VILLAGE OF PALMETTO BAY

June 1, 2016

Mr. Hugo Arza
FCI Palmetto Bay, Inc.
2199 Ponce de Leon Boulevard
Coral Gables, FL 33134

Re: Village of Palmetto Bay for Zoning application **VPB-16-007**

Dear Mr. Arza:

In compliance with Section 30-30.11(d), of the Village's Land Development Code, staff's analysis of the zoning application request, VPB-16-007, is hereby issued and provided to you, at least twenty (20) days prior to the hearing scheduled for June 20, 2016. The documentation submitted pursuant to the zoning application request can be found in the back-up portion of the Village's Memorandum.

Pursuant to Section 30-30.12(a), all responses to staff's report, your list of expert witnesses and their qualifications, and any other supplemental information pertinent to your request and to be presented at the hearing, must be filed with the Planning and Zoning Department fifteen (15) days prior to the hearing. The deadline for filing such information is June 5, 2016. Any information submitted after June 5th, 2016, may only be considered during the hearing at the discretion of the Mayor and Village Council by voice vote.

*Please review the comments from Marlin Engineering and respond to those items in your letter.

Sincerely,

Darby P. Delsalle, AICP
Planning and Zoning Director

STAFF REPORT

ATLANTICO AT PALMETTO BAY
VPB-16-007

Village of Palmetto Bay
FLORIDA

ZONING ANALYSIS

FILE: VPB-16-007

HEARING DATE: June 20, 2016

APPLICANT Florida Crystals, Inc.

COUNCIL DIST.: 3

A. GENERAL INFORMATION

REQUEST: Site plan and design considerations for a mixed-use project consisting of 271 residential units and approximately 7,010 square feet of ground floor commercial/retail.

ADDRESS: 17945 Franjo Road
LOT SIZE: 3.98 Net Acres – (4.53 Gross Acres)
FOLIO #: 33-5033-000-0880

B. BACKGROUND

Entitled "Atlántico at Palmetto Bay," the project in question is located at the northeast corner of Franjo Road and SW 180 Street. The applicant is proposing to construction a five (5) story mixed use development with 271 residential units (109 by right and 162 from the reserve pool), 7,010 square feet of ground floor commercial/retail, with an accessory parking structure in the middle. The development includes public open space amenities at its corners and a pedestrian paseo that links to a similarly proposed pathway to the property at its north side. This is the first major project under the new code and its design incorporates complete street concepts by promoting civic street activity through ground level retail and commercial oriented uses. All units and store fronts address the street with those units above the first adorned with balconies. The ground floor retail provides covered walkways and the project is encircled with wide sidewalk, plazas, and on-street parallel parking amenities. Building form at the street frontage undulates giving a sense of openness. The application includes six design consideration requests that staff believes are properly mitigated in their overall plan. The project includes a request for a bonus (5th) floor for that portion of the development adjacent to Park Drive. The applicant's inclusion of the public open space amenities option is to be applied to qualify for that additional floor. The project includes its proportionate share Park Drive build out as well as the lateral connecting streets to Fanjo Road along its north and south property lines. The applicant's plan provides for a full buildout of their right-of-way consistent with that prescribed by the DUV provisions.

C. ZONING HEARING HISTORY

On December 14, 2015, the Mayor and Village Council adopted **Ordinance 2015-18,** rezoning the property from MM, Mixed Use Main Street, and MN, Mixed Use Neighborhood, to DUV, Downtown Urban Village.

On May 1, 2006, the Mayor and Village Council adopted **Ordinance 06-06,** rezoning the property to MM, Mixed Use Main Street, and MN, Mixed Use Neighborhood.

On **May 25, 1970**, the Zoning Appeals Board, Dade County, Florida approved **Resolution 4-ZAB-229-70** to allow a commercial parking lot.

On **December 23, 1968**, the Zoning Appeals Board approved **Resolution No. 4-ZAB-93-68** to allow drive in teller windows.

On **September 18, 1958**, the Zoning Appeals Board approved **Resolution No. 2108** to rezone a portion of the par el from AU to BU-3 to allow the operation of a bank.

D. NEIGHBORHOOD CHARACTERISTICS

	ZONING	LAND USE
Subject Property:	DUV; Downtown Urban Village	Franjo Activity Center
Surrounding Properties		
NORTH:	DUV; Downtown Urban Village	Franjo Activity Center
SOUTH:	DUV; Downtown Urban Village	Franjo Activity Center
EAST:	DUV; Downtown Urban Village	Franjo Activity Center
WEST:	R-1; Residential Single Family	Parks and Recreation

E. SITE AND BUILDINGS

Site Plan Review:	Acceptable
Scale/Utilization of Site:	Acceptable
Location of Building(s):	Acceptable
Compatibility:	Acceptable

F. ANALYSIS

The following analysis occurs in two (2) subsections. The first section address those provisions particular to the DUV zoning provisions as they pertain to the Bonus Floor program and alternative "Design Considerations." The second section addresses the site plan review criteria as provided for at section 30-30.5 the Land Development Code. The Background Section is incorporated into all portions of this analysis.

Subsection I. Downtown Urban Village

The following subsection is a review of those relevant sections of the DUV code which require Council approval to be incorporated into the proposed site plan. The request also includes a request for a bonus floor along the Park drive frontage and the allocation of reserve residential units, both of may can only be granted by the Village Council.

Design Considerations. The following analysis is provided pursuant to 30-50.23.1.05.B as it pertains to Design Considerations. The DUV provides an opportunity for property owners to develop their properties in a manner that supports urban design objectives that promote a cohesive, mixed-use downtown area. The intent of the code is to encourage each project to bring forward unique plan which may require "Design Considerations," thus leading to a better project.

1) Section 4.03.C.a.(i). *The roof of all parking structures shall be programmed with usable building surface such as: green roof, amenity deck (private open space) or for renewable energy generation.* The applicant's design provides for private open space in other areas of the plan to meet code requirements. In addition, the code continues to require a minimum green building certification to minimize the impact the project may have on the environment.

2) Section 4.03.C.4. *Parking structures shall be lined with a minimum 20' of habitable building space along streets, to preserve the character of the street façade.* In this case, the applicant has been very careful to create a design which interacts with the street with both residential, and commercial. For example every ground floor residential unit has direct stoop access to the exterior of the property and the commercial area is designed with an arcade and wide sidewalks promoting pedestrian interaction. Further, the applicant has expressed the desire to utilize the Art In Public Places program to visually treat the unlined portions of the garage structure.

3) 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.* Due to the large size of the parcel, the literal interpretation of the code would require the building to be cut in half. The result would be a disjointed project that does not properly interrelate to itself. The proposed design attempts to achieve the same effect by varying the façade and incorporating a pedestrian paseo that lines up with the proposed development to its north. The design of the proposed pedestrian paseo varies from 20 feet to 13 feet. The use of landscape buffers to reduce the overly straight linear path creates a need for varied dimensions.

4) Section 4.03.H.1(a). *No building shall occupy more than 250 feet of continuous frontage, along any street within the DUV.* The intent of the code was to prevent a building spanning the full length of long block resulting in a megalithic wall that discourages the movement of pedestrians in a friendly manner. The plan has built in open spaces and a paseo to counter the size of the building. In addition, the building façade undulates along its street frontages giving the appearance of breaks which provides for a greater visual interest to the pedestrian.

5) Section 4.03.H.b.(1). *Break in building facade shall be recessed from the build-to line, up to two (2) feet maximum and shall be at a minimum be the height of the base element of the building, where required.* The applicant's design expands the private open space by shifting the building back in multiple

places to visually create more flow along the building. This approach provides for a better design by allowing more green space at the street level.

6) Section 4.04.8.(b). *Buildings shall be composed of a base element with secondary tower element(s) of reduced footprint above the base.* The design of the building has multiple changes in the façade as a design element. The pedestal concept of the code was intended to add movement into the shell of a building. The applicant's design incorporates this element from top to bottom and creates the desired effect without the need to include a step back in design.

Development Bonuses. Section 1.09 of the DUV code provides for height bonuses upon the voluntary inclusion by the applicant to include certain design elements into their plan and/or their participation in the Village's downtown parks or parking fund programs. This project includes a request for a bonus (5th) floor for that portion of the development adjacent to Park Drive. The applicant's inclusion of the public open space amenities option is to be applied to qualify for that additional floor.

Allocation of Reserve Residential Units. Section 1.05.C.4.(e) Authorizes the Village Council to assign reserve residential units to proposed site plans. In consideration of such requests, the totality of the project and its benefits should be considered. In that light, staff incorporates all portions of this report into this analysis for your consideration.

The receiver site should 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. The request is for 162 reserve units. This number, added to the by-right units, based on the square footage of the lot equals 271. This number is not the maximum number which could have been requested if the building had been constructed to the maximum allowable height with requested bonus based on the minimum square footage required for units. Staff believes, in light of this full report, that the project as requested, represents an appropriate balance and scale to the downtown area.

Subsection II. Site Plan Review

Sec. 30-30.5(j)(1). – Site Plan Review Requiring Public Hearing: The project was reviewed for consistency with the relevant Sections of 30-30.5(j)(1), of the Village Code of Ordinances. All portions of this report are hereby incorporated into this analysis. The following is an analysis of that review.

Criteria 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.

Analysis: In reviewing the Village's Comprehensive Plan, the following Goals, Objectives, and Policies (GOP) below were identified as relating to the proposed amendment. Each GOP is provided with a brief analysis. The finding of those analysis's is provided at the end of this criterion.

Policy 1.1.1: Franjo Activity Center (FAC). This designation encourages development or redevelopment that seeks to facilitate multi-use and mixed-use projects that encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, provide for the efficient use of land and infrastructure, provide for urban civic open space, and give definition to a pedestrian urban form. The Franjo Activity Center is intended to support the achievement of a residential to non-residential balance that increases the opportunities for transportation demand management alternatives including but not limited to walking and transit, reduced vehicle miles traveled, and reduced single use trips. The Franjo Activity Center shall serve as a significant, multifamily, employment, office and commercial center of the Village.

Development within the Franjo Activity Center shall:

1. Focus on the effective mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful downtown area;
2. Encourage a pedestrian oriented core;
3. Promote mass transit and other forms of transportation as an alternative to the automobile that will link to the Miami-Dade mass transit system and the Village's local I-bus service or any predecessor service thereto;
4. Encourage the integration of transportation and transit systems with land use;
5. Allow for development and redevelopment activities at varying density and intensity ranges, and allow for the transfer of densities and intensities for properties within the boundaries of the FAC, as may be permitted by the Village;
6. Promote compact, innovative land development;
7. Promote creative situating of buildings, transportation routes, and open space to create vistas that will unite the downtown areas, link the downtown with the rest of Franjo Activity Center area, and

Total densities and intensities of development within the Franjo Activity Center shall be as follows:

- Residential Land Uses – 5,389 dwelling units, of which 1,246 are to be held in reserve by the Village to be allocated by the Village at the time of site plan approval;
- Commercial/Office/Retail – 1,500,000 square feet, of which 500,000 square feet are held in reserve to be allocated by the Village at the time of site plan approval.
- Urban Open Space/ Recreation Uses with a level of service within the FAC of .25 acres per 1,000 residents within the FAC.

Community facilities will continue to be permitted with the FAC designation. Industrial uses and those uses which are determined to be detrimental to the goals of the FAC Master Plan are prohibited.

The Village may use innovative land development regulations such as transit and pedestrian-oriented development, transfer development rights, development bonuses and minimum land use densities/intensities to ensure an appropriate land use pattern for the Franjo Activity Center. These regulations shall encourage the integration of transportation and transit systems with land use in order to promote effective multi-modal transportation.

Analysis: The application is a mixed use project with 271 residential units and 7,010 square feet of commercial space. It implements a compact urban design which encourages multimodal opportunities and pedestrian/bicycle activities. The ground floor is a combination of residential on the east and retail on the west integrated in a way that contributes to a functioning pedestrian environment. The second floor and above is all residential At 4.53 gross acres , the property has a base by-right density of 109 units. The applicant is requesting 162 units for the project from the residential pool. If granted this will leave 1,082 units remaining in the Village's residential pool. The property provides for a parking facility internal to the lot and a pedestrian paseo to promote interconnectivity. The application generates a required 0.21 acres of the park land. Prior to issuance of a plat/building permit, the applicant has agreed to provide a park impact fee in lieu of providing a built-out park facility.

Finding: Consistent

Policy 1.1.8 Discourage land use patterns indicative of urban sprawl in the FLUM and any amendment applications by dictating compact development, mixed use where appropriate, and efficient use of public facility capacity and resources, while protecting single-family neighborhoods.

Analysis: See Policy 1.1.1 above. The project is located within the FAC land use designation and DUV zoning district which contemplates an urban compact form with appropriate separations from lower density residential areas. Palmetto Bay Park is just east of the project site and provides a wide buffer to the residential property just beyond.

Finding: Consistent.

Transportation Element

Policy 2A.1.1 The Village of Palmetto Bay recognizes the Urban Development Boundary (UDB) designated by Miami-Dade County and the Urban Infill Area UIA[1] within

[1] The UIA is defined as that area east and south of the State Road 826 (the Palmetto expressway) and 77th Avenue (including those portions of theoretical SW 77 Avenue.

its municipal limits. Pursuant thereto, the minimum acceptable peak-period LOS for all State and County roads within the UDB shall be the following:

* * *

2. Between the UDB and UIA:

* * *

(3) Where extraordinary transit service, such as express bus service, parallel roadways within a half-mile shall operate at no greater than 120% of their capacity.

Analysis: See Policy 2.A.1.2 below. The project is within a designated Community Urban Center (both in the Village's Comprehensive Plan and Miami-Dade County's Comprehensive Master Development Plan) and is within a ¼ mile of Rapid Transit Station. It is therefore exempt from traffic concurrency. However, the underlying development regulations guiding the form of this development are supported by a prior study performed by Marlin Engineering which provided for a road network capable of managing anticipated demand. This project is consistent with those tenets.

The applicant's traffic study and peer review dated (May 26th, 2016) indicate that there is existing capacity to deal with the additional trips generated by this project and will have minimal impact on the community.

Finding: Consistent.

Policy 2A.1.2 Palmetto Bay recognizes five "rapid transit stations" and two community urban centers serving the South Dade Busway that illustrated on both the Village of Palmetto Bay Future Land Use Map and the Miami-Dade County Land Use Plan as locations for future transit oriented development. Consistent with the Miami-Dade County's CDMP, the Village will continue to exempt development applications from traffic concurrency requirements that lie within one-quarter (1/4) mile of one of these rapid transit stations or community urban centers provided that they include office, hotel, or residential land uses and are designed in such a manner to support convenient use of the transit corridor.

Analysis: See Policy 2A.1.1. The project is within a designated Community Urban Center (both in the Village's Comprehensive Plan and Miami-Dade County's Comprehensive Master Development Plan) and is within a ¼ mile of Rapid Transit Station. Although this project is exempt from traffic concurrency, the prior study performed by Marlin Engineering which was relied upon to establish the DUV district provided for a road network capable of managing anticipated demand. This proposal is consistent with that study.

The applicant's traffic study indicates that there is existing capacity to deal with the additional trips generated by this project and will have minimal impact on the community.

Finding: Consistent.

Policy 2A.1.6 In connection with future development, all roadway, transit, bicycle and/or pedestrian improvements shall be built by the respective developer(s), in accordance with the Village's adopted subdivision regulations, and be in place prior to issuance of a final Certificate of Occupancy.

Analysis: The applicant's plan incorporates these design concepts into the plan and provides space for these improvements. All public improvements within the right-of-way shall be bonded by the developer as part of the platting process.

Finding: Consistent

Objective 2A.5 Bicycle and Pedestrian Facilities
Increase the amount of pedestrian and bicycle activity within the Village by providing adequate facilities to promote friendly pedestrian and bicycle environments.

Analysis: The proposed project provides for wide pedestrian walkways, bicycle lanes, and bicycle racks.

Finding: Consistent.

Objective 2B.1 Transit and System Improvements
Increase utilizations of transit service by local residents, employees, and visitors to help reduce motor vehicle use and traffic congestion.

Analysis: See Policy 2A.1.2. The proposed project is across the street from the proposed multimodal facility that will link commuters to the adjacent South Dade Busway.

Finding: Consistent.

Policy 2B.2.4 Provide incentives, such as increased allowable density or reduced parking requirements, to developers of all residential, commercial and/or general office land uses within identified mixed-use land use categories that place public transit facilities within their parcels.

Analysis: See Policy 2A.1.2. The proposed project falls into acceptable density ranges as provided by the FAC land use designation and the DUV zoning code. The project is within a ¼ mile of Miami-Dade County's Rapid Transit Stations and across the street from the Village's proposed multimodal facility. It is believed

this proximity will encourage mass transit usage of the residents and visitors to this project.

Finding: Consistent.

Infrastructure Element

Policy 4A.1.1 The adopted level of service standard adopted by the Miami-Dade Water and Sewer Department (WASD) for potable water service within the Village of Palmetto Bay is:

a. The Regional Treatment: System shall operate with rated maximum daily capacity no less than 2% above the maximum daily flow for the preceding year, and an average daily capacity 2% above the average daily system demand for the preceding five years. The maximum daily flow shall be determined by calculating the average of the highest five single day flows for the previous 12 months.

b. Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi. Unless otherwise approved by the Miami-Dade Fire Rescue Department, minimum fire flows based on the land use served shall be maintained as follows:

Land Use	Min. Fire Flow (gpm)
Single Family Residential Estate	500
Single Family and Duplex; Residential on Minimum lots of 7,500 sf	750
Multi-Family Residential; Semiprofessional Offices	1,500
Hospitals; Schools	2,000
Business and Industry	3,000

c. Water Quality: Meet all federal, state, and county primary potable water standards.

d. Countywide Storage: Storage capacity for finished water shall equal no less than 15% of countywide average daily demand.

Analysis: Miami-Dade County is the utility that shall provide potable water service to the proposed development. The project is adjacent to existing potable waterline(s), however it is not clear at the time of this writing whether those lines have laterals available for connection. Manner of connection to the potable water system shall be determined Miami-Dade County at the time of permitting/platting. Any

underground work within the right-of-way shall be coordinated with the Village to minimize operation impact to the adjacent roadway(s).

Pursuant Policy 11.1.1, of the Village's Comprehensive Plan, potable water level of service shall be provided at 97.54 gallons per day per resident. The Village's most recent update to its Water Facilities Supply Work Plan reflects existing and projected usage at 93.45 gallons per day per resident. This falls well within the required 2% maximum daily flow (2% additional capacity of 93.45 equals 95.32).

As of 2012, Florida Department of Environmental Protection granted water treatment capacity for potable water for Miami-Dade County at 1,489 MGD, and permitted water treatment capacity for non-potable water was at 117 MGD. The Village Currently consumes approximately 2.28 MGD. The proposed development is projected to generate 76,790 gallons per day[2], or roughly a 3% increase in potable water demand. Given the Village is currently running well under the 2% maximum daily flow, sufficient capacity exists.

The proposed development shall be required to ensure prescribed water pressures are maintained. Countywide Storage capacity for finished water is in compliance with the 15% countywide average daily demand.

Finding: Consistent.

Policy 4B.1.1: The adopted level-of-service standard established by the Miami-Dade County Water and Sewer Department (WASD) for sanitary sewer service within the Village of Palmetto Bay is:

a. Regional wastewater treatment plants shall operate with a physical capacity of no less than the annual average daily sewage flow.
b. Effluent discharged from wastewater treatment plant shall meet all federal state and county standards of 100 gallons, per capita, per day.
c. The system shall maintain the capacity to collect and dispose of 102 percent of the average daily sewage demand for the preceding 5 years.

Analysis: See Policy 4.A.1.1. Miami-Dade County is the utility that shall provide sanitary sewer service to the proposed development. The area is served by wastewater facilities. Pump station PS 30-1143 serves the area, has a maximum capacity of 1,045,522 gallons per day, is currently operating at 7.6% capacity, and has a

[2] The potable water consumptions tabulation above assumes that each unit will have an average of 3.01 residents with a consumptions rate of 93.45 gallons per day per resident. The 3.01 factor is utilized because that is the number prescribed by the 2005 Comprehensive Plan's, Data Inventory Analysis, which assumes a suburban style development pattern. Such a calculation likely reflects an over representation of the actual number of individuals likely to take up residency within the development given the preponderance of one and two bedrooms units. A more accurate reflection would rely on a resident multiplier of 1.7 per unit. That multiplier would reflect a significant reduction over that projected above.

surplus capacity of 982,279 gallons per day. Based on the water consumption calculated at Policy 4.A.1.1, the project generates approximately 76,790 gallons per day, or approximately 7.3% of overall capacity. Current water consumption within the Village is 93.45 GPD, per capita. Consumption generally corresponds to waste. This number is well below the 100 GPD, per capita and within the 102 percent of the average daily sewage demand (102% average daily sewage capacity of 93.45 equals 95.32).

Manner of connection to the potable water system shall be determined Miami-Dade County at the time of permitting/platting. Any underground work within the right-of-way shall be coordinated with the Village to minimize operation impact to the adjacent roadway(s).

Finding: Consistent.

Policy 4B.2.1: Encourage future development into areas that are already served, or programmed to be served, by Miami-Dade County WASD sanitary sewer facilities.

Analysis: See Policy 4B.1.1. The property is served by a sanitary sewer gravity line. The servicing pump station is currently operating at 7.6% capacity.

Finding: Consistent.

Policy 4C.1.1 The stormwater management LOS standards for Village of Palmetto Bay are: Water Quality Standard. Stormwater facilities shall be designed to meet the design and performance standards established in Ch. 62-302.500 and 25.025, F.A.C., with treatment of first one (1) inch of rainfall runoff Water Quality Standard. Where two or more standards impact a specific development, the most restrictive standard shall apply:

a. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration.

b. Treatment of the runoff from the first one (1) inch of rainfall onsite or the first 0.5 inch of runoff, whichever is greater.

Analysis: Stormwater projects have been completed throughout much of the downtown area. This element is reflective of improvements that would need to be performed at the time the property is the subject of a development order request. As such, any future development of the property will require full compliance with this element at the time of building permitting.

Finding: Consistent.

Objective 2A.5 Bicycle and Pedestrian Facilities

Increase the amount of pedestrian and bicycle activity within the Village by providing adequate facilities to promote friendly pedestrian and bicycle environments.

Analysis: The proposed project provides for wide pedestrian walkways, bicycle lanes, and bicycle racks.

Finding: Consistent

Obj. 2B.1 Transit and System Improvements Increase utilizations of transit service by local residents, employees, and visitors to help reduce motor vehicle use and traffic congestion.

Analysis: See Policies 2A.1.1 and 2A.1.2. It has been shown that the location of property and the proximity to a multi-modal center have a direct correlation to the number of vehicles trips made daily. The studies indicate when alternative means of transportation is available residents and business people will choose not to drive.

Finding: Consistent

Policy 4D.1.1 The adopted level-of-service standards maintained by the Miami-Dade County Department of Solid Waste Management for solid waste services within the Village of Palmetto Bay is 9.9 pound, per capita, per day and to maintain solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-term inter-local agreements or contracts along with anticipated non-committed waste flows for a period of five (5) years in accordance with Miami-Dade County's Comprehensive Development Master Plan.

Analysis: The Village of Palmetto Bay generates approximately 41,000 tons of solid waste annually which equals a rate of approximately 9.3 pounds, per-capita, per day. This accounts for only approximately 1.5% of total waste generated county-wide. As of 2003, the South Dade Landfill has a capacity of 9.148 million tons with a life expectancy through 2032. Actually impact to LOS of any site plan shall occur at site plan review or building permitting. The Village's Data Inventory and Analysis portion of its Comprehensive Plan estimates that each dwelling unit houses approximately 3.01 people. This number is likely high given a large portion of the units in this development are one and two bedroom. Regardless, at that rate, the project would generate 7,642,089 pounds of trash per day. The infrastructure analysis performed during the creation of the DUV district found the County had existing capacity to support the district at full-build out.

Finding: Consistent.

Policy 6.5.8 Existing mature vegetation and distinctive trees should be retained and protected in developments that homes are shaded from direct sunlight, which then reduces the energy demand from air conditioning units and other appliances. This also contributes to a reduction in the area's carbon footprint since less energy is used to keep the houses cool in the development.

Analysis: Not applicable this is a multi-story building.

Finding: Consistent.

Policy 6.7.6 Existing mature vegetation and distinctive trees should be retained and protected in developments.

Analysis: Implementation of this policy is enforced at the time of permitting.

Finding: Consistent.

Parks Element

Policy 7.1.2 Through the maintenance and expansion of the existing park facilities and the acquisition and/or development of new parks and open space, achieve: (1) a Village-wide level of service (LOS) standard of 5.0 acres per 1,000 residents by 2025; and (2) a separate LOS of .25 acres per 1,000 residents for developments within the Franjo Activity Center area.

Analysis: See Policy 1.1.1. The application generates a required .21 acres of the park land. Prior to issuance of a plat/building permit, the applicant shall provide a park impact fee in lieu of providing and building out park facilities.

Finding: Consistent.

Policy 7.1.3 Maintain a balance of active parks, passive parks, and natural areas to meet the needs and expectations of Village residents, and seek future opportunities to increase the number of pocket parks and other urban open spaces distributed throughout the Village.

Analysis: The project, based upon its size requires 7,200 square feet of public open space. The project is providing 15,593 square feet of public open space including a paseo to encourage pedestrian travel through and around the property.

Finding: Consistent.

Policy 7.1.8 Ensure that ample parks and open space is a key component in the development of the Palmetto Bay Village Center and the Franjo Road/US 1 Commercial Area mixed-use areas.

Analysis: Please see Policy 1.1.1 and 7.1.2.

Policy 7.2.4 Continue to look for opportunities to provide parking spaces and bicycle racks at recreation sites where they are now lacking or inadequate.

Analysis: Please see Policy 2A.5. The proposed project provides for wide pedestrian walkways, bicycle lanes, and bicycle racks.

Obj. 7.4 Park Land Acquisition Continue to explore opportunities to acquire land necessary for maintaining and enhancing the parks and recreation level-of-service (LOS) standards, strategically located in order to maximize accessibility to residents served.

Analysis: See Objective 1.1.1 and 7.1.3 above.

Education Element

Obj. 10.1 Work with Miami-Dade County Public Schools towards the reduction of the overcrowding which currently exists in Miami-Dade County Public Schools, while striving to attain and optimum level of service pursuant to Objective 2. Provide additional solutions to overcrowding so that countywide enrollment in Miami-Dade County's public schools will meet state requirements for class size by September 1, 2010.

Analysis: All public schools within the Village are under capacity and the proposed amendments do not provide for enough development rights to exceed the established Level of Service as so provided for by the Miami-Dade Public Schools via their concurrency review program (attached).

Finding: Consistent.

Water Supply Facility Element

Policy 11.1.1 The adopted level-of-service standard established by WASD for potable water service within the Village:

a. Regional Treatment. System shall operate with rated capacity that is no less than two (2) percent above the maximum daily flow for preceding year.

b. User LOS, Maintain capacity to produce and deliver 97.54 gallons/per capita/per day.

c. Water Quality. Meet all federal, state, and county primary potable water standards.

d. Countywide Storage. Storage capacity for finished water shall equal no less than 15 percent of countywide average daily demand.

Analysis: See Policy 4A.1.1.

Finding: Consistent.

Policy 11.2.1 Encourage future development and redevelopment in areas that are already served, or programmed to be served, by WASD potable water facilities.

Analysis: The area is served by potable water as provided by Miami-Dade County.

Finding: Consistent

Finding: Staff finds the request consistent with the Village's Comprehensive Plan as further detailed above.

Criteria 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.

Analysis: See Subsection I pertaining to "Design Considerations." The applicant is requesting six (6) design consideration in order to deliver a development that meets the desired intent of the DUV Code. Those considerations are provided for in greater detail at Subsection I. The project is consistent with remainder of all applicable regulations.

Finding: Consistent.

Criteria 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.

Analysis: See Criteria "a" and "b".

Finding: Consistent.

Criteria 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.

Analysis: The building itself is designed to interact with adjacent properties. The design has street level entrances for residential units and retail with sidewalk interaction. The open forecourt design, the creation of public open space, and the inclusion of a pedestrian paseo clearly provides circulation civic interactions to visitors and those merely passing by. The parking facility has entrances from both the north and the south to make public and private use easier by design. The disposition of open space and addition of landscape creates a sense of green and open space at the site. The paseo and sidewalk facilitates smooth transition to adjacent properties. The project

incorporates those required design features that extended out to the center line of the road and includes such features as bike paths.

Finding: Consistent.

Criteria 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.

Analysis: The applicant has shown proof of ownership as part of the application process and will provide a note for onsite improvements and shall bond all right of way improvements as required by code.

Finding: Consistent.

G. RECOMMENDATION

Staff recommends approval under Sections 30-30.5 and 30-50.23 of the Village's Land Development regulations for the plans entitled "Atlántico" as submitted by MSA Architect's consisting of 15 pages dated stamped May 28th, 2016, as follows:

1) The project is allocated 162 residential reserve units, which allocation shall expire within two years of the adoption of the site plan resolution unless building permits are issued for their construction prior to said expiration, and provided said building permits for the construction thereto remain active and/or receive final certificate of occupancy.

2) The bonus floor shall be granted provided the development continues to include the provided public open space and said project is built thereto accordingly.

3) Design consideration from Section 4.03.C.a.(i), is granted provided the applicant provides the open space as indicated on the plans dated May 28th, 2016.

4) Design consideration from Section 4.03.C.4, is granted provided the project is built in substantial compliance with the approved plans and provided the applicant commits to the application of an Art in Public Places treatment to those portions of the laterally street exposed portions of the garage structure.

5) Design consideration from Section 4.03.G.3, is granted provided a pedestrian only paseo is built in substantial compliance with the approved plan.

6) Design consideration from Section 4.03.H.1(a), is granted provided the buildings are constructed in substantial compliance with the approved plan.

7) Design consideration from Section 4.03.H.b.(1), is granted provided the buildings are constructed in substantial compliance with the approved plan.

8) Design consideration from Section 4.04.8.(b) is granted provided the buildings are constructed in substantial compliance with the approved plan.

9) The project shall comply with all Village Public Works Department comments in the memo dated April 15, 2016 and the Villages traffic engineer memo dated May 26, 2016.

Darby P. Delsalle, AICP
Planning & Zoning Director

| LOGOFF

1 Application Details | [Back to Applications List]

printer-friendly version

Miami-Dade County Public Schools

Concurrency Management System

MDCPS Application Number:	SP3316050500447	Local Government (LG):	Palmetto Bay
Date Application Received:	5/5/2016 10:33:41 AM	LG Application Number:	VPB-16007
Type of Application:	Site Plan	Sub Type:	Redevelopment
Applicant's Name:	FCI Palmetto Bay, LLC		
Address/Location:	2199 Ponce de Leon Boulevard		
Master Folio Number:	3350330000880		
Additional Folio Number(s):			
Name of Subdivision:			
T-Plat number:			

PROPOSED # OF UNITS		Seats Required:	Elementary: 28 Middle: 16 Senior: 25
SINGLE-FAMILY DETACHED UNITS:	0		
SINGLE-FAMILY ATTACHED UNITS:	0		
MULTIFAMILY UNITS:	284		

CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
4381	DR HENRY E PERRINE ACADEMY OF THE ARTS	63	28	28	YES	Current CSA
6861	SOUTHWOOD MIDDLE	193	16	16	YES	Current CSA
7431	MIAMI PALMETTO SENIOR	209	25	25	YES	Current CSA

*An Impact reduction of 0.2282 included for charter and magnet schools (Schools of Choice).

MDCPS has conducted a public school concurrency review for this application and has determined that it **DOES MEET (Concurrency Met)** all applicable LOS Standards for a Final Development order as adopted in the local(Government) 's Educational Element and incorporated in the Interlocal Agreement for Public School Facility Planning in Miami-Dade County.

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TRAFFIC REVIEW

ATLANTICO AT PALMETTO BAY

VPB-16-007

Department of Public Works
Planning and Zoning Comment Sheet

Project: Atlantico at Palmetto Bay

Project Site: Intersection of SW 180th ST and Franjo Road, Palmetto Bay, Florida 33157

Reviewer: Corrice E. Patterson

Date: April 15, 2016

Comments:

1. A Covenant for Maintenance of Landscaping within Right of Way Agreement between VPBPS and the property owner must be recorded in the public record of Miami Dade County before issuance of a permit for any installation within Village right-of-way.
2. Relocation or removal of trees must be approved by the Department of Regulatory and Economic Resources (DRER).
3. Water & Sewer Improvements must be approved by Miami Dade County Water & Sewer Department.
4. Plans submitted for Permit shall conform to Manual Uniform Traffic Control Devices (MUTCD), Miami Dade County Department of Transportation and Public Works (MDCDTPW), Village of Palmetto Bay Public Services (VPBPS) and other appropriate standards for engineering design in the public right-of-way.
5. Dedication of 25 feet right of way is needed along SW 93 Pl.
6. Landscape plans for installation of trees within Village owned right of way must be reviewed by the Village's Tree Advisory Board for compliance with the Village's proposed Street Tree Master Plan. "Right Tree, Right Place".
7. Park Drive east of centerline reduce bike lane to 5 feet and add a 6 foot sidewalk.
8. Park Drive west of centerline remove bike lane and make sidewalk a 11 feet shared path.
9. No site obstruction over 2.5" high allowed within the sight distance triangle (see Public Works Manual for detail specifications).
10. Two-way directional traffic required for safe egress and ingress into garage.
11. Developer must submit conceptual plans along with the Traffic Impact study to MDCDTPW Traffic Engineering Division for their review and comments.

Standard Comments:

1. The Public Services Department reserves the right to add or modify requirements based upon any additional information that may be received during and after this review process.

MARLIN

MEMORANDUM

TO: DARBY DELSALLE, AICP
DIRECTOR OF PLANNING AND ZONING
VILLAGE OF PALMETTO BAY
9705 EAST HIBISCUS STREET
PALMETTO BAY, FLORIDA 33157

FROM: JAMES E. SPINKS III, PE, PTOE
SENIOR VICE PRESIDENT
MARLIN ENGINEERING, INC.

SUBJECT: ATLANTICO – VILLAGE OF PALMETTO BAY
TRAFFIC IMPACT ANALYSIS REVIEW

DATE: MAY 26, 2016

CC: KRIS DEVASTEY, PE
MARLIN ENGINEERING, INC.

MARLIN has reviewed the traffic impact analysis for the proposed Atlantico at Palmetto Bay project, which will be located at 17945 SW 97th Avenue in the village of Palmetto Bay, FL. The report was prepared by David Plummer and Associates.

General Project Information

The project proposes a residential development with 271 units and 7,010 SF of specialty retail. Access to and from the site will be provided via a proposed two-way roadway (Park Drive) on the east side of the project, which will access SW 180th Street. The project proposes 33 on-street parking spaces and 442 parking spaces in the proposed parking garage, providing a total of 475 parking spaces.

The following comments are provided for the traffic impact analysis:

General Comments:

1. Introduction: Please specify the build-out year.
2. Please indicate the year for which the future traffic conditions analysis was performed.

ZONING HISTORY

ATLANTICO AT PALMETTO BAY
VPB-16-007

May 25, 1970

Perrine-Cutler Ridge Bank
P. O. Drawer 70
Miami, Florida

RE: Perrine-Cutler Ridge Bank; Request to Modify Conditions #3 and #6 of Resolution Z-226-64; And Unusual Use to permit non-commercial parking in a zone more restrictive than the use it serves is located. Hearing No. 70-5-46.

Enclosed herewith is a copy of Resolution No. 4-ZAB-229-70, adopted by the Metropolitan Dade County Zoning Appeals Board, approving your application concerning the above subject matter.

Please note the conditions under which said approval was granted, inasmuch as strict compliance therewith will be required. The required plot use plan should be submitted to this office in triplicate for approval before any detailed plans are prepared, inasmuch as building permits will not be issued prior to the approval of said plan.

You are hereby advised that the decision of the Zoning Appeals Board may be appealed by an aggrieved party (within 14 days) or by the Directors of the Dade County Building and Zoning Department and Planning Department (within 18 days), as has been provided in Chapter 33-313 of the Code of Metropolitan Dade County, Florida; and that no permits or Certificate of Use and Occupancy can be issued until the appeal periods have expired, and only if no appeal has been filed. Application for necessary permits should be made with this department. The appeal period commences to run two days after the adoption date of the Resolution.

Very truly yours,

METROPOLITAN DADE COUNTY
BUILDING AND ZONING DEPARTMENT

CCC/rpv
Enc.

Chester C. Czebrinski
Assistant Director

bcc: Hrg. file
R. L. Bryan (PUP)

33-55-40

IV-31
Item No. 69-602

RESOLUTION NO. 4-ZAB-229-70

The following resolution was offered by Mr. Robert W. Shaughnessy, seconded by Mr. William L. Flynn, and upon poll of members present, the vote was as follows:

Irene Faugno	aye	Betty S. Page	aye
William L. Flynn	aye	Robert W. Shaughnessy	aye
Steven J. Green	aye	Roger Shaw	absent
Sam Jacobson	aye	Leonard Levenstein	aye
M. B. Monsalvatge	aye		

WHEREAS, Perrine-Cutler Ridge Bank has applied for the following:

TO MODIFY Conditions #3 and #6, of Resolution Z-226-64, passed and adopted by the Board of County Commissioners on the 8th day of October, 1964, and reading as follows:

3. "That in the approval of the plan, the same be substantially in accordance with the plan submitted at the hearing, Tentative Plan Garden Apartment Site for Burett Corp., dated February, 1964."

6. "That an instrument suitable for recording and meeting with the approval of the County Attorney be submitted to the effect that the property would be developed substantially in accordance with the plans submitted for the hearing, unless some future date either the zoning or plan of development were modified by Public Hearing; that said agreement shall be binding on the property owners and all other parties of interest and their successors."

Purpose of the request is to delete the two aforementioned conditions in their entirety as they pertain to the subject property and to permit said property to be used for off-street parking for the Perrine-Cutler Ridge Bank, AND

UNUSUAL USE to permit non-commercial parking in a zone more restrictive than the use it serves is located.

All according to plans submitted with the application and on file in the Zoning Department, entitled, "Additions and Alterations Perrine-Cutler Ridge Bank", prepared by Donald Charles Rider, AIA, Architect, and dated October 15, 1969.

SUBJECT PROPERTY: The North ½ of the South ½ of the SW¼ of the NW¼ of the SW¼ of Section 33, Twp. 55, Rge. 40, Less the West 289 feet thereof.

LOCATION: From theo. S.W. 95th Avenue to theo. S.W. 96th Avenue, between theo. S.W. 178th Terrace and theo. S.W. 179th Terrace, 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 this Board that the requested modification and unusual use 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 be and the same is hereby approved.

BE IT FURTHER RESOLVED that the requested unusual use to permit non-commercial parking in a zone more restrictive than the use it serves is located, be and the same is 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; said plan to include but be not limited thereto walls, landscaping, driveways, lighting, parking layout, type and location of signs, etc.

2. That the parking lot shall provide suitable buffers to protect the adjacent residential areas and shall be adequately landscaped in the interior to break up the vast expanse of paving.

3. 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 terms and conditions of this Resolution.

PASSED AND ADOPTED this 13th day of May, 1970.

Heard 5/13/70
No. 70-5-46
5/25/70
rpv

George R. and Donna A. Lane

Hearing 70-5-44. Resolution 4-ZAB-227-70.

Mrs. Page: Mr. Chairman, I would like to make a motion to withdraw Item No. 2 without prejudice --

Chairman Levenstein: Deny it without prejudice.

Mrs. Page: I mean, to deny it without prejudice, and to approve Item One, the request for an unusual use to permit a nursery and kindergarten.

Chairman Levenstein: Motion by Mrs. Page to approve the application, Item One, and deny Item Two without prejudice.

Mrs. Faugno: I second it.

Chairman Levenstein: Seconded by Mrs. Faugno. Call the roll, please.

Mr. Czebrinski: Does that include the usual conditions?

Chairman Levenstein: Usual conditions.

Mrs. Page: Yes, usual conditions.

Mr. Flynn: I will abstain. I wasn't here all the time.

Mr. Green: This is a request for an unusual use, and not for a zoning change. So, I am going to vote yes.

Chairman Levenstein: Motion carries five to one, with two abstentions. Okay, approved.

Whereupon the motion carried by a vote of 5-1; Mrs. Faugno, Mrs. Page, Messrs. Green, Jacobson and Levenstein voting for the motion; Mr. Shaughnessy voting against the motion; Messrs. Flynn and Monsalvatge abstaining; Mr. Shaw being excused.

Fleeman Enterprises, Inc.

Hearing 70-5-45. Resolution 4-ZAB-228-70.

Mr. Flynn: Mr. Chairman, I make a motion that the application be approved in its entirety, as recommended by both departments.

Mr. Green: Second.

Chairman Levenstein: Motion by Mr. Flynn to approve the application, adpting the recommendations of both departments, seconded by Mr. Green. All opposed, please raise their right hand. Motion carrie eight to zero; Mr. Shaw being excused.

Perrine-Cutler Ridge Bank

Hearing 70-5-46. Resolution 4-ZAB-229-70.

Mr. Shaughnessy: I move approval of the applicatior in its entirety.

Chairman Levenstein: Subject to the usual conditions?

Mr. Shaughnessy: The recommendations of both departments.

Chairman Levenstein: Motion by Mr. Shaughnessy that the application be approved, with the usual conditions, and as recommended by both departments, seconded by Mr. Flynn. All those opposed please signify by raising their right hand. Motion carrie, eight to zero; Mr. Shaw being excused.

Richard L. Neubauer and Richard L. Neubauer, Jr.

Hearing 70-5-47. Resolution 4-ZAB-230-70.

Chairman Levenstein: The Chair is ready for a motion. I am going to give the gavel to Mrs. Faugno.

Notwithstanding the fact that Mr. Neubauer is not particularly cooperative, I think that this application certainly falls within the true purview of being an unusual use for a watchman's quarters. Nobody, so far as we have been told during the presentation, is living there. I think he is entitled to some relief for a limited period of time, during which he is to -- should take any and all steps to erect a permanent structure for a watchman. Accordingly, I am going to move that the application be approved with a limitation of one year.

I will tell you right now, sir, that if you come up here a year from now, and I am sitting on this Board, I will never go for it again.

Mr. Neubauer: I am sorry that you feel I am uncooperative. I haven't meant to be --

Chairman Levenstein: I don't want to argue with you. I am only giving you some time -- trying to help you, and you have just failed to respond. My motion is for one year.

Mr. Flynn: I will second that.

Vice-Chairman Faugno: Call the roll.

Mr. Green: Madam Chairman: since the applicant has not given us a time limit, my vote is no.

Mrs. Page: Yes, because the applicant, I think, did state, when he was pressed for a time, he said about four years, I think it was said. So, my vote is yes.

Vice-Chairman Faugno: No. The vote is five to three for approval. The application is denied for lack of a three-quarter vote.

Chairman Levenstein: When both departments have recommended denial of an application, it requires a three-quarters vote of the Board to override both departments. You got five to three; therefore, the application is automatically denied. You have the right to appeal within 14 days. He will tell you how to go about it.

Whereupon the motion for approval for one year does not carry for lack of three-quarter vote; Mrs. Page, Messrs. Flynn, Jacobson, Monsalvatge and Levenstein voting for the motion; Mrs. Faugno, Messrs. Green and Shaughnessy voting against the motion; Mr. Shaw being excused.

December 23, 1968

Perrine-Cutler Ridge Bank
Attn. Mr. L. Russell Norton
P.O. Drawer 70
Perrine, Fla. 33157

RE: Perrine-Cutler Ridge Bank; Request for district boundary change from RU-1 and RU-2 and BU-1 to BU-1; OR IN ALTERNATIVE use variance re addi. of eight drive-in teller windows for bank; 17945 SW 97 Ave.; Hrg. 68-12-46.

Enclosed herewith is a copy of Resolution No. 4-ZAB-93-68, adopted by the Metropolitan Dade County Zoning Appeals Board, approving your application concerning the above subject matter, pertaining to requested use variance.

Please note the conditions under which said approval was granted, inasmuch as strict compliance therewith will be required. The required plot use plan should be submitted to this office in triplicate for approval before any detailed plans are prepared, inasmuch as building permits will not be issued prior to the approval of said plan.

You are hereby advised that the decision of the Zoning Appeals Board may be appealed by an aggrieved party (within 14 days) or by the Directors of the Dade County Building and Zoning Department and Planning Department (within 18 days), as has been provided in Chapter 33-313 of the Code of Metropolitan Dade County, Florida; and that no permits or Certificate of Use and Occupancy can be issued until the appeal periods have expired, and only if no appeal has been filed. Application for necessary permits should be made with this department. The appeal period commences to run two days after the adoption date of the Resolution.

Very truly yours,

METROPOLITAN DADE COUNTY
BUILDING AND ZONING DEPARTMENT

CCC/hf
Enc.

Chester C. Czebrinski
Assistant Director

P.S. Please note requested withdrawal without prejudice of district boundary change is granted; and use variance is approved subject to conditions.

bcc: Hrg. file
Mr. Bryan
Public Works Director

33-55-40
IV-31
Item No. 68-614

RESOLUTION NO. 4-ZAB-93-68

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

Neal Adams	aye	Virginia Salley	aye
Hilton R. Carr, Jr.	aye	Roger Shaw	aye
Gene Flinn	aye	H. H. Wood	aye
William L. Flynn	aye	Andrew Lee	aye
Leonard Levenstein	aye		

WHEREAS, Perrine-Cutler Ridge Bank has applied for the following:

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

OR IN THE ALTERNATIVE

USE VARIANCE to permit the addition of eight drive-in teller windows for the bank partially within the RU-1 and RU-2 zones as would be permitted in the BU-1 zone.

On W. 270' of E. 375' of SW¼ NW¼ SW¼ of Section 33, Township 55 South, Range 40 East, less the N. 524.10' thereof. 17945 SW 97 Ave. (Franjo Rd.), 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 applicant, by its representative, requested withdrawal without prejudice of that part of the application pertaining to district boundary change, and

WHEREAS, upon due and proper consideration having been given to the matter, it is the opinion of this Board that the requested use variance 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;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Appeals Board that the requested withdrawal of the district boundary change be and the same is hereby granted without prejudice; and

BE IT FURTHER RESOLVED that the requested use variance be and the same is 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, 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

33-55-40
IV-31
Item No. 68-614

2. That the use be established and maintained in accordance with the approved plan.

3. Dedication of rights-of-way as may be deemed lacking, desirable and necessary, in the opinion of the Director of Public Works and Zoning Director, shall be made; and improvement shall be made of such rights-of-way as may be required by the Director of Public Works.

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 11th day of December, 1968.

Heard 12/11/68
No. 68-12-46
12/20/68
hf

Perrine-Cutler Ridge Bank

Hearing 68-12-46. Resolution 4-ZAB-93-68.

Chairman Lee: Motion by Mr. Wood for approval, seconded by Mrs. Salley on Number 46. The Building and Zoning Department recommends the alternative, and they want to withdraw the zoning change without prejudice--Number 46.

Unidentified Man: We concur with the recommendations.

Mr. Carr: Just a moment. I don't even know where we are.

Chairman Lee: You are on the right page, Mr. Carr--Number 46, Perrine-Cutler Ridge Bank. The other hearing at the end will be a little lengthy, and I just wanted to be able to let the Cutler Ridge Bank go, since they have no objections, and the recommendations are for approval. So, we want to let them go, so we could have a little more freedom in listening to the other case ahead of it.

Mr. Carr: I agree with your motive, Mr. Chairman. I think your position is well taken. But, I would still like to know where we are. That is the reason I asked the question.

Chairman Lee: 68-12-46, Hilton.

Mr. Carr: Thank you.

Chairman Lee: Okay. Motion was made on 68-12-46 for approval, adopting the recommendations of the Zoning Department, by Mr. Wood, seconded by Mrs. Salley, for approval of the alternative and withdrawal of the proposed district boundary change, without prejudice. Any discussion on the motion? All those opposed signify by raising their right hand. The motion carries nine to zero for approval. Thank you for coming. Now, we can take the case above it with a more clear mind on it, I think.

Whereupon the motion carried by a vote of 9-0.

Achor & Thomson

Hearing 68-12-45. Resolution 4-ZAB-94-68.

Mr. Wood: Mr. Chairman, I would like to at this time offer a motion that this application be approved, subject to the plot use plan approval; and the development to be substantially in accordance with the plans submitted, including a decorative wall to be erected ten feet in from the south property line and the east property line, up to the canal, such wall to be set back a distance of ten feet from the property line concerned; such ten-foot strip to be landscaped and including trees, grass, sprinkler system, with proper maintenance perpetually.

Chairman Lee: Seconded by Mrs. Salley. Discussion on the motion? Call the roll, Frank.

Mr. Richmond: That was the original recommendation, is that correct?

Mr. Wood: yes.

Mr. Carr: My vote reluctantly must be no, in view of the recommendations of both departments.

Mr. Flinn: I would like to pay the attorney for the applicant a compliment for his fine presentation. I am persuaded by his argument, as well as by my colleagues. I will vote yea.

Chairman Lee: Motion carries by a vote of eight to one for approval.

Whereupon the motion carried by a vote of 8-1; Mr. Carr voting against the motion.

- - -

Chairman Lee: Time for lunch!

(Whereupon, the meeting adjourned for lunch at 12:50 p.m.)

33-55-40
IV-31
Item No. 68-70

RESOLUTION NO. 3-ZAB-123-68

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

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

WHEREAS, Perrine Cutler Ridge Bank has applied for an UNUSUAL USE to permit non-commercial parking in zones more restrictive than in which the use it serves is located. All according to plans submitted with the application and on file in the Zoning Department. ON: The E. 125' of the SW¼ NW¼ SW¼ in Section 33, Township 55 South, Range 40 East, less the N. 524.10' thereof. The N. side SW 180 St.; approx. 550' E. of SW 97 Ave. (Franjo Rd.), Dade County, Florida; and

WHEREAS, an inspection of the subject property was made and 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 unusual use 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 unusual use be and the same is hereby approved, subject to the following condition:

1. That development be substantially in accordance with the plan submitted for the hearing as prepared by Kunde & Associates, Consulting Engineers, entitled "Additional Parking Perrine Cutler Ridge Bank Paving and Grading Plan" and dated December 27, 1967.

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 13th day of March, 1968.

Heard 3/13/68 No. 68-3-45 3/21/68 ew

RESOLUTION NO. 2108

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

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

WHEREAS, James B. Burgin has applied for a change of zone from AU (Agricultural) to BU-3 (Liberal Business) to permit operation of the Bank of Perrine on the S½ S½ SW¼ NW¼ SW¼ in Section 33, Township 55 South, Range 40 East; NE corner of SW 97th Avenue (Franjo Road) and 180th Street, 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 carried to adopt the following resolution:

WHEREAS, the area concerned is in the midst of a single-family residential zone; this residential zoning conforming to the overall plan for the development of the area, and the parcel in question lies within the planned single family residential area, and

WHEREAS, the limits of the Perrine business area have only recently been established after many public hearings, and exhaustive studies by the Zoning and Planning Boards and the Board of County Commissioners, and

WHEREAS, the projection of the business area to the east of Franjo Road would be detrimental and harmful to the orderly development of the contemplated residential development, and

WHEREAS, the Zoning Commission sees no need for further business zoning because of existence of a great amount of vacant area in the planned and zoned business areas of Perrine;

NOW THEREFORE BE IT RESOLVED by the Dade County Zoning Commission that the application be recommended for denial, and

WHEREAS, a public hearing of this Board was advertised and held, at which time the recommendation of the Zoning Commission was presented, and interested parties present and concerned in the same were heard, and upon due and proper consideration having been given to the matter, it appears to this Board that a change of zone

to permit the requested bank use on a portion of the aforedescribed property should be approved under certain conditions;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the requested change of zone to BU-3 be and the same is hereby denied and that the following changes of zone be and the same are hereby approved and said property is hereby zoned accordingly:

1. That the east 125' of the property in question be zoned RU-1, 12,500 cubic feet minimum.

2. That the west 250' of the east 375' of the property in question be zoned RU-2, 12,500 cubic feet minimum.

3. That the balance of the property in question (west 254') be and the same is hereby zoned BU-1, 12,500 cubic feet minimum, to permit the bank use, subject to the following conditions:

   a. That a 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 thereto, location of building or buildings, type and location of signs, light standards, parking areas, exits and entrances, drainage, walls, fences, landscaping, etc.

   b. That the use be established and maintained in accordance with the approved plan.

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

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

Heard 8-20-58
No. 34
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

March 21, 1968

Perrine Cutler Ridge Bank
Att: Mr. Poe
P. O. Box 70
Perrine, Florida

RE: Perrine Cutler Ridge Bank; request for unusual use.
Sec. 33, Twp. 55S, Rge. 40E. Hrg. 68-3-45

Enclosed herewith is a copy of Resolution No. 3-ZAB-123-68, adopted by the Metropolitan Dade County Zoning Appeals Board, approving your application concerning the above subject matter.

If said approval was with conditions, please note same carefully inasmuch as strict compliance therewith will be required.

You are hereby advised that the decision of the Zoning Appeals Board may be appealed by an aggrieved party (within 14 days) or by the Directors of the Dade County Building and Zoning Department and Planning Department (within 18 days), as has been provided in Chapter 33-313 of the Code of Metropolitan Dade County, Florida; and that no permits or Certificate of Use and Occupancy can be issued until the appeal periods have expired, and only if no appeal has been filed. Application for necessary permits should be made with this department. The appeal period commences to run two days after the adoption date of the Resolution.

Very truly yours,

METROPOLITAN DADE COUNTY
BUILDING AND ZONING DEPARTMENT

Chester C. Czebrinski
Assistant Director

CCC/ew
Enc.

bcc: Hrg. File ✓
R. L. Bryan

First Born Church of the Living God

Hrg. 68-3-44 Resolution 3-ZAB-122-68

Mr. Wood: I move approval of the application.

Mr. Flinn: I second the motion.

Whereupon the motion carried by a vote of 6-0; Mr. Harlow being absent.

Chairman Lee: The motion carries for approval by 6-0.

