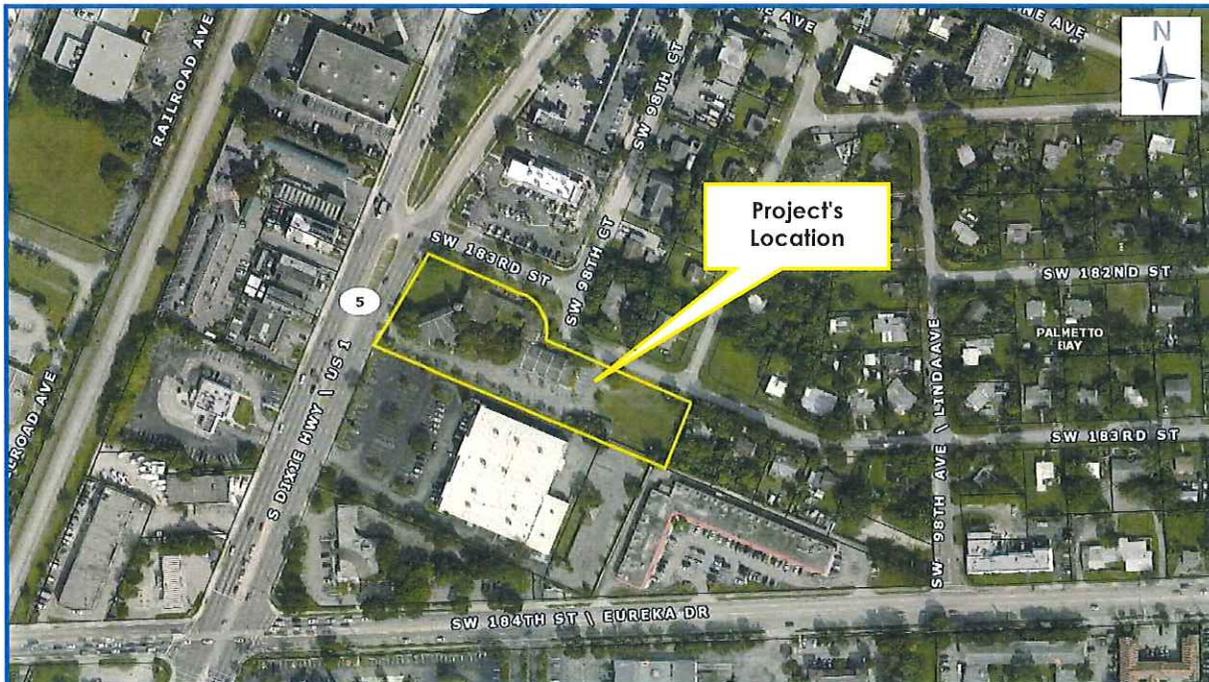
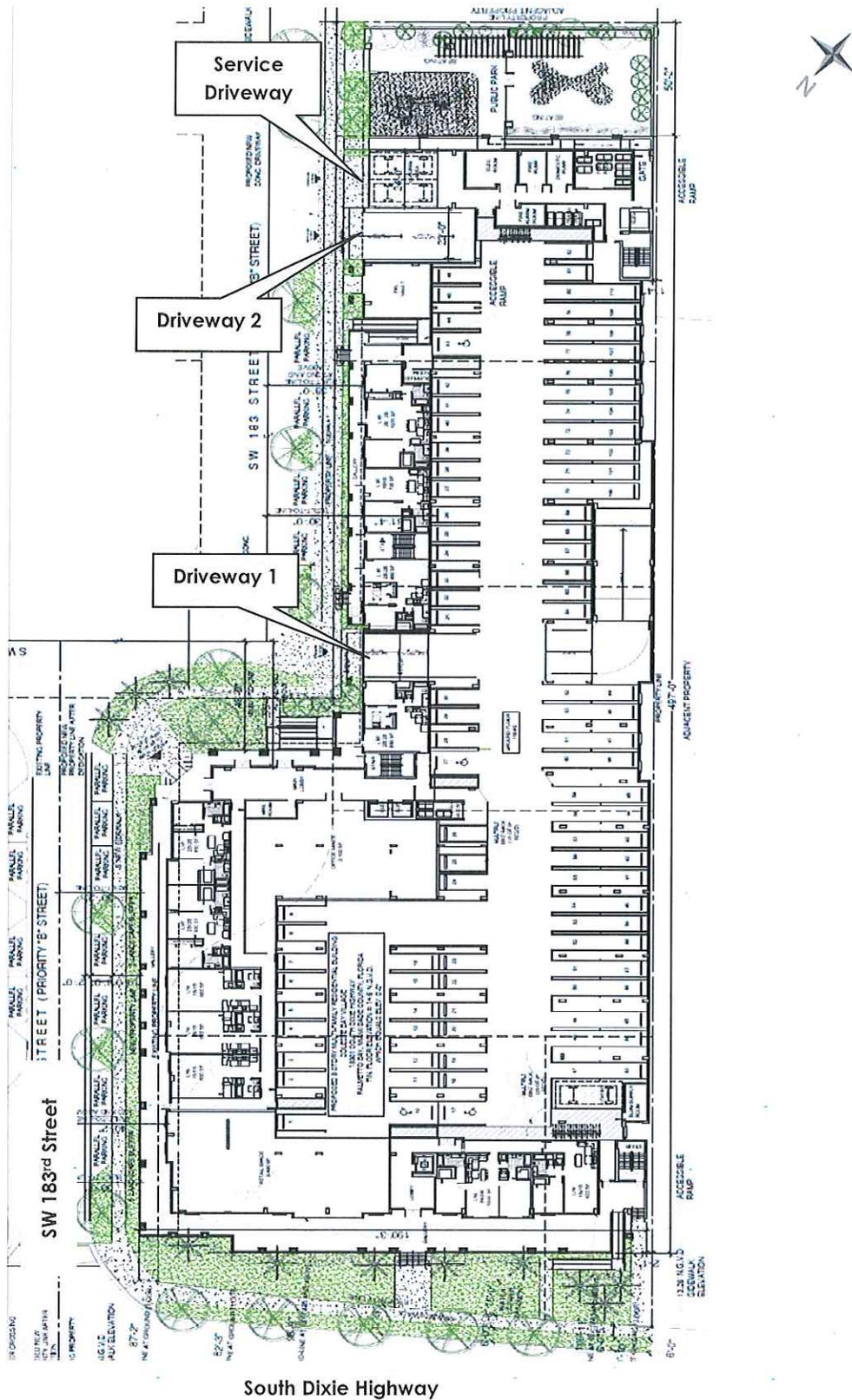


Figure 2: Site Plan



Existing Condition (2016)

The purpose of this section is to identify the current operational and geometric characteristics of the studied intersections in order to provide a comparison to future conditions.

Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) and traffic operational characteristics were gathered at the intersections identified below. These turning movement counts were performed on Thursday, November 10th, 2016 during the typical weekday's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour traffic volumes were determined, adjusted for seasonal variations by using the Florida Department of Transportation (FDOT) Seasonal Factor and utilized in the operational analysis for the existing condition. Traffic counts and operational characteristics were gathered at the following intersections:

- South Dixie Highway (SR 5) & SW 183rd Street
- SW 98th Court & SW 183rd Street
- SW 98th Avenue Road & SW 183rd Street

Figures 3 and 4 are graphical representations of the seasonally adjusted existing AM and PM peak hour TMC's, respectively. Appendix D contains the raw traffic data.

Level of Service (LOS)

The turning movement counts shown in Figures 3 and 4 were utilized to perform an operational analysis for the AM and PM peak hour condition. This analysis was performed consistent with the traffic operational characteristics (i.e. lane geometry, traffic control, etc.) at the time data collection took place and follows the Highway Capacity Manual (HCM) methodology.

The operational analysis revealed that all the studied intersections are currently operating at LOS A during the AM and PM peak hour. Table 2 summarizes the LOS results and vehicle delay. Appendix E contains other outputs such as volume to capacity ratio (V/C) and 95th Percentile Queue.

Figure 3: Existing Seasonally Adjusted TMC's - AM Peak Hour



Figure 4: Existing Seasonally Adjusted TMC's - PM Peak Hour

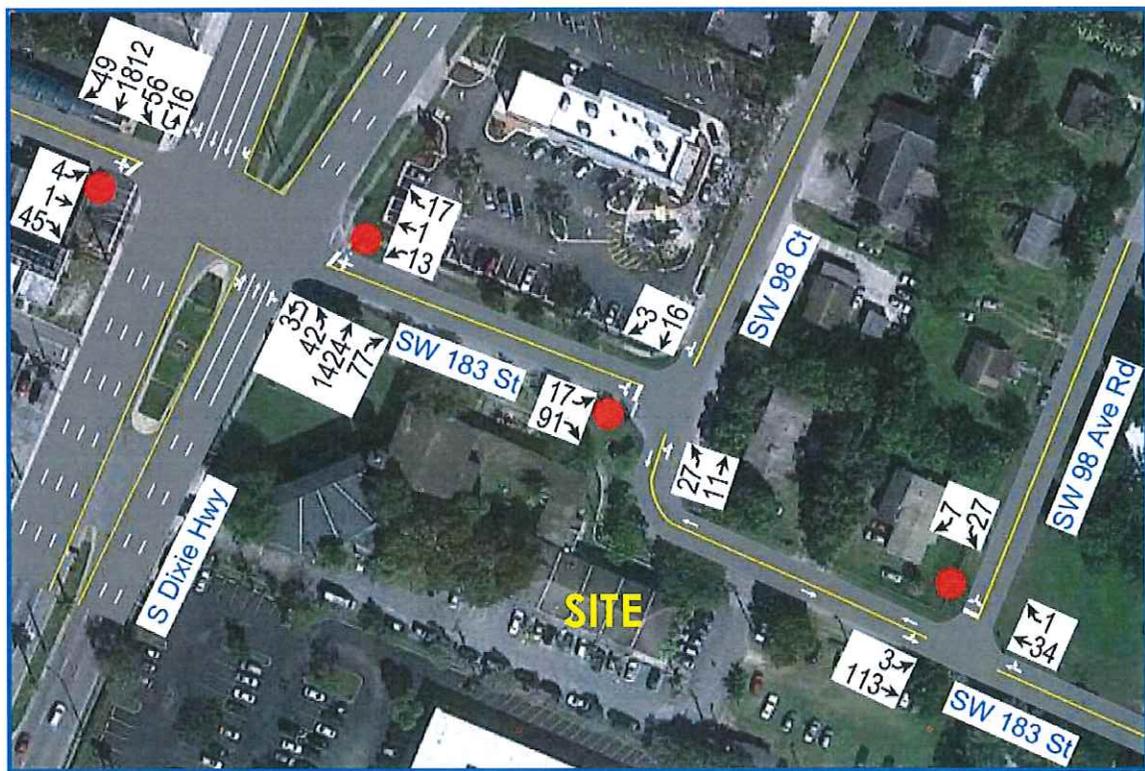


Table 2: Existing Intersection LOS & Delay - AM & PM Peak Hour

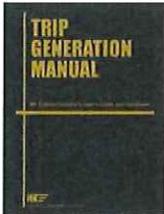
	Location	Intersection Control	Approach	Existing Condition (2016)			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections	S Dixie Highway (SR 5) & SW 183 Street	Two-Way Stop	EB	B	10.5	B	13.9
			WB	C	18.7 *	C	18.2 *
			NB	A	0.1	A	1.3
			SB	A	0.5	A	0.4
			Overall	A	0.6	A	1.1
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.0 *	A	9.0 *
			WB	-	-	-	-
			NB	A	4.4	A	5.2
			SB	A	0.0	A	0.0
			Overall	A	5.8	A	7.1
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2
			WB	A	0.0	A	0.0
			NB	-	-	-	-
			SB	A	9.2 *	A	9.4 *
			Overall	A	1.2	A	1.9

* TWSC Critical Approach

Project Traffic

This section of the report describes the analysis for estimating the traffic associated with the subject project.

Trip Generation



The trip generation characteristics for the subject project were obtained from ITE's Trip Generation Manual, 9th Edition. The trip generation analysis was performed for a typical weekday's AM and PM peak hour. This analysis includes internal capture rates (i.e. project internalization trips for the AM and PM peak hour). The internal capture rates were estimated following the methodology of Multi-Use Development Trip Generation and Internal Capture from the ITE Trip Generation Handbook, 3rd Edition. This methodology estimate an internal capture rate between each pair of land uses within a multi-use development. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

Existing

- LU 560: Church with 11,123 Square Feet

Proposed

- LU 220: Apartment with 218 Dwelling Units (11 Live/Work Units)
- LU 710: General Office with 3,100 Square Feet
- LU 826: Specialty Retail (Live/Work Units) with 9,135 Square Feet
- LU 826: Specialty Retail with 3,400 Square Feet

Based on the trip generation analysis, the subject project will generate **118 net external trips** (29 trips-in & 89 trips-out) during the AM peak hour and **151 net external trips** (91 trips-in & 60 trips-out) in the PM peak hour. These vehicle trips are likely to be reduced based on the rate and extent of the transit and pedestrian usage since neither of these adjustments were utilized in the trip generation analysis. Tables 3 and 4 summarize the trip generation results for the AM and PM peak hour, respectively. Appendix A contains the supporting documentation.

Table 3: Trip Generation - AM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing						
Church	11.123 Th.Sq.Ft.	560	0.56	4	2	6
Proposed						
Apartments	218 D.U.	220	0.51	22	89	111
General Office	3.100 Th.Sq.Ft.	710	1.56	4	1	5
Retail (Live/Work) *	9.135 Th.Sq.Ft.	820	0.96	6	3	9
Specialty Retail *	3.400 Th.Sq.Ft.	820	0.96	2	1	3
External Trips (Proposed Trips)				34	94	128
<i>Internal Trip Capture</i>				<i>3.0% of External Trips</i>		
				1	3	4
Net External Trips (External Trips - Existing Trips - Internal Trips)				29	89	118

Notes: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

* Since ITE does not provide AM data for Specialty Retail (LU 826), ITE's rate for LU 820 (Shopping Center) was used to estimate the AM peak hour trips.

Table 4: Trip Generation - PM Peak Hour

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS		
				IN	OUT	TOTAL
Existing						
Church	11.123 Th.Sq.Ft.	560	0.55	3	3	6
Proposed						
Apartments	218 D.U.	220	0.62	88	47	135
General Office	3.100 Th.Sq.Ft.	710	1.49	1	4	5
Retail (Live/Work)	9.135 Th.Sq.Ft.	826	2.71	11	14	25
Specialty Retail	3.400 Th.Sq.Ft.	826	2.71	4	5	9
External Trips (Proposed Trips)				104	70	174
<i>Internal Trip Capture</i>				<i>9.4% of External Trips</i>		
				10	7	17
Net External Trips (External Trips - Existing Trips - Internal Trips)				91	60	151

Notes: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 1144 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2040) Directional Trips Distribution Report, October 2014. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 1144 and by interpolating between the 2010 and 2040 TAZ data for the projected design year of 2019. Figure 5 depicts the TAZ map while the directional trip distribution percentages are outlined in Table 5. Appendix B contains the supporting documentation.

Trip Assignment

The net external trips were distributed into the four quadrants: North, South, East and West. Table 6 includes the trip distribution percentages and the corresponding trip assignments for the AM and PM peak hour. Lastly, Figures 6 and 7 depict the trips assigned to the studied intersections and project's driveways for the AM and PM peak hour, respectively.

Table 6: Directional Trip Assignment

DIRECTION	DISTRIBUTION	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
NORTH	41.44%	12	37	49	37	25	62
EAST	5.28%	1	5	6	5	3	8
SOUTH	31.25%	9	28	37	29	19	48
WEST	22.10%	7	19	26	20	13	33
	100.00%	29	89	118	91	60	151

Figure 6: Project Net Trips - AM Peak Hour

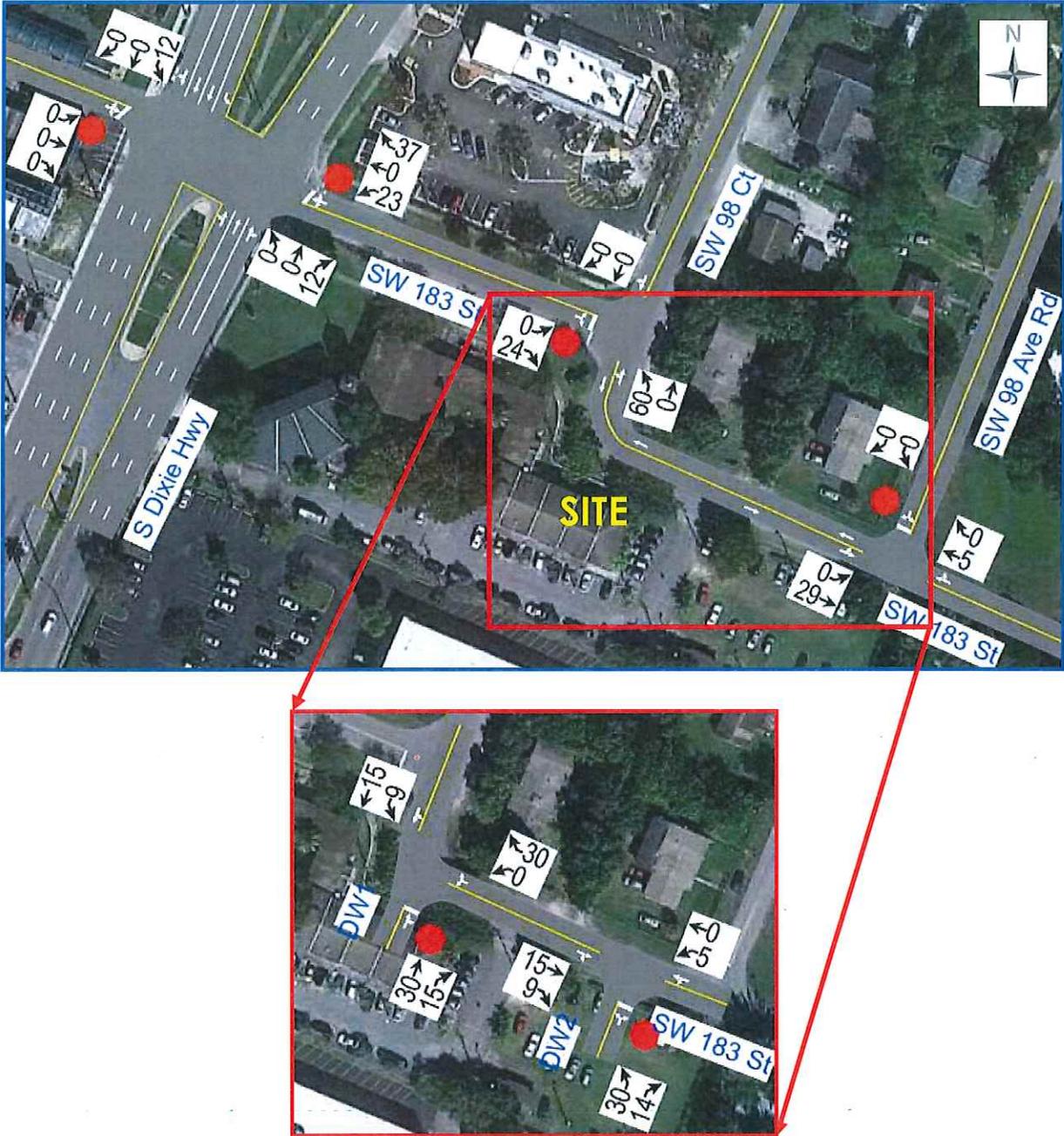
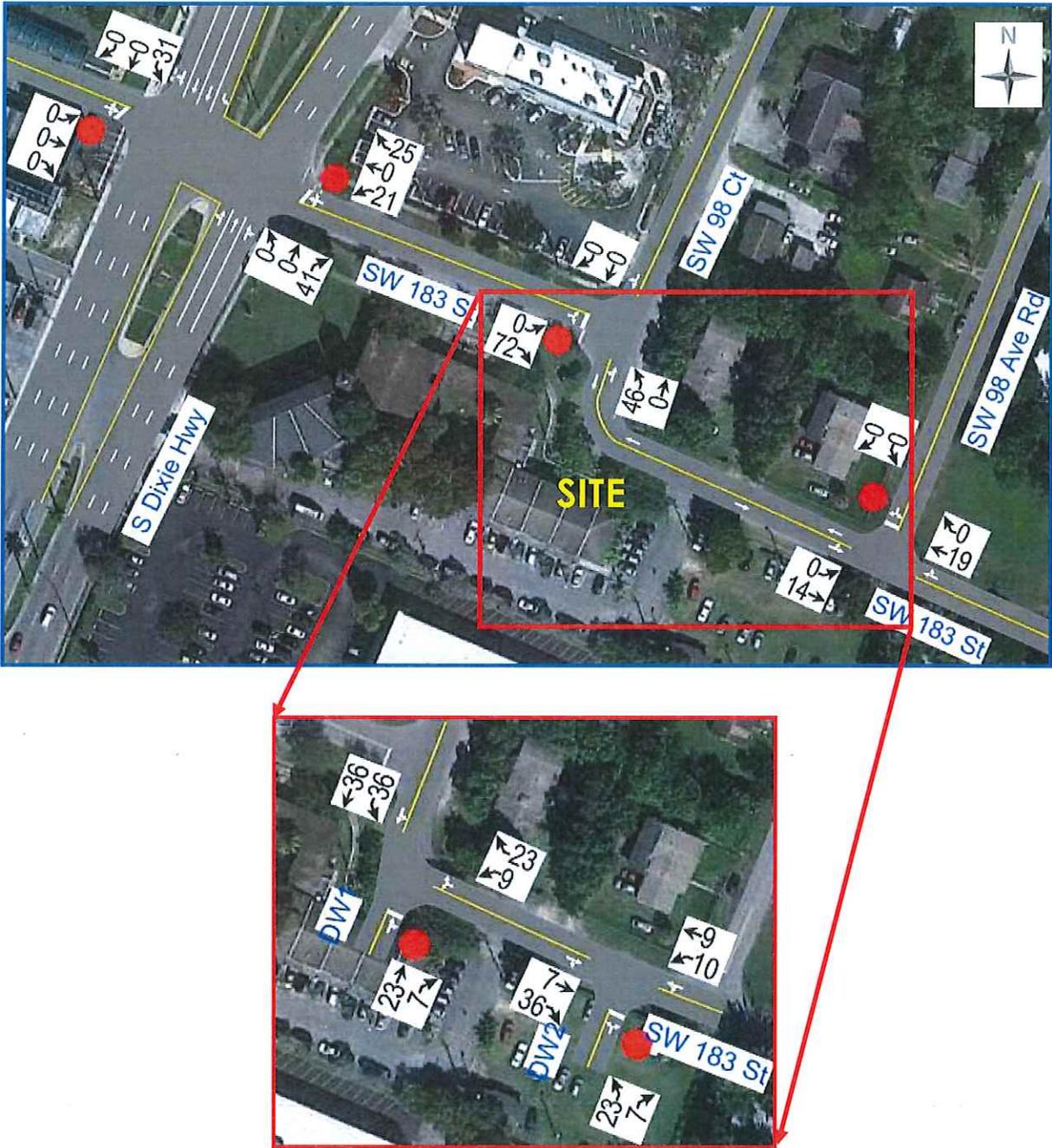


Figure 7: Project Net Trips - PM Peak Hour



Future Condition (2019)

This section of the report describes the traffic parameters utilized to develop and to evaluate the future peak hour volumes with project in 2019.

Background Traffic Growth

Using available traffic data from the Florida Department of Transportation (FDOT Count Stations 2562 & 2563), a regression analysis was performed to estimate the background traffic growth within the project's vicinity and resulted in negative growth rate (-0.11%).

Similarly, a growth rate was calculated using the trips documented in the Miami-Dade County SERPM travel demand traffic model for the subject project TAZ 1144. This calculation yielded a growth rate of 1.71 percent and therefore, was utilized to estimate the background traffic volumes for the project build-out year of 2019. Appendix C contains the supporting documentation.

Future Traffic Volumes - AM & PM Peak Hour

The existing seasonally adjusted turning movement counts were augmented with the background growth rate of 1.71 % and the project net trips. The resulting traffic volumes represent the proposed future condition with project in 2019 and were utilized to evaluate the future traffic operations at the studied intersections. The calculations for the specific movements at each intersection are contained in Appendix D. Figures 8 and 9 depict the future traffic volumes for the AM and PM peak hour, respectively.

Level of Service (LOS)

The future traffic volumes with project traffic were evaluated to determine the Level of Service at the each intersection in 2019. The operational analysis for the future conditions revealed that all the studied intersections will maintain the existing LOS A during the future AM and PM peak hour condition. Lastly, the project's driveways were also evaluated and resulted in LOS A. Table 7 summarizes the LOS results while Appendix E includes the Synchro software sheets with other outputs such as queue lengths and volume to capacity (v/c) ratio.