Perrine Cutler Ridge Bank

Hrg. 68-3-45 Resolution 3-ZAB-123-68

Mr. Wood: I make a motion for approval.

Mrs. Salley: I second the motion.

Chairman Lee: All those opposed signify by raising their right hands. The motion carries 6-0 as recommended.

Whereupon the motion carried by a vote of 6-0; Mr. Harlow being absent.

Mr. Norton: Thank you, Mr. Chairman.

EXECUTIVE SESSION

Inman Padgett, et al

Hrg. 68-3-40 Resolution 3-ZAB-124-68

Mr. Wood: Let me offer a motion for approval of the application as amended by the applicant, subject to plot use plan approval by the Directors.

Chairman Lee: Do I hear a second?

Mrs. Salley: I second the motion.

Chairman Lee: Ok, any discussion on the motion?

Mr. Flinn: What does this do about the body shop, from the maker of the motion? I am asking what this does about the body shop.

Mr. Wood: The body shop is down on the BU-3 area to the north.

Mr. Flinn: I can't see this problem of storage of new cars, and the proposed developing of 6 or 8 stalls in there to repair cars, when you are backing this up to RU-1, commercial right next to RU-1 type zoning.

Chairman Lee: Let us call the roll, and see how we come out for approval.

Mr. Reynolds: How far back does it go?

Mr. Flinn: That is what is confusing about it.

Mr. Wood: The size is 600 by 50.22 feet.

ZONING & LAND USE MAPS

ATLANTICO AT PALMETTO BAY
VPB-16-007

Click to Print This Page

Summary Details:	
Folio:	3350330000880
Site Address:	17945 SW 97 AVE
Mailing Address:	BANK OF PERRINE PO DRAWER 570070 PERRINE, FL 332570070

Property Information:	
Beds/Baths:	0/0
Floors:	1
Living Units:	0
Adj Sq Footage:	24664
Lot Size:	3.98 ACRES
Year Built:	1959
Legal Description:	33 55 40 3.987 AC M/LS1/2 OF SW1/4 OF NW1/4 OF SW1/4LESS S25FT & LESS N115.09FT OFW289FT & LESS W35FT OF S224.31FTOF SW1/4 OF NW1/4 OF SW1/4OR 10139 -7 0878 5 Deed: 10139-7 08

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

Assessment Information:		
Year:	2016	2015
Land Value:	0	1806760
Building Value:	0	1463240
Market Value:	0	3270000
Assessed Value:	0	3270000
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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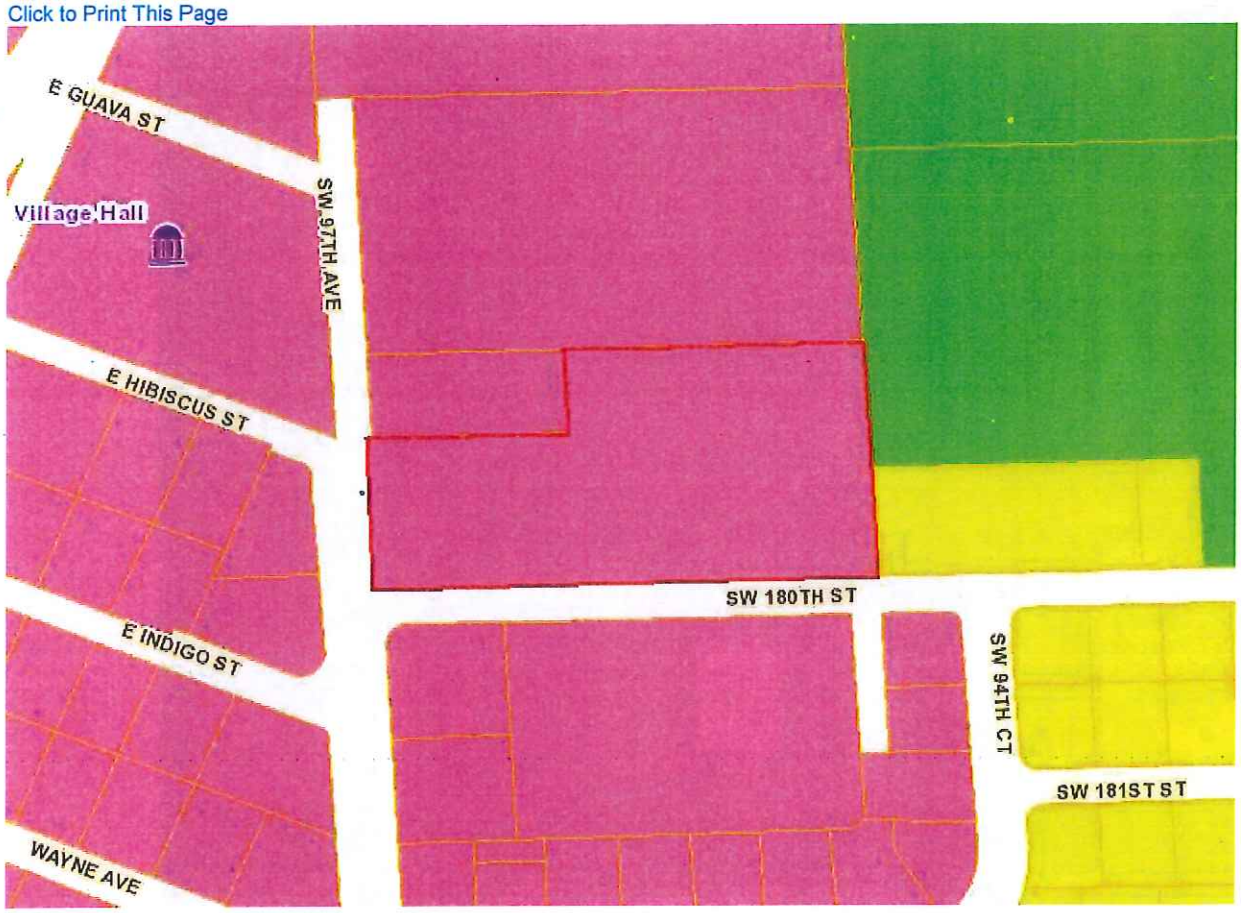

Summary Details:	
Folio:	3350330000880
Site Address:	17945 SW 97 AVE
Mailing Address:	BANK OF PERRINE PO DRAWER 570070 PERRINE, FL 332570070

Property Information:	
Beds/Baths:	0/0
Floors:	1
Living Units:	0
Adj Sq Footage:	24664
Lot Size:	3.98 ACRES
Year Built:	1959
Legal Description:	33 55 40 3.987 AC M/LS1/2 OF SW1/4 OF NW1/4 OF SW1/4LESS S25FT & LESS N115.09FT OFW289FT & LESS W35FT OF S224.31FTOF SW1/4 OF NW1/4 OF SW1/4OR 10139 -7 0878 5 Deed: 10139-7 08

Sale Information:			
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Widow Exemption:	0	0
Disabled Exemption:	0	0
Veteran Exemption:	0	0

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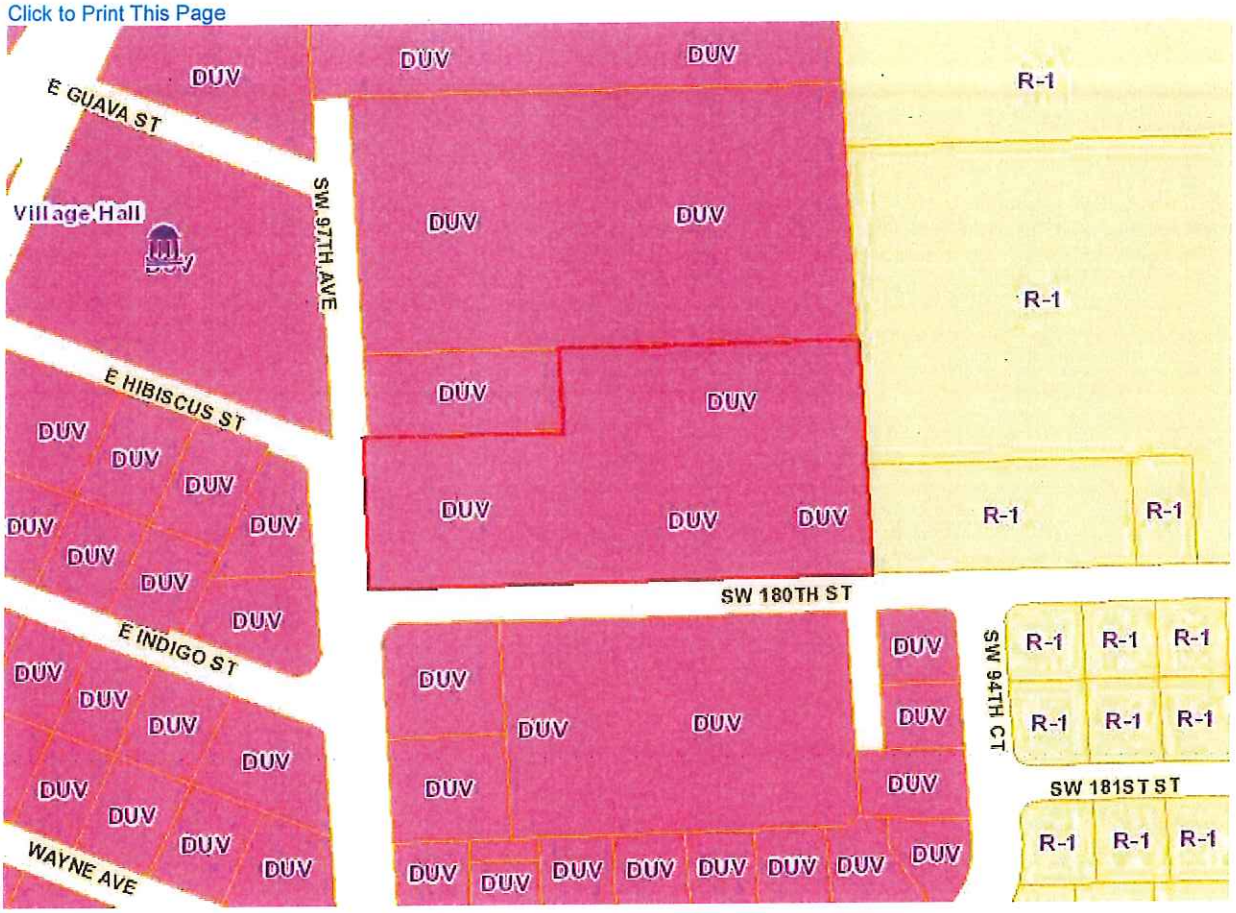

Summary Details:	
Folio:	3350330000880
Site Address:	17945 SW 97 AVE
Mailing Address:	BANK OF PERRINE PO DRAWER 570070 PERRINE, FL 332570070

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

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Senior Exemption:	0	0
Agricultural Exemption:	0	0
Widow Exemption:	0	0
Disabled Exemption:	0	0
Veteran Exemption:	0	0

POSTING & MAILING

ATLANTICO AT PALMETTO BAY
VPB-16-007

VILLAGE OF PALMETTO BAY
NOTICE OF ZONING PUBLIC HEARING

The Village of Palmetto Bay shall conduct a zoning public hearing on Monday, June 20, 2016, 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:

Applicant:	FCI Palmetto Bay, LLC.
Folio:	33-5033-000-0880
File #:	VPB-16-007
Location:	17945 SW 97 AVE
Zoned:	Downtown Urban Village (DUV)
Request:	Site plan and design considerations for a mixed-use project.

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

HEARING NUMBER: VPB-16-007
APPLICANT NAME: FCI Palmetto Bay, LLC.
FOLIO: 33-5033-000-0880 ZONED: DUV
PROJECT LOCATION: 17945 SW 97th Avenue, 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.

A PUBLIC HEARING WILL BE HELD MONDAY, JUNE 20, 2016, AT 7:00 PM AT THE COUNCIL CHAMBERS LOCATED WITHIN VILLAGE HALL, 9705 EAST HIBISCUS STREET, PALMETTO BAY, FL 33157.

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.

VILLAGE OF PALMETTO BAY
NOTICE OF PUBLIC HEARING

HEARING NUMBER: VPB-16-007
APPLICANT NAME: FCI Palmetto Bay, LLC.
FOLIO: 33-5033-000-0880 ZONED: DUV
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VILLAGE OF PALMETTO BAY
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HEARING NUMBER: VPB-16-007
APPLICANT NAME: FCI Palmetto Bay, LLC.
FOLIO: 33-5033-000-0880 ZONED: DUV
PROJECT LOCATION: 17945 SW 97th Avenue, PALMETTO BAY, FL 33157

REQUEST: Site plan and design for a mixed-use project

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VILLAGE OF PALMETTO BAY
NOTICE OF PUBLIC HEARING

HEARING NUMBER: VPB-16-007
APPLICANT NAME: FCI Palmetto Bay, LLC.
FOLIO: 33-5033-000-0880 ZONED: DUV
PROJECT LOCATION: 17945 SW 97th Avenue, PALMETTO BAY, FL 33157

REQUEST: Site plan and design for a mixed-use project

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PUBLIC NOTICE

PUBLIC NOTICE

RESOLUTION

ATLANTICO AT PALMETTO BAY
VPB-16-007

RESOLUTION NO. _____

ZONING APPLICATION VPB-16-007

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; APPROVING FCI PALMETTO BAY, LLC'S SITE PLAN REQUEST FOR THE PROPERTY LOCATED AT 17945 SW 97TH AVENUE BEARING FOLIO NUMBER 33-5033-003-0880; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Applicant, FCI Palmetto Bay, LLC made an application for a site plan, which included design considerations and a bonus floor, for the property located at 17945 SW 97th bearing the folio number 33-5033-003-0880; 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 June _____, 2016; 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 applications was held on June 20, 2016, 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.

Section 2. Findings of fact.

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

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

3. The Applicant's traffic study, dated May, 2016, indicates that the number of trips generated by the proposed site plan does not cause the adjacent roadway to exceed the maximum capacity thresholds established by Miami-Dade County. The Village's traffic engineering consultant accepts this finding.

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

5. The Village adopts and incorporates by reference the Planning & Zoning Department staff report, which expert report is considered competent substantial evidence.

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

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

Section 3. Conclusions of law.

The site plan modification for the specific use was reviewed pursuant to Section 30-30.5(j)(1) of the Village of Palmetto Bay's Code of Ordinances, and was found to be conditionally consistent.

Section 4. Order.

The Village Council grants the site plan request as it would be in keeping with the applicable Land Development Regulations with the Village's Comprehensive Plan. The Village Council, pursuant to Section 30-30.5(j)(1) approves the plans entitled "Atlantico at Palmetto Bay" as prepared by MSA Architects, consisting of 16 sheets, dated stamped received May 9, 2016, together with the traffic study, prepared and updated on May, 2016, by David Plumber & Associates, dated stamped received May 19, 2016 with the following conditions:

1) The project is allocated 162 residential reserve units, which allocation shall expire within two years of the adoption of the site plan resolution unless building permits are issued for their construction prior to said expiration, and provided said building permits for the construction thereto remain active and/or receive final certificate of occupancy.

2) The bonus floor shall be granted provided the development continues to include the provided public open space and said project is built thereto accordingly.

3) Design consideration from Section 4.03.C.a.(i), is granted provided the applicant provides the open space as indicated on the plans dated May 28th, 2016.

4) Design consideration from Section 4.03.C.4, is granted provided the project is built in substantial compliance with the approved plans and provided the applicant commits to the application of an Art in Public Places treatment to those portions of the laterally street exposed portions of the garage structure.

5) Design consideration from Section 4.03.G.3, is granted provided a pedestrian only paseo is built in substantial compliance with the approved plan.

6) Design consideration from Section 4.03.H.1(a), is granted provided the buildings are constructed in substantial compliance with the approved plan.

7) Design consideration from Section 4.03.H.b.(1), is granted provided the buildings are constructed in substantial compliance with the approved plan.

8) Design consideration from Section 4.04.8.(b) is granted provided the buildings are constructed in substantial compliance with the approved plan.

9) The project shall comply with all Village Public Works Department comments in the memo dated April 15, 2016 and the Villages traffic engineer memo dated May 26, 2016.

This is a final order.

Section 5. Record.

The record shall consist of the notice of hearing, the applications, documents submitted by the applicant and the applicants' representatives to the Village of Palmetto Bay Department of Planning and Zoning in connection with the applications, the county recommendation and attached cover sheet and documents, the testimony of sworn witnesses and documents presented at the

quasi-judicial hearing, and the tape and minutes of the hearing. The record shall be maintained by the Village Clerk.

Section 6. This resolution shall take effect immediately upon approval.

PASSED and ADOPTED this ____ day of June, 2016.

Attest: _____ _____

Meighan Alexander
Village Clerk

Eugene Flinn
Mayor

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

_____
Dexter W. Lehtinen
Village Attorney

FINAL VOTE AT ADOPTION:

Council Member Karyn Cunningham _____

Council Member Tim Schaffer _____

Council Member Larissa Siegel Lara _____

Vice-Mayor John DuBois _____

Mayor Eugene Flinn _____

This Resolution was filed in the Office of the Village Clerk on this ____ day of _____, 2016.

_____
Meighan Alexander
Village Clerk

APPLICATION

ATLANTICO AT PALMETTO BAY
VPB-16-007

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

May 27, 2016

Mr. Edward Silva, Village Manager
Mr. Darby Delsalle, Director, Planning and Zoning
Mr. Travis Kendall, Planning and Zoning Administrator
Village of Palmetto Bay Municipal Center
9705 East Hibiscus Street
Palmetto Bay, Florida 33157

Re: Property located at 17945 SW 97th Avenue, Palmetto Bay, Florida / Folio No. 33-5033-000-0880 / Supplement to Revised Letter of Intent

Dear Messrs. Silva, Delsalle and Kendall:

This law firm represents FCI Palmetto Bay, LLC, the contract purchaser (the "Applicant") of that certain property located at the southwest corner of Franjo Road/SW 97th avenue and SW 180th Street, in the Village of Palmetto Bay (the "Village"), further identified by Miami-Dade County Folio No. 33-5033-000-0880 (the "Property") and owned by Total Bank, a Florida Corporation (the "Owner"). This letter shall serve as a supplement to out Revised Letter of Intent dated May 9, 2016 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").

These additional considerations are reflected in the design of the building since 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 Franjo Road and US 1.

As mentioned previously in our Revised Letter of Intent, the Property is within the Downtown Village ("DV") 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 approval of the site plan takes into account and incorporates unique design features which supports the urban design objectives as "design considerations", but are incorporated when approving the site plan. The Applicant is requesting the incorporation of the following design considerations in its site plan approval.

1. Section 4.03C.a.(i) The roof of all parking structures shall be programmed with usable building surface such as: green roof, amenity deck (private open space) or for renewable energy generation.

Additional ground floor open space areas have been provided and a high albedo roofing material will be used to minimize the heat island effect. In addition, the code requires a minimum green certification level of all buildings.

2. Section 4.03C.4 Parking structures shall be lined with a minimum of 20' of habitable building space along streets, to preserve the character of the street façade.

The site plan has been designed to create street interaction for both the residential, and commercial components. There is a small portion of the garage that is not lined and those areas include the garage access and loading/service access areas and the MEP rooms which are preferred to be on an exterior wall. The balance of the garage complies. In addition, every ground floor residential unit has direct stoop access to the exterior of the property and the commercial area is designed with an arcade and wide sidewalks promoting pedestrian interaction and pedestrian friendly environment for the retail and end user.

3. Section 4.03G.1(a) Lots within the UV Sector and with primary frontage along Franjo Road shall occupy 80% minimum at the build-to-line.

Due to the residential component of the development, the design proposes to allow for additional landscape buffering between ROW line (back of sidewalk and building) to soften the street edge while providing additional privacy for ground floor units. Where the retail uses are proposed at the ground floor, the design

provides for a wider sidewalk to create a more pedestrian friendly environment for the retail end user.

4. Section 4.03G.3.(a) 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.

The design of the proposed pedestrian paseo varies from 20 feet to 13 feet. The use of landscape buffers to reduce the straight line path creates a need for diverse dimensions. In lieu of providing a paseo no more than 200' from a street and because of the length of the project site, the streetscape has been designed to incorporate a public plaza at the center of the development to provide a greater pedestrian experience.

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

The central plaza on the south pushed the garage to the north creating a linear line frontage on the north side. The intent of the code was to prevent a block of long buildings which would prevent the movement of pedestrians in a friendly manner. The building has been designed to incorporate an open space area and a paseo to counter the size of the building and creates a more pedestrian friendly environment.

6. Section 4.03 H.(b)(i) Break in building facade shall be recessed from the build-to line, up to two (2) feet maximum and shall be at a minimum, be the height of the base element of the building, where required.

In order to allow for viable landscaping between building and sidewalk, as well as, a heightened sense of privacy for the ground floor residential units, deeper breaks in building façade are requested. The design expands the private open space by shifting the building back in multiple places to visually create more flow along the building and provides for a better design allowing for more green space at street level.

7. Section 4.04 8.(b) Buildings shall be composed of a base element with secondary tower element(s) of reduced footprint above the base.

The applicant proposes a combination of elements that provides a sense of setback effect to include enclosed porches at all the residential units, continuous arcades along the retail and amenity areas located along Franjo Road and SW 180 Street. The sidewalk along Franjo Road is proposed to be wider that the City's

minimum requirement which allows for greater outdoor uses for the retail spaces. The design of the building has multiple changes in the façade as a design element. The pedestal concept of the code was intended to add movement into the shell of a building, however, this design incorporates this element from top to bottom and creates the desired effect.

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 "Atlantico at Palmetto Bay" as prepared by MSA Architect, Inc., dated March 14, 2016 (the "Plan").

The Applicant requests approval of the Plan with Reserve Units and accompanied design considerations as delineated above. The Plan represents a proposal that is consistent with the Village's Comprehensive Plan, conforms to the zoning regulations and it's intent and objectives, including the design considerations for the Property and represents a compatible mixed use development designed to meet the DUV zoning district and UV sector's guidelines.

As such, approval of the proposed site plan approval would be consistent with the character of the vision of the community, the DUV regulations and DV Sector Plan.

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) 789-7783.

Respectfully submitted,

HOLLAND & KNIGHT LLP

Gloria M. Velazquez, Esq.

#46474596_v1

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

May 9, 2016

REVISED LETTER

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

Re: Property located at 17945 SW 97th Avenue, Palmetto Bay, Florida / Folio No. 33-5033-000-0880 / Revised Letter of Intent

Dear Messrs. Silva, Delsalle and Kendall:

This law firm represents FCI Palmetto Bay, LLC, the contract purchaser (the "Applicant") of that certain property located at the southwest corner of Franjo Road/SW 97th avenue and SW 180th Street, in the Village of Palmetto Bay (the "Village"), further identified by Miami-Dade County Folio No. 33-5033-000-0880 (the "Property") and owned by Total Bank, 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 4.02 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 former bank building and enjoys a privileged location that is ideally suited for the mixed use development proposed by the Applicant. 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 Franjo Road and US 1.

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 Village ("DV") sector of the Sector Plan designated in the DUV regulations and 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 DV sector applies to the primary area of the DUV, which is composed of the most vital, concentrated, ped/bike-oriented areas and defined by multi-story flexible block and flex building typologies. The flexible block and flex building typologies are suitable to satisfy the broad assortment of retail, office, light service and residential uses that serve a true mixed-use downtown area. Higher intensity commercial uses may line the street front at ground level with offices or multi-family residential units above. Landscape should reflect the urban character of the sector, emphasizing ped/bike protection and accentuating the architectural character of the area, by planting in tree grates or landscape islands. Parking is permitted both on-site and off-site within the DV Sector.
>
> Landscape should reflect the urban character of the sector, emphasizing ped/bike protection and accentuating the architectural character of the area, by

planting in tree grates or landscape islands. Parking is permitted both on-site and off-site within the DV Sector.

Project. FCI Palmetto Bay, LLC, the contract purchaser, is proposing the redevelopment of the Property into a first-class five (5) story mixed use development consisting of 271 units of which includes Reserve Units, ranging from one (1) bedroom to three (3) bedroom units and 7,010 square feet of ground retail (the "Project"). The Project will incorporate beautiful design elements, high-end materials and finishes that will enhance the attractiveness and visual appeal of the surrounding neighborhood, and amenities for the residents of the community. 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, a paseo, a public park and open space, and a signature entrance plaza.

As such, approval of the proposed site plan approval would be consistent with the character of the vision of the community, the DUV regulations and DV 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 "Atlantico at Palmetto Bay" as prepared by MSA Architect, Inc., dated March 14, 2016 (the "Plan").

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

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.

(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 and commercial floor area, 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 mixed use development designed to meet the DUV zoning district and UV 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) 789-7783.

Respectfully submitted,

HOLLAND & KNIGHT LLP

Gloria M. Velazquez, Esq.

Enclosures

Form ZH-0107-01

SEC:___ TWP:___ RGE:___

ZONING HEARING (ZH) APPLICATION

Village of Palmetto Bay, Department of Planning and Zoning

LIST ALL FOLIO #S: _33-5033-000-0880_____ 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).

_____FCI Palmetto Bay, LLC, as contract purchaser_____

2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:
Mailing Address: _2199 Ponce de Leon Boulevard__ City: _Coral Gables_____
State: _FL_____ Zip: _33134_____ 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:_Hugo Arza_____ Company: Holland and Knight _ City: _____Miami___
State: __FL____ Zip: _33131_____ Cell Phone#: _____ Phone:
__305-789-7407_____ Fax #:_____ Email:___hugo.arza@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.)

_____SW Corner of Franjo Road/SW 97 Avenue and SW 180th Street_____

RECEIVED
Zoning Department
3/21
Village of Palmetto Bay
Building & Zoning Department
By:

7. SIZE OF PROPERTY (in acres): _3.98_____ (divide total sq. ft. by 43,560 to obtain acreage)

8. DATE x ☐ 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?
x 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? x NO ☐ YES
If yes, provide applicant's name, date, purpose and result of hearing, and resolution number:
_____

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

16. Describe structures on the property: __bank building_____
_____

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

Use:____bank_____ Year: ____unknown_____

Planning Staff Use Only

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

EXHIBIT A

The South 1/2 of the South 1/2 of the Southwest 1/4 of the Northwest 1/4 of the Southwest 1/4, less the South 25' thereof, Section 33, Township 55 South, Range 40 East; And

A portion of the North 1/2 of the South 1/2 of the Southwest 1/4 of the Northwest 1/4 of the Southwest 1/4 of Section 33, Township 55 South, Range 40 East, more particularly described as follows: The South 59.31' of the North 524.10' of the East 254. 00' of the West 289.00' of the Southwest 1/4 of the Northwest 1/4 of the Southwest 1/4 of the aforesaid Section, Township and Range.

And the North 1/2 of the South 1/2 of the Southwest 1/4 of the Northwest 1/4 of the Southwest 1/4 of Section 33, Township 55 South, Range 40 East. less the West 289' thereof.

Said lands situate lying and being in Miami-Dade County, Florida.

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), Nelson C. Perez, 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

Vice President Office Held

(Corporate Seal)

LISSETTE S. CABALLOS
Notary Public - State of Florida
Commission # FF 222096
My Comm. Expires Apr 19, 2019
Bonded through National Notary Assn.

Sworn to and subscribed to before me this 7th day of March, 2016.

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: _____

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.

_____
(Applicant's Signature)

Juan C. Perez
(Print Name)

Sworn to and subscribed to before me this 3rd day of March, 2016. Affiant is personally known to me or has produced _____ as identification.

(Notary Public)
My commission expires: Apr 19, 2019

LISSETTE S. SABALLOS
Notary Public - State of Florida
Commission # FF 222096
My Comm. Expires Apr 19, 2019
Bonded through National Notary Assn.

FORM ZH-0107-04

OWNERSHIP AFFIDAVIT
FOR
CORPORATION

STATE OF Florida
COUNTY OF Miami-Dade

Public Hearing No. _____

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

1. Affiant is the president, vice-president or CEO of the Corporation, with the following address: 2999 Ponce De Leon Blvd Coral Gables, FL 33134
2. The Corporation owns the property which is the subject of the proposed hearing.
3. The subject property is legally described as:
   S.W Corner of Franjo Road/SW 97 Ave and SW 180th Street
4. Affiant is legally authorized to file this application for public hearing.
5. 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

Alexandra Arellano
Print Name

Signature

Michael J. Cetz
Print Name

Affiant's Signature

Juan C. Perra
Print Name

Sworn to and subscribed before me on the 2nd day of March 2016.

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

Notary

(Stamp/Seal)
Commission Expires:

LISSETTE S. SABALLOS
Notary Public - State of Florida
Commission # FF 222096
My Comm. Expires Apr 19, 2019
Bonded through National Notary Assn.

FORM ZH-0107-05

PURCHASER

DISCLOSURE OF INTEREST*

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: TotalBank, a Florida corporation

NAME AND ADDRESS	Percentage of Stock
*See Note Below	

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 Interest

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 interests].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: _____

NAME AND ADDRESS	Percentage of Ownership

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].

*PLEASE NOTE: Property owner will submit its own Disclosure of Interest Form

NAME OF PURCHASER: FCI Palmetto Bay, LLC

NAME, ADDRESS AND OFFICE (if applicable)	Percentage of Interest
Florida Crystals Corporation	100
1 N. Clematis Street, Suite 200	
West Palm Beach, FL 33401	

Date of contract: February 9, 2016

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership or trust.

See attached Exhibit "A" for Ultimate Ownership of entity

NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of zoning approval, a supplemental disclosure of interest is required.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature: Daniel O. Leek
(Applicant)

Sworn to and subscribed before me this 10 day of MARCH, 2016. Affiant is personally known to me ~~or has produced _____ as identification.~~

S. J. Carr
(Notary Public)

My commission expires: 3/18/18

S. J. CARR
MY COMMISSION # FF103556
EXPIRES: March 18, 2018

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

EXHIBIT A

Disclosure of Interest

Individuals having Ultimate Ownership of FCI Palmetto Bay, LLC	Ultimate Ownership Percentage
Alexander L. Fanjul	7.79%
Alexander N. Fanjul	0.07%
Alexander N. Fanjul and Oliver R. Fanjul	0.27%
Alfonso Fanjul	11.12%
Alfonso Gustavo Fernandez	0.21%
Alfred C. Harrison, Jr	0.12%
Alison S. Pratt	0.03%
Allegra Fullforth Toub	0.06%
Allegra I. Fanjul	0.07%
Amanda R. Hamilton	0.11%
Andres A. Fanjul	0.07%
Andres A. Fanjul, Allegra I. Fanjul, and Carissa Fanjul	0.26%
Andres B. Fanjul	8.18%
Arthur B. Choate	0.88%
Arthur C. Patterson	0.02%
Tatiana Santo Domingo Rechulski (Collectively beneficiaries of corporations)	6.44%
Carissa Fanjul	0.07%
Cecile Morales, Ivette Morales, Michelle Morales & Nicole Morales	1.96%
Idelfonso Fierro	0.81%
Catherine, F. Ross	0.03%
C. Douglas Dillon Decendant's Trust (minors)	1.49%
Christopher Preston Toub	0.03%
Christine Allen	0.38%
David C. Patterson	0.05%
David Kirkland	0.20%
Dixon Boardman	0.20%
Douglas E. Allen	0.64%
Eduardo Martinez Lima	1.96%
Electra P. Toub	0.12%
Emilia Elaine Pfeiffer	0.05%
Emilia H. Fanjul	0.08%
Erik J. Blomqvist	0.15%
Flor-Ag Corp. (a subsidiary of the Prudential Company of America, a publicly traded corporation)	8.00%
Glenn Walser Parkinson	0.01%
Heidi K. Carey	0.08%
Henry F. DuPont Harrison	0.12%
Isabel Grace Donaldson	0.06%
Jacob S. Elkins	0.07%
James T. Parkinson, III	0.08%
James T. Parkinson, IV	0.01%
John A. Fanjul	0.02%
Jose F. Fanjul	11.53%
Jose F. Fanjul, III and Lourdes Emilia Fanjul	0.46%
Jose F. Fanjul, III	0.06%
Jose F. Fanjul, Jr. and Emilia H. Fanjul	1.14%
Laurence H. Pratt	0.03%
Lewis Hunter Hallowell	0.06%
Lewis T. Preston, III	0.06%
Lila K. Huwiler	0.06%
Lila W. Kirkland	0.02%
Lillian Maria Fanjul de Azqueta	10.23%
Lillian Maria Fanjul de Fernandez and Maria Cristina Fanjul Ryan	0.62%
Lillian Maria Fanjul de Fernandez, Maria Cristina Fanjul Ryan and Maria Cristina Fanjul	2.41%
Linda Bartlett Miller	0.08%
Louise P. Pettit,	0.03%
Lourdes Emilia Fanjul	0.06%
Luis Alfonso Fernandez	0.21%
Maria Christine Donaldson	0.06%

Exhibit B-1
Disclosure of Interest

Maria Cristina Fanjul Ryan	0.21%
Maria Dulce Nombre March	0.81%
Marta R. de Maldonado	0.52%
Mary Pease Acquino	0.01%
Matthew Pease	0.01%
Michael E. Patterson, Jr.	0.02%
Michelle G. Brewster	0.02%
Nicolas Fanjul Pfeifler	0.06%
Nicolas Fanjul Pfeifler and Emilia Elaine Pfeifler	0.21%
Norberto Azqueta, Jr., Jesus Jesse Azqueta, Alfonso Azqueta, Lillian Milagrosa Azqueta and Alexander Aleco Azqueta (Collectively	0.43%
Oliver R. Fanjul	0.07%
Oscar and Lynn B. Hernandez	0.03%
Penelope P. Miller	0.08%
Philip D. Allen	0.64%
Phyllis D. Collins	1.49%
Priscilla P. Hallowell	0.12%
Rafael J. Fanjul	0.02%
Recio Alberto	0.45%
Ricardo Mestres, Jr.	0.08%
Richard J. Starr	0.01%
Ruth H. Grobe	0.12%
Ramon Menendez and Xiomara Menendez	1.96%
Sarah Cecconi	0.18%
Serena Hallowell	0.06%
Susan Dillon	0.77%
Susan Ellis Starr	0.01%
Susan Jardine Paterson	1.08%
Timothy Choate and Stephanie Choate	0.12%
Victoria B. Donaldson	0.12%
Whitney M. Douglass	0.08%
William B. Preston	0.06%
A. Elizabeth Davidson, A. Joquina Fonseca, Alexander G. Paine, Anne H. C. Patterson, Anne H. Patterson, Arthur C. Patterson, Arthur H. C. Patterson, Brad Davidson, Richard E. Carlson, Calo Fonseca, Caroline de Chazal, Christina Patterson, David C. Patterson, David de Chazal, David G. Patterson, Diana C. Patterson, Elena A. Patterson, Elizabeth Fonseca, Ellmore B. Patterson, Eloise Corcoran, Emma B. Patterson, Guy de Chazal, Henry Patterson, Hume R. Steyer, Isabel Fonseca, Jaimie Carlson, Jane C. Beck, Jane H. Choate, Joan Davidson, Justine de Chazal, Kellie Carlson, Lea Paine Highet, Louise Clark Patterson, Maria Patterson, Mary D. Olivere, Mary Kaplan, Michael Patterson, Sr., Nancy Fitz, Peter S. Paine, Richard Harte, Robert Patterson, Rowan Beck, Rowland T. Moriarty, Sheila Elkins, Stephanie O. Choate, Thomas Beck, Thomas Patterson, Jr., Thomas Patterson, Sr., Timothy S. Choate, William Elkins (Collectively beneficiaries of a trust)	4.33%
Anne H. Patterson, Arthur B. Choate, Arthur C. Patterson, Caroline C. de Chazal, Christina H. Patterson, Daphne D. Patterson, David C. Patterson, David G. Patterson, Diana C. Patterson, Elena A. Patterson, Eloise P. Corcoran, Emma Patterson, Ellmore Patterson, Louise Patterson, Jane C. Beck, Jane H. Choate, Maria W. Patterson, Michael E. Patterson, Jr., Michael E. Patterson, Sr., Robert E. Patterson, Rowen Beck, Stephanie Choate, Susan Paterson, Thomas Beck, Thomas H. C. Patterson, Jr., Thomas H. C. Patterson, Sr., Timothy S. Choate (Collectively beneficiaries of a limited liability company)	6.47%

Florida Crystals Corporation, a, Delaware corporation, is the sole shareholder of FCI Palmetto Bay, LLC. The above persons are the ultimate individuals having direct or indirect beneficial interest in Florida Crystals Corporation. Much of this information was provided to affiant and FCI Palmetto Bay, LLC and it has no legal or practical way to verify such information

PLANS

ATLANTICO AT PALMETTO BAY
VPB-16-007

ATLANTICO AT PALMETTO BAY

PROJECT LOCATED IN:
VILLAGE OF PALMETTO BAY, FLORIDA
FOR:
FCI PALMETTO BAY, LLC.

KEY

- PROJECT SITE (DV) DOWNTOWN VILLAGE
- (DV) DOWNTOWN VILLAGE
- (UV) URBAN VILLAGE

ADJACENT ZONING MAP
N.T.S.
NORTH

LEGAL DESCRIPTION (PER ATTACHED SURVEY)

THE SOUTH 1/2 OF THE SOUTH 1/2 OF SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, LESS THE SOUTH 25 FEET THEREOF, SECTION 33, TOWNSHIP 55 SOUTH, RANGE 40 EAST;

AND

A PORTION OF THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 55 SOUTH, RANGE 40 EAST, MORE PARTICULARLY DESCRIBED AS FOLLOWS: THE SOUTH 59.31 FEET OF THE NORTH 524.10 FEET OF THE EAST 234.00 FEET OF THE WEST 289.00 FEET OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF THE AFORESAID SECTION, TOWNSHIP AND RANGE;

AND

THE NORTH 1/2 OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 33, TOWNSHIP 55 SOUTH, RANGE 40 EAST, LESS THE WEST 289.00 FEET THEREOF.

SAID LANDS SITUATE IN MIAMI-DADE COUNTY, FLORIDA.

SITE PLAN RESUBMITTAL #2 05/06/2016

INDEX OF DRAWINGS

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			SURVEY
			ARCHITECTURAL
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A-2.1			SITE PLAN – (BLDG PLAN – LEVEL 1)
A-2.2			BLDG PLAN – LEVEL 2
A-2.3			BLDG PLAN – LEVEL 3 – 6
A-3.1			BUILDING ELEVATIONS
A-3.2			BUILDING ELEVATIONS
			LANDSCAPE
LP-1			OVERALL LANDSCAPE PLAN
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LP-4			LANDSCAPE DETAILS PLAN
LP-5			PLANT LIST PLAN
TS-1			TREE SURVEY PLAN
TS-2			TREE SURVEY PLAN
TS-3			TREE SURVEY – AERIAL PLAN

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- OWNER / DEVELOPER
  FCI PALMETTO BAY LLC.
  2199 PONCE DE LEON BLVD
  SUITE 201
  CORAL GABLES, FL 33134
  (561) 962 8296
- ARCHITECT:
  MSA ARCHITECTS
  ARCHITECTS & PLANNERS
  7695 SOUTH WEST 104TH STREET
  SUITE 100
  MIAMI, FL. 33156
  (305) 273 9911
  FL. AA C000895
- LANDSCAPE ARCHITECT
  ARCHITECTURAL ALLIANCE
  612 S.W. 4TH AVE.
  FORT LAUDERDALE, FL 33315
  (954) 764 8858
- SURVEYOR
  HSQ GROUP, INC.
  ENGINEERS, PLANNERS, SURVEYORS
  1489 WEST PALMETTO PARK RD.
  SUITE 340, BOCA RATON FL. 33486
  (561) 392 0221
- CIVIL
  HSQ GROUP, INC.
  ENGINEERS, PLANNERS, SURVEYORS
  1489 WEST PALMETTO PARK RD.
  SUITE 340, BOCA RATON FL. 33486
  (561) 392 0221
- TRAFFIC ENG.
  DAVID PLUMMER & ASSOCIATES.
  ENGINEERS & PLANNING
  1750 PONCE DE LEON BLVD
  CORAL GABLES, FL 33134
  (305) 447-0900

- SUBMITTAL DATES
  - SITE PLAN SUBMITTAL 03/14/2016
  - SITE PLAN RESUBMITTAL #1 04/08/2016
  - SITE PLAN RESUBMITTAL #2 05/06/2016
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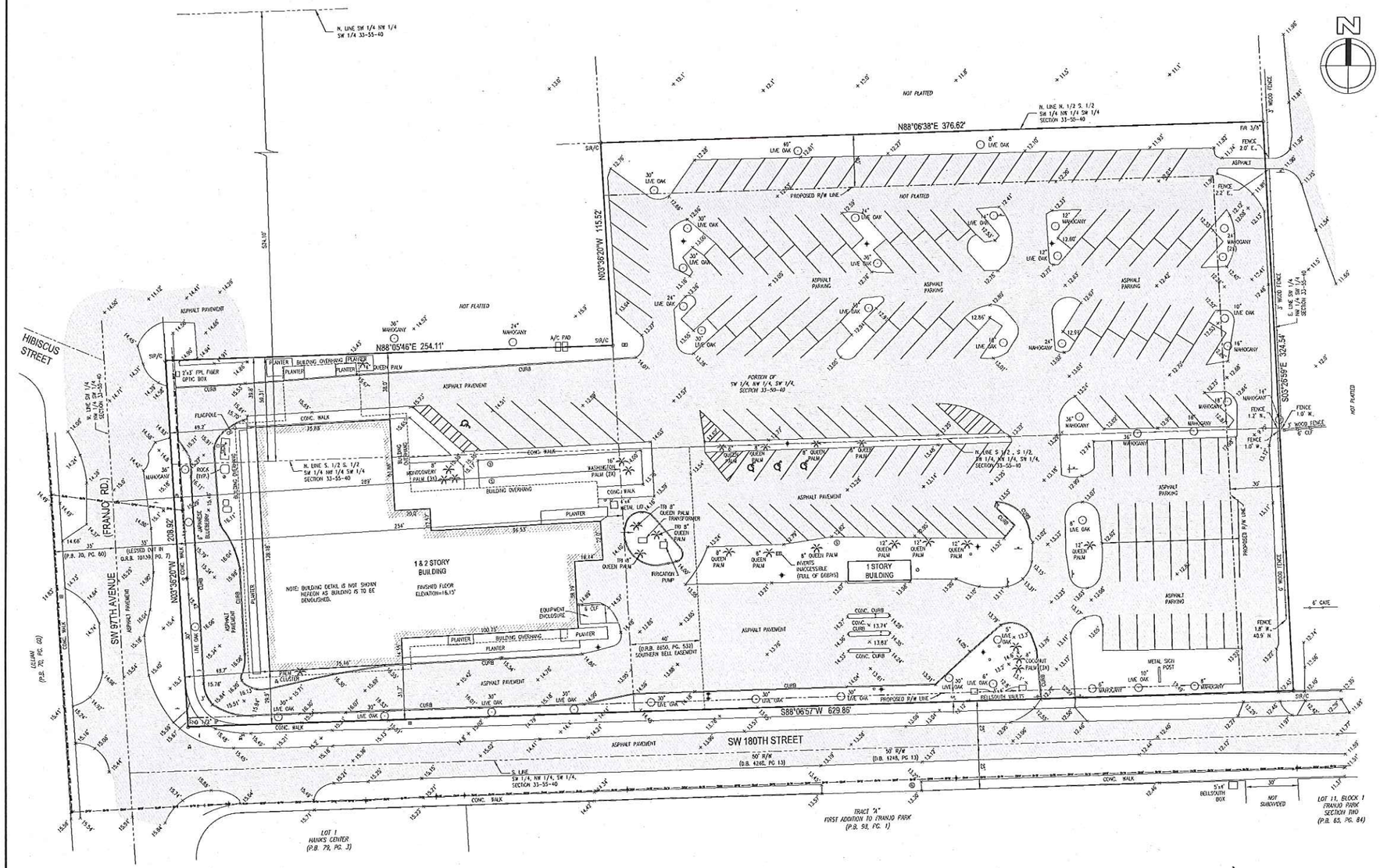

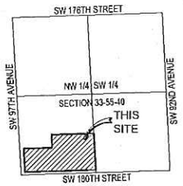

LOCATION MAP

NOT TO SCALE

LEGAL DESCRIPTION

THE SOUTH 1/2 OF THE SOUTH 1/2 OF SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, LESS THE SOUTH 25 FEET THEREOF, SECTION 33, TOWNSHIP 55 SOUTH, RANGE 40 EAST;

AND

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AND

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SAID LANDS SITUATE IN MIAMI-DADE COUNTY, FLORIDA.

NOTES:

1. THIS DRAWING IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. THE AREA OF THIS PROPERTY IS 4.030 ACRES, MORE OR LESS.
3. ALL EASEMENTS SHOWN HEREON ARE PER THE RECORD PLAT(S) UNLESS OTHERWISE INDICATED.
4. THERE HAVE BEEN NO UNDERGROUND IMPROVEMENTS LOCATED IN CONNECTION WITH THIS SURVEY, EXCEPT AS SHOWN.
5. BEARINGS SHOWN HEREON ARE BASED ON THE SOUTH LINE OF THE SW 1/4 OF THE NW 1/4 OF THE SW 1/4 OF SECTION 33, TOWNSHIP 55 SOUTH, RANGE 40 EAST, HAVING A GRID BEARING OF N88°05'18"E.
6. RECORDING INFORMATION REFERS TO MIAMI-DADE COUNTY PUBLIC RECORDS UNLESS OTHERWISE INDICATED.
7. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 AND WERE DETERMINED FROM MIAMI-DADE COUNTY ENGINEERING BENCHMARK #BC-70: ELEVATION: 14.93'.
8. PROPERTY ADDRESS: 17945 SW 97TH AVENUE, PALMETTO BAY, FLORIDA.
9. FEMA FLOOD ELEVATION INFORMATION:
   FIRM NO.: 12086C0601L
   EFFECTIVE DATE: 09/11/09
   ZONE: X
   BASE FLOOD ELEV.: N/A
10. NUISANCE TREES (AUSTRALIAN PINE, EARLEAF ACACIA, AND/OR FLORIDA HOLLY) WERE NOT LOCATED AS PART OF THIS SURVEY.
11. CERTIFIED TO:
    FCI PALMETTO BAY, LLC, A FLORIDA LIMITED LIABILITY COMPANY
    FERNANDO J. PORTUONDO, P.A.,
    OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY;
    ATTORNEYS' TITLE INSURANCE FUND, INC.

ABBREVIATIONS:

A = ARC LENGTH
A/C = AIR CONDITIONER
ALUM. = ALUMINUM
BOT = BOTTOM
BRKN = BROKEN
CB = CATCH BASIN
C.B.S. = CONCRETE BLOCK STRUCTURE
CLF = CHAIN LINK FENCE
CMP = CORRUGATED METAL PIPE
CONC. = CONCRETE
D = DELTA (CENTRAL ANGLE)
D.E. = DRAINAGE EASEMENT
ELEV. = ELEVATION
F.F. = FINISHED FLOOR
F/P = FOUND IRON PIPE
FIR/C = FOUND IRON ROD W/CAP
FIR = FOUND IRON ROD
FND. = FOUND
ICV = IRRIGATION CONTROL VALVE
INV = INVERT
L.B. = LANDSCAPE BUFFER
LP = LIGHT POLE
NON. = NONUMENT
N/D = NAIL AND DISC
P.B. = PLAT BOOK
PG. = PAGE
R = RADIUS
R/W = RIGHT-OF-WAY
SIR/C = SET 1/2" IRON ROD W/CAP LB7924
SNH = SANITARY SEWER MANHOLE
SN/D = SET NAIL & DISC LB7924
SQ. = SQUARE
STY. = STORY
TCB = TRAFFIC CONTROL BOX
TYP. = TYPICAL
U.E. = UTILITY EASEMENT
WV = WATER VALVE

LEGEND:

BFP — BACKFLOW PREVENTER
BOLLARD
CABLE BOX
CB — CATCH BASIN
CL — CENTERLINE
CO — CLEANOUT
EH — ELECTRIC HANDHOLE
ES — ELECTRIC SERVICE
12.5 — ELEVATION
FH — FIRE HYDRANT
LP — LIGHT POLE
MH — MANHOLE, BELLSOUTH
MH — MANHOLE, DRAINAGE
MH — MANHOLE, SANITARY
NON-VEHICULAR ACCESS LINE
PL — POLE, LIGHT
PW — POLE, WOOD
SIGN
TREE
PALM
VALVE, WATER
WM — WATER METER
OHW — WIRES, OVERHEAD

TITLE COMMITMENT INFORMATION TABLE

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
ORDER NO.: 279649 K2
EFFECTIVE DATE: FEBRUARY 3, 2016

ITEMS LISTED ARE PER SCHEDULE B SECTION II EXCEPTIONS

	TYPE OF INSTRUMENT	DESCRIPTION	RECORDING DATA	PERTAINS TO PARCEL	PLOTTED
5	COVENANT	BETWEEN OWNER AND MIAMI-DADE COUNTY	O.R.B. 19553, PG. 3542	YES	NO
6	AGREEMENT	BETWEEN OWNER AND COUNTY	O.R.B. 5353, PG. 508	YES	NO
8	EASEMENT	SOUTHERN BELL AND TELEGRAPH CO.	O.R.B. 8650, PG. 532	YES	YES

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON MEETS THE STANDARDS OF PRACTICE CONTAINED IN CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE PURSUANT TO CHAPTER 472.027, FLORIDA STATUTES.

DANIEL C. LAAK
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION NO. LS5118

LAST DATE OF FIELD SURVEY: 03/01/16

NO.	DATE	BY	CKD	REVISIONS	FB/PG
1	4/12/16	DCW	DCW	ADD PROPOSED R/W	N/A

SCALE: 1"=30' DATE: 3/02/16
DRAWN BY: JDV/ EC FIELD BOOK: 30/38
CHECKED BY: DCL SURVEY TYPE: BOUNDARY

HSQ GROUP, INC.
Engineers · Planners · Surveyors
1489 West Palmetto Park Road, Suite 340
Boca Raton, Florida 33486 · 561.392.0221
CA26258 · LB7924

MAP OF BOUNDARY SURVEY
"ATLANTICO AT PALMETTO BAY
VILLAGE OF PALMETTO BAY, MIAMI-DADE COUNTY, FLORIDA

PROJECT NUMBER 160215

SHEET NUMBER 1 OF 1

Z:\Survey Projects\2015\160215\Atlantico at Palmetto Bay\dwg\160215survdwg, 4/12/2016 4:02:43 PM

SITE NOTES:

1. THIS PROJECT SHALL NOT BE A PHASED PROJECT.
2. THE BUILDING SHALL BE SEEKING FLORIDA GREEN BUILDING COALITION (FGBC) GREEN RATING SYSTEM.
3. ALL INDIVIDUAL COMMERCIAL/RETAIL SPACES SHALL BE LIMITED TO 12,500 SF MAXIMUM AREA OR LESS.
4. ALL COMMON OPEN SPACE SHALL BE MAINTAINED BY PROPERTY OWNER.
5. ALL PROPOSED RETAIL OR RESIDENTIAL SIGNAGE AND EXTERIOR LIGHTING SHALL BE APPROVED UNDER SEPARATE PERMIT.
6. DERM APPROVAL SHALL BE OBTAINED PRIOR TO ISSUANCE OF BUILDING PERMIT AND SHALL COMPLY WITH AN APPROVAL FOR THE PROVISIONS FOR THE DISPOSITION OF OPEN SPACE AND A LANDSCAPE AND IRRIGATION PLAN INDICATING THE LOCATION, TYPE, SIZE AND DESCRIPTION OF ALL PROPOSED LANDSCAPE MATERIALS INCLUDING THE LIMITS OR EXTENT OF TREE REMOVAL OR TREE PROTECTION PURSUANT TO DIVISION 30-100.
7. IDENTIFICATION AND LOCATION OF ALL EXISTING AND PROPOSED UTILITIES, INCLUDING, BUT NOT LIMITED TO:
   I. WATER AND SANITARY SEWER OR ON-SITE SEPTIC TANK;
   II. TELEPHONE, ELECTRIC, GAS AND OTHER UTILITIES;
   III. SOLID WASTE DISPOSAL FACILITIES INCLUDING CONTAINERS OR OTHER EQUIPMENT; AND,
   IV. FIBER OPTIC CABLE, SHALL BE PROVIDED AT TIME OF BUILDING PERMIT. PLEASE REFER TO SURVEY FOR EXISTING UTILITY LOCATIONS.
8. PROVISIONS FOR THE ADEQUATE DISPOSITION OF NATURAL AND STORM-WATER IN ACCORDANCE WITH THE ADOPTED DESIGN CRITERIA AND STANDARDS OF THE VILLAGE, INDICATING THE LOCATION, SIZE, TYPE AND GRADE OF DITCHES, CATCH-BASINS AND PIPES AND CONNECTIONS TO THE EXISTING DRAINAGE SYSTEM ON SITE SYSTEM; AND MIAMI-DADE COUNTY ENVIRONMENTAL RESOURCES MANAGEMENT (DERM) CRITERIA SHALL BE PROVIDED AT TIME OF BUILDING PERMIT.
9. THIS SITE IS NOT IN A FLOOD ZONE (FLOOD ZONE X). A CERTIFICATE FROM A REGISTERED PROFESSIONAL ENGINEER OR ARCHITECT THAT THE NONRESIDENTIAL FLOOD PROOFED BUILDING WILL MEET THE FLOOD PROOFING CRITERIA AND DETAILED PLAN DOCUMENTING SCOPE OF WORK TO ENSURE COMPLIANCE WITH SUBSECTION 30-30.2(N), 30-100.6, AND THE APPLICABLE FLORIDA BUILDING CODE IS NOT REQUIRED BECAUSE SITE IS NOT IN A FLOOD ZONE.
10. A CERTIFIED GEOTECHNICAL PERCOLATION TESTING TO ESTABLISH WATER DRAINAGE THROUGH SOIL SHALL BE PROVIDED AT TIME OF BUILDING PERMIT.
11. DEVELOPMENT, WITH PROPER EXPERT TESTIMONY AND ANALYSIS, OF A MAINTENANCE OF TRAFFIC (MOT) PLAN, WHICH PLAN SHALL BE PROVIDED PRIOR TO COMMENCEMENT OF CONSTRUCTION, TO ENSURE SAFE PASSAGE OF BOTH PEDESTRIAN AND MOTORIST TRAFFIC ADJACENT TO PROPOSED DRAINAGE WORK.
12. PROVISIONS FOR THE ADEQUATE CONTROL OF DUST, EROSION AND SEDIMENTATION, INDICATING THE PROPOSED TEMPORARY AND PERMANENT CONTROL PRACTICES AND MEASURES THAT WILL BE IMPLEMENTED DURING ALL PHASES OF CLEARING, GRADING AND CONSTRUCTION SHALL BE PROVIDED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
13. CONCURRENCY COMPLIANCE FACILITIES AND OTHER UTILITIES OR SERVICES AS REQUIRED UNDER THIS CODE SHALL BE MET FOR THIS PROJECT.
14. ALL BONDS, ASSESSMENTS, BACK CITY TAXES, FEES AND LIENS (OTHER THAN MORTGAGES) AFFECTING 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 IF APPLICABLE.
15. ANY APPLICABLE IMPACT FEES AND INCENTIVE BASED BONUS FEES MUST BE PAID IN FULL AT TIME OF BUILDING PERMIT ISSUANCE.
16. APPROVED ALLOCATION OF RESERVE RESIDENT UNITS, RESERVE COMMERCIAL SQUARE FOOTAGE AND/OR TDR'S SHALL EXPIRE IF THE TIME TABLE FOR PERMITTING/CONSTRUCTION IS NOT MET PURSUANT SECTION 30-30.2(K) OR AS SO PROVIDED IN THE APPROVED PHASING PLAN OF THE APPROVED SITE PLAN APPLICATION REQUEST.
17. ALL NEW AND EXISTING UTILITIES, OTHER THAN FIRE HYDRANTS SHALL RUN UNDERGROUND AND BE ACCESSED ACCORDING TO THE STANDARDS OF THIS SECTION 4.03 (D)
18. ALL RESIDENTIAL UNITS SHALL BE 12 INCHES MINIMUM ABOVE FLOOD LEVEL CRITERIA OR AVERAGE CROWN OF THE ROAD, WHICHEVER IS GREATER.
19. ALL FLEXIBLE BLOCK BUILDINGS SHALL BE IN ACCORDANCE WITH THE LIGHTING STANDARDS, SEC.4.03 K UNLESS A DESIGN CONSIDERATION IS BEING REQUESTED.
20. PROPERTY OWNER SHALL BE RESPONSIBLE FOR THEIR HALF THE PORTION OF ANY RIGHT-OF WAY ABUTTING THE DEVELOPMENT. VILLAGE SHALL ENSURE THAT NORTH SIDE ROAD ABUTTING DEVELOPMENT SHALL BE CONSTRUCTED FOR THROUGH TRAFFIC WITH A TYPICAL STREET RIGHT-OF-WAY CONFIGURATION FROM FRANJO ROAD TO PARK DRIVE PRIOR TO OBTAINING A BUILDING PERMIT.
21. FOR ALL LANDSCAPE RELATED NOTES, REFER TO LANDSCAPE PLANS.

LOT FRONTAGE/ BUILD-TO DIAGRAM

SCALE: 1"= 60'-0"

NORTH

OPEN SPACE DIAGRAM

SCALE: 1"= 60'-0"

HANDICAP & STANDARD STALL DTL. (1)

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

HANDICAP VAN PARKING (2)

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

NOTES :
1. ALL LETTERS ARE 1" SERIES "C"
2. TOP PORTION OF SIGN SHALL HAVE A REFLECTORIZED BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER
3. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND & BORDER.

SIGN DETAIL (3)

N.T.S.

PARKING DETAILS

Site Plan Information

Net Site Area: 4.020 acres (approx. 175,111 sf)-not including dedicated ROW areas

Gross Site Area: 5.090 acres (approx. 221,720 sf)

Zoning: Sector DV (Downtown Village)- see aerial map for adjacent zoning designations

Use: Mixed Use-Multi Family Residential

Type of Building: Flex-Block/Flex Building Type

Density: (calculated on the gross lot area)

Allowed Base Density: 24 DU/acre= 122 units + Reserve units (RU's)

Proposed: 53.2 DU/acre(271 DU's)

Building Placement (from CL of road)

	Allowed		Provided	
	Primary (< 3 st)	Secondary (> 3 st)	Primary (< 3 st)	Secondary (> 3 st)
Franjo Rd (W)	50'	65'	54'-8"	57'-6" *
Park Drive (E)	30'	45'	35'	35'-4" *
Urban 1 (TS-U1) (N)	30'	45'	30'6"	30'-6" *
Priority B (SW 180 st) (S)	30'	45'	35'2"	37'-0" *

* - Denotes Design Consideration Request

Building Height-see note below

	Allowed	Provided
	5 stories (max.)	5 stories - 54'-4" (+67.83' NGVD)

Height is depicted abv is measured to main roof from lowest avg crown of road (+13.5' NGVD) established by civil engineer for the development. Bldg heights on other street frontage will be no higher than height provided in this table due to varying avg crown of road elevations due to existing site/grade conditions.

Open Space (see Open space diagram this sheet)

Type	Required (% of Net site)	Provided
Private	15% (.60 ac-26,136 sf)	23% (0.93 ac-40,337 sf)
Public	7,200 sf Min	15,593 sf (incl Paseo)

Unit Areas and Breakdown:

Unit Type	# DU's	% Totals	Min Unit Size	Min Size Provided
1BD	120 units	44%	650 sf	676 sf
2BD	127 units	47%	850 sf	1,016 sf
3BD+	24 units	9%	1,100 sf	1,285 sf
Totals	271 units	100%		

Building Area, Uses, & Units by Floor

Residential

Levels	Leaseable	Non-Leaseable	Amenity	Retail	Totals	# DU's /Flr
Level 1	39,522 sf	16,497 sf	6,131 sf	7,010 sf	69,160 sf	43 du
Level 2	51,933 sf	18,964 sf			70,897 sf	54 du
Level 3	56,298 sf	15,299 sf			71,597 sf	58 du
Level 4	56,298 sf	15,299 sf			71,597 sf	58 du
Level 5	56,298 sf	15,299 sf			71,597 sf	58 du
Sub-Totals	260,349 sf	81,358 sf	6,131 sf	7,010 sf	354,848 sf	271 du

Garage

Levels	Area/Flr
Level 1	18,544 sf
Level 2	27,306 sf
Level 3	27,306 sf
Level 4	27,306 sf
Level 5	27,306 sf
Rooftop	27,306 sf
Sub-Totals	155,074 sf
Grand Total:	509,922 sf

Parking/Loading:

Required:

Type	# DU's or SF	Ratio	Required	
< Units 750 sf	120 units	1. sp/unit	120 sp	
> Units 750 sf	151 units	1.5 sp/unit	227 sp	
Sub-total	271 units		347 sp	1.28 sp/du
Retail	7,010 sf	1 sp/300 gfa	23 sp	
Grand Total:			370 sp	

Provided:

Structured Parking:

Levels	Standard	HC	Totals	
Level 1	63	2	65 sp	
Level 2	80	2	82 sp	
Level 3	80	2	82 sp	
Level 4	80	2	82 sp	
Level 5	80	2	82 sp	
Roof Parking	49		49 sp	
Sub-Total	432 sp	10 sp	442 sp	1.63 sp/du

On Street Parking: 37 spaces		
Grand Total Spaces Providec	479 sp	1.77 sp/du

Loading: (2) 10'x20'x11' h Loading Berths

Bicycle Parking:

Required: 1 sp/10 parking spaces required = 39 spaces

Provided: 40 spaces (10 spaces along SW 180 St & Franjo Rd & 30 in garage)

PROJECT DATA

	BY
SITE PLAN SUBMITTAL 03/14/16	
SITE PLAN RESUBMITTAL #1 04/08/16	
SITE PLAN RESUBMITTAL #2 05/06/16	

ATLANTICO AT PALMETTO BAY

FOR:
FCI PALMETTO BAY, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
MIAMI OFFICE
7695 SW 104th ST.
SUITE 100
MIAMI, FLORIDA 33156
(305) 273-9911
HOLLYWOOD OFFICE
303 SOUTH 21st AVE.
HOLLYWOOD, FLORIDA 33020
(954) 925-6030

MSA ARCHITECTS
ARCHITECTURE & PLANNING

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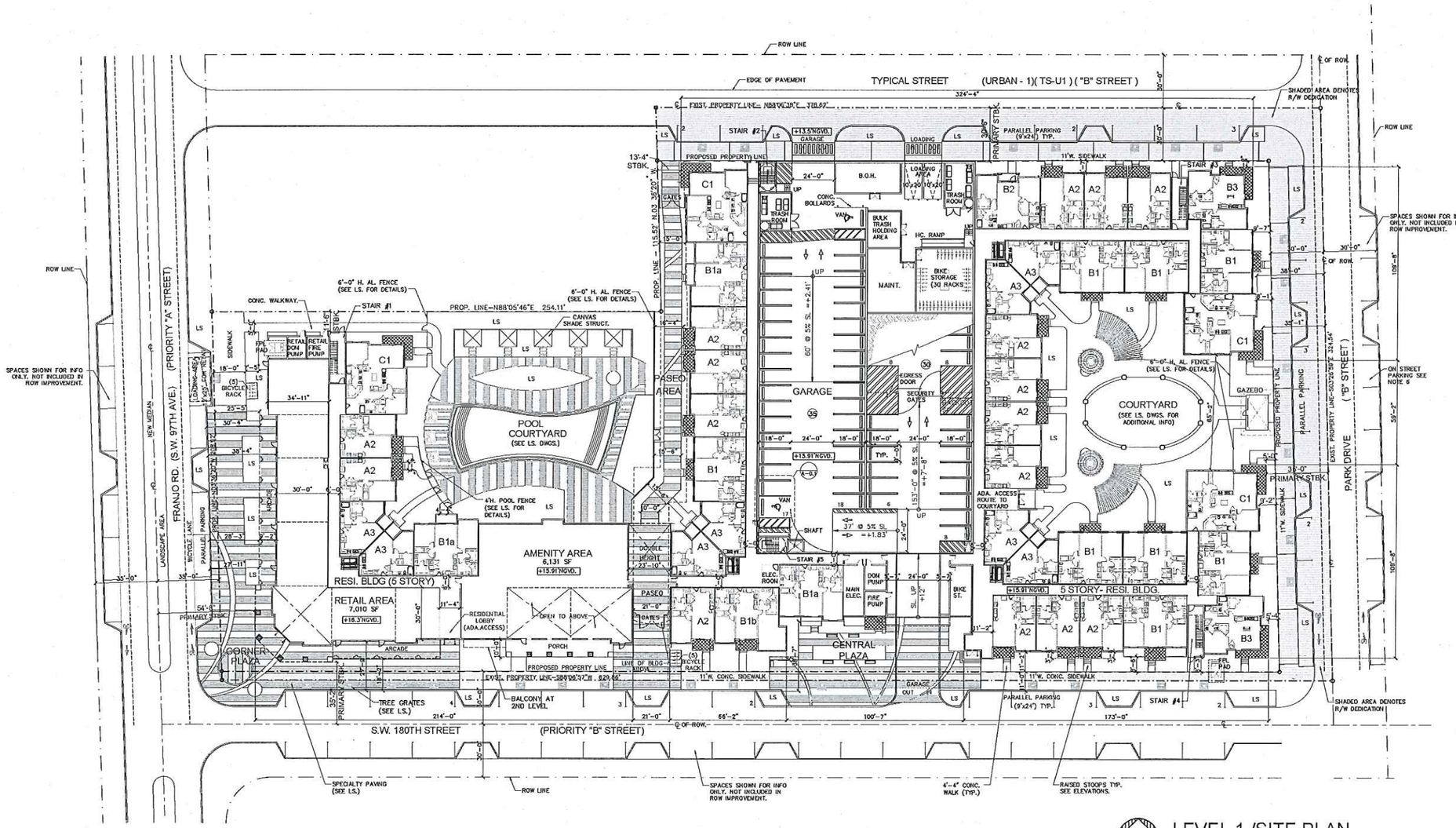
DRAWN	
DATE	03/14/2016
SCALE	AS SHOWN
JOB NO.	1711.0.PRJ
SHEET	

A-0.1

SITE PLAN RESUBMITTAL #2 05/06/2016

OF SHEETS



LEVEL 1 /SITE PLAN

43 DU'S
65 PARKING SP.

SCALE: 1"=30'

NORTH

NOTES:

1. SEE OPEN SPACE DIAGRAM FOR ADDL INFO, SHEET A0.1
2. SEE LOT FRONTAGE / BUILDING DIAGRAM FOR ADDL INFO, SHT A-0.1
3. ALL F.F.E. AND AVERAGE CROWN OF ROAD ELEVATIONS ARE REFERENCED N.G.V.D. AS ESTABLISHED BY CIVIL ENGINEER.
4. AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS.
   - -FRANJO RD : +15.93' NGVD
   - -SW 180 ST : +13.85' NGVD
   - -PARK DRIVE : +13.5' NGVD
   - -TYP. STREET (N) : +13.5' NGVD
5. FFE RETAIL : +16.3' NGVD
   FFE RESIDENTIAL +15.91' NGVD
6. ALL ON-STREET PARALLEL PARKING SPACES ARE 9'X24'
7. ALL DRIVEWAYS LEADING TO GARAGE ARE ASPHALT PAVEMENT.
8. SEE STALL DETAILS SHT. A-0.1

SITE PLAN RESUBMITTAL #2 05/06/2016

	BY
SITE PLAN SUBMITTAL 03/14/16	
SITE PLAN RESUBMITTAL #1 04/08/16	
SITE PLAN RESUBMITTAL #2 05/06/16	

ATLANTICO AT PALMETTO BAY

FOR:
FCI PALMETTO BAY, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
MIAMI OFFICE
7695 SW 104th ST.
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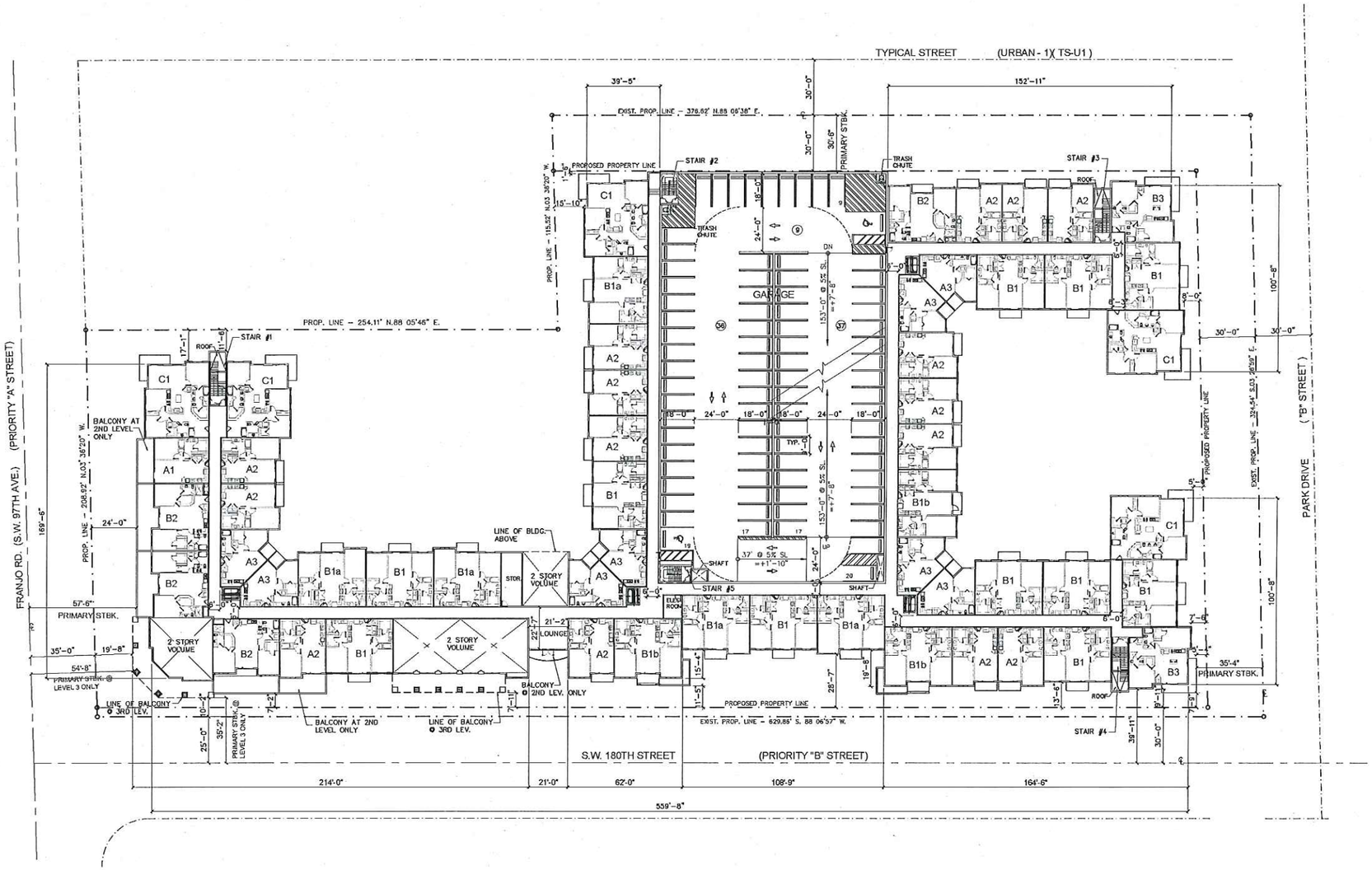
DATE	03/14/2016
SCALE	AS SHOWN
JOB NO.	1711.0.PRJ
SHEET	

A-2.1

OF SHEETS



LEVEL 2 BLDG PLAN

54 DU'S
82 PARKING SP.

SCALE: 1"=30'

NORTH

SITE PLAN RESUBMITTAL #2 05/06/2016

	BY
SITE PLAN SUBMITTAL 03/14/16	
SITE PLAN RESUBMITAL #1 04/08/16	
SITE PLAN RESUBMITAL #2 05/06/16	

ATLANTICO AT
PALMETTO BAY

FOR:
FCI PALMETTO BAY, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
AR0013085

MSA ARCHITECTS, INC.
AAC000895
MIAMI OFFICE
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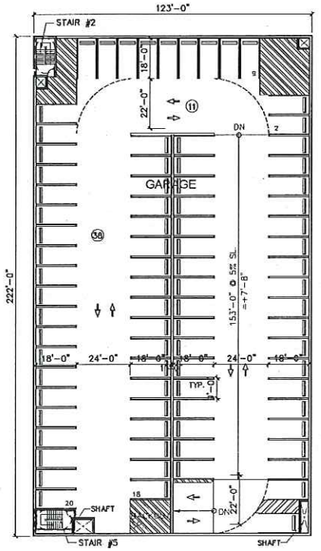
SCALE	AS SHOWN
JOB NO.	1711.0.PRJ
SHEET	

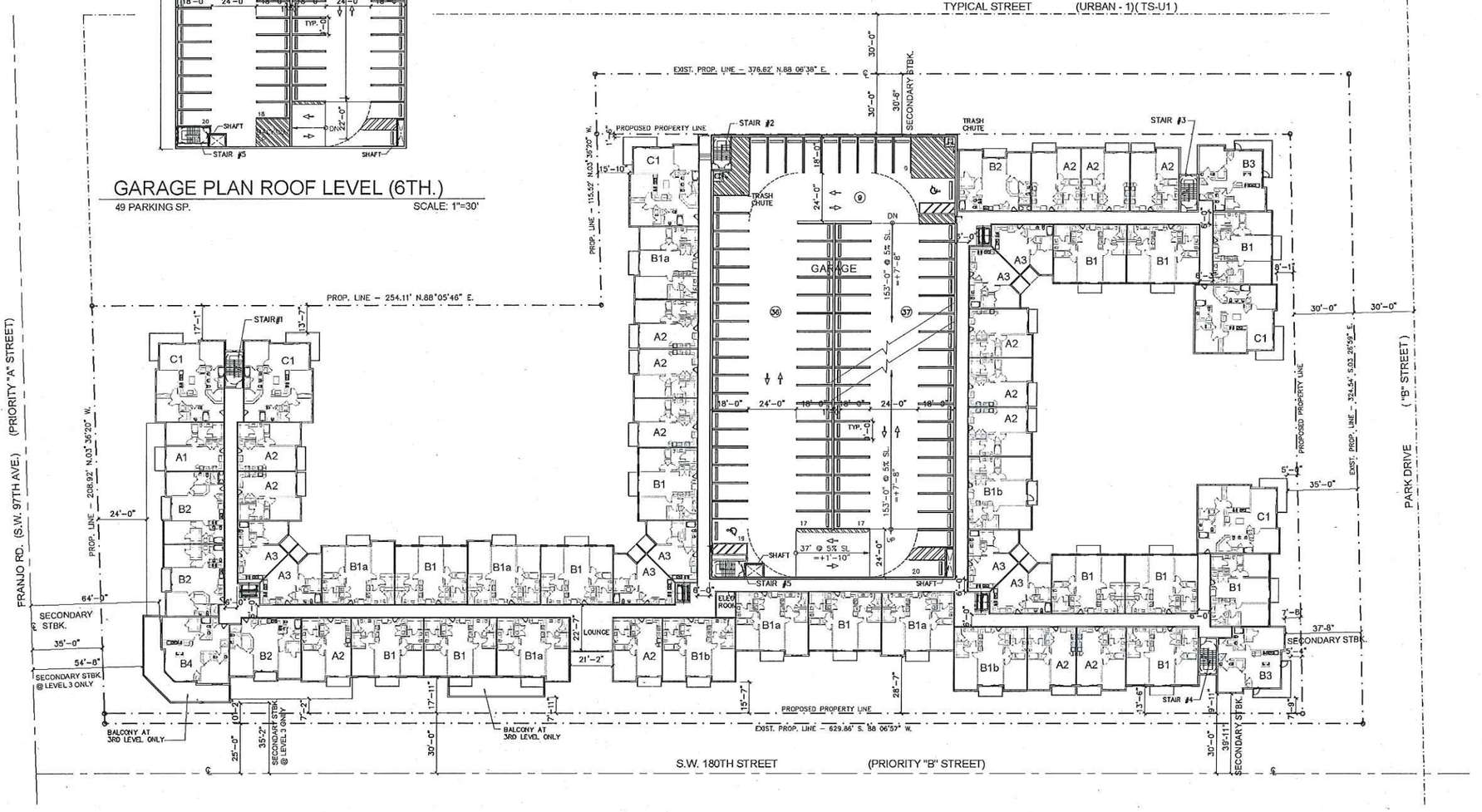
A-2.2

OF SHEETS



GARAGE PLAN ROOF LEVEL (6TH.)

49 PARKING SP. SCALE: 1"=30'



NORTH

LEVELS 3-5 BLDG PLAN

58 DU'S PER LEV. = 174 DU'S SCALE: 1"=30'
82 PARKING SP. PER LEV. = 246 SP.

	BY
SITE PLAN SUBMITTAL 03/14/16	
SITE PLAN RESUBMITTAL #1 04/08/16	
SITE PLAN RESUBMITTAL #2 05/06/16	

ATLANTICO AT PALMETTO BAY

FOR:
FCI PALMETTO BAY,, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
AR0013085

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A-2.3

SITE PLAN RESUBMITTAL #2 05/06/2016

OF SHEETS

FRANJO RD. (SW 97TH AVE)
STREET SECTION

AVG CROWN OF ROAD VARIES FR/ 1' TO 2'-4"BELOW F.F.E. OF RESI. BLDG. HGT. = + 54'-4" ABV. AVG. LOWEST CROWN OF RD

PARTIAL SOUTH ELEVATION (180TH ST.)

AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS - SW 180 ST: +13.85' NGVD

PARK DRIVE
STREET SECTION

MATCH LINE A

PARTIAL SOUTH ELEVATION (180TH ST.)

AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS - SW 180 ST: +13.85' NGVD

AVG CROWN OF ROAD VARIES FR/ 1' TO 2'-4"BELOW F.F.E. OF RESI. BLDG. HGT. = + 54'-4" ABV. AVG. LOWEST CROWN OF RD

SW 180TH STREET | PRIORITY STREET B
STREET SECTION

WEST ELEVATION (FRANJO RD.)

AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS - SW 180 ST: +15.93' NGVD

PERCENTAGE OF BALCONY					
STREET	BUILDING LENGTH	REQUIRED		PROVIDED	
SW 180th ST.	559'-8"	391'-6"	70% max	312'-0"	56%
FRANJO RD.	169'-6"	118'-6"	70% max	93'-0"	55%

PERCENTAGE OF GLAZING										
STREET	AREA OF WALL		REQUIRED				PROVIDED			
	LEVEL 1	LEVEL 2-5	LEVEL 1		LEVEL 2-5		LEVEL 1		LEVEL 2-5	
SW 180TH ST.	6,996 sf	21,268 sf	4,897 sf	70%	6,380 sf	30%	3,148 sf	45%	7,444 sf	35%
FRANJO RD.	2,119 sf	6,442 sf	1,483 sf	70%	1,933 sf	30%	1,485 sf	71%	2,255 sf	33%

	BY
SITE PLAN SUBMITTAL 03/14/16	
SITE PLAN RESUBMITTAL #1 04/08/16	
SITE PLAN RESUBMITTAL #2 05/06/16	

ATLANTICO AT PALMETTO BAY

FOR
FCI PALMETTO BAY, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
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SHEET	

BUILDING ELEVATIONS

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

SUBMITTAL #2 05/06/2016

A-3.1

OF SHEETS

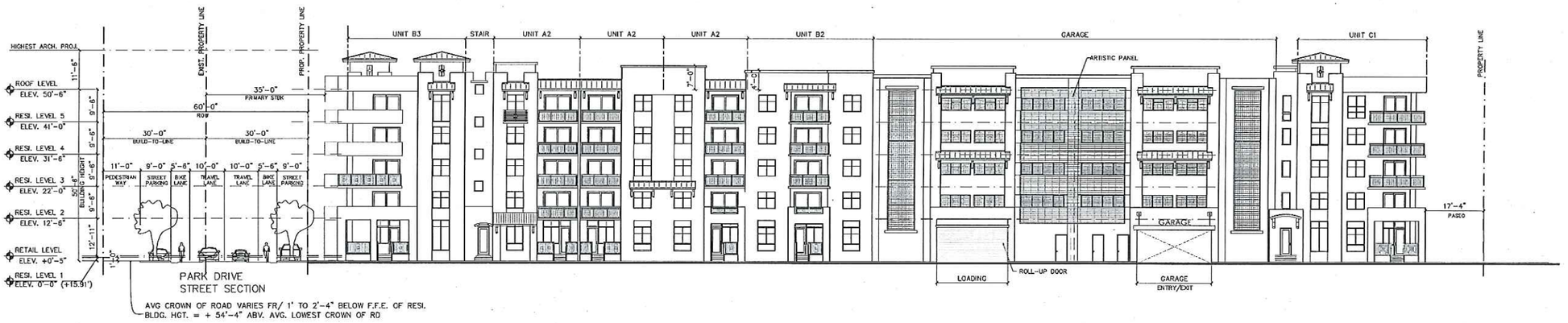
SW 180TH STREET | PRIORITY STREET B
STREET SECTION

TS-U1 | URBAN 1
STREET SECTION

AVG CROWN OF ROAD VARIES FR/ 1' TO 2'-4" BELOW F.F.E. OF RESI. BLDG. HGT. = + 54'-4" ABV. AVG. LOWEST CROWN OF RD

EAST ELEVATION (PARK DR. STREET)

AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS - PARK DRIVE : + 13.5' NGVD



PARK DRIVE
STREET SECTION

AVG CROWN OF ROAD VARIES FR/ 1' TO 2'-4" BELOW F.F.E. OF RESI. BLDG. HGT. = + 54'-4" ABV. AVG. LOWEST CROWN OF RD

NORTH ELEVATION (TYPICAL STREET)

AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS - TYP. STREET (N) : 13.5' NGVD

PERCENTAGE OF BALCONY					
STREET	BUILDING LENGTH	REQUIRED		PROVIDED	
PARK DRIVE	201'-4"	141'-0"	70% max	96'-0"	48%
TYPICAL STREET	192'-5" (not including garage)	135'-0"	70% max	85'-0"	44%

PERCENTAGE OF GLAZING										
STREET	AREA OF WALL		REQUIRED				PROVIDED			
	LEVEL 1	LEVEL 2-5	LEVEL 1		LEVEL 2-5		LEVEL 1		LEVEL 2-5	
PARK DRIVE	1,258 sf	3,825 sf	881 sf	70%	1,148 sf	30%	412 sf	33%	1,262 sf	33%
TYPICAL STREET	2,531 sf	7,692 sf	1,772 sf	70%	2,308 sf	30%	832 sf	33%	2,692 sf	35%

BUILDING ELEVATIONS

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

SITE PLAN RESUBMITTAL #2 05/06/2016

BY
SITE PLAN SUBMITTAL 03/14/16
SITE PLAN RESUBMITTAL #1 04/08/16
SITE PLAN RESUBMITTAL #2 05/06/16

ATLANTICO AT PALMETTO BAY
FOR:
FCI PALMETTO BAY, LLC.
LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE I. SAUMELL
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DRAWN	
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SHEET	

A-3.2

OF SHEETS

811

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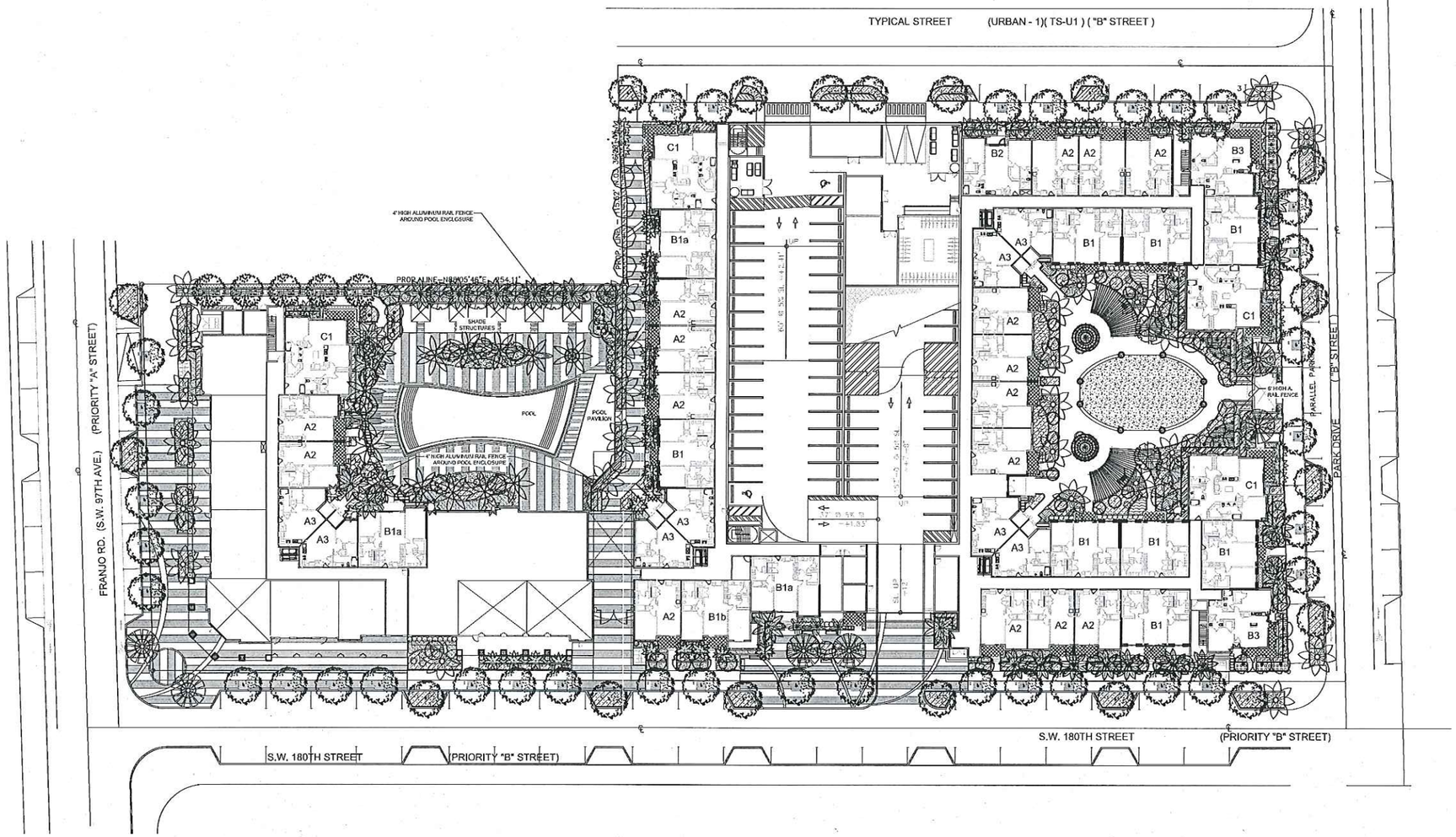

SCALE: 1" = 30'-0"
SITE PLAN SUBMITTAL

AAL
Architectural Alliance Landscape

HUGH JOHNSON
RLA # 855

Seal

SITE PLAN RESUBMITTAL #1 04-06-16
SITE PLAN RESUBMITTAL #2 05-06-16

Revision Dates

Overall Landscape Plan

Atlantico at Palmetto Bay

Palmetto Bay
Miami, Florida

Sheet Description
Overall Landscape Plan

Release Date
03-14-16

Project Number
1609 A

Drawing Number
LP-1

Sheet 1 of 5

PLANT SCHEDULE 1609A PALMETTO BAY

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
CD	8	COCCOLOBA DIVERSIFOLIA	PIGEON PLUM	B&B FIELD GROWN	3"CAL	12' HT. X 6' SPR., 6 CT.	YES	HIGH	
CE	5	CONOCARPUS ERECTUS	BUTTONWOOD	B&B FIELD GROWN	3"CAL	12' HT. X 6' SPR., 6 CT.	YES	HIGH	
ED	13	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	45 GAL	3"CAL	12' HT. X 6' SPR., 6 CT.	NO	HIGH	
LJ	32	LIGUSTRUM JAPONICUM	TREE LIGUSTRUM	B&B FIELD GROWN	4" CAL., MULTI STEM	12' HT. X 6' SPR., 6 CT.	NO	MEDIUM	
PL	9	PSIDIUM LITTORALE	CATTLEY GUAVA	B&B FIELD GROWN	4" CAL., MULTI STEM	12' HT. X 6' SPR., 6 CT.	NO	MEDIUM	
QV	52	QUERCUS VIRGINIANA	LIVE OAK	B&B FIELD GROWN	5"CAL	16' HT., 8' SPR., 6' CT., SPECIMEN	YES	HIGH	
FLOWERING TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	
BA	1	BULNESIA ARBOREA	VERAWOOD	B&B FIELD GROWN	2"CAL	12' HT. X 6' SPR., 6 CT.	NO	HIGH	
CO	2	CANANGA ODORATA	YLANG-YLANG	B&B FIELD GROWN	2"CAL	12' HT. X 6' SPR., 6 CT.	NO	MEDIUM	
TC	10	TABEBUIA CARAIBA	SILVER TRUMPET	B&B FIELD GROWN	4"CAL	12' HT. X 6' SPR., 6 CT.	NO	HIGH	
TT	6	TABEBUIA HETEROPHYLLA	PINK TRUMPET TREE	B&B FIELD GROWN	3"CAL	12' HT. X 6' SPR., 6 CT.	NO	HIGH	
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	
CN	12	COCOS NUCIFERA	COCONUT PALM	B&B FIELD GROWN		8' CT, MATCHED	NO	HIGH	
PS	6	PHOENIX SYLVESTRIS	WILD DATE PALM	B&B FIELD GROWN		14' CT, NUT INCLUDED, MATCHED	NO	HIGH	
PET	22	PTYCHOSPERMA ELEGANS	ALEXANDER PALM	B&B FIELD GROWN	2"CAL	14-16-18' OA., TRIPLES	NO	HIGH	
PE	24	PTYCHOSPERMA ELEGANS	SOLITAIRE PALM	B&B FIELD GROWN	3"CAL	14' HT. OA. SINGLE STRAIGHT LEADER	NO	HIGH	
PM	12	PTYCHOSPERMA MACARTHURII	MACARTHUR PALM	B&B FIELD GROWN	MULTI STEM	14-16' OA	NO	MEDIUM	
RR	26	ROYSTONEA REGIA	ROYAL PALM	B&B FIELD GROWN		10' GW, MATCHED HEIGHTS	YES	MEDIUM	
SP	24	SABAL PALMETTO	CABBAGE PALMETTO	B&B FIELD GROWN		14'-20' OA, VARY HEIGHTS	YES	HIGH	
VM	12	VEITCHIA MONTGOMERYANA	MONTGOMERY PALM	B&B FIELD GROWN		14'-16' OA., SINGLE	NO	MEDIUM	
VMT	12	VEITCHIA MONTGOMERYANA	MONTGOMERY PALM	B&B FIELD GROWN		18-20' OA HTS., TRIPLE TRUNK	NO	HIGH	
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
AM	3	ADONIDIA MERRILLII	ADONIDIA PALM	B&B FIELD GROWN		8' OA, HEAVY, TRIPLE TRUNK	NO	HIGH	108" o.c.
AIR	8	ALCANTAREA IMPERIALIS 'RUBRA'	RUBRA IMPERIAL BROMELIAD	3 GAL		30-36" OA	NO	MEDIUM	30" o.c.
BBS	2	BOUGAINVILLEA X 'BARBARA KARST'	BARBARA KARST BOUGAINVILLEA TRELLIS	15 GAL		8' TRELLIS WITH RUNNERS	NO	HIGH	48" o.c.
CZ	12	CALYPTRANTHES ZUZYGIUM	MYRTLE OF THE RIVER	45 GAL	1" CAL.	8' OA., STANDARD TREE	YES	HIGH	72" o.c.
CM	2	CARYOTA MITIS	FISHTAIL PALM	25 GAL		8-10' OA HT., MULTI-TRUNK	NO	MEDIUM	108" o.c.
CAT	81	CHAMAEDOREA CATARACTARUM	CASCADE PALM	7 GAL.		36" OA., AS SHOWN	NO	MEDIUM	36" o.c.
CAL	62	CORDYLINE FRUTICOSA 'AUNTIE LOU'	PINK TI PLANT	3 GAL.		30" OA.	NO	HIGH	24" o.c.
CFB	3	CORDYLINE FRUTICOSA 'BLACK MAGIC'	BLACK MAGIC TI	3 GAL		30" OA.	NO	HIGH	30" o.c.
CBT	83	CORDYLINE FRUTICOSA 'BOLERO'	BOLERO TI PLANT	3 GAL.		24-28" OA	NO	MEDIUM	24" o.c.
CRS	21	CORDYLINE FRUTICOSA 'RED SISTER'	RED SISTER TI	3 GAL.		20"X20" OA.	NO	MEDIUM	24" o.c.
CAQ	7	CRINUM AUGUSTUM 'QUEEN EMMA'	'QUEEN EMMA' CRINUM	7 GAL.		3-4' OA, PLACE PER PLAN	NO	HIGH	48" o.c.
DSG	2	DIOON SPINULOSUM	CYCAD	15 GAL		30-36" OA	NO	HIGH	48" o.c.
EDM	9	ELAEOCARPUS DECIPIENS 'MONPROUD'	JAPANESE BLUEBERRY TREE DWARF	25 GAL		5-6' OA, FULL TO BASE	NO	HIGH	36" o.c.
FGV	6	FURCRAEA GIGANTEA 'VARIEGATA'	FALSE AGAVE	3 GAL.		36" OA., AS SHOWN	NO	HIGH	36" o.c.
HS2	3	HIBISCUS ROSA-SINENSIS 'SNOW QUEEN'	VARIEGATED HIBISCUS	15 GAL		5' OA, STANDARD	NO	MEDIUM	48" o.c.
LCR	8	LEEA COCCINEA 'RUBRA'	RED LEEA	7 GAL		30-36" OA	NO	MEDIUM	36" o.c.
NEC	14	NORONHIA EMARGINATA	MADAGASCAR OLIVE	15 GAL		5-6' OA, FULL TO BASE	NO	HIGH	36" o.c.
PSS	13	PTYCHOSPERMA SCHEFFERI	SCHEFFER'S PALM	15 GAL		6' OA, FULL TO BASE	NO	HIGH	48" o.c.
RUP	2	RAPHIOLEPIS INDICA	MAJESTIC BEAUTY	6' HT X 3.5' SPR., STD. TREE FORM		6' HT X 3.5' SPR, TREE FORM	NO	HIGH	60" o.c.
SBR	27	SANSEVIERIA TRIFASCIATA 'BLACK ROBUSTA'	BLACK ROBUSTA SANSEVIERIA	3 GAL.		18"X18"	NO	HIGH	18" o.c.
TR	28	THRINAX RADIATA	FLORIDA THATCH PALM	15 GAL		5-6' OA, FULL TO BASE	YES	HIGH	48" o.c.
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
AWB	24	ACALYPHA WILKESIANA 'BLAZE'	WILKES' BLAZE ACALYPHA	3 GAL.,		20" HT. X 20" SPR, FULL	NO	HIGH	24" o.c.
AWL	5	ACALYPHA WILKESIANA 'LOUISIANA RED'	LOUISIANA RED COPPERLEAF	3 GAL.,		24" OA.	NO	HIGH	36" o.c.
CIR	219	CHRYSOBALANUS ICACO 'REDTIP'	RED TIP COCOPLUM	3 GAL.,		24"HT X 24"SPR	YES	MEDIUM	24" o.c.
CGS	168	CLUSIA GUTTIFERA	SMALL-LEAF CLUSIA	7 GAL.		48" HT X 24" SPD	YES	HIGH	36" o.c.
CES	33	CONOCARPUS ERECTUS SERICEUS	SILVER BUTTON WOOD	3 GAL.,		24" OA., FULL	YES	HIGH	24" o.c.
IMS	65	IXORA COCCINEA 'MAUI SUNSET'	MAUI SUNSET DWARF IXORA	3 GAL.,		18"HT X 18"SPR	NO	MEDIUM	24" o.c.
JVW	258	JASMINUM VOLUBILE	WAX JASMINE	3 GAL.,		18"HT X 18"SPR	NO	MEDIUM	24" o.c.
PS3	36	PHILODENDRON SELLOUM	LACY TREE PHILODENDRON	3 GAL.,		24" OA.	NO	HIGH	36" o.c.
PBM	166	PHILODENDRON X 'BURLE MARX'	PHILODENDRON	3 GAL.,		18"HT X 18"SPR	NO	MEDIUM	20" o.c.
PRC	156	PHILODENDRON X 'ROJO CONGO'	ROJO CONGO PHILODENDRON	3 GAL.,		20" HT X 20" SPR	NO	MEDIUM	24" o.c.
PMP	137	PODOCARPUS MACROPHYLLUS .	PODOCARPUS	7 GAL.		30-36" HT. X 24" SPR.	NO	MEDIUM	24" o.c.
STB	5	SANSEVIERIA TRIFASCIATA 'BLACK GOLD'	BLACK GOLD SANSEVIERIA	3 GAL.,	NO	18"HT X 18"SPR	NO	HIGH	18" o.c.
SAG	80	SCHEFFLERA ARBORICOLA 'DWARF'	DWARF SCHEFFLERA	3 GAL.,		24"HT X 24"SPR	NO	HIGH	24" o.c.
SGG	105	SCHEFFLERA ARBORICOLA 'GOLD CAPELLA'	GOLD CAPELLA ARBORICOLA	3 GAL.,		24"HT X 24"SPR	NO	HIGH	24" o.c.
SAT	713	SCHEFFLERA ARBORICOLA 'TRINETTE'	SCHEFFLERA	3 GAL.,		24"HT X 24"SPR	NO	HIGH	24" o.c.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
ADM	182	ASPARAGUS DENSIFLORUS 'MYERS'	MYERS ASPARAGUS	3 GAL		18"HT X 18"SPR @	NO	MEDIUM	24" o.c.
BOA	44	BEGONIA ODORATA 'ALBA'	GIANT WHITE ANGEL BEGONIA	3 GAL.,		14" HT X 16" SPR	NO	MEDIUM	24" o.c.
FMG	3,762	FICUS MICROCARPA 'GREEN ISLAND'	GREEN ISLAND FICUS	3 GAL.,		12"HT X 12"SPR	NO	HIGH	18" o.c.
HEM	88	HEMIGRAPHIS ALTERNATA 'EXOTICA'	WAFFLE PLANT	1 GAL.		4"HT X 12"SPR @	NO	MEDIUM	12" o.c.
IVD	175	ILEX VOMITORIA 'STOKES DWARF'	DWARF YAUPON HOLLY	3 GAL.,		12"HT X 12"SPR	YES	HIGH	18" o.c.
MFS	450	MICROSORUM SCOLOPENDRUM	WART FERN	1 GAL		4"HT X 12"SPR @	NO	MEDIUM	18" o.c.
NPP	29	NEOREGELIA X 'PETRA'	PINK BROMELIAD	1 GAL.		12" HT. X 12" SPR.	NO	HIGH	12" o.c.
SOD/SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
SOD	2,099 SF	STENOTAPHRUM SECUNDATUM 'FLORITAM'	'FLORITAM' ST. AUGUSTINE SOD	SOD					
TALL GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
TFG	44	TRIPSACUM FLORIDANA	FLORIDA GAMMA GRASS	24" HT X 24" SPR					30" o.c.

60" SQUARE

01 TREE GRATE DETAIL

N.T.S.

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TEL:954-764-8858 EMAIL: HJohnson@archall.net

HUGH JOHNSON
RLA # 855

Seal

SITE PLAN RESUBMITTAL
#1 04-08-16
SITE PLAN RESUBMITTAL
#2 05-06-16

Revision Dates

Plant List Plan

Atlantico at Palmetto Bay

Palmetto Bay
Miami, Florida

Sheet Description
Plant
List
Plan

Release Date
03-14-16

Project Number
1609 A

Drawing Number
LP-5
Sheet 5 of 5

SITE PLAN SUBMITTAL

811

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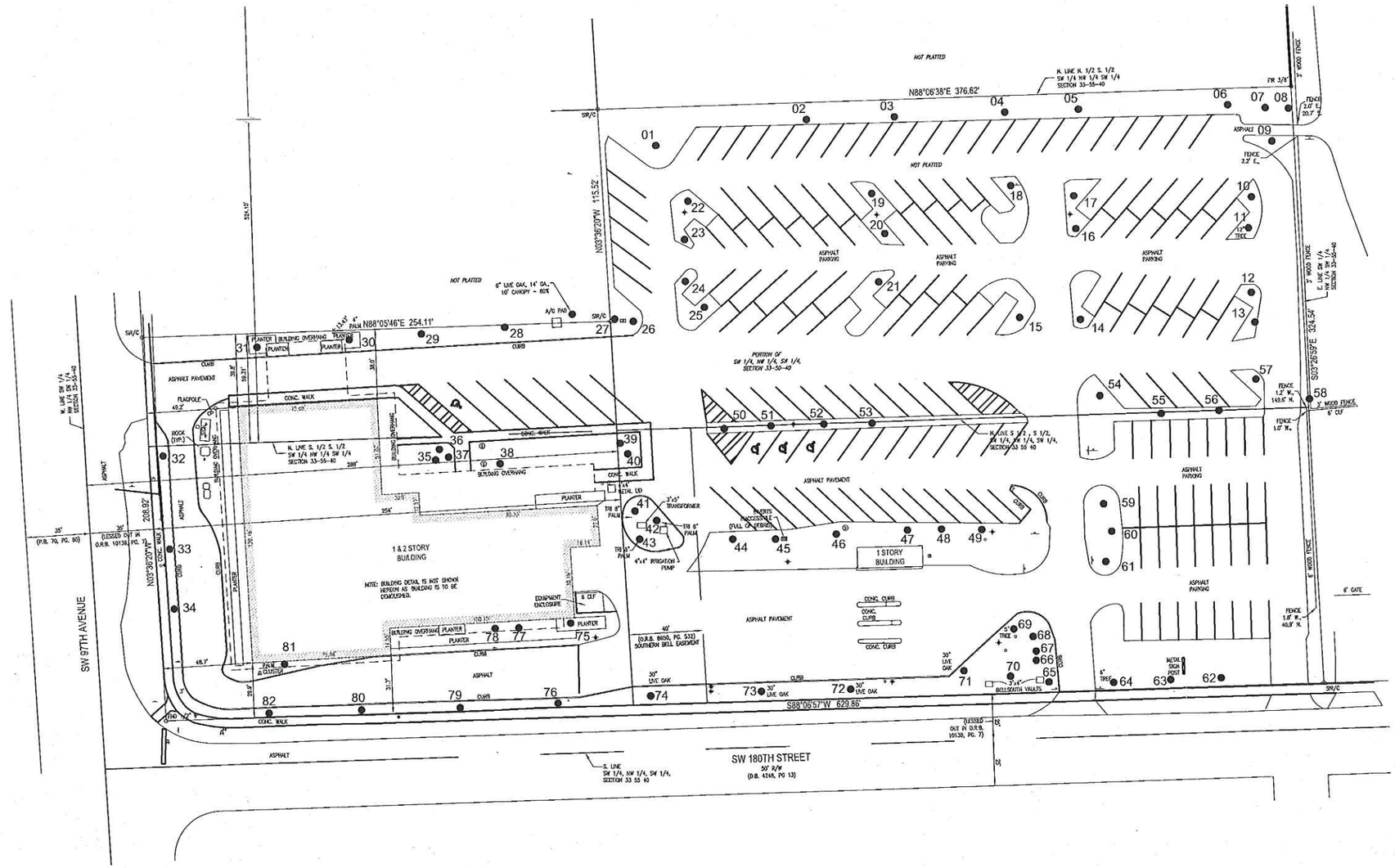

SCALE: 1" = 30'-0"

AAL
Architectural Alliance Landscape

HUGH JOHNSON
RLA # 855

Seal

SITE PLAN RESUBMITTAL
#1 04-06-16
SITE PLAN RESUBMITTAL
#2 05-06-16

Revision Dates

Tree Survey Plan

Atlantico at Palmetto Bay

Palmetto Bay
Miami, Florida

Sheet Description
Tree Survey Plan

Release Date
02-29-16

Project Number
1609 A

Drawing Number
TS-1

Sheet 1 of 3

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EXISTING TREE AND PALM RELOCATION / REMOVAL LIST

#	Common Name	Species	Native	DIA.	HT.	Canopy	Condition	Status
01	Live Oak Tree	Quercus virginiana	X	24"	28'	30'	85%	Remove
02	Mahogany Tree	Swietenia mahagoni	X	36"	27'	20'	70%	Remove
03	Mahogany Tree	Swietenia mahagoni	X	24"	28'	25'	70%	Remove
04	Live Oak Tree	Quercus virginiana	X	6"	12'	10'	85%	Remove
05	Live Oak Tree	Quercus virginiana	X	5"	10'	9'	85%	Remove
06	Live Oak Tree	Quercus virginiana	X	6"	12'	10'	85%	Remove
07	Slash Pine	Pinus eliotii	X	3"	9'	4'	25%	Remove
08	Slash Pine	Pinus eliotii	X	3"	9'	4'	25%	Remove
09	Slash Pine	Pinus eliotii	X	3"	9'	4'	25%	Remove
10	Mahogany Tree	Swietenia mahagoni	X	12"	25'	11'	35%	Remove
11	Mahogany Tree	Swietenia mahagoni	X	24"	25'	16'	70%	Remove
12	Live Oak Tree	Quercus virginiana	X	10"	20'	18'	40%	Remove
13	Mahogany Tree	Swietenia mahagoni	X	16"	20'	20'	40%	Remove
14	Mahogany Tree	Swietenia mahagoni	X	24"	20'	20'	50%	Remove
15	Live Oak Tree	Quercus virginiana	X	10"	16'	15'	60%	Remove
16	Live Oak Tree	Quercus virginiana	X	12"	20'	17'	75%	Remove
17	Mahogany Tree	Swietenia mahagoni	X	12"	20'	18'	50%	Remove
18	Live Oak Tree	Quercus virginiana	X	14"	20'	20'	85%	Remove
19	Live Oak Tree	Quercus virginiana	X	15"	21'	20'	80%	Remove
20	Mahogany Tree	Swietenia mahagoni	X	25"	21'	20'	60%	Remove
21	Mahogany Tree	Swietenia mahagoni	X	30"	20'	25'	80%	Remove
22	Mahogany Tree	Swietenia mahagoni	X	30"	20'	20'	45%	Remove
23	Mahogany Tree	Swietenia mahagoni	X	30"	20'	20'	60%	Remove
24	Mahogany Tree	Swietenia mahagoni	X	24"	20'	18'	45%	Remove
25	Mahogany Tree	Swietenia mahagoni	X	30"	20'	30'	70%	Remove
26	Live Oak Tree	Quercus virginiana	X	6"	12'	11'	40%	Remove
27	Wild Tamarind	Tamarindus indica	X	5"	14'	5'	25%	Remove
28	Mahogany Tree	Swietenia mahagoni	X	28"	23'	30'	80%	Remove
29	Mahogany Tree	Swietenia mahagoni	X	38"	23'	32'	80%	Remove
30	Solitaire Palm	Ptychosperma elegans		4"	12'	8'	90%	Remove
31	Solitaire Palm	Ptychosperma elegans		3"	12'	8'	80%	Remove
32	Mahogany Tree	Swietenia mahagoni	X	36"	25'	45'	80%	Remove
33	Japanese Blueberry Tree	Elaeocarpus decipiens		5"	12'	10'	75%	Remove
34	Mahogany Tree	Swietenia mahagoni	X	36"	25'	45'	80%	Remove
35	Montgomery Palm	Veitchia montgomeryana		10"	25'	15'	90%	Remove
36	Montgomery Palm	Veitchia montgomeryana		10"	25'	15'	90%	Remove
37	Montgomery Palm	Veitchia montgomeryana		10"	25'	15'	90%	Remove
38	Montgomery Palm	Veitchia montgomeryana		14"	32'	15'	90%	Remove
39	Washigton Palm	Washingtonia robusta		16"	20'	10'	90%	Remove
40	Washigton Palm	Washingtonia robusta		16"	25'	10'	90%	Remove
41	Triple Pigmy Date Palm	Phoenix robelinii		3"x3	8-12'	10'	90%	Remove

Tree Mitigation wil be addressed at the time of Permitting.