Figure 8: Proposed Future Condition with Project - AM Peak Hour

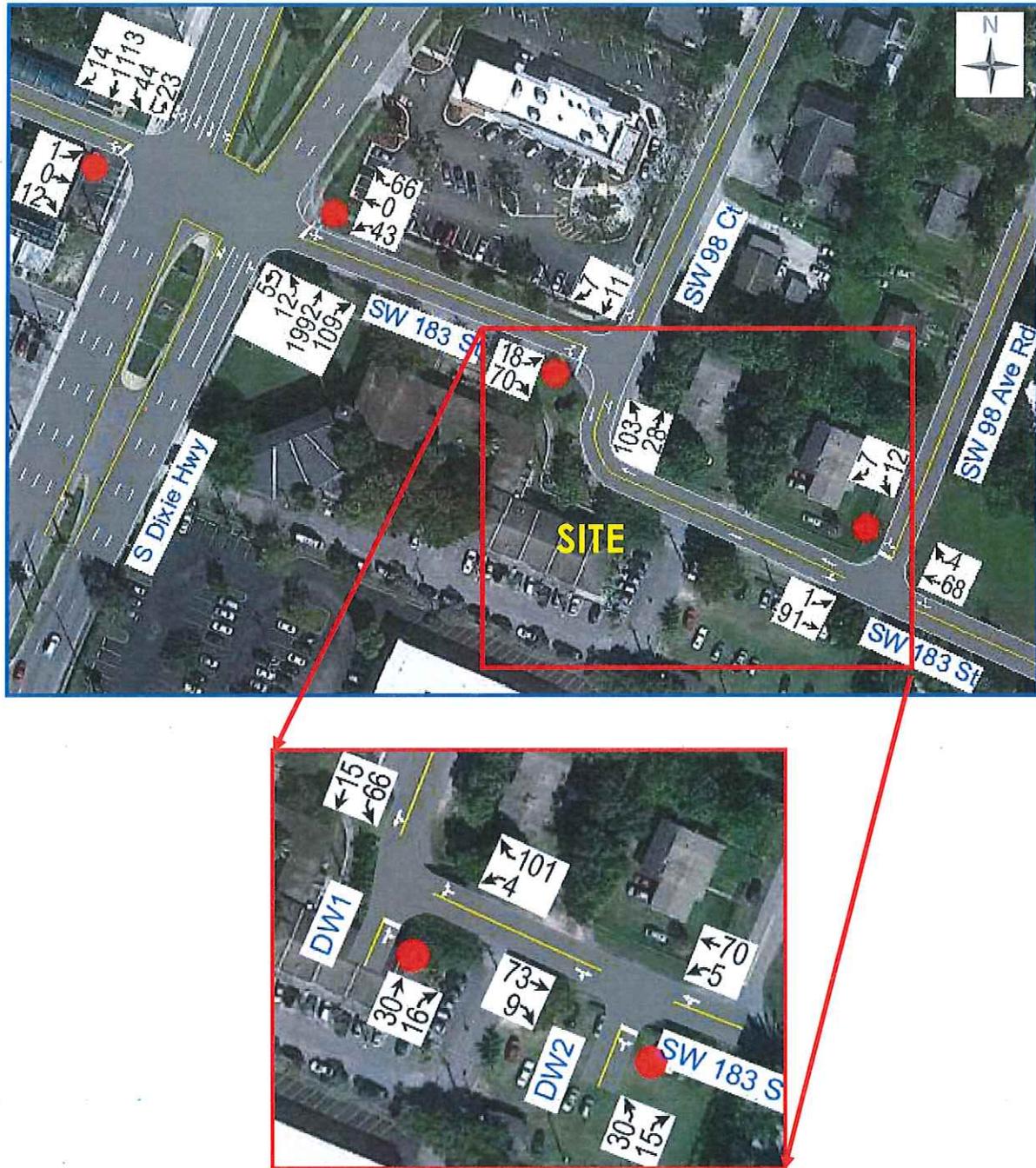


Figure 9: Proposed Future Condition with Project - PM Peak Hour

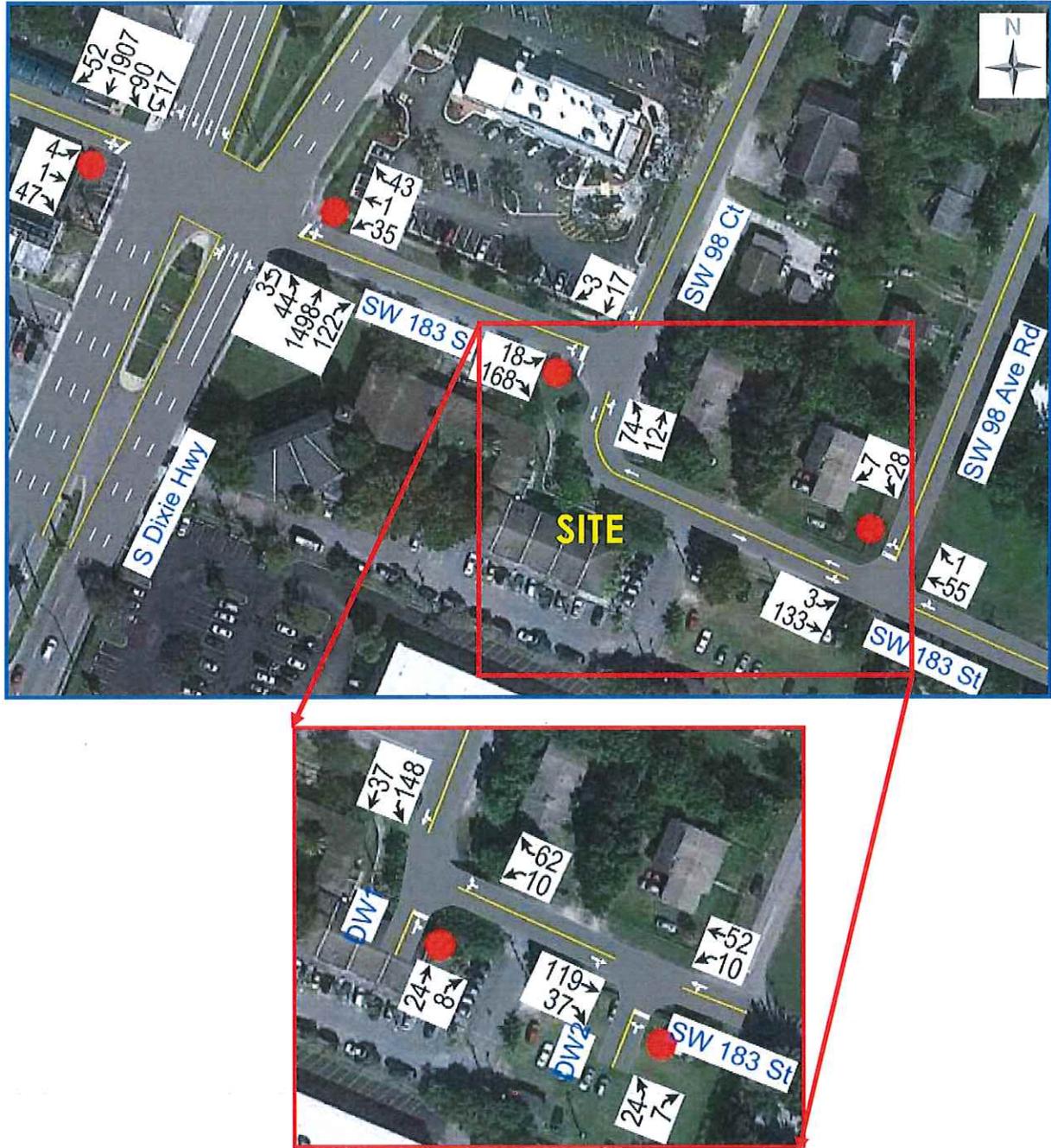


Table 7: Future Intersection LOS & Delay - AM & PM Peak Hour

	Location	Intersection Control	Approach	Future Condition with Project (2019)			
				AM Peak Hour		PM Peak Hour	
				LOS	Delay (s)	LOS	Delay (s)
Intersections	S Dixie Highway (SR 5) & SW 183 Street	Two-Way Stop	EB	B	10.7	C	15.0
			WB	D	25.0 *	C	24.3 *
			NB	A	0.1	A	1.5
			SB	A	0.9	A	0.8
			Overall	A	1.2	A	1.7
	SW 183 Street & SW 98 Court	Two-Way Stop	EB	A	9.4 *	A	9.5 *
			WB	-	-	-	-
			NB	A	5.9	A	6.3
			SB	A	0.0	A	0.0
			Overall	A	6.8	A	7.9
	SW 183 Street & SW 98 Avenue Road	Two-Way Stop	EB	A	0.1	A	0.2
			WB	A	0.0	A	0.0
NB			-	-	-	-	
SB			A	9.5 *	A	9.6 *	
Overall			A	1.0	A	1.6	
Driveways	SW 183 Street & Driveway 1 (DW1) **	All-Way Stop	EB	-	-	-	-
			WB	A	7.1	A	7.4
			NB	A	7.3	A	7.3
			SB	A	7.9	A	8.6
			Overall	A	7.4	A	8.2
	SW 183 Street & Driveway 2 (DW2)	Two-Way Stop	EB	A	0.0	A	0.0
			WB	A	0.5	A	1.2
			NB	A	9.4 *	A	9.8 *
			SB	-	-	-	-
Overall	A	2.3	A	1.5			

* TWSC Critical Approach

** Intersection was analyzed as All-Way Stop since HCM analysis does not support intersection sign configuration.

Conclusion

Based on the analysis documented in the this report, the studied intersections are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time.

Lastly, it is fair to conclude that the subject project will not adversely impact the traffic operations within the study area.

Appendix A: Trip Generation

TABLE: A1

TRIP GENERATION ANALYSIS AM PEAK HOUR

Project Name: Soleste - Bay Village

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	AM PEAK HOUR TRIPS			
				%	IN	OUT	TOTAL
Existing Church	11,123 Th.Sq.Ft.	560	0.56	62%	4	2	6
Proposed Apartments	218 D.U.	220	0.51	20%	22	89	111
General Office	3,100 Th.Sq.Ft.	710	1.56	88%	4	1	5
Retail (Live/Work) *	9,135 Th.Sq.Ft.	820	0.96	62%	6	3	9
Specialty Retail *	3,400 Th.Sq.Ft.	820	0.96	62%	2	1	3
External Trips (Proposed Trips)				27%	34	94	128
<i>Internal Trip Capture</i>			<i>3.0% of External Trips</i>	<i>25%</i>	<i>1</i>	<i>3</i>	<i>4</i>
Net External Trips (External Trips - Existing Trips - Internal Trips)				25%	29	89	118

Notes: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

* Since ITE does not provide AM data for Specialty Retail (LU 826), ITE's rate for LU 820 (Shopping Center) was used to estimate the AM peak hour trips.

TABLE: A2

TRIP GENERATION ANALYSIS PM PEAK HOUR

Project Name: Soleste - Bay Village

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS			
				%	IN	OUT	TOTAL
Existing Church	11,123 Th.Sq.Ft.	560	0.55	48%	3	3	6
Proposed Apartments	218 D.U.	220	0.62	65%	88	47	135
General Office	3,100 Th.Sq.Ft.	710	1.49	17%	1	4	5
Retail (Live/Work)	9,135 Th.Sq.Ft.	826	2.71	44%	11	14	25
Specialty Retail	3,400 Th.Sq.Ft.	826	2.71	44%	4	5	9
External Trips (Proposed Trips)				60%	104	70	174
<i>Internal Trip Capture</i>				<i>9.4% of External Trips</i>	<i>10</i>	<i>7</i>	<i>17</i>
Net External Trips (External Trips - Existing Trips - Internal Trips)				60%	91	60	151

Notes: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

TABLE: A3

TRIP GENERATION ANALYSIS DAILY CONDITION

Project Name: Soleste - Bay Village

LAND USE (LU)	UNITS	ITE LU CODE	ITE TRIP GENERATION RATE	DAILY TRIPS				
				%	IN	%	OUT	TOTAL
Existing Church	11.123 Th.Sq.Ft.	560	9.11	50%	51	50%	50	101
Proposed Apartment	218 D.U.	220	6.65	50%	725	50%	725	1,450
General Office	3.100 Th.Sq.Ft.	710	11.03	50%	17	50%	17	34
Retail (Live/Work)	9.135 Th.Sq.Ft.	826	44.32	50%	202	50%	203	405
Specialty Retail	3.400 Th.Sq.Ft.	826	44.32	50%	75	50%	76	151
Gross External Trips				50%	1,019	50%	1,021	2,040

Sources: ITE Trip Generation, 9th Edition & ITE Trip Generation Handbook, 3rd Edition.

Apartment (220)

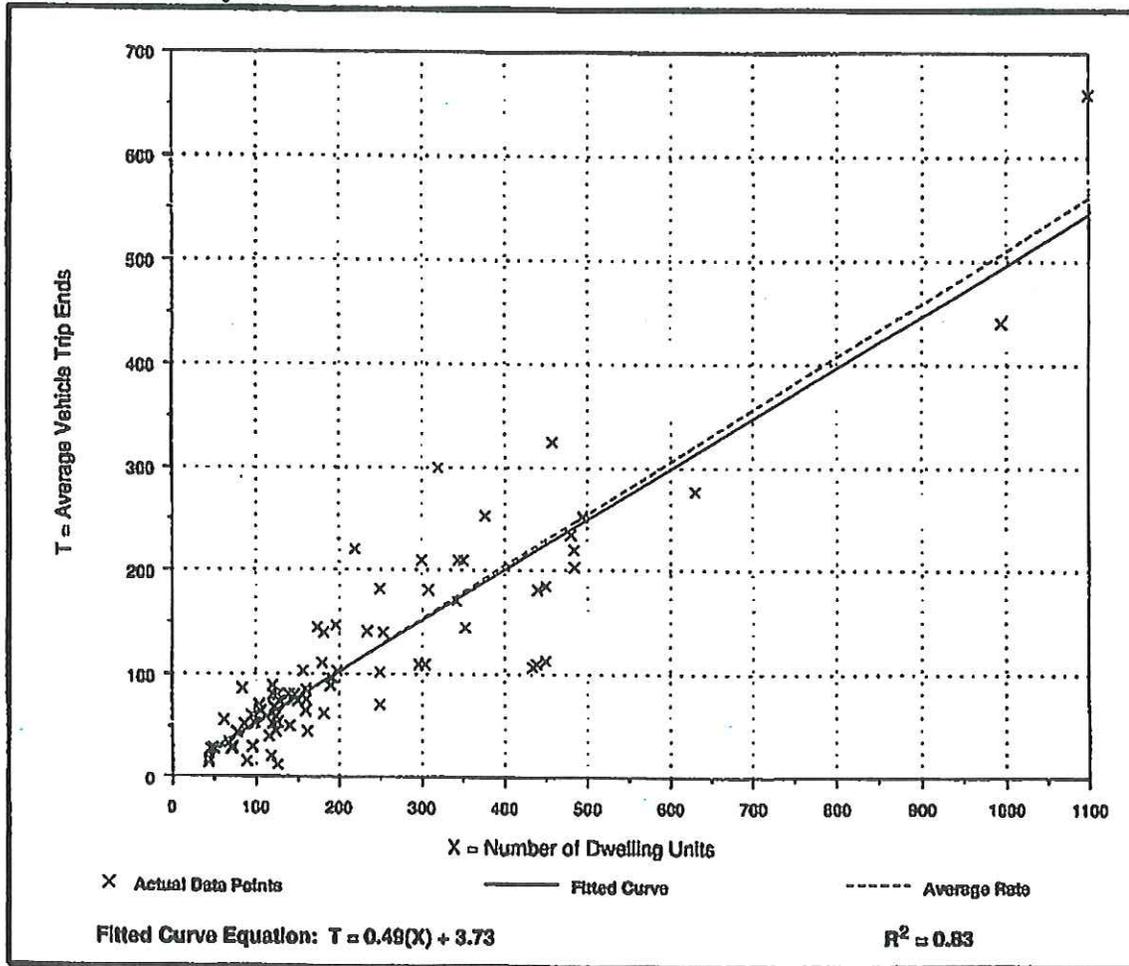
Average Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Number of Studies: 78
 Avg. Number of Dwelling Units: 235
 Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

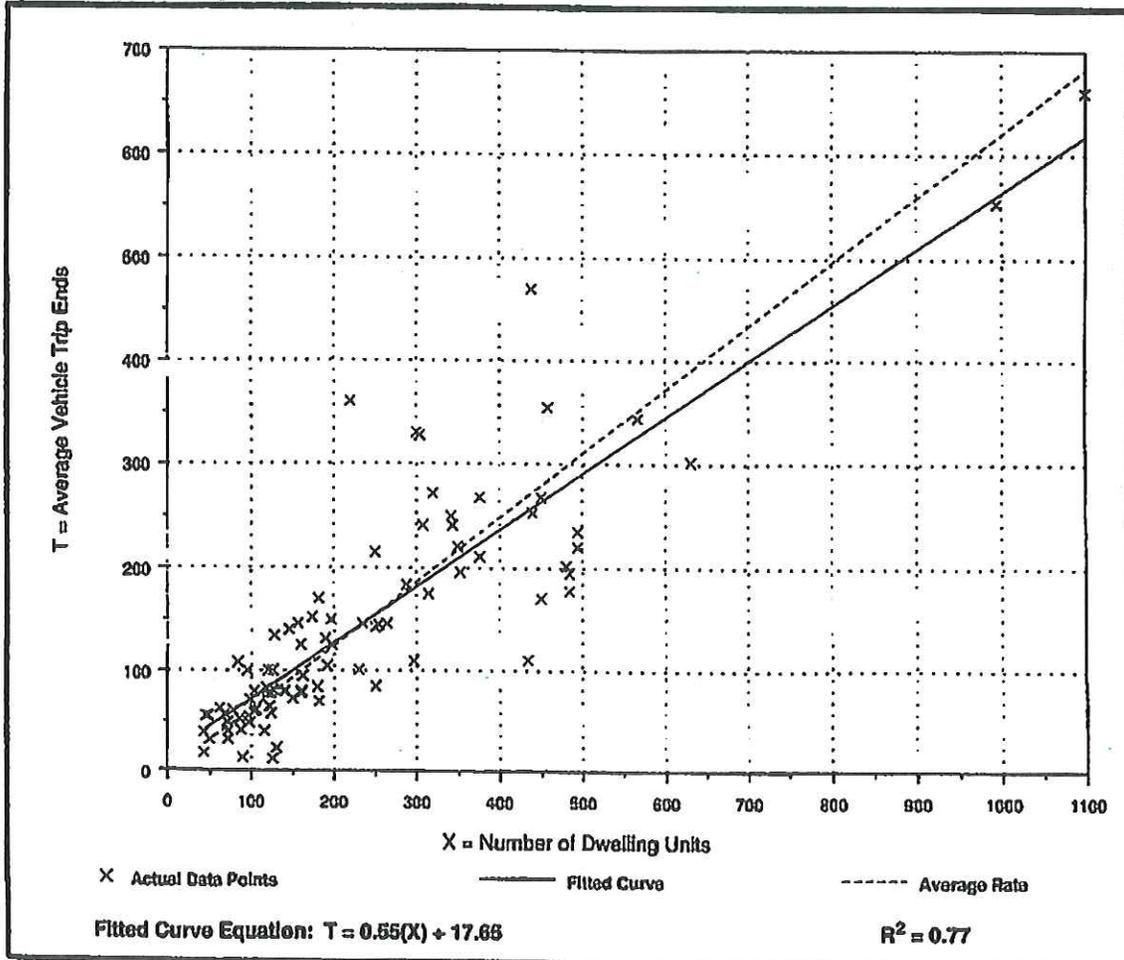
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
 Avg. Number of Dwelling Units: 233
 Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



Apartment (220)

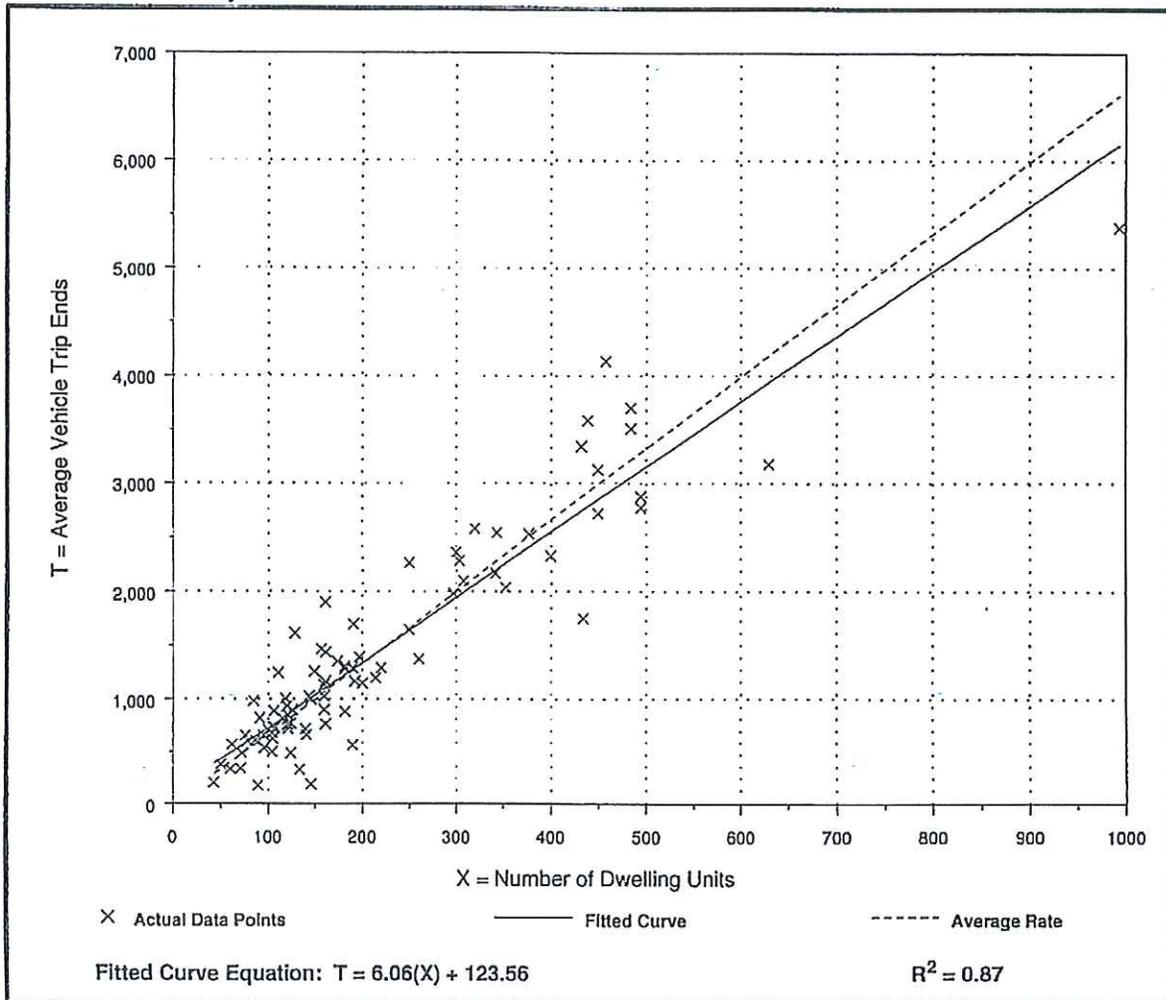
**Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday**

Number of Studies: 88
Avg. Number of Dwelling Units: 210
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.65	1.27 - 12.50	3.07

Data Plot and Equation



Church (560)

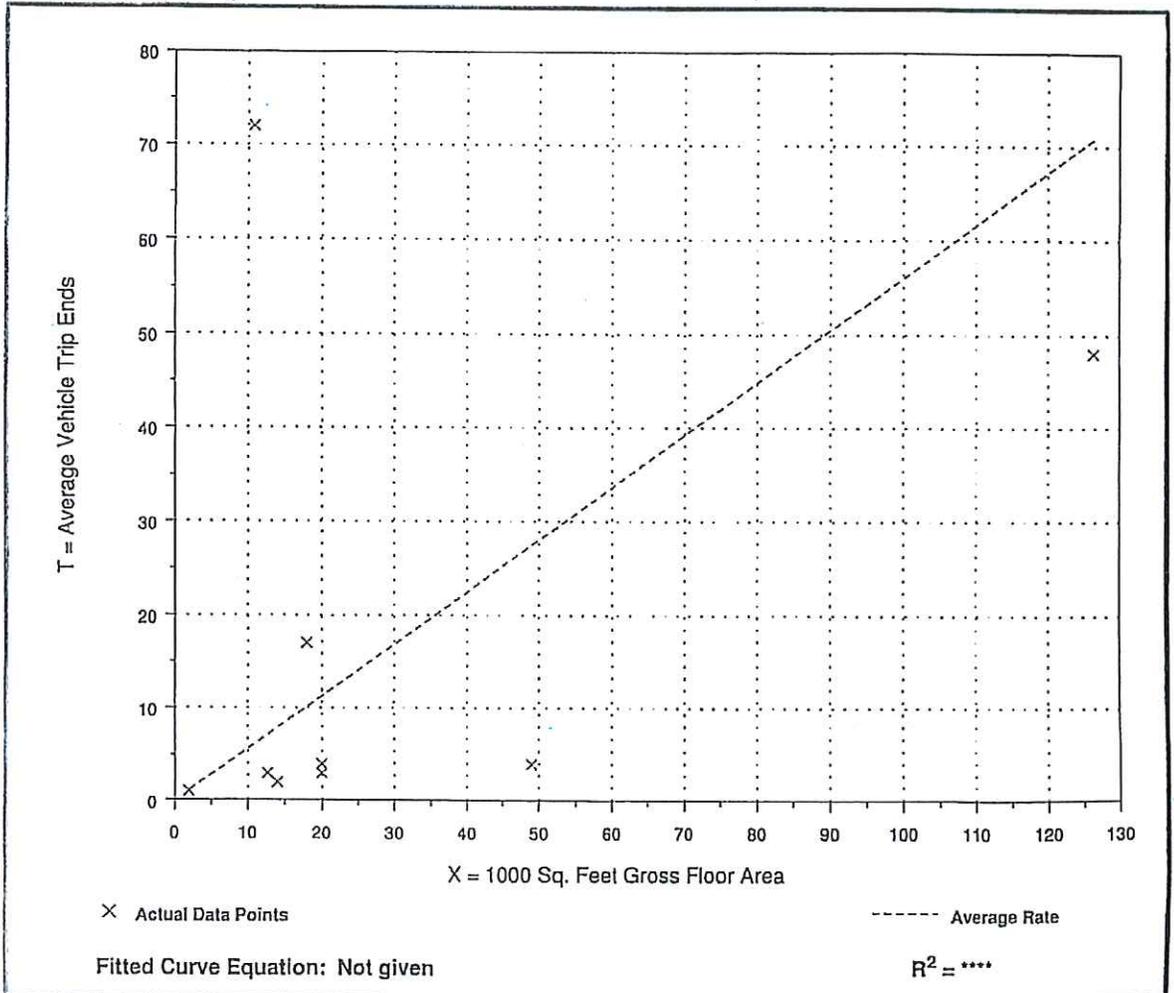
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Number of Studies: 9
 Average 1000 Sq. Feet GFA: 30
 Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.56	0.08 - 6.61	1.45

Data Plot and Equation



Church (560)

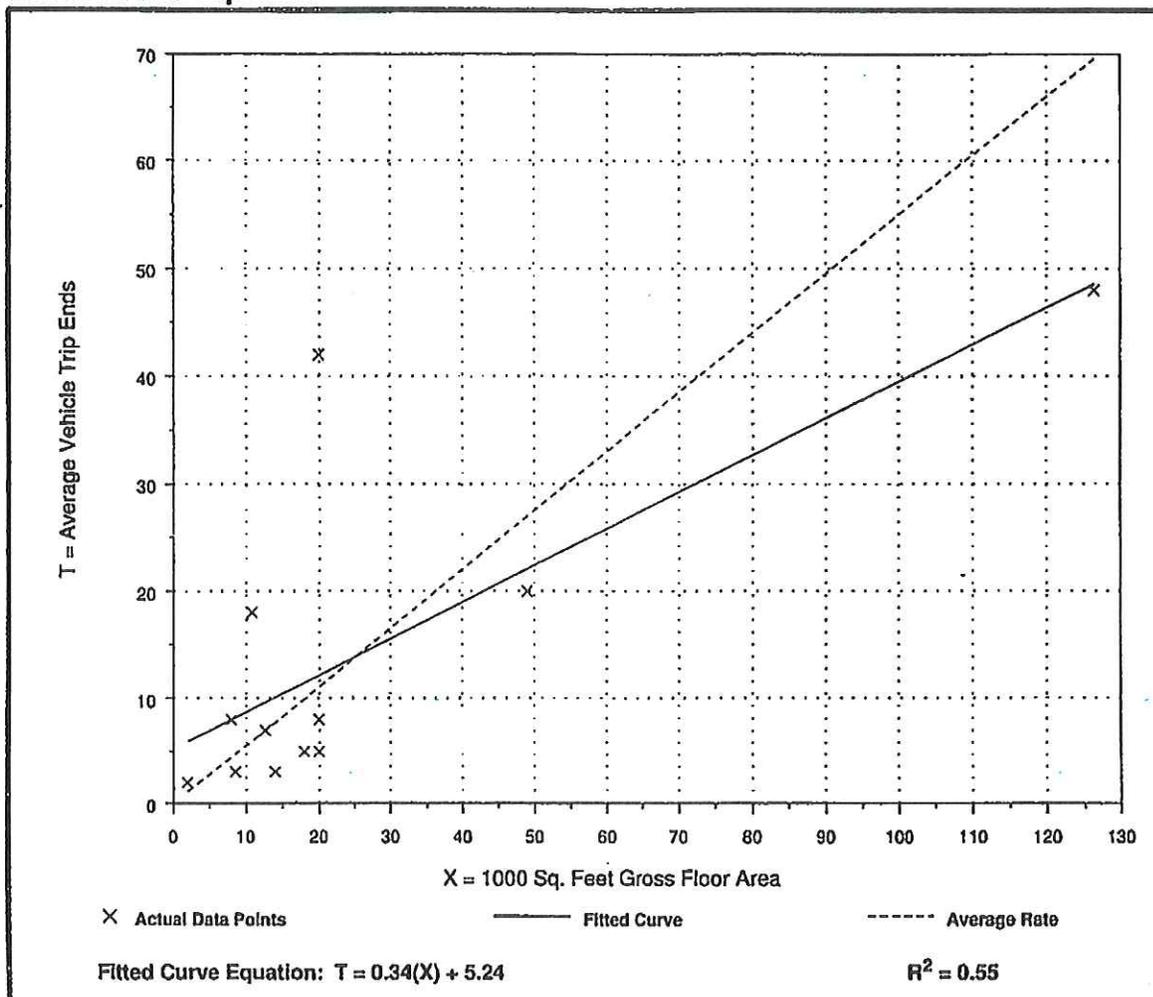
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Number of Studies: 12
 Average 1000 Sq. Feet GFA: 26
 Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.55	0.21 - 2.10	0.87

Data Plot and Equation



Church (560)