EXISTING TREE AND PALM RELOCATION / REMOVAL LIST

#	Common Name	Species	Native	DIA.	HT.	Canopy	Condition	Status
42	Triple Pigmy Date Palm	Phoenix robelinii		3"x3	8-12'	10'	90%	Remove
43	Quad. Pigmy Date Palm	Phoenix robelinii		3"x4	8-12'	10'	90%	Remove
44	Queen Palm	Syagrus romanzofiana		8"	18'	16'	85%	Remove
45	Queen Palm	Syagrus romanzofiana		8"	12'	14'	50%	Remove
46	Queen Palm	Syagrus romanzofiana		8"	12'	14'	80%	Remove
47	Queen Palm	Syagrus romanzofiana		12"	12'	14'	80%	Remove
48	Queen Palm	Syagrus romanzofiana		12"	12'	14'	80%	Remove
49	Queen Palm	Syagrus romanzofiana		12"	12'	14'	80%	Remove
50	Queen Palm	Syagrus romanzofiana		8"	12'	14'	75%	Remove
51	Queen Palm	Syagrus romanzofiana		8"	12'	14'	75%	Remove
52	Queen Palm	Syagrus romanzofiana		8"	12'	14'	75%	Remove
53	Queen Palm	Syagrus romanzofiana		8"	12'	14'	75%	Remove
54	Mahogany Tree	Swietenia mahagoni	X	36"	21'	28'	80%	Remove
55	Mahogany Tree	Swietenia mahagoni	X	36"	21'	25'	75%	Remove
56	Mahogany Tree	Swietenia mahagoni	X	18"	18'	20'	75%	Remove
57	Mahogany Tree	Swietenia mahagoni	X	18"	18'	20'	45%	Remove
58	Wild Tamarind	Tamarindus indica	X	14"	16'	10'	30%	Remove
59	Live Oak Tree	Quercus virginiana	X	6"	15'	10'	85%	Remove
60	Queen Palm	Syagrus romanzofiana		12"	12'	9'	30%	Remove
61	Live Oak Tree	Quercus virginiana	X	6"	12'	10'	80%	Remove
62	Mahogany Tree	Swietenia mahagoni	X	8"	12'	10'	90%	Remove
63	Mahogany Tree	Swietenia mahagoni	X	8"	12'	10'	90%	Remove
64	Mahogany Tree	Swietenia mahagoni	X	7"	12'	12'	85%	Remove
65	Mahogany Tree	Swietenia mahagoni	X	6"	12'	10'	85%	Remove
66	Queen Palm	Syagrus romanzofiana		8"	12'	14'	70%	Remove
67	Queen Palm	Syagrus romanzofiana		8"	12'	14'	40%	Remove
68	Queen Palm	Syagrus romanzofiana		8"	12'	14'	80%	Remove
69	Live Oak Tree	Quercus virginiana	X	5"	10'	8'	80%	Remove
70	Mahogany Tree	Swietenia mahagoni	X	4"	9'	8'	80%	Remove
71	Mahogany Tree	Swietenia mahagoni	X	30"	25'	45'	80%	Remove
72	Mahogany Tree	Swietenia mahagoni	X	30"	25'	35'	80%	Remove
73	Mahogany Tree	Swietenia mahagoni	X	30"	25'	40'	80%	Remove
74	Mahogany Tree	Swietenia mahagoni	X	30"	25'	45'	80%	Remove
75	Solitaire Palm	Ptychosperma elegans		3"	23'	7'	90%	Remove
76	Mahogany Tree	Swietenia mahagoni	X	37"	25'	45'	80%	Remove
77	White Bird of Paradise	Strelitzia nicoli		3"x4	15'	10'	70%	Remove
78	White Bird of Paradise	Strelitzia nicoli		3"x4	15'	10'	70%	Remove
79	Mahogany Tree	Swietenia mahagoni	X	38"	25'	45'	80%	Remove
80	Mahogany Tree	Swietenia mahagoni	X	36"	25'	45'	70%	Remove
81	White Bird of Paradise	Strelitzia nicoli		3"x4	15'	10'	70%	Remove
82	Mahogany Tree	Swietenia mahagoni	X	30"	25'	45'	70%	Remove

Tree Mitigation

82 TREES AND PALMS REMOVED FROM SITE FOR A TOTAL CANOPY LOSS OF 51,262 S.F. THE ACCOMPANYING LANDSCAPE PLAN HAS 255 TREES AND PALMS BEING INSTALLED FOR A TOTAL REPLACEMENT CANOPY OF 93,500 S.F. A BREAKDOWN OF THE REPLACEMENT CANOPY COVERAGE IS BELOW:

355	TOTAL TREES AND PALMS (PALMS COUNTED 1:1 FOR REPLACEMENT PURPOSES)	
156	NATIVE TREES AND PALMS	
24	VARIETIES OF TREES AND PALMS	
60	SHADE TREE I - 500 s.f. each	30,000 s.f.
81	SHADE TREE II - 300 s.f. each	24,300 s.f.
12	SMALL TREE - 200 s.f. each	2,400 s.f.
90	PALM I - 300 s.f. each	27,000 s.f.
98	PALM II - 100 s.f. each	9,800 s.f.
		93,500 s.f.

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HUGH JOHNSON
RLA # 855
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SITE PLAN RESUBMITTAL
#1 11-06-15
SITE PLAN RESUBMITTAL
#2 05-06-16
Revision Dates

Tree Survey Plan
Atlantico at Palmetto Bay
Palmetto Bay
Miami, Florida

Sheet Description
Tree Survey Plan

Release Date
02-29-16

Project Number
1609 A

Drawing Number
TS-2
Sheet 2 of 3

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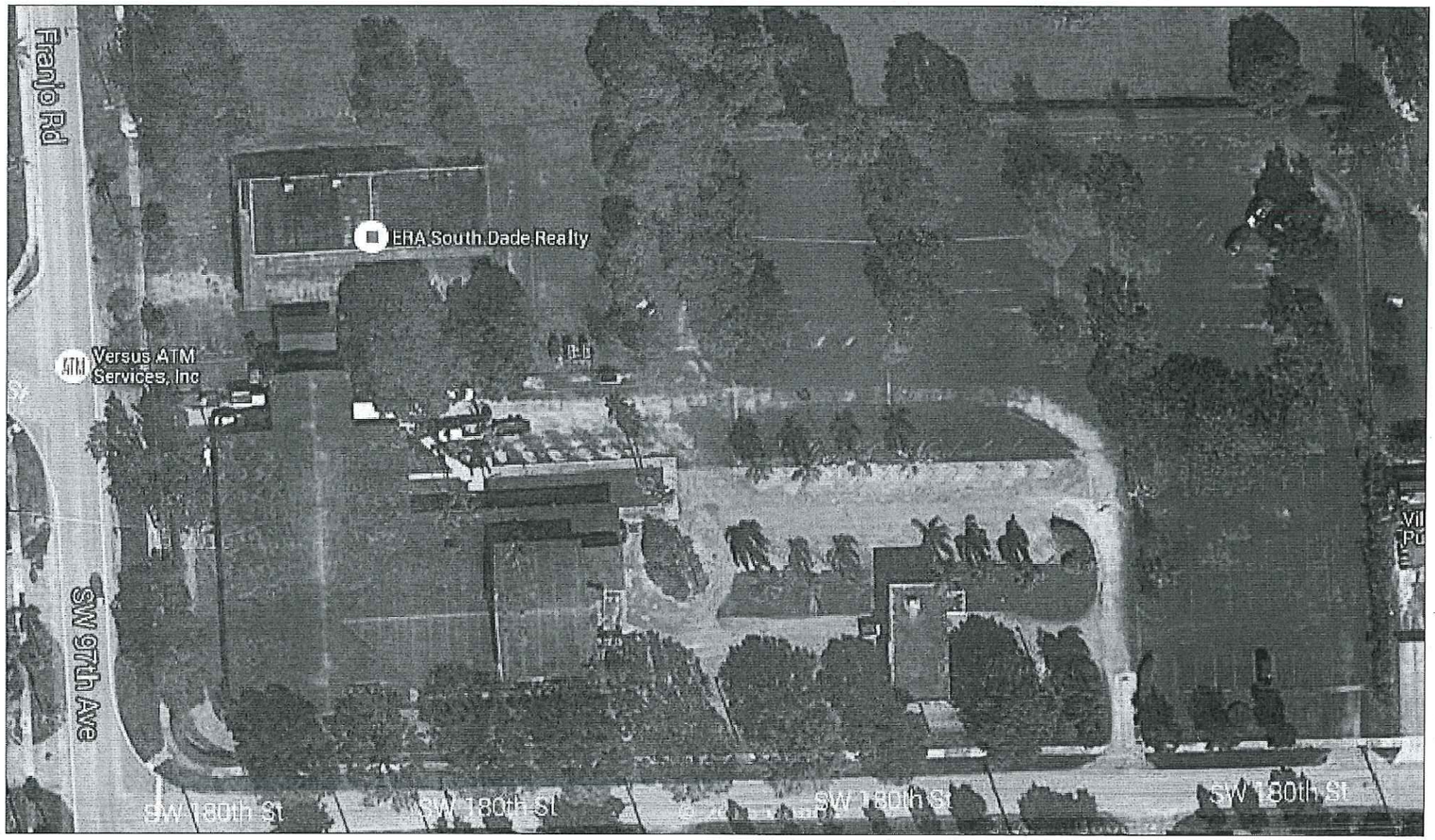

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Revision Dates

SITE PLAN RESUBMITTAL
SITE PLAN RESUBMITTAL
#2 05-05-16

Tree Survey - Aerial Plan

Atlantico at Palmetto Bay

Palmetto Bay
Miami, Florida

Sheet Description
Tree Survey - Aerial Plan

Release Date
02-29-16

Project Number
1609 A

Drawing Number
TS-3

Sheet 3 of 3

Large Tree Planting Detail

NTS

Typical Plant Spacing

NTS

Shrub & Ground Cover Planting Detail

NTS

Small Tree Planting Detail

NTS

Palm Planting Detail

NTS

Existing Tree(s) Protection Detail

NTS

VILLAGE OF PALMETTO BAY PLANTING CALCULATIONS		
Landscape Requirements: DV - Downtown Village		
	Required	Provided
Yard Areas: 28 Trees for every Acre of Net Lot Area		
Total Acres = 4 X 28 = 112	112	156
(Palms counted 2:1)		
VUA Calculations:		
One tree for every 80 s.f. of Landscaped Area in Parking Lot,		
(Exclusive of 7' Parking Lot Buffers)		
xx s.f. divided by 80 = xx	N/A	N/A
Street Trees: One Per 25' of Street Frontage Less Ingress / Egress		
Franjo Rd. (S.W. 97th Ave) 209' - 13' = 196' 196'/25 = 8	8	8
S.W. 180th Street 630' - 0' = 630' 630' / 25 = 25	25	25
Park Drive 324' - 0' = 324' 324' / 25 = 13	13	13
Typical Street 376' - 48' = 328' 328' / 25 = 13	13	14
(Palms used for Street Trees are to be spaced 25' OC. and have a min.'		
Ht. of 14' OA., and 6' GW.)		
Shrubs:		
Ten Shrubs for every One Required Tree	1,710	2,000+
Sod: No more than 50% of Landscaped Open Space to be Lawn		
	Required	Provided
Total Tree Requirement:	171	216
Total Shrub Requirement:	1,710	2,000 +
30% Required Native Trees		
Total Trees / Palms (Including existing trees)	171	216
(Palms counted 2:1) No more than 30% of Required Trees are to be Palms	30%	18%
Total Native Trees / Palms	51	90
% Native or Drought Tolerant Trees / Palms	60%	
30% Required Native Shrubs / Accents	513	
Total Shrubs / Accents @ 18" planted ht. or greater	2,000+	
Total Native Shrubs / Accents	680	
% Native Shrubs / Accents	39%	
Landscape Area Requirements		
Private Open Space - 15% of Site		
4 Acres = 174,240 S.F. x 15% = 26,136 S.F.		
Landscape Area Required	26,136 s.f.	
Landscape Area Provided	67,953 s.f. 39%	

NOTES:

GENERAL PLANTING REQUIREMENTS

All sizes shown for plant material on the plans are to be considered Minimum. All plant material must meet or exceed these minimum requirements for both height and spread. Any other requirements for specific shape or effect as noted on the plan(s) will also be required for final acceptance.

All plant material furnished by the landscape contractor shall be Florida #1 or better as established by "Grades and Standards for Florida Nursery Plants" and "Grades and Standards for Florida Nursery Trees". All material shall be installed as per CSI specifications.

All plant material as included herein shall be warrantied by the landscape contractor for a minimum period as follows: All trees and palms for 12 months, all shrubs, vines, groundcovers and miscellaneous planting materials for 90 days, and all lawn areas for 60 days after final acceptance by the owner or owner's representative.

All plant material shall be planted in planting soil that is delivered to the site in a clean loose and friable condition. All soil shall have a well drained characteristic. Soil must be free of all rocks, sticks, and objectionable material including weeds and weed seeds as per CSI specifications.

Twelve inches (12") of planting soil 50/50 sand/topsoil mix is required around and beneath the root ball of all trees and palms, and 4" in all shrub and groundcover beds.

All landscape areas shall be covered with Eucalyptus or sterilized seed free Melaleuca mulch to a minimum depth of three inches (3") of cover when settled. Cypress bark mulch shall not be used.

All plant material shall be thoroughly watered in at the time of planting; no dry planting permitted. All plant materials shall be planted such that the top of the plant ball is flush with the surrounding grade.

All landscape and lawn areas shall be irrigated by a fully automatic sprinkler system adjusted to provide 100% coverage of all landscape areas. All heads shall be adjusted to 100% overlap as per manufacturers specifications and performance standards utilizing a rust free water source. Each system shall be installed with a rain sensor.

It is the sole responsibility of the landscape contractor to insure that all new plantings receive adequate water during the installation and during all plant warranty periods. Deep watering of all new trees and palms and any supplemental watering that may be required to augment natural rainfall and site irrigation is mandatory to insure proper plant development and shall be provided as a part of this contract.

All plant material shall be installed with fertilizer, which shall be State approved as a complete fertilizer containing the required minimum of trace elements in addition to N-P-K, of which 50% of the nitrogen shall be derived from an organic source as per CSI specifications.

Contractors are responsible for coordinating with the owners and appropriate public agencies to assist in locating and verifying all underground utilities prior to excavation.

All ideas, designs and plans indicated or represented by this drawing are owned by and are the exclusive property of Architectural Alliance.

The plan takes precedence over the plant list.

SPECIAL INSTRUCTIONS

General site and berm grading to +/- 1 inch (1") shall be provided by the general contractor. All finished site grading and final decorative berm shaping shall be provided by the landscape contractor.

All sod areas as indicated on the planting plan shall receive Sod called for in Plant List under miscellaneous - solid sod. It shall be the responsibility of the landscape contractor to include in the bid, the repair of any sod which may be damaged from the landscape installation operations.

ALUMINUM RAILING
COLOR: TBD

01 ALUMINUM RAIL FENCE DETAIL

N.T.S.

NOTE:

1. A NOTARIZED "PREPARER'S CERTIFICATION OF LANDSCAPE COMPLIANCE" PRIOR TO THE FINAL INSPECTION SHALL BE PROVIDED.
2. STREET TREES CONFORM TO THE "VILLAGE OF PALMETTO BAY STREET TREE MASTER PLAN".
3. IRRIGATION PLANS, DETAILS AND SPECIFICATIONS WILL BE PROVIDED AS REQUIRED, AT TIME OF BUILDING PERMIT.
4. ANY TREES,SHRUBS OR SOD PLANTED IN R.O.W. SHALL BE MAINTAINED BY ADJACENT PROPERTY, THIS ISSUE IS TO BE ADDRESSED AT TIME OF PERMITTING

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HUGH JOHNSON
RLA # 855

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SITE PLAN RESUBMITTAL #1 04-06-16
SITE PLAN RESUBMITTAL #2 05-06-16

Revision Dates

Landscape Details Plan

Atlantico at Palmetto Bay

Palmetto Bay
Miami, Florida

Sheet Description: Landscape Details Plan

Release Date: 03-14-16

Project Number: 1609 A

Drawing Number: LP-4

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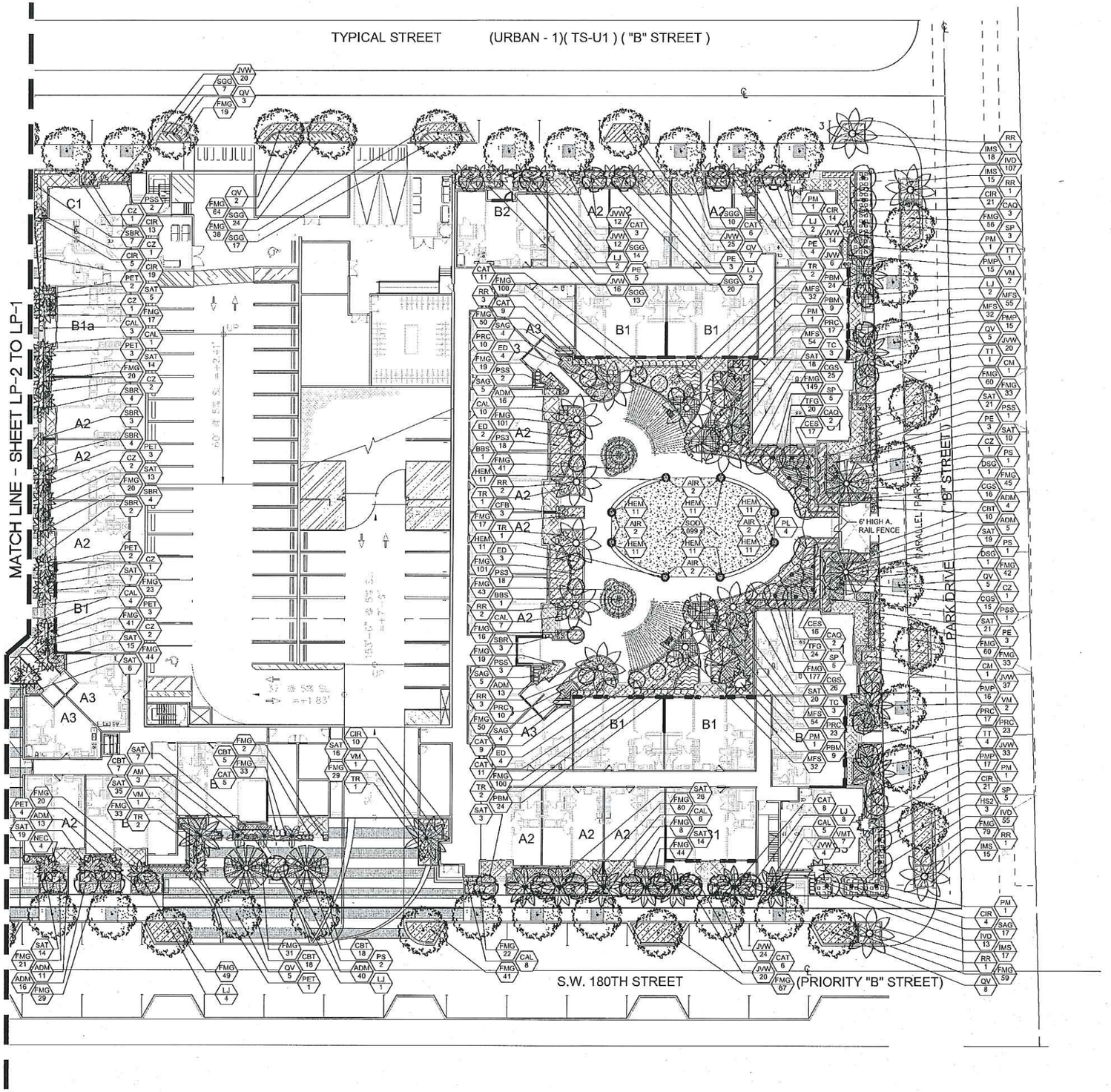

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SITE PLAN RESUBMITTAL
#1 01-06-16
SITE PLAN RESUBMITTAL
#2 05-06-16

Revision Dates

Landscape Plan
Atlantico at Palmetto Bay
Palmetto Bay
Miami, Florida

Sheet Description
Landscape Plan

Release Date
03-14-16

Project Number
1609 A

Drawing Number
LP-3

Sheet 3 of 5

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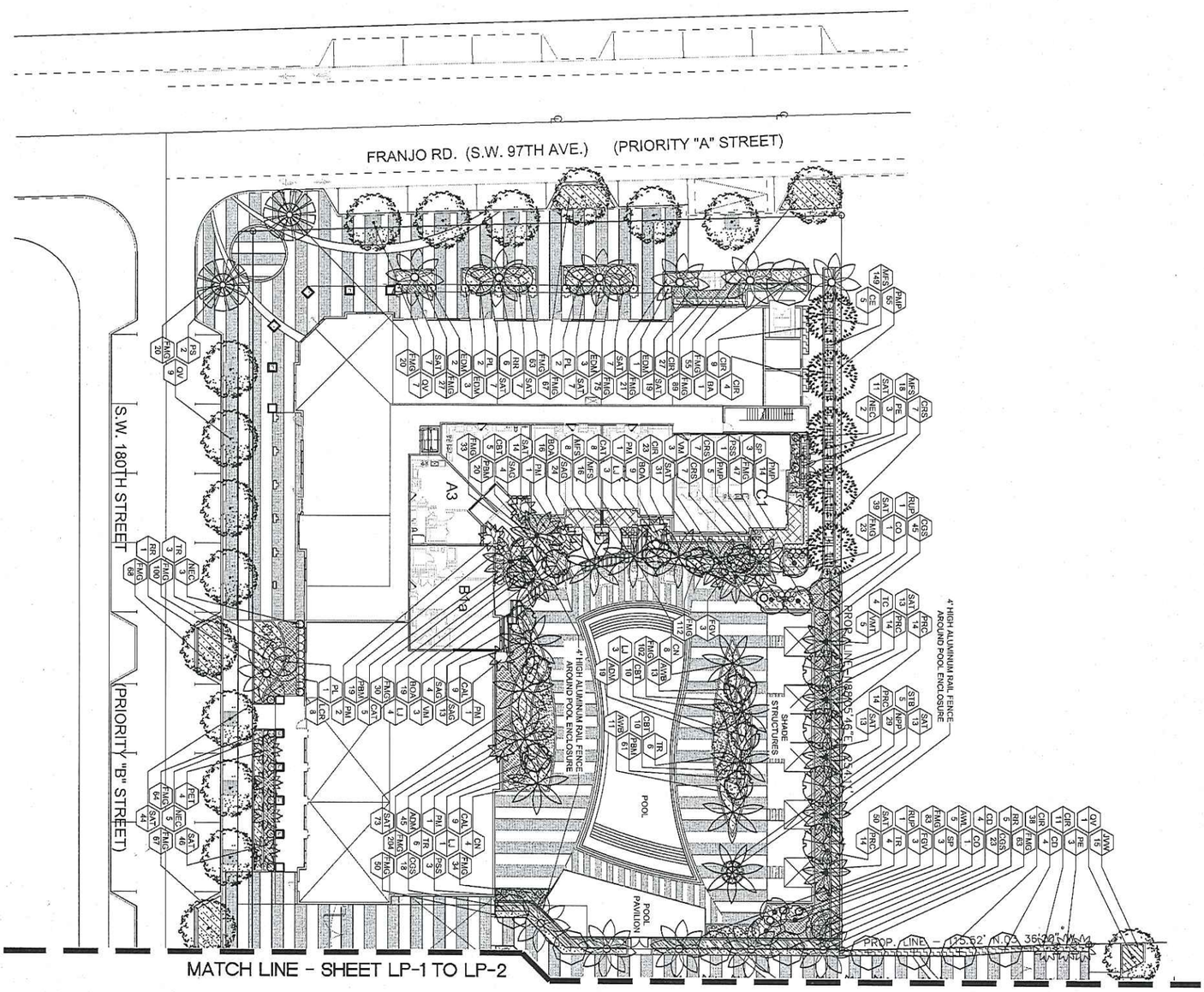

SCALE: 1" = 20'-0"

SITE PLAN SUBMITTAL

Landscape Plan

Atlantico at Palmetto Bay

Palmetto Bay
Miami, Florida

Sheet Description	Landscape Plan
Release Date	03-14-16
Project Number	1609.A
Drawing Number	LP-2
Sheet 2 of 5	

SITE PLAN RESUBMITTAL
#1 04-06-16
SITE PLAN RESUBMITTAL
#2 05-06-16
Revision Dates

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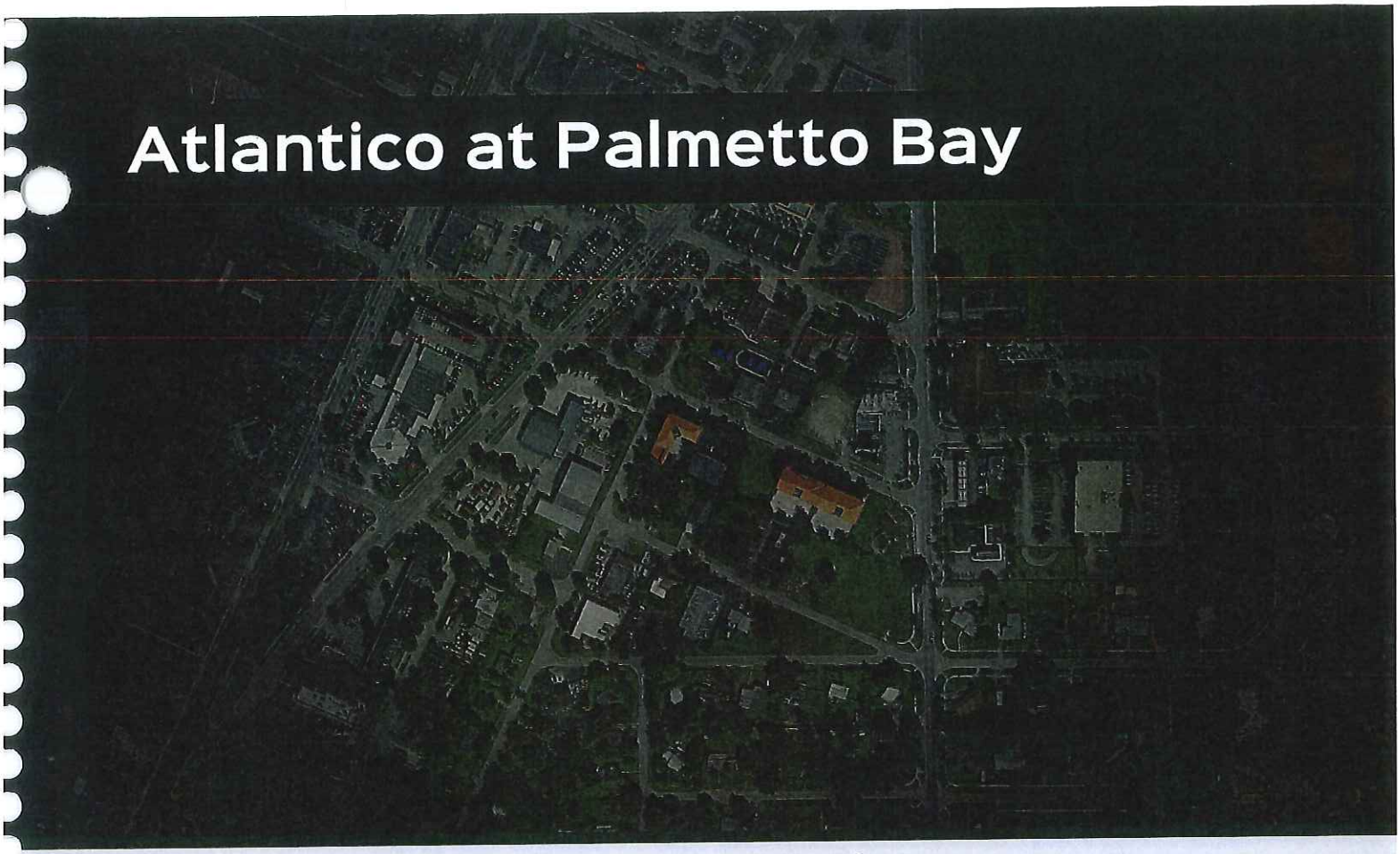
TRAFFIC STUDY

ATLANTICO AT PALMETTO BAY
VPB-16-007

Atlantico at Palmetto Bay



TRAFFIC STUDY
2016

RECEIVED
Zoning Department
5/19/16
Village of Palmetto Bay
Building & Zoning Department
By:
TK

dpa

Prepared By:
David Plummer & Associates

Prepared For:
FCI Palmetto Bay, LLC

Prepared In:
May 2016

DPA Job #:
16127

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EXECUTIVE SUMMARY

The Atlantico at Palmetto Bay project will be located at 17945 SW 97th Avenue in the village of Palmetto Bay, FL. The project proposes a residential development with 271 units and 7,010 SF of specialty retail. Access to and from the site will be provided via a proposed two-way roadway (Park Drive) on the east side of the project, which will access SW 180th Street. The project proposes 33 on-street parking spaces and 442 parking spaces in the proposed parking garage, providing a total of 475 parking spaces. The provided number of parking spaces meets the village's requirement. This traffic study is consistent with the methodology previously discussed with and agreed to by the village of Palmetto Bay. For the purpose of this traffic analysis, project build-out is anticipated by 2018.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the village of Palmetto Bay. The intersection analysis results show that the eastbound approach of the US-1 / SW 97th Avenue / Evergreen Street intersection is projected to experience some delays during the AM and PM peak hours. The northbound approach of this intersection is also projected to experience some delays during the AM peak hour. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. With the signal timing improvement, all study intersections' overall LOS continue to meet village's LOS standards.

A roadway segment analysis was also completed. The results of the analysis show that the roadway segment of SW 97th Avenue between US-1 and SW 184th Street is operating and will continue to operate within the village's LOS standards during the AM and PM peak hour.

The SW 95th Avenue improvement was considered in the future condition analysis of this study. For comparison purposes, the analysis was performed with and without the SW 95th Avenue improvement. Results shown above reflect the future conditions without the SW 95th Avenue link. Based on the traffic volume diversions taken from the parallel roadway, the roadway segment of SW 97th Avenue between US-1 and SW 184th Street operations are expect to significantly improve

for the future with SW 95th Avenue link. The intersection analysis results for the future with SW 95th Avenue link show a significant reduction in overall intersection delay for all analyzed intersection. However, minor signal timing improvements are still recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection.

In conclusion, the analysis shows that the proposed project will not adversely impact the intersections and segments that were analyzed within the study area. All intersections and roadway segments will meet the villages' LOS standard at future with project condition with and without the proposed extension of SW 95th Avenue.

1.0 INTRODUCTION

1.1 Project Background

The Atlantico at Palmetto Bay project will be located at 17945 SW 97th Avenue in the village of Palmetto Bay, FL (See Exhibit 1). The project proposes a residential development with 271 units and 7,010 SF of specialty retail. Access to and from the site will be provided via a proposed two-way roadway (Park Drive) on the east side of the project, which will access SW 180th Street. The project proposes 33 on-street parking spaces and 442 parking spaces in the proposed parking garage, providing a total of 475 parking spaces. The project will also provide 40 bike spaces. The provided number of parking spaces meets the village's requirement. See Appendix A for site plan.

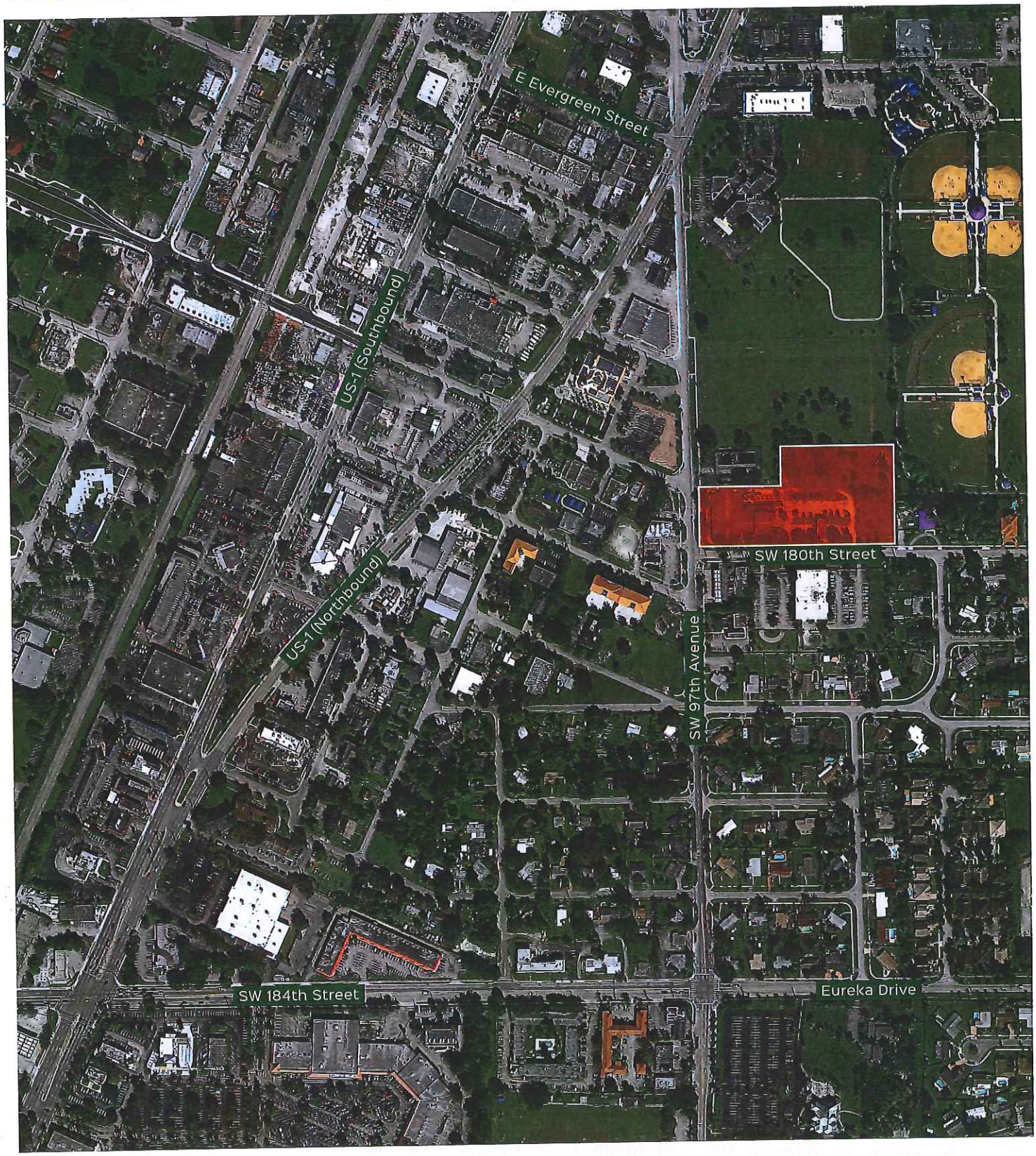
This traffic study is consistent with the methodology previously discussed with and agreed to by the village of Palmetto Bay. For the purpose of this traffic analysis, project build-out is anticipated by 2018.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the village of Palmetto Bay for the project. This study includes vehicular flow, trip generation, roadway segment and intersection analyses.

1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the village of Palmetto Bay and Miami-Dade County (See Appendix B). A synopsis of the methodology is as follows.



Project Location

Exhibit 1

Location Map

NORTH
MAP NOT TO SCALE

Study Area

The study area for the project includes the following intersections:

- Franjo Road (SW 97th Avenue) / US 1 (S)
- Franjo Road (SW 97th Avenue) / SW 180th Street (U)
- Franjo Road (SW 97th Avenue) / SW 184th Street (S)

S = Signalized
U = Un-signalized

The study area also includes the following roadway links:

- Franjo Road (SW 97th Avenue) between US 1 and SW 180th Street; and,
- Franjo Road (SW 97th Avenue) between SW 180th Street and SW 184th Street.

Roadway Improvements

As part of the redevelopment of this area of Palmetto Bay, the village is proposing to extend SW 95th Avenue from its present terminus at SW 174th Street, south to SW 184th Avenue, providing additional access to US 1. The analysis was performed with and without this improvement.

Project Trip Generation

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition, trips associated with the proposed development will be estimated. Pass - by capture and internal capture was established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 9th Edition.

Project Trip Distribution

Trip Distribution / Trip Assignment – Net new external project traffic were assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade Long Range Transportation Plan Update,* published by the *Metropolitan Planning Organization*. Normal traffic patterns were considered when assigning project trips.

Analysis Scenarios

The analysis scenarios for this study were as follows:

- Existing year
- Project build-out year (2018) without project trips (background traffic)
- Project build-out year (2018) with project trips (total traffic)

Data Collection

- Vehicle turning movement counts were collected during the AM (7– 9) and PM (4 – 6) peak hour conditions of a regular weekday at study intersections.
- Collected counts were adjusted to reflect AM and PM peak hour traffic conditions for the intersection analysis. The traffic volumes were adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*
- Field reviews were performed to obtain existing physical and operating characteristics of the roadway network within the study area. Acquired data included the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.
- Roadway improvements included within the first three years of the 5-year FDOT Work Program or roadway improvements identified by the village of Palmetto Baywere assumed as committed for analysis purposes.

Existing Conditions Intersection / Link Analysis

- Intersection capacity analysis was evaluated for the study area intersections using the Synchro. All input files were provided for review purposes.

Future Conditions Intersection / Link Analysis – Background Traffic Conditions

- Future background traffic volumes were determined by applying a compound growth rate to existing volumes and adding committed development traffic (if any). The growth rate was

calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County. If the historical growth rate was calculated to be less than 0.5 percent, 0.5 percent annual growth would be used for analysis purposes.

- Committed development information was provided by the village of Palmetto Bay.
- Intersection capacity analyses were evaluated using the Synchro. Signal timings might be optimized for future conditions analyses.
- Link /Segment capacity was estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis was completed for peak hour two-way traffic volumes.

Future Conditions Intersection / Link Analysis – Total Traffic Conditions

- Future total traffic volumes were determined by adding project trips and background traffic volumes.
- Intersection capacity analyses were evaluated using the Synchro software. Signal timings might be optimized for future conditions analyses. Access driveways were included as part of the LOS analysis.
- For intersections that failed to operate at an acceptable level of service, improvements were recommended to mitigate the impacts of project trips from the proposed development. Even though the improvements were intended to mitigate project traffic impacts, the improvements did not necessarily result in the intersection operating at an acceptable level of service.
- Link /Segment capacity was estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis was completed for peak hour two-way traffic volumes.

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, roadway segment counts, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

US -1 (S Dixie Highway)

US-1 is a state principal arterial roadway that provides north/south access throughout Miami-Dade County. Within the study area, US-1 is a one-way, northbound, three-laneroadway. There is no on-street parking provided on this roadway. FDOT has jurisdiction over US-1. The posted speed limit is 45 mph.

SW 97th Avenue (Franjo Road)

SW 97th Avenue is a county collector that provides north / south access from Old Cutler Road to US-1. Within the study area, SW 97thAvenueis a two-way, two-lane, undivided roadway. There is no on-street parking provided on the roadway. Miami-Dade County has jurisdiction over SW 97thAvenue. The posted speed limit is 30 mph.

SW 184th Street (Eureka Drive)

SW 184th Street is a county minor arterial that provides east/west access throughout Miami- Dade County. West of SW 97th Avenue, SW 184th Street is a two-way, four-lane, undivided roadway. East of SW 97th Avenue, it is two-way, two-lane, undivided roadway.There is no on-street parking provided on the roadway. Miami-Dade County has jurisdiction over SW 184th Street. The posted speed limit is 40 mph.

SW 180th Street

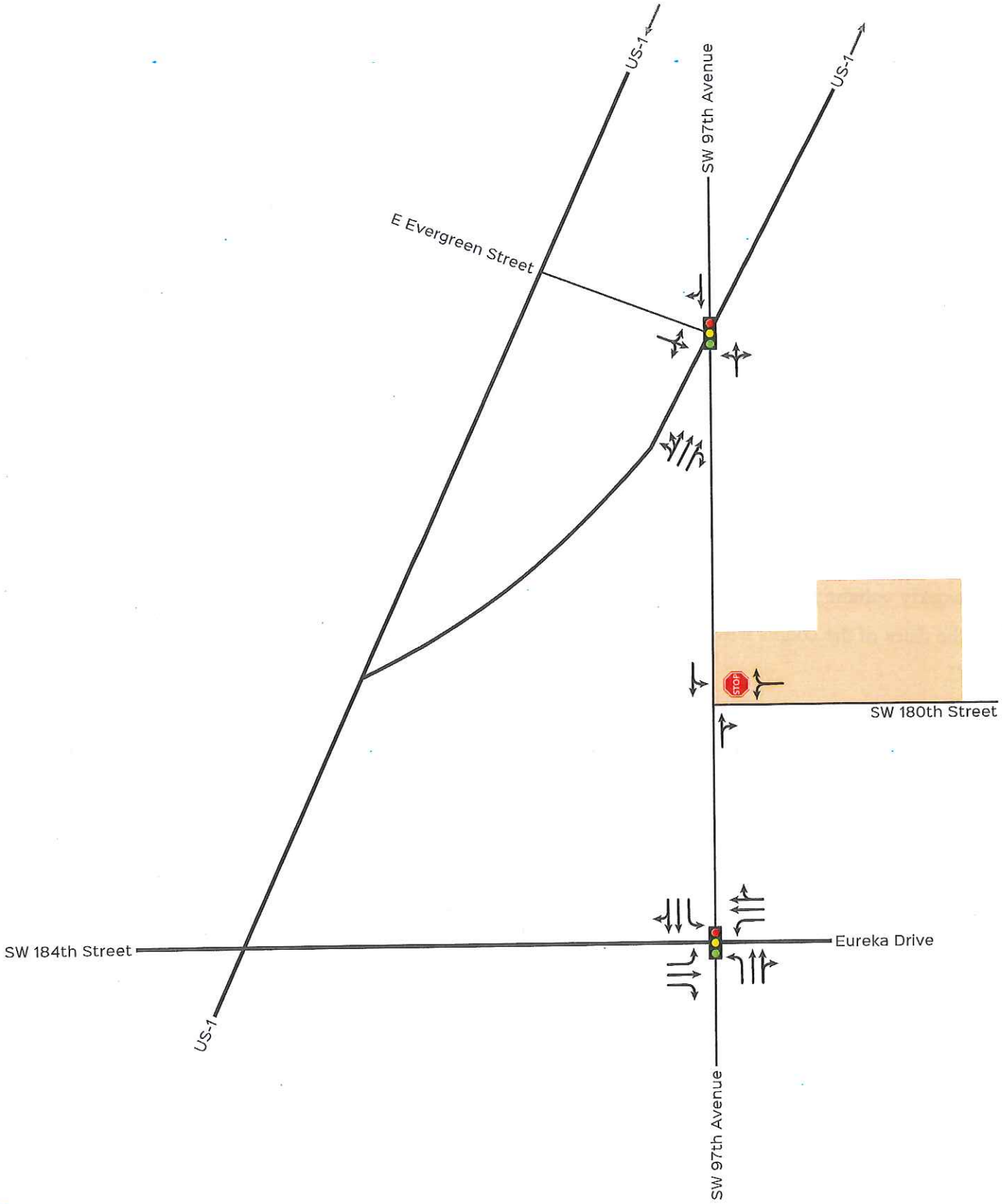
SW 180th Street is a local roadway that runs east / west between SW 97th Avenue and SW 94th Avenue. Within the study area, SW 180th Street is a two-way, two-lane, undivided road. There is no on-street parking provided on the roadway. The village of Palmetto Bay has jurisdiction over SW 180th Street. The speed limit is not posted on this segment of SW 180th Street. However, if not posted, the village's speed limit is 30 mph.

2.2 Traffic Counts

Vehicle turning movement counts were taken on April 6th, 2016 at the study intersections during the AM (7-9 AM) and PM (4-6 PM) peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors obtained from FDOT. A weekly volume peak season conversion factor of 1.00 (Miami-Dade County South) corresponding to the dates of the counts was used. Traffic counts and FDOT season factors are provided in Appendix C.

2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersection analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak hour at the segments and intersections analyzed are shown in Exhibit 3. The signal timings are also provided in Appendix C.

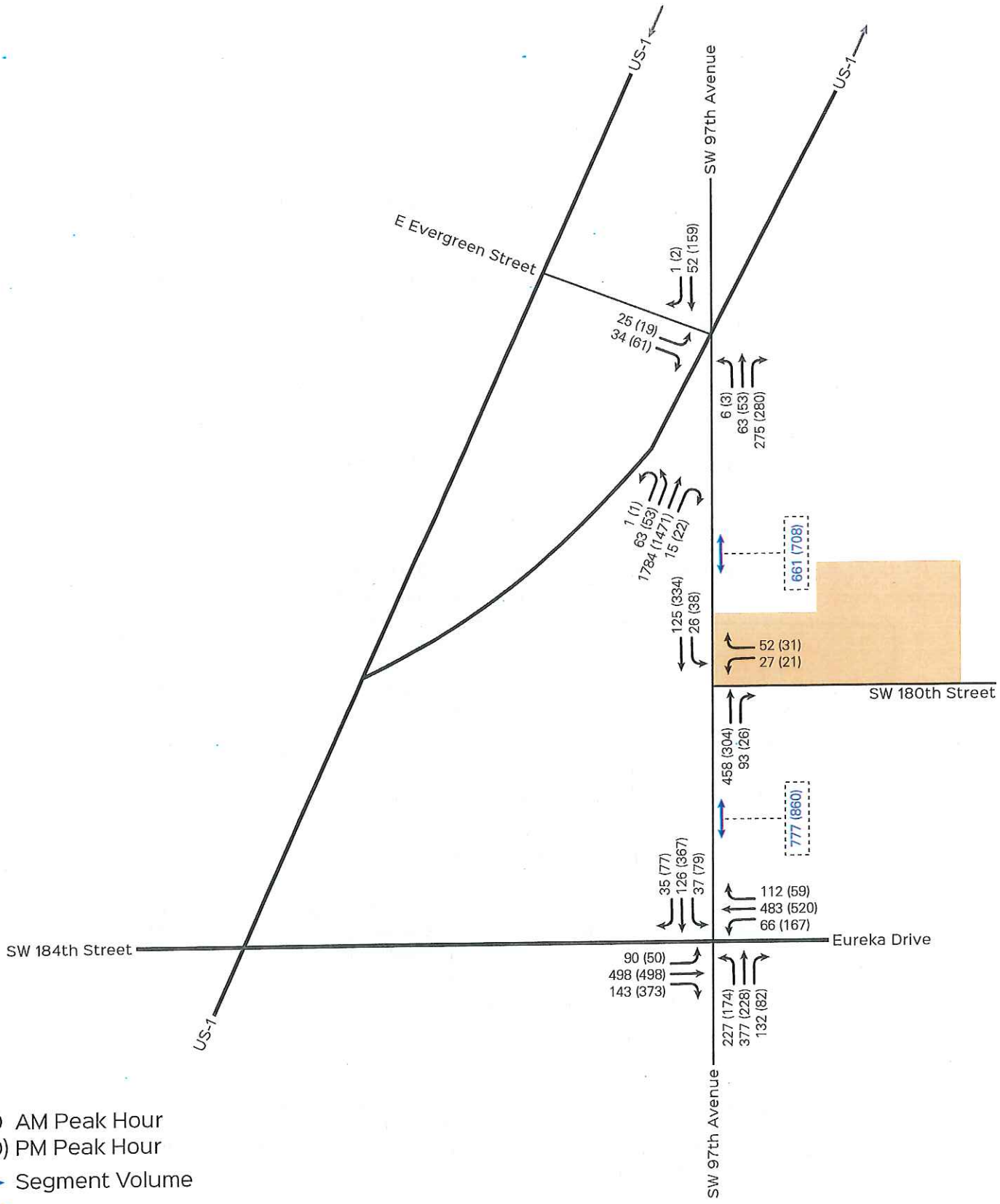


Project Location

Exhibit 2

Existing Lane Configurations

NORTH
MAP NOT TO SCALE



00 AM Peak Hour
(00) PM Peak Hour
↔ Segment Volume
Project Location

Exhibit 3

Existing AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

2.4 Roadway Capacity Analysis

The FDOTs generalized service volume tables provide the maximum volume for a specific Level of Service (LOS). LOS is a qualitative assessment of a road's operating conditions and is represented by the letters A through F, where A is free flow (best condition) and F is the most congested condition. FDOTs generalized service volume tables are provided in Appendix C.

Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour two-way service volume table. Both the roadway segment of SW 97th Avenue between US-1 and SW 180th Street and SW 97th Avenue between SW 180th Street and SW 184th Street currently operate within the village's LOS standards.

Exhibit 4: Existing Roadway Capacity Analysis
Weekday AM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Existing Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	661	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	777	E	1,269	Yes

Weekday PM Peak Hour Conditions

Roadway	Direction	# of Lanes	PM Peak Existing Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	708	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	860	E	1,269	Yes

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
SW 97th Avenue: SW 180th Street-SW 184th Street: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 5 shows the resulting LOS for existing conditions during morning and afternoon peak hours. The analysis indicates that for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach is currently experiencing some delays during the AM and PM peak hour. However, all the study intersections' overall LOS meets village's LOS standards. Analysis worksheets are included in Appendix D.

Exhibit 5: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 / SW 97th Avenue / E Evergreen Street	S	NB	E	E	E
		SB	D	E	E
		NEB	C	C	E + 20
		EB	F	F	D
		Overall	***D***	***D***	***N/A***
SW 180th Street / SW 97th Avenue	U	WB	B	B	E + 20
SW 97th Avenue / SW 184th Street	S	NB	D	C	E
		SB	D	C	E
		EB	A	B	E + 20
		WB	A	B	E + 20
		Overall	***C***	***B***	***E+***

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The *2015 Miami-Dade County Transportation Improvement Program (TIP)* and the *2040 Long Range Transportation Program* were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show no officially programmed or planned capacity improvement projects within the study area.

It should be noted that the project is part of the Palmetto Bay Downtown Redevelopment area. This consists of residential and retail/office land uses, to be built in three development phases occurring in 2025, 2035, and 2045. Several roadway improvements have been recommended to mitigate the impacts. Construction of SW 95th Avenue is proposed from its present terminus at SW 174th Street, south to SW 184th Avenue, providing additional access to US 1, and a parallel facility to SW 97th Avenue. This improvement was considered in the future condition analysis of this study. For comparison purposes, the analysis was performed with and without the SW 95th Avenue improvement.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. Historic growth rate documentation is included in Appendix C. This analysis indicated that traffic has decreased in the past years. However, a conservative 0.5% annual growth rate was used for this study.

The village was consulted to determine any committed development in the vicinity of the project site. One committed development was identified for estimating future traffic volumes in this study: Parkside at Palmetto Bay. The Committed development information is included in Appendix E.

4.2 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. See Appendix F for project trip generation worksheets.

The proposed development plan incorporates residential and retail land uses, which can satisfy the retail needs for some residents, employees, and visitors without making a trip off-site. An internalization matrix was developed to establish the appropriate number of internal project trips. Internal capture rates used are also included in Appendix F.

Furthermore, the project is located within a Palmetto Bay designated Enterprise Zone due to proximity to transit, suggesting higher ridership for the area. A 10% adjustment was applied to account for other modes of transportation. The project trip generation summary is provided in Exhibit 6.

Exhibit 6: Project Trip Generation Summary

Proposed ITELand Use Designation[1]	Size/Units	AM Peak HourVehicle Trips			PM Peak HourVehicle Trips		
		In	Out	Total	In	Out	Total
Mid-Rise Apartment (Land Use 223)	271 Units	24	57	81	62	44	106
		$Rate = \frac{0.3\ trips}{Unit}$			$Rate = \frac{0.39\ trips}{Unit}$		
		31% In	69% Out		58% In	42% Out	
Specialty Retail[2] (Land Use 826)	7,010 SF	5	3	8	8	11	19
		--			$Rate = \frac{2.71\ trips}{1000\ SF\ GFA}$		
		-- In	-- Out		44% In	56% Out	
Subtotal Gross Trips		29	60	89	70	55	125
Transit and Pedestrian	10%	-3	-6	-9	-7	-6	-13
Internal Capture[3]	2.5% (AM) 7.2% (PM)	-1	-1	-2	-4	-4	-8
Net External Trips (Proposed)		**25**	**53**	**78**	**59**	**45**	**104**

[1] Based on ITE Trip Generation Manual, Ninth Edition,
[2] AM Peak Hour Vehicle Trips based on ratio of Land Use 820 AM Rates
[3] Based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition

4.3 Future Traffic Conditions (without SW 95h Avenue Link)

4.3.1 Future Roadway Analysis without Project (without SW 95th Avenue Link)

Traffic volumes for future without project conditions were obtained by adding background traffic to existing traffic volumes. Exhibit 7 shows the future without projectAM and PM peak hour traffic at each roadway segment based on the FDOT generalized peak hour two-way service volume table. Both the roadway segment of SW 97th Avenue between US-1 and SW 180th Street and SW 97th Avenue between SW 180th Street and SW 184th Street continue to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 8 shows the projected roadway volumes for future without project traffic.

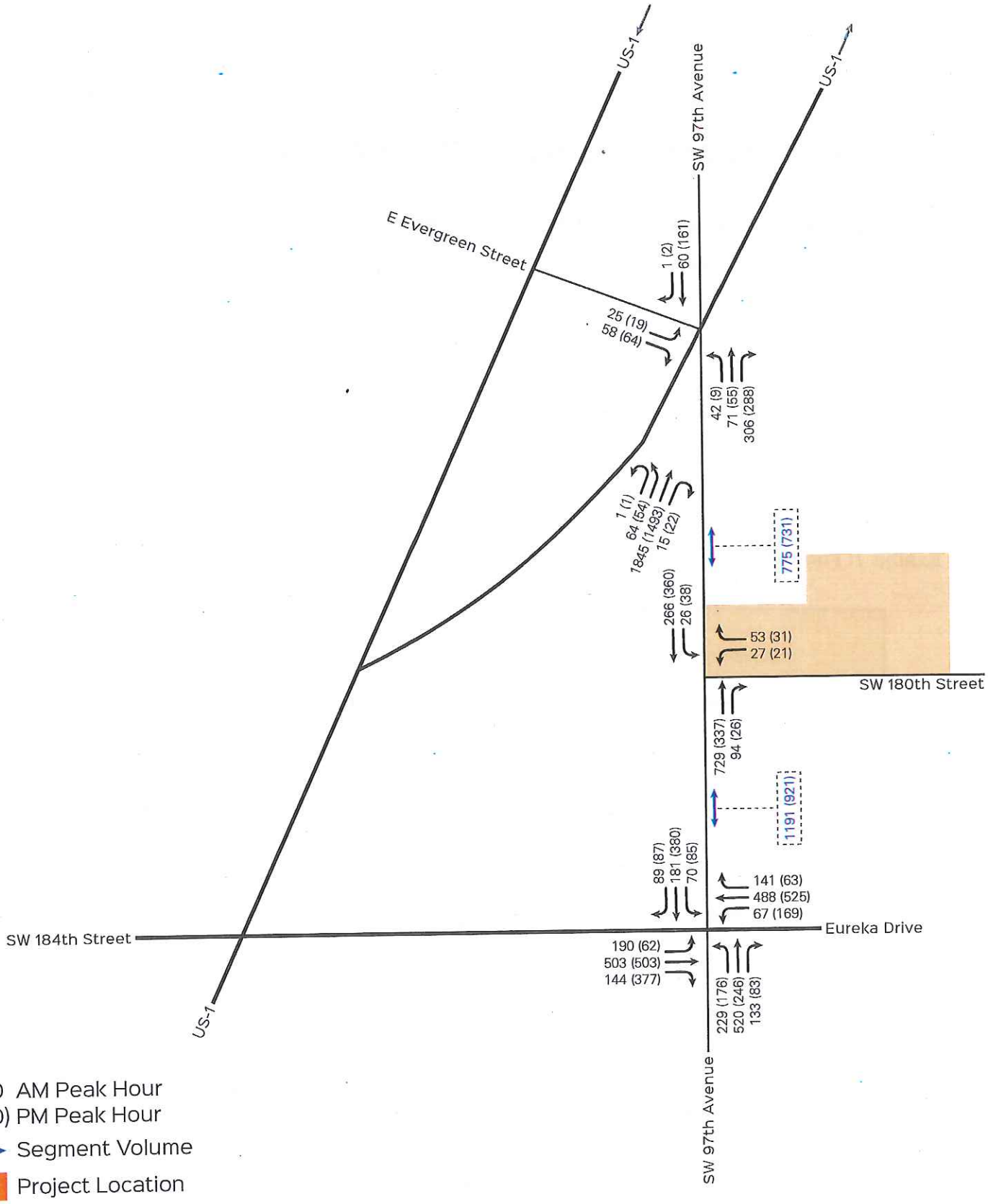
Exhibit 7: Future without Project Roadway Capacity Analysis (without SW 95th Avenue link)
Weekday AM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Existing Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	775	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	1,191	E	1,269	Yes

Weekday PM Peak Hour Conditions

Roadway	Direction	# of Lanes	PM Peak Existing Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	731	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	921	E	1,269	Yes

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
SW 97th Avenue: SW 180th Street-SW 184th Street: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);



00 AM Peak Hour
(00) PM Peak Hour
↔ Segment Volume
Project Location

Exhibit 8

Future Without Project (without SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.3.2 Future Intersection Analysis without Project (without SW 95th Avenue Link)

Traffic volumes for future conditions without project condition were obtained by adding background traffic to existing traffic. Exhibit 8 also shows the projected turning movements for future without project traffic.

Exhibit 9 shows the resulting LOS for morning and afternoon peak conditions for future without project. The analysis indicates that for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach continues to experience some delays during the AM and PM peak hour. The northbound approach is also projected to experience some delays during the AM peak hour. However, all the study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

Exhibit 9: Future without Project Intersection Capacity Analysis (without SW 95th Avenue link) Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 / SW 97th Avenue / E Evergreen Street	S	NB	F	E	E
		SB	E	D	E
		NEB	C	C	E + 20
		EB	F	F	D
		Overall	***D***	***D***	*N/A*
SW 180th Street / SW 97th Avenue	U	WB	C	B	E + 20
SW 97th Avenue / SW 184th Street	S	NB	D	C	E
		SB	D	C	E
		EB	B	B	E + 20
		WB	B	B	E + 20
		Overall	***C***	***B***	*E+*

Source: David Plummer & Associates

4.3.3 Project Trip Assignment (without SW 95th Avenue Link)

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1143 shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County.The distribution can be summarized as followed: 48.57% to the north, 22.68% to the south, 5.75 to the east, and 23.02% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution and assignment for the proposed project is shown in Exhibit 11 and Exhibit 12 respectively.

Exhibit 10: Cardinal Distribution
(TAZ 1143)

Direction	Distribution
NNE	30.71%
ENE	2.69%
ESE	3.07%
SSE	5.71%
SSW	16.97%
WSW	10.93%
WNW	12.09%
NNW	17.87%
Total	100.00%

Source: Miami-Dade Long Range Transportation Plan

It should be noted that the project is proposing a roadway accessing SW 180th Street bordering the east of the property and continues along the north of the property. One of the project driveways will access the proposed roadway to the north; however this proposed roadway will not have connectivity to SW 97th Avenue at the time of project buildout. Therefore, the project traffic will use SW 180th Street to access the proposed driveway. In the future, these proposed roadways adjacent to the project will provide greater connectivity to the surrounding network. Proposed roadways are illustrated on Exhibit 11 and 12 and can be seen on the project site plan in Appendix A.

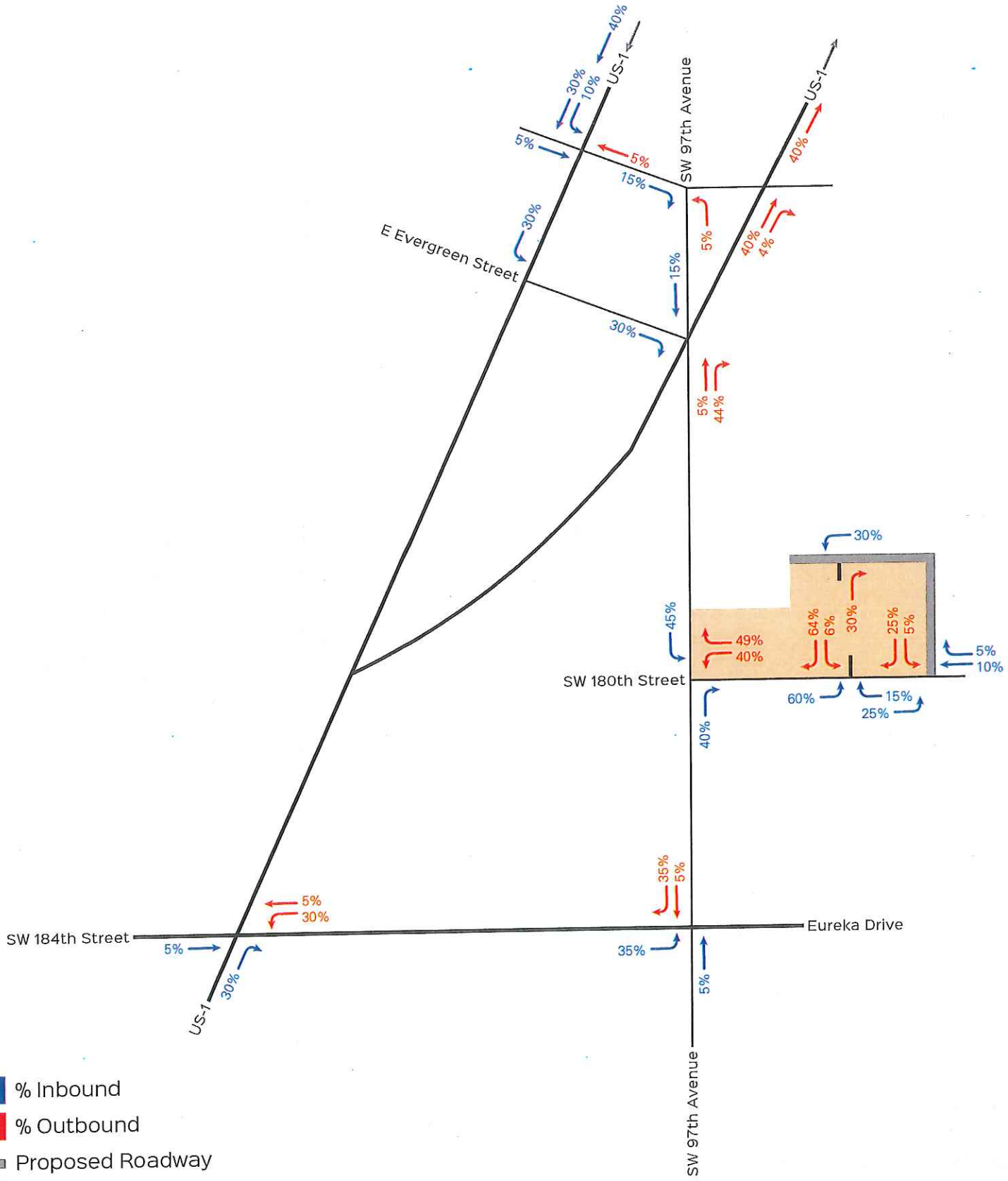
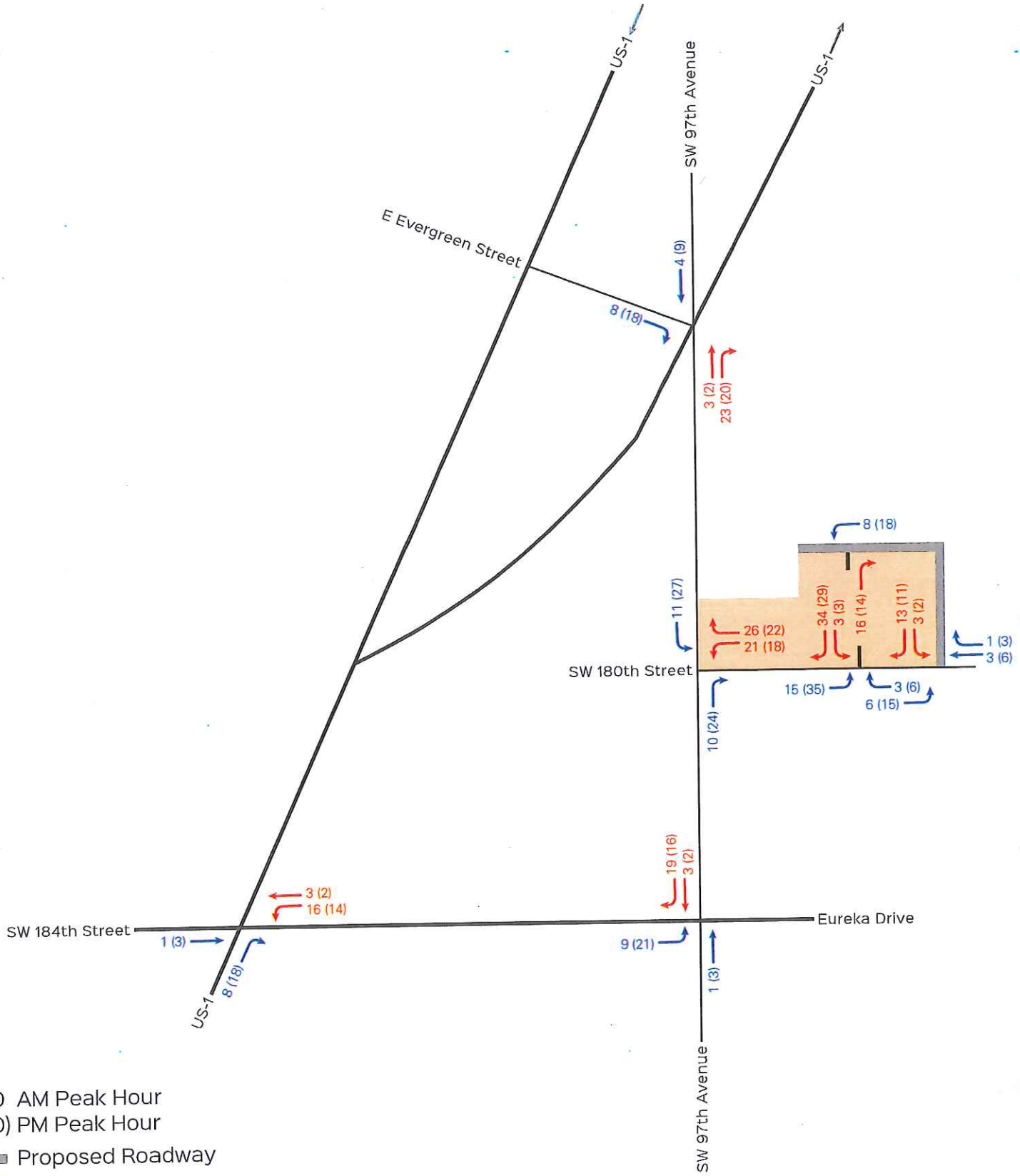


Exhibit 11

Project Trip Distribution (without SW 95th Avenue link)

NORTH
MAP NOT TO SCALE



00 AM Peak Hour
(00) PM Peak Hour
Proposed Roadway
Project Location

Exhibit 12

Project Trip Assignment (without SW 95th Avenue link)

NORTH
MAP NOT TO SCALE

4.3.4 Future with Project Roadway Capacity Analysis (without SW 95th Avenue Link)

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 13 shows roadway capacity for the future with project during the AM and PM Peak hour for each roadway segment based on the FDOT generalized peak hour two-way service volume table. As in the future without project conditions, both the roadway segment of SW 97th Avenue between US-1 and SW 180th Street and SW 97th Avenue between SW 180th Street and SW 184th Street continue to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 14 shows the projected AM and PM roadway volumes.

Exhibit 13: Future with Project Roadway Capacity Analysis (without SW 95th Avenue link)

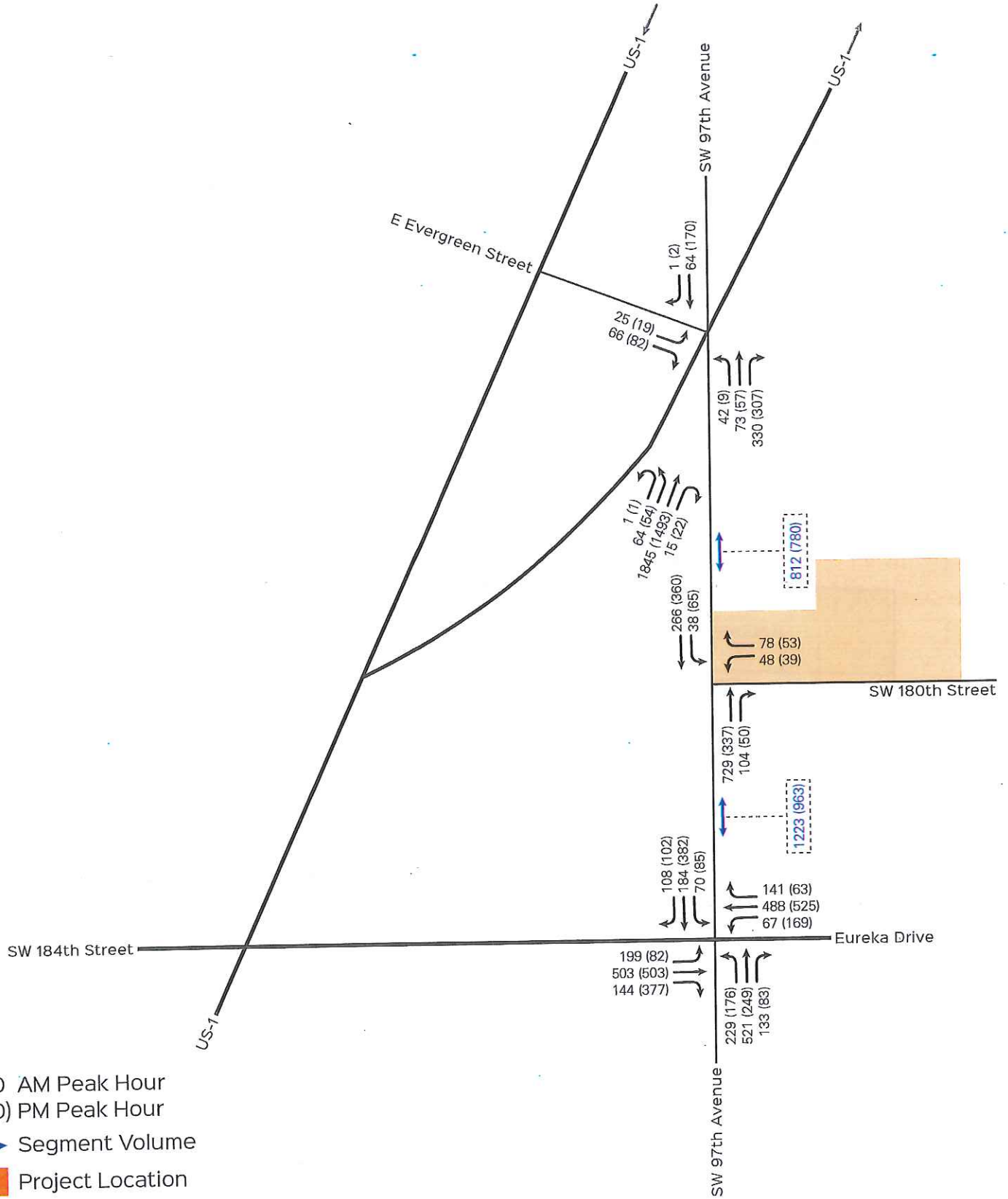
Weekday AM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	812	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	1,223	E	1,269	Yes

Weekday PM Peak Hour Conditions

Roadway	Direction	# of Lanes	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	780	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	963	E	1,269	Yes

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
SW 97th Avenue: SW 180th Street-SW 184th Street: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);



00 AM Peak Hour
(00) PM Peak Hour
↔ Segment Volume
Project Location

Exhibit 14

Future With Project (without SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.3.5 Future with Project Intersection Analysis (without SW 95th Avenue Link)

The trip assignments in the previous section, traffic projections for the project and background growth were combined to obtain future traffic with project at the analyzed intersection. Exhibit 14 also shows the projected turning movement volumes for future with project. Exhibit 15 shows the resulting LOS for the morning and afternoon peak conditions for future with project.

The future with project analysis indicates that for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach continues to experience some delays during the AM and PM peak hours. The northbound approach is also projected to experience some delays during the AM peak hour. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. All study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

Exhibit 15: Future with Project Intersection Capacity Analysis (without SW 95th Avenue link)

Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 / SW 97th Avenue / E Evergreen Street[1]	S	NB	F	E	E
		SB	D	D	E
		NEB	C	D	E + 20
		EB	F	F	D
		Overall	***D***	***D***	***N/A***
SW 180th Street / SW 97th Avenue	U	WB	D	C	E + 20
SW 97th Avenue / SW 184th Street	S	NB	D	C	E
		SB	D	C	E
		EB	B	B	E + 20
		WB	B	B	E + 20
		Overall	***C***	***B***	***E+***

(1) AM Peak LOS with Signal Timing Improvements

Source: David Plummer & Associates

4.4 Future Traffic Conditions (with SW 95th Avenue Link)

The construction of the extension of SW 95th Avenue will improve connectivity in the study area allowing motorists presently on the road to choose an alternative route to travel north/south. Therefore, this improvement will impact existing traffic patterns at the study roadway segments and intersections. Background traffic patterns were adjusted to reflect the improved accessibility and connectivity. Traffic diversions were obtained from the *Traffic Impact Analysis for Downtown Redevelopment Task Force*, prepared by Marlin Engineering on February 2015 for the Village of Palmetto Bay. Excerpts documenting these diversions are provided in Appendix G.

4.4.1 Future Roadway Analysis without Project (with SW 95th Avenue Link)

Traffic volumes for future without project conditions for this scenario were obtained by adding background traffic, existing traffic volumes and the diverted volumes. Exhibit 16 shows AM and PM peak hour roadway segment analysis for future without project with the proposed roadway network. Both the roadway segment of SW 97th Avenue between US-1 and SW 180th Street and SW 97th Avenue between SW 180th Street and SW 184th Street continue to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 17 shows the projected roadway volumes with SW 95th Avenue link.

Exhibit 16: Future without Project Roadway Capacity Analysis (with SW 95th Avenue link)

Weekday AM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	387	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	596	E	1,269	Yes

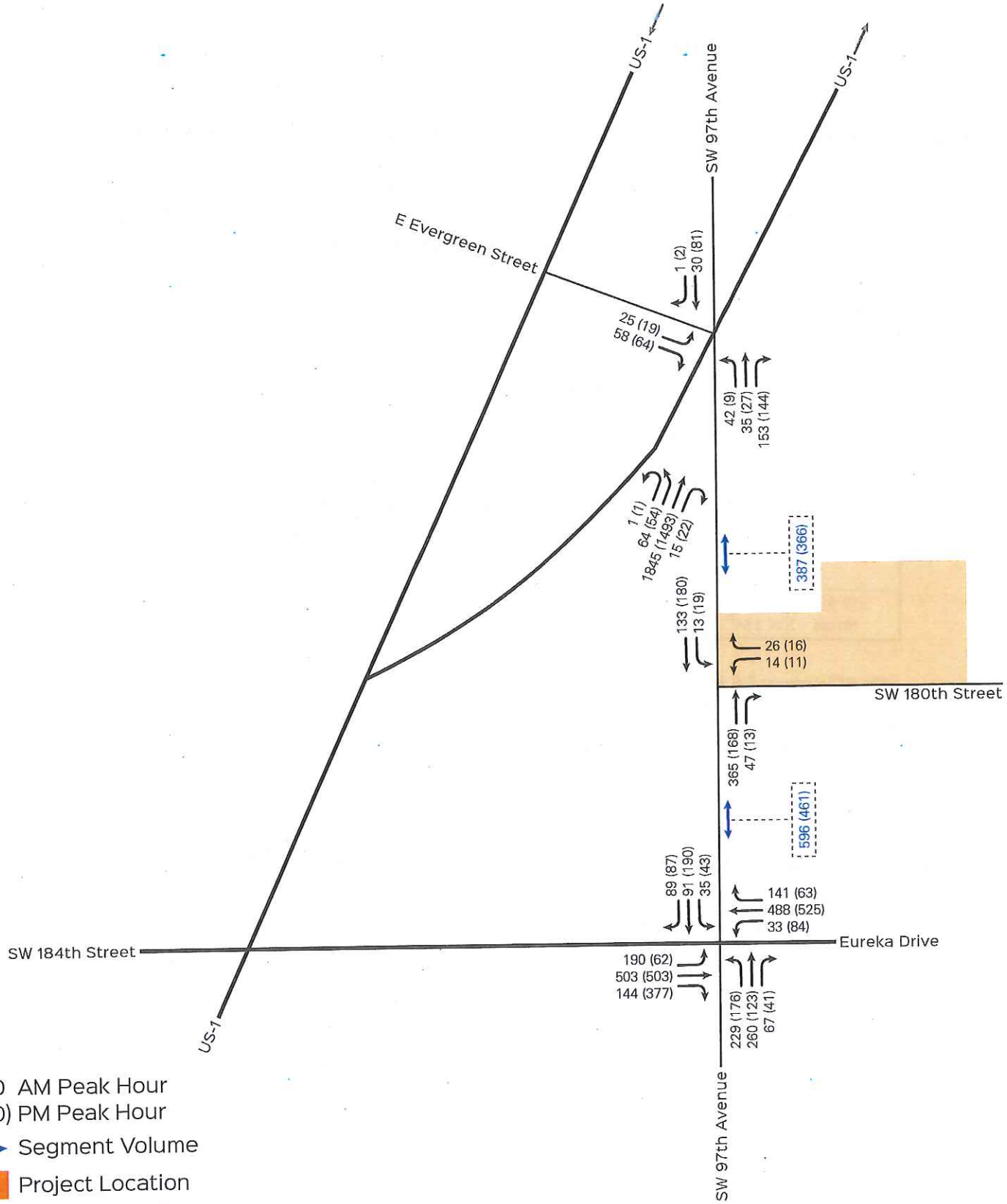
Weekday PM Peak Hour Conditions

Roadway	Direction	# of Lanes	PM Peak Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	366	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	461	E	1,269	Yes

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
SW 97th Avenue: SW 180th Street-SW 184th Street: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);

4.4.2 Future Intersection Analysis without Project (with SW 95th Avenue Link)

Traffic volumes for future conditions without project with the proposed roadway network were obtained by adding background traffic, existing traffic and traffic diversions. Exhibit 17 also shows the projected turning movements for future without project traffic.



00 AM Peak Hour
(00) PM Peak Hour
↔ Segment Volume
Project Location

Exhibit 17

Future Without Project (with SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

Exhibit 18 shows the resulting LOS for morning and afternoon peak conditions at the study intersections. The analysis indicates that for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound approach continues to experience some delays during the AM and PM peak hour. The northbound approach is also projected to experience some delays during the AM and PM peak hour and the southbound approach during the AM peak hour. However, all the study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

Exhibit 18: Future without Project Intersection Capacity Analysis (with SW 95th Avenue link)

Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 / SW 97th Avenue / E Evergreen Street	S	NB	F	F	E
		SB	E	F	E
		NEB	C	B	E + 20
		EB	F	F	D
		Overall	*D*	*C*	*N/A*
SW 180th Street / SW 97th Avenue	U	WB	B	B	E + 20
SW 97th Avenue / SW 184th Street	S	NB	E	C	E
		SB	D	C	E
		EB	A	A	E + 20
		WB	A	A	E + 20
		Overall	*C*	*B*	*E+*

Source: David Plummer & Associates

4.3.3 Project Trip Assignment (with SW 95th Avenue Link)

The project traffic distribution based on the cardinal distribution and discussed in Section 4.2.3 of this report was re-distributed to reflect the improved roadway network available for access by project traffic. The resulting trip distribution and assignment is shown in Exhibit 19 and Exhibit 20 respectively.

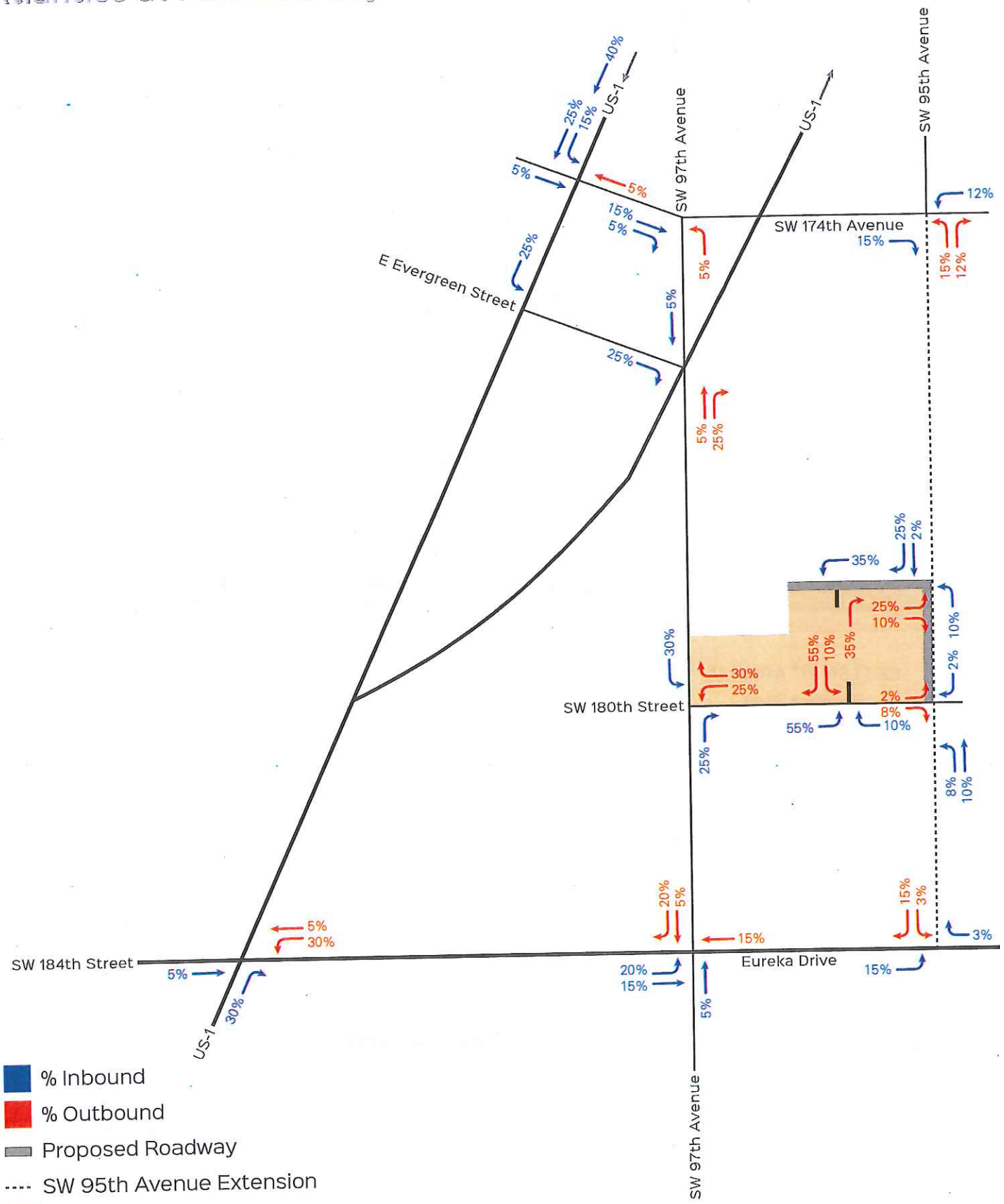
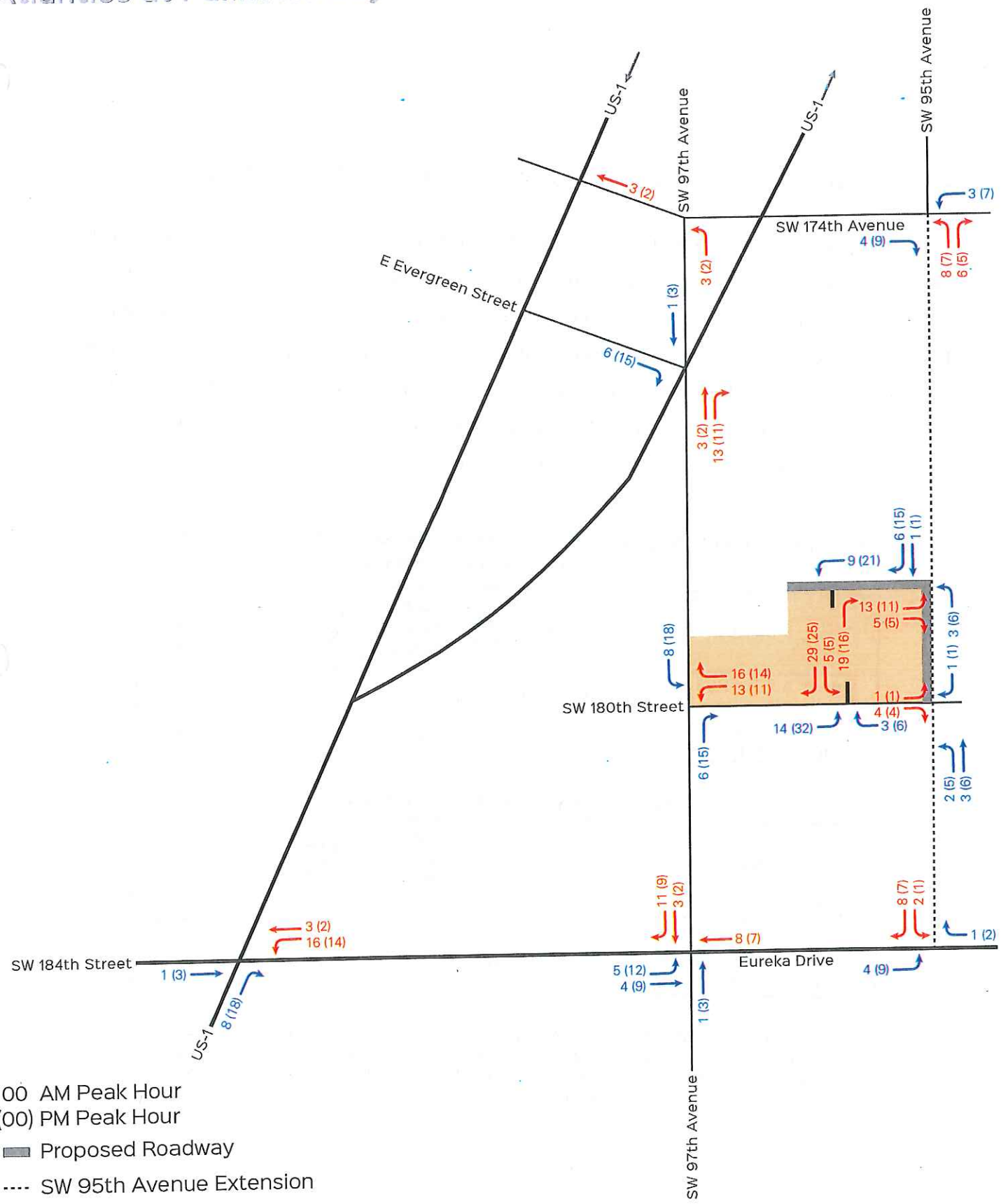


Exhibit 19

Project Trip Distribution (with SW 95th Avenue link)



00 AM Peak Hour
(00) PM Peak Hour
Proposed Roadway
---- SW 95th Avenue Extension
Project Location

Exhibit 20

Project Trip Assignment (with SW 95th Avenue link)

NORTH
MAP NOT TO SCALE

4.3.4 Future with Project Roadway Capacity Analysis (with SW 95th Avenue Link)

Traffic projections for the project were combined with volumes for future conditions without the project for the proposed roadway network to obtain the total traffic on the analyzed roadway segments. Exhibit 21 shows roadway capacity for the future with project during the AM and PM Peak hour. As in the future without project conditions, both the roadway segment of SW 97th Avenue between US-1 and SW 180th Street and SW 97th Avenue between SW 180th Street and SW 184th Street continue to operate within the village's LOS standards during the AM and PM peak hour. Exhibit 22 shows the projected AM and PM roadway volumes.

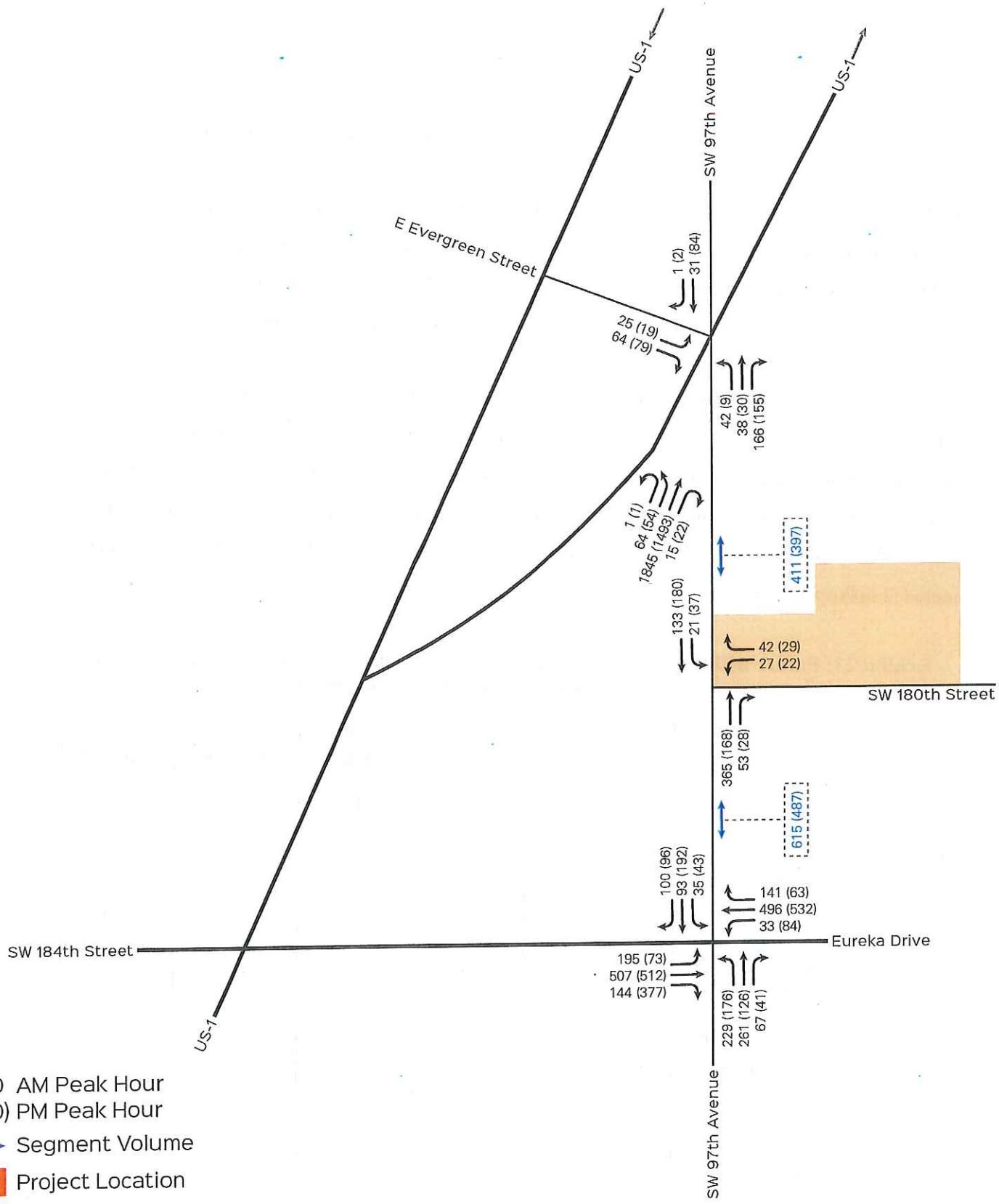
Exhibit 21: Future with Project Roadway Capacity Analysis (with SW 95th Avenue link)
Weekday AM Peak Hour Conditions

Roadway	Direction	# of Lanes	AM Peak Existing Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	411	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	615	E	1,269	Yes

Weekday PM Peak Hour Conditions

Roadway	Direction	# of Lanes	PM Peak Existing Volume	LOS Std	SV[1]	Meet LOS Std?
SW 97th Avenue: US 1 – SW 180th Street	Two-Way	2LU	397	E	1,015	Yes
SW 97th Avenue: SW 180th Street – SW 184th Street	Two-Way	2LU	487	E	1,269	Yes

[1] ***SW 97th Avenue: US 1–SW 180th Street***: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway, and - 20% for No Exclusive Left/Right Lanes; ***Peak Hour Two-Way*** (1,410 vph * 0.9 * 0.8 = 1,015vph);
SW 97th Avenue: SW 180th Street-SW 184th Street: Class II Arterial 2 Lanes, - 10% Non-State Signalized Roadway; ***Peak Hour Two-Way*** (1,410 vph * 0.9 = 1,269vph);



00 AM Peak Hour
(00) PM Peak Hour
↔ Segment Volume
Project Location

Exhibit 22

Future With Project (with SW 95th Avenue link)
AM and PM Peak Hour Traffic Volumes

NORTH
MAP NOT TO SCALE

4.3.5 Future with Project Intersection Analysis (with SW 95th Avenue Link)

Traffic projections for the project were combined with volumes for future conditions without the project for the proposed roadway network to obtain the total traffic on the analyzed intersections. Exhibit 22 also shows the projected turning movement volumes for future with project. Exhibit 23 shows the resulting LOS for the morning and afternoon peak conditions for future with project.

The future with project analysis indicates that for the US-1 / SW 97th Avenue / Evergreen Street intersection the eastbound and northbound approaches continue to experience some delays during the AM and PM peak hours. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. All study intersections' overall LOS continue to meet village's LOS standards. Capacity worksheets are included in Appendix D.

Exhibit 23: Future with Project Intersection Capacity Analysis (with SW 95th Avenue link) Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US-1 / SW 97th Avenue / E Evergreen Street[1]	S	NB	F	F	E
		SB	E	E	E
		NEB	C	B	E + 20
		EB	F	F	D
		Overall	***D***	***C***	***N/A***
SW 180th Street / SW 97th Avenue	U	WB	B	B	E + 20
SW 97th Avenue / SW 184th Street	S	NB	E	C	E
		SB	D	C	E
		EB	A	A	E + 20
		WB	A	A	E + 20
		Overall	***C***	***B***	***E+***

(1) AM and PM Peak LOS with Signal Timing Improvements

Source: David Plummer & Associates

Exhibit 24 shows the reduction in intersection delay when comparing the future with project condition without SW 95th Avenue to with SW 95th Avenue condition.

Exhibit 24: Future with Project Intersection Delay Comparison (With / Without SW 95th Avenue link)

Intersection	Direction	Future with Project			
		AM Peak Delay		PM Peak Delay	
		Without SW 95th Avenue Link	With SW 95th Avenue Link	Without SW 95th Avenue Link	With SW 95th Avenue Link
US-1 / SW 97th Avenue / E Evergreen Street	*Overall*	53.2	36.8	46.2	29.4
SW 180th Street / SW 97th Avenue	WB	28.4	12.4	16.5	10.8
SW 97th Avenue / SW 184th Street	*Overall*	26.7	25.6	19.9	15.0

Source: David Plummer & Associates

5.0 CONCLUSIONS

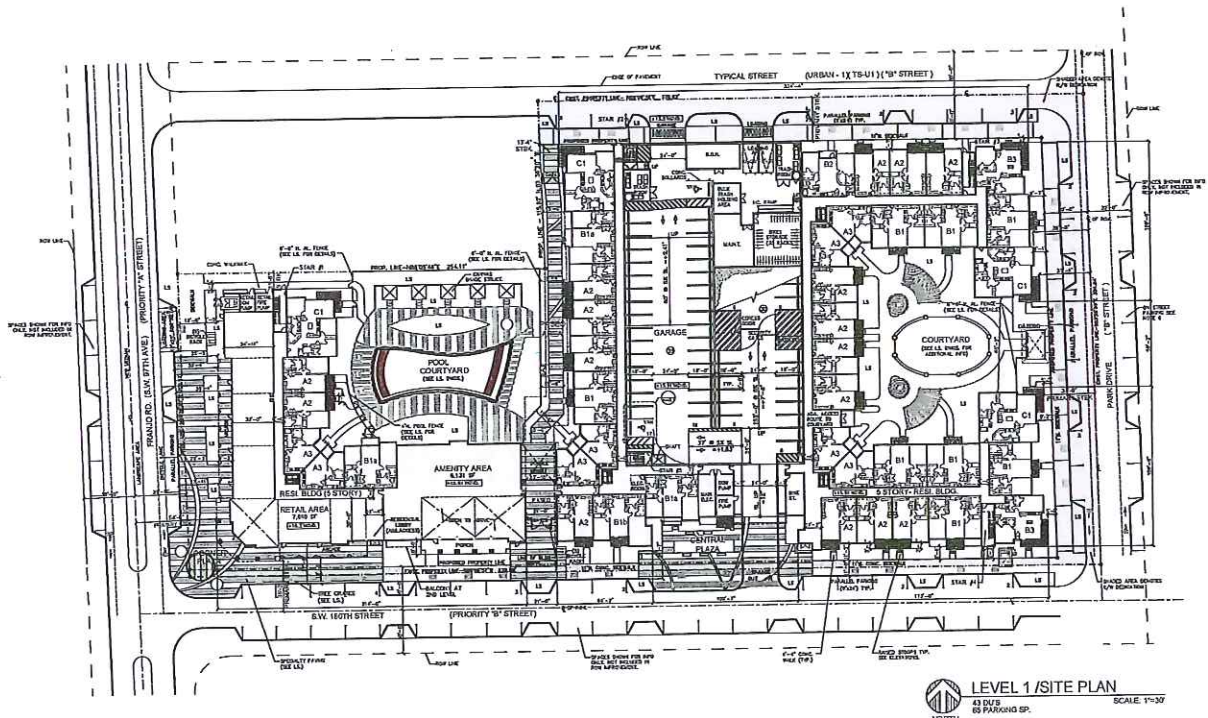
An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the village of Palmetto Bay. The intersection analysis results show that the eastbound approach of the US-1 / SW 97th Avenue / Evergreen Street intersection is projected to experience some delays during the AM and PM peak hours. The northbound approach of this intersection is also projected to experience some delays during the AM peak hour. Minor signal timing improvements are recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection in order to improve overall intersection operations. With the signal timing improvement, all study intersections' overall LOS continue to meet village's LOS standards.

A roadway segment analysis was also completed. The results of the analysis show that the roadway segment of SW 97th Avenue between US-1 and SW 184th Street is operating and will continue to operate within the village's LOS standards during the AM and PM peak hour.

The SW 95th Avenue improvement was considered in the future condition analysis of this study. For comparison purposes, the analysis was performed with and without the SW 95th Avenue improvement. Results shown above reflect the future conditions without the SW 95th Avenue link. Based on the traffic volume diversions taken from the parallel roadway, the roadway segment of SW 97th Avenue between US-1 and SW 184th Street operations are expect to significantly improve for the future with SW 95th Avenue link. The intersection analysis results for the future with SW 95th Avenue link show a significant reduction in overall intersection delay for all analyzed intersection. However, minor signal timing improvements are still recommended at the US-1 / SW 97th Avenue / Evergreen Street intersection.

In conclusion, the analysis shows that the proposed project will not adversely impact the intersections and segments that were analyzed within the study area. All intersections and roadway segments will meet the villages' LOS standard at future with project condition with and without the proposed extension of SW 95th Avenue.

Appendix A
Site Plan



LEVEL 1 /SITE PLAN

SCALE: 1"=30'

NORTH

43 DU'S
69 PARKING SP.

NOTES:

1. SEE OPEN SPACE DIAGRAM FOR ADDL INFO, SHEET A2.1
2. SEE LEE FRONAGE / BUILDING DIAGRAM FOR ADDL INFO, SHT A2.1
3. ALL FFE AND GRADE CROWN OF ROAD ELEVATIONS ARE REFERENCED N.G.V.D. AS ESTABLISHED BY CIVIL ENGINEER
4. AVERAGE CROWN OF ROAD ELEVATION ARE AS FOLLOWS:
   - FRANJO RD. +15.18' NGVD
   - SW 160 ST. +13.83' NGVD
   - PARK DRIVE +13.21' NGVD
   - 2ND STREET (N) +13.5 NGVD
5. FFE RETAIL +18.0 NGVD
   FFE RESIDENTIAL +13.91'NGVD
6. ALL ON STREET PARALLEL PARKING SPACES ARE 22'X8'
7. ALL DRIVEWAYS LEADING TO GARAGE ARE ASPHALT PAVEMENT
8. SITE DETAILS SHT A2.1

SITE PLAN RESUBMITTAL #2 05/03/2019

BY	
SITE PLAN SUBMITTAL 03/14/19	
SITE PLAN RESUBMITTAL #1 04/29/19	
SITE PLAN RESUBMITTAL #2 05/03/19	

ATLANTICO AT PALMETTO BAY

FCI PALMETTO BAY, LLC.

LOCATED AT:
PALMETTO BAY, FLORIDA

JOSE L. SAUSELL
AR0013063

MSA ARCHITECTS, INC.
MIAMI OFFICE:
SUITE 100
CORAL GABLES, FL 33134
(305) 373-0911
FAX (305) 373-0912
2601 SOUTH 37TH AVE.
HOLLYWOOD, FLORIDA 33020
(954) 966-2600

MSA ARCHITECTS
ARCHITECTURE & PLANNING

DRAWN	
DATE	03/14/2019
SCALE	AS SHOWN
JOB NO.	17114.PAL
SHEET	

A-2.1

OF SHEETS

Appendix B
Methodology

DAVID PLUMMER & ASSOCIATES
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

1750 PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA 33134
305 447-0900 • FAX: 305 444-4986 • EMAIL: DPA@DPLUMMER.COM

Atlantico at Palmetto Bay
Traffic Study Methodology

February 29, 2016
Revised March 7, 2016

DPA will undertake a Traffic Impact Analysis as required by the village of Palmetto Bay. This methodology will provide the details of the Traffic Impact Analysis proposed for this development. This methodology is based on the requirements from the village of Palmetto Bay and discussions from a methodology meeting (conference call) held with the village traffic consultant on February 25, 2016. Confirmation of this methodology will be requested from the village prior to performing the study. All work will be based on the final development plan to be provided by the client.

Location: 17945 SW 97th Avenue in the village of Palmetto Bay, FL

Existing Site: Bank with a Drive-thru (Closed)

Proposed Plan: Residential development with 285 units and 6,988 SF of specialty retail

Methodology: The proposed methodology is outlined below:

Study Area

A significance analysis will be conducted for the AM and PM peak hour to determine the roadway links where the project traffic is greater than 3% of the roadway capacity. Based on the significance analysis, all major roadway links and intersections that exceed the 3% thresholds will be analyzed.

Project Trip Generation

Using information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 9th Edition, trips associated with the proposed development will be estimated. Pass - by capture and internal capture will be established based on the ITE, *Trip Generation Manual, Users Guide and Handbook*, 9th Edition.

Project Trip Generation Summary

Proposed ITE Land Use Designation	Number of Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Mid-Rise Apartments *Land Use Code: 223*	285 Units	26	60	86	66	45	111
Specialty Retail *Land Use Code: 826*	6,988 SF	5	3	8	8	11	19
Transit/Pedestrian Trips	**2.5%**	-1	-2	-3	-2	-1	-3
Net External Trips		**30**	**61**	**91**	**72**	**55**	**127**

Project Trip Distribution

Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade Long Range Transportation Plan Update,* published by the *Metropolitan Planning Organization*. Normal traffic patterns will also be considered when assigning project trips.

Analysis Scenarios

The analysis scenarios for this study are as follows:

- Existing year
- Project build-out year (2018) without project trips (background traffic)
- Project build-out year (2018) with project trips (total traffic)

Data Collection

- Vehicle turning movement counts will be collected during the AM (7– 9) and PM (4 – 6) peak hour conditions of a regular weekday at study intersections.

- Collected counts will be adjusted to reflect AM and PM peak period average daily traffic conditions for the intersection analysis. The traffic volumes will be adjusted by applying the corresponding peak season conversion factors obtained from the latest *Florida Department of Transportation (FDOT) Peak Season Factor Category Report.*

- Field reviews will be performed to obtain existing physical and operating characteristics of the roadway network within the study area. Data to be acquired will include the number and type of traffic lanes, intersection geometrics, signal timings, speed limit information, and other appropriate physical and operating characteristics.

- Roadway improvements included within the first three years of the 5-year FDOT Work Program or roadway improvements identified by the Village of Palmetto Bay will be assumed as committed for analysis purposes.

Existing Conditions Intersection / Link Analysis

- Intersection capacity analysis will be evaluated for the study area intersections using the Synchro. All input files will be provided for review purposes.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis will be completed for peak hour two-way traffic volumes.

Future Conditions Intersection / Link Analysis – Background Traffic Conditions

- Future background traffic volumes will be determined by applying a compound growth rate to existing volumes and adding committed development traffic (if any). The growth rate will be calculated based on a review of historical volumes obtained from FDOT and Miami-Dade County. If the historical growth rate is calculated to be less than 0.5 percent, 0.5 percent annual growth will be used for analysis purposes.

- Committed development information will be provided by the village of Palmetto Bay.

- Intersection capacity analyses will be evaluated using the Synchro software. Signal timings may be optimized for future conditions analyses.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis will be completed for peak hour two-way traffic volumes.

Future Conditions Intersection / Link Analysis – Total Traffic Conditions

- Future total traffic volumes will be determined by adding project trips and background traffic volumes.

- Intersection capacity analyses will be evaluated using the Synchro software. Signal timings may be optimized for future conditions analyses. **Access driveways will be included as part of the LOS analysis.**

- For intersections that fail to operate at an acceptable level of service, improvements will be recommended to mitigate the impacts of project trips from the proposed development. The improvements are intended to mitigate project traffic impacts, the improvements will not necessarily result in the intersection operating at an acceptable level of service.

- Link /Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual. The roadway link analysis will be completed for peak hour two-way traffic volumes.

Other Considerations:

- If valet service is provided, a queuing analysis will be conducted. The operation of the valet circulation will also be analyzed and discussed in the traffic report.

w:\16\16127\traffic study methodology.docx

Appendix C
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth
FDOT LOS Handbook Tables & Seasonal Factors

Traffic Volumes

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Altantico at Palmetto Bay
Location: Franjo Road (SW 97th Ave) /US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 16127
Count Date: 4/6/2016
Day of Week: Wednesday

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND				Franjo Road (SW 97th Ave) SOUTHBOUND				US 1 NORTH-EASTBOUND					Evergreen SOUTH-EASTBOUND			GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L-Ever	L-97	T	R	TOTAL	L-US 1	R-97	TOTAL	
07:00 AM	07:15 AM	1	30	75	106	0	5	0	5	0	9	467	3	479	5	3	8	598
07:15 AM	07:30 AM	6	96	74	176	0	7	0	7	0	8	299	1	308	0	8	8	499
07:30 AM	07:45 AM	2	12	67	81	0	11	0	11	0	14	380	1	395	3	3	6	493
07:45 AM	08:00 AM	0	10	57	67	0	8	0	8	0	11	395	0	406	9	8	17	498
08:00 AM	08:15 AM	4	15	74	93	0	16	0	16	0	11	368	4	383	4	6	10	502
08:15 AM	08:30 AM	2	12	90	104	0	10	0	10	0	13	439	2	454	9	10	19	587
08:30 AM	08:45 AM	0	11	47	58	0	12	0	12	0	21	494	3	518	6	12	18	606
08:45 AM	09:00 AM	0	25	64	89	0	14	1	15	1	18	483	6	508	6	6	12	624

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND				Franjo Road (SW 97th Ave) SOUTHBOUND				US 1 NORTH-EASTBOUND					Evergreen SOUTH-EASTBOUND			GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L-Ever	L-97	T	R	TOTAL	L-US 1	R-97	TOTAL	
08:00 AM	09:00 AM	6	63	275	344	0	52	1	53	1	63	1784	15	1863	25	34	59	2,319
PEAK HOUR FACTOR					0.83				0.83					0.90			0.78	0.93

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Altantico at Palmetto Bay
Location: Franjo Road (SW 97th Ave) /US 1
Observer: Traffic Survey Specialists, Inc.