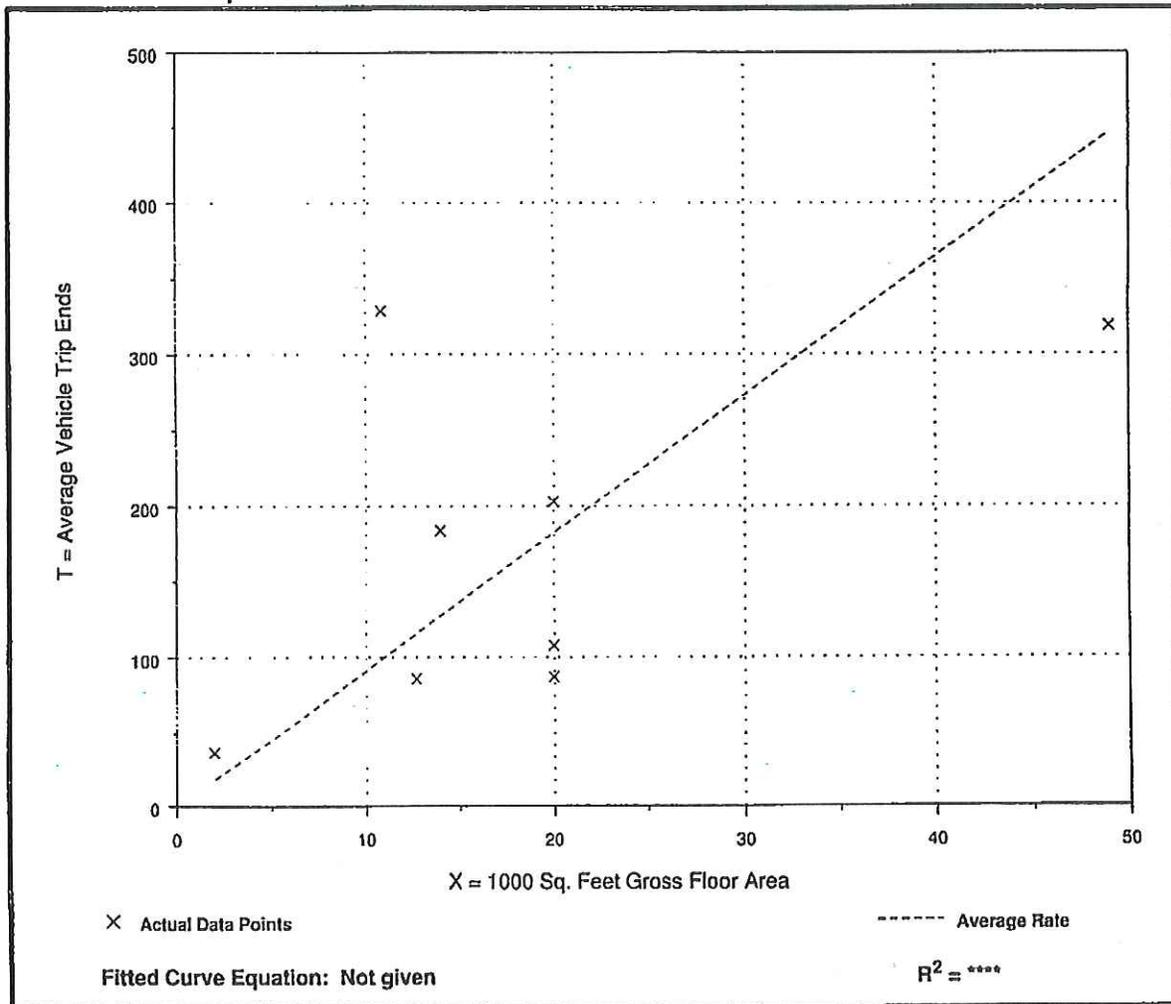
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: **Weekday**

Number of Studies: 8
Average 1000 Sq. Feet GFA: 19
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
9.11	4.35 - 30.20	7.20

Data Plot and Equation



General Office Building (710)

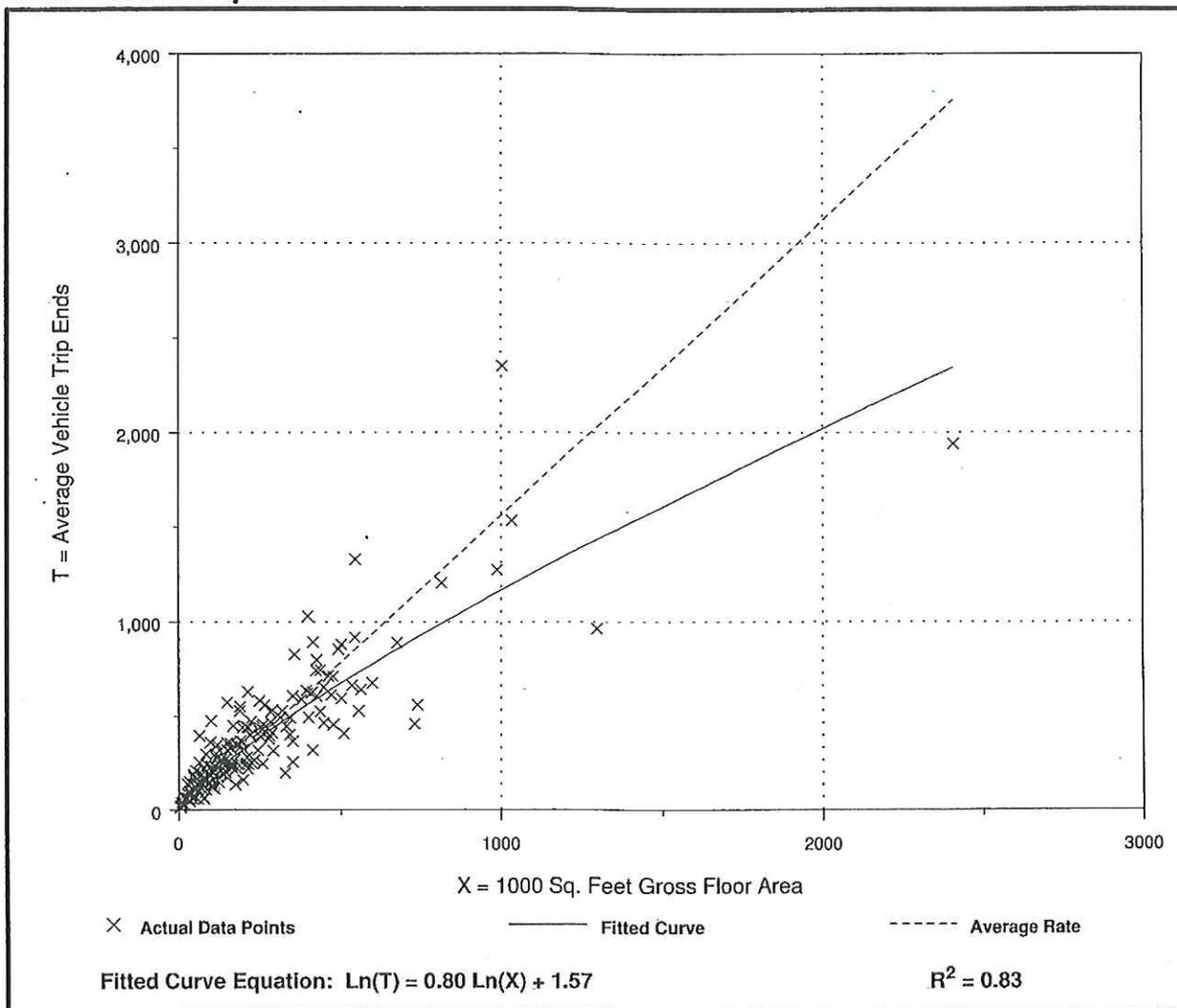
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 218
 Average 1000 Sq. Feet GFA: 222
 Directional Distribution: 88% entering, 12% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.56	0.60 - 5.98	1.40

Data Plot and Equation



General Office Building (710)

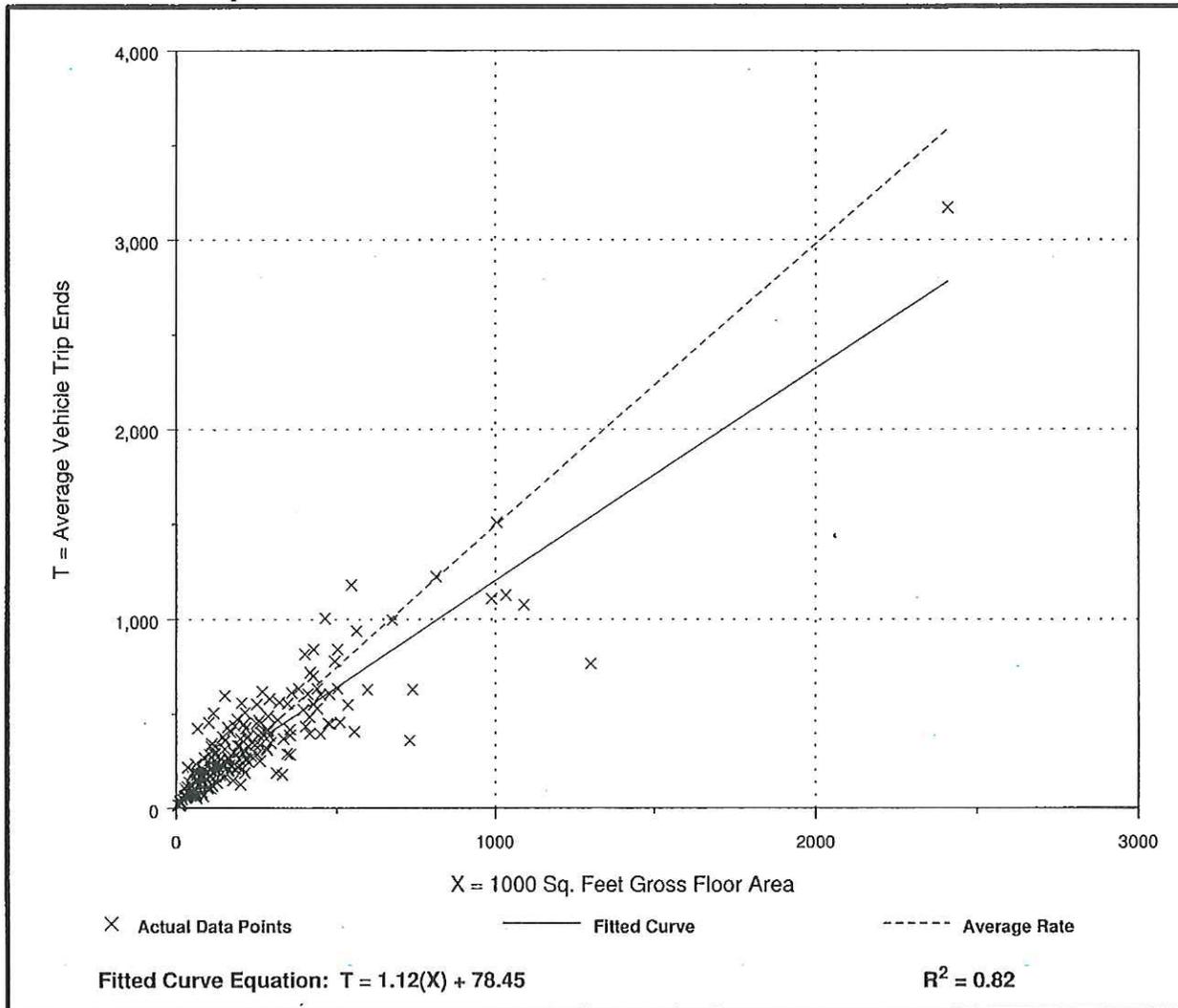
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 236
 Average 1000 Sq. Feet GFA: 215
 Directional Distribution: 17% entering, 83% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.49 - 6.39	1.37

Data Plot and Equation



General Office Building (710)

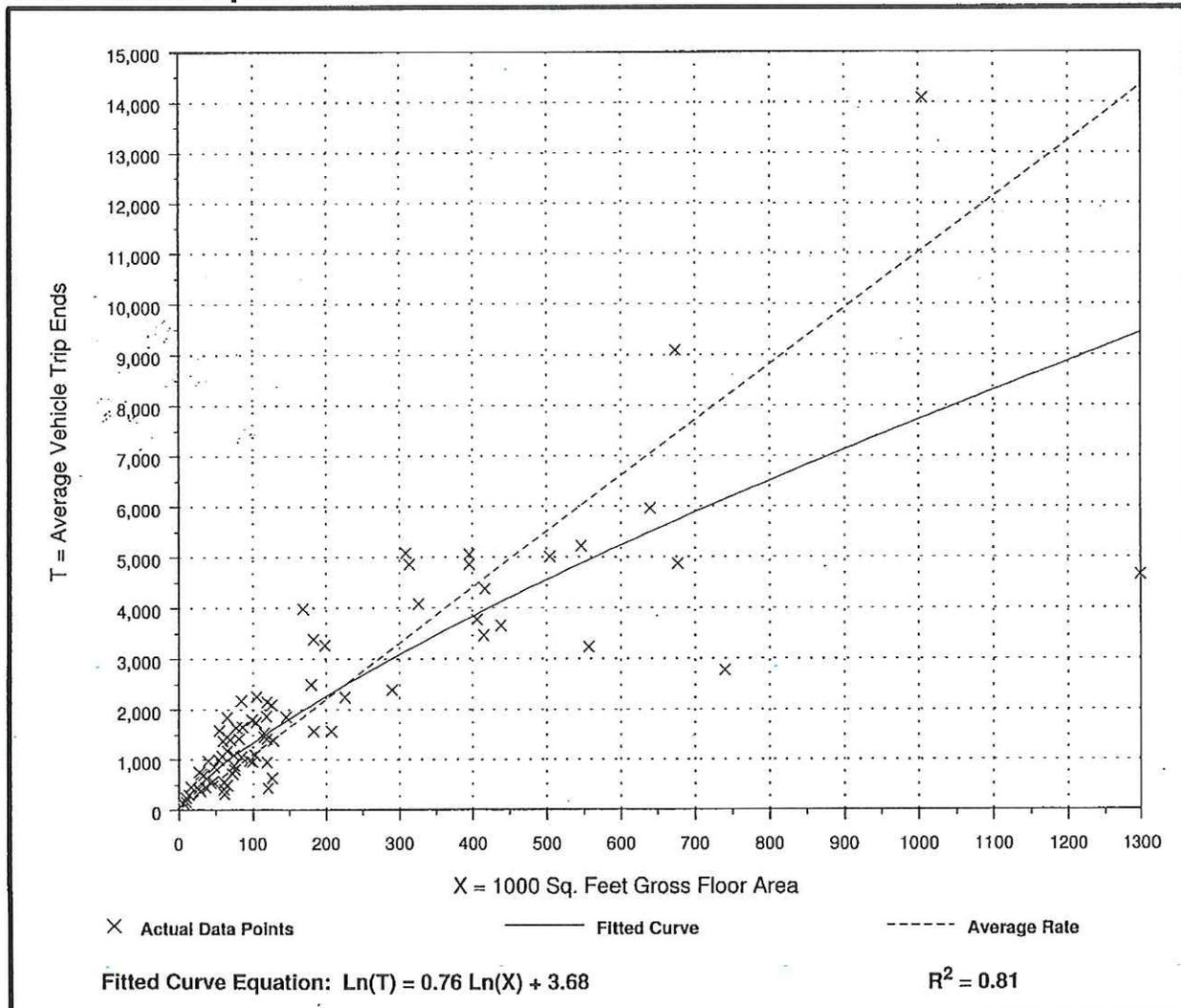
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday**

Number of Studies: 79
Average 1000 Sq. Feet GFA: 197
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.03	3.58 - 28.80	6.15

Data Plot and Equation



Shopping Center (820)

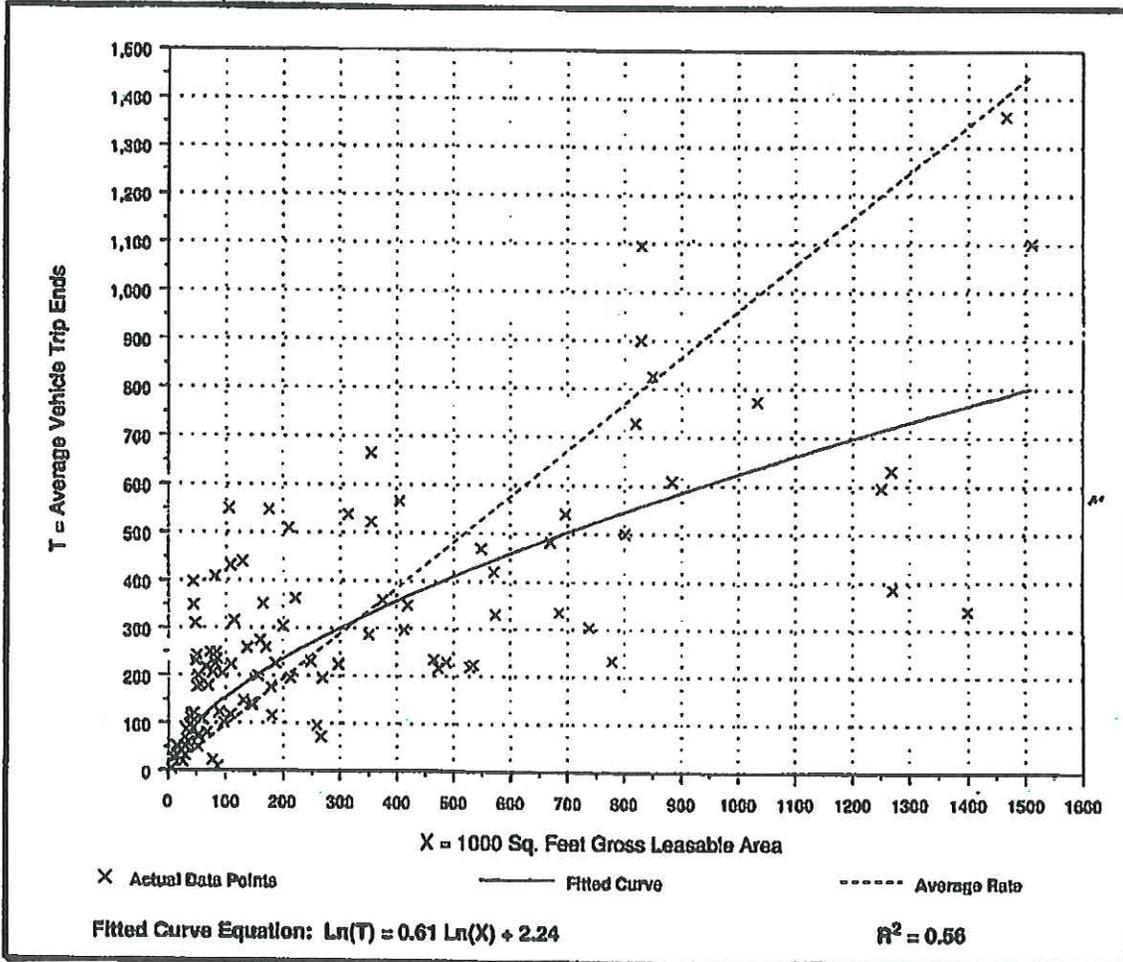
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
Average 1000 Sq. Feet GLA: 310
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

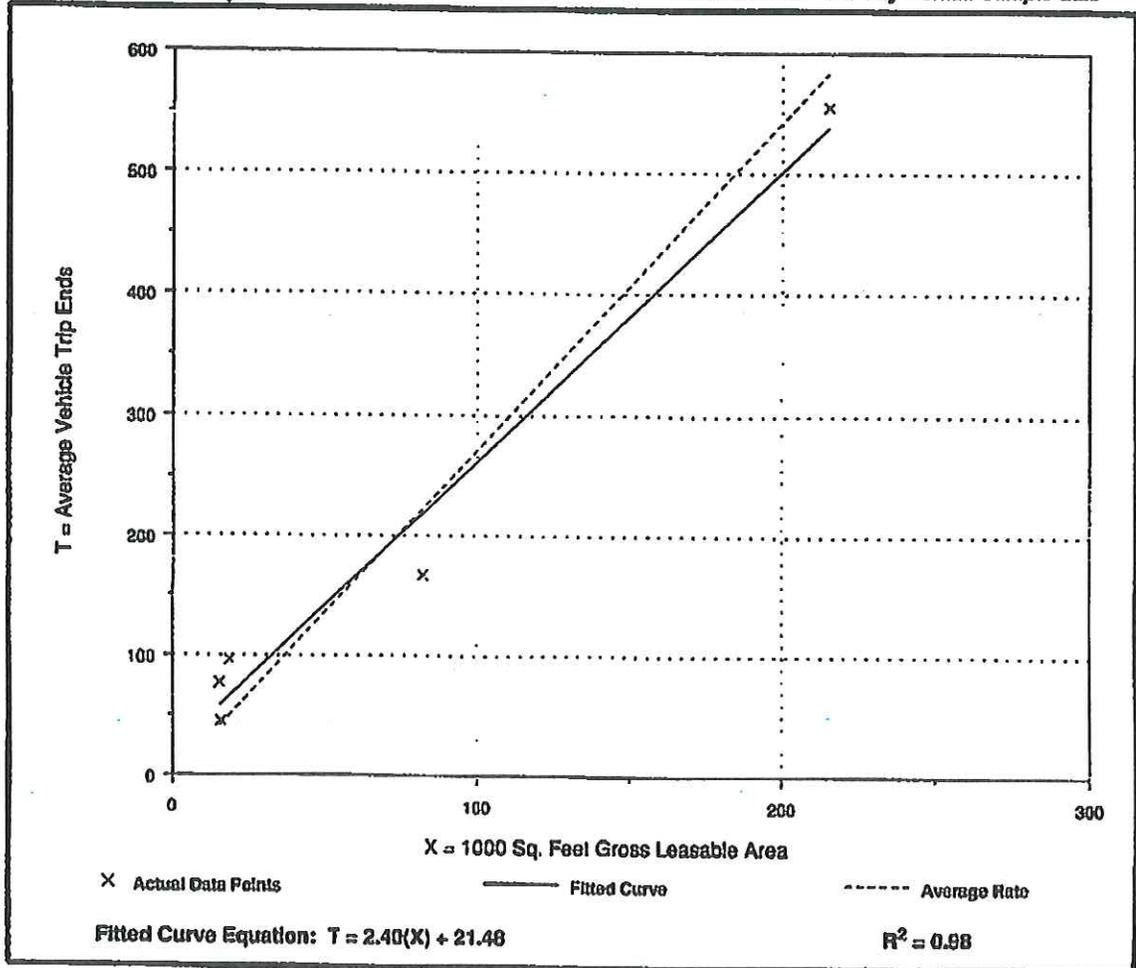
Number of Studies: 5
 Average 1000 Sq. Feet GLA: 69
 Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Specialty Retail Center (826)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday

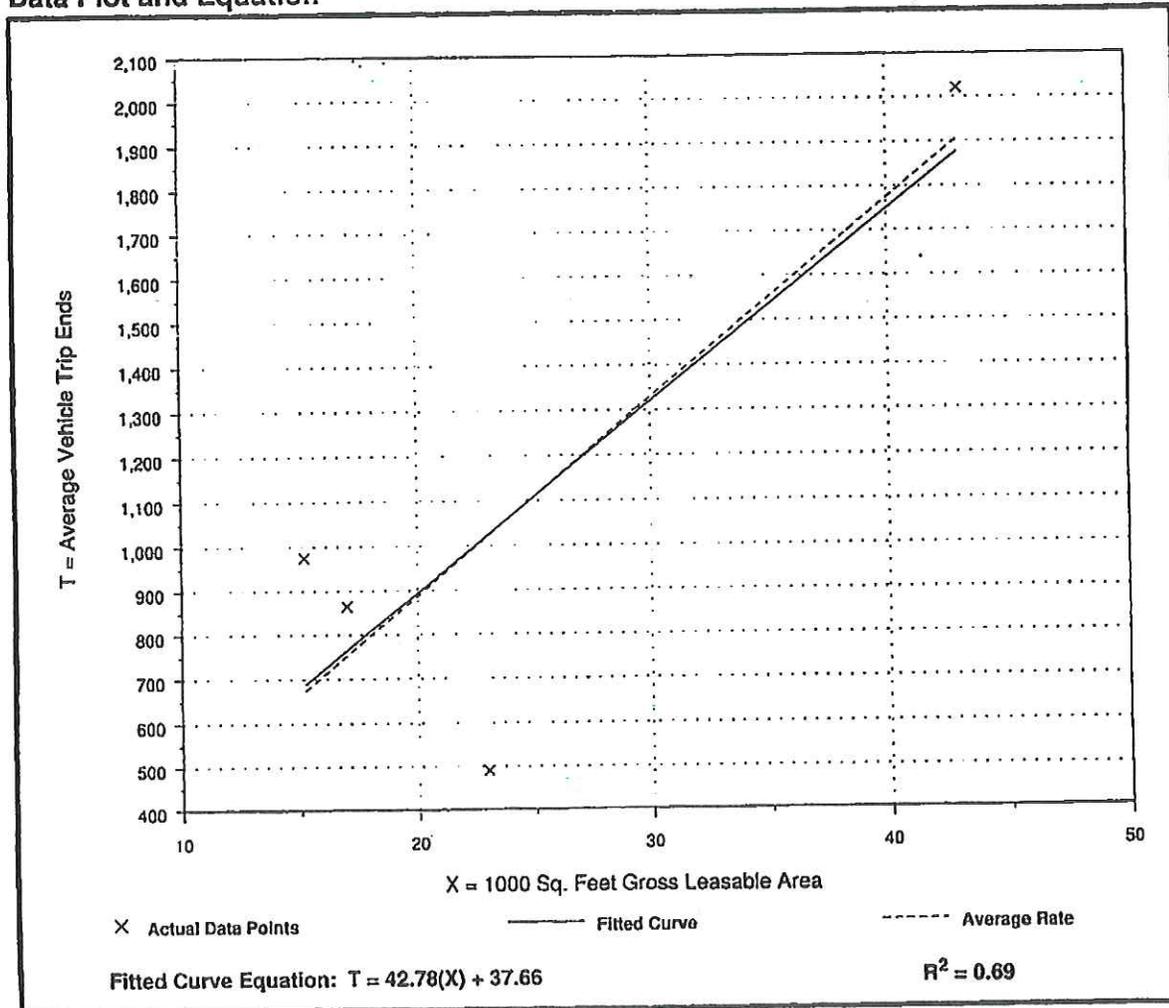
Number of Studies: 4
Average 1000 Sq. Feet GLA: 25
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

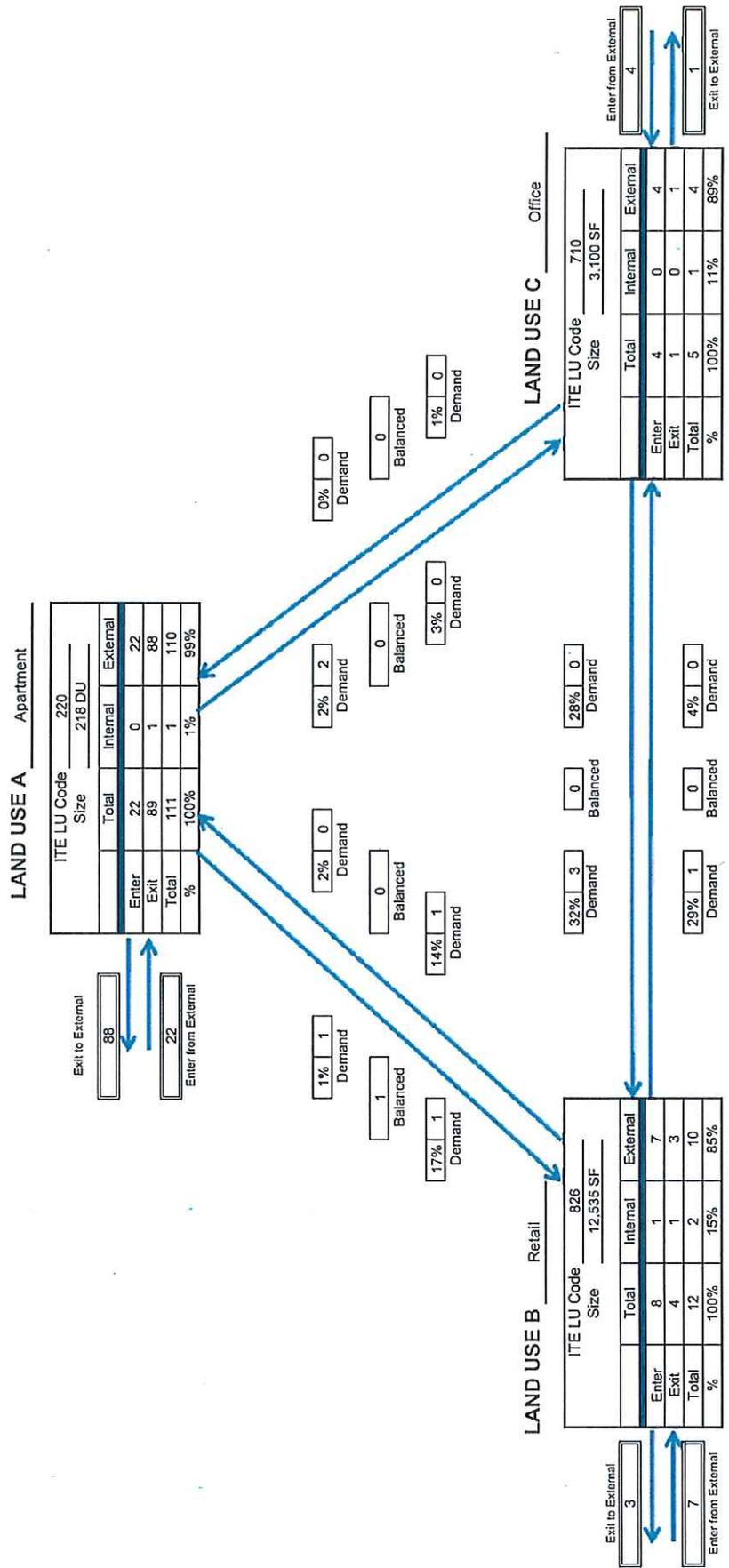
Average Rate	Range of Rates	Standard Deviation
44.32	21.30 - 64.21	15.52

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

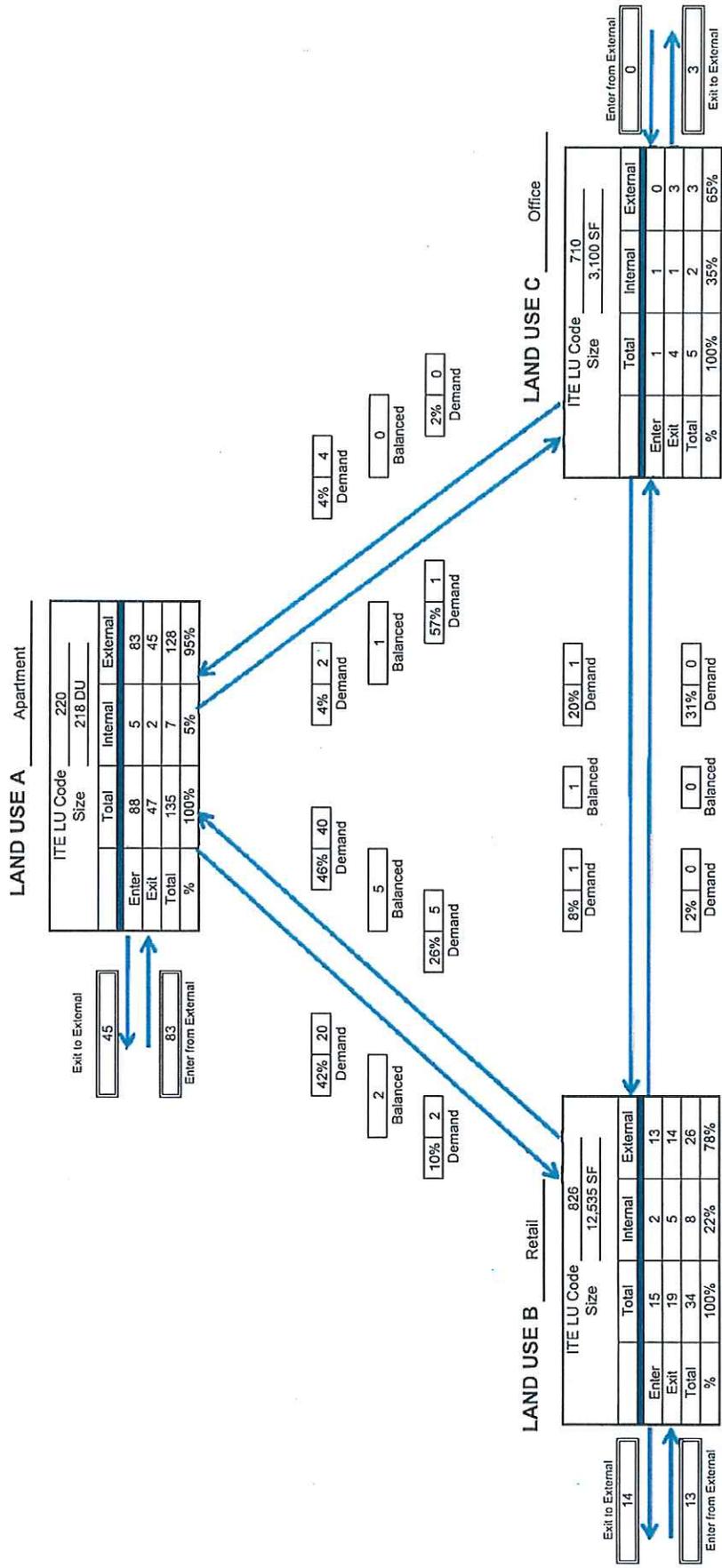


Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	22	7	4	32
Exit	88	3	1	92
Total	110	10	4	124
Single-Use Trip Gen. Est.	111	12	5	128
INTERNAL CAPTURE				3.0%

Source: Trip Generation Handbook, 3rd Edition.

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CV
Date: 5/10/2017
Time Period: PM Peak Hour



Net External Trips for Multi-Use Development			
	LAND USE A	LAND USE B	LAND USE C
Enter	83	13	0
Exit	45	14	3
Total	128	26	3
Single-Use Trip Gen. Est.	135	34	5
TOTAL	96	62	158
INTERNAL CAPTURE			174
			9.4%

Source: Trip Generation Handbook, 3rd Edition.

**Table 6.1 Unconstrained Internal Person Trip Capture Rates
for Trip Origins within a Mixed-Use Development**

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

**Table 6.2 Unconstrained Internal Person Trip Capture Rates
for Trip Destinations within a Mixed-Use Development**

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

Appendix B: Trip Distribution / Assignment

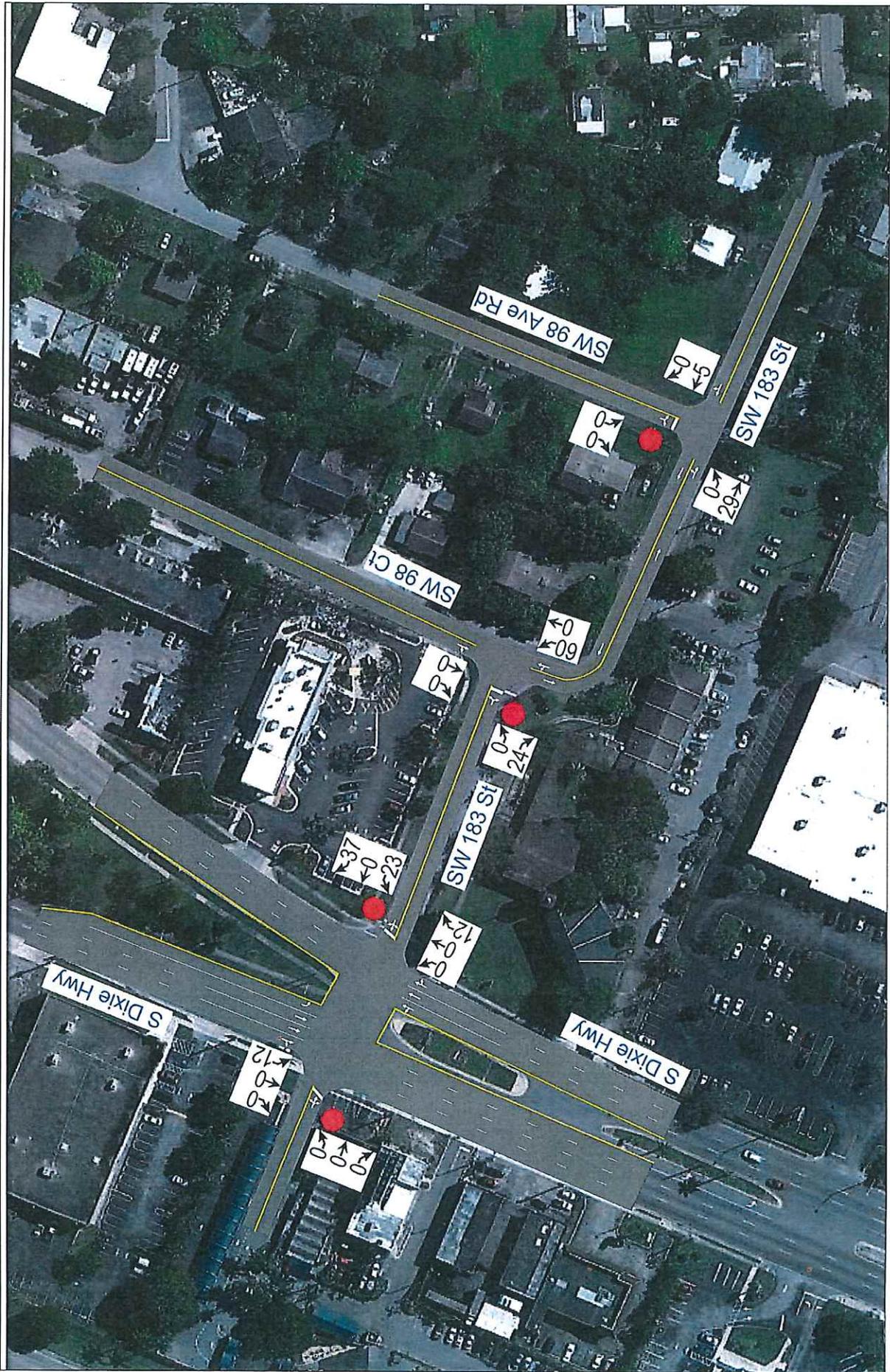


TABLE: A4

**Cardinal Distribution
AM Peak Hour
Traffic Analysis Zone (TAZ) 1144**

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION (%) DESIGN YEAR	DIRECTION	DISTRIBUTION	AM PEAK HOUR		
				IN	OUT	TOTAL
NNE	27.69	NORTH	41.44%	12	37	49
ENE	1.16					
ESE	4.12	EAST	5.28%	1	5	6
SSE	8.62					
SSW	22.63	SOUTH	31.25%	9	28	37
WSW	12.82					
WNW	9.28	WEST	22.10%	7	19	26
NNW	13.75					
TOTAL	100.00		100.00%	29	89	118

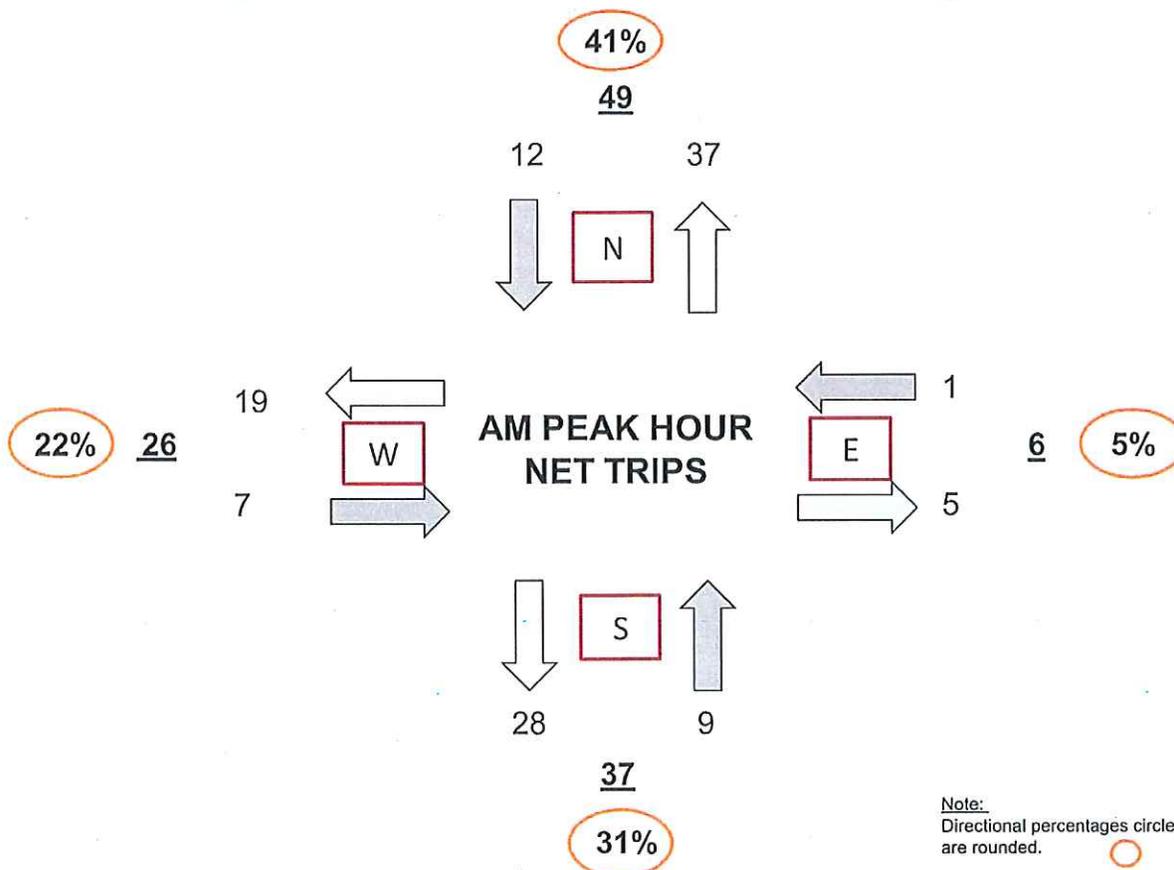


TABLE: A4-1

**Cardinal Distribution
AM Peak Hour
Traffic Analysis Zone (TAZ) 1144**

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION PERCENTAGES (%)			AM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2010	2040	2019			
NNE	27.90	27.20	27.69	8	25	33
ENE	0.80	2.00	1.16	0	1	1
ESE	3.70	5.10	4.12	1	4	5
SSE	8.80	8.20	8.62	2	8	10
SSW	22.30	23.40	22.63	7	20	27
WSW	14.20	9.60	12.82	4	11	15
WNW	8.80	10.40	9.28	3	8	11
NNW	13.60	14.10	13.75	4	12	16
TOTAL	100.00	100.00	100.00	29	89	118

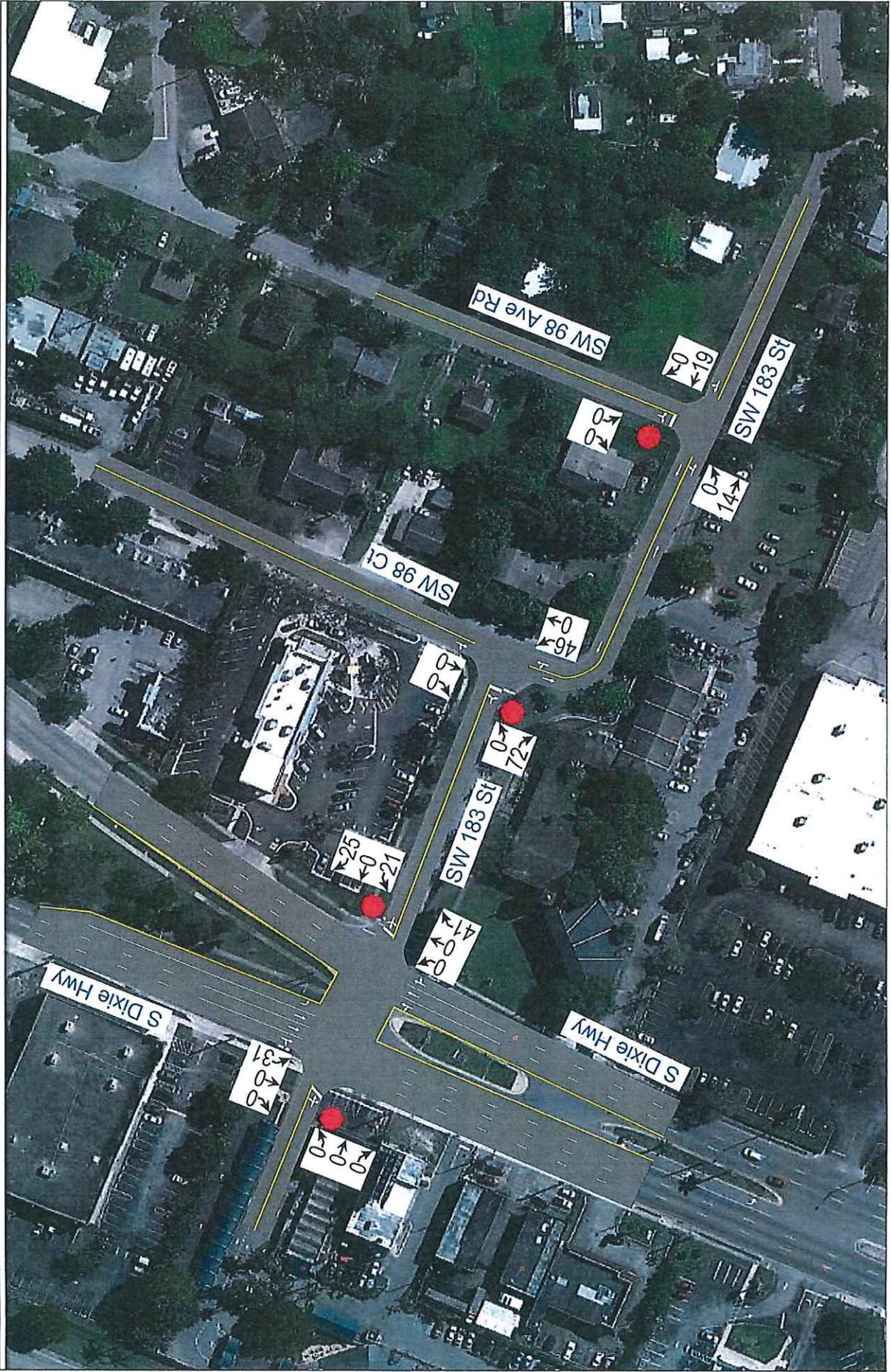
Note:

Based on Miami-Dade Transportation Plan (to the Year 2040) Directional Trip Distribution Report, October 2014. Since the current data is only available for the model years 2010 and 2040, the eight (8) cardinal directions were interpolated to the design year of 2019.

TABLE: A4-2

AM PEAK HOUR	IN	OUT	TOTAL
GROSS TRIPS:	29	89	118
PERCENT:	24.58%	75.42%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	27.69	8.030	8	24.644	25	33
ENE	1.16	0.336	0	1.032	1	1
ESE	4.12	1.195	1	3.667	4	5
SSE	8.62	2.500	2	7.672	8	10
SSW	22.63	6.563	7	20.141	20	27
WSW	12.82	3.718	4	11.410	11	15
WNW	9.28	2.691	3	8.259	8	11
NNW	13.75	3.988	4	12.238	12	16
TOTAL	100.00	29.020	29	89.062	89	118



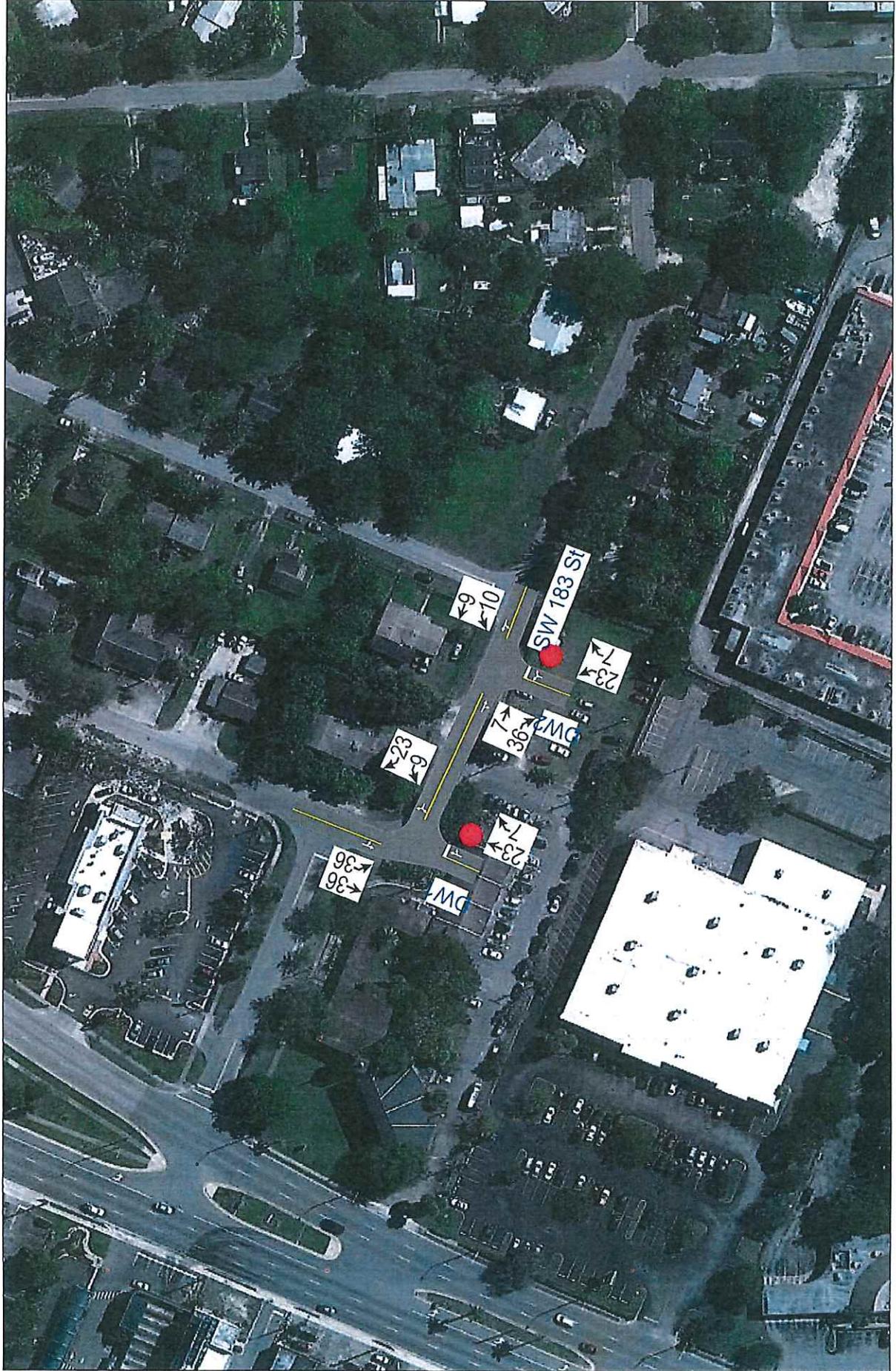


TABLE: A5-1

**Cardinal Distribution
PM Peak Hour
Traffic Analysis Zone (TAZ) 1144**

Project Name: Soleste - Bay Village

DIRECTION	DISTRIBUTION PERCENTAGES (%)			PM PEAK HOUR		
	MIAMI-DADE LRTP MODEL YEAR		DESIGN YEAR	IN	OUT	TOTAL
	2010	2040	2019			
NNE	27.90	27.20	27.69	25	17	42
ENE	0.80	2.00	1.16	1	1	2
ESE	3.70	5.10	4.12	4	2	6
SSE	8.80	8.20	8.62	8	5	13
SSW	22.30	23.40	22.63	21	14	35
WSW	14.20	9.60	12.82	12	8	20
WNW	8.80	10.40	9.28	8	5	13
NNW	13.60	14.10	13.75	12	8	20
TOTAL	100.00	100.00	100.00	91	60	151

Note:

Based on Miami-Dade Transportation Plan (to the Year 2040) Directional Trip Distribution Report, October 2014. Since the current data is only available for the model years 2010 and 2040, the eight (8) cardinal directions were interpolated to the design year of 2019.

TABLE: A5-2

PM PEAK HOUR	IN	OUT	TOTAL
GROSS TRIPS:	91	60	151
PERCENT:	60.26%	39.74%	(Calculated)

DIRECTION	DISTRIBUTION %	INGRESS		EGRESS		TOTAL
		CALCULATED	USED	CALCULATED	USED	
NNE	27.69	25.198	25	16.614	17	42
ENE	1.16	1.056	1	0.696	1	2
ESE	4.12	3.749	4	2.472	2	6
SSE	8.62	7.844	8	5.172	5	13
SSW	22.63	20.593	21	13.578	14	35
WSW	12.82	11.666	12	7.692	8	20
WNW	9.28	8.445	8	5.568	5	13
NNW	13.75	12.513	12	8.250	8	20
TOTAL	100.00	91.064	91	60.042	60	151

TRAFFIC ANALYSIS ZONE (TAZ)



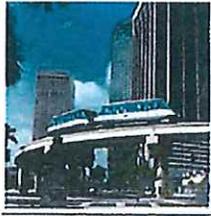


MOBILITY OPTIONS —
2040 Miami-Dade
Transportation Plan
— EYES ON THE FUTURE

MIAMI-DADE 2040

Long Range Transportation Plan
Directional Trip Distribution Report

October 23, 2014



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION



Photo by Asad Gilani

Directional Trip Distribution Report

MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2040



Miami-Dade 2010 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	26.6	9.1	0.8	0.8	8.4	23.2	13.1	18.0	
1129	4029	TRIPS	642	178	178	13	212	561	313	553	2,650
1129	4029	PERCENT	24.2	6.7	6.7	0.5	8.0	21.2	11.8	20.9	
1130	4030	TRIPS	288	33	0	0	35	222	130	258	966
1130	4030	PERCENT	29.8	3.4	0.0	0.0	3.6	23.0	13.5	26.7	
1131	4031	TRIPS	1,042	43	0	0	204	683	751	901	3,624
1131	4031	PERCENT	28.8	1.2	0.0	0.0	5.6	18.9	20.7	24.9	
1132	4032	TRIPS	216	57	3	28	119	172	207	133	935
1132	4032	PERCENT	23.1	6.1	0.3	3.0	12.7	18.4	22.1	14.2	
1133	4033	TRIPS	293	10	0	0	56	165	264	266	1,054
1133	4033	PERCENT	27.8	1.0	0.0	0.0	5.3	15.7	25.1	25.2	
1134	4034	TRIPS	361	35	0	0	59	299	424	450	1,628
1134	4034	PERCENT	22.2	2.2	0.0	0.0	3.6	18.4	26.0	27.6	
1135	4035	TRIPS	2	0	0	0	0	3	1	3	9
1135	4035	PERCENT	22.2	0.0	0.0	0.0	0.0	33.3	11.1	33.3	
1136	4036	TRIPS	434	20	0	0	72	273	321	664	1,784
1136	4036	PERCENT	24.3	1.1	0.0	0.0	4.0	15.3	18.0	37.2	
1137	4037	TRIPS	151	0	0	0	42	176	118	220	707
1137	4037	PERCENT	21.4	0.0	0.0	0.0	5.9	24.9	16.7	31.1	
1138	4038	TRIPS	295	10	0	0	63	151	315	312	1,146
1138	4038	PERCENT	25.7	0.9	0.0	0.0	5.5	13.2	27.5	27.2	
1139	4039	TRIPS	115	0	0	28	109	231	260	277	1,020
1139	4039	PERCENT	11.3	0.0	0.0	2.8	10.7	22.7	25.5	27.2	
1140	4040	TRIPS	999	43	3	104	152	408	332	502	2,543
1140	4040	PERCENT	39.3	1.7	0.1	4.1	6.0	16.0	13.1	19.7	
1141	4041	TRIPS	470	25	10	36	95	131	208	367	1,342
1141	4041	PERCENT	35.0	1.9	0.8	2.7	7.1	9.8	15.5	27.4	
1142	4042	TRIPS	908	146	0	91	262	363	403	596	2,769
1142	4042	PERCENT	52.8	5.3	0.0	3.3	9.5	13.1	14.6	21.5	
1143	4043	TRIPS	1,255	115	142	254	631	401	427	768	3,993
1143	4043	PERCENT	31.4	2.9	3.6	6.4	15.8	10.0	10.7	19.2	
1144	4044	TRIPS	505	14	67	159	404	257	160	247	1,813
1144	4044	PERCENT	27.9	0.8	3.7	8.8	22.3	14.2	8.8	13.6	
1145	4045	TRIPS	1,446	175	159	550	1,577	637	558	727	5,829
1145	4045	PERCENT	24.8	3.0	2.7	9.4	27.1	10.9	9.6	12.5	
1146	4046	TRIPS	1,318	134	87	523	1,115	852	764	890	5,683
1146	4046	PERCENT	23.2	2.4	1.5	9.2	19.6	15.0	13.4	15.7	
1147	4047	TRIPS	1,202	213	130	89	721	416	506	737	4,014
1147	4047	PERCENT	30.0	5.3	3.2	2.2	18.0	10.4	12.6	18.4	
1148	4048	TRIPS	1,321	298	142	285	1,914	1,048	803	1,516	7,327
1148	4048	PERCENT	18.0	4.1	1.9	3.9	26.1	14.3	11.0	20.7	