Project Number: 16127
Count Date: 4/6/2016
Day of Week: Wednesday

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	US 1 NORTH-EASTBOUND L-Ever	L-97	T	R	TOTAL	Evergreen SOUTH-EASTBOUND L-US 1	R-97	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	1	15	67	83	0	31	4	35	0	21	369	4	394	5	10	15	527
04:15 PM	04:30 PM	2	11	52	65	0	23	3	26	0	26	344	4	374	12	13	25	490
04:30 PM	04:45 PM	0	8	58	66	0	31	1	32	1	17	408	7	433	7	11	18	549
04:45 PM	05:00 PM	1	10	61	72	0	33	1	34	0	14	388	3	405	3	12	15	526
05:00 PM	05:15 PM	2	23	61	86	0	49	1	50	1	14	341	3	359	7	17	24	519
05:15 PM	05:30 PM	0	10	72	82	0	41	0	41	0	12	365	9	386	2	12	14	523
05:30 PM	05:45 PM	0	10	86	96	1	36	0	37	0	13	377	7	397	7	20	27	557
05:45 PM	06:00 PM	3	8	61	72	0	30	0	30	0	13	341	6	360	11	22	33	495

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	US 1 NORTH-EASTBOUND L-Ever	L-97	T	R	TOTAL	Evergreen SOUTH-EASTBOUND L-US 1	R-97	TOTAL	GRAND TOTAL
04:45 PM	05:45 PM	3	53	280	336	1	159	2	162	1	53	1471	22	1547	19	61	80	2,125
PEAK HOUR FACTOR					0.88				0.81					0.95			0.74	0.95

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Altantico at Palmetto Bay
Location: Franjo Road (SW 97th Ave) /SW 180th St
Observer: Traffic Survey Specialists, Inc.

Project Number: 16127
Count Date: 4/6/2016
Day of Week: Wednesday

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 180th St EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	116	18	134	2	18	0	20	0	0	0	0	5	0	9	14	168
07:15 AM	07:30 AM	0	107	23	130	6	15	0	21	0	0	0	0	2	0	6	8	159
07:30 AM	07:45 AM	0	102	25	127	6	24	0	30	0	0	0	0	1	0	7	8	165
07:45 AM	08:00 AM	0	102	38	140	5	26	0	31	0	0	0	0	2	0	7	9	180
08:00 AM	08:15 AM	0	115	35	150	5	27	0	32	0	0	0	0	7	0	7	14	196
08:15 AM	08:30 AM	0	112	31	143	6	31	0	37	0	0	0	0	9	0	11	20	200
08:30 AM	08:45 AM	0	110	10	120	7	31	0	38	0	0	0	0	4	0	20	24	182
08:45 AM	09:00 AM	0	121	17	138	8	36	0	44	0	0	0	0	7	0	14	21	203

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 180th St EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
08:00 AM	09:00 AM	0	458	93	551	26	125	0	151	0	0	0	0	27	0	52	79	781
PEAK HOUR FACTOR					0.92				0.86				#DIV/0!				0.82	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Altantico at Palmetto Bay
Location: Franjo Road (SW 97th Ave) /SW 180th St
Observer: Traffic Survey Specialists, Inc.

Project Number: 16127
Count Date: 4/6/2016
Day of Week: Wednesday

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 180th St EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	0	81	4	85	3	65	0	68	0	0	0	0	9	0	11	20	173
04:15 PM	04:30 PM	0	63	5	68	8	58	0	66	0	0	0	0	5	0	13	18	152
04:30 PM	04:45 PM	0	65	3	68	6	78	0	84	0	0	0	0	7	0	10	17	169
04:45 PM	05:00 PM	0	79	5	84	9	81	0	90	0	0	0	0	4	0	6	10	184
05:00 PM	05:15 PM	0	68	8	76	12	79	0	91	0	0	0	0	4	0	7	11	178
05:15 PM	05:30 PM	0	79	4	83	12	77	0	89	0	0	0	0	8	0	8	16	188
05:30 PM	05:45 PM	0	78	9	87	5	97	0	102	0	0	0	0	5	0	10	15	204
05:45 PM	06:00 PM	0	66	7	73	5	82	0	87	0	0	0	0	9	0	7	16	176

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 180th St EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:45 PM	05:45 PM	0	304	26	330	38	334	0	372	0	0	0	0	21	0	31	52	754
PEAK HOUR FACTOR					0.95				0.91				#DIV/0!				0.81	0.92

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Altantico at Palmetto Bay
Location: Franjo Road (SW 97th Ave) / SW 184th St
Observer: Traffic Survey Specialists, Inc.

Project Number: 16127
Count Date: 4/6/2016
Day of Week: Wednesday

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND				Franjo Road (SW 97th Ave) SOUTHBOUND				SW 184th St EASTBOUND				SW 184th St WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	67	111	35	213	6	15	9	30	7	72	29	108	8	78	17	103	454
07:15 AM	07:30 AM	54	94	66	214	11	18	3	32	8	110	26	144	7	93	22	122	512
07:30 AM	07:45 AM	54	98	40	192	11	26	4	41	15	125	32	172	5	77	14	96	501
07:45 AM	08:00 AM	64	78	42	184	9	22	6	37	27	144	33	204	12	114	23	149	574
08:00 AM	08:15 AM	62	112	36	210	11	41	7	59	31	121	29	181	8	118	22	148	598
08:15 AM	08:30 AM	45	102	35	182	8	25	11	44	21	122	38	181	21	120	31	172	579
08:30 AM	08:45 AM	56	85	19	160	9	38	11	58	11	111	43	165	25	131	36	192	575
08:45 AM	09:00 AM	35	97	17	149	10	26	12	48	20	148	31	199	13	119	25	157	553

AM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND				Franjo Road (SW 97th Ave) SOUTHBOUND				SW 184th St EASTBOUND				SW 184th St WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:45 AM	08:45 AM	227	377	132	736	37	126	35	198	90	498	143	731	66	483	112	661	2,326
PEAK HOUR FACTOR					0.88				0.84				0.90				0.86	0.97

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Altantico at Palmetto Bay
Location: Franjo Road (SW 97th Ave) / SW 184th St
Observer: Traffic Survey Specialists, Inc.

Project Number: 16127
Count Date: 4/6/2016
Day of Week: Wednesday

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 184th St EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	36	61	12	109	19	66	17	102	23	106	85	214	32	104	15	151	576
04:15 PM	04:30 PM	19	49	19	87	4	81	27	112	19	123	59	201	28	151	10	189	589
04:30 PM	04:45 PM	38	48	8	94	21	92	13	126	17	98	90	205	38	116	16	170	595
04:45 PM	05:00 PM	45	56	15	116	22	82	20	124	19	125	79	223	31	120	11	162	625
05:00 PM	05:15 PM	45	54	18	117	24	81	24	129	14	123	89	226	46	137	13	196	668
05:15 PM	05:30 PM	44	53	27	124	10	101	18	129	7	127	107	241	41	138	22	201	695
05:30 PM	05:45 PM	40	65	22	127	23	103	15	141	10	123	98	231	49	125	13	187	686
05:45 PM	06:00 PM	45	58	12	115	18	106	8	132	10	105	93	208	42	116	12	170	625

PM PEAK HOUR TURNING MOVEMENT COUNT SUMMARY
ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Franjo Road (SW 97th Ave) NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	SW 184th St EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:45 PM	05:45 PM	174	228	82	484	79	367	77	523	50	498	373	921	167	520	59	746	2,674
PEAK HOUR FACTOR					0.95				0.93				0.96				0.93	0.96

Note: 2014 FDOT Peak Season Conversion Factor = 1.00

US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16

ALL VEHICLES

Start	SW 97TH AVENUE From North				US1 From East				SW 97TH AVENUE From South				US1 From West				EVERGREEN From North		
Time	Left	Thru	Right	HARD RIGHT	Left	Thru	Right	Other	LEFT Left	ERERG	Thru	Right	ERERG	Left	Thru	Right	Left O US1	Right 97TH	Intvl Total
04/06/16																			
07:00	0	5	0	0	0	0	0	0	1	0	30	75	0	9	467	3	5	3	598
07:15	0	7	0	0	0	0	0	0	4	2	96	74	0	8	299	1	0	8	499
07:30	0	11	0	0	0	0	0	0	0	2	12	67	0	14	380	1	3	3	493
07:45	0	8	0	0	0	0	0	0	0	0	10	57	0	11	395	0	9	8	498
Hour	0	31	0	0	0	0	0	0	5	4	148	273	0	42	1541	5	17	22	2088
08:00	0	16	0	0	0	0	0	0	1	3	15	74	0	11	368	4	4	6	502
08:15	0	10	0	0	0	0	0	0	0	2	12	90	0	13	439	2	9	10	587
08:30	0	12	0	0	0	0	0	0	0	0	11	47	0	21	494	3	6	12	606
08:45	0	14	0	1	0	0	0	0	0	0	25	64	1	18	483	6	6	6	624
Hour	0	52	0	1	0	0	0	0	1	5	63	275	1	63	1784	15	25	34	2319
[BREAK]																			
16:00	0	31	0	4	0	0	0	0	0	1	15	67	0	21	369	4	5	10	527
16:15	0	23	0	3	0	0	0	0	0	2	11	52	0	26	344	4	12	13	490
16:30	0	31	0	1	0	0	0	0	0	0	8	58	1	17	408	7	7	11	549
16:45	0	33	0	1	0	0	0	0	0	1	10	61	0	14	388	3	3	12	526
Hour	0	118	0	9	0	0	0	0	0	4	44	238	1	78	1509	18	27	46	2092
17:00	0	49	0	1	0	0	0	0	0	2	23	61	1	14	341	3	7	17	519
17:15	0	41	0	0	0	0	0	0	0	0	10	72	0	12	365	9	2	12	523
17:30	1	36	0	0	0	0	0	0	0	0	10	86	0	13	377	7	7	20	557
17:45	0	30	0	0	0	0	0	0	1	2	8	61	0	13	341	6	11	22	495
Hour	1	156	0	1	0	0	0	0	1	4	51	280	1	52	1424	25	27	71	2094
Total	1	357	0	11	0	0	0	0	7	17	306	1066	3	235	6258	63	96	173	8593
% Apr.	0.2	96.7	-	2.9	-	-	-	-	0.5	1.2	21.9	76.3	-	3.5	95.4	0.9	35.6	64.3	-
% Int.	-	4.1	-	0.1	-	-	-	-	-	0.1	3.5	12.4	-	2.7	72.8	0.7	1.1	2.0	-

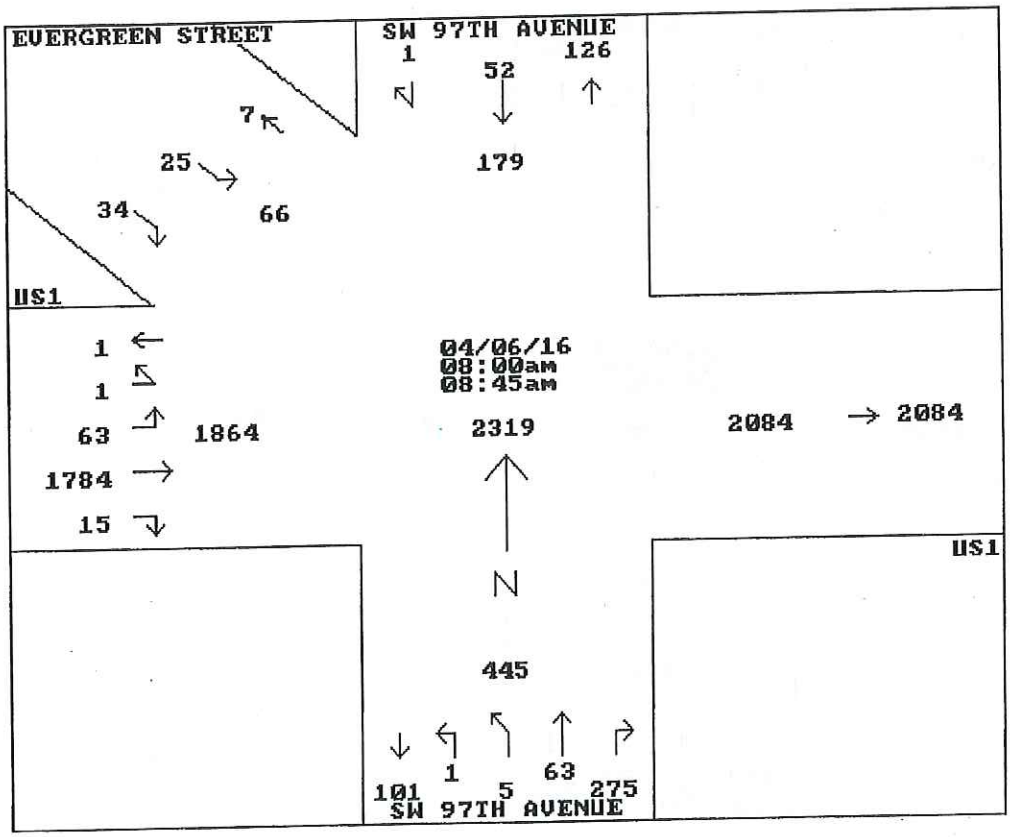
US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16

ALL VEHICLES

Start	SW 97TH AVENUE From North				US1 From East				SW 97TH AVENUE From South				US1 From West				EVERGREEN From North		
Time	Left	Thru	Right	HARD RIGHT	Left	Thru	Right	Other	Left	ERERG	Thru	Right	ERERG	Left	Thru	Right	Left	Right	Intvl Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 04/06/16 to 08:45 on 04/06/16																			
Time	08:00				08:00				08:00				08:00				08:00		
Vol.	0	52	0	1	0	0	0	0	1	5	63	275	1	63	1784	15	25	34	
Pct.	0.0	98.1	0.0	1.8	0.0	0.0	0.0	0.0	0.2	1.4	18.3	79.9	0.0	3.3	95.7	0.8	42.3	57.6	
Total	53				0				344				1863				59		
High	08:00				08:00				08:15				08:30				08:15		
Vol.	0	16	0	0	0	0	0	0	0	2	12	90	0	21	494	3	9	10	
Total	16				0				104				518				19		
PHF	0.828				0.000				0.827				0.899				0.776		



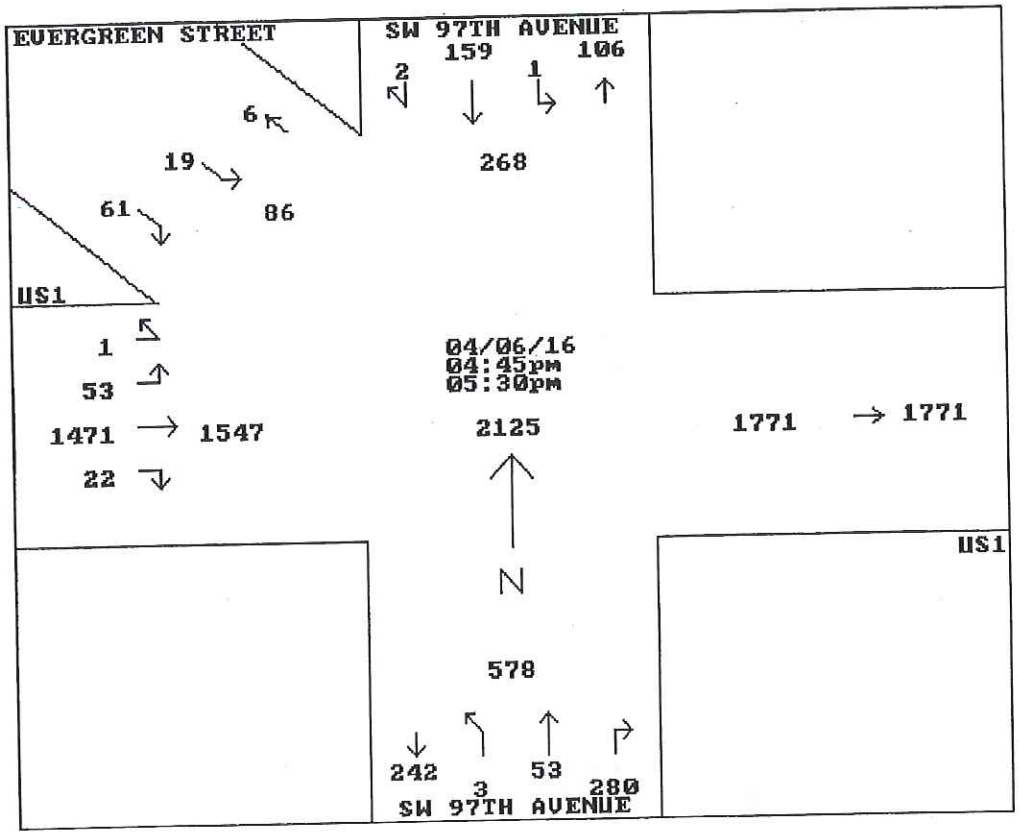
US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16
Page : 3

ALL VEHICLES

	SW 97TH AVENUE From North				US1 From East				SW 97TH AVENUE From South				US1 From West				EVERGREEN From North		
Start Time	Left	Thru	Right	HARD RIGHT	Left	Thru	Right	Other	LEFT Left	ERERG	Thru	Right	LEFT ERERG	Left	Thru	Right	Left	Right	Intvl Total
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 04/06/16 to 17:45 on 04/06/16																			
Time	16:45				16:45				16:45				16:45				16:45		
Vol.	1	159	0	2	0	0	0	0	0	3	53	280	1	53	1471	22	19	61	
Pct.	0.6	98.1	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.8	15.7	83.3	0.0	3.4	95.0	1.4	23.7	76.2	
Total	162				0				336				1547				80		
High	17:00				17:00				17:30				16:45				17:30		
Vol.	0	49	0	1	0	0	0	0	0	0	10	86	0	14	388	3	7	20	
Total	50				0				96				405				27		
PHF	0.810				0.000				0.875				0.955				0.741		



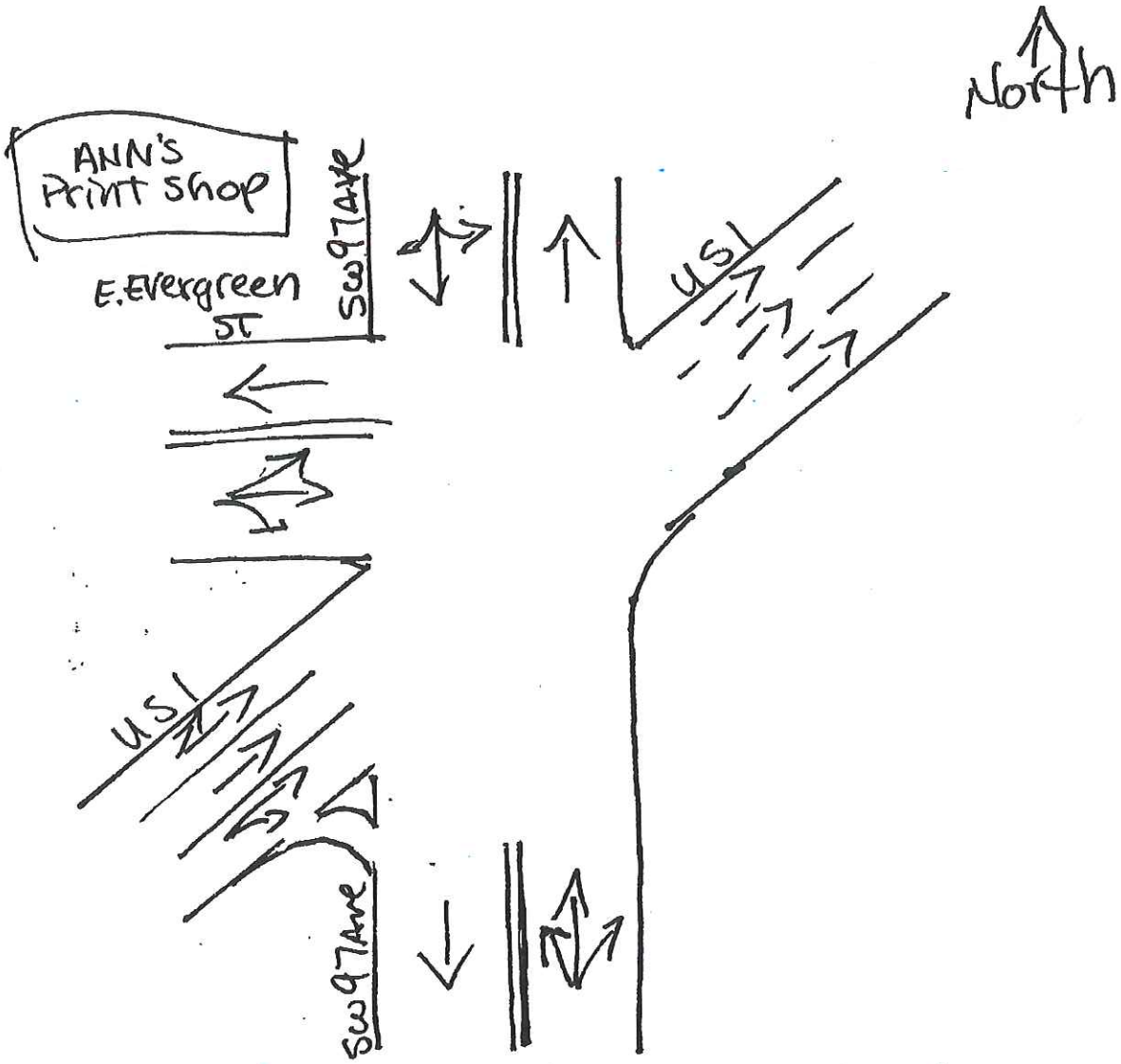
US1& SW 97TH AVENUE & EVERGREEN STREET
PERINE, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
[GNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Study Name: US1_97AV
Site Code : 00160071
Start Date: 04/06/16

PEDESTRIANS & BIKES

Start Time	SW 97TH AVENUE From North				US1 From East				SW 97TH AVENUE From South				US1 From West				Intvl. Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
04/06/16																	
[BREAK]																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
16:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
[BREAK]																	
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour	0	0	0	2	0	0	0	1	0	0	0	1	0	1	0	0	5
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
[BREAK]																	
Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
Total	0	0	0	3	0	0	0	1	0	0	0	1	0	1	0	3	9
% Apr.	-	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	25.0	-	75.0	-
% Int.	-	-	-	33.3	-	-	-	11.1	-	-	-	11.1	-	11.1	-	33.3	-



Palmetto Bay, Florida
April 08, 2016
drawn by: Luis Palomino
signalized

SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV
Page : 1

ALL VEHICLES

	SW 97TH AVENUE From North				SW 180TH STREET From East				SW 97TH AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/06/16																	
07:00	0	2	18	0	0	5	0	9	0	0	116	18	0	0	0	0	168
07:15	0	6	15	0	0	2	0	6	0	0	107	23	0	0	0	0	159
07:30	0	6	24	0	0	1	0	7	0	0	102	25	0	0	0	0	165
07:45	0	5	26	0	0	2	0	7	0	0	102	38	0	0	0	0	180
Hr Total	0	19	83	0	0	10	0	29	0	0	427	104	0	0	0	0	672
08:00	0	5	27	0	0	7	0	7	0	0	115	35	0	0	0	0	196
08:15	0	6	31	0	0	9	0	11	0	0	112	31	0	0	0	0	200
08:30	0	7	31	0	0	4	0	20	0	0	110	10	0	0	0	0	182
08:45	0	8	36	0	0	7	0	14	0	0	121	17	0	0	0	0	203
Hr Total	0	26	125	0	0	27	0	52	0	0	458	93	0	0	0	0	781
---------- * BREAK * ----------																	
16:00	0	3	65	0	0	9	0	11	0	0	81	4	0	0	0	0	173
16:15	0	8	58	0	0	5	0	13	0	0	63	5	0	0	0	0	152
16:30	0	6	78	0	0	7	0	10	0	0	65	3	0	0	0	0	169
16:45	0	9	81	0	0	4	0	6	0	0	79	5	0	0	0	0	184
Hr Total	0	26	282	0	0	25	0	40	0	0	288	17	0	0	0	0	678
17:00	0	12	79	0	0	4	0	7	0	0	68	8	0	0	0	0	178
:15	0	12	77	0	0	8	0	8	0	0	79	4	0	0	0	0	188
:30	0	5	97	0	0	5	0	10	0	0	78	9	0	0	0	0	204
17:45	0	5	82	0	0	9	0	7	0	0	66	7	0	0	0	0	176
Hr Total	0	34	335	0	0	26	0	32	0	0	291	28	0	0	0	0	746
TOTAL	0	105	825	0	0	88	0	153	0	0	1464	242	0	0	0	0	2877

SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV

ALL VEHICLES

	SW 97TH AVENUE From North				SW 180TH STREET From East				SW 97TH AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/06/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/06/16																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	26	125	0	0	27	0	52	0	0	458	93	0	0	0	0	
Percent	0%	17%	83%	0%	0%	34%	0%	66%	0%	0%	83%	17%	0%	0%	0%	0%	
Pk total	151				79				551				0				
Highest	08:45				08:30				08:00				07:00				
Volume	0	8	36	0	0	4	0	20	0	0	115	35	0	0	0	0	
Hi total	44				24				150				0				
PHF	.86				.82				.92				.0				

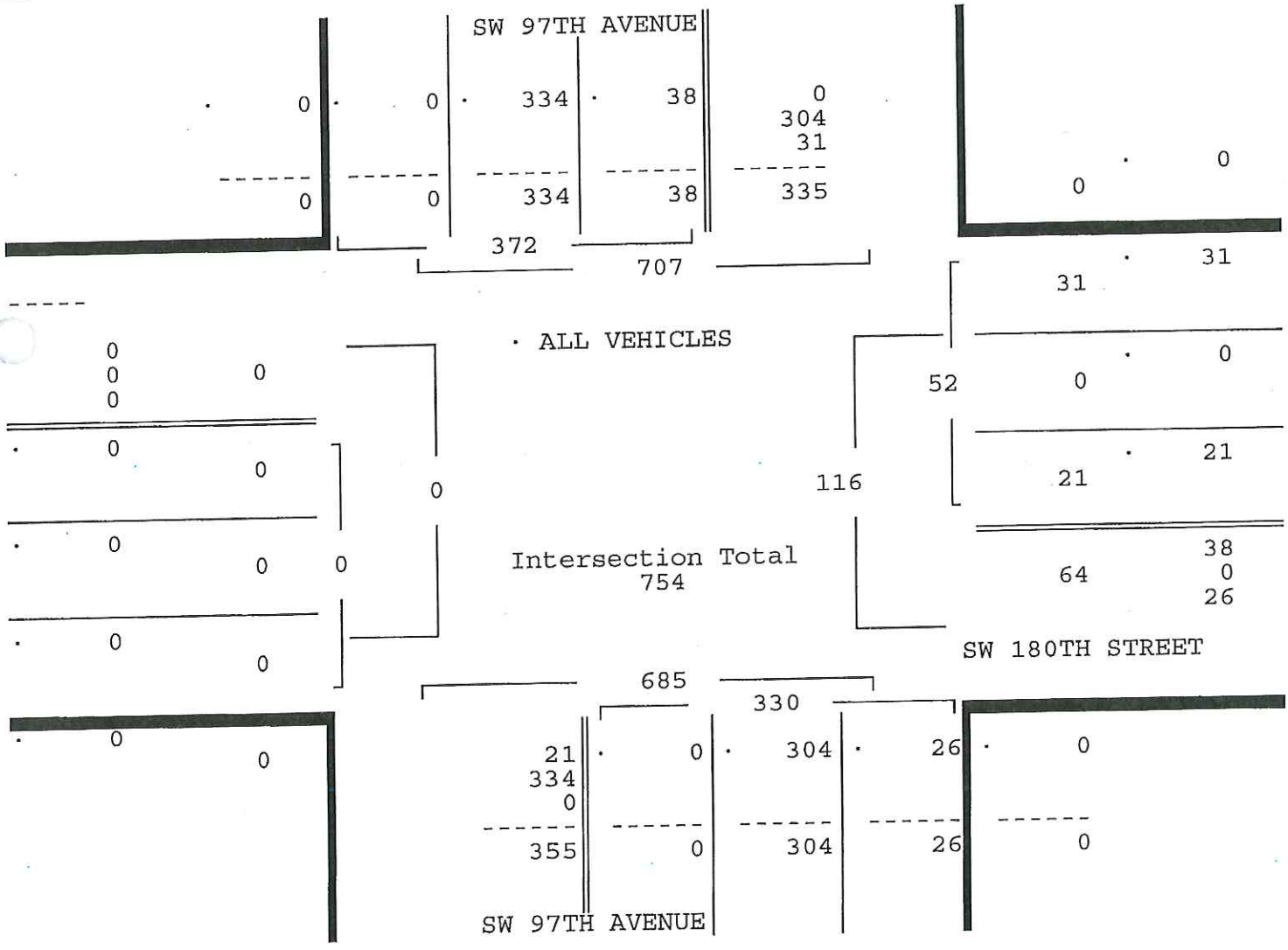
SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV

ALL VEHICLES

	SW 97TH AVENUE From North				SW 180TH STREET From East				SW 97TH AVENUE From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/06/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/06/16																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	38	334	0	0	21	0	31	0	0	304	26	0	0	0	0	
Percent	0%	10%	90%	0%	0%	40%	0%	60%	0%	0%	92%	8%	0%	0%	0%	0%	
Pk total	372				52				330				0				
Highest	17:30				17:15				17:30				07:00				
Volume	0	5	97	0	0	8	0	8	0	0	78	9	0	0	0	0	
Hi total	102				16				87				0				
PHF	.91				.81				.95				.0				



SW 180TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: DREW GONZALEZ
NOT SIGNALIZED

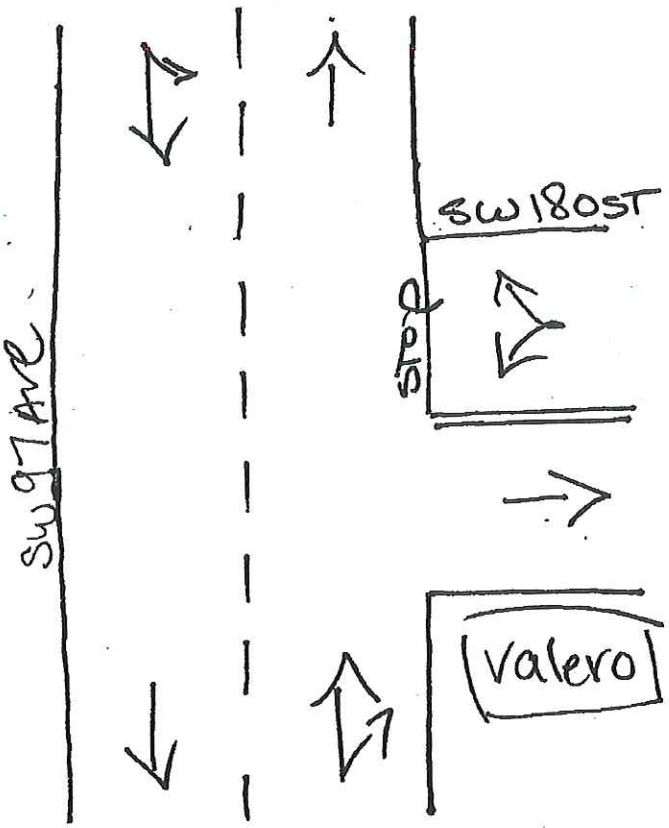
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 180S97AV
Page : 1

PEDESTRIANS & BIKES

	SW 97TH AVENUE From North				SW 180TH STREET From East				SW 97TH AVENUE From South				From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 04/06/16																	
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
17:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	1	0	2	0	1	0	0	0	0	5
TOTAL	0	0	0	2	0	0	0	3	0	2	0	1	0	0	0	0	8

North



Palmetto Bay, Florida
April 08, 2016
drawn by: Luis Palomino
NOT signalized

SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
SIGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 1

ALL VEHICLES

	SW 97TH AVENUE From North				SW 184TH STREET From East				SW 97TH AVENUE From South				SW 184TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/06/16																	
07:00	0	6	15	9	0	8	78	17	0	67	111	35	0	7	72	29	454
07:15	1	10	18	3	0	7	93	22	0	54	94	66	0	8	110	26	512
07:30	0	11	26	4	0	5	77	14	0	54	98	40	0	15	125	32	501
07:45	0	9	22	6	0	12	114	23	0	64	78	42	2	25	144	33	574
Hr Total	1	36	81	22	0	32	362	76	0	239	381	183	2	55	451	120	2041
08:00	0	11	41	7	0	8	118	22	0	62	112	36	0	31	121	29	598
08:15	0	8	25	11	0	21	120	31	0	45	102	35	0	21	122	38	579
08:30	0	9	38	11	0	25	131	36	0	56	85	19	0	11	111	43	575
08:45	0	10	26	12	0	13	119	25	0	35	97	17	0	20	148	31	553
Hr Total	0	38	130	41	0	67	488	114	0	198	396	107	0	83	502	141	2305
* BREAK *																	
16:00	0	19	66	17	0	32	104	15	0	36	61	12	0	23	106	85	576
16:15	0	4	81	27	0	28	151	10	0	19	49	19	0	19	123	59	589
16:30	0	21	92	13	0	38	116	16	0	38	48	8	0	17	98	90	595
16:45	0	22	82	20	0	31	120	11	0	45	56	15	0	19	125	79	625
Hr Total	0	66	321	77	0	129	491	52	0	138	214	54	0	78	452	313	2385
17:00	0	24	81	24	0	46	137	13	0	45	54	18	0	14	123	89	668
17:15	0	10	101	18	0	41	138	22	0	44	53	27	0	7	127	107	695
17:30	0	23	103	15	0	49	125	13	0	40	65	22	0	10	123	98	686
17:45	0	18	106	8	0	42	116	12	0	45	58	12	0	10	105	93	625
Hr Total	0	75	391	65	0	178	516	60	0	174	230	79	0	41	478	387	2674
TOTAL	1	215	923	205	0	406	1857	302	0	749	1221	423	2	257	1883	961	9405

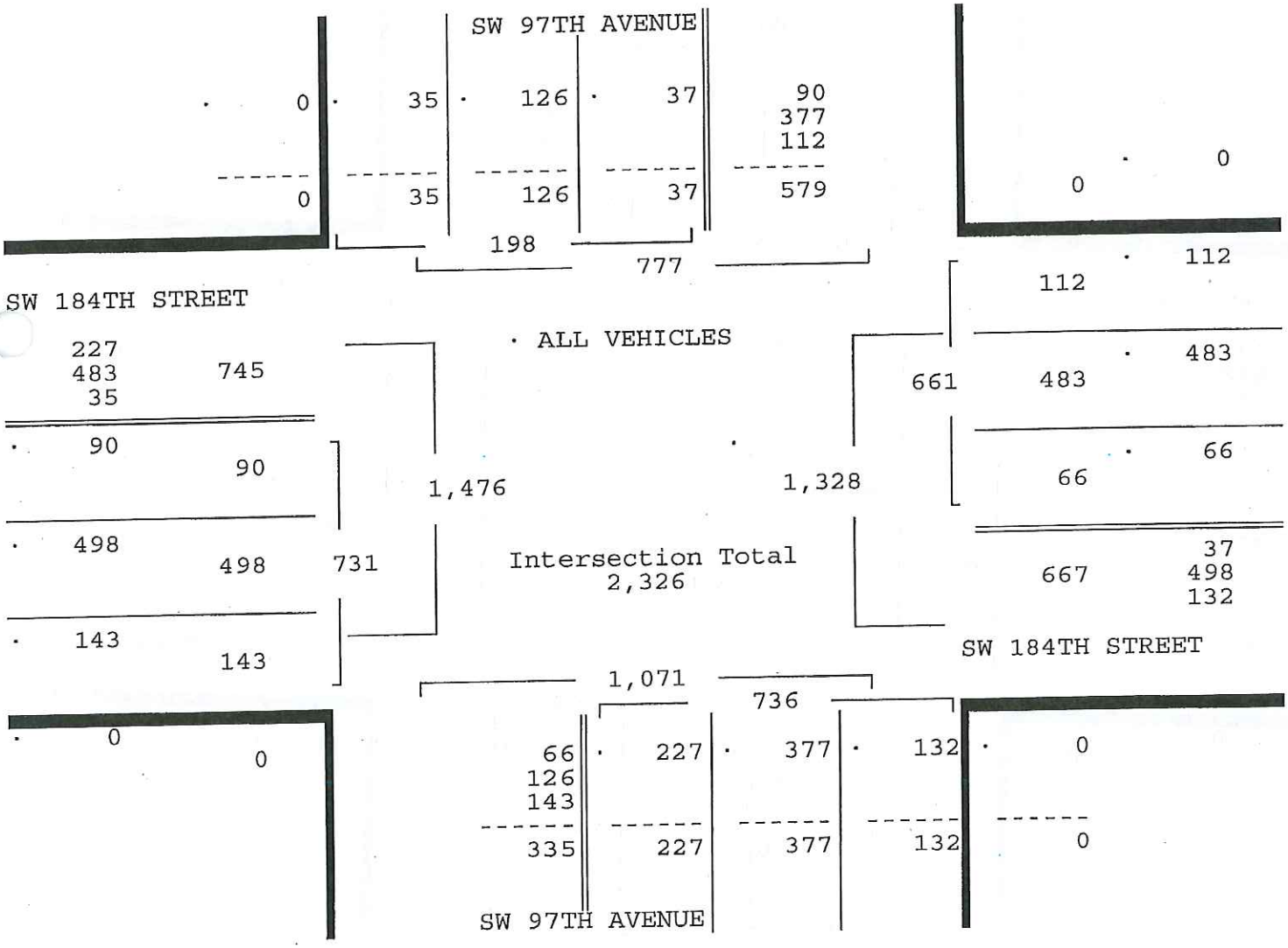
SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
[illegible]NALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 2

ALL VEHICLES

	SW 97TH AVENUE From North				SW 184TH STREET From East				SW 97TH AVENUE From South				SW 184TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/06/16																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/06/16																	
Peak start 07:45					07:45				07:45				07:45				
Volume	0	37	126	35	0	66	483	112	0	227	377	132	2	88	498	143	
Percent	0%	19%	64%	18%	0%	10%	73%	17%	0%	31%	51%	18%	0%	12%	68%	20%	
Pk total	198				661				736				731				
Highest	08:00				08:30				08:00				07:45				
Volume	0	11	41	7	0	25	131	36	0	62	112	36	2	25	144	33	
Hi total	59				192				210				204				
PHF	.84				.86				.88				.90				



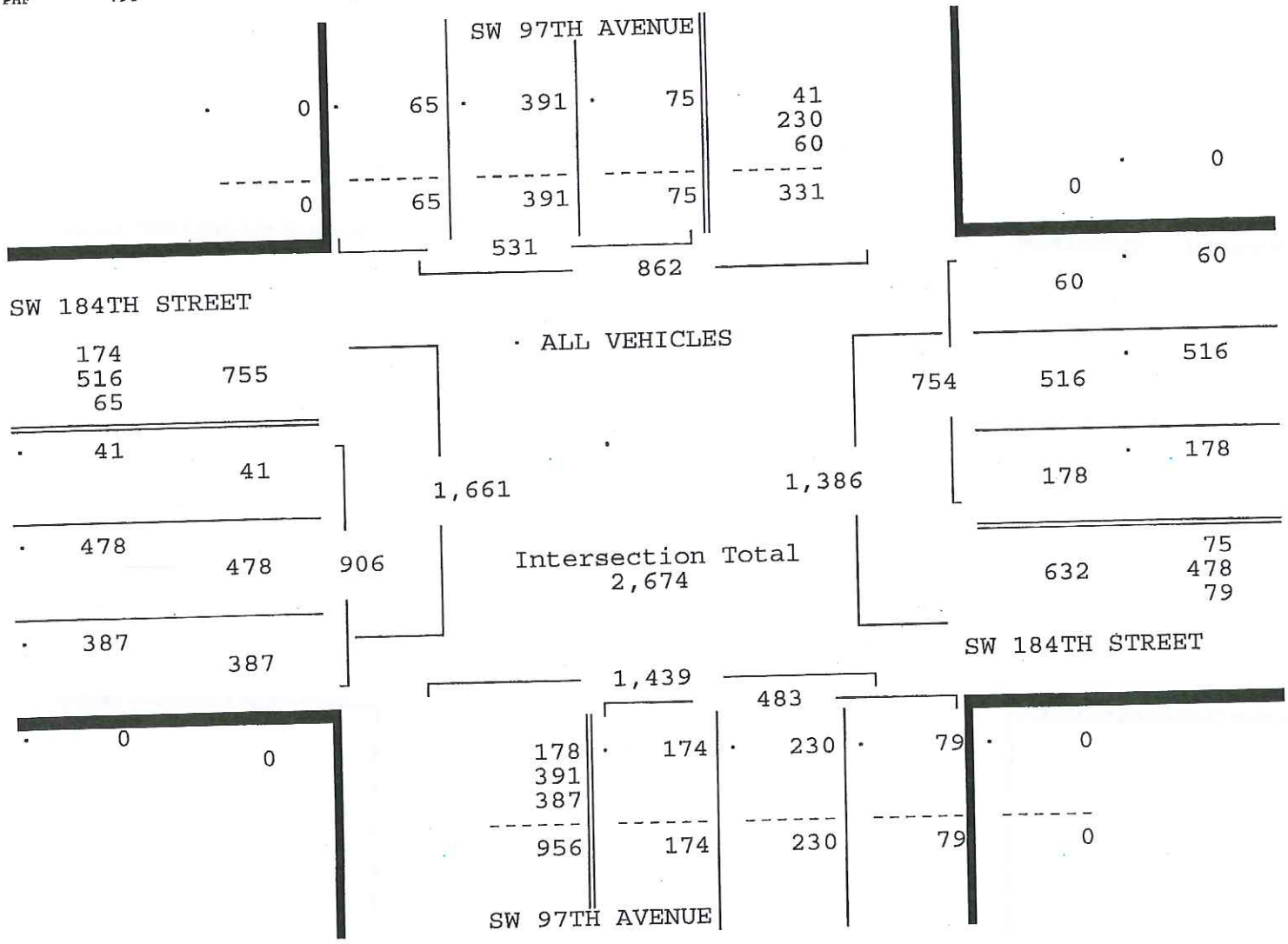
:W 184TH STREET & SW 97TH AVENUE
'ALMETTO BAY, FLORIDA
:OUNTED BY: SEBASTIAN SALVO
;IGNALIZED

Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 3

ALL VEHICLES

	SW 97TH AVENUE From North				SW 184TH STREET From East				SW 97TH AVENUE From South				SW 184TH STREET From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/06/16																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/06/16																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	75	391	65	0	178	516	60	0	174	230	79	0	41	478	387	
Percent	0%	14%	74%	12%	0%	24%	68%	8%	0%	36%	48%	16%	0%	5%	53%	43%	
Pk total	531				754				483				906				
Highest	17:30				17:15				17:30				17:15				
Volume	0	23	103	15	0	41	138	22	0	40	65	22	0	7	127	107	
PHF	.94				.94				.95				.94				



SW 184TH STREET & SW 97TH AVENUE
PALMETTO BAY, FLORIDA
COUNTED BY: SEBASTIAN SALVO
'ALIZED

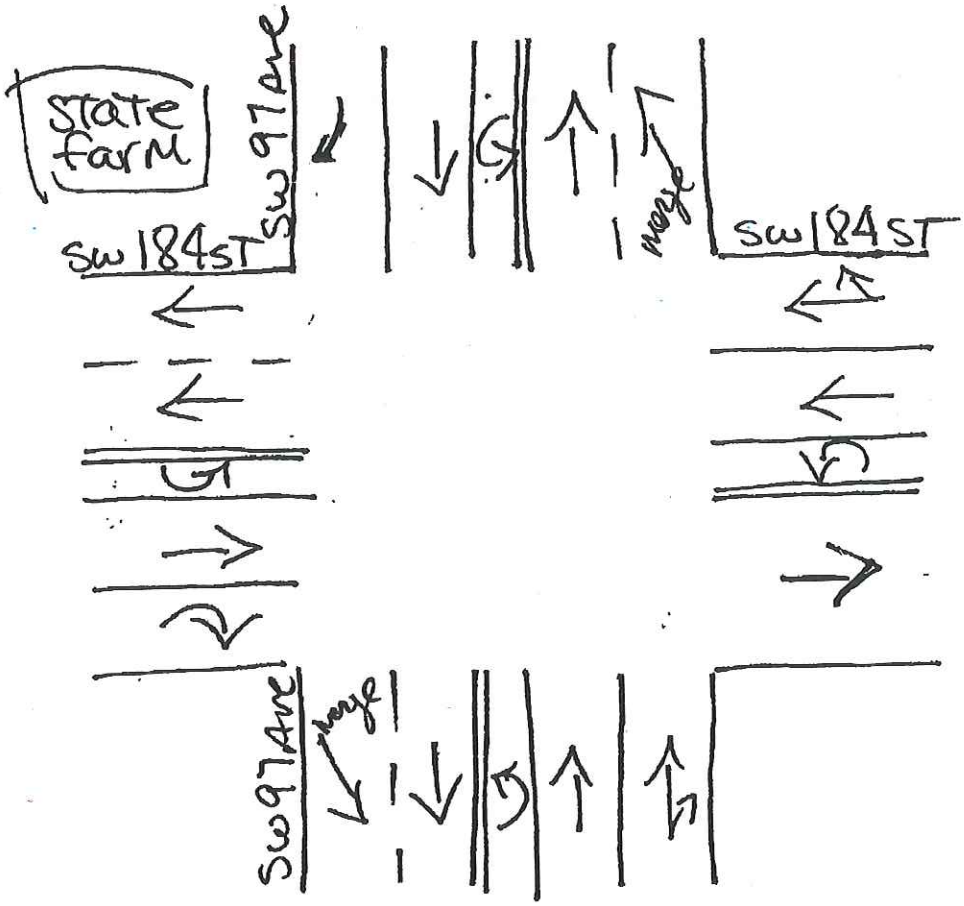
Traffic Survey Specialists, Inc.
85 SE 4th Avenue, Unit 109
Delray Beach, Florida 33483
Phone (561) 272-3255

Site Code : 00160071
Start Date: 04/06/16
File I.D. : 184S_97A
Page : 1

PEDESTRIANS & BIKES

	SW 97TH AVENUE From North				SW 184TH STREET From East				SW 97TH AVENUE From South				SW 184TH STREET From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 04/06/16																	
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
16:15	0	0	0	0	0	1	0	2	0	0	0	2	0	1	0	2	8
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	2	0	2	0	0	0	4	0	1	0	3	12
17:00	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	1	6
TOTAL	0	0	0	1	0	2	0	2	0	0	0	6	0	3	0	4	18

North



Palmetto Bay, Florida
April 08, 2016
drawn by: Luis Palomino
signalized

Signal Timings

TOD Schedule Report
for 2938: Franjo Rd&SW 184 St

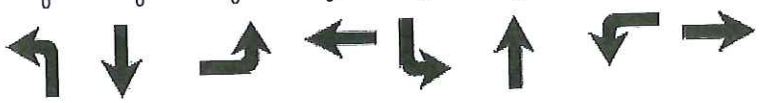
Print Date: 1/25/2016

Print Time: 10:57 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2938	Franjo Rd&SW 184 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	10 - 7 - 5	3	0
2 SBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	1 - 1 - 1	45 - 22 - 31	0 - 50 - 21	4	1
3 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	7 - 7 - 5	3	0
4 WBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	3.5 - 3.5 - 3.5	55 - 18 - 38	38 - 55 - 32	4	1
5 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	10 - 7 - 5	3	0
6 NBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	1 - 1 - 1	45 - 22 - 31	0 - 50 - 21	4	1
7 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 5	7 - 7 - 5	3	0
8 EBT	0 - 7 - 7	0 - 11 - 11	7 - 7 - 7	3.5 - 3.5 - 3.5	55 - 18 - 38	38 - 55 - 32	4	1

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	-------
External Permit 1	12345678
External Permit 2	-------

Current TOD Schedule	Plan	Cycle	1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S

TOD Schedule Report
for 2938: Franjo Rd&SW 184 St

Print Date: 1/25/2016

Print Time: 10:57 AM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0600	TOD OUTPUTS	-7----2-	M T W ThF
0700	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	-7---3--	M T W ThF
1830	TOD OUTPUTS	-7--4---	M T W ThF
2230	TOD OUTPUTS	-7-----1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7-----1	SuM T W ThF S
0600	TOD OUTPUTS	-7----2-	M T W ThF
0600	TOD OUTPUTS	-7----2-	Su S
0700	TOD OUTPUTS	--------	M T W ThF
1600	TOD OUTPUTS	-7---3--	M T W ThF
1830	TOD OUTPUTS	-7--4---	M T W ThF
2230	TOD OUTPUTS	-7-----1	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 3224: Franjo Rd&US 1&Evergreen St

Print Date: 2/17/2016

Print Time: 2:06 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3224	Franjo Rd&US 1&Evergreen St	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	EBT	NBT	-	NET	-	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	10 - 10 - 10	15 - 7 - 15	4	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 -3.5 - 3.5	13 - 14 - 13	35 - 15 - 30	4	2.9
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NET	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 50 - 45	0 - 50 - 45	4.8	2.1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 -3.5 - 3.5	13 - 14 - 13	35 - 15 - 30	4	2.9

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--34-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3224: Franjo Rd&US 1&Evergreen St

Print Date: 2/17/2016

Print Time: 2:06 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 EBT	4 NBT	5 -	6 NET	7 -	8 SBT	Ring Offset	Offset
	1	170	0	0	10	18	0	122	0	18	0	153
	2	170	0	0	10	33	0	107	0	33	0	128
	4	110	0	0	7	13	0	70	0	13	0	88
	5	140	0	0	10	19	0	91	0	19	0	17
	7	110	0	0	7	15	0	68	0	15	0	105
	8	130	0	0	7	19	0	84	0	19	0	110
	9	180	0	0	7	8	0	145	0	8	0	169
	10	140	0	0	10	17	0	93	0	14	0	72
	11	140	0	0	10	26	0	84	0	26	0	26
	13	130	0	0	7	17	0	86	0	17	0	33
	14	140	0	0	10	24	0	86	0	24	0	119
	15	160	0	0	13	19	0	108	0	19	0	122
	16	190	0	0	13	25	0	132	0	25	0	66
	17	150	0	0	10	27	0	93	0	27	0	29
	18	170	0	0	11	21	0	118	0	21	0	162
	19	130	0	0	7	19	0	84	0	19	0	110
	20	190	0	0	15	29	0	126	0	29	0	105
	21	140	0	0	10	28	0	82	0	28	0	138
	22	110	0	0	7	15	0	68	0	15	0	105
	23	160	0	0	10	27	0	103	0	27	0	26
	25	180	0	0	10	27	0	123	0	27	0	135

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	4	Su S
0500	20	M T W Th F
0600	7	Su S
0630	22	Su S
0745	10	S
0830	10	Su
0930	10	M T W Th F
1000	11	Su S
1100	17	S
1145	14	M T W Th F
1200	17	Su
1430	17	M T W Th F
1500	16	M T W Th F
1630	11	Su
1830	5	Su
1830	11	S
1900	5	M T W Th F
1930	5	S
2100	13	Su M T W Th F S
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0130	TOD OUTPUTS	-----3--	SuM T W ThF S
0500	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	------2-	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0130	TOD OUTPUTS	-----3--	SuM T W ThF S
0500	TOD OUTPUTS	--------	SuM T W ThF S
2200	TOD OUTPUTS	------2-	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

Historic Background Growth

Altantico at Palmetto Bay

Background Growth Rate

Station	Location	2010	2011	2012	2013	2014
2563	SR 5 / US 1 S. DIXIE HWY ONE WAY NB 300' S OF SW 174 ST	39,000	32,000	30,500	30,000	30,000
2562	SR 5 / US 1 S. DIXIE HWY ONE WAY SB 300' S OF SW 174 ST	32,000	32,500	29,000	28,500	31,000
1114	SR 994 / QUAIL ROOST DR, 200' W US - 1 ON SW 186 ST	18,100	17,200	20,500	16,200	18,600
Total		89,100	81,700	80,000	74,700	79,600
Yearly Growth			-8.3%	-2.1%	-6.6%	6.6%
Growth Trend						-2.6%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1114 - SR 994/QUAIL ROOST DR, 200' W US-1 ON SW 186 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	18600 C	E 9300	W 9300	9.00	59.30	5.00
2013	16200 C	E 8300	W 7900	9.00	58.90	5.80
2012	20500 C	E 10500	W 10000	9.00	59.70	2.60
2011	17200 C	E 9900	W 7300	9.00	58.20	5.50
2010	18100 C	E 10000	W 8100	7.87	58.27	5.50
2009	20500 C	E 10500	W 10000	7.98	59.96	2.50
2008	16700 C	E 8400	W 8300	8.07	66.31	6.40
2007	18200 C	E 8800	W 9400	7.90	63.12	10.00
2006	18100 C	E 9100	W 9000	7.39	58.66	2.70
2005	20200 C	E 10500	W 9700	7.70	65.70	10.50
2004	23500 C	E 12500	W 11000	8.20	67.10	10.50
2003	18300 C	E 9400	W 8900	8.10	72.30	4.80
2002	18900 C	E 9100	W 9800	9.20	68.00	10.30
2001	17700 C	E 9900	W 7800	8.20	53.50	4.80
2000	18900 C	E 9200	W 9700	8.20	53.10	14.60
1999	13200 C	E 7000	W 6200	9.10	52.70	3.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2563 - SR5/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
2014	30000 C	N 30000		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		7.70	99.90	5.50
2004	29500 C	N 29500		8.20	99.90	6.20
2003	32000 C	N 32000		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; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	31000 C	S 31000		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	9.00	99.90	6.10
2010	32000 C	S 32000	0	7.87	99.99	6.90
2009	28500 C	S 28500	0	7.98	99.99	6.30
2008	30500 C	S 30500	0	8.07	99.99	7.10
2007	30500 C	S 30500	0	7.90	99.99	8.00
2006	31000 C	S 31000	0	7.39	99.99	6.10
2005	30500 C	S 30500		7.70	99.90	5.50
2004	32500 C	S 32500	0	8.20	99.90	6.20
2003	29500 C	S 29500	0	8.10	99.90	4.80
2002	63500 C	S 32500	31000	9.20	99.90	3.40