Directional Trip Distribution Report

MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2040



Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1128	4028	PERCENT	27.9	10.0	1.1	0.5	6.4	21.0	13.0	20.1	
1129	4029	TRIPS	760	141	73	12	145	588	359	578	2,656
1129	4029	PERCENT	28.6	5.3	2.8	0.5	5.5	22.1	13.5	21.8	
1130	4030	TRIPS	307	40	0	15	74	181	151	208	976
1130	4030	PERCENT	31.5	4.1	0.0	1.5	7.6	18.6	15.5	21.3	
1131	4031	TRIPS	1,125	56	4	0	193	794	716	895	3,783
1131	4031	PERCENT	29.7	1.5	0.1	0.0	5.1	21.0	18.9	23.7	
1132	4032	TRIPS	298	110	1	23	136	185	272	246	1,271
1132	4032	PERCENT	23.5	8.7	0.1	1.8	10.7	14.6	21.4	19.4	
1133	4033	TRIPS	289	4	0	0	43	172	237	289	1,034
1133	4033	PERCENT	28.0	0.4	0.0	0.0	4.2	16.6	22.9	28.0	
1134	4034	TRIPS	336	12	0	0	92	242	279	439	1,400
1134	4034	PERCENT	24.0	0.9	0.0	0.0	6.6	17.3	19.9	31.4	
1135	4035	TRIPS	2	0	0	0	0	12	1	7	22
1135	4035	PERCENT	9.1	0.0	0.0	0.0	0.0	54.6	4.6	31.8	
1136	4036	TRIPS	547	12	0	0	144	289	465	681	2,138
1136	4036	PERCENT	25.6	0.6	0.0	0.0	6.7	13.5	21.8	31.9	
1137	4037	TRIPS	96	5	0	0	41	86	155	156	539
1137	4037	PERCENT	17.8	0.9	0.0	0.0	7.6	16.0	28.8	28.9	
1138	4038	TRIPS	291	0	0	0	104	243	357	390	1,385
1138	4038	PERCENT	21.0	0.0	0.0	0.0	7.5	17.6	25.8	28.2	
1139	4039	TRIPS	193	0	0	23	115	304	218	313	1,166
1139	4039	PERCENT	16.6	0.0	0.0	2.0	9.9	26.1	18.7	26.8	
1140	4040	TRIPS	1,002	11	8	145	339	485	449	639	3,078
1140	4040	PERCENT	32.6	0.4	0.3	4.7	11.0	15.8	14.6	20.8	
1141	4041	TRIPS	466	40	4	27	168	255	208	328	1,496
1141	4041	PERCENT	31.2	2.7	0.3	1.8	11.2	17.1	13.9	21.9	
1142	4042	TRIPS	756	107	12	114	569	458	438	694	3,148
1142	4042	PERCENT	24.0	3.4	0.4	3.6	18.1	14.6	13.9	22.1	
1143	4043	TRIPS	1,803	134	100	236	1,263	845	993	888	6,262
1143	4043	PERCENT	28.8	2.1	1.6	3.8	20.2	13.5	15.9	14.2	
1144	4044	TRIPS	821	61	155	247	706	290	313	424	3,017
1144	4044	PERCENT	27.2	2.0	5.1	8.2	23.4	9.6	10.4	14.1	
1145	4045	TRIPS	2,289	326	226	557	2,297	1,095	1,214	1,281	9,285
1145	4045	PERCENT	24.7	3.5	2.4	6.0	24.7	11.8	13.1	13.8	
1146	4046	TRIPS	1,801	216	112	502	1,485	932	927	893	6,868
1146	4046	PERCENT	26.2	3.2	1.6	7.3	21.6	13.6	13.5	13.0	
1147	4047	TRIPS	1,315	112	118	94	1,099	494	556	1,038	4,826
1147	4047	PERCENT	27.3	2.3	2.5	2.0	22.8	10.2	11.5	21.5	
1148	4048	TRIPS	1,883	360	138	326	2,336	1,142	944	1,795	8,924
1148	4048	PERCENT	21.1	4.0	1.6	3.7	26.2	12.8	10.6	20.1	

Appendix C: Growth Rate & Adjustment Factors

TABLE: A6

Growth Rate -
Based on Long Range Transportation Model 2010-2040 Trips

Project Name: Soleste - Bay Village

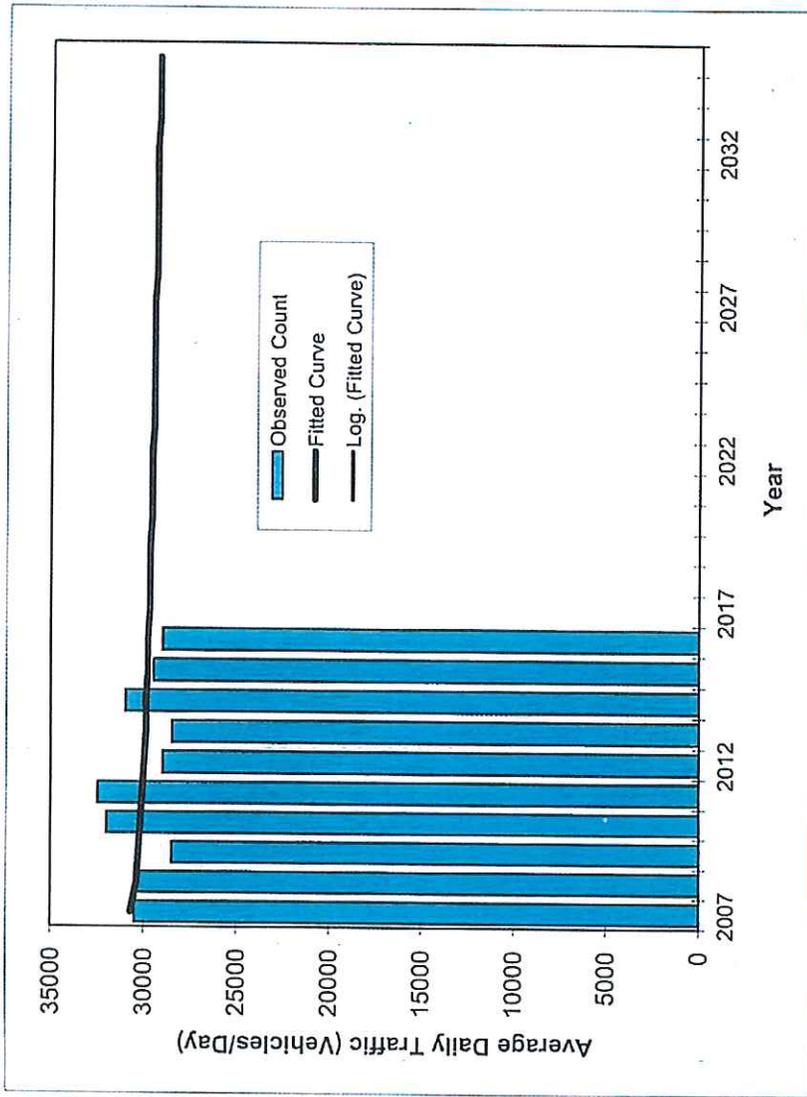
MPO Data (TAZ 1144)	Year	Trips	Delta Year	Growth
	2010	1,813		
2040	3,017			

Traffic Trends - V2.0

SR 5/JUS 1 SOUTH DIXIE ONE WAY SB -- 300' S OF SW 174 ST

PIN# 973215-1
 Location 1

County: Miami (87)
 Station #: 2562
 Highway: SR 5/JUS 1 SOUTH DIXIE ONE WAY SB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	30500	30700
2008	30500	30400
2009	28500	30300
2010	32000	30200
2011	32500	30100
2012	29000	30000
2013	28500	29900
2014	31000	29900
2015	29500	29800
2016	29000	29800
2017 Opening Year Trend		
2017	N/A	29700
2018 Mid-Year Trend		
2018	N/A	29700
2019 Design Year Trend		
2019	N/A	29700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared: 4.71%
 Compounded Annual Historic Growth Rate: -0.33%
 Compounded Growth Rate (2016 to Design Year): -0.11%
 Printed: 3-May-17
Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL ADT REPORT

COUNTY: 07 - MIAMI-DADE

SITE: 2562 - SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SH 174 ST

YEAR	ADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	29000 C	S 29000	0	9.00	99.90	4.70
2015	29500 C	S 29500	0	9.00	99.90	5.20
2014	31000 C	S 31000	0	9.00	99.90	5.80
2013	28500 C	S 28500	0	9.00	99.90	5.40
2012	29000 C	S 29000	0	9.00	99.90	5.70
2011	32500 C	S 32500	0	7.87	99.99	6.10
2010	32000 C	S 32000	0	7.98	99.99	6.90
2009	28500 C	S 28500	0	8.07	99.99	6.30
2008	30500 C	S 30500	0	7.90	99.99	7.10
2007	30500 C	S 30500	0	7.39	99.99	8.00
2006	31000 C	S 31000	0	7.70	99.99	6.10
2005	30500 C	S 30500	0	8.20	99.90	5.50
2004	32500 C	S 32500	0	8.10	99.90	6.20
2003	29500 C	S 29500	0	9.20	99.90	4.80
2002	63500 C	S 32500	31000	9.20	99.90	3.40

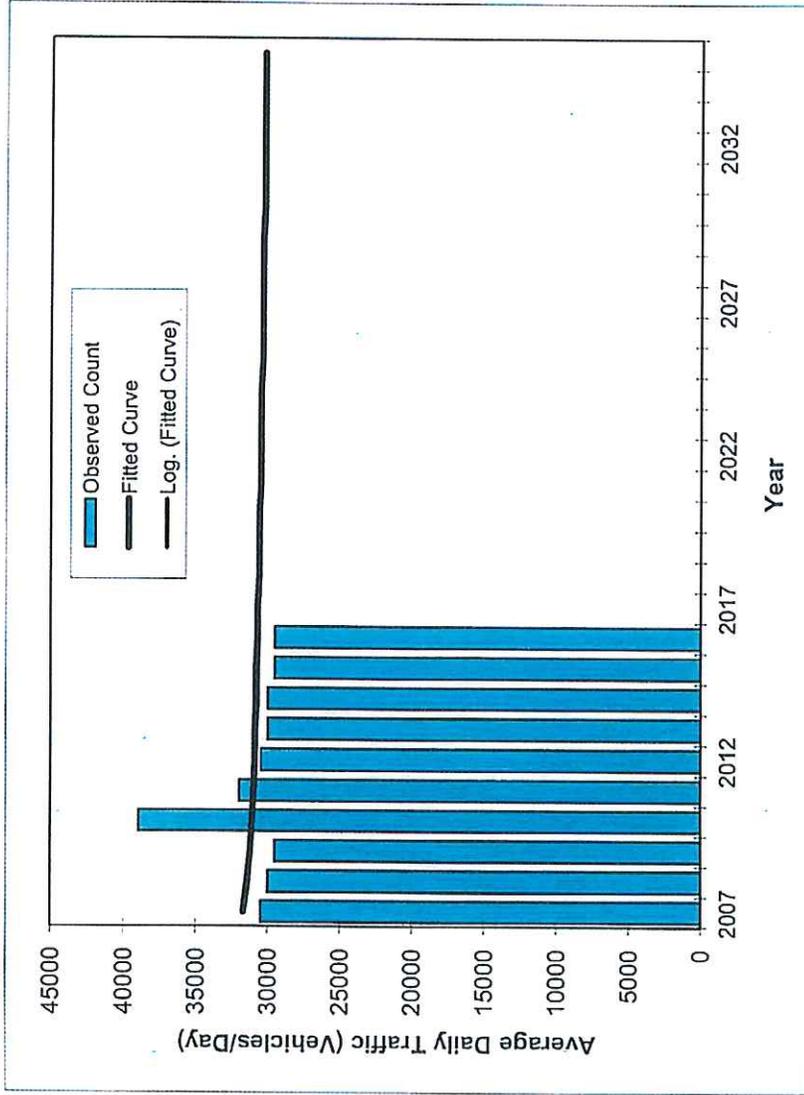
ADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; G = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

SR 5/US 1 SOUTH DIXIE ONE WAY NB -- 300' S OF SW 174 ST

PIN# 973215-1
 Location 1

County: Miami (87)
 Station #: 2563
 Highway: SR 5/US 1 SOUTH DIXIE ONE WAY NB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2007	30500	31700
2008	30000	31400
2009	29500	31200
2010	39000	31100
2011	32000	31000
2012	30500	30900
2013	30000	30900
2014	30000	30800
2015	29500	30800
2016	29500	30700
2017 Opening Year Trend		
2017	N/A	30700
2018 Mid-Year Trend		
2018	N/A	30600
2019 Design Year Trend		
2019	N/A	30600
TRANPLAN Forecasts/Trends		

Trend R-squared: 1.17%
 Compounded Annual Historic Growth Rate: -0.36%
 Compounded Growth Rate (2016 to Design Year): -0.11%
 Printed: 3-May-17
Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2563 - SRS/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	29500 C	N 29500	0	9.00	99.90	4.70
2015	29500 C	N 29500	0	9.00	99.90	5.20
2014	30000 C	N 30000	0	9.00	99.90	5.80
2013	30000 C	N 30000	0	9.00	99.90	5.40
2012	30500 C	N 30500	0	9.00	99.90	5.70
2011	32000 C	N 32000	0	9.00	99.90	6.10
2010	39000 C	N 39000	0	7.87	99.99	6.90
2009	29500 C	N 29500	0	7.98	99.99	6.30
2008	30000 C	N 30000	0	8.07	99.99	7.10
2007	30500 C	N 30500	0	7.90	99.99	8.00
2006	31500 C	N 31500	0	7.39	99.99	6.10
2005	31000 C	N 31000	0	7.70	99.90	5.50
2004	29500 C	N 29500	0	8.20	99.90	6.20
2003	32000 C	N 32000	0	8.10	99.90	4.80

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

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.99
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	0.99	1.00
2	01/03/2016 - 01/09/2016	1.00	1.01
3	01/10/2016 - 01/16/2016	1.02	1.03
4	01/17/2016 - 01/23/2016	1.01	1.02
5	01/24/2016 - 01/30/2016	1.01	1.02
6	01/31/2016 - 02/06/2016	1.00	1.01
7	02/07/2016 - 02/13/2016	0.99	1.00
* 8	02/14/2016 - 02/20/2016	0.99	1.00
* 9	02/21/2016 - 02/27/2016	0.99	1.00
*10	02/28/2016 - 03/05/2016	0.99	1.00
*11	03/06/2016 - 03/12/2016	0.99	1.00
*12	03/13/2016 - 03/19/2016	0.99	1.00
*13	03/20/2016 - 03/26/2016	0.99	1.00
*14	03/27/2016 - 04/02/2016	0.99	1.00
*15	04/03/2016 - 04/09/2016	0.98	0.99
*16	04/10/2016 - 04/16/2016	0.98	0.99
*17	04/17/2016 - 04/23/2016	0.98	0.99
*18	04/24/2016 - 04/30/2016	0.99	1.00
*19	05/01/2016 - 05/07/2016	0.99	1.00
*20	05/08/2016 - 05/14/2016	0.99	1.00
21	05/15/2016 - 05/21/2016	1.00	1.01
22	05/22/2016 - 05/28/2016	1.00	1.01
23	05/29/2016 - 06/04/2016	1.00	1.01
24	06/05/2016 - 06/11/2016	1.00	1.01
25	06/12/2016 - 06/18/2016	1.00	1.01
26	06/19/2016 - 06/25/2016	1.01	1.02
27	06/26/2016 - 07/02/2016	1.02	1.03
28	07/03/2016 - 07/09/2016	1.02	1.03
29	07/10/2016 - 07/16/2016	1.03	1.04
30	07/17/2016 - 07/23/2016	1.03	1.04
31	07/24/2016 - 07/30/2016	1.02	1.03
32	07/31/2016 - 08/06/2016	1.02	1.03
33	08/07/2016 - 08/13/2016	1.01	1.02
34	08/14/2016 - 08/20/2016	1.01	1.02
35	08/21/2016 - 08/27/2016	1.01	1.02
36	08/28/2016 - 09/03/2016	1.02	1.03
37	09/04/2016 - 09/10/2016	1.02	1.03
38	09/11/2016 - 09/17/2016	1.03	1.04
39	09/18/2016 - 09/24/2016	1.02	1.03
40	09/25/2016 - 10/01/2016	1.01	1.02
41	10/02/2016 - 10/08/2016	1.00	1.01
42	10/09/2016 - 10/15/2016	1.00	1.01
43	10/16/2016 - 10/22/2016	1.00	1.01
44	10/23/2016 - 10/29/2016	1.00	1.01
45	10/30/2016 - 11/05/2016	1.00	1.01
46	11/06/2016 - 11/12/2016	1.00	1.01
47	11/13/2016 - 11/19/2016	1.01	1.02
48	11/20/2016 - 11/26/2016	1.00	1.01
49	11/27/2016 - 12/03/2016	1.00	1.01
50	12/04/2016 - 12/10/2016	0.99	1.00
51	12/11/2016 - 12/17/2016	0.99	1.00
52	12/18/2016 - 12/24/2016	1.00	1.01
53	12/25/2016 - 12/31/2016	1.02	1.03

* PEAK SEASON

Appendix D: Traffic Counts (TMC's)



TABLE: A7

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12	
	INTERSECTION NAME	APPROACH	MOVEMENT	AM PEAK HR COUNT	DATE OF COUNT	PHF	SF	AM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	PROPOSED FUTURE TRAFFIC W/PROJECT (VPH) (2019)	
1	S Dixie Highway (SR 5) & SW 183 Street	SOUTHBOUND	SBR	13	Thursday, November 10, 2016	0.974	1.00	13	1	14	0	14	
			SBT	1,058			1.00	1,058	55	1,113	0	1,113	
			SBL	30			1.00	30	2	32	12	44	
			SBU	22			1.00	22	1	23	0	23	
			TOTAL	1,123			1.00	1,123	59	1,182	12	1,194	
		WESTBOUND	WBR	28			1.00	28	1	29	0	0	
			WBT	0			1.00	0	0	0	0	0	
			TOTAL	28			1.00	28	1	29	0	0	
		NORTHBOUND	WBL	19			1.00	19	1	19	20	23	43
			TOTAL	47			1.00	47	2	49	60	109	
			NBR	92			1.00	92	5	97	12	109	
			NBT	1,893			1.00	1,893	99	1,992	0	1,992	
			TOTAL	2,001			1.00	2,001	104	2,105	12	2,117	
EASTBOUND	EBR	11	1.00	11	1	12	0	0					
	EBT	0	1.00	0	0	0	0	0					
	EBL	1	1.00	1	0	1	0	0					
	TOTAL	12	1.00	12	1	13	0	13					
	TOTAL	3,183	1.00	3,183	166	3,349	84	3,433					
2	SW 183 Street & SW 98 Court	SOUTHBOUND	SBR	7	Thursday, November 10, 2016	0.793	1.00	7	0	7	0	7	
			SBT	10			1.00	10	1	11	0	11	
			SBL	0			1.00	0	0	0	0	0	
		WESTBOUND	TOTAL	17			1.00	17	1	18	0	18	
			WBR	0			1.00	0	0	0	0	0	
			TOTAL	0			1.00	0	0	0	0	0	
		NORTHBOUND	WBL	0			1.00	0	0	0	0	0	
			TOTAL	0			1.00	0	0	0	0	0	
			NBR	0			1.00	0	0	0	0	0	
		EASTBOUND	NBT	27			1.00	27	1	28	28	28	
			NBL	41			1.00	41	2	43	60	103	
			TOTAL	68			1.00	68	4	72	60	132	
		TOTAL	EBR	44			1.00	44	2	46	24	70	
EBT	0		1.00	0	0	0	0	0					
EBL	17		1.00	17	1	18	0	18					
TOTAL	61	1.00	61	3	64	24	88						
TOTAL	146	1.00	146	8	154	84	238						

TABLE: A7

INTERSECTION APPROACH VOLUMES - AM PEAK HOUR

Project Name: Soieste - Bay Village

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 AM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 AM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)			
3	SW 183 Street & SW 98 Avenue Road	SOUTHBOUND	SBR	7	Thursday, November 10, 2016	0.710	1.00	7	0	7	0	7			
			SBT	0			1.00	0	0	0	0				
			SBL	11			1.00	11	1	12	0	12			
		TOTAL	18	1.00			18	1	19	0	19				
		WESTBOUND	WBR	4			1.00	4	0	4	0	4	4	0	4
			WBT	60			1.00	60	3	63	5	68			
			WBL	0			1.00	0	0	0	0	0			
		TOTAL	64	1.00			64	3	67	5	72				
		NORTHBOUND	NBR	0			1.00	0	0	0	0	0	0	0	0
			NBT	0			1.00	0	0	0	0	0	0	0	0
			NBL	0			1.00	0	0	0	0	0	0	0	0
		TOTAL	0	1.00			0	0	0	0	0	0	0	0	0
EASTBOUND	EBR	0	1.00	0	0	0	0	0	0	0	0	0			
	EBT	59	1.00	59	3	62	29	91							
	EBL	1	1.00	1	0	1	0	1							
TOTAL	60	1.00	60	3	63	29	92								
TOTAL				142			142	7	149	34	183				

Notes:

- 1 Intersection Name
- 2 Intersection Approach
- 3 Intersection Approach Movement
- 4 TMC data provided by RGA, Inc.
- 5 Date of Count
- 6 Peak Hour Factor
- 7 Seasonal Factor (SF) obtained from FDOT
- 8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
- 9 A 1.71 percent background growth was utilized with a project build-out of 2019.
- 10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background
- 11 Project Trips.
- 12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

TABLE: A8

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1	2	3	4	5	6	7	8	9	10	11	12
INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK HR COUNT	DATE OF COUNT	PHF	SF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)	
1	S Dixie Highway (SR 5) & SW 183 Street	SOUTHBOUND	SBR	49	Thursday, November 10, 2016	0.976	1.00	49	3	52	0	52
			SBT	1,812			1.00	1,812	95	1,907	0	1,907
			SBL	56			1.00	56	3	59	31	90
		SBU	16	1.00			16	1	17	0	17	
		TOTAL	1,933	1.00			1,933	101	2,034	31	2,065	
		WBR	17	1.00			17	1	18	25	43	
	WESTBOUND	WBL	13	1.00	13	1	14	21	35			
		WBT	1	1.00	1	0	1	0	1			
		TOTAL	31	1.00	31	2	33	46	79			
	NORTHBOUND	NBR	77	1.00	77	4	81	41	122			
		NBT	1,424	1.00	1,424	74	1,498	0	1,498			
		NBL	42	1.00	42	2	44	0	44			
	EASTBOUND	NBU	3	1.00	3	0	3	0	3			
TOTAL		1,546	1.00	1,546	81	1,627	41	1,668				
EBR		45	1.00	45	2	47	0	47				
TOTAL	EBT	1	1.00	1	0	1	0	1				
	EBL	4	1.00	4	0	4	0	4				
	TOTAL	50	1.00	50	3	53	0	53				
	TOTAL	3,560	1.00	3,560	186	3,746	118	3,864				
2	SW 183 Street & SW 98 Court	SOUTHEASTBOUND	SBR	3	Thursday, November 10, 2016	0.859	1.00	3	0	3	0	3
			SBT	16			1.00	16	1	17	0	17
			SBL	0			1.00	0	0	0	0	0
		TOTAL	19	1.00			19	1	20	0	20	
		WBR	0	1.00			0	0	0	0	0	
		WBT	0	1.00			0	0	0	0	0	
	WESTBOUND	WBL	0	1.00	0	0	0	0	0			
		TOTAL	0	1.00	0	0	0	0	0			
		NBR	0	1.00	0	0	0	0	0			
	NORTHBOUND	NBT	11	1.00	11	1	12	0	12			
		NBL	27	1.00	27	1	28	46	74			
		TOTAL	38	1.00	38	2	40	46	86			
	EASTBOUND	EBR	91	1.00	91	5	96	72	168			
EBT		0	1.00	0	0	0	0	0				
EBL		17	1.00	17	1	18	0	18				
TOTAL		108	1.00	108	6	114	72	186				
TOTAL	165	1.00	165	9	174	118	292					

TABLE: A8

INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

Project Name: Soleste - Bay Village

INTERSECTION NO.	1 INTERSECTION NAME	2 APPROACH	3 MOVEMENT	4 PM PEAK HR COUNT	5 DATE OF COUNT	6 PHF	7 SF	8 PM PEAK SEASONALLY ADJUSTED (EXISTING)	9 BACKGROUND GROWTH @ 1.71% FOR PROJECT BUILD-OUT OF 2019 (3 YEAR GROWTH)	10 PROPOSED FUTURE TRAFFIC W/O PROJECT (2019)	11 SITE TRAFFIC (PROJECT NET TRIPS) (VPH)	12 PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019)
3	SW 183 Street & SW 98 Avenue Road	SOUTHBOUND	SBR	7	Thursday, November 10, 2016	0.907	1.00	7	0	7	0	7
			SBT	0			1.00	0	0	0	0	
			SBL	27			1.00	27	1	28	0	28
			TOTAL	34			1.00	34	2	36	0	36
			WBR	1			1.00	1	0	1	0	1
			WBT	34			1.00	34	2	36	19	55
		WESTBOUND	WBL	0	1.00	0	0	0	0	0		
			TOTAL	35	1.00	35	2	37	19	56		
			NBR	0	1.00	0	0	0	0	0		
		NORTHBOUND	NBT	0	1.00	0	0	0	0	0		
			NBL	0	1.00	0	0	0	0	0		
			TOTAL	0	1.00	0	0	0	0	0		
EASTBOUND	EBR	0	1.00	0	0	0	0	0				
	EBT	113	1.00	113	6	119	14	133				
	EBL	3	1.00	3	0	3	0	3				
TOTAL			116	116	6	122	14	136				
TOTAL			185	185	10	195	33	228				

Notes:

- 1 Intersection Name
- 2 Intersection Approach
- 3 Intersection Approach Movement
- 4 TMC data provided by RGA, Inc.
- 5 Date of Count
- 6 Peak Hour Factor
- 7 Seasonal Factor (SF) obtained from FDOT
- 8 Seasonally Adjusted TMC = Count * SF (Existing Condition).
- 9 A 1.71 percent background growth was utilized with a project build-out of 2019.
- 10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background
- 11 Project Trips.
- 12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)



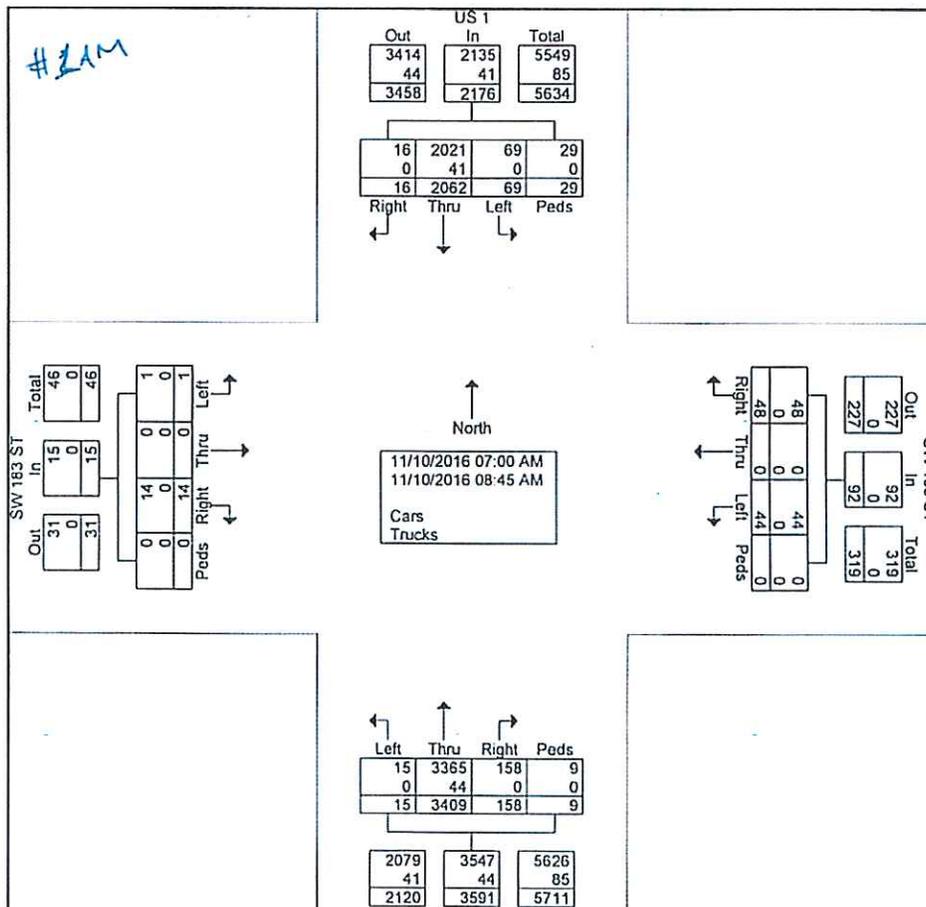
Richard Garcia & Associates, Inc.

8065 NW 98 Street
 Hialeah Gardens, FL 33016
 Phone: 305-362-0677
 Fax: 305-675-6474

File Name : US 1_SW 183 St_AM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	US 1 Southbound						SW 183 ST Westbound					US 1 Northbound						SW 183 ST Eastbound					
	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Int Total
07:00 AM	0	186	7	1	0	194	2	0	3	0	5	10	376	1	2	0	389	1	0	0	0	1	589
07:15 AM	1	257	10	2	0	270	3	0	4	0	7	15	382	0	0	0	397	1	0	0	0	1	675
07:30 AM	0	276	8	2	0	286	2	0	12	0	14	24	376	1	1	0	402	1	0	0	0	1	703
07:45 AM	2	285	14	2	0	303	13	0	6	0	19	17	382	2	1	0	402	0	0	0	0	0	724
Total	3	1004	39	7	0	1053	20	0	25	0	45	66	1516	4	4	0	1590	3	0	0	0	3	2691
08:00 AM	3	259	8	7	0	277	4	0	10	0	14	29	487	6	1	0	523	3	0	0	0	3	817
08:15 AM	5	265	7	6	0	283	6	0	2	0	8	23	469	1	1	0	494	5	0	1	0	6	791
08:30 AM	2	271	6	4	0	283	7	0	4	0	11	19	475	2	1	0	497	2	0	0	0	2	793
08:45 AM	3	263	9	5	0	280	11	0	3	0	14	21	462	2	2	0	487	1	0	0	0	1	782
Total	13	1058	30	22	0	1123	28	0	19	0	47	92	1893	11	5	0	2001	11	0	1	0	12	3183
Grand Total	16	2062	69	29	0	2176	48	0	44	0	92	158	3409	15	9	0	3591	14	0	1	0	15	5874
Apprch %	0.7	94.8	3.2	1.3	0	37	52.2	0	47.8	0	0	4.4	94.9	0.4	0.3	0	61.1	93.3	0	6.7	0	0	0.3
Total %	0.3	35.1	1.2	0.5	0	37	0.8	0	0.7	0	1.6	2.7	58	0.3	0.2	0	61.1	0.2	0	0	0	0	0.3
Cars	16	2021	69	29	0	2135	48	0	44	0	92	158	3365	15	9	0	3547	14	0	1	0	15	5789
% Cars	100	98	100	100	0	98.1	100	0	100	0	100	100	98.7	100	100	0	98.8	100	0	100	0	100	98.6
Trucks	0	41	0	0	0	41	0	0	0	0	0	0	44	0	0	0	44	0	0	0	0	0	85
% Trucks	0	2	0	0	0	1.9	0	0	0	0	0	0	1.3	0	0	0	1.2	0	0	0	0	0	1.4



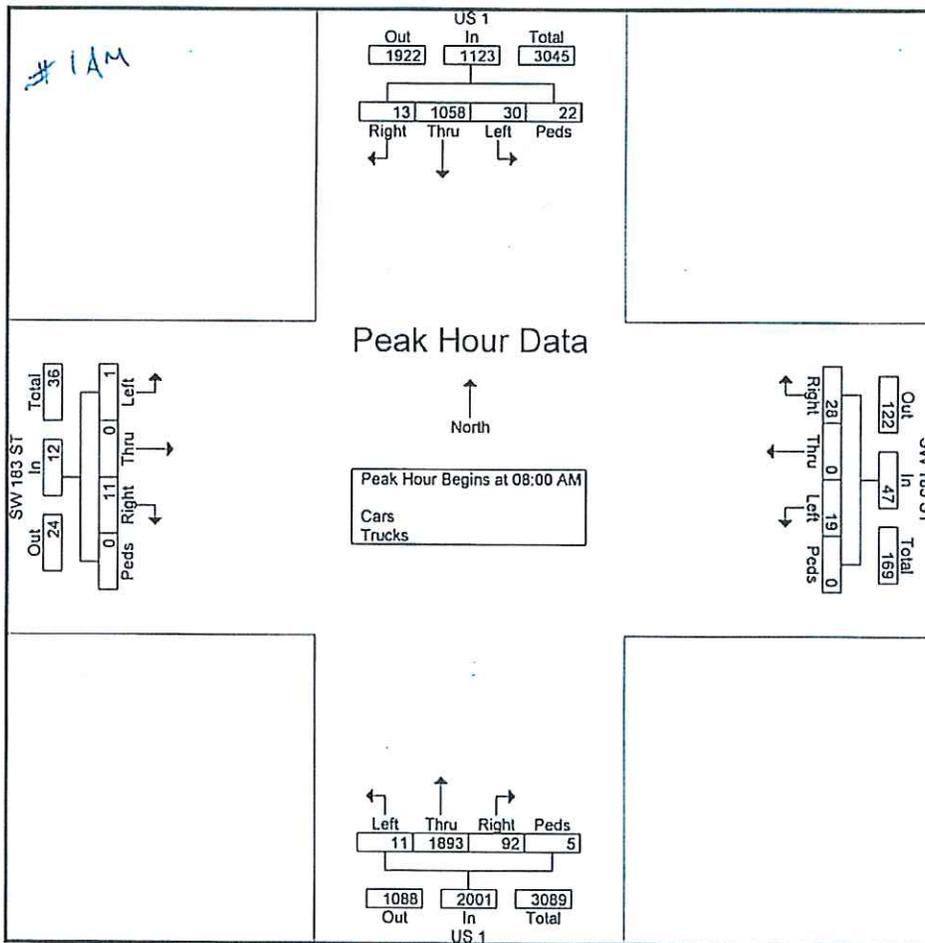


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File Name : US 1_SW 183 St_AM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 2

Start Time	US 1 Southbound					SW 183 ST Westbound					US 1 Northbound					SW 183 ST Eastbound					Int Total		
	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turns	Peds	App Total	Right	Thru	Left		Peds	App Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 08:00 AM																							
08:00 AM	3	259	8	7	0	277	4	0	10	0	14	29	487	6	1	0	523	3	0	0	0	3	817
08:15 AM	5	265	7	6	0	283	6	0	2	0	8	23	469	1	1	0	494	5	0	1	0	6	791
08:30 AM	2	271	6	4	0	283	7	0	4	0	11	19	475	2	1	0	497	2	0	0	0	2	793
08:45 AM	3	263	9	5	0	280	11	0	3	0	14	21	462	2	2	0	487	1	0	0	0	1	782
Total Volume	13	1058	30	22	0	1123	28	0	19	0	47	92	1893	11	5	0	2001	11	0	1	0	12	3183
% App. Total	1.2	94.2	2.7	2	0		59.6	0	40.4	0		4.6	94.6	0.5	0.2	0		91.7	0	8.3	0		
PHF	.650	.976	.833	.786	.000	.992	.636	.000	.475	.000	.839	.793	.972	.458	.625	.000	.957	.550	.000	.250	.000	.500	.974





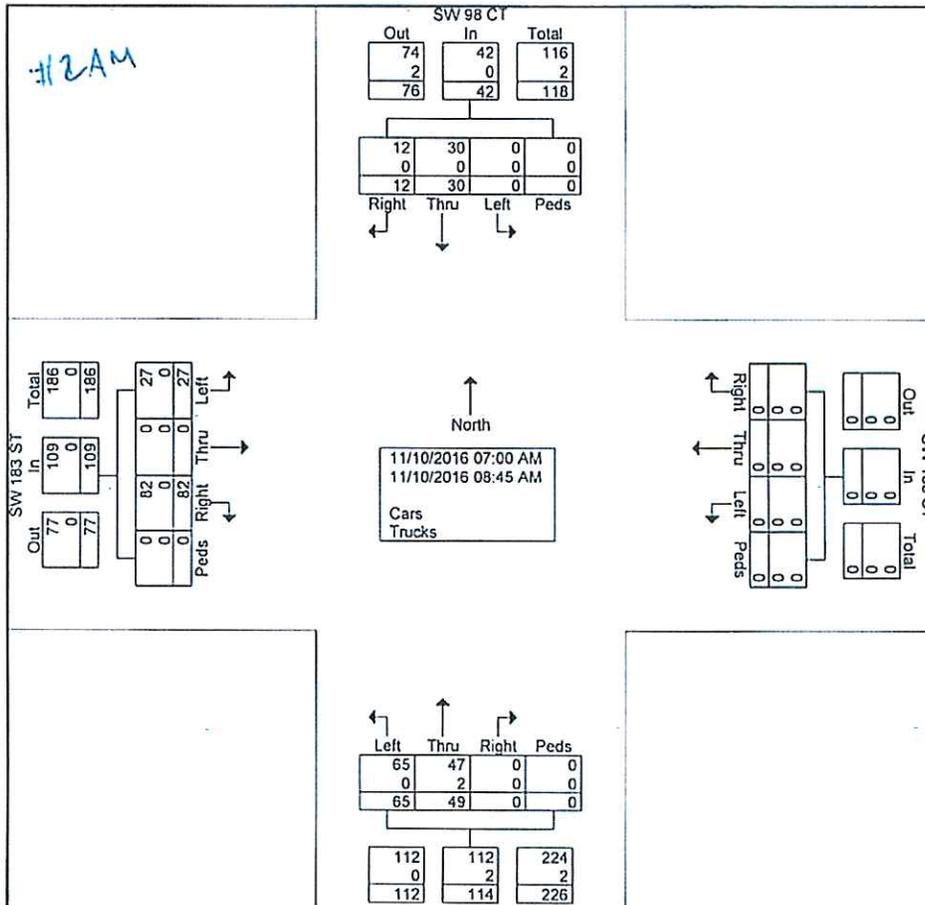
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 Phone: 305-362-0677
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File Name : SW 183 St_SW 98 Ct_AM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	3	0	7	10	0	1	0	11	21
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	7	5	0	12	11	0	2	0	13	32
07:30 AM	1	1	0	0	2	0	0	0	0	0	0	7	4	0	11	7	0	4	0	11	24
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	8	18	0	26	9	0	7	0	16	46
Total	2	14	0	0	16	0	0	0	0	0	0	26	30	0	56	37	0	14	0	51	123
08:00 AM	3	0	0	0	3	0	0	0	0	0	0	4	4	0	8	11	0	4	0	15	26
08:15 AM	3	3	0	0	6	0	0	0	0	0	0	12	8	0	20	12	0	2	0	14	40
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	11	0	14	12	0	4	0	16	34
08:45 AM	4	9	0	0	13	0	0	0	0	0	0	4	12	0	16	10	0	3	0	13	42
Total	10	16	0	0	26	0	0	0	0	0	0	23	35	0	58	45	0	13	0	58	142
Grand Total	12	30	0	0	42	0	0	0	0	0	0	49	65	0	114	82	0	27	0	109	265
Apprch %	28.6	71.4	0	0		0	0	0	0	0	0	43	57	0		75.2	0	24.8	0		
Total %	4.5	11.3	0	0	15.8	0	0	0	0	0	0	18.5	24.5	0	43	30.9	0	10.2	0	41.1	
Cars	12	30	0	0	42	0	0	0	0	0	0	47	65	0	112	82	0	27	0	109	263
% Cars	100	100	0	0	100	0	0	0	0	0	0	95.9	100	0	98.2	100	0	100	0	100	99.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	4.1	0	0	1.8	0	0	0	0	0	0.8



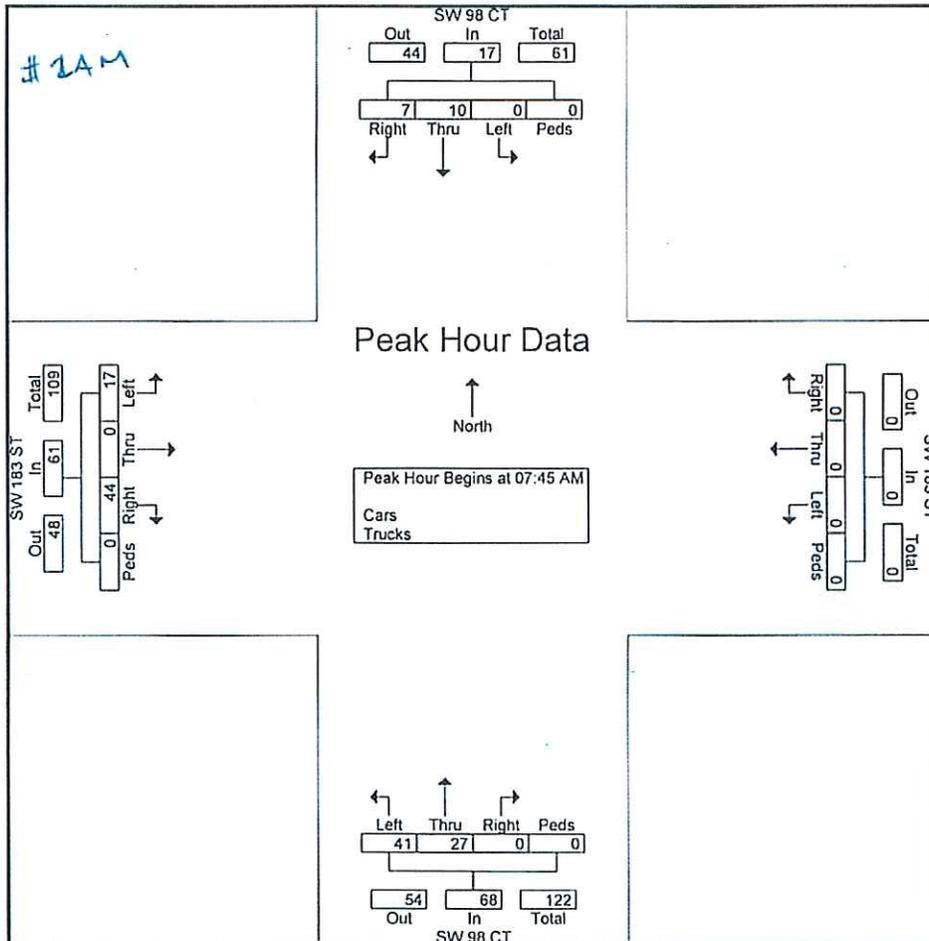


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File Name : SW 183 St_SW 98 Ct_AM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 2

Start Time	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	8	18	0	26	9	0	7	0	16	46
08:00 AM	3	0	0	0	3	0	0	0	0	0	0	4	4	0	8	11	0	4	0	15	26
08:15 AM	3	3	0	0	6	0	0	0	0	0	0	12	8	0	20	12	0	2	0	14	40
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	11	0	14	12	0	4	0	16	34
Total Volume	7	10	0	0	17	0	0	0	0	0	0	27	41	0	68	44	0	17	0	61	146
% App. Total																					
PHF	.583	.625	.000	.000	.708	.000	.000	.000	.000	.000	.000	.563	.569	.000	.654	.917	.000	.607	.000	.953	.793





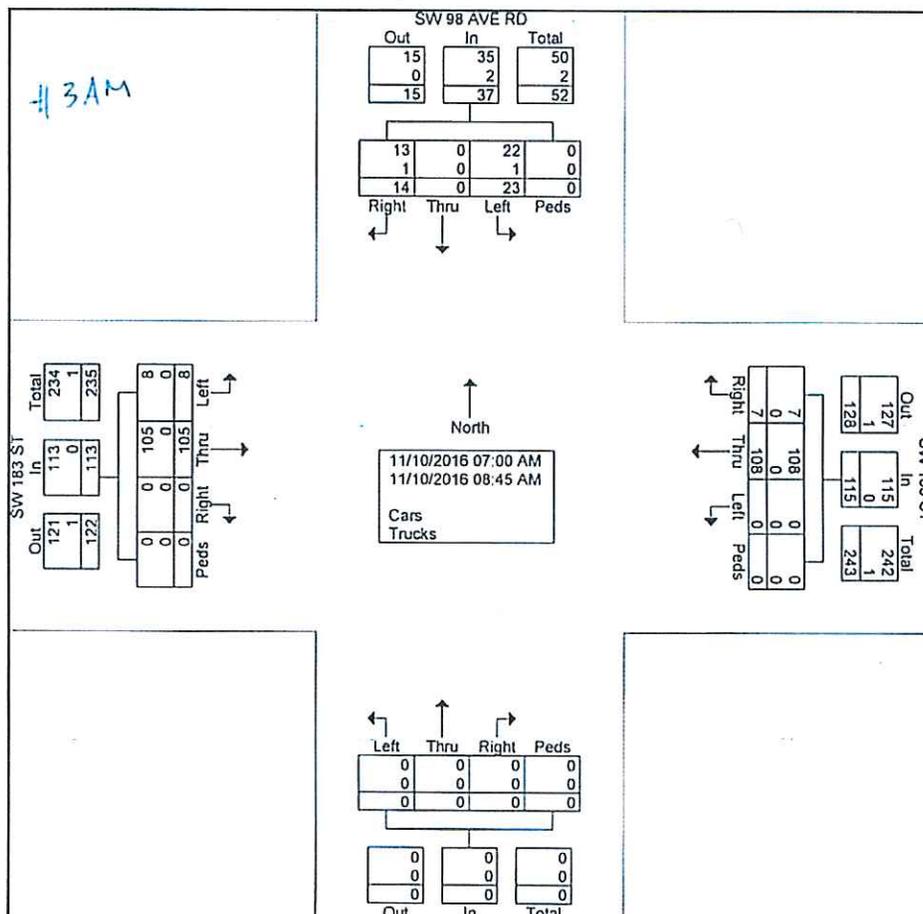
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File Name : SW 183 St_SW 98 Ave Rd_AM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
07:00 AM	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	0	12	1	0	13	21
07:15 AM	2	0	6	0	8	2	10	0	0	12	0	0	0	0	0	0	13	4	0	17	37
07:30 AM	2	0	1	0	3	1	9	0	0	10	0	0	0	0	0	0	11	0	0	11	24
07:45 AM	2	0	3	0	5	0	24	0	0	24	0	0	0	0	0	0	10	2	0	12	41
Total	7	0	12	0	19	3	48	0	0	51	0	0	0	0	0	0	46	7	0	53	123
08:00 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	11	0	0	11	20
08:15 AM	4	0	1	0	5	2	25	0	0	27	0	0	0	0	0	0	12	1	0	13	45
08:30 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	27
08:45 AM	2	0	8	0	10	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	50
Total	7	0	11	0	18	4	60	0	0	64	0	0	0	0	0	0	59	1	0	60	142
Grand Total	14	0	23	0	37	7	108	0	0	115	0	0	0	0	0	0	105	8	0	113	265
Apprch %	37.8	0	62.2	0		6.1	93.9	0	0		0	0	0	0		0	92.9	7.1	0		
Total %	5.3	0	8.7	0	14	2.6	40.8	0	0	43.4	0	0	0	0	0	0	39.6	3	0	42.6	
Cars	13	0	22	0	35	7	108	0	0	115	0	0	0	0	0	0	105	8	0	113	263
% Cars	92.9	0	95.7	0	94.6	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	99.2
Trucks	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	7.1	0	4.3	0	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.8



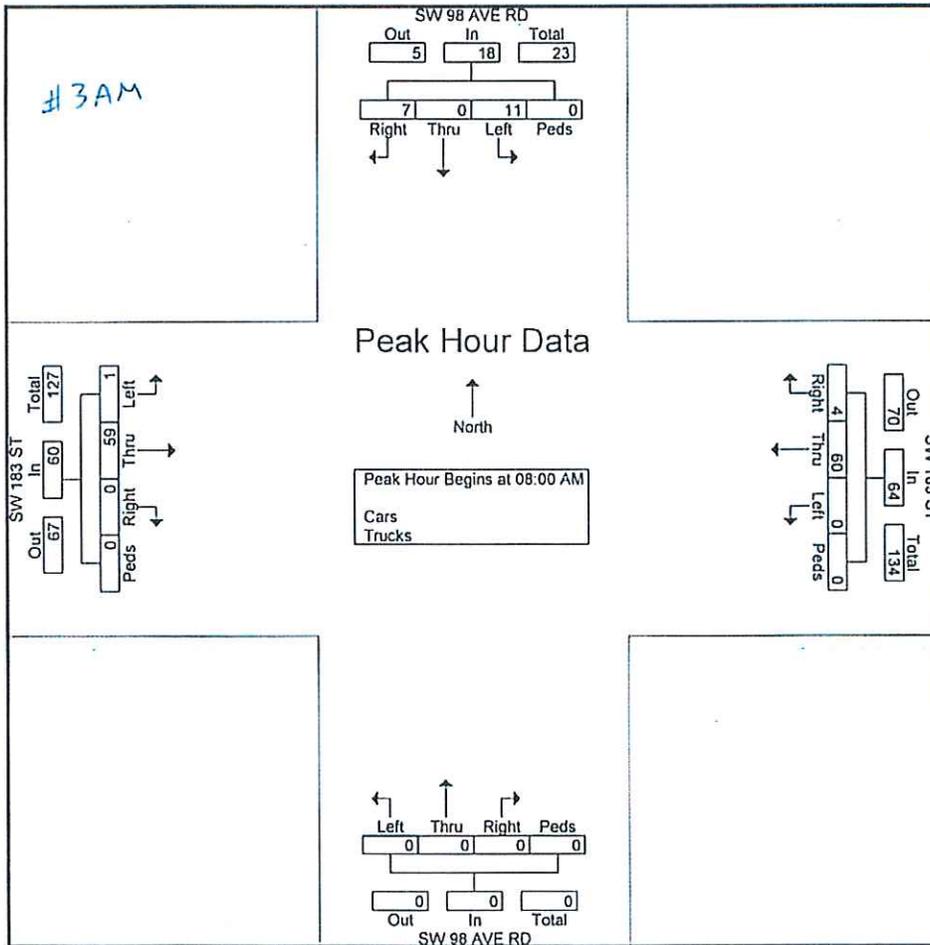


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File Name : SW 183 St_SW 98 Ave Rd_AM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 2

Start Time	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					Int Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	11	0	0	11	20
08:15 AM	4	0	1	0	5	2	25	0	0	27	0	0	0	0	0	0	12	1	0	13	45
08:30 AM	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	27
08:45 AM	2	0	8	0	10	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	50
Total Volume	7	0	11	0	18	4	60	0	0	64	0	0	0	0	0	0	59	1	0	60	142
% App. Total	38.9	0	61.1	0		6.2	93.8	0	0		0	0	0	0		0	98.3	1.7	0		
PHF	.438	.000	.344	.000	.450	.500	.600	.000	.000	.593	.000	.000	.000	.000	.000	.000	.702	.250	.000	.714	.710





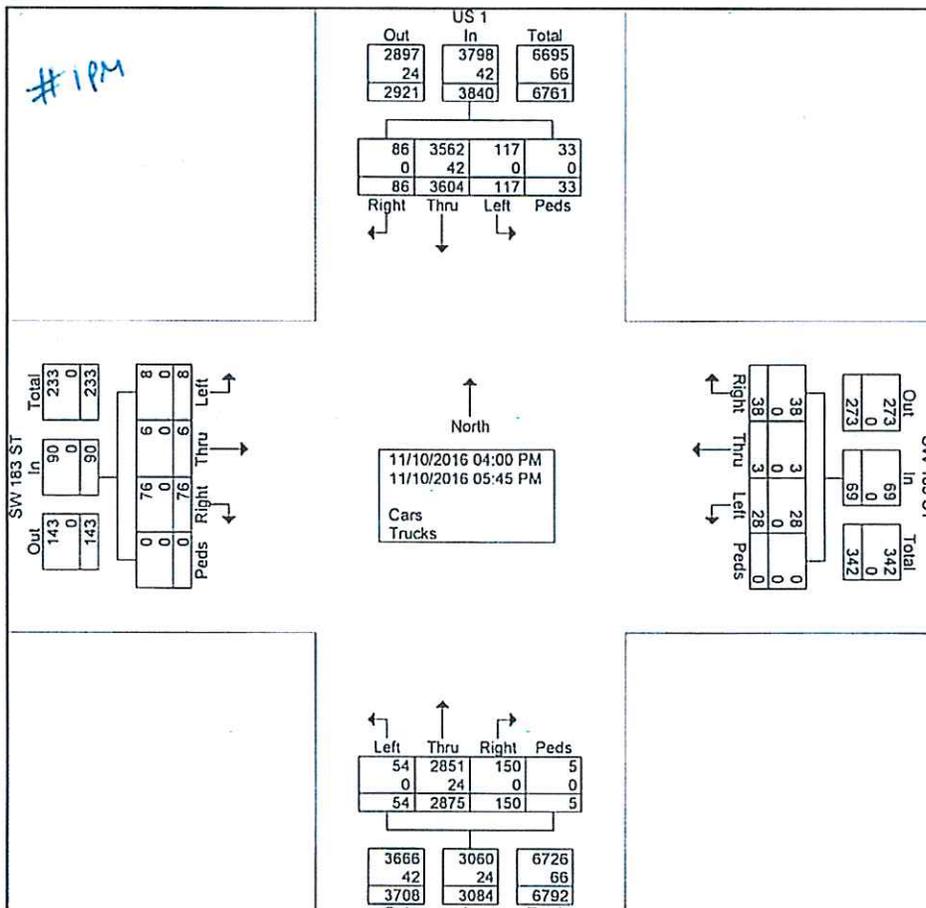
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File Name : US 1_SW 183 St_PM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 1

Groups Printed - Cars - Trucks

Start Time	US 1 Southbound					SW 183 ST Westbound					US 1 Northbound					SW 183 ST Eastbound					Int Total		
	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U-Turn	Peds	App Total	Right	Thru	Left		Peds	App Total
04:00 PM	6	449	18	3	0	476	2	2	5	0	9	12	372	4	1	0	389	5	2	2	0	9	883
04:15 PM	12	450	15	7	0	484	2	0	3	0	5	21	341	2	1	0	365	8	2	0	0	10	864
04:30 PM	12	481	9	1	0	503	4	0	2	0	6	18	360	3	0	0	381	7	0	0	0	7	897
04:45 PM	7	412	19	6	0	444	3	0	5	0	8	22	378	3	0	0	403	11	1	2	0	14	869
Total	37	1792	61	17	0	1907	11	2	15	0	28	73	1451	12	2	0	1538	31	5	4	0	40	3513
05:00 PM	19	455	18	1	0	493	6	1	5	0	12	21	354	11	1	0	387	7	0	1	0	8	900
05:15 PM	8	438	12	5	0	463	7	0	1	0	8	19	348	10	0	0	377	16	0	0	0	16	864
05:30 PM	10	466	15	4	0	495	8	0	4	0	12	17	365	9	1	0	392	12	1	2	0	15	914
05:45 PM	12	453	11	6	0	482	6	0	3	0	9	20	357	12	1	0	390	10	0	1	0	11	892
Total	49	1812	56	16	0	1933	27	1	13	0	41	77	1424	42	3	0	1546	45	1	4	0	50	3570
Grand Total	86	3604	117	33	0	3840	38	3	28	0	69	150	2875	54	5	0	3084	76	6	8	0	90	7083
Apprch %	2.2	93.9	3	0.9	0		55.1	4.3	40.6	0		4.9	93.2	1.8	0.2	0		84.4	6.7	8.9	0		
Total %	1.2	50.9	1.7	0.5	0	54.2	0.5	0	0.4	0	1	2.1	40.6	0.8	0.1	0	43.5	1.1	0.1	0.1	0	1.3	
Cars	86	3562	117	33	0	3798	38	3	28	0	69	150	2851	54	5	0	3060	76	6	8	0	90	7017
% Cars	100	98.8	100	100	0	98.9	100	100	100	0	100	100	99.2	100	100	0	99.2	100	100	100	0	100	99.1
Trucks	0	42	0	0	0	42	0	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	66
% Trucks	0	1.2	0	0	0	1.1	0	0	0	0	0	0	0.8	0	0	0	0.8	0	0	0	0	0	0.9



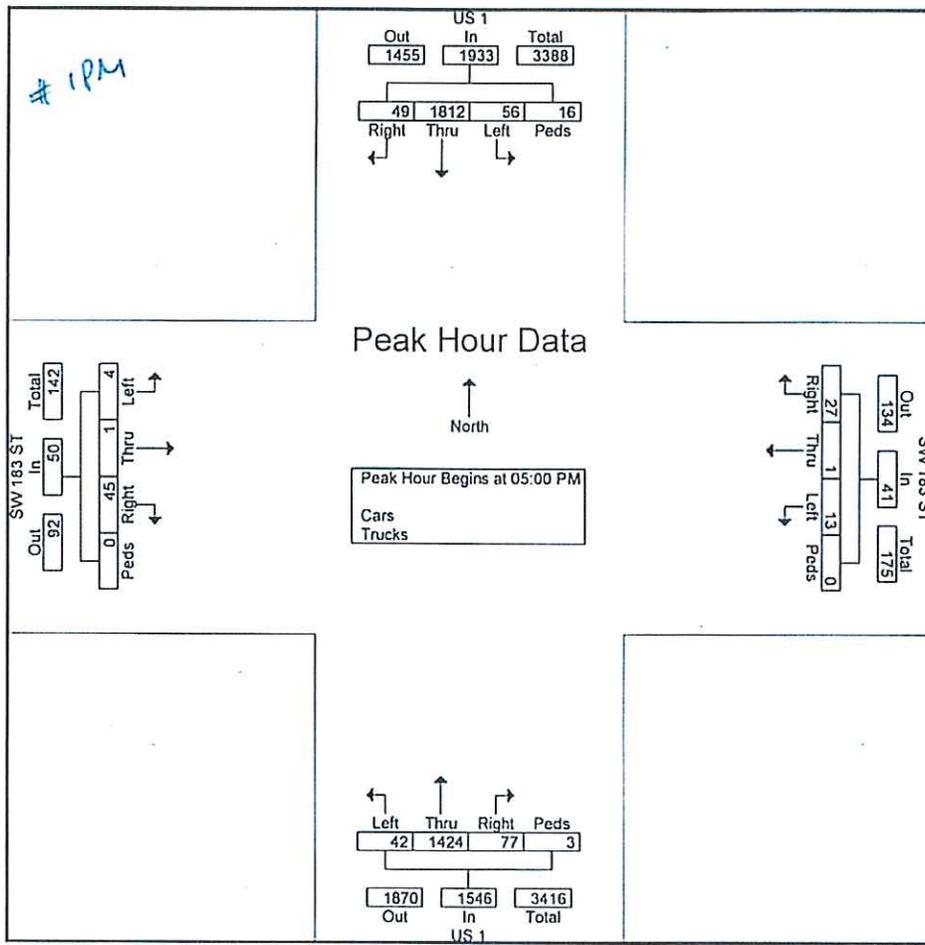


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File Name : US 1_SW 183 St_PM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 2