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

FDOT LOS Handbook Tables
&
Seasonal Factors

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.99

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

* PEAK SEASON

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

Appendix D
Intersection Capacity Analysis Worksheets

Existing Conditions

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	34	6	63	275	52	1	1	63	1784	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.92			0.89		1.00				1.00	
Flt Protected	0.98			1.00		1.00				1.00	
Satd. Flow (prot)	1682			1660		1858				5070	
Flt Permitted	0.98			1.00		1.00				1.00	
Satd. Flow (perm)	1682			1656		1858				5070	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	37	6	68	296	56	1	1	68	1918	16
RTOR Reduction (vph)	0	0	0	67	0	43	0	0	0	0	0
Lane Group Flow (vph)	64	0	0	303	0	14	0	0	0	2003	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	12.6			47.1		47.1				110.3	
Effective Green, g (s)	12.6			47.1		47.1				110.3	
Actuated g/C Ratio	0.07			0.25		0.25				0.58	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	111			410		460				2943	
v/s Ratio Prot	c0.04					0.01				c0.39	
v/s Ratio Perm				c0.18							
v/c Ratio	0.58			0.74		0.03				0.68	
Uniform Delay, d1	86.1			65.8		54.2				27.6	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	7.1			6.8		0.0				1.3	
Delay (s)	93.2			72.6		54.2				28.9	
Level of Service	F			E		D				C	
Approach Delay (s)	93.2			72.6		54.2				28.9	
Approach LOS	F			E		D				C	

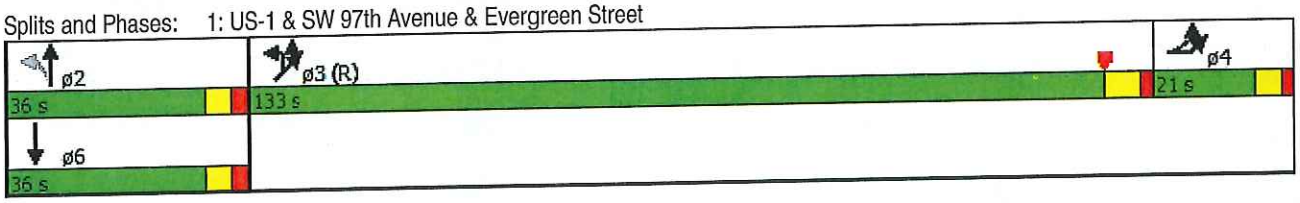
Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	6	63	52	1784
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	21.0	36.0	36.0	36.0	133.0
Total Split (%)	11.1%	18.9%	18.9%	18.9%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Volume (vph)	19	61	3	53	280	1	159	2	1	53	1471	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0			7.0				7.0	
Lane Util. Factor	1.00			1.00			1.00				0.91	
Frt	0.90			0.89			1.00				1.00	
Flt Protected	0.99			1.00			1.00				1.00	
Satd. Flow (prot)	1651			1652			1859				5066	
Flt Permitted	0.99			1.00			1.00				1.00	
Satd. Flow (perm)	1651			1650			1857				5066	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	64	3	56	295	1	167	2	1	56	1548	23
RTOR Reduction (vph)	0	0	0	82	0	0	43	0	0	0	1	0
Lane Group Flow (vph)	84	0	0	272	0	0	127	0	0	0	1627	0
Turn Type	Prot		Perm	NA		Perm	NA		Split	Split	NA	
Protected Phases	4			2			6		3	3	3	
Permitted Phases			2			6						
Actuated Green, G (s)	15.5			47.4			47.4				107.1	
Effective Green, g (s)	15.5			47.4			47.4				107.1	
Actuated g/C Ratio	0.08			0.25			0.25				0.56	
Clearance Time (s)	6.0			7.0			7.0				7.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	134			411			463				2855	
v/s Ratio Prot	c0.05										c0.32	
v/s Ratio Perm				c0.16			0.07					
v/c Ratio	0.63			0.66			0.27				0.57	
Uniform Delay, d1	84.5			64.1			57.5				26.6	
Progression Factor	1.00			1.00			1.00				1.00	
Incremental Delay, d2	8.8			4.0			0.3				0.8	
Delay (s)	93.3			68.1			57.8				27.5	
Level of Service	F			E			E				C	
Approach Delay (s)	93.3			68.1			57.8				27.5	
Approach LOS	F			E			E				C	

Intersection Summary			
HCM 2000 Control Delay	38.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

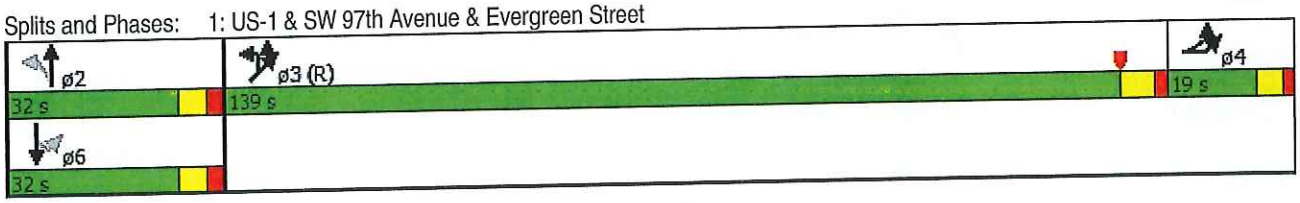
Timings
1: US-1 & SW 97th Avenue & Evergreen Street

Lane Group	EBL	NBL	NBT	SBL	SBT	NET
Lane Configurations						
Volume (vph)	19	3	53	1	159	1471
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	3
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	13.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	19.0	32.0	32.0	32.0	32.0	139.0
Total Split (%)	10.0%	16.8%	16.8%	16.8%	16.8%	73.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.0		7.0	7.0
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	None	Min	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	27	52	458	93	26	125
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	54	477	97	27	130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	710	526	0	0	574	0
Stage 1	526	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	400	552	-	-	999	-
Stage 1	593	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	552	-	-	999	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14		1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	482	999	-
HCM Lane V/C Ratio	-	-	0.171	0.027	-
HCM Control Delay (s)	-	-	14	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	31	304	26	38	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	34	330	28	41	363

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	791	345	0	0	359	0
Stage 1	345	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	358	698	-	-	1200	-
Stage 1	717	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	343	698	-	-	1200	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3		0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1200	-
HCM Lane V/C Ratio	-	-	0.115	0.034	-
HCM Control Delay (s)	-	-	13.3	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	498	143	66	483	112	227	377	132	37	126	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	93	513	147	68	498	115	234	389	136	38	130	36
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	673	1363	1159	613	2086	479	321	516	178	163	473	127
Arrive On Green	0.04	0.73	0.73	0.04	0.73	0.73	0.06	0.20	0.20	0.03	0.17	0.17
Sat Flow, veh/h	1774	1863	1583	1774	2860	657	1774	2583	892	1774	2761	741
Grp Volume(v), veh/h	93	513	147	68	307	306	234	265	260	38	82	84
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1747	1774	1770	1705	1774	1770	1732
Q Serve(g_s), s	1.5	12.1	3.3	1.1	6.8	6.8	7.0	16.8	17.1	2.1	4.8	5.0
Cycle Q Clear(g_c), s	1.5	12.1	3.3	1.1	6.8	6.8	7.0	16.8	17.1	2.1	4.8	5.0
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.52	1.00		0.43
Lane Grp Cap(c), veh/h	673	1363	1159	613	1291	1274	321	354	341	163	303	297
V/C Ratio(X)	0.14	0.38	0.13	0.11	0.24	0.24	0.73	0.75	0.76	0.23	0.27	0.28
Avail Cap(c_a), veh/h	706	1363	1159	651	1291	1274	321	743	716	214	743	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6	5.9	4.7	4.0	5.3	5.3	43.1	44.8	45.0	39.6	42.9	43.0
Incr Delay (d2), s/veh	0.1	0.8	0.2	0.1	0.4	0.4	8.1	3.2	3.5	0.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.4	1.5	0.5	3.4	3.4	4.7	8.5	8.4	1.0	2.4	2.5
LnGrp Delay(d),s/veh	3.7	6.7	4.9	4.1	5.7	5.7	51.1	48.0	48.5	40.4	43.4	43.5
LnGrp LOS	A	A	A	A	A	A	D	D	D	D	D	D
Approach Vol, veh/h		753			681			759			204	
Approach Delay, s/veh		6.0			5.6			49.1			42.9	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	28.8	7.5	92.1	10.0	25.4	7.8	91.8
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	50.0	7.0	55.0	7.0	50.0	7.0	55.0
Max Q Clear Time (g_c+I1), s	4.1	19.1	3.1	14.1	9.0	7.0	3.5	8.8
Green Ext Time (p_c), s	0.0	4.7	0.0	9.9	0.0	4.8	0.1	10.1

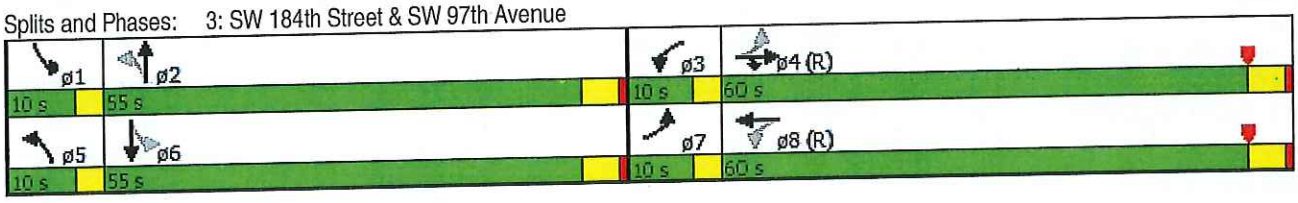
Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	90	498	143	66	483	227	377	37	126
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	10.0	23.0	23.0	9.5	23.0	9.5	23.0	10.0	33.0
Total Split (s)	10.0	60.0	60.0	10.0	60.0	10.0	55.0	10.0	55.0
Total Split (%)	7.4%	44.4%	44.4%	7.4%	44.4%	7.4%	40.7%	7.4%	40.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 135
Actuated Cycle Length: 135
Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	50	498	373	167	520	59	174	228	82	79	367	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	519	389	174	542	61	181	238	85	82	382	80
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	942	801	404	1693	190	277	528	184	319	564	117
Arrive On Green	0.04	0.51	0.51	0.07	0.53	0.53	0.07	0.21	0.21	0.05	0.19	0.19
Sat Flow, veh/h	1774	1863	1583	1774	3209	360	1774	2578	897	1774	2920	606
Grp Volume(v), veh/h	52	519	389	174	298	305	181	161	162	82	230	232
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1799	1774	1770	1705	1774	1770	1756
Q Serve(g_s), s	1.0	14.5	12.2	3.5	7.3	7.3	5.0	6.1	6.3	2.8	9.1	9.3
Cycle Q Clear(g_c), s	1.0	14.5	12.2	3.5	7.3	7.3	5.0	6.1	6.3	2.8	9.1	9.3
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.53	1.00		0.34
Lane Grp Cap(c), veh/h	524	942	801	404	934	949	277	363	349	319	342	339
V/C Ratio(X)	0.10	0.55	0.49	0.43	0.32	0.32	0.65	0.44	0.46	0.26	0.67	0.68
Avail Cap(c_a), veh/h	563	942	801	404	934	949	277	490	472	340	490	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	12.8	12.3	9.5	10.2	10.2	25.9	26.4	26.5	22.7	28.4	28.4
Incr Delay (d2), s/veh	0.1	2.3	2.1	0.7	0.9	0.9	5.4	0.9	1.0	0.4	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.0	5.7	1.7	3.7	3.9	1.7	3.0	3.1	1.4	4.7	4.7
LnGrp Delay(d),s/veh	8.2	15.2	14.4	10.2	11.1	11.1	31.2	27.2	27.4	23.1	30.7	30.9
LnGrp LOS	A	B	B	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		960			777			504			544	
Approach Delay, s/veh		14.5			10.9			28.7			29.6	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	20.5	8.0	43.3	8.0	19.7	6.3	45.0
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	21.0	5.0	32.0	5.0	21.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	4.8	8.3	5.5	16.5	7.0	11.3	3.0	9.3
Green Ext Time (p_c), s	0.0	3.9	0.0	7.8	0.0	3.3	0.0	9.5

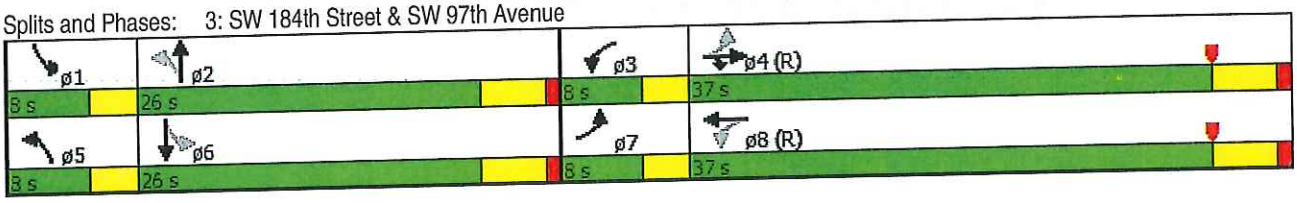
Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	50	498	373	167	520	174	228	79	367
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	8.0	23.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Total Split (s)	8.0	37.0	37.0	8.0	37.0	8.0	26.0	8.0	26.0
Total Split (%)	10.1%	46.8%	46.8%	10.1%	46.8%	10.1%	32.9%	10.1%	32.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Future without Project Conditions

(without SW 95th Avenue link)

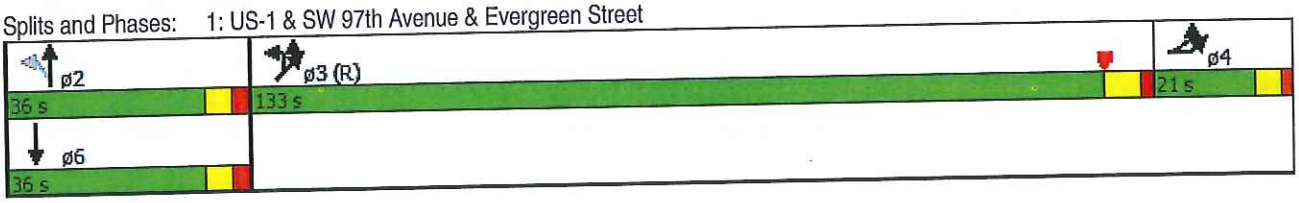
Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	58	42	71	306	60	1	1	64	1845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.91			0.90		1.00				1.00	
Flt Protected	0.99			1.00		1.00				1.00	
Satd. Flow (prot)	1662			1671		1859				5071	
Flt Permitted	0.99			0.96		1.00				1.00	
Satd. Flow (perm)	1662			1608		1859				5071	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	62	45	76	329	65	1	1	69	1984	16
RTOR Reduction (vph)	0	0	0	47	0	43	0	0	0	0	0
Lane Group Flow (vph)	89	0	0	403	0	23	0	0	0	2070	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	15.0			45.1		45.1				109.9	
Effective Green, g (s)	15.0			45.1		45.1				109.9	
Actuated g/C Ratio	0.08			0.24		0.24				0.58	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	131			381		441				2933	
v/s Ratio Prot	c0.05					0.01				c0.41	
v/s Ratio Perm				c0.25							
v/c Ratio	0.68			1.06		0.05				0.71	
Uniform Delay, d1	85.2			72.5		55.9				28.5	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	13.1			62.5		0.0				1.5	
Delay (s)	98.3			135.0		56.0				30.0	
Level of Service	F			F		E				C	
Approach Delay (s)	98.3			135.0		56.0				30.0	
Approach LOS	F			F		E				C	

Intersection Summary			
HCM 2000 Control Delay	50.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	42	71	60	1845
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	21.0	36.0	36.0	36.0	133.0
Total Split (%)	11.1%	18.9%	18.9%	18.9%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



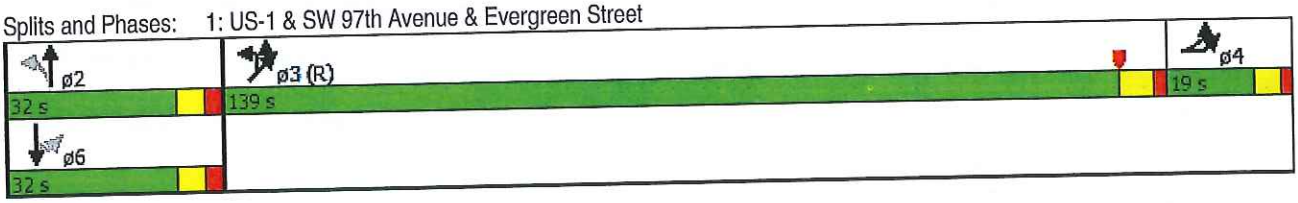
Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Volume (vph)	19	64	9	55	288	1	161	2	1	54	1493	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0			7.0				7.0	
Lane Util. Factor	1.00			1.00			1.00				0.91	
Frt	0.90			0.89			1.00				1.00	
Flt Protected	0.99			1.00			1.00				1.00	
Satd. Flow (prot)	1650			1655			1859				5066	
Flt Permitted	0.99			0.99			1.00				1.00	
Satd. Flow (perm)	1650			1643			1857				5066	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	67	9	58	303	1	169	2	1	57	1572	23
RTOR Reduction (vph)	0	0	0	70	0	0	40	0	0	0	1	0
Lane Group Flow (vph)	87	0	0	300	0	0	132	0	0	0	1652	0
Turn Type	Prot		Perm	NA		Perm	NA		Split	Split	NA	
Protected Phases	4			2			6		3	3	3	
Permitted Phases			2			6						
Actuated Green, G (s)	16.0			55.9			55.9				98.1	
Effective Green, g (s)	16.0			55.9			55.9				98.1	
Actuated g/C Ratio	0.08			0.29			0.29				0.52	
Clearance Time (s)	6.0			7.0			7.0				7.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	138			483			546				2615	
v/s Ratio Prot	c0.05										c0.33	
v/s Ratio Perm				c0.18			0.07					
v/c Ratio	0.63			0.62			0.24				0.63	
Uniform Delay, d1	84.1			57.9			50.9				33.0	
Progression Factor	1.00			1.00			1.00				1.00	
Incremental Delay, d2	9.0			2.5			0.2				1.2	
Delay (s)	93.2			60.4			51.2				34.2	
Level of Service	F			E			D				C	
Approach Delay (s)	93.2			60.4			51.2				34.2	
Approach LOS	F			E			D				C	

Intersection Summary			
HCM 2000 Control Delay	41.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBL	SBT	NET
Lane Configurations						
Volume (vph)	19	9	55	1	161	1493
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	3
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	13.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	19.0	32.0	32.0	32.0	32.0	139.0
Total Split (%)	10.0%	16.8%	16.8%	16.8%	16.8%	73.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.0		7.0	7.0
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	None	Min	Min	Min	Min	C-Min

Intersection Summary
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	27	53	729	94	26	266
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	55	759	98	27	277

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1139	808	0	0	857	0
Stage 1	808	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	223	381	-	-	783	-
Stage 1	438	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	381	-	-	783	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4		0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	783	-
HCM Lane V/C Ratio	-	-	0.276	0.035	-
HCM Control Delay (s)	-	-	21.4	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	21	31	337	26	38	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	34	366	28	41	391

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	854	380	0	0	395	0
Stage 1	380	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	329	667	-	-	1164	-
Stage 1	691	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	667	-	-	1164	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9		0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	459	1164	-
HCM Lane V/C Ratio	-	-	0.123	0.035	-
HCM Control Delay (s)	-	-	13.9	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	503	144	67	488	141	229	520	133	70	181	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	196	519	148	69	503	145	236	536	137	72	187	92
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	562	1169	994	493	1651	474	338	693	176	186	548	259
Arrive On Green	0.06	0.63	0.63	0.04	0.61	0.61	0.06	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	1774	1863	1583	1774	2716	779	1774	2795	712	1774	2335	1103
Grp Volume(v), veh/h	196	519	148	69	327	321	236	339	334	72	140	139
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1725	1774	1770	1737	1774	1770	1668
Q Serve(g_s), s	5.0	17.9	4.8	1.8	11.1	11.2	7.0	22.2	22.3	3.8	8.2	8.7
Cycle Q Clear(g_c), s	5.0	17.9	4.8	1.8	11.1	11.2	7.0	22.2	22.3	3.8	8.2	8.7
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.41	1.00		0.66
Lane Grp Cap(c), veh/h	562	1169	994	493	1076	1049	338	439	431	186	415	391
V/C Ratio(X)	0.35	0.44	0.15	0.14	0.30	0.31	0.70	0.77	0.78	0.39	0.34	0.36
Avail Cap(c_a), veh/h	562	1169	994	528	1076	1049	338	710	697	210	710	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	12.0	9.5	9.2	11.7	11.8	40.9	43.6	43.6	35.8	39.6	39.8
Incr Delay (d2), s/veh	0.4	1.2	0.3	0.1	0.7	0.8	6.2	2.9	3.0	1.3	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.5	2.2	0.9	5.6	5.5	4.8	11.2	11.0	1.9	4.1	4.0
LnGrp Delay(d),s/veh	8.6	13.2	9.8	9.4	12.5	12.5	47.1	46.5	46.7	37.1	40.1	40.4
LnGrp LOS	A	B	A	A	B	B	D	D	D	D	D	D
Approach Vol, veh/h		863			717			909			351	
Approach Delay, s/veh		11.6			12.2			46.7			39.6	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	35.9	7.5	83.2	10.0	34.2	10.0	80.8
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	50.0	7.0	55.0	7.0	50.0	7.0	55.0
Max Q Clear Time (g_c+I1), s	5.8	24.3	3.8	19.9	9.0	10.7	7.0	13.2
Green Ext Time (p_c), s	0.0	6.5	0.0	10.1	0.0	7.1	0.0	10.5

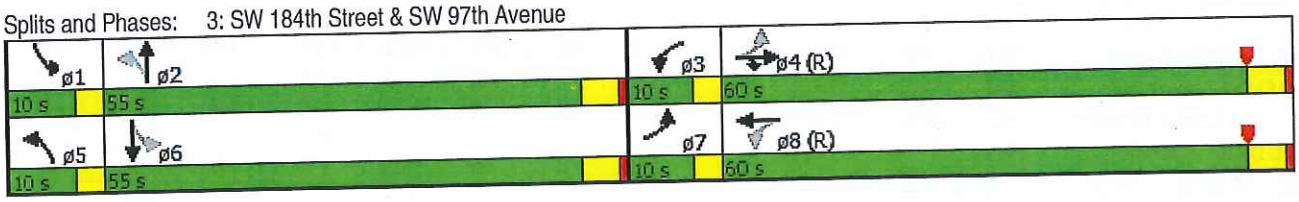
Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	190	503	144	67	488	229	520	70	181
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	10.0	23.0	23.0	9.5	23.0	9.5	23.0	10.0	33.0
Total Split (s)	10.0	60.0	60.0	10.0	60.0	10.0	55.0	10.0	55.0
Total Split (%)	7.4%	44.4%	44.4%	7.4%	44.4%	7.4%	40.7%	7.4%	40.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 135
Actuated Cycle Length: 135
Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	503	377	169	525	63	176	246	83	85	380	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	524	393	176	547	66	183	256	86	89	396	91
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	923	784	392	1629	196	275	552	181	321	575	131
Arrive On Green	0.05	0.50	0.50	0.07	0.51	0.51	0.07	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1774	1863	1583	1774	3182	383	1774	2621	860	1774	2865	652
Grp Volume(v), veh/h	65	524	393	176	304	309	183	171	171	89	243	244
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1795	1774	1770	1711	1774	1770	1748
Q Serve(g_s), s	1.3	15.0	12.7	3.7	7.7	7.7	5.0	6.4	6.7	3.0	9.7	9.9
Cycle Q Clear(g_c), s	1.3	15.0	12.7	3.7	7.7	7.7	5.0	6.4	6.7	3.0	9.7	9.9
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.50	1.00		0.37
Lane Grp Cap(c), veh/h	512	923	784	392	906	919	275	373	360	321	355	351
V/C Ratio(X)	0.13	0.57	0.50	0.45	0.34	0.34	0.66	0.46	0.47	0.28	0.68	0.70
Avail Cap(c_a), veh/h	542	923	784	392	906	919	275	488	472	338	488	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	13.5	12.9	10.2	10.9	11.0	25.8	26.3	26.4	22.4	28.2	28.3
Incr Delay (d2), s/veh	0.1	2.5	2.3	0.8	1.0	1.0	5.9	0.9	1.0	0.5	2.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.4	6.0	1.8	4.0	4.0	1.8	3.2	3.2	1.5	5.0	5.0
LnGrp Delay(d),s/veh	8.6	16.0	15.2	11.0	11.9	11.9	31.7	27.1	27.3	22.9	30.5	30.9
LnGrp LOS	A	B	B	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		982			789			525			576	
Approach Delay, s/veh		15.2			11.7			28.8			29.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	21.0	8.0	42.7	8.0	20.3	6.7	44.0
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	21.0	5.0	32.0	5.0	21.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	5.0	8.7	5.7	17.0	7.0	11.9	3.3	9.7
Green Ext Time (p_c), s	0.0	4.1	0.0	7.7	0.0	3.4	0.0	9.5

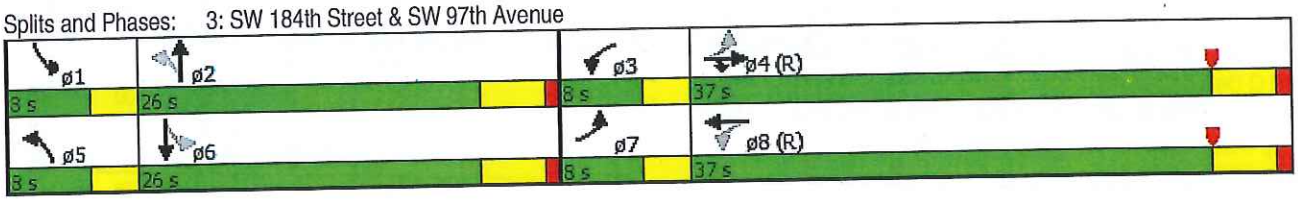
Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	62	503	377	169	525	176	246	85	380
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	8.0	23.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Total Split (s)	8.0	37.0	37.0	8.0	37.0	8.0	26.0	8.0	26.0
Total Split (%)	10.1%	46.8%	46.8%	10.1%	46.8%	10.1%	32.9%	10.1%	32.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Future with Project Conditions

(without SW 95th Avenue link)

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	66	42	73	330	64	1	1	64	1845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.90			0.90		1.00				1.00	
Flt Protected	0.99			1.00		1.00				1.00	
Satd. Flow (prot)	1658			1668		1859				5071	
Flt Permitted	0.99			0.96		1.00				1.00	
Satd. Flow (perm)	1658			1608		1859				5071	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	71	45	78	355	69	1	1	69	1984	16
RTOR Reduction (vph)	0	0	0	50	0	44	0	0	0	0	0
Lane Group Flow (vph)	98	0	0	428	0	26	0	0	0	2070	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	16.1			43.9		43.9				110.0	
Effective Green, g (s)	16.1			43.9		43.9				110.0	
Actuated g/C Ratio	0.08			0.23		0.23				0.58	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	140			371		429				2935	
v/s Ratio Prot	c0.06					0.01				c0.41	
v/s Ratio Perm				c0.27							
v/c Ratio	0.70			1.15		0.06				0.71	
Uniform Delay, d1	84.6			73.0		57.0				28.5	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	14.2			95.5		0.1				1.5	
Delay (s)	98.8			168.6		57.0				29.9	
Level of Service	F			F		E				C	
Approach Delay (s)	98.8			168.6		57.0				29.9	
Approach LOS	F			F		E				C	

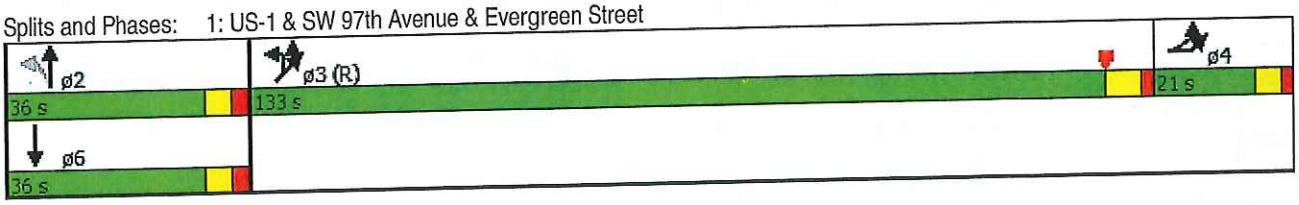
Intersection Summary			
HCM 2000 Control Delay	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	42	73	64	1845
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	21.0	36.0	36.0	36.0	133.0
Total Split (%)	11.1%	18.9%	18.9%	18.9%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	66	42	73	330	64	1	1	64	1845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.90			0.90		1.00				1.00	
Flt Protected	0.99			1.00		1.00				1.00	
Satd. Flow (prot)	1658			1668		1859				5071	
Flt Permitted	0.99			0.96		1.00				1.00	
Satd. Flow (perm)	1658			1609		1859				5071	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	71	45	78	355	69	1	1	69	1984	16
RTOR Reduction (vph)	0	0	0	50	0	43	0	0	0	0	0
Lane Group Flow (vph)	98	0	0	428	0	27	0	0	0	2070	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	15.7			47.8		47.8				106.5	
Effective Green, g (s)	15.7			47.8		47.8				106.5	
Actuated g/C Ratio	0.08			0.25		0.25				0.56	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	137			404		467				2842	
v/s Ratio Prot	c0.06					0.01				c0.41	
v/s Ratio Perm				c0.27							
v/c Ratio	0.72			1.06		0.06				0.73	
Uniform Delay, d1	85.0			71.1		54.0				31.0	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	16.2			61.2		0.1				1.7	
Delay (s)	101.2			132.3		54.1				32.7	
Level of Service	F			F		D				C	
Approach Delay (s)	101.2			132.3		54.1				32.7	
Approach LOS	F			F		D				C	

Intersection Summary			
HCM 2000 Control Delay	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

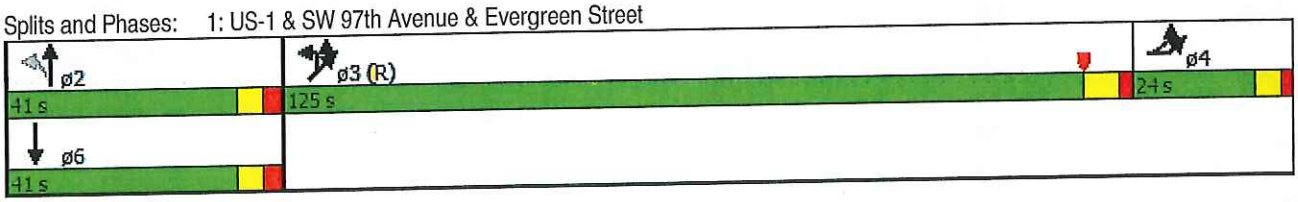
1: US-1 & SW 97th Avenue & Evergreen Street

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	42	73	64	1845
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	24.0	41.0	41.0	41.0	125.0
Total Split (%)	12.6%	21.6%	21.6%	21.6%	65.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Volume (vph)	19	82	9	57	307	1	170	2	1	54	1493	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0			7.0				7.0	
Lane Util. Factor	1.00			1.00			1.00				0.91	
Frt	0.89			0.89			1.00				1.00	
Flt Protected	0.99			1.00			1.00				1.00	
Satd. Flow (prot)	1643			1654			1859				5066	
Flt Permitted	0.99			0.99			1.00				1.00	
Satd. Flow (perm)	1643			1642			1857				5066	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	86	9	60	323	1	179	2	1	57	1572	23
RTOR Reduction (vph)	0	0	0	70	0	0	39	0	0	0	1	0
Lane Group Flow (vph)	106	0	0	322	0	0	143	0	0	0	1652	0
Turn Type	Prot		Perm	NA		Perm	NA		Split	Split	NA	
Protected Phases	4			2			6		3	3	3	
Permitted Phases			2			6						
Actuated Green, G (s)	19.8			60.1			60.1				90.1	
Effective Green, g (s)	19.8			60.1			60.1				90.1	
Actuated g/C Ratio	0.10			0.32			0.32				0.47	
Clearance Time (s)	6.0			7.0			7.0				7.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	171			519			587				2402	
v/s Ratio Prot	c0.06										c0.33	
v/s Ratio Perm				c0.20			0.08					
v/c Ratio	0.62			0.62			0.24				0.69	
Uniform Delay, d1	81.5			55.3			48.1				39.0	
Progression Factor	1.00			1.00			1.00				1.00	
Incremental Delay, d2	6.5			2.3			0.2				1.6	
Delay (s)	88.0			57.6			48.3				40.6	
Level of Service	F			E			D				D	
Approach Delay (s)	88.0			57.6			48.3				40.6	
Approach LOS	F			E			D				D	

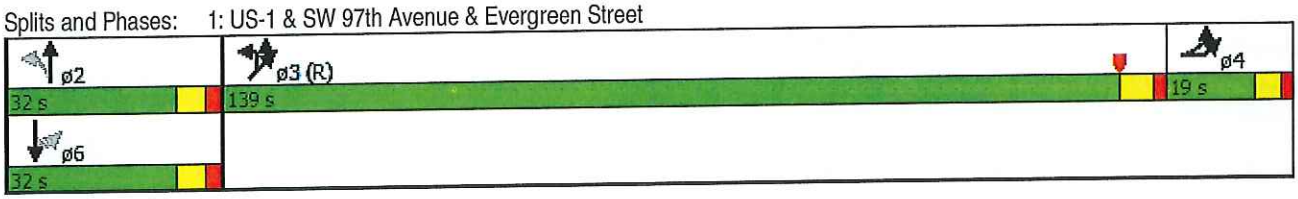
Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBL	SBT	NET
Lane Configurations						
Volume (vph)	19	9	57	1	170	1493
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	3
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	13.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	19.0	32.0	32.0	32.0	32.0	139.0
Total Split (%)	10.0%	16.8%	16.8%	16.8%	16.8%	73.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.0		7.0	7.0
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	None	Min	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	48	78	729	104	38	266
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	81	759	108	40	277

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1170	814	0	0	868	0
Stage 1	814	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	213	378	-	-	776	-
Stage 1	436	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	378	-	-	776	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.4		1.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 282	776	-
HCM Lane V/C Ratio	-	- 0.465	0.051	-
HCM Control Delay (s)	-	- 28.4	9.9	0
HCM Lane LOS	-	- D	A	A
HCM 95th %tile Q(veh)	-	- 2	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	39	53	337	50	65	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	58	366	54	71	391

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	926	393	0	0	421	0
Stage 1	393	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	298	656	-	-	1138	-
Stage 1	682	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	656	-	-	1138	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.5		1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	412	1138	-
HCM Lane V/C Ratio	-	-	0.243	0.062	-
HCM Control Delay (s)	-	-	16.5	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	199	503	144	67	488	141	229	521	133	70	184	108
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	205	519	148	69	503	145	236	537	137	72	190	111
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	560	1165	991	491	1646	472	329	697	177	187	517	289
Arrive On Green	0.06	0.63	0.63	0.04	0.61	0.61	0.06	0.25	0.25	0.04	0.24	0.24
Sat Flow, veh/h	1774	1863	1583	1774	2716	779	1774	2796	711	1774	2193	1224
Grp Volume(v), veh/h	205	519	148	69	327	321	236	339	335	72	152	149
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1725	1774	1770	1737	1774	1770	1647
Q Serve(g_s), s	5.3	18.0	4.8	1.8	11.1	11.2	7.0	22.2	22.4	3.8	8.9	9.5
Cycle Q Clear(g_c), s	5.3	18.0	4.8	1.8	11.1	11.2	7.0	22.2	22.4	3.8	8.9	9.5
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.41	1.00		0.74
Lane Grp Cap(c), veh/h	560	1165	991	491	1072	1045	329	441	433	187	418	389
V/C Ratio(X)	0.37	0.45	0.15	0.14	0.30	0.31	0.72	0.77	0.77	0.39	0.36	0.38
Avail Cap(c_a), veh/h	560	1165	991	526	1072	1045	329	709	697	211	709	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	12.1	9.6	9.4	11.9	11.9	41.3	43.5	43.5	35.7	39.8	40.0
Incr Delay (d2), s/veh	0.4	1.2	0.3	0.1	0.7	0.8	7.3	2.8	3.0	1.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.6	2.2	0.9	5.7	5.6	5.0	11.2	11.1	1.9	4.4	4.4
LnGrp Delay(d),s/veh	8.8	13.4	10.0	9.5	12.6	12.7	48.7	46.3	46.5	37.0	40.3	40.7
LnGrp LOS	A	B	A	A	B	B	D	D	D	D	D	D
Approach Vol, veh/h		872			717			910			373	
Approach Delay, s/veh		11.7			12.3			47.0			39.8	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	36.1	7.5	83.0	10.0	34.4	10.0	80.6
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	50.0	7.0	55.0	7.0	50.0	7.0	55.0
Max Q Clear Time (g_c+I1), s	5.8	24.4	3.8	20.0	9.0	11.5	7.3	13.2
Green Ext Time (p_c), s	0.0	6.7	0.0	10.1	0.0	7.3	0.0	10.5

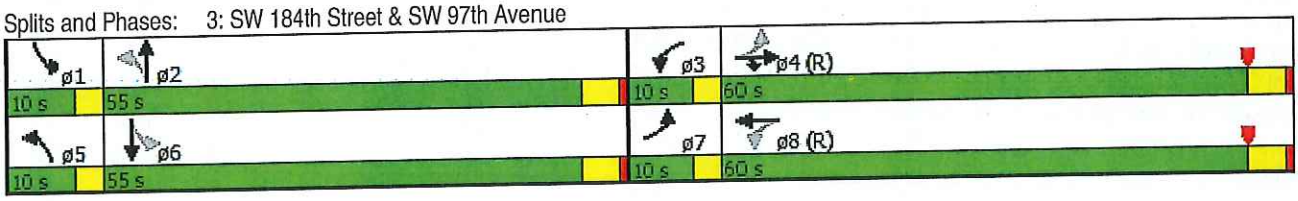
Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	199	503	144	67	488	229	521	70	184
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	10.0	23.0	23.0	9.5	23.0	9.5	23.0	10.0	33.0
Total Split (s)	10.0	60.0	60.0	10.0	60.0	10.0	55.0	10.0	55.0
Total Split (%)	7.4%	44.4%	44.4%	7.4%	44.4%	7.4%	40.7%	7.4%	40.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 135
Actuated Cycle Length: 135
Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	82	503	377	169	525	63	176	249	83	85	382	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	524	393	176	547	66	183	259	86	89	398	106
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	911	774	386	1590	191	273	566	184	324	570	150
Arrive On Green	0.05	0.49	0.49	0.07	0.50	0.50	0.07	0.22	0.22	0.06	0.21	0.21
Sat Flow, veh/h	1774	1863	1583	1774	3182	383	1774	2629	853	1774	2773	731
Grp Volume(v), veh/h	85	524	393	176	304	309	183	172	173	89	253	251
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1795	1774	1770	1712	1774	1770	1734
Q Serve(g_s), s	1.8	15.3	12.9	3.7	7.9	8.0	5.0	6.5	6.7	3.0	10.1	10.3
Cycle Q Clear(g_c), s	1.8	15.3	12.9	3.7	7.9	8.0	5.0	6.5	6.7	3.0	10.1	10.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.50	1.00		0.42
Lane Grp Cap(c), veh/h	510	911	774	386	884	897	273	381	369	324	364	356
V/C Ratio(X)	0.17	0.58	0.51	0.46	0.34	0.35	0.67	0.45	0.47	0.27	0.69	0.71
Avail Cap(c_a), veh/h	529	911	774	386	884	897	273	487	471	342	487	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	13.9	13.3	10.6	11.5	11.5	25.7	26.0	26.1	22.2	28.1	28.2
Incr Delay (d2), s/veh	0.2	2.6	2.4	0.8	1.1	1.1	6.2	0.8	0.9	0.5	2.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.5	6.1	1.9	4.1	4.2	1.8	3.2	3.3	1.5	5.2	5.2
LnGrp Delay(d),s/veh	8.9	16.5	15.6	11.4	12.6	12.6	31.9	26.9	27.1	22.7	30.8	31.3
LnGrp LOS	A	B	B	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1002			789			528			593	
Approach Delay, s/veh		15.5			12.3			28.7			29.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	21.4	8.0	42.3	8.0	20.7	7.2	43.1
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	21.0	5.0	32.0	5.0	21.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	5.0	8.7	5.7	17.3	7.0	12.3	3.8	10.0
Green Ext Time (p_c), s	0.0	4.2	0.0	7.7	0.0	3.4	0.0	9.5

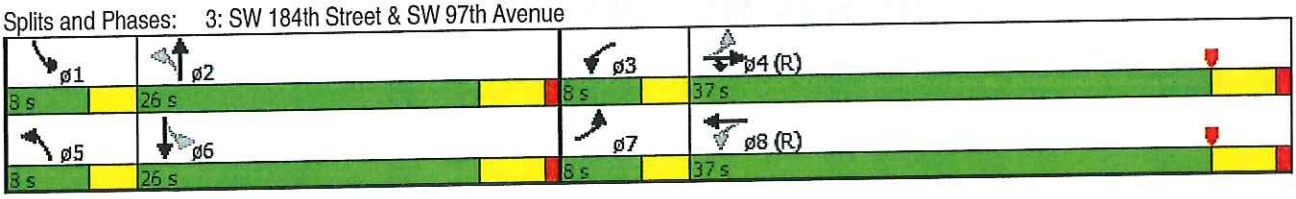
Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	82	503	377	169	525	176	249	85	382
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	8.0	23.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Total Split (s)	8.0	37.0	37.0	8.0	37.0	8.0	26.0	8.0	26.0
Total Split (%)	10.1%	46.8%	46.8%	10.1%	46.8%	10.1%	32.9%	10.1%	32.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Future without Project Conditions

(with SW 95th Avenue link)

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	58	42	71	153	30	1	1	64	1845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.91			0.92		1.00				1.00	
Flt Protected	0.99			0.99		1.00				1.00	
Satd. Flow (prot)	1662			1704		1855				5071	
Flt Permitted	0.99			0.94		1.00				1.00	
Satd. Flow (perm)	1662			1616		1855				5071	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	62	45	76	165	32	1	1	69	1984	16
RTOR Reduction (vph)	0	0	0	24	0	26	0	0	0	0	0
Lane Group Flow (vph)	89	0	0	262	0	7	0	0	0	2070	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	15.0			39.6		39.6				115.4	
Effective Green, g (s)	15.0			39.6		39.6				115.4	
Actuated g/C Ratio	0.08			0.21		0.21				0.61	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	131			336		386				3079	
v/s Ratio Prot	c0.05					0.00				c0.41	
v/s Ratio Perm				c0.16							
v/c Ratio	0.68			0.78		0.02				0.67	
Uniform Delay, d1	85.2			71.1		59.7				24.7	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	13.1			11.2		0.0				1.2	
Delay (s)	98.3			82.3		59.8				25.9	
Level of Service	F			F		E				C	
Approach Delay (s)	98.3			82.3		59.8				25.9	
Approach LOS	F			F		E				C	

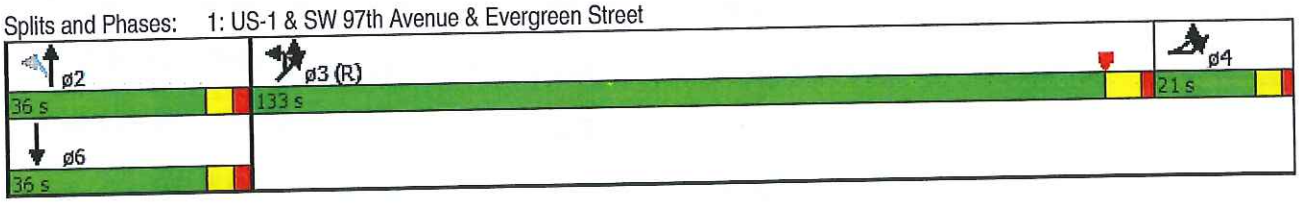
Intersection Summary			
HCM 2000 Control Delay	35.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	42	71	30	1845
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	21.0	36.0	36.0	36.0	133.0
Total Split (%)	11.1%	18.9%	18.9%	18.9%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Volume (vph)	19	64	9	27	144	1	81	2	1	54	1493	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0			7.0				7.0	
Lane Util. Factor	1.00			1.00			1.00				0.91	
Frt	0.90			0.89			1.00				1.00	
Flt Protected	0.99			1.00			1.00				1.00	
Satd. Flow (prot)	1650			1657			1856				5066	
Flt Permitted	0.99			0.97			0.98				1.00	
Satd. Flow (perm)	1650			1619			1822				5066	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	67	9	28	152	1	85	2	1	57	1572	23
RTOR Reduction (vph)	0	0	0	82	0	0	52	0	0	0	1	0
Lane Group Flow (vph)	87	0	0	107	0	0	36	0	0	0	1652	0
Turn Type	Prot		Perm	NA		Perm	NA		Split	Split	NA	
Protected Phases	4			2			6		3	3	3	
Permitted Phases			2			6						
Actuated Green, G (s)	16.0			17.5			17.5				136.5	
Effective Green, g (s)	16.0			17.5			17.5				136.5	
Actuated g/C Ratio	0.08			0.09			0.09				0.72	
Clearance Time (s)	6.0			7.0			7.0				7.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	138			149			167				3639	
v/s Ratio Prot	c0.05										c0.33	
v/s Ratio Perm				c0.07			0.02					
v/c Ratio	0.63			0.72			0.22				0.45	
Uniform Delay, d1	84.1			83.9			79.9				11.2	
Progression Factor	1.00			1.00			1.00				1.00	
Incremental Delay, d2	9.0			15.7			0.7				0.4	
Delay (s)	93.2			99.6			80.6				11.6	
Level of Service	F			F			F				B	
Approach Delay (s)	93.2			99.6			80.6				11.6	
Approach LOS	F			F			F				B	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

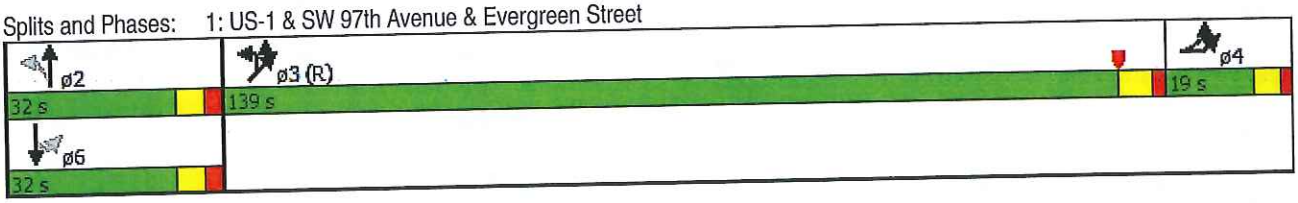
1: US-1 & SW 97th Avenue & Evergreen Street

Lane Group	EBL	NBL	NBT	SBL	SBT	NET
Lane Configurations						
Volume (vph)	19	9	27	1	81	1493
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	3
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	13.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	19.0	32.0	32.0	32.0	32.0	139.0
Total Split (%)	10.0%	16.8%	16.8%	16.8%	16.8%	73.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.0		7.0	7.0
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	None	Min	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	14	26	365	47	13	133
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	27	380	49	14	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	571	405	0	0	429	0
Stage 1	405	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	482	646	-	-	1130	-
Stage 1	673	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	476	646	-	-	1130	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.8		0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	574	1130	-
HCM Lane V/C Ratio	-	-	0.073	0.012	-
HCM Control Delay (s)	-	-	11.8	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	11	16	168	13	19	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	17	183	14	21	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	427	190	0	0	197	0
Stage 1	190	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	584	852	-	-	1376	-
Stage 1	842	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	574	852	-	-	1376	-
Mov Cap-2 Maneuver	574	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3		0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	712	1376	-
HCM Lane V/C Ratio	-	-	0.041	0.015	-
HCM Control Delay (s)	-	-	10.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	190	503	144	33	488	141	229	260	67	35	91	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	196	519	148	34	503	145	236	268	69	36	94	92
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	746	1553	1320	703	2224	638	234	393	99	164	194	172
Arrive On Green	0.04	0.83	0.83	0.03	0.82	0.82	0.06	0.14	0.14	0.03	0.11	0.11
Sat Flow, veh/h	1774	1863	1583	1774	2716	779	1774	2800	708	1774	1781	1574
Grp Volume(v), veh/h	196	519	148	34	327	321	236	168	169	36	93	93
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1725	1774	1770	1738	1774	1770	1585
Q Serve(g_s), s	1.9	7.4	2.0	0.3	4.7	4.8	7.0	10.4	10.7	2.1	5.7	6.4
Cycle Q Clear(g_c), s	1.9	7.4	2.0	0.3	4.7	4.8	7.0	10.4	10.7	2.1	5.7	6.4
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.41	1.00		0.99
Lane Grp Cap(c), veh/h	746	1553	1320	703	1449	1413	234	248	244	164	193	173
V/C Ratio(X)	0.26	0.33	0.11	0.05	0.23	0.23	1.01	0.68	0.70	0.22	0.48	0.54
Avail Cap(c_a), veh/h	777	1553	1320	760	1449	1413	234	767	754	219	767	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	1.3	2.2	1.8	1.5	2.3	2.3	48.5	47.1	47.2	43.9	48.3	48.6
Incr Delay (d2), s/veh	0.2	0.6	0.2	0.0	0.4	0.4	60.5	3.2	3.5	0.7	1.9	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.0	0.9	0.2	2.4	2.4	8.0	5.3	5.4	1.0	2.9	2.9
LnGrp Delay(d),s/veh	1.5	2.8	1.9	1.5	2.7	2.7	109.0	50.3	50.8	44.5	50.2	51.1
LnGrp LOS	A	A	A	A	A	A	F	D	D	D	D	D
Approach Vol, veh/h		863			682			573			222	
Approach Delay, s/veh		2.4			2.6			74.6			49.7	
Approach LOS		A			A			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	21.2	6.3	101.1	10.0	17.6	8.0	99.4
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	50.0	7.0	55.0	7.0	50.0	7.0	55.0
Max Q Clear Time (g_c+I1), s	4.1	12.7	2.3	9.4	9.0	8.4	3.9	6.8
Green Ext Time (p_c), s	0.0	3.5	0.0	10.6	0.0	3.5	0.2	10.7

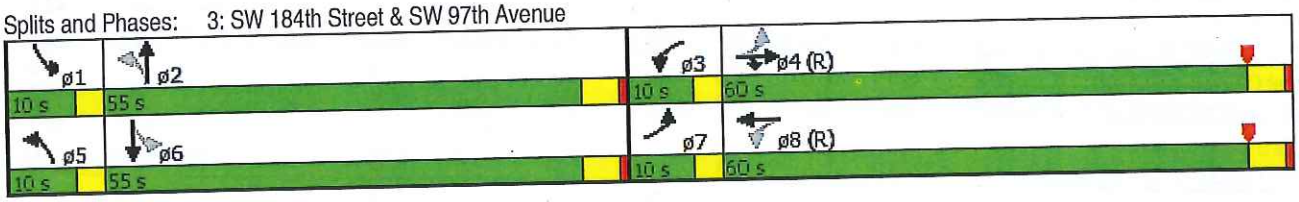
Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	190	503	144	33	488	229	260	35	91
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	10.0	23.0	23.0	9.5	23.0	9.5	23.0	10.0	33.0
Total Split (s)	10.0	60.0	60.0	10.0	60.0	10.0	55.0	10.0	55.0
Total Split (%)	7.4%	44.4%	44.4%	7.4%	44.4%	7.4%	40.7%	7.4%	40.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 135
Actuated Cycle Length: 135
Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	62	503	377	84	525	63	176	123	41	43	190	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	524	393	88	547	66	183	128	43	45	198	91
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	607	1112	945	466	1921	231	282	437	142	318	332	147
Arrive On Green	0.05	0.60	0.60	0.06	0.60	0.60	0.07	0.17	0.17	0.04	0.14	0.14
Sat Flow, veh/h	1774	1863	1583	1774	3182	383	1774	2631	851	1774	2388	1057
Grp Volume(v), veh/h	65	524	393	88	304	309	183	84	87	45	145	144
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1795	1774	1770	1713	1774	1770	1676
Q Serve(g_s), s	1.0	11.5	9.7	1.3	6.0	6.0	5.0	3.1	3.2	1.6	5.6	5.9
Cycle Q Clear(g_c), s	1.0	11.5	9.7	1.3	6.0	6.0	5.0	3.1	3.2	1.6	5.6	5.9
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.50	1.00		0.63
Lane Grp Cap(c), veh/h	607	1112	945	466	1068	1084	282	294	285	318	246	233
V/C Ratio(X)	0.11	0.47	0.42	0.19	0.28	0.29	0.65	0.29	0.30	0.14	0.59	0.62
Avail Cap(c_a), veh/h	640	1112	945	486	1068	1084	282	508	492	367	508	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.0	8.3	7.9	5.7	6.9	6.9	26.8	26.7	26.8	25.3	29.5	29.7
Incr Delay (d2), s/veh	0.1	1.4	1.3	0.2	0.7	0.7	5.1	0.5	0.6	0.2	2.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.3	4.6	0.7	3.1	3.1	1.6	1.5	1.6	0.8	2.9	2.9
LnGrp Delay(d),s/veh	5.0	9.7	9.3	5.9	7.6	7.6	31.9	27.2	27.4	25.5	31.8	32.4
LnGrp LOS	A	A	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		982			701			354			334	
Approach Delay, s/veh		9.2			7.4			29.7			31.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	17.2	7.2	48.7	8.0	15.2	6.7	49.2
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	21.0	5.0	32.0	5.0	21.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	3.6	5.2	3.3	13.5	7.0	7.9	3.0	8.0
Green Ext Time (p_c), s	0.0	2.4	0.0	8.7	0.0	2.2	0.0	9.9