Start Time	US 1 Southbound						SW 183 ST Westbound					US 1 Northbound						SW 183 ST Eastbound					Int Total
	Right	Thru	Left	U.Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	U.Turns	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 05:00 PM																							
05:00 PM	19	455	18	1	0	493	6	1	5	0	12	21	354	11	1	0	387	7	0	1	0	8	900
05:15 PM	8	438	12	5	0	463	7	0	1	0	8	19	348	10	0	0	377	16	0	0	0	16	864
05:30 PM	10	466	15	4	0	495	8	0	4	0	12	17	365	9	1	0	392	12	1	2	0	15	914
05:45 PM	12	453	11	6	0	482	6	0	3	0	9	20	357	12	1	0	390	10	0	1	0	11	892
Total Volume	49	1812	56	16	0	1933	27	1	13	0	41	77	1424	42	3	0	1546	45	1	4	0	50	3570
% App. Total	2.5	93.7	2.9	0.8	0		65.9	2.4	31.7	0		5	92.1	2.7	0.2	0		90	2	8	0		
PHF	.645	.972	.778	.667	.000	.976	.844	.250	.650	.000	.854	.917	.975	.875	.750	.000	.986	.703	.250	.500	.000	.781	.976





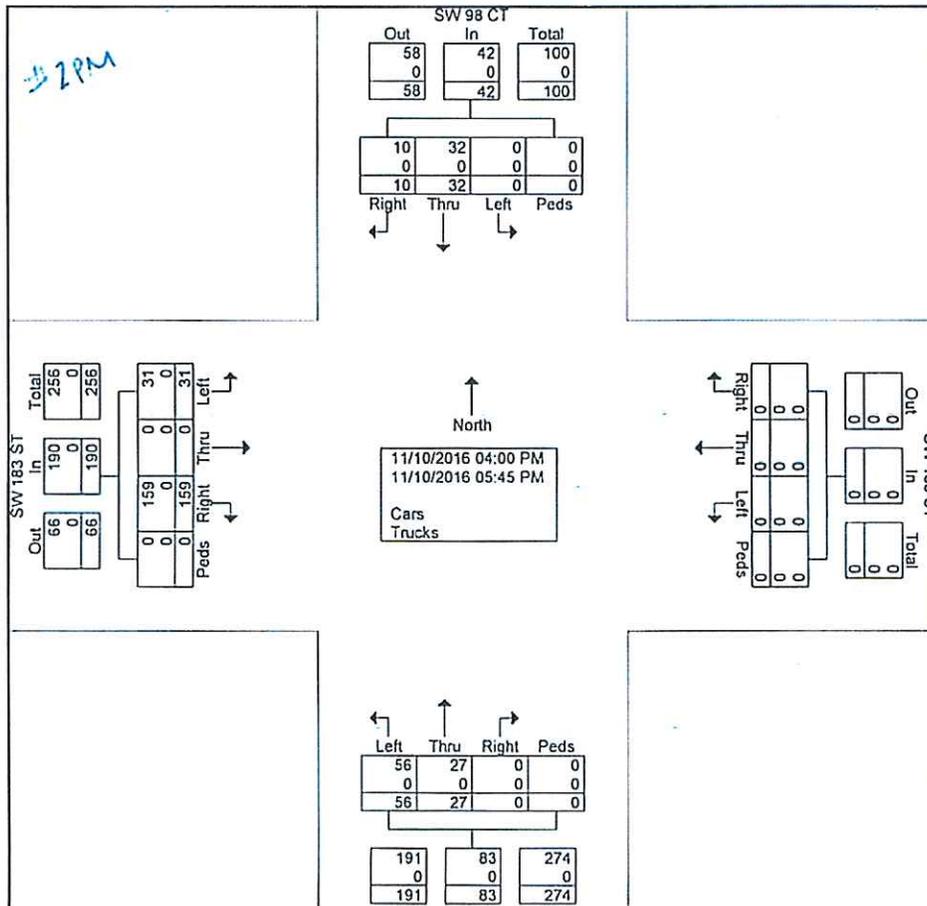
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File Name : SW 183 St_SW 98 Ct_PM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					Int Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
04:00 PM	1	4	0	0	5	0	0	0	0	0	0	10	5	0	15	16	0	5	0	21	41
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	6	0	8	30	0	4	0	34	48
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	7	7	0	14	15	0	2	0	17	35
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	24	0	6	0	30	38
Total	2	15	0	0	17	0	0	0	0	0	0	20	23	0	43	85	0	17	0	102	162
05:00 PM	2	5	0	0	7	0	0	0	0	0	0	1	9	0	10	22	0	5	0	27	44
05:15 PM	3	3	0	0	6	0	0	0	0	0	0	3	6	0	9	16	0	3	0	19	34
05:30 PM	2	5	0	0	7	0	0	0	0	0	0	2	10	0	12	19	0	2	0	21	40
05:45 PM	1	4	0	0	5	0	0	0	0	0	0	1	8	0	9	17	0	4	0	21	35
Total	8	17	0	0	25	0	0	0	0	0	0	7	33	0	40	74	0	14	0	88	153
Grand Total	10	32	0	0	42	0	0	0	0	0	0	27	56	0	83	159	0	31	0	190	315
Apprch %	23.8	76.2	0	0		0	0	0	0		0	32.5	67.5	0		83.7	0	16.3	0		
Total %	3.2	10.2	0	0	13.3	0	0	0	0	0	0	8.6	17.8	0	26.3	50.5	0	9.8	0	60.3	
Cars	10	32	0	0	42	0	0	0	0	0	0	27	56	0	83	159	0	31	0	190	315
% Cars	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



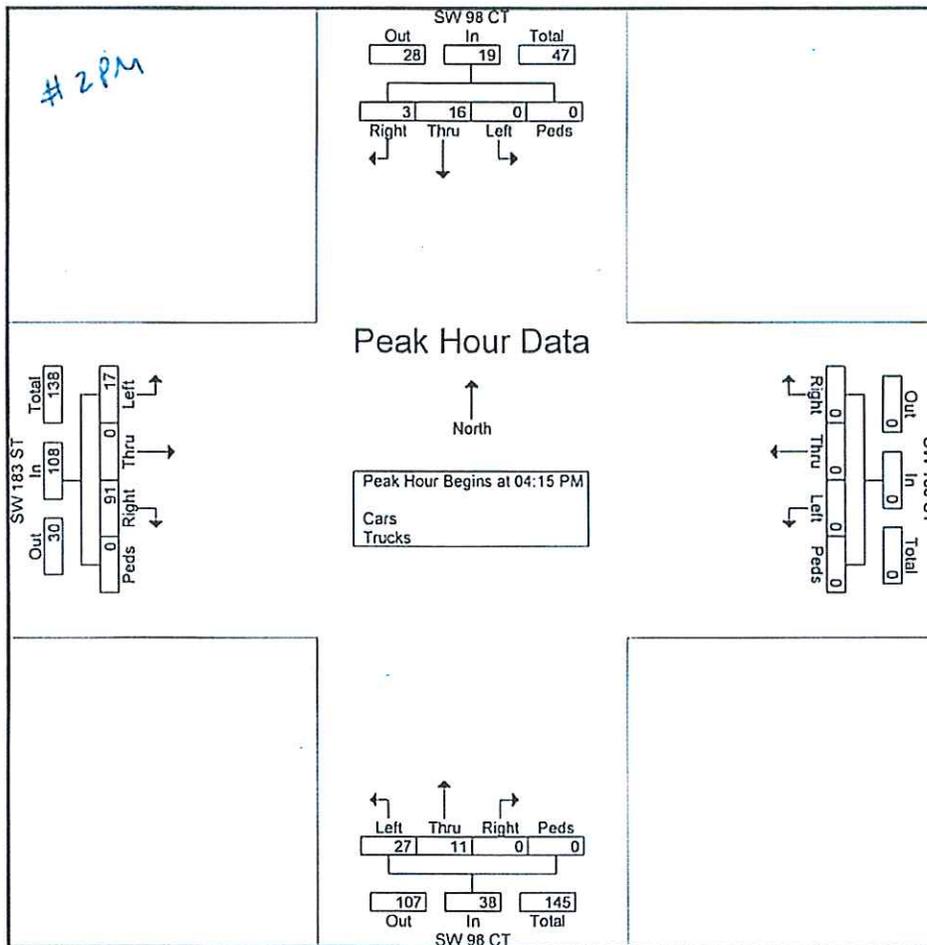


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File Name : SW 183 St_SW 98 Ct_PM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 2

Start Time	SW 98 CT Southbound					SW 183 ST Westbound					SW 98 CT Northbound					SW 183 ST Eastbound					Int Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	6	0	8	30	0	4	0	34	48
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	7	7	0	14	15	0	2	0	17	35
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	24	0	6	0	30	38
05:00 PM	2	5	0	0	7	0	0	0	0	0	0	1	9	0	10	22	0	5	0	27	44
Total Volume	3	16	0	0	19	0	0	0	0	0	0	11	27	0	38	91	0	17	0	108	165
% App. Total																					
PHF	.375	.667	.000	.000	.679	.000	.000	.000	.000	.000	.000	.393	.750	.000	.679	.758	.000	.708	.000	.794	.859





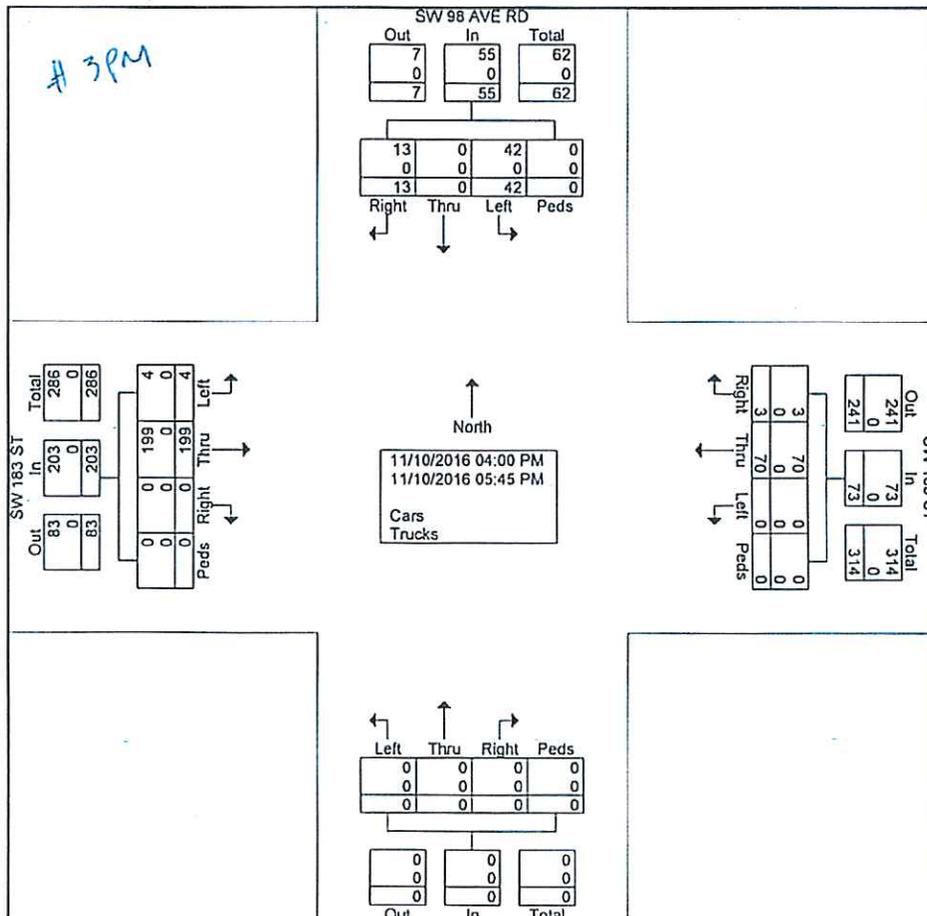
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File Name : SW 183 St_SW 98 Ave Rd_PM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App Tot#	Right	Thru	Left	Peds	App Tot#	Right	Thru	Left	Peds	App Tot#	Right	Thru	Left	Peds	App Tot#	
04:00 PM	1	0	3	0	4	0	10	0	0	10	0	0	0	0	0	0	22	0	0	22	36
04:15 PM	1	0	6	0	7	1	6	0	0	7	0	0	0	0	0	0	32	0	0	32	46
04:30 PM	2	0	4	0	6	0	15	0	0	15	0	0	0	0	0	0	27	1	0	28	49
04:45 PM	1	0	5	0	6	0	4	0	0	4	0	0	0	0	0	0	28	1	0	29	39
Total	5	0	18	0	23	1	35	0	0	36	0	0	0	0	0	0	109	2	0	111	170
05:00 PM	3	0	12	0	15	0	9	0	0	9	0	0	0	0	0	0	26	1	0	27	51
05:15 PM	2	0	3	0	5	1	8	0	0	9	0	0	0	0	0	0	20	0	0	20	34
05:30 PM	2	0	5	0	7	0	10	0	0	10	0	0	0	0	0	0	23	1	0	24	41
05:45 PM	1	0	4	0	5	1	8	0	0	9	0	0	0	0	0	0	21	0	0	21	35
Total	8	0	24	0	32	2	35	0	0	37	0	0	0	0	0	0	90	2	0	92	161
Grand Total	13	0	42	0	55	3	70	0	0	73	0	0	0	0	0	0	199	4	0	203	331
Apprch %	23.6	0	76.4	0		4.1	95.9	0	0		0	0	0	0		0	98	2	0		
Total %	3.9	0	12.7	0	16.6	0.9	21.1	0	0	22.1	0	0	0	0	0	0	60.1	1.2	0	61.3	
Cars	13	0	42	0	55	3	70	0	0	73	0	0	0	0	0	0	199	4	0	203	331
% Cars	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



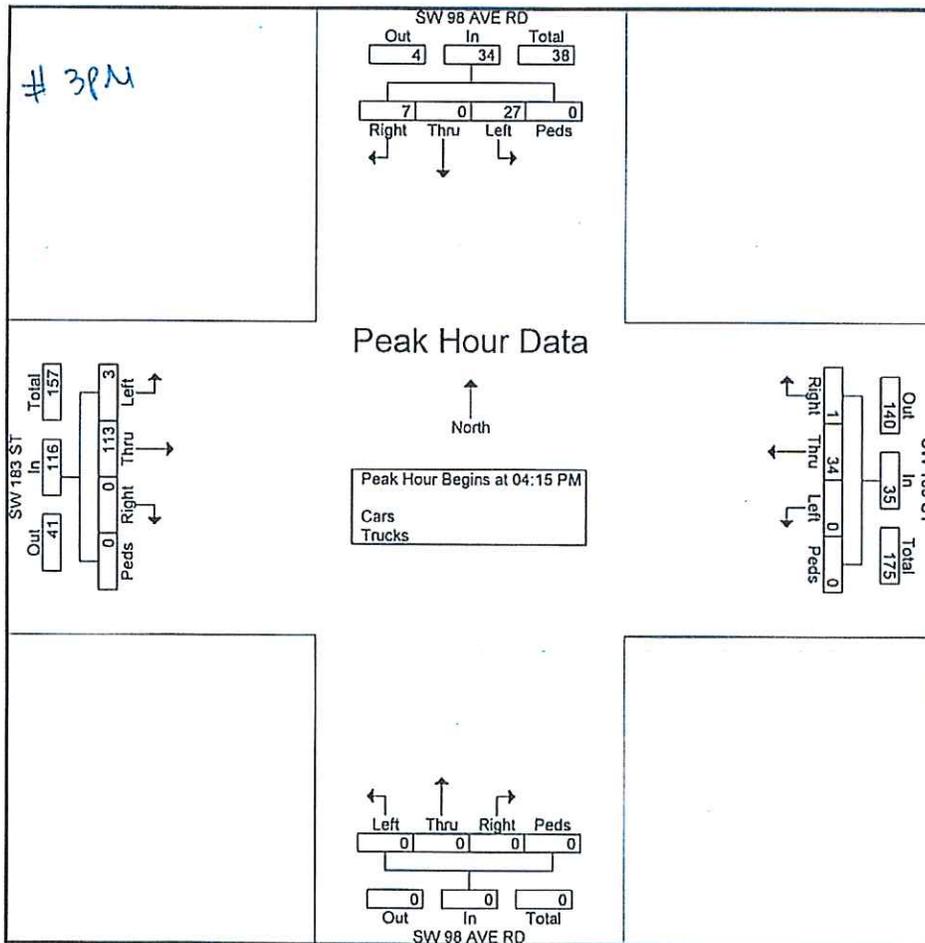


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File Name : SW 183 St_SW 98 Ave Rd_PM
 Site Code : 00000000
 Start Date : 11/10/2016
 Page No : 2

Start Time	SW 98 AVE RD Southbound					SW 183 ST Westbound					SW 98 AVE RD Northbound					SW 183 ST Eastbound					Int. Total
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	0	6	0	7	1	6	0	0	7	0	0	0	0	0	0	32	0	0	32	46
04:30 PM	2	0	4	0	6	0	15	0	0	15	0	0	0	0	0	0	27	1	0	28	49
04:45 PM	1	0	5	0	6	0	4	0	0	4	0	0	0	0	0	0	28	1	0	29	39
05:00 PM	3	0	12	0	15	0	9	0	0	9	0	0	0	0	0	0	26	1	0	27	51
Total Volume	7	0	27	0	34	1	34	0	0	35	0	0	0	0	0	0	113	3	0	116	185
% App. Total	20.6	0	79.4	0		2.9	97.1	0	0		0	0	0	0		0	97.4	2.6	0		
PHF	.583	.000	.563	.000	.567	.250	.567	.000	.000	.583	.000	.000	.000	.000	.000	.000	.883	.750	.000	.906	.907



Appendix E: Level of Service (LOS) - Intersections & Project's Driveways

TABLE: A9

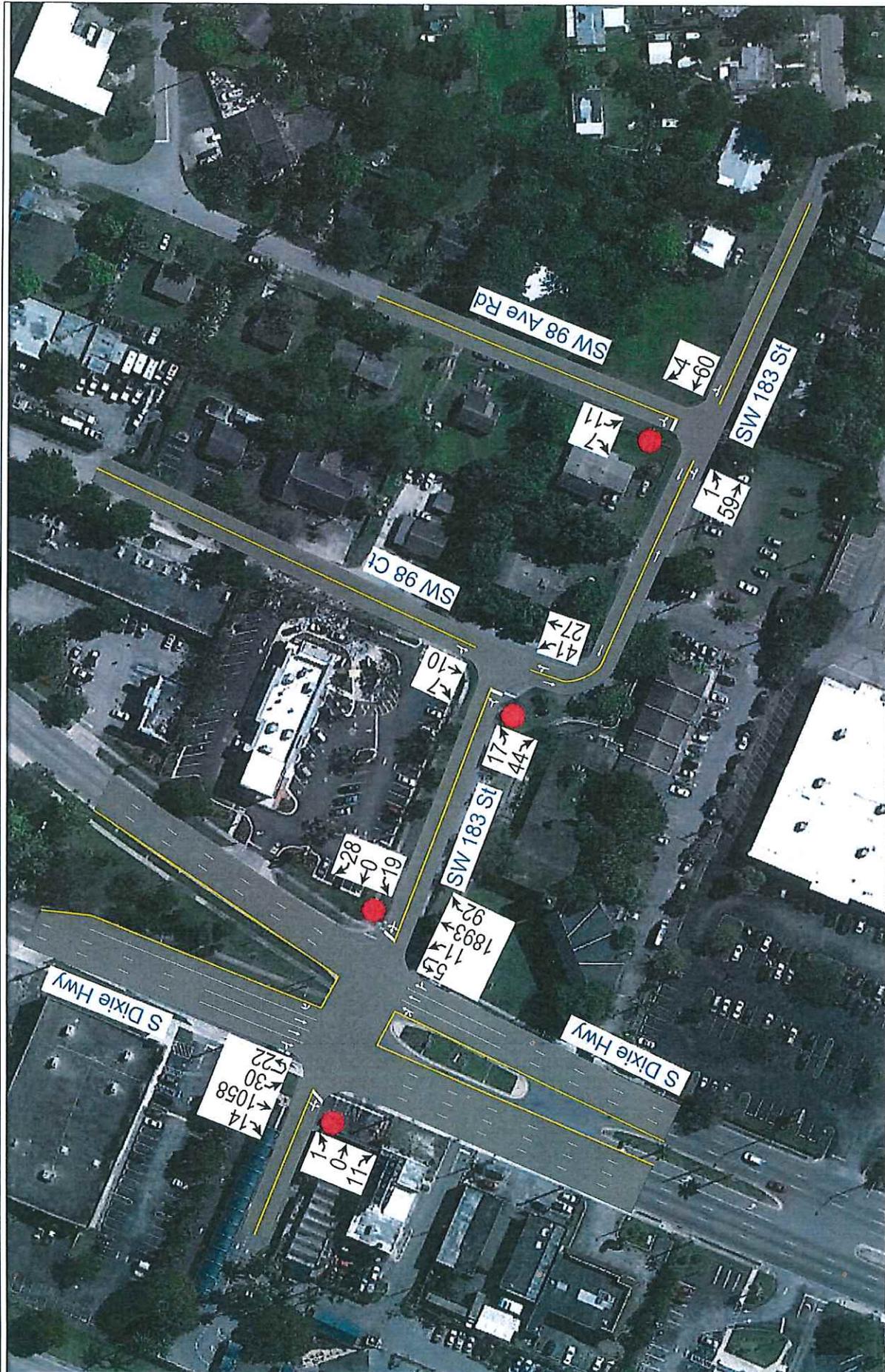
Level of Service (LOS) Summary - AM Peak Hour & PM Peak Hour

Project Name: Soleste - Bay Village

Location	Intersection Control	Approach	Existing Condition (2016)				Future Condition with Project (2019)			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Intersections	Two-Way Stop	EB	B	10.5	B	13.9	B	10.7	C	15.0
		WB	C	18.7 *	C	18.2 *	D	25.0 *	C	24.3 *
		NB	A	0.1	A	1.3	A	0.1	A	1.5
		SB	A	0.5	A	0.4	A	0.9	A	0.8
		Overall	A	0.6	A	1.1	A	1.2	A	1.7
		Overall	A	9.0 *	A	9.0 *	A	9.4 *	A	9.5 *
Intersections	Two-Way Stop	WB	-	-	-	-	-	-	-	-
		NB	A	4.4	A	5.2	A	5.9	A	6.3
		SB	A	0.0	A	0.0	A	0.0	A	0.0
		Overall	A	5.8	A	7.1	A	6.8	A	7.9
		Overall	A	0.1	A	0.2	A	0.1	A	0.2
		Overall	A	0.0	A	0.0	A	0.0	A	0.0
Intersections	Two-Way Stop	NB	-	-	-	-	-	-	-	-
		SB	A	9.2 *	A	9.4 *	A	9.5 *	A	9.6 *
		Overall	A	1.2	A	1.9	A	1.0	A	1.6
		Overall	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-
Intersections	Two-Way Stop	EB	-	-	-	-	-	-	-	-
		WB	-	-	-	-	A	7.1	A	7.4
		NB	-	-	-	-	A	7.3	A	7.3
		SB	-	-	-	-	A	7.9	A	8.6
		Overall	-	-	-	-	A	7.4	A	8.2
		Overall	-	-	-	-	A	0.0	A	0.0
Intersections	Two-Way Stop	WB	-	-	-	-	A	0.5	A	1.2
		NB	-	-	-	-	A	9.4 *	A	9.8 *
		SB	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	A	2.3	A	1.5
		Overall	-	-	-	-	A	2.3	A	1.5
Driveways	All-Way Stop	EB	-	-	-	-	-	-	-	-
		WB	-	-	-	-	-	-	-	-
		NB	-	-	-	-	-	-	-	-
		SB	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-
Driveways	Two-Way Stop	EB	-	-	-	-	-	-	-	-
		WB	-	-	-	-	-	-	-	-
		NB	-	-	-	-	-	-	-	-
		SB	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-
		Overall	-	-	-	-	-	-	-	-

* TWSC Critical Approach

** Intersection was analyzed as All-Way Stop since HCM analysis does not support intersection sign configuration.



HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Existing Condition - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔				↔↔↔			↔
Traffic Volume (veh/h)	1	0	11	19	0	28	5	11	1893	92	22	30
Future Volume (Veh/h)	1	0	11	19	0	28	5	11	1893	92	22	30
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	0	11	20	0	29	0	11	1952	95	0	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	1862	3229	371	2458	3188	698	0	1105			0	2047
vC1, stage 1 conf vol	1160	1160		2022	2022							
vC2, stage 2 conf vol	702	2069		437	1167							
vCu, unblocked vol	1862	3229	371	2458	3188	698	0	1105			0	2047
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	100	99	89	100	95	0	98			0	89
cM capacity (veh/h)	283	132	765	190	147	558	0	628			0	271

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	12	49	499	976	583	31	436	436	232
Volume Left	1	20	11	0	0	31	0	0	0
Volume Right	11	29	0	0	95	0	0	0	14
cSH	670	311	628	1700	1700	271	1700	1700	1700
Volume to Capacity	0.02	0.16	0.02	0.57	0.34	0.11	0.26	0.26	0.14
Queue Length 95th (ft)	1	14	1	0	0	10	0	0	0
Control Delay (s)	10.5	18.7	0.5	0.0	0.0	20.0	0.0	0.0	0.0
Lane LOS	B	C	A			C			
Approach Delay (s)	10.5	18.7	0.1			0.5			
Approach LOS	B	C							

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Existing Condition - AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑↑	↔
Traffic Volume (veh/h)	1058	14
Future Volume (Veh/h)	1058	14
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	1091	14
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	17	44	41	27	10	7
Future Vol, veh/h	17	44	41	27	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	56	52	34	13	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	156	18	22	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	840	1066	1607	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	812	1066	1607	-	-	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	894	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	4.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	981	-	-
HCM Lane V/C Ratio	0.032	-	0.079	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	59	60	4	11	7
Future Vol, veh/h	1	59	60	4	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	83	85	6	15	10

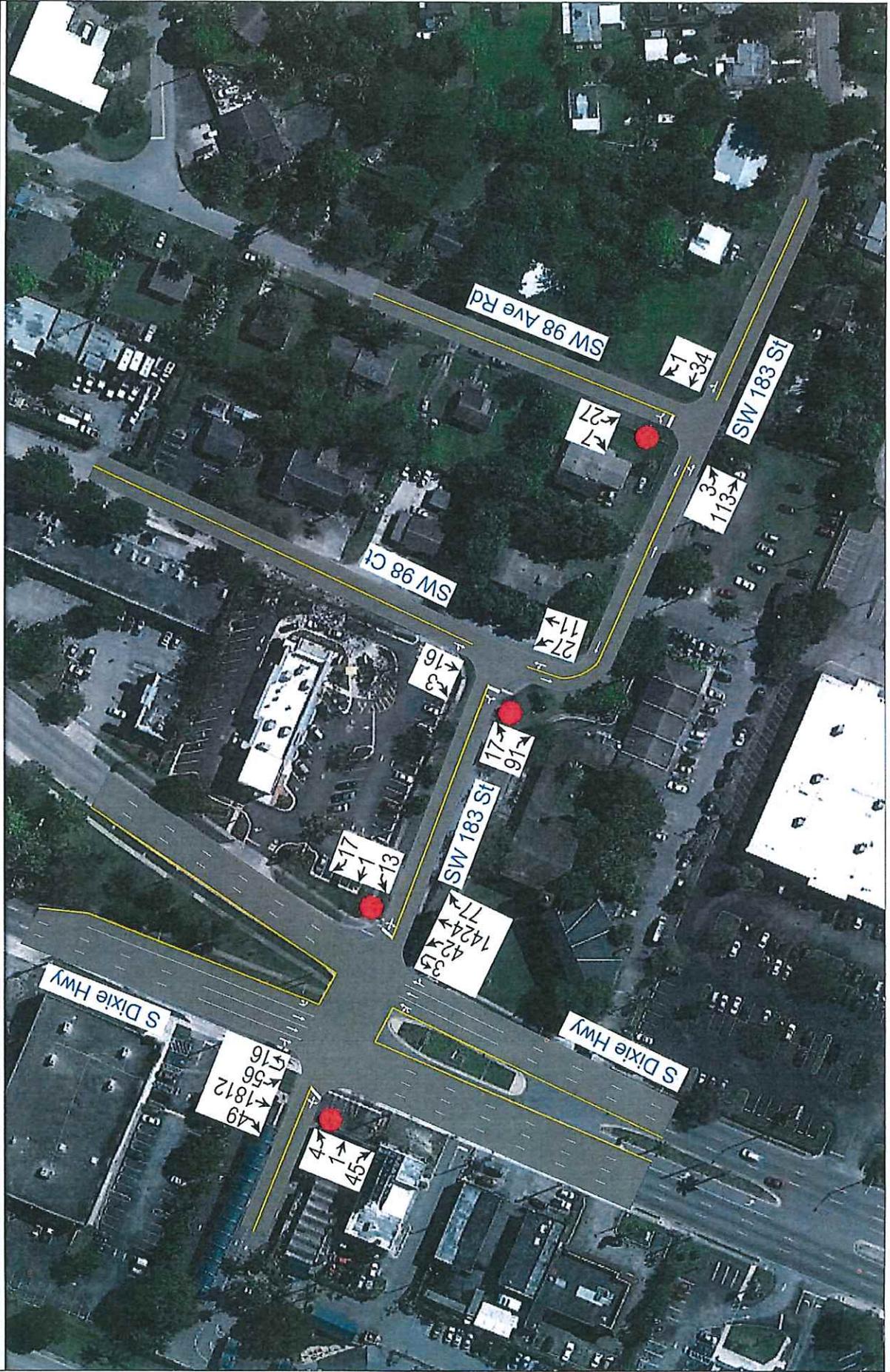
Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	91	0	173
Stage 1	-	-	88
Stage 2	-	-	85
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1517	-	822
Stage 1	-	-	940
Stage 2	-	-	943
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1517	-	821
Mov Cap-2 Maneuver	-	-	821
Stage 1	-	-	939
Stage 2	-	-	943