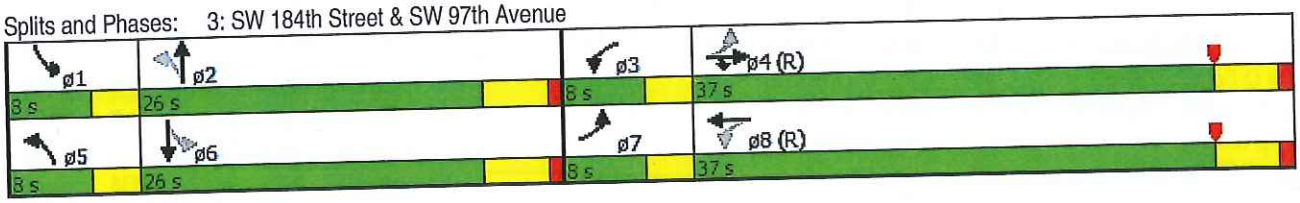
Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	62	503	377	84	525	176	123	43	190
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	8.0	23.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Total Split (s)	8.0	37.0	37.0	8.0	37.0	8.0	26.0	8.0	26.0
Total Split (%)	10.1%	46.8%	46.8%	10.1%	46.8%	10.1%	32.9%	10.1%	32.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Future with Project Conditions

(with SW 95th Avenue link)

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	64	42	73	166	31	1	1	64	1845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.90			0.92		1.00				1.00	
Flt Protected	0.99			0.99		1.00				1.00	
Satd. Flow (prot)	1659			1701		1855				5071	
Flt Permitted	0.99			0.94		1.00				1.00	
Satd. Flow (perm)	1659			1618		1855				5071	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	69	45	78	178	33	1	1	69	1984	16
RTOR Reduction (vph)	0	0	0	25	0	27	0	0	0	0	0
Lane Group Flow (vph)	96	0	0	276	0	7	0	0	0	2070	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	15.8			41.9		41.9				112.3	
Effective Green, g (s)	15.8			41.9		41.9				112.3	
Actuated g/C Ratio	0.08			0.22		0.22				0.59	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	137			356		409				2997	
v/s Ratio Prot	c0.06					0.00				c0.41	
v/s Ratio Perm				c0.17							
v/c Ratio	0.70			0.78		0.02				0.69	
Uniform Delay, d1	84.8			69.6		58.0				26.8	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	15.0			10.1		0.0				1.3	
Delay (s)	99.8			79.8		58.0				28.2	
Level of Service	F			E		E				C	
Approach Delay (s)	99.8			79.8		58.0				28.2	
Approach LOS	F			E		E				C	

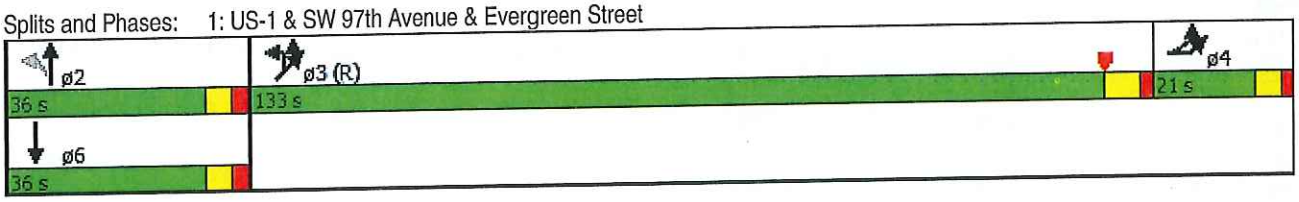
Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	42	73	31	1845
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	21.0	36.0	36.0	36.0	133.0
Total Split (%)	11.1%	18.9%	18.9%	18.9%	70.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 105 (55%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



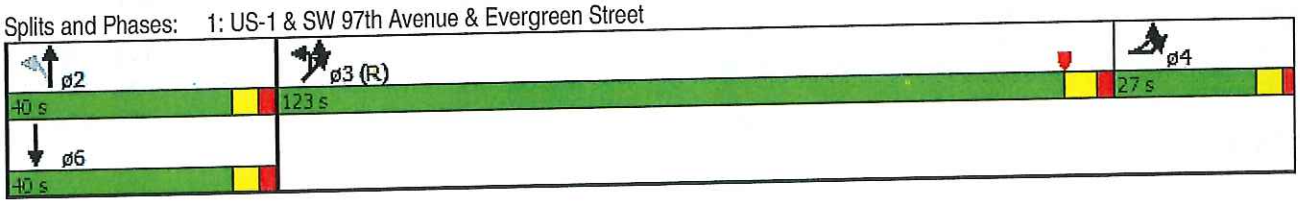
Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations											
Volume (vph)	25	64	42	73	166	31	1	1	64	1845	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0		7.0				7.0	
Lane Util. Factor	1.00			1.00		1.00				0.91	
Frt	0.90			0.92		1.00				1.00	
Flt Protected	0.99			0.99		1.00				1.00	
Satd. Flow (prot)	1659			1701		1855				5071	
Flt Permitted	0.99			0.94		1.00				1.00	
Satd. Flow (perm)	1659			1616		1855				5071	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	69	45	78	178	33	1	1	69	1984	16
RTOR Reduction (vph)	0	0	0	26	0	27	0	0	0	0	0
Lane Group Flow (vph)	96	0	0	275	0	7	0	0	0	2070	0
Turn Type	Prot		Perm	NA		NA		Split	Split	NA	
Protected Phases	4			2		6		3	3	3	
Permitted Phases			2								
Actuated Green, G (s)	16.0			38.4		38.4				115.6	
Effective Green, g (s)	16.0			38.4		38.4				115.6	
Actuated g/C Ratio	0.08			0.20		0.20				0.61	
Clearance Time (s)	6.0			7.0		7.0				7.0	
Vehicle Extension (s)	3.0			3.0		3.0				3.0	
Lane Grp Cap (vph)	139			326		374				3085	
v/s Ratio Prot	c0.06					0.00				c0.41	
v/s Ratio Perm				c0.17							
v/c Ratio	0.69			0.84		0.02				0.67	
Uniform Delay, d1	84.6			72.9		60.7				24.6	
Progression Factor	1.00			1.00		1.00				1.00	
Incremental Delay, d2	13.8			17.6		0.0				1.2	
Delay (s)	98.4			90.5		60.7				25.8	
Level of Service	F			F		E				C	
Approach Delay (s)	98.4			90.5		60.7				25.8	
Approach LOS	F			F		E				C	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	NET
Lane Configurations					
Volume (vph)	25	42	73	31	1845
Turn Type	Prot	Perm	NA	NA	NA
Protected Phases	4		2	6	3
Permitted Phases		2			
Detector Phase	4	2	2	6	3
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	21.0	25.0	25.0	25.0	25.0
Total Split (s)	27.0	40.0	40.0	40.0	123.0
Total Split (%)	14.2%	21.1%	21.1%	21.1%	64.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		7.0	7.0	7.0
Lead/Lag	Lag				Lead
Lead-Lag Optimize?	Yes				Yes
Recall Mode	None	Min	Min	Min	C-Min

Intersection Summary
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 30 (16%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Volume (vph)	19	79	9	30	166	1	84	2	1	54	1493	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0			7.0				7.0	
Lane Util. Factor	1.00			1.00			1.00				0.91	
Frt	0.89			0.89			1.00				1.00	
Flt Protected	0.99			1.00			1.00				1.00	
Satd. Flow (prot)	1644			1656			1856				5066	
Flt Permitted	0.99			0.99			0.98				1.00	
Satd. Flow (perm)	1644			1634			1826				5066	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	83	9	32	175	1	88	2	1	57	1572	23
RTOR Reduction (vph)	0	0	0	83	0	0	51	0	0	0	1	0
Lane Group Flow (vph)	103	0	0	133	0	0	40	0	0	0	1652	0
Turn Type	Prot		Perm	NA		Perm	NA		Split	Split	NA	
Protected Phases	4			2			6		3	3	3	
Permitted Phases			2			6						
Actuated Green, G (s)	19.1			20.4			20.4				130.5	
Effective Green, g (s)	19.1			20.4			20.4				130.5	
Actuated g/C Ratio	0.10			0.11			0.11				0.69	
Clearance Time (s)	6.0			7.0			7.0				7.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	165			175			196				3479	
v/s Ratio Prot	c0.06										c0.33	
v/s Ratio Perm				c0.08			0.02					
v/c Ratio	0.62			0.76			0.20				0.47	
Uniform Delay, d1	82.0			82.4			77.4				13.8	
Progression Factor	1.00			1.00			1.00				1.00	
Incremental Delay, d2	7.2			17.1			0.5				0.5	
Delay (s)	89.2			99.6			77.9				14.3	
Level of Service	F			F			E				B	
Approach Delay (s)	89.2			99.6			77.9				14.3	
Approach LOS	F			F			E				B	

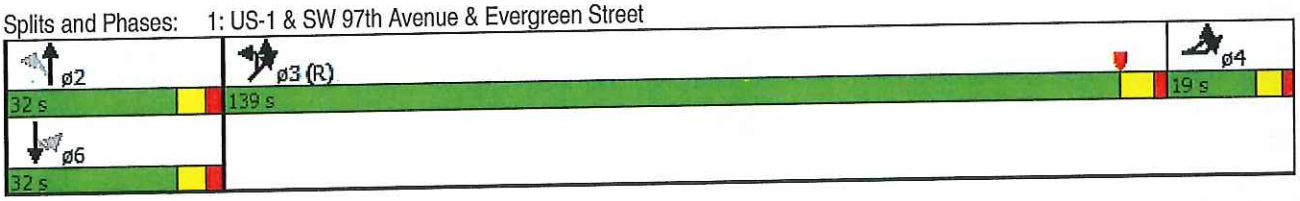
Intersection Summary			
HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBL	SBT	NET
Lane Configurations						
Volume (vph)	19	9	30	1	84	1493
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	3
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	13.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	19.0	32.0	32.0	32.0	32.0	139.0
Total Split (%)	10.0%	16.8%	16.8%	16.8%	16.8%	73.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.0		7.0	7.0
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	None	Min	Min	Min	Min	C-Min

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



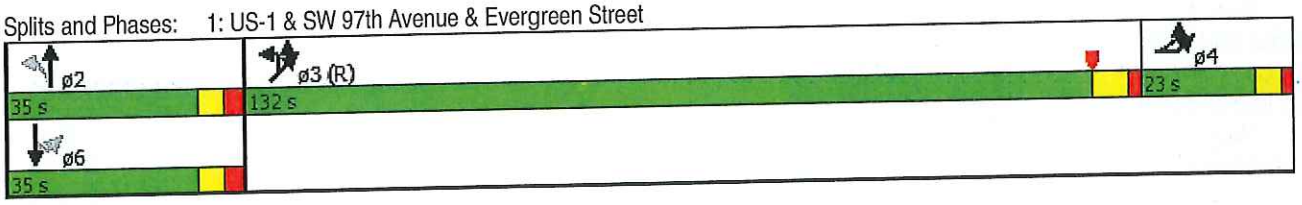
Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Volume (vph)	19	79	9	30	166	1	84	2	1	54	1493	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			7.0			7.0				7.0	
Lane Util. Factor	1.00			1.00			1.00				0.91	
Frt	0.89			0.89			1.00				1.00	
Flt Protected	0.99			1.00			1.00				1.00	
Satd. Flow (prot)	1644			1656			1856				5066	
Flt Permitted	0.99			0.98			0.98				1.00	
Satd. Flow (perm)	1644			1634			1825				5066	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	83	9	32	175	1	88	2	1	57	1572	23
RTOR Reduction (vph)	0	0	0	85	0	0	51	0	0	0	1	0
Lane Group Flow (vph)	103	0	0	131	0	0	40	0	0	0	1652	0
Turn Type	Prot		Perm	NA		Perm	NA		Split	Split	NA	
Protected Phases	4			2			6		3	3	3	
Permitted Phases			2			6						
Actuated Green, G (s)	17.5			20.2			20.2				132.3	
Effective Green, g (s)	17.5			20.2			20.2				132.3	
Actuated g/C Ratio	0.09			0.11			0.11				0.70	
Clearance Time (s)	6.0			7.0			7.0				7.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	151			173			194				3527	
v/s Ratio Prot	c0.06										c0.33	
v/s Ratio Perm				c0.08			0.02					
v/c Ratio	0.68			0.76			0.21				0.47	
Uniform Delay, d1	83.6			82.5			77.6				13.0	
Progression Factor	1.00			1.00			1.00				1.00	
Incremental Delay, d2	12.0			17.2			0.5				0.4	
Delay (s)	95.5			99.7			78.1				13.5	
Level of Service	F			F			E				B	
Approach Delay (s)	95.5			99.7			78.1				13.5	
Approach LOS	F			F			E				B	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBL	SBT	NET
Lane Configurations						
Volume (vph)	19	9	30	1	84	1493
Turn Type	Prot	Perm	NA	Perm	NA	NA
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	3
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	16.0
Minimum Split (s)	13.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	23.0	35.0	35.0	35.0	35.0	132.0
Total Split (%)	12.1%	18.4%	18.4%	18.4%	18.4%	69.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	5.0
All-Red Time (s)	2.0	3.0	3.0	3.0	3.0	2.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	6.0		7.0		7.0	7.0
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	Yes					Yes
Recall Mode	None	Min	Min	Min	Min	C-Min

Intersection Summary
Cycle Length: 190
Actuated Cycle Length: 190
Offset: 66 (35%), Referenced to phase 3:NETL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: US-1 & SW 97th Avenue & Evergreen Street



Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	27	42	365	53	21	133
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	44	380	55	22	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	590	408	0	0	435	0
Stage 1	408	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	470	643	-	-	1125	-
Stage 1	671	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	643	-	-	1125	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4		1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	1125	-
HCM Lane V/C Ratio	-	-	0.129	0.019	-
HCM Control Delay (s)	-	-	12.4	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	22	29	168	28	37	180
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	32	183	30	40	196

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	474	198	0	0	213	0
Stage 1	198	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	549	843	-	-	1357	-
Stage 1	835	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	531	843	-	-	1357	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8		1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	673	1357	-
HCM Lane V/C Ratio	-	-	0.082	0.03	-
HCM Control Delay (s)	-	-	10.8	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	195	507	144	33	496	141	229	261	67	35	93	100
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	201	523	148	34	511	145	236	269	69	36	96	103
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	739	1549	1317	698	2228	629	227	396	100	165	195	175
Arrive On Green	0.04	0.83	0.83	0.03	0.82	0.82	0.06	0.14	0.14	0.03	0.11	0.11
Sat Flow, veh/h	1774	1863	1583	1774	2727	770	1774	2802	706	1774	1770	1583
Grp Volume(v), veh/h	201	523	148	34	331	325	236	168	170	36	96	103
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1727	1774	1770	1738	1774	1770	1583
Q Serve(g_s), s	2.0	7.6	2.0	0.3	4.8	4.9	7.0	10.4	10.7	2.1	5.9	7.1
Cycle Q Clear(g_c), s	2.0	7.6	2.0	0.3	4.8	4.9	7.0	10.4	10.7	2.1	5.9	7.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	739	1549	1317	698	1446	1411	227	250	246	165	195	175
V/C Ratio(X)	0.27	0.34	0.11	0.05	0.23	0.23	1.04	0.67	0.69	0.22	0.49	0.59
Avail Cap(c_a), veh/h	770	1549	1317	755	1446	1411	227	767	753	220	767	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	1.3	2.3	1.8	1.6	2.4	2.4	48.3	47.0	47.1	43.8	48.3	48.8
Incr Delay (d2), s/veh	0.2	0.6	0.2	0.0	0.4	0.4	70.1	3.1	3.5	0.7	1.9	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.0	0.9	0.2	2.4	2.4	8.2	5.3	5.4	1.0	3.0	3.3
LnGrp Delay(d),s/veh	1.5	2.9	2.0	1.6	2.7	2.8	118.5	50.1	50.6	44.4	50.2	52.0
LnGrp LOS	A	A	A	A	A	A	F	D	D	D	D	D
Approach Vol, veh/h		872			690			574			235	
Approach Delay, s/veh		2.4			2.7			78.4			50.1	
Approach LOS		A			A			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.4	21.3	6.3	100.9	10.0	17.7	8.0	99.3
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	7.0	50.0	7.0	55.0	7.0	50.0	7.0	55.0
Max Q Clear Time (g_c+I1), s	4.1	12.7	2.3	9.6	9.0	9.1	4.0	6.9
Green Ext Time (p_c), s	0.0	3.6	0.0	10.8	0.0	3.6	0.2	10.8

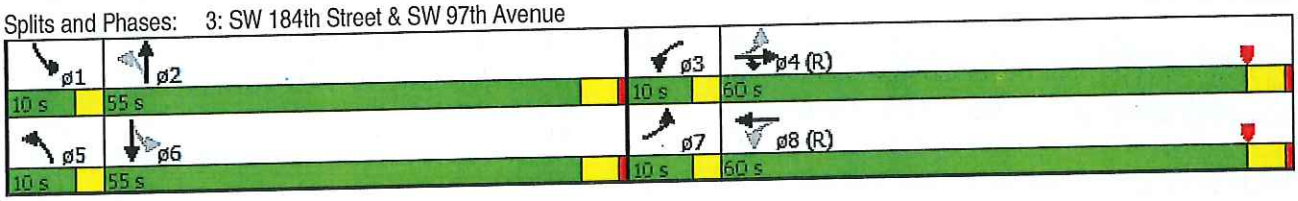
Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	195	507	144	33	496	229	261	35	93
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	10.0	23.0	23.0	9.5	23.0	9.5	23.0	10.0	33.0
Total Split (s)	10.0	60.0	60.0	10.0	60.0	10.0	55.0	10.0	55.0
Total Split (%)	7.4%	44.4%	44.4%	7.4%	44.4%	7.4%	40.7%	7.4%	40.7%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 135
Actuated Cycle Length: 135
Offset: 130 (96%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	512	377	84	532	63	176	126	41	43	192	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	76	533	393	88	554	66	183	131	43	45	200	100
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	601	1102	936	456	1895	225	282	450	143	322	331	159
Arrive On Green	0.05	0.59	0.59	0.06	0.59	0.59	0.07	0.17	0.17	0.04	0.14	0.14
Sat Flow, veh/h	1774	1863	1583	1774	3187	379	1774	2647	838	1774	2320	1115
Grp Volume(v), veh/h	76	533	393	88	307	313	183	86	88	45	151	149
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1770	1796	1774	1770	1715	1774	1770	1666
Q Serve(g_s), s	1.2	12.0	9.9	1.3	6.2	6.3	5.0	3.1	3.3	1.6	5.8	6.2
Cycle Q Clear(g_c), s	1.2	12.0	9.9	1.3	6.2	6.3	5.0	3.1	3.3	1.6	5.8	6.2
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.49	1.00		0.67
Lane Grp Cap(c), veh/h	601	1102	936	456	1052	1068	282	301	292	322	253	238
V/C Ratio(X)	0.13	0.48	0.42	0.19	0.29	0.29	0.65	0.29	0.30	0.14	0.60	0.63
Avail Cap(c_a), veh/h	627	1102	936	476	1052	1068	282	507	491	370	507	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.1	8.6	8.1	5.9	7.3	7.3	26.7	26.5	26.6	25.1	29.4	29.6
Incr Delay (d2), s/veh	0.1	1.5	1.4	0.2	0.7	0.7	5.1	0.5	0.6	0.2	2.2	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.5	4.6	0.7	3.2	3.3	1.6	1.5	1.6	0.8	3.0	3.0
LnGrp Delay(d),s/veh	5.2	10.1	9.5	6.1	8.0	8.0	31.8	27.1	27.2	25.3	31.7	32.3
LnGrp LOS	A	B	A	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		1002			708			357			345	
Approach Delay, s/veh		9.5			7.8			29.5			31.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	17.5	7.2	48.4	8.0	15.5	6.9	48.6
Change Period (Y+Rc), s	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Max Green Setting (Gmax), s	5.0	21.0	5.0	32.0	5.0	21.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	3.6	5.3	3.3	14.0	7.0	8.2	3.2	8.3
Green Ext Time (p_c), s	0.0	2.5	0.0	8.7	0.0	2.3	0.0	10.0

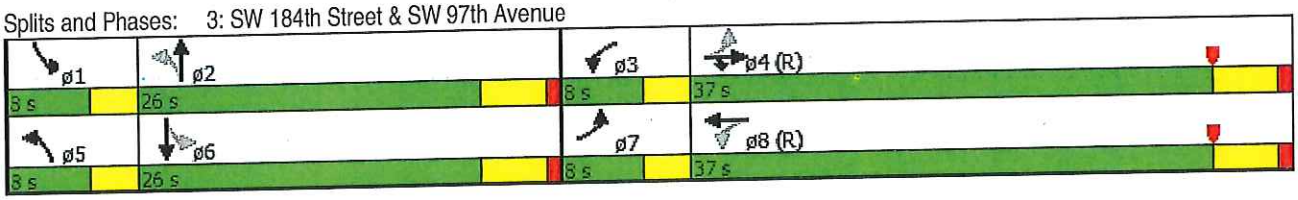
Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	73	512	377	84	532	176	126	43	192
Turn Type	pm+pt	NA	Prot	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	4	3	8	5	2	1	6
Permitted Phases	4			8		2		6	
Detector Phase	7	4	4	3	8	5	2	1	6
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	8.0	23.0	23.0	8.0	23.0	8.0	23.0	8.0	23.0
Total Split (s)	8.0	37.0	37.0	8.0	37.0	8.0	26.0	8.0	26.0
Total Split (%)	10.1%	46.8%	46.8%	10.1%	46.8%	10.1%	32.9%	10.1%	32.9%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	Min	None	Min

Intersection Summary

Cycle Length: 79
Actuated Cycle Length: 79
Offset: 26 (33%), Referenced to phase 4:EBTL and 8:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 184th Street & SW 97th Avenue



Appendix E
Committed Development Documentation

TECHNICAL MEMORANDUM

DATE: April 5, 2016

TO: Darby Delsalle
Director - Planning & Zoning Department
Village of Palmetto Bay
8950 SW 152nd Street
Palmetto Bay, FL 33157

FROM: Richard Garcia, P.E.
Richard Garcia & Associates, Inc.
8065 NW 98th Street
Hialeah Gardens, Florida 33016

RICHARD GARCIA LICENSE No. 54886 STATE OF FLORIDA PROFESSIONAL ENGINEER

SUBJECT: **Parkside at Palmetto Bay (Traffic Analysis Update)**

This technical memorandum is intended to provide a comparison between the school component of the previous development program for the Parkside at Palmetto Bay and the new proposed development. Originally, the subject project was approved by the Village of Palmetto Bay and the Miami Dade County Traffic Engineering Division for a charter school with 1,400 students in grades Kindergarten through Twelfth (K-12). Currently, this project is programmed to have a charter school with 1,000 students in grades Kindergarten through Eighth (K-8).

Based on the traffic studies previously submitted to the Village for this project, the charter school with 1,400 students generates a total of 925 vehicle trips (487 trips-in & 438 trips-out) during the AM peak hour and 144 vehicle trips (61 trips-in & 83 trips-out) during the PM peak hour. The trip generation analysis was performed following the Miami-Dade County surrogate school method. The trip generation rates for the AM and PM peak were obtained from actual traffic data previously collected at a surrogate school.

In contrast, the new proposed charter school with 1,000 students yielded a total of 757 vehicle trips (398 trips-in & 359 trips-out) during the AM peak hour and 103 vehicle trips (44 trips-in & 59 trips-out) during the PM peak hour. Based on the above trip generation results, the new proposed charter school (1,000 students) will generate **29 percent less traffic** than the previously proposed charter school (1,400 students) during both the AM and PM peak hour. Tables 1 and 2 below summarize the Trip Generation comparison for the AM and PM peak hour, respectively.

Moreover, the vehicle trips generated by the charter school with 1,400 students were previously evaluated for the AM and PM peak hour and yielded acceptable Level of Service (LOS) results. The analysis revealed that all the intersections and roadways within the study area will have sufficient capacity to support the previous development. Since the trip generation analysis for the new proposed development resulted in 29 percent less traffic than previously approved, it is expected that all the intersections and roadways within the study area will maintain acceptable LOS. Therefore, no additional analysis is recommended.

Table 1: Trip Generation Comparison – AM Peak Hour

LAND USE (LU)	UNITS	TRIP GEN PEAK CONDITION	TRIP GEN RATE	TRIPS - AM PEAK		
				IN	OUT	TOTAL
Previously Proposed						
Charter School K-12	1,400 Students	*[1] AM Peak Period*	1.017	749	675	1,424
		[2] AM Peak Hour	-	**487**	**438**	**925**
New Proposed						
Charter School K-8	1,000 Students	*[1] AM Peak Period*	1.017	535	482	1,017
		[2] AM Peak Hour	-	**398**	**359**	**757**
Net Difference in Vehicle Trips *(New Prop. Trips - Previously Prop. Trips)*			*AM Peak Period*			-407
			AM Peak Hour			**-168**
Percent Change			*AM Peak Period*			-29%
			AM Peak Hour			**-29%**

Notes: [1] Local rate was obtained from actual trip data from the surrogate school, Somerset Silver Palms.

[2] Peak hour trips were estimated consistent with the proposed operation and number of students per shift.

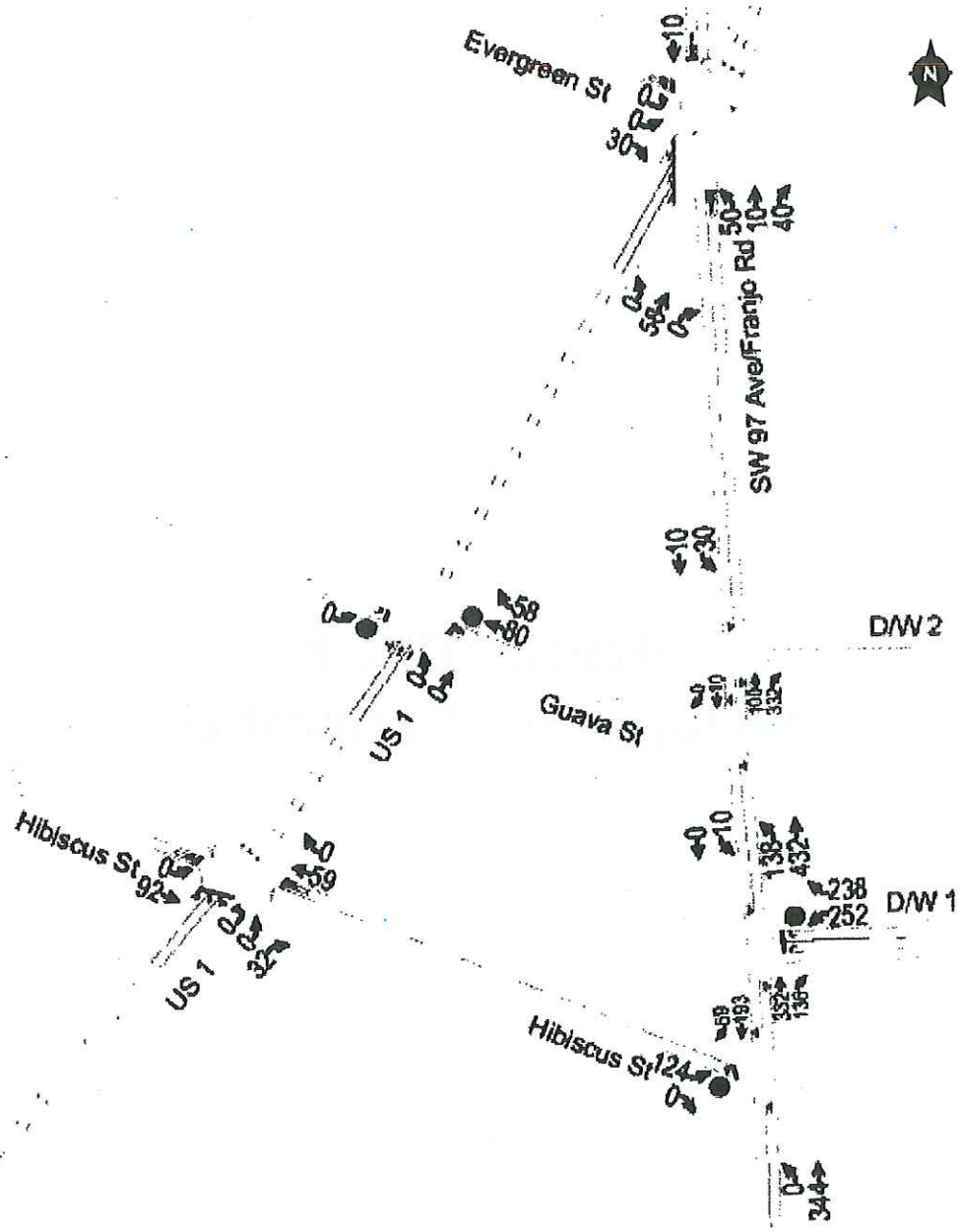
Table 2: Trip Generation Comparison – PM Peak Hour

LAND USE (LU)	UNITS	TRIP GEN PEAK CONDITION	TRIP GEN RATE	TRIPS - PM PEAK		
				IN	OUT	TOTAL
Previously Proposed						
Charter School K-12	1,400 Students	*[1] PM Peak Hour*	0.103	61	83	144
New Proposed						
Charter School K-8	1,000 Students	*[1] PM Peak Hour*	0.103	44	59	103
Net Difference in Vehicle Trips *(New Prop. Trips - Previously Prop. Trips)*						-41
Percent Change						-29%

Notes: [1] Local rate was obtained from actual trip data from the surrogate school, Somerset Silver Palms.

Lastly, Accumulation Assessments for the school's AM and PM peak period were performed consistent with the Miami-Dade County methodology for the proposed school with 1,000 students and the revised site plan. The main objective of these assessments is to ascertain the projected vehicle stacking demand and to determine if sufficient stacking capacity exists to accommodate the vehicle stacking demand within the subject site. Based on the assessments, the school is providing sufficient vehicle stacking capacity to accommodate 100 percent of the projected vehicle queue within the site during the highest arrival and dismissal shift of students. Table 3 below summarizes the results.

Figure 5: AM Peak Hour Site Traffic



Appendix F
Project Trip Generation

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

Project: Atlantico at Palmetto Bay
Phase:

Open Date:
Analysis Date:

Description: Proposed #16127

ITE: Land Use	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
826: Specialty Retail Center 7.010 Th.Sq.Ft. GFA [R]	311	0	0	8	11
223: Mid-Rise Apartment 271 Dwelling Units [R]	0	24	57	62	44
Total Driveway Volume	311	24	57	70	55
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		24	57	70	55

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

AM Peak Hour Trip Generation and Internalization

Atlantico at Palmetto Bay

Mid-Rise Apartment Land Use 223 271 Dwelling Units		Specialty Retail Center Land Use 826 7,010 Sq Ft		
In	**Out**	**In**	**Out**	
24	**57**	**5**	**3**	89 ITE Trips
-2	-6	-1	0	-9 -10.0% Transit
22	**51**	**4**	**3**	79 Vehicle Trips
UNBALANCED INTERNALIZATION				
	1% *1* **1**	*17%* *1*		
2% *0*	**0**		14% 0	
Mid-Rise Apartment		**Specialty Retail Center**		
In	**Out**	**In**	**Out**	
22	**51**	**4**	**3**	79 Vehicle Trips
BALANCED INTERNALIZATION				
	-1	*-1*		
0			0	
0	-1	-1	0	-2 Internal
22	50	3	3	77 External Trips
	1.4%		*0.0%*	*2.5%* % Internal
22	**50**	**3**	**3**	**78 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

Atlantico at Palmetto Bay

Mid-Rise Apartment Land Use 223 271 Dwelling Units		Specialty Retail Center Land Use 826 7,010 Sq Ft		
In	**Out**	**In**	**Out**	
62	**44**	**8**	**11**	125 ITE Trips
-6	-5	-1	-1	-13 -10.0% Transit
56	**39**	**7**	**10**	112 Vehicle Trips
UNBALANCED INTERNALIZATION				
	42%		*10%*	
	16	**1**	*1*	
46%				26%
26		**3**		3
Mid-Rise Apartment		**Specialty Retail Center**		
In	**Out**	**In**	**Out**	
56	**39**	**7**	**10**	112 Vehicle Trips
BALANCED INTERNALIZATION				
	-1		*-1*	
-3				-3
-3	-1	-1	-3	-8 Internal
53	38	6	7	104 External Trips
	4.2%		*23.5%*	*7.2%* % Internal
53	**38**	**6**	**7**	**104 Net New External Trips**

Appendix G
Traffic Diversion Documentation

Atlantico at Palmetto Bay-----

AM Intersection Assignment

*Provided by Metro Engineering

INTERSECTION	MOVEMENT	EXISTING 2016	BACKGROUND Growth rate: 0.5% No. of years: 2	Parkside at Palmetto Bay School Out 359	In 398	Total 757	COMMITTED DEVELOPMENTS	FUTURE WITHOUT SW 95th Ave: FUTURE W/O PROJECT W/O SW 95th Ave	PROJECT Out 53	PROJECT In 25	PROJECT Total 78	FUTURE WITH PROJECT	FUTURE W/O PROJECT	Proposed SW 95th Avenue Link Diversion		FUTURE WITH SW 95th Ave: FUTURE W/O PROJECT With SW 95th Ave	PROJECT (Distribution with 95th Ave) Out 53	PROJECT In 25	PROJECT Total 78	FUTURE W/O PROJECT With SW 95th Ave
1) US-1 / SW 97 Ave / E Evergeen St	NBL	6	6	10%	0%	35	36	42	0%	0%	0	42	42	0%	0	42	0%	0%	0	42
	NBT	63	64	2%	0%	7	7	71	5%	0%	3	73	71	-50%	-35	35	5%	0%	3	38
	NBR	275	278	8%	0%	29	29	306	44%	0%	23	330	306	-50%	-153	153	25%	0%	13	166
	SBL	0	0	0%	0%	0	0	0	0%	0%	0	0	0	0%	0	0	0%	0%	0	0
	SBT	52	53	0%	2%	8	8	60	0%	15%	4	64	60	-50%	-30	30	0%	5%	1	31
	SBR	1	1	0%	0%	0	0	1	0%	0%	0	1	1	0%	0	1	0%	0%	0	1
	NEBL-Evgn	1	1	0%	0%	0	0	1	0%	0%	0	1	1	0%	0	1	0%	0%	0	1
	NEBL-97 Av	63	64	0%	0%	0	0	64	0%	0%	0	64	64	0%	0	64	0%	0%	0	64
	NEBT	1784	1802	12%	0%	43	43	1845	0%	0%	0	1845	1845	0%	0	1845	0%	0%	0	1845
	NEBR	15	15	0%	0%	0	0	15	0%	0%	0	15	15	0%	0	15	0%	0%	0	15
	SEBL-US1	25	25	0%	0%	0	0	25	0%	0%	0	25	25	0%	0	25	0%	0%	0	25
PHF = 0.93	SEBR	34	34	0%	6%	24	24	58	0%	30%	8	66	58	0%	0	58	0%	25%	6	64
TOTAL		2319	2342	32%	8%	147	147	2489	49%	45%	37	2526	2489		-219	2270	30%	30%	23	2293
APPROACH	NB	344				72	0				26	445							16	247
	SB	53				8	0				4	65							1	33
	NEB	1863				43	0				0	1925							0	1925
	SEB	59				24	0				8	91							6	99
	SWB	0				0	0				0	0							0	0
DEPARTURE	NB	101				32	0				11	145							8	111
	SB	126				7	0				3	137							3	102
	NEB	0				0	0				0	0							0	0
	SEB	8				36	0				0	44							0	44
	SWB	2084				72	0				23	2200							13	2037
2) SW 180 St / SW 97 Ave	NBT	458	463	0%	67%	267	267	729	0%	0%	0	729	729	-50%	-365	365	0%	0%	0	365
	NBR	93	94	0%	0%	0	0	94	0%	40%	10	104	94	-50%	-47	47	0%	25%	6	53
	SBL	26	26	0%	0%	0	0	26	0%	45%	11	38	26	-50%	-13	13	0%	30%	8	21
	SBT	125	126	39%	0%	140	140	266	0%	0%	0	266	266	-50%	-133	133	0%	0%	0	133
	WBL	27	27	0%	0%	0	0	27	40%	0%	21	48	27	-50%	-14	14	25%	0%	13	27
PHF = 0.96	WBR	52	53	0%	0%	0	0	53	45%	0%	26	78	53	-50%	-26	26	30%	0%	16	42
TOTAL		781	789	39%	67%	407	407	1195	89%	85%	68	1264	1195		-598	598	55%	55%	43	641
APPROACH	NB	551				267	0				10	833							6	418
	SB	151				140	0				11	304							8	154
	EB	0				0	0				0	0							0	0
	WB	79				0	0				47	127							29	69
RTURE	NB	510				140	0				21	315							13	160
	SB	152				267	0				26	808							16	407
	EB	119				0	0				0	0							0	0
	WB	0				0	0				21	141							14	74
3) SW 97th Ave / SW 184th St	NBL	227	229	0%	0%	0	0	229	0%	0%	0	229	229	0%	0	229	0%	0%	0	229
	NBT	377	381	0%	35%	139	139	520	0%	5%	1	521	520	-50%	-260	260	0%	5%	1	261
	NBR	132	133	0%	0%	0	0	133	0%	0%	0	133	133	-50%	-67	67	0%	0%	0	67
	SBL	37	37	5%	0%	32	32	70	0%	0%	0	70	70	-50%	-35	35	0%	0%	0	35
	SBT	126	127	15%	0%	54	54	181	5%	0%	3	184	181	-50%	-91	91	5%	0%	3	93
	SBR	35	35	15%	0%	54	54	89	35%	0%	19	108	89	0%	0	89	20%	0%	11	100
	EBL	90	91	0%	25%	100	100	190	0%	35%	9	199	190	0%	0	190	0%	20%	5	195
	EBT	498	503	0%	0%	0	0	503	0%	0%	0	503	503	0%	0	503	0%	15%	4	507
	EBR	143	144	0%	0%	0	0	144	0%	0%	0	144	144	0%	0	144	0%	0%	0	144
	WBL	66	67	0%	0%	0	0	67	0%	0%	0	67	67	-50%	-33	33	0%	0%	0	33
	WBT	483	488	0%	0%	0	0	488	0%	0%	0	488	488	0%	0	488	15%	0%	8	496
PHF = 0.97	WBR	112	113	0%	7%	28	28	141	0%	0%	0	141	141	0%	0	141	0%	0%	0	141
TOTAL		2326	2349	39%	67%	407	407	2756	40%	40%	31	2787	2756		-485	2271	40%	40%	31	2302
APPROACH	NB	736				139	139				1	884							1	557
	SB	198				140	140				21	361							13	228
	EB	731				100	100				9	847							9	847
	WB	661				28	28				0	695							8	670
DEPARTURE	NB	335				54	267				3	395							3	271
	SB	579				267	54				10	861							6	598
	EB	745				54	32				19	825							19	825
	WB	667				32	54				0	706							4	608

Atlantico at Palmetto Bay------ PM Intersection Assignment

*Provided by Marlin Engineering

Parkside at Palmetto Bay School

INTERSECTION	MOVEMENT	EXISTING 2016	BACKGROUND Growth rate: 0.5% No. of years: 2	Out 59	In 44	Total 103	COMMITTED DEVELOPMENTS	FUTURE WITHOUT SW 95th Ave: FUTURE W/O PROJECT W/O SW 95th Ave	PROJECT Out 45	PROJECT In 59	PROJECT Total 104	FUTURE WITH PROJECT
1) US-1 / SW 97 Ave / E Evergeen St PHF = 0.95	NBL	3	3	10%	0%	6	6	9	0%	0%	0	9
	NBT	53	54	2%	0%	1	1	55	5%	0%	2	57
	NBR	280	283	8%	0%	5	5	288	44%	0%	20	307
	SBL	1	1	0%	0%	0	0	1	0%	0%	0	1
	SBT	159	161	0%	2%	1	1	161	0%	15%	9	170
	SBR	2	2	0%	0%	0	0	2	0%	0%	0	2
	NEBL-Evgn	1	1	0%	0%	0	0	1	0%	0%	0	1
	NEBL-97 Av	53	54	0%	0%	0	0	54	0%	0%	0	54
	NEBT	1471	1486	12%	0%	7	7	1493	0%	0%	0	1493
	NEBR	22	22	0%	0%	0	0	22	0%	0%	0	22
	SEBL-US1	19	19	0%	0%	0	0	19	0%	0%	0	19
	SEBR	61	62	0%	6%	3	3	64	0%	30%	18	82
TOTAL		2125	2146	32%	8%	22	22	2169	49%	45%	49	2218
APPROACH	NB	336				12	0				22	373
	SB	162				1	0				9	173
	NEB	1547				7	0				0	1570
	SEB	80				3	0				18	101
	SWB	0				0	0				0	0
DEPARTURE	NB	242				4	0				27	275
	SB	106				1	0				2	110
	NEB	0				0	0				0	0
	SEB	6				6	0				0	12
	SWB	1771				12	0				20	1820
2) SW 180 St / SW 97 Ave PHF = 0.92	NBT	304	307	0%	67%	29	29	337	0%	0%	0	337
	NBR	26	26	0%	0%	0	0	26	0%	40%	24	50
	SBL	38	38	0%	0%	0	0	38	0%	45%	27	65
	SBT	334	337	39%	0%	23	23	360	0%	0%	0	360
	WBL	21	21	0%	0%	0	0	21	40%	0%	18	39
	WBR	31	31	0%	0%	0	0	31	49%	0%	22	53
TOTAL		754	762	39%	67%	52	52	814	89%	85%	90	904
APPROACH	NB	330				29	0				24	386
	SB	372				23	0				27	425
	EB	0				0	0				0	0
	WB	52				0	0				40	93
DEPARTURE	NB	335				23	458				18	400
	SB	355				29	93				22	390
	EB	64				0	0				0	0
	WB	0				0	0				50	115
3) SW 97th Ave / SW 184th St PHF = 0.96	NBL	174	176	0%	0%	0	0	176	0%	0%	0	176
	NBT	228	230	0%	35%	15	15	246	0%	5%	3	249
	NBR	82	83	0%	0%	0	0	83	0%	0%	0	83
	SBL	79	80	9%	0%	5	5	85	0%	0%	0	85
	SBT	367	371	15%	0%	9	9	380	5%	0%	2	382
	SBR	77	78	15%	0%	9	9	87	35%	0%	16	102
	EBL	50	51	0%	25%	11	11	62	0%	35%	21	82
	EBT	498	503	0%	0%	0	0	503	0%	0%	0	503
	EBR	373	377	0%	0%	0	0	377	0%	0%	0	377
	WBL	167	169	0%	0%	0	0	169	0%	0%	0	169
	WBT	520	525	0%	0%	0	0	525	0%	0%	0	525
	WBR	59	60	0%	7%	3	3	63	0%	0%	0	63
TOTAL		2674	2701	39%	67%	52	52	2753	40%	40%	42	2795
APPROACH	NB	484				15	15				3	507
	SB	523				23	23				18	569
	EB	921				11	11				21	962
	WB	746				3	3				0	757
DEPARTURE	NB	907				9	29				2	927
	SB	337				29	9				24	393
	EB	771				9	5				16	803
	WB	659				5	9				0	671

FUTURE WITH SW 95th Ave

FUTURE W/O PROJECT W/O SW 95th	Proposed SW 95th Avenue Link Diversion		FUTURE W/O PROJECT With SW 95th Ave	PROJECT (Distribution with 95th Ave) Out 45	PROJECT (Distribution with 95th Ave) In 59	PROJECT (Distribution with 95th Ave) Total 104	FUTURE With PROJECT With SW 95th Ave
9	0%	0	9	0%	0%	0	9
55	-50%	-27	27	5%	0%	2	30
288	-50%	-144	144	25%	0%	11	155
1	0%	0	1	0%	0%	0	1
161	-50%	-81	81	0%	5%	3	84
2	0%	0	2	0%	0%	0	2
1	0%	0	1	0%	0%	0	1
54	0%	0	54	0%	0%	0	54
1493	0%	0	1493	0%	0%	0	1493
22	0%	0	22	0%	0%	0	22
19	0%	0	19	0%	0%	0	19
64	0%	0	64	0%	25%	15	79
2169		-252	1917	30%	30%	31	1948
						14	104
						3	87
						0	1570
						15	93
						0	0
						18	185
						2	83
						0	0
						0	12
						11	1868
337	-50%	-168	168	0%	0%	0	168
26	-50%	-13	13	0%	25%	15	28
38	-50%	-19	19	0%	30%	18	37
360	-50%	-180	180	0%	0%	0	180
21	-50%	-11	11	25%	0%	11	22
31	-50%	-15	15	30%	0%	14	29
814		-407	407	55%	55%	57	464
						15	196
						18	217
						0	0
						25	51
						11	202
						14	197
						0	0
						32	65
176	0%	0	176	0%	0%	0	176
246	-50%	-123	123	0%	5%	3	126
83	-50%	-41	41	0%	0%	0	41
85	-50%	-43	43	0%	0%	0	43
380	-50%	-190	190	5%	0%	2	192
87	0%	0	87	20%	0%	9	96
62	0%	0	62	0%	20%	12	73
503	0%	0	503	0%	15%	9	512
377	0%	0	377	0%	0%	0	377
169	-50%	-84	84	0%	0%	0	84
525	0%	0	525	15%	0%	7	532
63	0%	0	63	0%	0%	0	63
2753		-481	2272	40%	40%	42	2314
						3	343
						11	330
						21	962
						7	679
						2	653
						15	262
						16	803
						9	566

19127

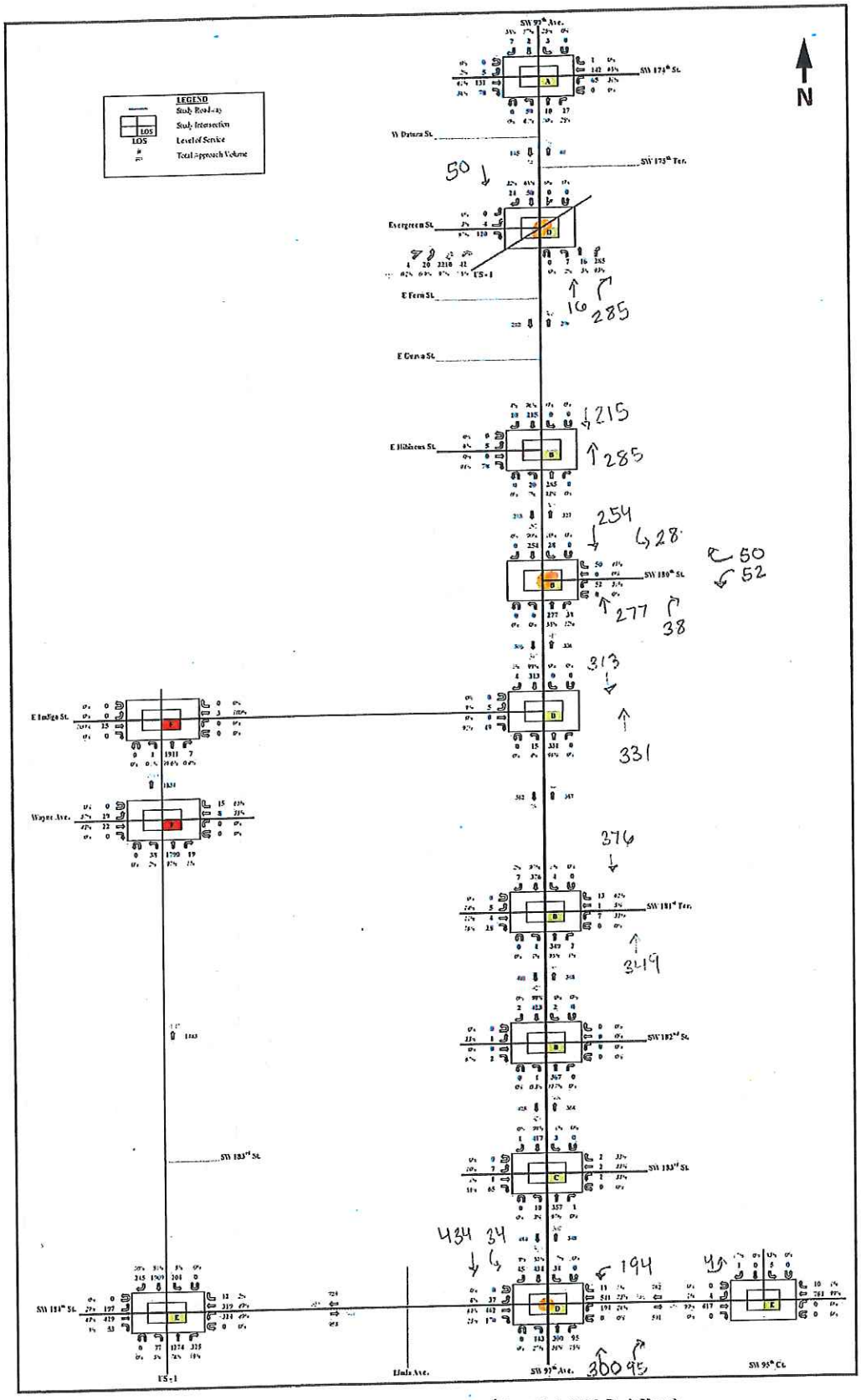


Figure 9 – 2025 Background Traffic w/o SW 95th Ave. Link (P.M. Peak Hour)

compare Figure 18

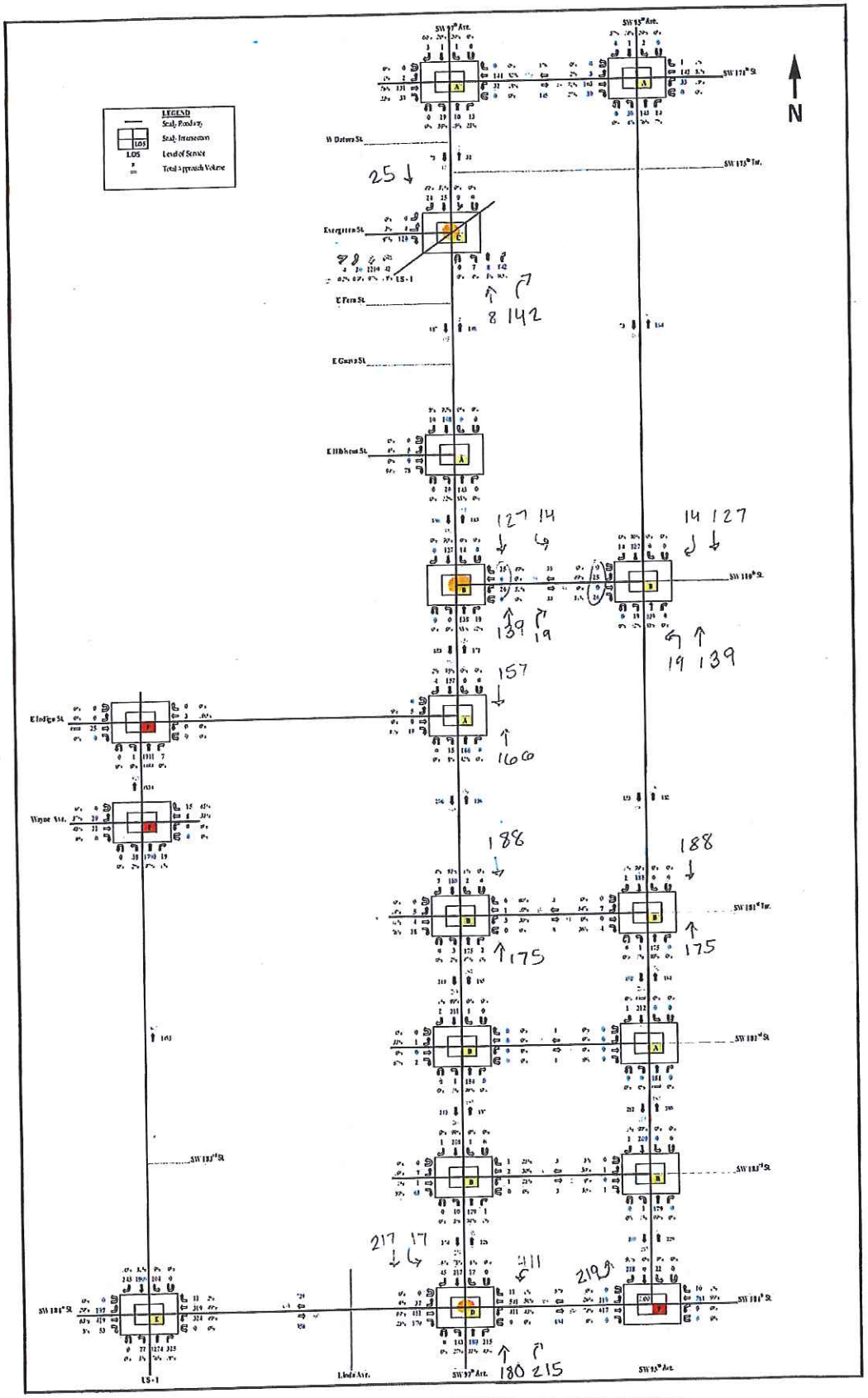


Figure 18 – 2025 Background Traffic w/ SW 95th Aye. Link (P.M. Peak Hour)

compare ↳ Figure 9