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	875
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Existing Condition - PM Peak Hour

Soleste - Bay Village



HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Existing Condition - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕				↕↕↕			↕
Traffic Volume (veh/h)	4	1	45	13	1	17	3	42	1424	77	16	56
Future Volume (Veh/h)	4	1	45	13	1	17	3	42	1424	77	16	56
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
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
Hourly flow rate (vph)	4	1	46	13	1	17	0	43	1453	79	0	57
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage veh									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2576	3606	641	2355	3592	524	0	1899			0	1532
vC1, stage 1 conf vol	1988	1988		1578	1578							
vC2, stage 2 conf vol	588	1618		777	2013							
vCu, unblocked vol	2576	3606	641	2355	3592	524	0	1899			0	1532
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	98	99	92	93	99	97	0	86			0	87
cM capacity (veh/h)	164	107	589	195	103	661	0	310			0	430

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	51	31	406	726	442	57	740	740	420
Volume Left	4	13	43	0	0	57	0	0	0
Volume Right	46	17	0	0	79	0	0	0	50
cSH	457	304	310	1700	1700	430	1700	1700	1700
Volume to Capacity	0.11	0.10	0.14	0.43	0.26	0.13	0.44	0.44	0.25
Queue Length 95th (ft)	9	8	12	0	0	11	0	0	0
Control Delay (s)	13.9	18.2	4.9	0.0	0.0	14.6	0.0	0.0	0.0
Lane LOS	B	C	A			B			
Approach Delay (s)	13.9	18.2	1.3			0.4			
Approach LOS	B	C							

Intersection Summary			
Average Delay		1.1	
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Existing Condition - PM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑↑↓	
Traffic Volume (veh/h)	1812	49
Future Volume (Veh/h)	1812	49
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	1849	50
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection

Int Delay, s/veh 7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	17	91	27	11	16	3
Future Vol, veh/h	17	91	27	11	16	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	106	31	13	19	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	96	21	22	0	-
Stage 1	21	-	-	-	-
Stage 2	75	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	908	1062	1607	-	-
Stage 1	1007	-	-	-	-
Stage 2	953	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	891	1062	1607	-	-
Mov Cap-2 Maneuver	891	-	-	-	-
Stage 1	988	-	-	-	-
Stage 2	953	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1031	-	-
HCM Lane V/C Ratio	0.02	-	0.122	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection

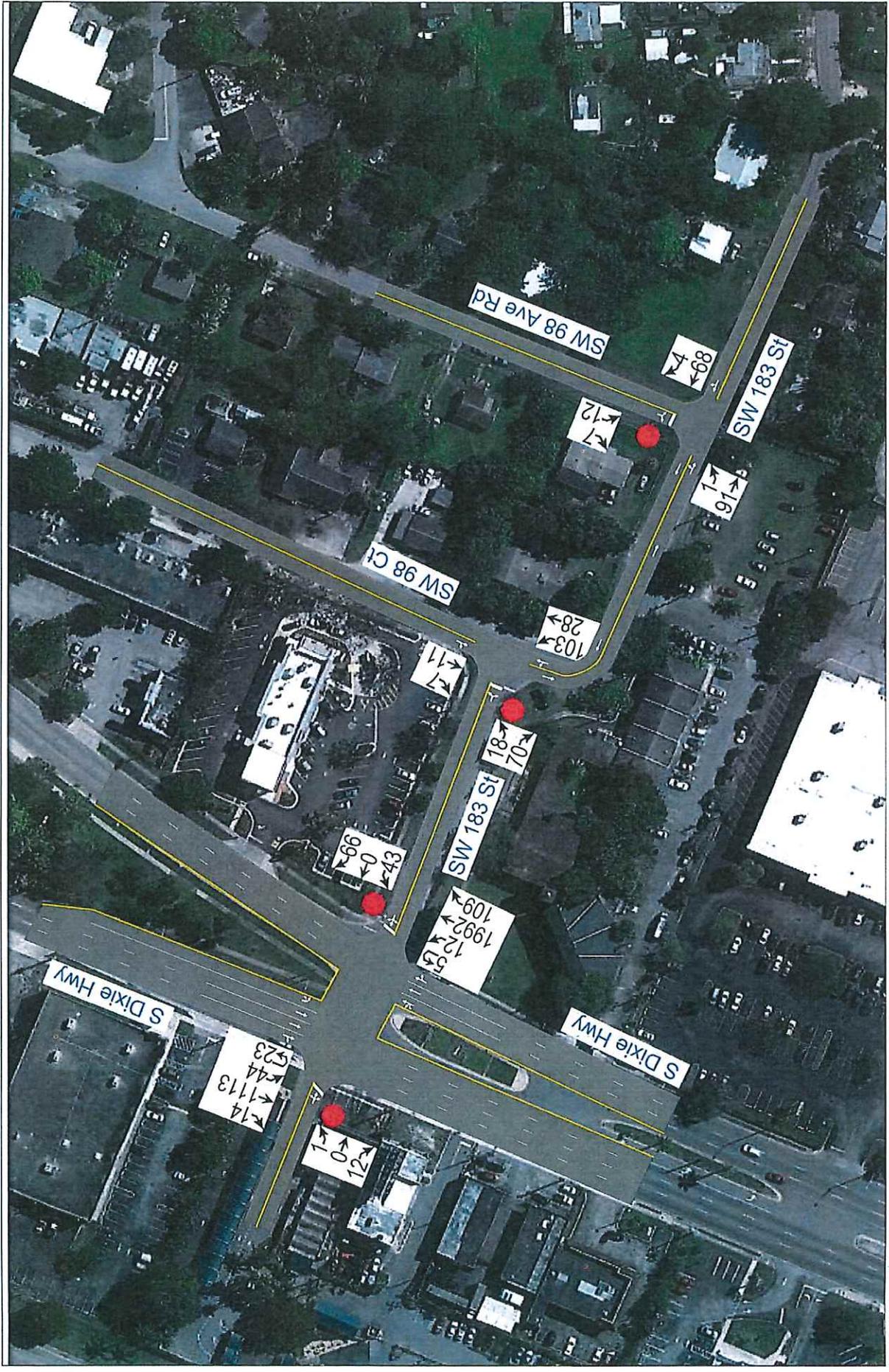
Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	113	34	1	27	7
Future Vol, veh/h	3	113	34	1	27	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	124	37	1	30	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	168	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1585	-	-	-	827	1040
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1585	-	-	-	825	1040
Mov Cap-2 Maneuver	-	-	-	-	825	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	862
HCM Lane V/C Ratio	0.002	-	-	-	0.043
HCM Control Delay (s)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Proposed Future Condition w/Project - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔				↑↑↑			↓
Traffic Volume (veh/h)	1	0	12	43	0	66	5	12	1992	109	23	44
Future Volume (Veh/h)	1	0	12	43	0	66	5	12	1992	109	23	44
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1	0	12	44	0	68	0	12	2054	112	0	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2021	3434	389	2618	3385	741	0	1161			0	2166
vC1, stage 1 conf vol	1244	1244		2134	2134							
vC2, stage 2 conf vol	777	2190		484	1251							
vCu, unblocked vol	2021	3434	389	2618	3385	741	0	1161			0	2166
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	100	100	98	74	100	87	0	98			0	82
cM capacity (veh/h)	236	109	753	170	129	536	0	603			0	247

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	13	112	526	1027	626	45	459	459	243
Volume Left	1	44	12	0	0	45	0	0	0
Volume Right	12	68	0	0	112	0	0	0	14
cSH	645	290	603	1700	1700	247	1700	1700	1700
Volume to Capacity	0.02	0.39	0.02	0.60	0.37	0.18	0.27	0.27	0.14
Queue Length 95th (ft)	2	44	2	0	0	16	0	0	0
Control Delay (s)	10.7	25.0	0.6	0.0	0.0	22.8	0.0	0.0	0.0
Lane LOS	B	D	A			C			
Approach Delay (s)	10.7	25.0	0.1			0.9			
Approach LOS	B	D							

Intersection Summary			
Average Delay		1.2	
Intersection Capacity Utilization	75.4%	ICU Level of Service	D
Analysis Period (min)	15		

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Proposed Future Condition w/Project - AM Peak Hour



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	
Traffic Volume (veh/h)	1113	14
Future Volume (Veh/h)	1113	14
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	1147	14
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection

Int Delay, s/veh 6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	18	70	103	28	11	7
Future Vol, veh/h	18	70	103	28	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	89	130	35	14	9

Major/Minor

	Minor2		Major1		Major2
Conflicting Flow All	314	19	23	0	- 0
Stage 1	19	-	-	-	- -
Stage 2	295	-	-	-	- -
Critical Hdwy	6.4	6.2	4.1	-	- -
Critical Hdwy Stg 1	5.4	-	-	-	- -
Critical Hdwy Stg 2	5.4	-	-	-	- -
Follow-up Hdwy	3.5	3.3	2.2	-	- -
Pot Cap-1 Maneuver	683	1065	1605	-	- -
Stage 1	1009	-	-	-	- -
Stage 2	760	-	-	-	- -
Platoon blocked, %					- -
Mov Cap-1 Maneuver	626	1065	1605	-	- -
Mov Cap-2 Maneuver	626	-	-	-	- -
Stage 1	925	-	-	-	- -
Stage 2	760	-	-	-	- -

Approach

	EB	NB	SB
HCM Control Delay, s	9.4	5.9	0
HCM LOS	A		

Minor Lane/Major Mvmt

	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1605	-	931	-	-
HCM Lane V/C Ratio	0.081	-	0.12	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

Intersection

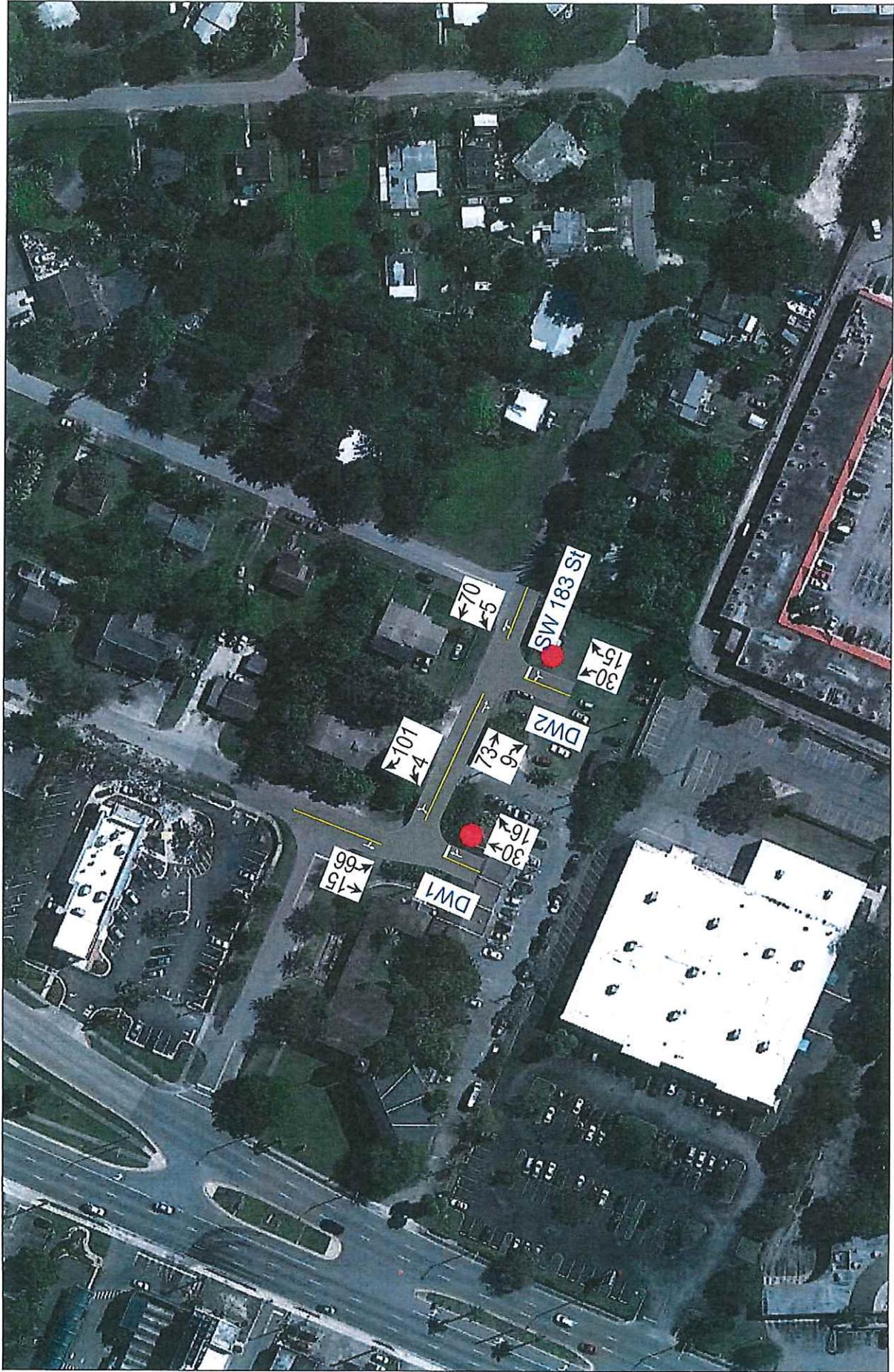
Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	91	68	4	12	7
Future Vol, veh/h	1	91	68	4	12	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	128	96	6	17	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	102	0	229
Stage 1	-	-	99
Stage 2	-	-	130
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1503	-	764
Stage 1	-	-	930
Stage 2	-	-	901
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1503	-	763
Mov Cap-2 Maneuver	-	-	763
Stage 1	-	-	929
Stage 2	-	-	901

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	826
HCM Lane V/C Ratio	0.001	-	-	-	0.032
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		Y			B				A
Traffic Vol, veh/h	0	4	101	0	30	16	0	66	15
Future Vol, veh/h	0	4	101	0	30	16	0	66	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	110	0	33	17	0	72	16
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.1	7.3	7.9
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	81%
Vol Thru, %	65%	0%	19%
Vol Right, %	35%	96%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	46	105	81
LT Vol	0	4	66
Through Vol	30	0	15
RT Vol	16	101	0
Lane Flow Rate	50	114	88
Geometry Grp	1	1	1
Degree of Util (X)	0.055	0.114	0.106
Departure Headway (Hd)	3.992	3.599	4.335
Convergence, Y/N	Yes	Yes	Yes
Cap	891	982	825
Service Time	2.043	1.674	2.371
HCM Lane V/C Ratio	0.056	0.116	0.107
HCM Control Delay	7.3	7.1	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4

Intersection

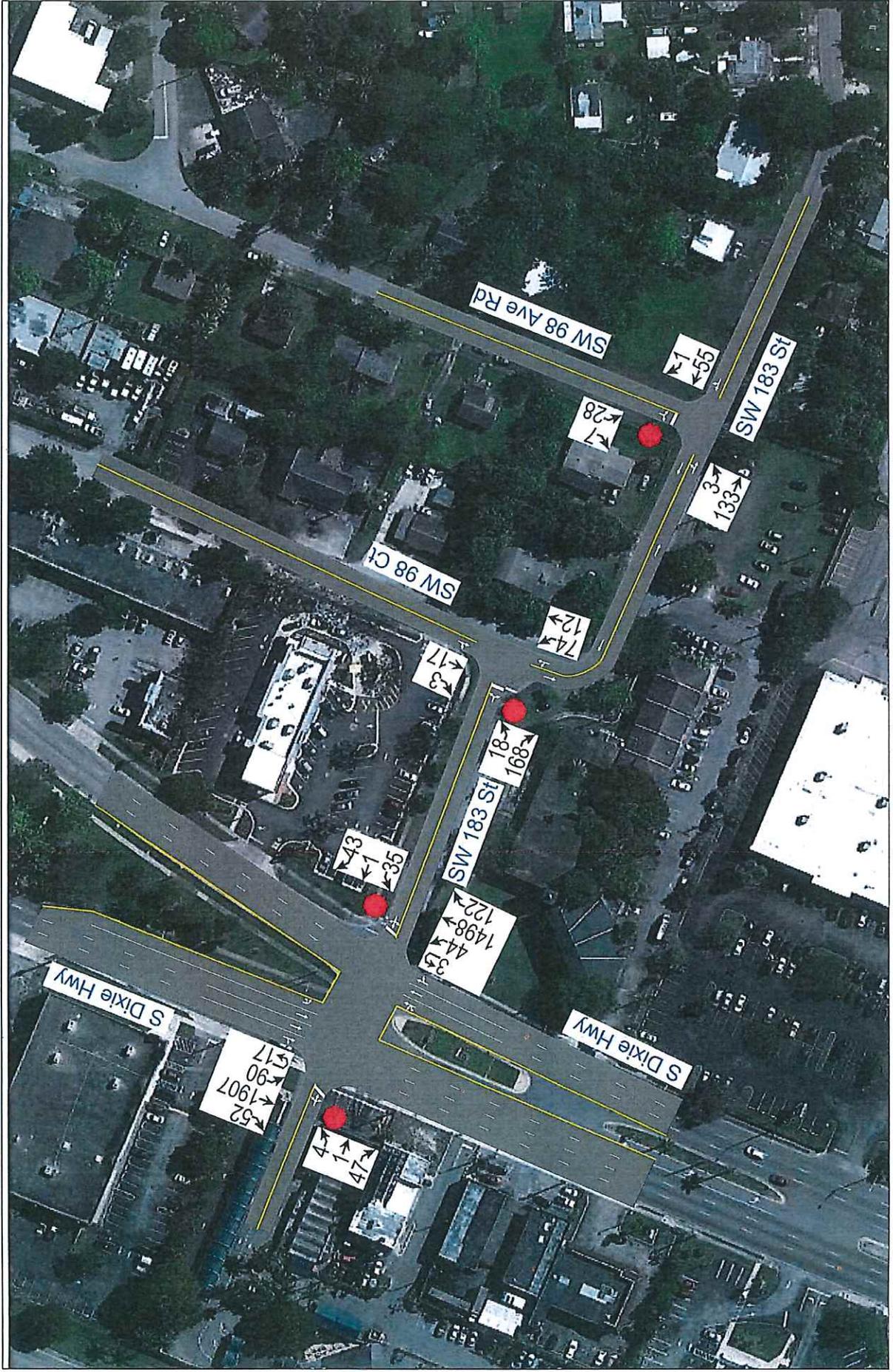
Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Vol, veh/h	73	9	5	70	30	15
Future Vol, veh/h	73	9	5	70	30	15
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	79	10	5	76	33	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	89	0	170	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	820	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1506	-	818	975
Mov Cap-2 Maneuver	-	-	-	-	818	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	864	-	-	1506	-
HCM Lane V/C Ratio	0.057	-	-	0.004	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-



HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Proposed Future Condition w/Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔				↑↑↑			↘
Traffic Volume (veh/h)	4	1	47	35	1	43	3	44	1498	122	17	90
Future Volume (Veh/h)	4	1	47	35	1	43	3	44	1498	122	17	90
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
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
Hourly flow rate (vph)	4	1	48	36	1	44	0	45	1529	124	0	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2801	3900	675	2562	3864	572	0	1999			0	1653
vC1, stage 1 conf vol	2156	2156		1681	1681							
vC2, stage 2 conf vol	644	1743		881	2183							
vCu, unblocked vol	2801	3900	675	2562	3864	572	0	1999			0	1653
tC, single (s)	*5.0	*5.0	*5.0	*5.0	*5.0	*5.0	0.0	4.1			0.0	4.1
tC, 2 stage (s)	4.0	4.0		4.0	4.0							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	97	99	92	78	99	93	0	84			0	76
cM capacity (veh/h)	126	78	570	163	78	631	0	283			0	386

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	53	81	427	764	506	92	778	778	442
Volume Left	4	36	45	0	0	92	0	0	0
Volume Right	48	44	0	0	124	0	0	0	53
cSH	412	267	283	1700	1700	386	1700	1700	1700
Volume to Capacity	0.13	0.30	0.16	0.45	0.30	0.24	0.46	0.46	0.26
Queue Length 95th (ft)	11	31	14	0	0	23	0	0	0
Control Delay (s)	15.0	24.3	5.8	0.0	0.0	17.2	0.0	0.0	0.0
Lane LOS	C	C	A			C			
Approach Delay (s)	15.0	24.3	1.5			0.8			
Approach LOS	C	C							

Intersection Summary			
Average Delay		1.7	
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

* User Entered Value

HCM Unsignalized Intersection Capacity Analysis
 1: S Dixie Hwy & SW 183 St

Soleste - Bay Village
 Proposed Future Condition w/Project - PM Peak Hour



Movement	SBT	SBR
Lane configurations	↑↑↑	↘
Traffic Volume (veh/h)	1907	52
Future Volume (Veh/h)	1907	52
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	1946	53
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

Intersection

Int Delay, s/veh 7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	18	168	74	12	17	3
Future Vol, veh/h	18	168	74	12	17	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	195	86	14	20	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	208	22	23
Stage 1	22	-	-
Stage 2	186	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	785	1061	1605
Stage 1	1006	-	-
Stage 2	851	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	743	1061	1605
Mov Cap-2 Maneuver	743	-	-
Stage 1	952	-	-
Stage 2	851	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1605	-	1019	-	-
HCM Lane V/C Ratio	0.054	-	0.212	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection

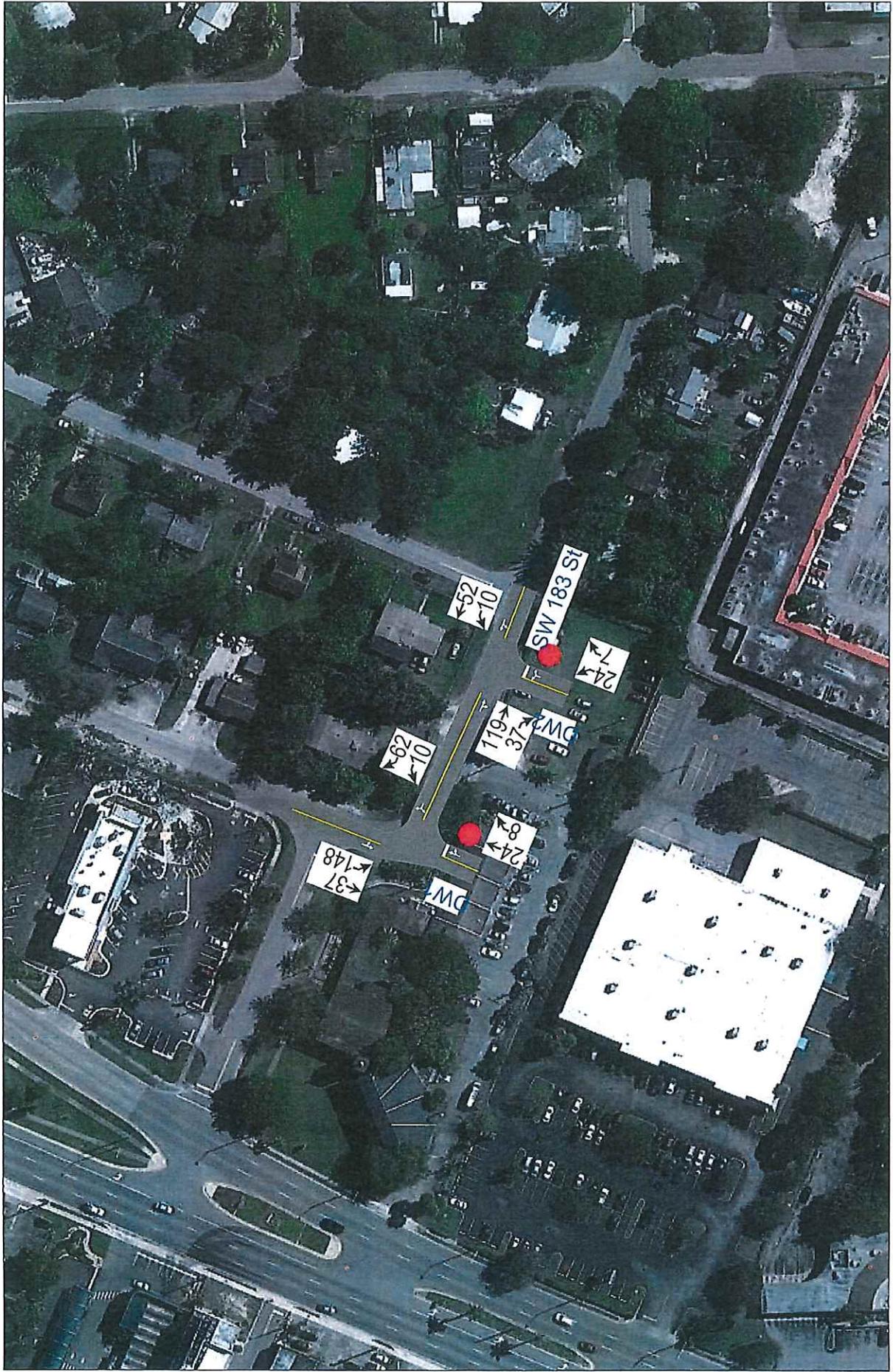
Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	133	55	1	28	7
Future Vol, veh/h	3	133	55	1	28	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	146	60	1	31	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	61	0	213
Stage 1	-	-	61
Stage 2	-	-	152
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1555	-	780
Stage 1	-	-	967
Stage 2	-	-	881
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1555	-	778
Mov Cap-2 Maneuver	-	-	778
Stage 1	-	-	965
Stage 2	-	-	881

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	815
HCM Lane V/C Ratio	0.002	-	-	-	0.047
HCM Control Delay (s)	7.3	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Intersection

Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		Y			B				A
Traffic Vol, veh/h	0	10	62	0	24	8	0	148	37
Future Vol, veh/h	0	10	62	0	24	8	0	148	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	67	0	26	9	0	161	40
Number of Lanes	0	1	0	0	1	0	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.4	7.3	8.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	14%	80%
Vol Thru, %	75%	0%	20%
Vol Right, %	25%	86%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	32	72	185
LT Vol	0	10	148
Through Vol	24	0	37
RT Vol	8	62	0
Lane Flow Rate	35	78	201
Geometry Grp	1	1	1
Degree of Util (X)	0.039	0.086	0.238
Departure Headway (Hd)	4.076	3.978	4.259
Convergence, Y/N	Yes	Yes	Yes
Cap	866	906	841
Service Time	2.16	1.978	2.298
HCM Lane V/C Ratio	0.04	0.086	0.239
HCM Control Delay	7.3	7.4	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.3	0.9

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↖	↘	
Traffic Vol, veh/h	119	37	10	52	24	7
Future Vol, veh/h	119	37	10	52	24	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	40	11	57	26	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	228	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1409	-	760	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1409	-	754	898
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	782	-	-	1409	-
HCM Lane V/C Ratio	0.043	-	-	0.008	-
HCM Control Delay (s)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-